

I-441-001

My family and I are very distressed by the thought of and disruption of the Latvian Center. This is a massively important place for us as we use the facility at least twice a week by us from school to church. It is the only location that is offering language for my children. I met my wife there baptized my family buried my grandfather... This has been for the past 40 years a huge part of my identity.

The significance of this facility has a massive historical significance to the Latvian community as it was raised by refugees of the 2nd world war. During the 50 years of occupation the Latvian culture and people have been almost completely destroyed. Most of the population does no longer speaks the language or knows the culture. Facilities like this one in Seattle USA provides a beacon of hope of what the country could be again. Relocation again will be dangerous as we will loose more members as proven by history.

Latvian come to visit center and go to the local Universities. The local community center raises money yearly for the University of Washington thru donations and rummage sales. The donations support the Baltic studies program. With out the center we would risk loosing the yearly efforts and capital needed to fund the Baltic studies program.

Thank you,

Michael

--

Michael Christopher



I-441-001

Thank you for your comments about the importance of the Latvian Center to the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Dan Dale <danieldale@gmail.com>
Sent: Monday, September 23, 2013 1:57 PM
To: Lynnwood Link DEIS
Subject: Future Light Rail station in Shoreline @ 185th

Lauren and Sound Transit Board:

Thank you for taking the time to review public input on the DEIS.

I represent a number of homeowners on the east side of the freeway in North City in the likely future station area.

I-442-001 We believe that the best way to distribute the impact of a Light Rail station at 185th is to have the parking structure on the West side of the freeway adjacent to the current parking lot at Shoreline Stadium---that is part of **Option A1**. This parking structure would not displace any houses and would divide the impact of Station East side - Parking structure West side.

A short walk from the future station - (much shorter than the walk from parking garage to current busses at the Mountlake Terrace Transportation Center) - the parking structure in this location also better serves the bulk of Shoreline traffic/population from the west side of the freeway via Meridian and 185th - as well as connecting to 200th via 5th avenue. Another future overall benefit of the structure being in this location would be to provide additional parking for events at Shoreline stadium and Shoreline Center, (depending on its future use for light rail drivers - being first priority).

I-442-002 The other key component of the benefits of **Option A1**, is that it is At Grade with less noise and visual impact to the neighborhood. This is very important to the home owners east of I-5 in the station area. This would also be a cost savings to the project as all of the options North of 185th (The Section of track from 185th to approx. 200th are At Grade.) The line could have almost all of the section from just north of 155th up to 200th At Grade! (besides the need to elevate over 175th intersection). Actually from 117th - 200th.

I-442-003 Regardless of what happens in terms of stations south of 185th - please be flexible and fluid in the design plans to consider these suggestions. The garage at 185th could be west of the freeway AND this section could be At Grade - regardless of some of the plan details that transpire to the south - stations and sections. Please take a mix/match approach and don't just stick to the options as presented. These parts of **Option 1A** could be mixed with the 'best' parts of sections south.

- Spread the impact of the station on the neighborhoods around 185th - Put the Parking structure, tucked into the hill along side the west side of the freeway.

I-442-001

Thank you for your comment stating your preference for layout of the parking garage at the proposed light rail transit station at NE 185th Street.

I-442-002

Thank you for your comment stating your preference for an at-grade alignment. The Preferred Alternative is mostly at-grade in Segment A.

I-442-003

In the Final EIS, the Preferred Alternative includes a station at NE 185th Street to the north of NE 185th Street and east of I-5. The parking garage would be located on the west side of I-5. Please see the Final EIS Chapter 2 Alternatives Considered for more detail on the Preferred Alternative.

Options to extend the station south were not advanced because the station requires a straight section, and the area to the south would not accommodate the station without more impacts.

- I-442-003** - Please put the Line At Grade! Less noise, less visual impact and the opportunity for cost savings to have long sections of track At Grade from 117th to almost 200th!
- Please consider the idea of moving/stretching the station - just a bit south - to utilize the relatively large section of unused property just south of 185th between I-5 and 5th Avenue. If the station were to 'straddle - stretch' under the 185th street bridge - it would make better use of the available space, could provide access to the station without having to cross the street (185th) and could hopefully make better use of the available footprint - decreasing the impact on the neighborhood. Please investigate using this section of available land for the Final EIS and design plans.
- I-442-004** - Please continue to work with the City of Shoreline to measure the impact a station will have on drivers cutting through North City from Lake Forest Park. Perkins Way and NE188th are narrow, low visibility, blind turn streets that will need study and mitigation. 185th in the Station area is a minor arterial that does not connect to 15th or 522 to the East.
- Please work with the City of Shoreline to slow down traffic in the station area, making it Pedestrian and Bike focused - with good, well lit, safe covered walkway from the garage and consider dropping the Speed Limit around the station area to 20-25mph. We must all work to slow traffic down in this area.
- I-442-005** - Please continue to work with the City of Shoreline to emphasize how to be successful in putting a Light Rail station into a neighborhood with minimal current (or future) opportunity for T.O.D. Sound Transit does not need T.O.D. at 185th for the Lynnwood link to be successful and meet ridership goals!
- By providing a parking garage, Buses connecting from Aurora Avenue, the Aurora Transit station near Costco and to North City - the station and the line can be successful without having lots of T.O.D. The city of Shoreline has gone beyond painting the picture of an "opportunity" for the city and have instead described the "requirement of T.O.D." when this just simply is not the case. 185th is unlike any other station currently on the Rail Line (or future stations). It is NOT on a major arterial, like 145th or 175th or 130th, or MLK Way. It is NOT in an area of already up-zoned w/commercial like on Capital Hill, the U-District, Northgate or Beacon Hill. It is NOT like the huge footprint opportunity at the Mountlake Terrace station with the current garage or future commercial development south of there along the freeway.
- What 185th IS is an opportunity for a carefully designed - neighborhood station - unlike anywhere else on the Sound Transit line. Though there may be some change with some controlled development over time - everyone needs to approach the success of the station and its impact on traffic and the existing neighborhoods with the idea that T.O.D. might not happen for quite some time - and needs to be planned very carefully. (This onus falling on the City of Shoreline of course).

I-442-004

The Final EIS Section 3.6.5 identifies mitigation measures to discourage station-related cut-through traffic. All the stations will have pedestrian and bicycle facilities to support and encourage use of those modes. Stations will be designed with safety in mind; see Section 4.14 of the Final EIS for the safety analysis.

I-442-005

Thank you for your interest in Lynnwood Link Extension and your comment regarding TOD and the NE 185th Street Station. The City of Shoreline developed a subarea plan near the proposed NE 185th Street Station that may permit some commercial development and higher density housing near the station. The subarea plan also addresses other aspects of the neighborhood including public spaces, recreation, and access.

Thank you for taking the time to read, incorporate and respond to public input.

Best regards,

Dan Dale
North City, Shoreline
206.661.6033

From: Austina De Bonte <austinad@hotmail.com>
Sent: Monday, September 23, 2013 3:19 PM
To: Lynnwood Link DEIS
Subject: Lithuanian community member on behalf of Latvian Center

I am a member of the Lithuanian-American community that regularly uses the Latvian Educational Center that would be impacted by the new Sound Transit railroad plan.

My family attends events at the Latvian center often, including:

- folk dance rehearsals for my 10 year old daughter
- singing rehearsals for my 7 year old son
- February 16 independence day celebration every year where the kids perform, the community gathers, and many congressmen and other dignitaries attend
- St. Martin's Eve party to celebrate Halloween Baltic-style!
- Spring fundraising event for the Lankas Lithuanian youth summer camp
- Lithuanian school events, which both of my children attend
- And plenty of other events and parties throughout the year...

I-443-001 I urge you to do whatever is possible to maintain access to the Latvian Center during construction, and to make it possible for us to use it productively throughout that time, with a similar amount of parking and some reasonable access both during and after the train is built. It appears that the at-grade option would likely be preferred for our needs, to minimize noise impacts long term.

I-443-002

I-443-003 Many people have reorganized their schedules, lives, even where they live based on the location of this important community building for the entire Baltic community. Relocating the Latvian Center would be a major disruption, and for many, this building holds special memories and sentimental value that cannot be replaced.

Thank you for your consideration!
austina

Austina De Bonte

I-443-001

Sound Transit plans to maintain access to the church property during project construction. Details of construction access would be defined in coordination with the church after the publication of the Final EIS, during the final design and construction planning phase.

I-443-002

Thank you for your comment. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-443-003

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Pieter De Temmerman <detemp@gmail.com>
Sent: Monday, September 23, 2013 1:24 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link DEIS comments

Dear Lynnwood Link,

I have carefully read the DEIS and have watched the September 13th Tech Talk. I am looking forward to the completion of the Northgate to Lynnwood segment of the Link. Please consider the following comments:

- I-444-001**
1. As a resident in the Haller Lake neighborhood, I am in support of the at-grade option in the segment from Northgate to 130th, along with careful mitigation of noise pollution through use of sound walls. At-grade choice is preferred to minimize the negative visual impacts and to preserve the residential landscape. As a resident of the area, noise pollution from I-5 is already an issue, and we would appreciate your help to minimize further addition to noise pollution. As for visual impacts, we are a quiet residential neighborhood where many homes are single story structures. Having an elevated track would be a bit of an eye-sore. Furthermore, I did not see any indication in the DEIS referring to adequate noise mitigation in elevated options. My worry is that an elevated track will only allow the noise to travel even further, affecting more people, inside or outside of buildings.
- I-444-002**
2. I support a station at 130th in segment A.
 3. Please consider putting in less infrastructure for cars and more infrastructure for bikes (including bike parking and safe bike lanes to reach stations).

Thank you for considering our needs and preferences. Please do not hesitate to contact me if you have any questions.

Sincerely,

Pieter De Temmerman

I-444-001

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit's policy is to mitigate moderate or severe impacts under FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. The visual impacts of the project are evaluated in Section 4.5 of the EIS.

I-444-002

The park-and-ride facilities have been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. Stations will include pedestrian and bicycle facilities.

From: jdubman@gmail.com on behalf of Jonathan Dubman
<jon@dubman.com>
Sent: Monday, September 23, 2013 7:48 PM
To: Lynnwood Link DEIS
Subject: DEIS comments supporting a Link station at 130th Street

I-445-001 I'm writing to support a light rail station at 130th Street in Seattle as part of Lynnwood Link, with or without a station at 145th Street. These are the only options under consideration that allow for frequent and direct bus connections to the Bitter Lake Hub Urban Village and the Lake City Hub Urban Village in Seattle. These hub urban villages are an integral part of Seattle's Comprehensive Plan, which itself is integral to the implementation of Washington State's Growth Management Act, an act which also guides Sound Transit.

These urban areas are well established and fast-growing multi-use urban areas. They are served today by bus lines along their principal arterials (SR 99 and Lake City Way), including Sound Transit's own Express route 522, but these buses do not connect with Link, and these intensifying commercial and residential mixed-use neighborhoods lack good transit connectivity to the rest of the destinations on the Link system.

I-445-002 Neither 130th nor 145th has excellent transit-oriented development opportunities due to the effects on the walkshed of I-5, major arterial streets and nearby parks, which is all the more reason why bus connections are so critical at this location. Even if Seattle and/or Shoreline are willing to intensify development around 145th Street, that location is too far north to directly connect the centers of these two northerly urban hubs with connecting bus service without adding travel time and permanently boosting operational expenses. Traffic related to I-5 would impede reliability of east-west bus connections at 145th Street.

I-445-003 An added benefit of a bus line connecting Bitter Lake and Lake City to Link via the 130th Street Link station is the improved direct bus connection that will be created between these two urban hubs, a connection that is lacking today. A crosstown route in this area would create transit synergies via the network effect, given existing and planned transit investments along SR 99 and Lake City Way.

There may be reasons to site a station in the vicinity of 145th Street, but if there is insufficient will or funding to create a station at both 130th and 145th Streets, 130th should take priority due to its proximity and better transit connection opportunities to the largest urban hubs in the northern section of the City of Seattle.

thank you,
Jonathan Dubman
2014 E Calhoun Street
Seattle, WA 98112

I-445-001

Your support for the NE 130th Street Station is noted. The 130th Street Station is included as an option to the Preferred Alternative in the Final EIS.

I-445-002

Thank you for your comment regarding the applicability of walk sheds and light rail stations. Sound Transit developed a walk shed and bicycle shed analysis for each station and identified barriers to each station. As you mentioned, I-5 and large parks do limit the walk shed to a station and accessing the station by transit becomes more important. The stations at NE 130th Street and NE 145th Street were assessed for future TOD and results are documented in the *Station Area Transit-Oriented Development Potential Report*, as referred to in the Final EIS, Chapter 4.2.

I-445-003

Multimodal connections to stations, including bus connections, will be refined in coordination with partner transit agencies and local jurisdictions in the Final Design phase of the project.

From: Justin Elder <jelder81@gmail.com>
Sent: Sunday, September 22, 2013 4:55 PM
To: Lynnwood Link DEIS
Subject: Comments

I-446-001 | Please include a station at NE 130th. Also, please don't make the Lynnwood extension just another commuter railroad with lots of park and rides. That's what Sounder is for. Link should be an urban rapid transit system with plenty of transit-oriented development around the stations. Station areas need housing, jobs, and shopping centers. They do NOT need massive park and rides.

Yours,

Justin Elder

I-446-001

Your support for a station at NE 130th Street is noted. Parking supply is being offered at the stations as part of a balanced multimodal access program that serves the mobility needs of the nearby communities and the region.

I-446-002

Sound Transit's TOD policy in part, states: "Assess the extent to which development of alignments, station locations, and transit support facilities affect and support implementation of Agency and Community TOD strategies." Sound Transit prepared a *Station Area Transit-Oriented Development Potential Report* that provides details about each station area and how it might (or might not) support future development. Section 4.2 on Land Use includes information on the plans of corridor jurisdictions.

From: andrafreet@gmail.com on behalf of Andra Freet
<andra@andrafreetcreative.com>
Sent: Monday, September 23, 2013 10:37 AM
To: Lynnwood Link DEIS
Subject: Save the Latvian Community Center - Lynnwood Link DEIS

To the Sound Transit team-

I-447-001 I thank you for giving the Latvian community a chance to voice our concerns about the Lynnwood light rail encroaching onto our property, making it impossible to access our community center.

I am urging you to come up with some other solutions that would deter you from harming our most special center, as this unbelievable place can never be replicated nor replaced.

I am a first generation Latvian, who grew up attending the Latvian church and Saturday school. There I made friendships that have lasted my entire lifetime, I have found a sense of community with so many people from all generations who fled Latvia to find a safe and free place to live and build their families. Now I am proud to say that my 4 yr.-old son is attending this very same school so that he may experience the same friendships and strong community that I did when I was younger. He just attended his first class this past Saturday, September 21st and said he had the greatest day, that it was even better than his regular pre-school. That says a lot, considering he loves his American pre-school. It brings me SUCH joy to be able to pass down the language and culture to my kids, and I cannot even express to you what a tragedy it would be for us to lose this place for our children's use. Without this gathering place for the Baltic communities we run the risk of losing members and losing touch with our Latvian roots.

I hope that you have the heart to come up with a solution that would allow us to keep our present location in tact. Our families have already lost so much, sacrificed so much and this is not just a building, this is the heart of our community. Please don't take that away from our children.

Thank you for your time and your help in this very important matter.

Sincerely,

andra fret (36, mother of two)

pin: 206.850.6998
www.andrafreetcreative.com

I-447-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Jeremiah Fulford-Foster <akahead@gmail.com>
Sent: Monday, September 23, 2013 1:54 PM
To: Lynnwood Link DEIS
Subject: Comment on Lynnwood DEIS

I-448-001 | I think the best alignment for the Lynnwood link is with the stations at 130th and 155th. There are enough "transit stations" along the Lynnwood link, one at Northgate, Mountlake terrace park and ride, as well as the Lynnwood transit station. We need neighbor station where people can easily walk to the station and keep cars off the roads

Jeremiah Fulford-Foster

Sent from my Windows Phone

I-448-001

Your preference for stations at NE 130th and NE 155th Streets is noted. The NE 130th Street Station is included as an option in the Final EIS. Station parking facility sizing and design proposals were developed to balance the need for good multi-modal connections and access to serve local communities and the region.

From: Jeremiah Fulford-Foster <akahead@gmail.com>
Sent: Monday, September 23, 2013 6:43 PM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood link DEIS

To Whom it may concern,

I am a resident of the Ridgcrest neighborhood, in south Shoreline. I would like to comment on the DEIS for the Lynnwood light rail extension; especially with regards to the proposed and currently undecided stations at 145th or 155th.

- I-449-001** • I and many neighbors in my neighborhood would like to see little to no use of parking garages, around the planned stations. It seems puzzling to us that Seattle Stations do not have planned parking garages but Shoreline Stations all have planned parking garages. In general, If there must be a garage around the station I/we would like the garage to be as unobtrusive as possible, displacing the fewest number of residents as possible. That being said I would prefer a smaller station at a 155th street and move the site of the garage, to the north side of the street and to the east of I-5, where the small church is. By doing this you displace fewer residents and you hide the garage against the freeway. You also make the garage more accessible to driving north along 1st. It's then just a short walk under the covered freeway overpass to the proposed station.
- I-449-002** • Accessibility to these stations is also a very large concern for residents in Shoreline. If people aren't able to easily reach the stations then no one is going to use them. One idea I've heard that to help make either station more accessible is a walking/bike path along the tracks of the trains against the freeway. The biggest way to increase accessibility for Shoreline residents are the chosen locations. I feel that a 155th Street Station is a better choice for our area. It has far more residents currently living within walking distance of the station. The 145th Street station only has a few neighbors living to the north east and even fewer to the west. Also as zoning restrictions change the area around the 155th station will be able to add more new housing without displacing as many current residents since both the north and south sides of the street will be open to development. In the case of the 145th Street station only the north side of the street will be open to development. This also means that any development at the station location would have to be a large condominium or apartment structures which no one in the neighborhood wants to see. The 155th Street station will also be more bike friendly since that street already has bike lanes moving in both directions. 145th Street currently has none. Finally accessing the station by car will also be easier at the 155th St station. 145th Street itself is currently being used at peak capacity. During rush hour times traffic can be backed up all the way to 15th Ave, and we are still 10 years away from having a station put in. To that even more cars from people trying to access the station and that street will be a nightmare. The only way to make that 145th Street more useable will be to widen it. With Jackson park and Lakeside School to the south the only way to widen
- I-449-003**
- I-449-004**
- I-449-005**

1

I-449-001

Your preference for a station at NE 155th Street is noted. Station parking facility sizing and design proposals were developed to balance the need for good multi-modal connections and access to serve local communities and the region.

I-449-002

Park-and-ride spaces provide access to light rail for areas transitioning from suburban to urban densities and reduce spillover parking impacts to neighborhoods. Sound Transit's design seeks to find a balance between competing interests of providing auto access to stations, potential spillover parking, and encouraging pedestrian, bicycle, and transit access to light rail stations.

I-449-003

Thank you for noting your preference for a station at NE 155th Street, rather than at NE 145th Street.

I-449-004

Your comment on bike lanes on NE 155th Street is noted.

I-449-005

The Preferred Alternative includes a station at NE 145th Street. The Final EIS analyzes potential traffic impacts in Chapter 3. All alternatives would include improvements that address traffic impacts as detailed in Section 3.6.4.

I-449-005

that street would be to take properties away from Shoreline residents, probably in the amount of 20ft or more, which would displace hundreds of local residents. Traffic at 155th Street is not anywhere as bad as 145th and in fact the street could still handle more cars and not be over used. To top it off all of 155th street could be widened by 20ft, to better handle the increased traffic do to the station, without displacing any current residents (just possible easements). Because both sides of the street could be used to widen the road, only people's yards and a small strip of two parks would have to be taken.

I hope you will take our concerns seriously, I see light rail transportation as a great remedy to our current worsening traffic problems. However, if you do not make it easily accessible, no one will use it.

Thank you,

Jeremiah K. Fulford-Foster

From: Roxanne Garzon <rxgarzon@comcast.net>
Sent: Sunday, September 22, 2013 6:39 PM
To: Lynnwood Link DEIS
Subject: Shoreline station

- I-450-001** 1) The station in Shoreline needs to be connected to other transit options. There also needs to be adequate parking. More people will use transit if there is parking nearby (as can be seen in current light rail stations by the low ridership where there are no parking spots nearby). Most residents who want to commute by train year round are going to have to park their cars, not bike, not walk. Not many people out there taking a stroll during the November-March weather.
- I-450-002** 2) 185th street is a small residential area and there are not any public transit options on that route. There are also a high number of young drivers/pedestrians using that access to the stadium for games, matches etc. Keeping those kids safe around the train station could be problematic-locate the tracks as far from the stadium as possible-kids between 13-18 are not known for their common sense.
- I-450-003** 3) 145th street seems to be the most viable option for the train station. It doesn't give as good of access to the upper areas of Shoreline, but it has better transit options, parking options, existing areas.
- I-450-004** 4) The light rail project could very easily be put in the middle of the I-5 corridor. It's flat, it's clear, and people are already able to access it easily. Other cities have done it with far more efficiency.
- I-450-005** I have one final comment. This project is very bogged down in the political process and it frustrates me that the light rail won't be here until 2023. The Panama Canal did not take that long to build!

Roxanne Garzon
Mary Kay Future Sales Director
206-432-0789
www.marykay.com/rqarzon

Check out the e-catalog:
http://ecatalog.marykay.com/us_en-us/GetLatest.aspx?d=www.marykay.com&m=rqarzon&t=Look_Book&cid=ecat_Look_Book

Inspiring women with hope that they can live their best life ever

I-450-001

Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the Final Design phase of the project. Sound Transit's design seeks to find a balance between competing interests of providing auto access to stations, potential spillover parking, and encouraging pedestrian, bicycle, and transit access to light rail stations.

I-450-002

Your concern for the safety of children in and around the NE 185th Street Station is noted. All light rail alternatives are entirely grade-separated in a secure, protected guideway. Further discussion of public safety is discussed in Section 2.3 for station areas and in Section 3.2.8 for analysis of transportation issues related to public safety. NE 185th Street currently has bus transit service. This transit service would integrate with the light rail station.

I-450-003

Comment noted. A station at 145th is included in the options considered in the Final EIS.

I-450-004

The proposed construction of rail in the middle of the I-5 corridor was not advanced for further consideration in Segment A. There is insufficient room to construct light rail in the median until Mountlake Terrace, and widening the roadway and moving lanes out would have similar property impacts and greater environmental impacts, particularly during construction. Additional details are provided in Final EIS Sections 2.5.1 and 2.5.2.

I-450-005

Comment noted; the project schedule reflects the time required to help

the project successfully meet requirements for federal funding approvals as well as local approvals needed for construction.

From: eric goodman <ejosephgoodman@excite.com>
Sent: Monday, September 23, 2013 5:56 PM
To: Lynnwood Link DEIS
Subject: Comments

Thank you for taking comments on the Lynnwood Link project.

I-451-001

1. I would like to express my preference for the Segment A5 or A7 alignments that include stations at 130th St. 155th St. and 185th St. This arrangement has geometry on its side. It has the best spacing between stations and the best placement of stations in the street grid for future development oriented to maximizing our transit investment. This arrangement keeps the stations away from routes that are auto dominated and makes them more central to neighborhoods. A station at 130th is critical to avoid drawing thousands of people and cars south across Northgate way everyday. If these people can board at 130th, more of them will ride and overall traffic and transit operations will be much better in the area. 155th St. will not work as well as 145th St. for cars coming from farther than 1 mile away. That is exactly why it should be chosen. You don't want to draw cars and then spend millions to mitigate the impact. You should draw the people who live close by and 155th has the best ped / bike connections. For 185th please keep everything on one side of the highway and provide adequate space for bus turnarounds.

I-451-002

2. In the B segment the station at Mountlake Terrace Transit Center should be placed East of the current garage, not in the freeway station. The walk to the freeway station is too long and will depress ridership and nearby development potential. The location of the proposed 220th St. Station should be altered slightly to go under the highway bridge on the west side of I-5. More riders would be drawn to the station if it were submerged rather than elevated at this point. The 220th St. Station would provide a good linkage with areas ripe for additional development and already hosting the densest concentration of jobs in South Snohomish County. Because many employees travel to these jobs from the North, the station may draw significantly more ridership than projected in the current study when further extensions are completed on the Link system. For that reason, even if the ST board chooses not to fund a station there at this time, it would be wise to reserve a place in the alignment for a future station to be voted on and built with ST3. This station would be the closest for many Edmonds residents and much easier for them to reach due to congestion expected to grow around Lynnwood. It has the potential to play an outsized role in shifting mode share of residents and employees in the area because of proximity to the Interurban Trail and Swift Bus Rapid Transit on Hwy. 99. Building a station at 220th St. could also relieve some pressure from intersections along 44th Ave. where residents living to the east would turn to reach light rail if it was only accessible at Lynnwood Transit Center or Mountlake Terrace Transit Center.

I-451-003

3. In the C segment, C3 is the clear winner. The impacts associated with the other two alternatives are not acceptable and would turn many light rail supporters in Lynnwood into vocal opponents of further expansion. C3 is actually closer to the core of Lynnwood's planned downtown development than the other options and would be the best site for walkability, despite

I-451-001

Your preferences for either Alternative A5 or Alternative A7 and the reasons why you support these alternatives are noted.

I-451-002

Your preferences for stations at Mountlake Terrace Transit Center and 220th Street SW, and the reasons why you support these alternatives are noted.

I-451-003

Your preference for Alternative C3 and the reasons why you support this alternative are noted. The Preferred Alternative evaluated in the Final EIS includes a modified Alternative C3, which realigns the guideway and station to better connect with the Lynnwood Transit Center.

I-451-003 | proximity to the interstate. It could be designed to have direct access to the existing ped bridge that is part of the Interurban Trail and would thus avoid sending a flood of pedestrians across 200th St at 44th, 46th and 48th Aves. These are already horrific intersections for everyone, especially transit buses. If C3 is selected, the bus transit center should be moved to be proximate to the LRT station. Moving the bus bays to the SE quadrant of the site will allow better access from the highway HOV ramps with less conflicts. There should also be transit access provided at 202nd St. from 44th Ave. This would speed up trips and reduce congestion on 200th St. Also, as a mitigation, please explore extending the HOV lanes of 46th Ave. north from 200th St to 196th St. This improvement would likely reduce traffic loads significantly at 44th & I-5, 44th & 200th, 44th & 196th, 48th & 200th and 50th & 200th. In conjunction with the Lynnwood Link extension more work need to be done to provide for bus access to Lynnwood Transit Center. It is currently impossible to enter LTC from the HOV direct access ramps when coming from or going to I-405 or SR525. There is also a missed opportunity to have freeway stops on SR525 at 164th and on I-5 at 128th St. The Swamp Creek Park and Ride and Mariner Park and Ride are currently underutilized due to the lack of direct stops and ST service. The lack of stops confounds routing and forces duplicate service to be provided from Everett to the south, wasting precious transit operating funds.

I-451-004 | 4. Either I missed it or, The DEIS fails to account for a low parking scenario where auto parking is effectively managed and priced so that some spaces are always available, but demand is balanced by assessing to users the cost of parking provision and congestion while bicycle parking is expanded, with maintenance and sharing service also accommodated on site. Considering the cost of parking improvements and traffic mitigation proposed as part of the project, such an omission is not acceptable.

I-451-005 | 5. Finally, There is little discussion of the power used for train propulsion. Electric power drawn by LRT trains should not cause the region to increase generation or purchase of power from sources that are not clean and renewable. LRT should include regenerative braking and battery systems and should incorporate solar, micro-hydro or wind power generating equipment in the stations, guideway and right-of-way whenever possible.

Thank you for your time in reviewing my comments and for all the hard work that has gone into this project. I support it 100% and look forward to using Link more regularly.

Eric Goodman, AICP
8010 181ST PL SW
EDMONDS, WA 98026

I-451-004

The EIS considers the highest traffic impact with no parking restrictions at the stations. The station parking facility sizing and design proposals were developed to create balanced multi-modal access programs that serve the needs of the region as well as local communities. Parking management strategies, including pricing, may be considered in future phases of the project, based on Sound Transit Board directions for applying its system access policy.

I-451-005

The light rail alternatives are expected to primarily shift commuters from automobiles and light trucks to light rail as well as bus traffic to light rail. It is projected that with light rail, energy consumption would decrease by about a half of 1 percent as a result of mode shift as well as higher operating speeds on roadways, which would improve fuel economies for all vehicle classifications. During final design, Sound Transit would investigate methods of reducing energy use during light rail operations and construction as part of its *Sustainability Plan* and agency-wide sustainability efforts. Please see Section 4.10 of the Draft EIS for more information.

From: Bill Graffis <bgraiff1@ix.netcom.com>
Sent: Sunday, September 22, 2013 8:16 PM
To: Lynnwood Link DEIS
Subject: Please Save the Latvian Church and Community Center

Hello,
My wife and I are members of the Lithuanian community and I am writing to you to regarding the Latvian Church and Community Center. The Latvian Community generously allows our community to utilize its facilities.

Connecting with the Baltic people at the Latvian Church and community center has greatly enriched our lives here in Seattle. I have attended St Martins festivals, Independence Day Celebrations, religious worship service, funerals, and Memorial Services for the Anniversary of the Deportation of Baltic People to Siberia (some of which my wife's family endured. I participate regularly in these events at this center, and it has connected me to a community that I hold dear.

I-452-001 | Losing this great facility would impact our lives and be a great loss to Seattle. This community center is just the kind of thing that makes Seattle a multi-cultural and unique place in which to live.

I understand that construction will go forth with the rail line, but please include the following requests during construction in order to keep our Church and Center available to the community.

- Please keep access to the Latvian center open during construction, at-grade rather than the elevated options
- Please mitigate construction and post construction impacts such as dust, noise and vibration.
- Please do NOT relocate the Latvian Center. Please help us find ways to keep adequate parking and access.
- If it mandatory that that Latvian Center be relocated, please ensure that a fair price is paid and that we are able to relocate to a nearby location of the same size and accessibility

Thank you very much in advance for including these requests in your construction plan.

Sincerely ,
Bill Graffis

I-452-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Access to the church would be maintained during construction.

I-452-002

Sound Transit would mitigate dust during construction. Please refer to Section 4.6 in the Draft EIS for more details on air quality and specific mitigation commitments.

Sound Transit would mitigate noise and vibration during construction and would provide noise and vibration mitigation where feasible and reasonable. Please refer to Section 4.7 in the Draft EIS for more details on noise and specific mitigation commitments.

I-452-003

Thank you for your comments. Please see Sound Transit's full response to comment I-452-001.

From: Valdis Grauds <graudsvl@earthlink.net>
Sent: Monday, September 23, 2013 12:58 PM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church, Northgate

Dear Board,

I-453-001 I'm writing you with extreme concern about the fate of the Latvian Lutheran Church and Community Center in the Northgate area. This is a facility I helped build when I was 12 years old. My main job at that time was to help pick up trash. After its completion I attended Latvian school there in the early 70's. I also went to listen to choir concerts and watch plays. During the Cold War period, I remember going and listening to Senator "Scoop" Jackson speak about the U.S. position on Latvia with respect to the Soviet Union. For years I participated with the Latvian folk dance group as we rehearsed for various song festivals around the US and numerous trips to Latvia to perform. I have been a official member of the Latvian Lutheran Church, since my confirmation there in 1977. I was married in the Church in 1998.

Currently, I attend various functions at the church or community center numerous times per month. I purchased my house in the Shoreline area to be close to this cultural/religious center. We frequently hold events at the center that includes Latvians from up and down the West Coast. We have concerts or plays from groups from Europe, Australia and Latvia.

I would strongly urge the board to follow the suggestions/whishes of the Latvian Assoc./Church board that you have been meeting with.

As a side note, in the back of the Church is a play area for the kids that attend the Saturday Latvian school. This area is dedicated to my cousin, who died tragically, way too young. He was a student and teacher at the school. I would hate to loose access to this area.

Thanks and regards,

Valdis Grauds and family
14813 Interlake Ave N
Shoreline, WA 98133
Phone: (206)364-9434
e-mail: graudsvl@earthlink.net

I-453-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Julija Heine <rankisj@gmail.com>
Sent: Monday, September 23, 2013 4:20 PM
To: Lynnwood Link DEIS
Subject: Save the Seattle Latvian Hall

I-454-001

Good afternoon,

I am a member of the Seattle Lithuanian and Seattle Latvian communities having a Lithuanian mother and Latvian father. I have attended events at the Latvian hall since I was a baby over 30 years ago and now have a child of my own that I hope will attend events at the hall.

Besides the many cultural events that include Independence Day celebrations, folk dancing practice, Latvian school, Christmas and other holiday get togethers; I've been to baptisms, memorial services, concerts, and weddings including my sister's wedding in 2009. When I graduated college my friends and I held a large party at the hall.

This year I was the director of Lankas, the Lithuanian American children's camp. We depend on events held at the Latvian Hall for our fundraising events and to build up our community.

Our communities have been struggling financially for years and we depend on the Latvian Hall as a place dear to our hearts but also as an affordable venue.

The hall is important to our communities for many reasons and while I understand the transit will come I sincerely hope you take our letters into serious consideration and work with us to find a solution that satisfies all sides.

If we must move, we need a venue that meets many needs-a church, a large hall or auditorium with a stage that can accommodate 200 people, classrooms, handicap accessible restrooms, a kitchen, pleasant grounds outside with a reasonable amount of parking and a place that is easy to find.

I know that older members of our communities live close to the hall and very much hope their needs will be considered as well.

The hall is used frequently and we hope that the hall can stay open during construction as we do not have other available venues.

Maintaining our cultural identity and passing on the traditions to our children is crucial and the Seattle Latvian Hall is the primary venue for the Lithuanians, Latvians, and Estonians to do so.

Thank you,
Julija

I-454-001

Thank you for describing the importance of the Latvian Hall to you and the Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

I-455-001

Your preference for a station at NE 130th Street is noted.

From: Joanne Ho <joanche@gmail.com>
Sent: Sunday, September 22, 2013 11:19 PM
To: Lynnwood Link DEIS
Subject: submitting comment

Hello,

I-455-001 | I would like to submit comment to support the building of a link station at 130th St and I-5. If there are any questions of clarification you would like from me, please do not hesitate to let me know. Thank you for hearing my comments.

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

From: Joanne Ho <joanche@gmail.com>
Sent: Monday, September 23, 2013 1:05 AM
To: Lynnwood Link DEIS
Subject: Re: submitting comment

Hello,

I would like to submit the following additional comments:

- I-456-001** | 1. Infrastructure for bicycle parking at Northgate station and all additional stations would be beneficial.
- I-456-002** | 2. As a resident in the Haller Lake neighborhood, I support at-grade choices in the segment from Northgate to 130th with careful mitigation of noise pollution through use of sound walls. At-grade choice is preferred to minimize the negative visual impacts and to preserve the residential landscape.
- I-456-003** | 3. I support a station at 130th in segment A.
4. Please consider putting in less infrastructure for cars and more infrastructure for bikes (including bike parking and safe bike lanes to reach stations).

Thank you for considering our needs and preferences. Please do not hesitate to contact me if you have any questions.

Sincerely,

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

On Mon, Sep 23, 2013 at 8:18 AM, Joanne Ho <joanche@gmail.com> wrote:
Hello,

I would like to submit comment to support the building of a link station at 130th St and I-5. If there are any questions of clarification you would like from me, please do not hesitate to let me know. Thank you for hearing my comments.

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

I-456-001

Bicycle parking will be provided at all stations.

I-456-002

Thank you for your comment. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail noise impacts.

I-456-003

Your support for a station at NE 130th Street is noted.

Stations will include pedestrian and bicycle facilities (including bicycle parking) to support and encourage non-motorized transportation to the stations.

From: shhvellaxel@aol.com
Sent: Monday, September 23, 2013 9:34 PM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood Link Alternatives

Sound Transit Board Members,

My name is Jeffrey Janssen, and I have been a resident of Lynnwood for 23 years, living in the same home, raising five children. My address is 20314 56th Ave W. I live four blocks from the cross streets of 204th St SW and 52nd Ave W. After attending the most recent Sound Transit/Lynnwood Community meeting on September 14th, I was approached by seven of my neighbors and asked to write a letter to the board and express our concerns, referencing the options C-1 through C-4, Lynnwood Link Extension. I respect the endeavor, the process and obligation Sound Transit is charged with.

I-457-001

Regarding the alternatives Sound Transit presented to citizens of Lynnwood, at a meeting on September 14th, 2013, for consideration in extending Link Light Rail into our community; we believe the options labeled C-1 and C-2, to be inferior and destructive to our neighborhood and the city of Lynnwood, as a whole. Option C-3 and the additional option C-4, are vastly superior in scope and far less intrusive to the people who will be impacted the greatest.

Options C-1 and C-2, continue the erosion of our neighborhood and the very structure of the city itself. In years past, Lynnwood has been bisected by the construction of Interstate 5, which directly results in significant and constant traffic headaches moving people and services from East to West and vice-versa. The neighborhood in question, from 200th St SW to 212th St SW, and from 52nd Ave W to the Interstate has also been greatly impacted by the Lynnwood Park N Ride. In short, we cannot move along the streets without a constant stream of stagnant traffic. The end result is a much lower standard of living for the surrounding residents as well as the business owners trying to make ends meet, midst an already poor and elderly population. Options C-1 and C-2, will continue to destroy this fragile community, remove businesses from their property and customer base, as well as uproot a large number of families. The very idea that a resident of this neighborhood must remain in their home and be offered a 'view' of an elevated track and train from their living room window is repugnant.

C-1 and C-2, will obviously destroy a substantial area of existing wetlands and a small but environmentally important park. Why this is an option is beyond reason. The damage to 52nd Ave and 200th St SW will never be reversed and can't be mitigated. Certainly, along 200th St SW, from 52nd to the East entrance of the Lynnwood Park N Ride, this tree lined avenue is attractive and although heavily traveled, very inviting. C-1 and C-2, will be a permanent eyesore with far-reaching consequences to the citizens of an already low-income community.

Please consider option C-3 and the possible option, C-4. Both offer a lower dollar cost as well as a much lower cost to the immediate environment and neighborhood. The proposed Lynnwood Sound Transit Station, needs to be a 'get on, get off' affair. Any illusions that this particular station will become anything more than a hub, is at the very least, unrealistic. 'Destinations' should be reserved for future light-rail extensions, serving and supporting the Lynnwood Convention Center and Alderwood Mall. The Sound Transit Board should consider these options with concern for the citizens they serve.

Thank you;

Jeff Janssen
425-773-6682

I-457-001

Your preference for Alternatives C3 and Alternative C4 suggested by the City of Lynnwood, which are similar to the modified alternative C3 (Preferred Alternative) in the Final EIS, is noted.

The Final EIS evaluates the Preferred Alternative, and provides discussion on its potential neighborhood (Section 4.4), transportation (Chapter 3), wetland (Section 4.8), and park (Section 4.17) impacts.

From: Matt Johnson <matthew.james.johnson@gmail.com>
Sent: Monday, September 23, 2013 10:24 AM
To: Lynnwood Link DEIS
Subject: Public Comment.

I-458-001 | The 130th and 155th street stations need to be advanced to the FEIS. Bus/Rail transfers need to be one of the most important criteria when studying station siting and design.

Matthew James Johnson

Sent from my Windows Phone

I-458-001

Both the NE 130th Street and NE 155th Street Stations are evaluated in the Final EIS. The 130th Street Station is included as an option of the Preferred Alternative in the Final EIS, while 155th Street Station is not part of the Preferred Alternative. Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions. Section 3.2.2 of the Final EIS discusses bus transit integration with the light rail.

From: lindakask@aol.com
Sent: Monday, September 23, 2013 1:38 PM
To: Lynnwood Link DEIS
Subject: Lynwood Extension/Latvian Church

I-459-001 | I think this would be a real disservice and hardship to the Baltic community. The Estonians and Lithuanians also use this facility, and it is thus a public facility for the 3 Baltic American groups. I have been going there for 40 years -- to church, to public holiday and commemorative celebrations, and for private celebrations like weddings and funeral memorials. Lack of access, plus the noise and vibrations, would mean the end for these uses, and result in the end of these vibrant communities since they have nowhere else to go that is large enough. Would you do this to any other cultural group? I doubt it.

Linda R. Kask
206 232 9388

I-459-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Violeta Kelertas <kelertas@uic.edu>
Sent: Monday, September 23, 2013 3:53 PM
To: Lynnwood Link DEIS
Subject: Latvian Center

I-460-001

As part of the Lithuanian-American Community organization, I am dismayed that the center of our cultural activity is in jeopardy. The numerous members of the Baltic community and their friends from other ethnic and American groups in Seattle and from the whole world attend meetings, concerts, commemorations and various other activities at the Center which is geographically ideally located for our events. As an affiliated professor at the University of Washington, I go to the Center several times a month, as does my daughter's family, living in North Beach with her husband and two young children--in fact, they go even more often than I. They participate in folk dancing, singing, Christmas party with Santa, egg-dying at Easter, Saturday school and other activities too numerous to mention. I go to other events, many of them educational or cultural. The Center is a focal point of many of our civic and cultural meetings and lectures and it would be an incredible loss for our extended communities, if the building and parking lot were to become unuseable for us. Currently the Center has a very comfortable layout, and great facilities with church, various halls, kitchen, and room for all our and other organizations' needs.

This is the result of the efforts of many people over many years and cannot be allowed to go to waste.

Although we are aware that the rail line extension is a valuable project and will be of benefit to many, I hope that a way can be found to minimize the impact on the Latvian Center at all times, during construction and in the future. I would like to state my preference for the at-grade option as leaving us a workable parking lot. Of course, I am very concerned that the Center and its surroundings remain open and useable during construction. I am sure that a workable solution can be found and appreciate any and all efforts to accomodate our needs. The Center is one of the bonuses and delights of living in Seattle for many.

I thank you for your attention and wish you all the best in your difficult but judicious deliberations,

Violeta Kelertas PhD
Affiliate professor UW, Scandinavian Department,
20110 21st Ave NW
Shoreline WA 98177

I-460-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Access to the church will be maintained during project construction. Mitigation measures will eliminate or minimize impacts during construction.

From: Pat Kenney <patkenney00@hotmail.com>
Sent: Sunday, September 22, 2013 11:45 PM
To: Lynnwood Link DEIS
Subject: DEIS Comments

From: Pat Kenney
14824 Densmore Ave N
Shoreline, WA 98133
patkenney00@hotmail.com

Please sign me up for project email updates.

Thank you for this opportunity to respond to the Draft EIS for the Lynnwood Link Extension. I believe the increased transit options will add a great deal to Parkwood neighborhood and all of Shoreline. My major concern is for safety and the environment.

- I-461-001** Safety includes not only at the stations but in the near vicinity and access routes to the station. This includes good lighting that lights the intended space and does not cause excess light to residents, neighborhoods, or parks. Sidewalks are necessary for the access to the station to allow for wheelchairs, strollers, and luggage. Intersections must have good crosswalks, be well lit, and have pedestrians separate from vehicles and have accommodation for slow walkers, and have good signage prior to the approaches. The traffic lights need to be timed to reduce the frustrations that cause pedestrians to race through traffic across streets and drivers to pull into a clogged intersection.
- I-461-002** Land Use: I realize some homes will be purchased or property reduced and that the owners will be appropriately compensated and assisted to find alternatives. This is for the good of many more. I am concerned that lands that are habitat for migratory birds be replaced in as close proximity as possible with similar fauna. There is concern that sandy soil (around Ridgecrest Park) if disrupted could put homes above in danger, and that bog land (Ronald Bog and vicinity) could also impact homes.
- I-461-003** Economy: A station at NE 155th would be closer to local business in Shoreline, and closer to the Aurora Square Retail/Condo complex envisioned for 155th near Aurora.
- I-461-004** Neighborhoods: There will be spillover traffic on neighboring streets which must be mitigated for with circles or other speed control measures.
- I-461-005** Visual and Aesthetic Resources: Trees and vegetation removed should have new greenery which will mitigate both the noise and the lack of view.
- I-461-006** Air Quality & Greenhouse Gas Emissions: There should be adequate turn around for buses and for safe drop off of riders in order to reduce idling time and emissions.
- I-461-007** Noise and Vibration: Sound barriers can be living rather than cement which vibrates sound back and forth.

I-461-001

Sound Transit will work with jurisdictions and local communities to determine the most appropriate treatments to provide for safe and effective pedestrian access to and from the station for pedestrians. Sound Transit will build ADA-compliant pedestrian facilities fronting the station areas and roadways that are reconstructed as part of the project. It would be a local responsibility to complete sidewalk links away from the station. Section 4.14 of the Final EIS discusses safety.

I-461-002

Sound Transit's *Sustainability Plan* promotes the establishment of native vegetation. The revegetation plan for this project will emphasize the use of native plants.

During preliminary design, Sound Transit conducted geotechnical borings and detailed soil analysis to inform and refine potential design and construction approaches to avoid potential impacts. At Ronald Bog Park, the preferred alignment will be located on the east side of the freeway. Because of the distance of the project from the park, the construction and operation of light rail are unlikely to affect the soils below the park. See Section 4.11 of the Final EIS for the discussion of geology impacts.

I-461-003

Your comment is noted.

I-461-004

Sound Transit will mitigate for traffic impacts caused by the project at intersections that will operate at levels of service below standards.

I-461-005

- I-461-008** | Ecosystem Resources: Permeable pavements for sidewalks and driveways would minimize runoff. The additional traffic to and from the station will produce more toxins getting into the ground water. The effect should be mitigated from getting into the waterways nearby (streams, creeks, ponds, and bogs). Solar technology should be used for lighting and signaling as much as possible.
- I-461-009** |
- I-461-010** | Station Amenities: There should be drinking water and restrooms at the stations. There should be adequate handicap parking, as well as space for scooters and other mechanical means of transportation which help riders get to the stations without using cars. These should be close to the station, especially where the parking garage is at a distance.

See Section 4.5.6 in the Final EIS for discussion of the potential visual impact mitigation measures.

I-461-006

Stations are designed to provide adequate access and turn around for buses and for safe drop off of riders. See Appendix F for the project's conceptual plans.

I-461-007

Your comment is noted.

Vegetation offers limited noise abatement value. At least 100 feet of dense foliage that contains leaves year round is needed to provide up to 3-dBA reduction. However, a 3-dBA reduction in noise is barely perceptible to most people. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-461-008

Managing stormwater is a priority for Sound Transit. The project would be designed to comply with all federal, state, and local regulations, controlling potential risks to water resources through project planning, design, and the application of required best management practices. In addition, Sound Transit requires all projects to consider low-impact development (LID) methods, such as permeable pavement, as a first choice for stormwater treatment (Design Criteria Manual, July 2012).

I-461-009

During final design, Sound Transit will investigate methods of reducing energy use during light rail operations and construction as part of its *Sustainability Plan* and agency-wide sustainability efforts.

I-461-010

Sound Transit station designs do not include public restrooms, partly for health and safety/security reasons, and drinking fountains are not standard features of the current system's light rail stations. The stations will include pedestrian and bicycle facilities to support and encourage the use of nonmotorized transportation to the stations.

I-462-001

Your preferences for Alternatives A3, B2A, and C3 are noted.

From: Harold Key <keyharold@hotmail.com>
Sent: Monday, September 23, 2013 4:44 PM
To: Lynnwood Link DEIS
Subject: Lynnwood EIS

To Whom it may concern,

I-462-001 Please select the B2A Eastside to Mountlake Terrace Transit Center to Westside with 220th Street SW Station.

Alternative B4 is the worst alternative as it destroys a brand new improvement.

I would also prefer A3 and C3.

Thanks,

Harold Key
22705 58th Avenue West
Mountlake Terrace WA 98043

I-463-001

Your preference for Alternative C3 is noted. The Preferred Alternative in the EIS is a modified Alternative C3.

From: karen andersen <andkin4@yahoo.com>
Sent: Monday, September 23, 2013 2:39 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link

To Whom it May Concern,
I am a resident of South Lynnwood one block west of the proposed Lynnwood Link route for C1 and C2. I am opposed to these proposed routes for the following reasons;

I-463-001 C1: - C1 is the most invasive and disruptive route of the three. It would take out far too many homes, displace many Lynnwood residents, completely change the dynamic of quiet neighborhoods, and potentially ruin an F4 designated wetlands. This is seriously a bad plan.

C2- - C2 is even more harmful the valued wetlands and park. This plan would destroy the wetlands and wildlife. It would never return to it's current pristine condition. It would also bring the train through quiet neighborhoods needlessly and take out a large engineering complex.

C3- Is definitely the least damaging route for the local residents and the wildlife of the wetlands not to mention keeping the spirit of Lynnwood conservation alive. You see we are more than just a mall and a freeway exit. We are a thriving harmonious group of diverse neighborhoods, small businesses, ethnic restaurants and civic minded people. We like our city.

I urge you to select option C3 as the route for the Lynnwood Link.
Thank you.

Karen Kinman
5308 202nd Pl SW
Lynnwood, WA 98036

From: Wknedlik@aol.com
Sent: Monday, September 23, 2013 4:53 PM
To: Lynnwood Link DEIS
Subject: Comment on DEIS for the Lynnwood Link Extension proposal

Sir or Madam:

Major inadequacies in the nominal DEIS for the Lynnwood Link Extension proposal are patent in several essential areas, including at least those five critical-to-fatal defects identified hereinafter.

I-464-001 Highly adverse impacts on the state highway system by the proposal at issue are inadequately addressed to fulfill central requirements of the Washington Administrative Code, including explicit legal responsibilities to examine negative impacts thereon, so as thereby to yield a legally deficient nominal DEIS due to failures to meet minimal adequacy requirements for any acceptable DEIS, pursuant to WAC 197-11-440, *via* analyses of "reasonable alternatives" and of "costs of and effects on public services," inclusive of "roads" specifically.

The nominal DEIS also fails to analyze pivotal legal limitations imposed upon the proposal, both pursuant to the WAC provision cited *supra* and also otherwise, due to inadequate evaluations of: (2) insufficient funding resources available to the proponent to pay full and fair market value for extensive state highway rights-of-way required for the proposed project as is indisputably required legally by the 18th Amendment under the Washington State Constitution following our state Supreme Court's decision on September 12, 2013 in *Freeman v. State*, ___ Wn.2d ___ (2013); (3) planned reliance upon financial resources from an anticipated federal full funding grant agreement in a fashion squarely contrary to legally mandatory application of Sound Transit's "subarea equity" obligations to allocate federal grant funds across all five subareas so as to benefit East Link equitably; (4) further planned reliance upon debt financing far beyond said agency's \$800 million maximum limit upon total long-term debt for the project at issue pursuant to statutory contract obligations that it squarely undertook, legally, to obtain any taxing authority from King, Pierce and Snohomish counties, including Pierce County's incorporation of said legal limitations into its authorizing ordinance; and (5) clear lack of adequate parking within the City of Seattle for the Lynnwood Link Extension to operate as a part of a reasonably functional light rail system.

Respectfully yours,

Will Knedlik

I-464-001

Your comments are noted. Sound Transit and FTA have prepared a legally sufficient Draft EIS and Final EIS pursuant to NEPA and SEPA. Both documents contain reasonable alternatives (see Chapter 2) and discussion of the potential impacts of the project on environmental resources (Chapter 4), and the highway system (Chapter 3).

The Lynnwood Link Extension is part of the Sound Transit 2 system expansion that voters approved in 2008. Sound Transit's financial plan assumed some federal funding as well as voter approved sales, motor vehicle excise and rental car taxes, state and federal grants, passenger fares, and bond proceeds.

From: rima kulikauskas <rimakuli@yahoo.com>
Sent: Monday, September 23, 2013 4:09 PM
To: Lynnwood Link DEIS
Subject: save the Latvian Center!

I-465-001 I am writing with a concern about the construction plans for the Lynnwood link extension. I strongly urge you to keep the Latvian Center (11710 3rd Ave N.E., SEATTLE, WA 98125) open during construction, specifically the at-grade option, not the elevated option. Please do everything you can to keep the Center open after construction as well.

I am a member of the Lithuanian-American community. We use the Latvian Center regularly throughout the year for miscellaneous cultural events. My family specifically uses the Center for weekly folk dance lessons and for summer camp planning meetings. We go to holiday parties which foster connectivity in our community. We attend our annual Independence Day event, with guests from the region, as well as other cities and states, and even from Lithuania. I am also a member of the charity group Daughters of Lithuania, which hosts many events there, including fundraisers and memorial services. The Latvian Center is just the- central to our lives. Please consider the impact of any changes you make during and after construction!

Thank you for your time,

Rima Kulikauskas
7345 18th Ave NE
Seattle, WA 98115

I-465-001

Thank you for describing the importance of the Latvian Center to you and the Lithuanian-American community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

From: Paul Kulits <drpaul@kulitsortho.com>
Sent: Sunday, September 22, 2013 3:25 PM
To: Lynnwood Link DEIS
Subject: Effect of Lynnwood Link on the Seattle Latvian Cultural Center and Church

Dear Members of the Board,

I-466-001 I am writing to you with the hope that you will consider choosing the route option that is the LEAST disruptive to the existence and operation of the Latvian Cultural Center and Church just north of Northgate.

I am a first generation Latvian-American and have lived in the Seattle area since 1992 when I moved here from the East Coast. The Latvian Center has been my home away from home and has allowed me to continue participating in the cultural activities that I enjoyed growing up in New York and Connecticut. In addition to attending church services, I am a member of the choral group "Sigulda" and we use the Center for weekly practices and regular performances. I am a member of the student fraternity "Beveronia" and we use the center for our meetings. My young son just started Latvian School this month and will spend several hours every Saturday learning about Latvian traditions, folk songs, and language (which his mother and I speak at home). In addition to these main uses of the Latvian Center, we also attend dance performances, lectures, concerts, films, weddings, and dinners.

The Seattle Latvian Center is the hub of a great number of events that help preserve the culture of our parents and grandparents. Any disruption to its operation (even temporarily) would negatively affect the important work that is done there.

I hope that the board will choose a route that will minimize impact on the Latvian Cultural Center. Thank you for your time.

Sincerely,

Dr. Paul Kulits
Everett, WA
425-210-1462 (cell)

I-466-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the region's Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: katrina luters <katrinaluters@me.com>
Sent: Sunday, September 22, 2013 6:44 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension

To whom it may concern,

I-467-001 Please save the Latvian Community Center and Church. It is the hub of the Latvian/American community and all Latvian cultural and religious activity in Seattle. It has been built up over many many years by the community and it would be an inestimable loss that would be very hard, if not impossible, to replace.

Thank you,

Katrina Luters

I-467-001

Thank you for describing the importance of the Latvian Community Center and church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Tanya Marcy <tanyamarcy@gmail.com>
Sent: Monday, September 23, 2013 1:14 PM
To: Lynnwood Link DEIS
Subject: ATTENTION: In Support of The Seattle Latvian Evangelical Lutheran Church/Center

Hi, there!

I recently heard about the possible extension of the light rail through The Seattle Latvian Evangelical Lutheran Church/Center from a good friend of mine who is of Latvian heritage and has been part of the Latvian community her entire life. I know my e-mail is last-minute, but I really wanted to lend my support to the Center. :)

I don't live in Seattle, so the Church/Center doesn't affect me directly. But I do know how important Latvian culture is to my friend, and that she not only spends a lot of time at the center itself but also works to bring cultural experiences such as those shared there to communities outside the Seattle area. I believe it's important to do our best to preserve our multi-cultural opportunities, and I'm sure the Center means just as much to a lot of other people in the area, too. So I hope that a compromise can be made so that they can continue to access the Church/Center alongside the new light rail plan.

Thank you for listening! I appreciate your time.

--

~Tanya

[stickTnotes](#)
[Twitter.com/sticky_t](https://twitter.com/sticky_t)

I-468-001

Thank you for your comments about the Seattle Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: imants <imants.mohseni@gmail.com>
Sent: Monday, September 23, 2013 3:11 PM
To: Lynnwood Link DEIS
Subject: Symbols of Latvian Freedom

To Whom It May Concern:

I-469-001 I am writing to you because I have just learned the unfortunate news that the Latvian church and community center in North Gate is in danger of being torn down or a similar fate in order to make way for a light rail system.

While I recognize that local governments must do an extraordinary balancing act when planning such necessities as mass transit, it is my hope that I can appeal to your sense of appreciation for what exactly this place means and what it stands for.

I could discuss at length about what amazing services that the place currently offers, or how much it meant to our grandparents, refugees from the war, to build such a center. But I'm sure that others haven't already written at length about this. Instead, I'm going to tell you about what this place symbolizes.

Living on the East coast, in cities such as Washington, DC, Boston, New York and Philadelphia, one actually gets to immerse oneself in our Nation's history, including the revolutionary war. A lot of that history is enshrined in many of the historic buildings and structures that dot the cityscape as well as the countryside. Many of these buildings, such as the Carpenters' Hall in Philadelphia, are not historic only because they're old. They're historic also because they played such a pivotal role in shaping our history. In the case of Carpenters' Hall, it is the site of the meeting of the First Continental Congress. No history lesson needs to be given as to how important the Continental Congress was.

Much the same way that the Carpenters' Hall continues to stand to this day because it was so instrumental in helping to enshrine the fundamental groundwork of this Nation, including our many liberties and rights that we cherish so dearly, our Latvian center continues to stand in large part because it served as a stalwart in Latvia's existential fight against Soviet aggression. As long as that building has stood, Latvians and their allies have had a place to convene.

Not just for the sake of fraternity and community, but also for the sake of planning and action. The Latvian struggle for independence was long, and it was hard, but the sweet nectar of freedom and liberty from the Soviet yoke meant that it was worth it.

It is a little known fact that many Latvian organizations, such as the American Latvian Youth Association (<http://alja.org/en/about/>) received seed money for their founding from the CIA. These organizations were on the front lines in organizing the people into action and bringing awareness to the Baltic plight. These organizations were of such vital importance to not only Latvia's continued existence, but also to U.S. national security and foreign policy interests that the American intelligence apparatus helped to prop them up. And these same organizations have hosted countless meetings, conferences, conventions and congresses; many of them at this very Latvian center under question.

Today, Latvia stands free, but the shadow of Russian power is long, and it is dark. Latvian centers such as this one serve as a daily reminder of what it took to stand free. They also offer a place to go in case Latvian freedom is ever threatened again. And this last part is important, because many Russian polls consistently list Latvia as a top

I-469-001

Thank you for your comments about the need for the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-469-001 | enemy of the Russian state. Because of this, Latvia and Latvians must always remain vigilant, and we will always need the Latvian center.

Carpenter's Hall in Philadelphia, because of its roll in our history, will essentially never be in danger of a mass transit system ruining its historical integrity. Considering this Latvian church and community center's historical context, it should not be too much to ask to extend it a similar respect.

Warmest regards,

Imants Mohseni
Germantown, MD

From: ROCASCADE@aol.com
Sent: Sunday, September 22, 2013 6:23 PM
To: Lynnwood Link DEIS
Subject: Lynnwood link for Sound Transit input

Sound Transit,

I have attended the recent Lynnwood meeting for information on the proposed Transit link up in Lynnwood and would like to put forth my input.

I-470-001

C#1 and C#2 cause most disruption and ecological damage. C#3 avoids much disruption but is in conflict with the existing transit offramp and the Lynnwood Treatment plant that needs to be enlarged.

The proposed amended C#3A (C#4) is the best of all proposals; it avoids most disruption, Environmental damage and places the off load in a favorable location. It will also be in the best location for further rout direction in the future... I commend the Lynnwood Engineering Department for thier C#3A (C#4) proposal.

Sincerely,
-Roger Oborn



Lynnwood area resident

I-470-001

Your preference for Alternative "C#3A" is noted. "C#3A" is a modified version of Alternative C3 that was developed by the City of Lynnwood.

The Preferred Alternative for this project, as described and evaluated in the Final EIS, includes Alternative C3, modified from what was shown in the Draft EIS so that it better connects with the Lynnwood Transit Center, preserves more re-developable area, and further minimizes wetland and stream impacts to the extent feasible.

I-471-001

You comments are noted. The station a NE 185th Street will have bus transit, pedestrian, and bicycle facilities to support and encourage other modes of transportation than cars.

From: Ieva Ohaks <ieva@pandorahouse.org>
Sent: Tuesday, September 24, 2013 12:17 AM
To: Lynnwood Link DEIS
Subject: Sound Transit station @ NE 185th St

Dear Transit Planners...

I am writing in regards to the proposed station at NE 185th St in Shoreline.

I-471-001

I am very pleased at the prospect of a station quite convenient to my home. Looking at the possible station orientations and facilities I note particularly the proposed parking solutions.

The most useful placement for parking for people using the light rail is on the East side of the freeway, as close as possible to the station itself. The most useful configuration is a structure rather than a strictly ground-level lot.

If the parking lot is too far, for example on the West side of the freeway, or the secondary lot proposed for the 10th Ave NE open space, people will not want to walk. Anyone with a mobility challenge or material to carry would find the trip daunting.

In order to serve the purpose of increasing the use of mass transit instead of single-occupant cars, the system must be convenient and easy to use. If people have to walk far, or drive around looking for a place to park, they will choose to drive instead.

Thank you for considering this opinion.

Sincerely,

Ieva Ohaks

17810 3rd Ave NE

Shoreline, WA, 98155

206-362-9252

ieva@pandorahouse.org

From: Aivars Osvalds <aeosvalds@gmail.com>
Sent: Monday, September 23, 2013 12:30 PM
To: Lynnwood Link DEIS
Subject: ATT: Lauren Swift RE: Latvian Center

Dear Sound Transit officials:

I-472-001 I am writing from Washington, DC in support of the movement to resolve the issue regarding the possible displacement of the Latvian Church and Center because of the northward expansion of the Sound Transit line.

My wife's family has been actively involved in the Latvian community through theater, folk dance, choir and Latvian school since they arrived in Seattle in the early 1950's. My late father-in-law was president of the Latvian Organizations of Washington State for more than 10 years.

We were married at the church and celebrated our wedding at the center. In our 35th year of marriage we still maintain close ties to the Latvian community in Seattle and many of my wife's childhood friends remain our closest friends. Our children have become friends as well. The common thread in these relationships is the cultural, academic and spiritual experiences and bonds that the Center and its community have provided. We have a similar Latvian Church and Center here in Washington DC which bonds our community together as well.

Endangering the Center is not the same as, for example, a church being demolished and the parishioners simply asked to move to another church. There is no other Latvian Church or Center in the Seattle area that holds all of its functions in the Latvian language and maintains the traditions of our Latvian heritage. It is hard to imagine all that would be involved to develop a new location.

The Center is the heart of the community and losing it would indeed be the loss of our community as we know it. I hope that our letters will address both the hearts and minds of the Sound Transit Board and move them to seek an alternate solution perhaps something as simple as having the line traverse I-5 at some point before the location of the Latvian Center.

Kind regards,

Aivars Osvalds
Scarlett Berkolds Osvalds
Laura Osvalds Kalnins
Grant Osvalds

Washington, DC.

I-472-001

Thank you for describing the importance of the Latvian church and center to your family and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Jana Pelekis <jana.pelekis@gmail.com>
Sent: Monday, September 23, 2013 7:26 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Evangelical Lutheran Church

To whom it may concern.

I am very concerned about the impact of the light rail on my Latvian Cultural Center at 11710 Third Ave. N.E. Seattle, WA 98115

I-473-001 For almost 30 years, the Latvian Center has been an integral part of my life. Growing up, I went there every Saturday to learn Latvian culture and language. My father was forced to leave his country when he was just a young boy. The Latvian Center allowed him to stay connected with his roots and people, and also allowed my sister and I to learn the language and culture. Words cannot express what this meant to our family. I have so many memories from the center. I love it so much, that I decided to get married there this last summer. I would be deeply saddened if this was taken away from our family and community. It would be so sad to think that people who were forced to leave their country, would now years later be forced to loose their cultural center as well.

Jana Pelekis

I-473-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Joseph Petkus <juozpet@hotmail.com>
Sent: Monday, September 23, 2013 4:42 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Effects on the Latvian center

Good afternoon

I-474-001 As an active member of the Lithuanian-American Community in Seattle since moving here in 1978, I have regarded the Latvian Center as a home-away-from-home. Without immediate family here, the Center has provided a means of gathering with our extended family of local Lithuanians and fellow Balts, the Latvians and Estonians, to celebrate our rich ethnic heritage, enjoy happy events and commemorate the sad ones. The Latvian Center plays a critical part in maintaining our quality of life and wealth of our cultural diversity in the Pacific Northwest.

I understand that the region must move forward in developing alternate transportation schemes to the automobile and that the Latvian Center sits along the route devised for Sound Transit's light rail line between Lynnwood and Northgate. From my perspective as an engineer, the "at-grade option" would certainly be the most economical in terms of simpler construction complexity, lower long term maintenance costs and overall safety than the "elevated option".

Regardless of the final scheme, I respectfully request that all potential impacts on the functionality and viability of the Latvian Center during and after construction be carefully identified, evaluated and resolved well before breaking any ground at the Center. Significant impacts would include:

- preserving access to the Center
- minimizing noise, dust, runoff and other environmental hazards
- maintaining parking space quantity that the Center's users require

The possibility of relocating the Latvian Center (as was done once before) would unfairly impose punishing burdens on all the members of the Latvian, Lithuanian and Estonian Communities in this region and should not be considered a viable option in these difficult economic times.

In your reviews, determinations, planning and execution of this project please bear in mind the spirit of a simple door sign in my Boeing office conference room -

I-474-001

Thank you for describing the importance of the Latvian center to you and the Baltic community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Sound Transit will avoid or minimize project impacts as described in the EIS: Section 4.6 (air quality), Section 4.7 (noise), and the rest of Chapter 4. The project would modify the church's parking, but the supply would be maintained.

I-474-001 | "PLEASE LEAVE THIS PLACE IN THE CONDITION YOU FOUND IT OR BETTER". I would hope that Sound Transit will first try to make things better.

Sincerely,

Joseph G. Petkus

From: Cynthia Phillips <sintija815@hotmail.com>
Sent: Sunday, September 22, 2013 9:34 PM
To: Lynnwood Link DEIS
Subject: Latvian Church and Community Center

Importance: High

Dear Pat McCarthy,

I-475-001 | *I am writing to you in deep concern about the possible destruction of the Latvian Center and Church. The Latvian Church and Community Center is a historical building for the Latvian Community because it was designed and built by the Latvian Community. This building cannot be replaced. Because of these buildings have been the center of the Latvian community for over 40 years many elderly Latvians have established there homes within walking distance. Historical events are held at this Church and Community Center that allows the Latvian, Lithuanian and Estonian culture to flourish. Not only is this a Latvian historical building but, many other communities relies on this location for important events some examples are: Latvian Fraternity meetings, Latvian, Estonian and Lithuanian celebrations, Baltic Studies program meetings and fundraisers, Church, Latvian dance groups, weddings, presidential visits, school for the children, group meetings, choir, cultural celebrations etc. The Baltic community has a very rich culture and importance of history and traditions.*

The many people rely on this historical building to continue the culture of Latvian, Lithuanian and Estonian cultures. If this building is destroyed or access is limited to this historical site the culture of the Latvian, Lithuanian, and Estonian will be endangered.

Do not allow the historical Latvian Church and Center to be destroyed. The Latvian people have worked endlessly to build a center that provides the Baltic's a historical location to continue the culture. If you allow this to occur a historical building will be lost and culture of the Baltic Community.

Paldies-Thank you,

Cynthia Phillips

I-475-001

Thank your for describing the importance of the Latvian Center and Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-476-001

Your preference for "Alternative C4" proposed by the City of Lynnwood is noted. The Preferred Alternative evaluated in the Final EIS is a modified version of the City of Lynnwood's proposed "Alternative C4."

From: Sandra Phillips <mumsee8@hotmail.com>
Sent: Monday, September 23, 2013 1:06 PM
To: Lynnwood Link DEIS
Subject: Lynnwood transit center

I-476-001 Dear Sound Transit,

I would like to submit my opinion for your consideration about the Lynnwood link extension. I have attended a lot of meetings and open houses and have come to the conclusion that the proposed Alternative link C-4 seems the best option to me. I have read the city of Lynnwood staff comments about the DEIS and think they have done a good job and bring up a lot of good points. So I would like to see Sound transit look at the C-4 alternative. I am very happy that transit will finally be coming to Lynnwood and appreciate all the opportunity for the public to find out information on it. Thank you.

Sandy Phillips
4116 189th PL SW
Lynnwood WA 98036

From: Kirk Pittman <kirkpittman@me.com>
Sent: Sunday, September 22, 2013 10:04 PM
To: Lynnwood Link DEIS
Subject: Comments Regarding Lynnwood Link Light Rail and Latvian Church and Center

Greetings,

I-477-001 While only recently introduced to the Latvian community, it became abundantly and immediately clear what a positive and critical impact the Latvian Lutheran Church and community center has on the generations of Latvian-Americans in King County (and beyond) that use and depend on it.

Talk, and better yet, listen to young and old tell stories of people renewing and being strengthened by their faith, children being educated, families and friends meeting at a long-since familiar place, a strong culture being preserved, and I'm sure you'll agree that this is not simply another building whose disposition can be determined quite so easily.

While all in greater Seattle certainly understand the importance of light rail, we ask that all consideration and effort be given by Sound Transit to not just minimizing the impact of light rail, but ensuring that the Latvian Lutheran Church and community center can continue and thrive in peace.

Specifically, this consideration should come in the form of:

- Actively working and consulting with the church and community center in ensuring that there are no access restrictions to the property during any and all phases of planning and construction. This should include, prior to any work being done, providing (at a minimum) an equal number of close, off-street parking spaces as currently exist.
- Construction noise being kept to a minimum.
- Construction debris/dust cleaned up regularly.
- The trains being slowed to the absolute most minimum speed as they pass by the center as to minimize noise.

I thank you for your time and consideration.

Kirk Pittman
Infrastructure Analyst
Costco Wholesale

32331 East Morrison Street
Carnation, WA
98014
425-270-7192

I-477-001

Thank you for describing the importance of the Latvian Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall, during construction and operation of the project.

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. For operation, noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. See Section 4.7 of the Final EIS for proposed noise mitigation.

Sound Transit would mitigate debris and dust during construction. Please refer to Section 4.6 in the Draft EIS for more details on air quality and specific mitigation commitments.

From: Liz Poitras <lizpoitras@hotmail.com>
Sent: Sunday, September 22, 2013 8:11 PM
To: Lynnwood Link DEIS
Subject: Comments on the Draft DEIS

Dear Sirs:

I would prefer to see a train station at 145th instead of 155th for 3 main reasons:

- I-478-001** 1) I think a station at 145th would be desirable since it would have I5 access. If other station parking areas start filling up, people will start using a different station where there is more parking. If that station is in Lynnwood, they probably would head for another station with easy access, such as at an I5 exit. That won't be the 185th station or the 155th station. If 155th starts filling up, to get to 185th, they would probably start using some smaller streets like 5th and 15th causing a lot more traffic on those roads. If the station was at 155th, then there would be no Shoreline station with an I5 access.
- I-478-002** 2) If there were a station at 155th, I would be concerned about pedestrian, and in particular, child safety due to increased traffic along 155th. Just a few blocks east of the station on 155th is Paramount Park with a picnic area and skate park right on 155th. Just a few blocks west of the station is Twin Ponds Park and a little further west is an elementary school both of which are on 155th.
- In addition, currently in the morning when school starts and in the afternoon when school ends there is a stretch along 155th in front of the school that requires traffic to slow to 20 MPH. I wouldn't want to see train riders ignoring those speed limits and putting children in jeopardy in order to catch a train.
- I-478-003** 3) If the station were at 155th, it does not seem wise having it right next to a fire station.
- I am concerned about pedestrian and bicyclist safety around the fire station. Pedestrians and bicyclists might take shortcuts getting to the train station, going through areas they should not be near in the event of a fire or emergency.
- Commuters might be annoyed because they missed a train while their car was waiting for fire engines and/or emergency vehicles. The trains will be running on schedules but fires and emergencies do not.

Thank you,
Liz Poitras
Shoreline resident

I-478-001

Your preference for a NE 145th Street Station is noted. The Sound Transit Board identified the 145th Street Station as part of the Preferred Alternative, and not the NE 155th Street Station.

I-478-002

Sound Transit will work with local jurisdictions to determine the most appropriate treatments to provide for safe and effective pedestrian access to and from the station and for students and other pedestrians around the station. See Section 3.2.8 of the Final EIS for long term safety impacts.

I-478-003

In the design and development of a station at that location, and the management of traffic serving the station, Sound Transit would work closely with the Fire Department to resolve any potential conflicts with bus and vehicle traffic to ensure that emergency response times would be maintained both during the construction period and operation of light rail. See Section 4.14 of the Final EIS for impacts and potential mitigation measures on public services, safety, and security.

From: Iwata, Roger
Sent: Monday, September 23, 2013 3:55 PM
To: Albert Priidik
Cc: Lynnwood Link DEIS
Subject: RE: Lynwood Link Light Rail

Mr. Priidik,

Thanks for your comments. I have forwarded them to the email inbox for formal comments on the Lynnwood Link Extension DEIS and they have been submitted for the public record.

Your comments are appreciated.

Regards,

Roger Iwata

*Roger Iwata, Community Outreach Corridor Lead
Sound Transit, Design Engineering & Construction Management
401 S. Jackson St., Seattle, WA 98104
206.639.4904*

From: Albert Priidik (<mailto:ennop14@cloud.com>)
Sent: Monday, September 23, 2013 3:37 PM
To: Iwata, Roger
Subject: Lynwood Link Light Rail

Dear Mr. Iwata,

I-479-001 I just wanted you to know that I am not in favor of this Light Rail extension if it means that the Latvian Church of Seattle will be destroyed. This Church has been there for many, many years and is very important to the Latvian, Estonian and Lithuanian communities. The destruction of this Church (in it's present location) is not worth the "progress" of light rail to Lynwood.

Thank you.

Albert E. Priidik
1540 S. Fairview Dr.
Tacoma, WA 98465
(253) 564-9188

I-479-001

Thank you for your comments about the potential impacts to the Latvian church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Albert Priidik <ennop14@icloud.com>
Sent: Monday, September 23, 2013 4:40 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Extension of Light Rail

To Whom it May Concern,

I-480-001

I am not in favor of the Lynnwood Light Rail extension, if it means the demolishing of the Latvian Church in Seattle. This church has been in it's present location many, many years and is very important to the Latvian, Estonian and Lithuanian communities of Seattle. Mass transit to Lynnwood is not worth the demolishing of the Latvian Church.

Please come up with another solution to Light Rail extension to Lynnwood.

Thank you.

Albert E. Priidik
1540 S. Fairview Dr.
Tacoma, WA 98465
(253) 564-9188

I-480-001

Thank you for your comments about the potential impacts to the Latvian Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Andris Pruzinskis <pruzinskis1@msn.com>
Sent: Sunday, September 22, 2013 8:21 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link DEIS
Attachments: 7867_534226503303838_1845110271_n.jpg; 67856_4936321165108_1852342293_n.jpg; Iesvetibas Laikam.png; 2009 Christmas to Mom & Martins 058.JPG; Julim Iesv Bilde 71-74074.jpg; Julim Iesv Bilde 62-65064.jpg; 2009 Christmas to Mom & Martins 108.jpg; 2009 Christmas to Mom & Martins 052.JPG; ADr 1002489_10151704265555914_252778060_n.jpg; EIS Latvian Center001.jpg

FROM: Andris Pruzinskis
11728 19th Ave. NE
Seattle , Wa. 98125
206-406-3123

To Whom It May Concern,

I-481-001 I will preface this by saying that I am a San Francisco latvian. I moved to Seattle in 1980. However, I had traveled to Seattle a number of times previously for some latvian functions, i.e. the West Coast Latvian Song Festival held in Seattle in the summer of 1975, a West Coast Latvian volleyball/basketball tournament in the spring of '75, as a member of the latvian singing group 'Liča Vēji'. Through various latvian functions up and down the west coast (Los Angeles, SF, Portland, Seattle) I did not arrive in Seattle fresh off the boat, but had a good group of latvian contacts and friends when I moved.

We call it the 'Latviešu Nams' which is the 'Latvian House'. Just like when you are growing up, your house is the center of your life and activities, parents, family, relatives, and friends. The Latvian House (and it's previous incarnation in Seattle) was and is our cultural and spiritual house where most of the area Latvians were raised in, a home away from home. Raised in by our WWII DP (displaced persons) parents, coming to America with young kids to start a new life or like me, a '50's first generation kid born in America to these Latvian parents.

Christmas service, Candlelight, Easter, the Latvian Independence Day, baptisms, confirmations, weddings, or memorial services. Rehearsals and staging for in-house Latvian theater or actual theater troupes from Latvia. The Latvian choir getting programs ready for the holidays or to travel to the West Coast Latvian Song Festivals, or the national US or Canadian Latvian Song Festivals. The folk dance group Trejdeksnitis practicing and getting ready for the same or performing at the Folk Life Festival or at one function or another at the UW. The local singing group Staburadze, the Portland singing group Dzintars, a 'friendly' basketball/volleyball match between the Seattle Latvians and the Australian Latvians as they traveled to 'Garezers', in Michigan, for the Latvian Sports games in the mid-80's..

Many an hour was spent at home as a child doing my Latvian homework, a school attended on Saturdays. Language, history, literature, catechism, latvian culture were all taught at this school. I did not find it odd that my grade school friends had Hebrew school or their Catechism classes

1

I-481-001

Thank you for describing the importance of the Latvian Church and center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

I-481-001

during the week. My wife Lisa attended her last years of Latvian school at the present site of the Latvian House. Both our sons graduated from Latvian school here, at the end of their 8th grade year. With both boy's dancing in the folk dance group 'Trejdekšnitis' and now out of high school, our family of four made the first time trek to Latvia this summer for the Latvian Song and Dance Festival.

My wife and I were married here in the Latvian Church, both our kids baptized and confirmed here. Our kids did the 'Latvian' stuff, 10 years each at the Latvian summer camp 'Mežotne', now as camp counselors. They spent two or three summers at the Latvian teen camp 'Kursa'. The West Coast Latvian Education Center located outside of Shelton, Wa. was built by many of the same hands and their sons and daughters, that built our current Latvian House in the early '70's. Currently (or near) Trejdekšnitis had a spring fundraising dinner and dance program, as they headed off in July to participate in the actual Latvian Song and Dance Festival held in Riga, Latvia. The SLGA just finished their 13th Annual golf tournament at the Jackson Golf Course, with an awards and steak dinner at the Latvian House. The Latvian kid's school just started, the President of Latvia, Andris Bērziņš, just visited. In October we have the Harvest Festival brunch, also various individuals and groups are preparing for the November Christmas Bazaar, and of course the 18th of November, Latvia's original Independence day. Church services are most every Sunday, on occasion in English.

All these events are directly involved with or indirectly made possible by each and every function that goes on at the 'Latviešu Nams'. This is a place to go back to when you've been away. I can reasonably, without a doubt, say that you can apply these functions and events to just about any larger west coast city where Latvians congregate at their 'Latviešu Nams'.

Personally speaking, a yearlong interruption or a claim of Eminent Domain would be a death knell. What we have now provides sustainability for the local Latvian population, it's an attraction for out-of-towners, another facility for national or international Latvian troupes or groups. It provides fuel to run the only children and teen Latvian summer camps in the Western United States, down in Shelton. In the end it would not be good.

Thank You

- 1 - The Trejdekšnitis folk dance group that went to Riga, Latvia this summer.
- 2 - Wife and son Julijs (L), and Julijs' friend Peter working at the Latvian Christmas Bazaar last November.
- 3 - Julijs after his confirmation at the Latvian Church.
- 4 - Older son Krisjanis after his confirmation at the Latvian Church.
- 5 - My wife Lisa's confirmation at the same Latvian Church.
- 6 - Lisa's mom after her Latvian confirmation service in Seattle, before the current Latvian Church building was built.
- 7 - Krisjanis and his two best latvian friends (Alex and Modris) at 8th grade Latvian School graduation.
- 8 - Julijs and his graduating class.
- 9 - This year's Mežotne summer camp with many future Latvians of the NW. The Littlebird parents at one time were attendees when the camp was still up at Camp Waskowitz in North Bend.
- 10 - This is a 519 page book published in 2011 about the various activities, organizations, and groups that were/are a part of Northern California latvian community, basically from postwar

immigration in the 1950's onward. Theoretically you could apply this type of voluminous history to Seattle, Portland, Vancouver, BC and so on. Our parents and grandparents accomplished a lot coming here with just a couple of suitcases.

From: Krisjanis Pruzinskis <krisjanispruz@gmail.com>
Sent: Monday, September 23, 2013 7:23 PM
To: Lynnwood Link DEIS
Subject: Latvian Center- Northgate

I-482-001 The Latvian Center has been a huge part of my life ever since I was a young boy. Attending Latvian Saturday School for 10 years and meeting some of my best friends. I have participated in the Latvian dance group Trejdeksnitis for the last 3 to 4 years and this past summer we went to Latvija to dance in the Latvian song and dance festival. None of that would have happened if we didn't have our Center. It's where we can keep our culture and traditions alive. I would feel as though a piece of me would disappear if we were to lose the center. This center helps not only us but the other Baltic countries keep some traditions going. Losing the center would only weaken our community which has already been moved from our original location years ago. We may not live in Latvija this helps us keep our little piece of Latvija together.

Thanks,

Krisjanis Pruzinskis

I-482-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Brigita Rutenbergs <brigita.dzintra@gmail.com>
Sent: Monday, September 23, 2013 12:22 PM
To: Lynnwood Link DEIS
Subject: Lauren Swift - SAVE THE SEATTLE LATVIAN EVANGELICAL LUTHERAN CHURCH/CENTER

I am writing to save the Seattle Latvian Evangelical Lutheran Church/Center! When I first heard of the sound transit planning a light rail many months ago, my initial thought was that it is a good idea, and am happy that public transport is growing in America. But, when I learned further that it would possibly run through the Seattle Latvian Evangelical Lutheran Church/Center, I became sad and thus writing this letter.

I myself grew up in Los Angeles, but spent all of my summers in Washington, where there is a Latvian summer camp. Being at summer camp, from time to time, we would travel to the Seattle Latvian Center to perform the folk dances we learned, or sing, or meet other groups visiting from Latvia. Most of my Latvian friends had grown up going to the Center for Latvian school, they participate in the folk dancing group, they sing in the choir, and they go to church. I had the joy to fly up from time to time to visit their Latvian school, and attend my friends' confirmations later. I had the pleasure of being there a couple years ago again for my godson's christening.

I-483-001 I personally realize how important such a center and church is to a community - because growing up in Los Angeles, I attended both. Now I live in Norway, and can't say how much it is missed. Although there is a Latvian community here, we do not have a center or a church. It makes it a lot more difficult to regularly meet because of not having a center or a church that is easily accessible for all the cultural things. It isn't easy to find halls for the folk dance group to have their practices and performances in, it isn't easy to find rooms for the choir to meet, and isn't easy to rooms to hold Latvian school on Saturdays/Sundays...non the less to have regular church services. With not having a church and center, there is less motivation for Latvians here to meet, then less motivation to teach our children the language, the traditions, the culture. The Latvian community in Seattle has the benefits to accommodate all the needs to help the culture thrive outside of Latvia. To take away their community center and church would be absolutely detrimental.

Please find a solution that would allow the center and church to remain at the current location.

Kind regards,
Brigita Pukite

--
+47 46431176
Hafstfjordgata 29 A
0268 Oslo
Norway

I-483-001

Thank you for describing the importance of the church and community center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Ilze Pukite <ilze_p90@yahoo.com>
Sent: Monday, September 23, 2013 12:34 AM
To: Lynnwood Link DEIS
Subject: Please save the Seattle Latvian Community Center!

Ilze Puķīte
760 N 7th St., Apt. #4319
San Jose, CA 95112

Comments

c/o Lauren Smith

401 S. Jackson St.

Seattle, CA 98104

September 20, 2013

To Whom It May Concern,

My name is Ilze Puķīte, and I am writing regarding the Lynnwood Link DEIS issued July 26, 2013. It may surprise you that a comment regarding this situation is arriving from California, but I hope you will nonetheless take my opinion to heart, even though I may not be a member of your voting block. It is my sincerest hope that the time I take now, to write you from over 800 miles away, is not wasted, but helps to bring to your attention the importance of the dire situation which you have created for the Seattle Latvian Community Center.

I-484-001 The Latvian community is one of the most closely knit communities I have ever had the honor to be a part of. Our culture is a small one, and our home country of Latvia has a population just barely topping 2 million – less than a fifth the size of L.A. However, our people are strong, and united. When Latvia was occupied by the USSR, thousands of Latvian refugees fled the country, and many found safe haven in the United States. There, we found solace in each other, and vowed to keep our language, traditions, and history alive, despite the tragedies back home. To this end, we created Latvian Centers all across America – including Seattle.

I-484-001

Thank you for describing the importance of the church and center.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-484-001 | These community hubs served as schools, dance centers, churches, choir halls, and homes. They host everything from Christmas bazaars to rummage sales, to folk dance performances and evenings of song. I have fond memories of the Latvian Center in Seattle, when my mom and I would occasionally drive up from Portland, where I grew up, to participate in an event or see a Latvian group performing. These centers provide so much for the communities they serve – they inspire children to take pride in their heritage, they give our seniors opportunities to socialize, and they unite us as a community.

I do not doubt for a moment that the proposed changes – whether “just” losing ingress/egress and parts of the lot, or losing the property as a whole – would be devastating to the Seattle Latvian Community. While I am absolutely supportive of public transportation expansion, I wonder if there are no possible alternatives to this. It is, quite frankly, shocking to me that this plan has gotten so far. I wonder that at no point during the propositions for this expansion did anyone think to wonder what this building was, and, if they did inquire as to its usage, did they really think it should be razed nonetheless? Were this new construction going to have to go through a 7-11, well, I think the world would be quite indifferent, as there is one on every corner. Of Latvian Centers, however, we have very little, and the community it supports would be very hard pressed indeed to find a replacement, let alone afford the move.

I sincerely hope that the efforts of our community to reach out to you do not go in vain. I am certain that we can find a solution that will no longer put the Seattle Latvian Community Center in peril, and I hope that you will take the necessary steps to protect this dearly loved fixture of the community.

Sincerely,

Ilze Puķīte

I-486-001

Thank you for your comment stating your preference for Alternative C3.

From: Douglas Resnick <dresnick1@comcast.net>
Sent: Sunday, September 22, 2013 6:14 PM
To: Lynnwood Link DEIS
Subject: Comment in favor of C3

Dear Sound Transit Board:

I first read about the proposals to extend the light rail to Lynnwood in the September 2, 2013 edition of The Seattle Times. Based on that report, I was concerned that a valuable park in my area would be damaged, when other options were available. My preference, other things being equal, would be to preserve the park as it is.

I am a resident of Edmonds, but I often visit Lynnwood, either to walk in the parks or shop at the stores. I appreciate what Lynnwood offers to Snohomish County.

I am a customer of Sound Transit. During a typical week, I ride the Sounder to Seattle five times a week; and, of course, five times back again to Edmonds. I appreciate what Sound Transit offers to Snohomish County.

I-486-001 I have examined the alternative routes for segment C of the light-rail extension, according to the DEIS, as well as the impacts listed as Potential Property Acquisitions and Displacements (Table 4.1-1). It seems clear that, beyond my preference for preserving natural areas, alternative C3 is the most practical alternative: it is the shortest, most direct route, and it affects the fewest parcels.

Please choose C3.

Thank you.

Sincerely,
Douglas Resnick

From: Sid Roberts <sidroberts2@gmail.com>
Sent: Monday, September 23, 2013 3:14 PM
To: Lynnwood Link DEIS
Subject: Comments

Dear Sound Transit Board c/o Lauren Swift,

I-487-001 I'm a resident of Lynnwood and have earnestly followed the DEIS from Sound Transit and the comments of Lynnwood citizens. I have also attended several meetings and have studied the DEIS to some degree. I favor the C3-Modified as presented by the City of Lynnwood. C1 and C2 are simply too intrusive and disruptive to our city, to homeowners, to businesses and to the ecosystem. C3 has some problems too and has the terminal too far from boarders. C3-Modified corrects many of the challenges of

With that said, I would hope that the engineers and planners keep looking at ways to perfect C3-Modified. Since the track it is a permanent structure, please make it as citizen friendly as possible to our eyes, to our ears and to the landscape. Please also take into consideration where it would need to depart if ST3 is approved and what the disruption would be there.

I-487-002 Please also take seriously the traffic impacts associated with 20,000 riders per day. I don't believe that most of them will come by bus.

Thank you so much for bringing light rail as far as Lynnwood. Overall, it will make it better for us in the long run.

Sincerely,

Sid Roberts
Lynnwood, WA 98037

I-487-001

Thank you for your comment stating your support for Alternative C3 as modified by the City of Lynnwood. This alternative was not evaluated in the Final EIS; however, elements of the alternative have been incorporated into the modified C3 Segment C alternative evaluated in the Final EIS. Please see Section 2.3 for an updated description of the refined Segment C alternatives currently under consideration by Sound Transit.

I-487-002

A traffic analysis was performed for the Lynnwood area taking into account the additional 500 parking spaces that are provided at the station as part of the project. Sound transit will work with the City of Lynnwood to provide mitigation for traffic impacts caused by the project.

From: Ed Rusis <erusis@cox.net>
Sent: Monday, September 23, 2013 1:16 AM
To: Lynnwood Link DEIS
Subject: Draft EIS comments re: Latvian Community Center & Church
Attachments: ST DEIS comments Ed Rusis.docx

September 22, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-488-001

I am commenting on the Lynnwood Link DEIS issued July 26, 2013. I am a member of the Seattle Latvian Community, whose Community Center and Church at 11710 - 3rd Ave NE in the Northgate area of Seattle, is slated to have tremendous impacts with any of the alternatives presented to date. The property would either be acquired in total or lose ingress/egress, as well as the caretaker's house and a significant section of parking and entrance areas. More significant, will be the impacts to the Latvian and other Baltic Communities – not just in the Northgate area, but all throughout Seattle and the surrounding area, and in some cases, throughout the West Coast.

The Seattle Latvian Community Center and Lutheran Church, over the last 40 years, has become the vital epicenter for preservation of Baltic (Latvian, Estonian, and Lithuanian) culture, religion, education, and social interaction in the Pacific Northwest. It has also become a political symbol, representing our success in resisting Soviet occupation, preventing "Russification", and restoration of democracy in the Baltic republics. Historically, the Center has hosted several visits from Baltic presidents, Seattle mayors, and Sen. Henry M. Jackson. The beautifully designed church, community hall, and school, are a source of pride for the Latvian community, because it was built by their own hands – their own donations, volunteer labor, and skills. Today, the Center also serves as meeting place, and source of information and "networking" contacts for new immigrants from the Baltic countries.

I was born, raised, and educated in Seattle. For me personally, the Latvian Community Center & Church greatly influenced my life, and continues to do so. My father was one of the primary Latvian activists and community leaders, that guided the development of the Center in the 1970's. The Center was intended to serve the Latvian community, and our children's children. As a teen, I worked on the construction of the church and school – as did many of my relatives and friends. As soon as the Center was completed, our family relocated from Magnolia to Northgate, so that we would be close by. As a youth, I attended the Latvian School and Lutheran Church there. During weekends, I learned the Latvian language, history, literature, religion and culture. Even while studying at the University of Washington, most of my extra-curricular activities (music, folk dancing, traditions, social events) were at the Latvian Center – regularly, several times per week.

Looking forward, if the Latvian community were to lose access to this Center - I'm not so worried about the impacts to myself – but more for the youth of the community. My loss would probably be limited to a disruption in social, cultural, and religious gatherings. For the youth, the loss will also be

I-488-001

Thank you for describing the importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-488-001

educational, and developmental – which will be unrecoverable, if the disruption due to relocation/re-construction lasts several years. Without a “home”, this gap could cause a loss of “critical mass”, and the Latvian community membership and activities could severely decline.

There is already a precedent for this kind of disruption to the Latvian community in Seattle. The first Latvian Center in the Wallingford area of Seattle was acquired by eminent domain in 1969 for the construction of a park. This first Center was a run-down, old building that had been purchased, so was perceived by some as a “call to action” – that the Latvians should build their own community center. Many still remember the difficulty in keeping the church, school, and cultural activities going in various rental spaces, during the interim years of 1969 until 1972, when the presently used Center was opened. Since the level of activities and pride at our present Center are much greater than in the past, and the same Center is also key to Estonian and Lithuanian communities in Seattle, I believe the impacts will also be much greater. This time they will be demoralizing, and devastating.

I urge the Sound Transit board members, engineers and planning committees to find a solution that allows the Latvian Community to retain its present property and location in a way that maintains its viability. If our community should be forced to relocate yet again, I feel it would be an insurmountable challenge.

Thank you for your consideration. I truly hope a reasonable solution can be found.

Sincerely,

Ed Ruis
eruis@cox.net

From: ruta BITEMAN <rutabite@msn.com>
Sent: Monday, September 23, 2013 3:18 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center / Light Rail project

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-489-001 I am commenting on the Lynnwood Link DEIS issued July 26th, 2013. I am an active member of the Seattle Latvian Community, whose Center is at 11710 3rd Ave NE in the Northgate area of Seattle. The property is slated for monumental impact with any of the options presented to date.

I was born in Seattle in 1964 and I have been a part of this community and Church which has greatly influenced my life and family. It's our place of worship, community, sanctuary.

In 1969 we lost our church to eminent domain in the Wallingford area. The result of this is the present day Latvian center... it was built by the community... including my family. It is an example of what the Latvians wished their country to be: Free, open, democratic and safe. The Country of Latvia now has these rights, in part, due to centers like this where ex-pats were able to gather, discuss and even vote for change in their home country. However today, the Church and Community has grown to a size that would make it extremely difficult to move and have it survive for those it serves. Many families have relocated there over the years to be near the church and hall. The loss of the church to the elderly would be insurmountable. The loss to the youth of our community would be unrecoverable and this disruption devastating to my family, our community and the Latvian people.

For the record, I am a huge supporter of Light Rail. Having traveled throughout Europe over the years I know how important this is to our community in so many ways. We do want to see Light Rail succeed.

I do not envy you and your team in this process of evaluating the best solution. What we do need is a solution that will be the best for all involved, and that would have to include the Latvian Church and property staying there and available to its members and friends as it has for so many years.

1

I-489-001

Thank you for describing the importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-489-001 | I urge the Sound Transit board members and planning committee that allows the Latvian community to retain its present property and location in a way that maintains its viability.

Thank you for your consideration,

Sincerely,

Ruta Sankalis-Biteman

From: Andy Seglins <AndyS@vaupell.com>
Sent: Tuesday, September 24, 2013 9:18 AM
To: Lynnwood Link DEIS
Subject: Please don't displace the Latvian Church and Center!

I understand that this is a day late – our server kicked it back and I am trying again.

The Latvian Church and Center represents much more than just a church, more than just a gathering place. I grew up near Martha Lake and spent a good part of the 70's and 80's travelling up and down I-5 to the Center for Latvian school on Saturdays, folk dancing on Wednesday nights, church on Sundays, Concerts, holiday bazaars, rummage sales, men's choir... the list goes on. I was married there, I first met a US Senator there (Scoop!), I saw Lithuanian and Estonian performers there, and it has grown to be the heart of our entire extended Baltic community today. Due to service in the Air Force, I was away from Seattle for almost twenty years, but the Center today is the hub of a community as strong as what I remember from my youth.

When I was a kid, the "Latvian Community" was a homogenous, Latvian speaking community centered on its cultural connection. Today that community is just as vibrant, but the Latvian Center rings with all of the Baltic languages, as well as English (mixed with Latvian!) with visits from Baltic Studies Program students from UW, non-Latvian speaking spouses and friends. But all come to give and to get, what it is that makes this a special place in our community.

I-490-001 I would only hope that the discussions currently taking place are all focused on how best to find an amenable solution that keeps the center where it is. Displacement should not be an option. As an Engineer and supporter of infrastructure that will make our city a better place to live (including light rail), I know there has to be a solution that keeps the Latvian Center functioning as it does, where it stands, with minimal disruption. Please don't lose sight that the Latvian Center is also part of the structure that makes Seattle a great place to live.

Thanks,

Andy

Andy Seglins
Engineering Manager



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I-490-001

Thank you for describing the importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.



Please consider the environment before printing this email.