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**From:** Gleb S <tallgleb@hotmail.com>  
**Sent:** Monday, September 23, 2013 11:58 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood C1/C2/C3 alternative - NO to C1

Please consider and address before making a decision regarding the Lynnwood Link Extension C1/C2/C3 alternatives:

**I-491-001** The C1/C2 alternatives proposed by the Sound Transit as possible options to route the Light Rail Link are simply unacceptable for our neighborhood community, for our beautiful local environment, and for our working business professionals. There is the C3 alternative - one that makes perfect and clear sense. The C3 alternative is the rational and responsible way to route the Light Rail Link for current and future use. Below is a list of explanations and concerns that support these statements.

**I-491-002** First and foremost, the C1 alternative is the most intrusive and the most negatively-impacting route choice. It is a very unnecessary route to follow while building the Light Rail Link. Sure, it may be closer to the "Lynnwood City Center" and it the final stop would be serving the highest amount of people within a walking distance. However, Lynnwood City Center is something that actually doesn't exist. The Lynnwood City Hall sits empty, and council sessions bring a handful of people in. The Lynnwood Pool is a destination - yet because it is more than 1 mile away from the C1's proposed final stop, it would not make a difference regarding the C1/C2/C3 final stops, as just a hundred yards that would separate these stops make no difference to those who would walk that far. As far as walkability for local residents - they will definitely NOT be the primary users of this mode of transportation. The vast majority of people who come to the current Lynnwood Transit Center DRIVE, and will continue to do so! Having a stop a few hundred yards to either direction makes no difference at all!

**I-491-003** Secondly, the current amount of high-density living, shops, businesses, and a beautiful Scriber Creek Park, designated a 4F and federally protected public space will suffer tremendously. With the C1 alternative, 77 high-density private residential units will be demolished. In our current day and age, real estate is not easy to come by in a metropolitan area, as everything is already developed. Choosing the C1 route will uproot a close-knit community of neighbors, retired seniors, young professionals, and young families. With the C3 alternative - this will be unnecessary. Furthermore, due to the fact that the C1 alternative has a route that goes directly through a single-family dense neighborhood, a lot more families will be affected by the visual, noise, and construction effects that come with this project.

### **I-491-001**

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

### **I-491-002**

Thank you for your comment stating your reasons for opposing Alternative C1.

### **I-491-003**

Thank you for your comment stating the reasons you do not support Alternative C1.

**I-491-004** Third - the Scriber Creek Park (as mentioned previously) is a federally - protected park. It was purchased with Futures Conservation Fund - SO THAT FUTURE GENERATIONS COULD ENJOY THIS TRANQUIL PLACE. It is a neighborhood mini-park. The C1 (and the C2) route directly negatively affects this park, its usability, and its fundamental beauty. The C1 alternative route has a plan to purchase 1/4 acre of this park - the absolute-most usable part of the park, with picnic benches, open areas for human congregations, and so on. The C1 alternative has a plan to route the Light Rail Link directly over this pristine land, thus making the park fundamentally different in every way, shape, and form. It is important to note that this park has ancient bogs, a creek that runs to Lake Washington, becoming a habitat to a vast amount of wild life. Running rail over this land, developing it during construction, and maintaining light rail above this land is unfeasible - basic understanding of this is before our eyes.

**I-491-005** As the C1 proposed path continues on north - east toward its final stop, the plan would be to demolish high-density business parks, as well as one more very dangerous place - a HazMat site. The only hazardous materials site anywhere in S2 Light Rail link extension from Seattle to Lynnwood is impacted - with the C1 alternative. This is a very dangerous situation, where choosing C3 alternative will definitely avoid it.

All the aforementioned negative impacts the C1 alternative brings with it make this a very unrealistic choice to route the Light Rail in Lynnwood. Seriously consider just a small handful of concerns that come with this project, as you make the decision to build the Light Rail route from Mountlake Terrace to Lynnwood. Choose the C3 alternative when you plan to build the Light Rail in Lynnwood.

Sincerely,

Gleb Shein  
[tallgleb@hotmail.com](mailto:tallgleb@hotmail.com)  
253-951-1812

#### **I-491-004**

Thank you for describing the importance of Scriber Creek Park and your desire that Sound Transit avoid impacting it. Section 4.18 describes the results of the Section 4(f) analysis Sound Transit and FTA have conducted, indicating that Alternative C1 would not be approved in its current form due to the acquisition of and impacts to the park.

#### **I-491-005**

Thank you for your comment stating the reasons why you prefer Alternative C3 over Alternative C1. Sections 4.12.2 and 4.12.3 of the EIS analyze potential impacts due to hazardous waste sites. Mitigation measures are discussed in Section 4.12.6.

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**From:** Aleks Sils <aksils7@gmail.com>  
**Sent:** Sunday, September 22, 2013 10:51 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Latvian Lutheran Church

To Whom it May Concern,

My name is Aleks Sils and I have been an active member of the Seattle Latvian Community for virtually my entire life (23 years). I attended the Seattle Latvian School almost every Saturday for thirteen years as well as participated and assisted in a great number of cultural, religious, and educational events that were ALWAYS at the Latvian Hall.

I am currently a Graduate Student at Washington State University and as you can imagine I have been extremely busy, however I am taking this time to write to you and express my deep concern about the potential loss of our beloved church and center.

**I-492-001** | What needs to be understood here is that the Seattle Latvian Church is not just some small church with a short history. This property has been home to many years of Latvian school, cultural gatherings, weddings, freedom celebrations, town-hall meetings, and of course a healthy following of church goers.

In fact, my parents Vilnis Sils and Rita Ridzenieks met at the Seattle Latvian Hall some 24 years ago and my Grandfather, Karlis Ridzenieks built this church. Therefore, I owe my life to the existence of this hall.

**I-492-002** | I will ask you to please reconsider the current Link Light Rail route that would damage our ONE standing community center and church.

Thank you,

Aleks Sils

### **I-492-001**

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

### **I-492-002**

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.

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**From:** William Sils <wvsils@gmail.com>  
**Sent:** Sunday, September 22, 2013 11:16 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Effect on Latvian Center of Lynnwood Sound Transit Extension

To whom it may concern,

My name is William V Sils and I am a 61 year old Latvian-American currently living on Bainbridge Island. It has come to my attention that the proposed light rail extension to Lynnwood is likely to negatively impact the Latvian Center located just north of Northgate way. While I am generally in favor of providing mass transit opportunities to the public, I must caution the government entities involved with this project to keep in mind that minimizing the importance of the Latvian Center to the Baltic community would be a gross injustice.

Please add my voice to the many others that have contacted you urging care and consideration of the Latvian Center. As a community, we have a need to have a place where we can come together and maintain our cultural identity. The Latvian Center has functioned in this capacity for 50 years and should continue to do so for the good of the entire Baltic community.

Thank you for your attention to this matter.

-William Vilnis Sils  
7756 NE Yeomalt Point Dr.  
Bainbridge Island, WA. 98110  
206-949-0363

### **I-493-001**

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 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-493-001

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**From:** Aija Stapars <astapars@comcast.net>  
**Sent:** Sunday, September 22, 2013 8:05 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Sound Transit - Comments Regarding Light Rail and Latvian Church and Center

To whom it may concern,

**I-494-001**

I am a member of the Latvian Lutheran Church and also the Latvian Community in Seattle. I am writing to you to express my concern regarding the impact of the proposed Sound Transit Light Rail line extending northward from Northgate. You have identified the need to build this link parallel to I-5 on the East side of the freeway which impacts our current community center and our church. While I understand the need to build the Light Rail and support the overall project, I ask that you consider any and all alternatives to find a route that does not impact our center.

I was a child attending the Latvian school in the Densmore/Greenlake area when we had to relocate to Northgate. I remember bringing pennies each week to Latvian school to save and help build our new community center. My deceased father, a brick mason, and my brother laid the brick and slate in the current Latvian church and school. To me it's more than a building. It represents the generation that fled their homeland after Soviet occupation and build a new community home.

I finished Latvian school in this new community center and was confirmed in the Latvian Lutheran church. I have also taught in our Latvian school and Sunday School. I cannot imagine us relocating again or impacting our current property to the degree that the initial designs have proposed.

As a long-time Seattle resident, I ask for your understanding of the importance of this church and community center. I ask for your consideration of our community, the entire Baltic community and the next generation of children being raised in this community. Please find a way for us to keep our church and cultural center, minimize the impact of noise from the light rail, and provide us access to the church and center such that we can continue church services and our cultural activities that on any given week can run 24/7.

Respectfully,  
Aija Stapars, VP Human Resources  
Wesley Homes

7220 39<sup>th</sup> Ave SW  
Seattle, WA  
98136

### **I-494-001**

Thank you for describing the importance of the church and center to you and your family. 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. Noise walls in the area are being provided to minimize noise impacts to the church and residences as described in Section 4.7.

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**From:** Zachary Stephen <zrs420@uw.edu>  
**Sent:** Monday, September 23, 2013 10:52 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Comments for Lynnwood Rail Extension

**I-495-001** I am a resident in the Northgate/Pinehurst neighborhood and reside at 325 NE 117<sup>th</sup> St, Seattle, WA 98125 which is about one block away from the current East sound wall along I-5. With the draft EIS published, it is clear from the report, that no matter what route is decided that my residence will be impacted greatly by the decisions made by the board.

**I-495-002** First, I would like to state that I think that a high capacity bus alternative should be studied more as a possible solution as opposed to the link light rail. The associated cost of construction, realignment and residential property impacted with a no-build alternative is low compared to a Light Rail Extension.

**I-495-003** However, It appears that the board will be moving forward with the Lynnwood Light Rail Extension and with a route along the I-5 corridor per the results of the Lynnwood Link Extension Draft EIS. If that is the case, I would like to voice that I prefer an at grade option along the I-5 corridor as opposed to an elevated structure. The elevated structure will have a very high visual impact for both neighborhoods east and west of I-5 and I as a residential property owner do not want to see a large concrete structure housing a train from my front yard that can be seen above the East Sound Wall. The Northgate neighborhood has had many cosmetic improvements over the last 10 years and is becoming more of an urban center and I think that an elevated structure that can be seen from residences along both the West and East-side of Interstate 5 will be counterproductive to the neighborhood improvements that Northgate/Pinehurst neighborhood has undergone.

**I-495-004** My first and really only preference would be A1: At-grade/elevated to NE 145<sup>th</sup> and NE 185<sup>th</sup> east side stations. I prefer the at grade option over an elevated structure due to the lower visual impact, noise during construction (DEIS states that an elevated structure would probably require work at night and on the weekends due to interstate traffic) and the associated lower cost of construction. Station placed at 145<sup>th</sup> and 185<sup>th</sup> make more sense with the existing structures and projected ridership levels. I think that 3 stations placed at 130<sup>th</sup>, 155<sup>th</sup> and 185<sup>th</sup> will over-saturate the neighborhood and will delay ridership with an extra stop. A station placed at 145<sup>th</sup> as opposed to 155<sup>th</sup> makes more sense due to ease of access to I-5 from 145<sup>th</sup> as opposed to 155<sup>th</sup>.

**I-495-005** A5 is not an at grade alternative that I would prefer as my neighborhood would be impacted by placing an at-grade structure east of the 117<sup>th</sup> overpass as opposed to moving the train under a re-built 117<sup>th</sup> overpass. A3 moves the light rail closer to my residential property than A1, and will disrupt the bike and

### **I-495-001**

Sound Transit developed the alternatives considered in the Draft EIS based in large part on their ability to minimize acquisitions, displacements, and relocations, compared to other possible alternatives, but some property acquisitions will be unavoidable. Chapter 2 of the Draft EIS describes the other options considered during early planning, most of which involved higher levels of property or other environmental impacts.

### **I-495-002**

Thank you for your comment recommending that a high capacity bus alternative be studied as a solution instead of the Lynnwood Link Extension project. In fact, this mode of transportation as well as other modes were evaluated, along with other corridors serving the north Seattle to Lynnwood area. This analysis is presented in detail in a separate report titled the *Alternatives Analysis Report* (Appendix K of the Draft EIS) and is summarized in Section 2.5 of the Final EIS. It was not advanced because it was less effective in providing the speed, reliability, and capacity needed in the corridor.

### **I-495-003**

Your reasons for preferring at-grade alignments are noted. Visual impacts and mitigation are discussed in Section 4.5 of the EIS.

### **I-495-004**

Your comment stating your preference for Alternative A1, which was the basis for the Preferred Alternative, is noted.

### **I-495-005**

Thank you for your comment stating the reasons why you oppose Alternatives A3 and A5. The Preferred Alternative features an alignment east of the NE 117th Street bridge, but has refined the design to replace

**I-495-005** | pedestrian path used by local residents to cross over I-5 to schools, parks and churches as the overpass will be untouched in this alternative.

**I-495-006** | I understand that the Seattle Latvian Evangelical Lutheran Church, which is about a block away from my house will be possibly forced to relocate, if an at-grade option for segment A (A1, A5 and A10) is selected. I also realize that the parishioners at the Latvian Church have fairly strong ties to the Church structure and most would probably prefer an elevated structure so the church is not displaced. However, as a residential property owner in the area that will be impacted, I and my neighbors will be the ones that live 24/7 near the link light rail extension and I think that our preference for an at-grade structure should be given more weight than the church members.

**I-495-007** | Once again, I think a no build alternative should be more seriously considered, however, if the Lynnwood Light-rail Extension is to proceed further my preference as an impacted property owner would be for Alternative A1, an at grade alternative as the associated visual impact is lower for both neighborhoods East and West of I-5

Sincerely,

Zachary Stephen

Graduate Research Assistant

University of Washington

Dept of Materials Science and Engineering

sidewalks and the bike path to maintain the connections currently made.

**I-495-006**

Thank you for your comment stating your preference for the at-grade alignments of the guideway. The Segment A Preferred Alternative, and all at-grade alternatives now avoid displacement of the church, as described in Section 2.3 of the Final EIS.

**I-495-007**

Thank you for your comment stating your preference for the No Build alternative or Alternative A1.

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**From:** junefossti@comcast.net  
**Sent:** Monday, September 23, 2013 12:13 PM  
**To:** Lynnwood Link DEIS  
**Subject:** ALTERNATE C-3 PREFERRED

**I-496-001** | C-3 is best. Affects fewer properties and persons.

**I-496-002** | Today's Seattle Times' hard-luck story of the church property interference is just too bad -- they can live with it.  
Other proposed alternatives have negative impact on too many people.

June Foster Stinson  
4111 164th St SW Space 43  
Lynnwood 98087

**I-496-001**

Thank you for your comment stating your preference for Alternative C3 due to lower acquisition impacts.

**I-496-002**

Your comment about Segment A is noted.



**I-497-001**

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

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**From:** Rebecca Stradling <rebastrad@yahoo.com>  
**Sent:** Sunday, September 22, 2013 4:23 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Please choose C3!

Sound Transit,

**I-497-001** Please make the obvious choice of C3. Obvious due to it being the lowest cost, as well as the lowest impact to residents, business and wildlife. I live in a zone that would have a "moderate" noise impact from the other two choices and worry about my future property value and quality of life. Please treat every neighborhood like it matters.

Sincerely,

Rebecca Stradling  
425 418-5804

Sent from my iPhone

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**From:** Iwata, Roger  
**Sent:** Monday, September 23, 2013 4:07 PM  
**To:** Lynnwood Link DEIS  
**Subject:** FW: Latvian Hall

-----Original Message-----

From: Scott Strickland [mailto:SStrick@bnbseattle.com]  
Sent: Monday, September 23, 2013 4:02 PM  
To: Dixon, Rhonda  
Subject: Latvian Hall

Please forward this comment to the proper regulator as we understand this is last day for public comment.

**I-498-001** We Scott Maria Eva Alexander and Anna are opposed to your light rail transit expansion if it in any way damages, imperils or condemns the Latvian church or community center Our Lithuanian family has spent much time celebrating our Baltic culture with the gracious assistance of the Latvian Community at this location over the past 3 decades. Taking this property from the people like our parents in laws and grand parents who saw Stalin and Hitler take their possessions countries and lives is at best ill advised and at best insensitive.

You need to provide recompense for relocation at an amount that is realistic to resettle rather than split this property.

We have lived in Seattle since 1981.

Sent from my iPhone  
[We want to hear from you. Click or visit [bblistens.com](http://bblistens.com)] <<http://bblistens.com>>

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### **I-498-001**

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.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

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**From:** T.J. Stutman <tstutman@gmail.com>  
**Sent:** Monday, September 23, 2013 9:14 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Feedback on Draft EIS - Segment A

**I-499-001** | I live in Seattle about a half-mile west of the site of the potential Segment A Light Rail stop on 130th Ave NE. I recommend putting a stop at that location, so I endorse options A5, A7, A10, and A11. This site makes the most sense to me as it would be far easier for my community (Haller Lake) to access light rail instead of needing first to commute south to the Northgate Transit Center, and transit options could also link the Bitter Lake and Lake City communities with the 130th Ave light rail stop. A potential stop on 145th would not be as easily accessible to Bitter Lake or Lake City residents, and I know that these are the urban villages where the City expects to concentrate future development.

**I-499-002** | That said, I am also concerned about additional noise from construction and subsequent operations that a 130th stop would bring to the neighborhood, as well as what the options would be for park&ride commuters. I suggest that the recommended option consider how to best mitigate the potential negative effects on the neighborhood, by selecting the option (at/grade or elevated) that would be least disruptive to the neighborhood and which option would offer suitable parking for commuters (to limit the number of commuters parking on neighborhood streets).

**I-499-003** | I suggest that the recommended option consider how to best mitigate the potential negative effects on the neighborhood, by selecting the option (at/grade or elevated) that would be least disruptive to the neighborhood and which option would offer suitable parking for commuters (to limit the number of commuters parking on neighborhood streets).

**I-499-004** | My take on the alternatives is that A5 (at-grade stop at 130th NE, with 100 parking spots) would be the best option given my concerns.

T.J. Stutman

#### **I-499-001**

Thank you for your comment stating your preference for a station at NE 130th Street (over a station at NE 145th Street) due to improved access for residents living west of the I-5 highway. A station at NE 130th Street was identified as an option for the Preferred Alternative by the Sound Transit Board.

#### **I-499-002**

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction, or any other construction project. Best practices and mitigation measures are described in Section 4.7.

#### **I-499-003**

The 130th Street Station is included as an option being considered in the Final EIS. Station parking facility sizing and design will be balanced with the need for good multi-modal connections in order to serve the needs of the region as well as local communities. Minimal parking is anticipated to be provided at a 130th Street Station should it move forward.

#### **I-499-004**

Thank you for your comment stating your preference is for Alternative A5 considering your primary concerns.

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**From:** John Sulcs <jsulcs@gmail.com>  
**Sent:** Monday, September 23, 2013 1:28 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Latvian Cultural Center

Sound Transit;  
ATT: Lauren Swift

**I-500-001** My family have been members of the Latvian Lutheran Church of Seattle for 15 years. Since moving to this area we have attended worship services and celebrated all life affirming events at the Latvian center. My children attend Latvian school at this location, have sung in the chorus, danced in Christmas performances, and performed in school plays. This is more than a church and an assembly hall.

The cultural aspects of this Center can not be overstated. Latvians, Lithuanians, and Estonians throughout the Northwest congregate at this location to share their rich heritage with children and the community at large. The recent visit by the President of Latvia is a good indication of the importance of this Center. The fact that it is also recognized as a voting location for national Latvian elections, is another indicator as to the importance of the Center.

**I-500-002** The taking of the land the Latvian Center stands on can not be valued by mere dollars and cents. Disrupting events and worship services would likely result in the demise of this culture in the pacific NW, and cost the Northgate community one of the things that makes it a diverse and ethnically rich community.

If the minimal information provided in the Sound Transit Lynnwood Link Extension DEIS is to be believed, either the raised or at grade option would be disruptive to every event held at this venue. Neither church services, school, nor any sort of cultural performance could be held with trains rumbling past every 4-7 minutes. I am sure that this will be self evident when the Sound Transit Board visits the site and observes the proximity of the proposed rail line to the Center. Will the Sound Transit Board visit this location that is so important to the community at large?

I ask that the Sound Transit Board reconsider the proposed location for the Lynnwood Link Extension. Moving the rail slightly west, away from the Latvian Cultural Center located at 11710 3rd Ave NE, Seattle, WA, 98125, more onto WSDOT land would be much less disruptive to the community as a whole, and likely save taxpayer monies. I support enhanced public transportation, but feel that the Sound Transit Lynnwood Link Extension DEIS has not adequately explored the options available to the location of the rail line or considered the true life impacts of the current proposal. Moving forward with a plan that is not well considered will only lead to bad policy, and further community resentment.

Sound Transit's job #1 should be to enhance the community they are trying to serve, not taking an option that is detrimental to the communities they are working in.

Please Respond.

Sincerely,  
John M. Sulcs  
8921 41st Ave SW, Seattle, WA, 98126

### **I-500-001**

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

### **I-500-002**

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.

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**From:** Karl Taht <karlc280@yahoo.com>  
**Sent:** Sunday, September 22, 2013 10:42 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Fw: Help Save the Latvian Hall

To: Lauren Swift  
Sound Transit

The Latvian Community Center and Church, used by Estonians, Latvians, Lithuanians, is in danger to be impacted due to the routing of the Sound Transit Link. For years the Church and the Center has been used by the whole Baltic community residing in the greater Seattle area. In addition to regular Church Services, performances of Weddings, Baptisms and Memorial services, the Center has been utilized for our Independence Day, Mother's Day, St Martin's Day, Christmas celebrations etc. It has been available for Baltic Exhibits, Folkdance and Choir practices.

**I-501-001** Any disruption to its availability, weather temporary or permanent, will either severely disrupt our Baltic community or eliminate its existence.

As an Estonian of the Baltic community, I urgently request that Lynnwood transit consider route alternatives that will preserves the Latvian Lutheran Church and Community Center, most precious for me and my family.

Sincerely,

Karl Taht

### **I-501-001**

Thank you for describing the importance of the Latvian Community Center and church to 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.

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**From:** Martha Thomas <martita518@earthlink.net>  
**Sent:** Sunday, September 22, 2013 7:30 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Please save the Latvian Church and Community Center

Hello,

I am a member of the Lithuanian community and I am writing to you regarding the Latvian Church and Community Center. The Latvian Community generously allows our community to utilize its facilities. We often also host group programs with the Estonian, Lithuanian, and Latvian community together.

I moved to Seattle 6 years ago and was delighted to learn of the Lithuanian community and this Community Center. Connecting with the Baltic people at the Latvian Church and community center has greatly enriched my life here in Seattle. I have attended St Martins festivals, Independence Day Celebrations, worship service, funerals, and Memorial Services for the Anniversary of the Deportation of Baltic People to Siberia (some of which my family endured). I am also part of the Lithuanian singing group, and we often perform at the Latvian Church and Community Center. I participate regularly in these events at this center, and it has brought me a great personal connection to my family history that I would otherwise would not have had.

I-502-001

Losing this great facility would mean a huge deficit in my life, and a great loss to Seattle.

This community center is just the kind of thing that makes Seattle a multi-cultural and unique place.

I understand that construction will go forth with the rail line, but please consider these requests 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,  
Martha Thomas

## I-502-001

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 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, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

Short-term visual, air quality, and noise impacts would be avoided and minimized with the implementation of best management practices. These would include fencing the construction area for public safety, spraying the construction area with water to reduce dust, and use of temporary noise walls. For additional information, see Sections 4.5.7, 4.6.7, and 4.7.7, respectively.

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**From:** astrida tralmaks <ilze101@hotmail.com>  
**Sent:** Sunday, September 22, 2013 7:33 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Re: Latvian Church

Hello,

**I-503-001** I am requesting that you find an alternate route for your Link, in lieu of destroying what the Latvian Community has built up by a lifetime of hard work and love. Every time that I go to this church/center I feel the love of the many who have built and sustained this community. We Latvians have nothing else and this is HOME. It is not a pile of building materials and dirt. Many of those who helped create this community are no longer with us. World War II unfairly took our country away from us and now this becomes another heartless removal of our new home.

I am 62 yrs. old and want to see the next generation able to carry on our culture. You are dealing with a unique situation that you must look at seriously. This is also our church and one that is not easily replicated. We are in a delicate time of transition for the younger generation and we cannot survive as a viable Latvian home for spiritual, social and cultural connection with your Link replacing, or compromising, our beautiful center.

I came to hear our President speak at the Latvian Center today and I hope his pleas might lend a bit more weight than just our local community. Please understand that, even from afar, we are still Latvians and also Americans. You may contact me for further input anytime.

Sincerely,  
Astrida Tralmaks  
120318 15th Ave. NE Apt. 307  
Shoreline, WA 98155  
206-290-5279

### **I-503-001**

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.

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**From:** Walgamott, Amy <amy.walgamott@sea.procure.com>  
**Sent:** Monday, September 23, 2013 10:32 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Comments on DEIS

Dear Sound Transit,

I want to make a final comment before the period closes, specifically addressing the City of Shoreline's comments.

- I-504-001** 1. Contrary to what the city says in its comments, the area around the proposed 145<sup>th</sup> St station IS ALL single family homes. There is currently no commercial or high-density residential use. Therefore, the 145<sup>th</sup> station would impact the community just as much as the 155<sup>th</sup> St station. Having the 155<sup>th</sup> St station as a community station makes more sense.
- I-504-002** 2. The residents of the Ridgecrest neighborhood DO NOT want parking garages built at either option. Parking garages will encourage driving. The stations should be community stations and the money planned for parking garages should be used to make bike and pedestrian commuting to the stations optimal.

Sincerely,

Amy Walgamott

Amy Walgamott  
Marketing Coordinator  
p[206]306.2810  
[amy.walgamott@sea.procure.com](mailto:amy.walgamott@sea.procure.com)



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### I-504-001

Your comment stating your preference for a light rail transit station at NE 155th Street instead of at NE 145th Street is noted.

### I-504-002

Your comment about no parking garages is noted. Sound Transit would include pedestrian and bicycle facilities adjacent to stations. Station parking facility sizing and design are balanced with the need for good multimodal connections in order to serve the needs of the region as well as local communities.



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**From:** Andy Walgamott <wigglemott@yahoo.com>  
**Sent:** Sunday, September 22, 2013 3:52 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Comments on Lynnwood Light Rail Extension DEIS

Hi, my name is Andy Walgamott, I live at 14802 5th Ave. NE, near the proposed light rail station and very large garage at 145th.

**I-505-001** I completely support extending light rail north from Seattle and I would support a smaller station at 145th with appropriate mitigation for the neighborhood. However, I find it difficult to support a station that would also include a 500-car parking garage and redesigned onramp to I-5, both of which may be built diagonal to my home.

Such a large parking garage would be out of scale with our neighborhood of single-family homes and bring about a fundamental shift in the quality of the area. My home would be impacted by noise and light pollution, our view of nice big, slow-growing trees, which also buffer us from I-5, would be impacted, and such a station would bring sharply increased traffic to the area. In one of the proposed configurations, our home somehow is NOT impacted by noise but neighbors on either side of us are. How can that be? I also have very serious doubts that the intersection of 145th and 5th Ave. NE/I-5 can handle the construction of a giant garage shoehorned into a limited space, and afterwards, the subsequently increased traffic load, without major impact to local residents and travelers using 145th to access I-5 or continue west to Aurora and Shoreline Community College.

**I-505-002** I do support a station at 130th St. Is it possible to build a multi-story garage there, using the space between I-5 and the golf course, and above 5th Ave.? I understand that City of Seattle of policies don't allow that, but utilizing that strip of land, while being careful not to impact Thornton Creek, would not impact near the number of residents as one at 145th would. I would support a local station at 155th to better balance the distribution of stations through Shoreline, assuming that Northgate and Lynnwood would be major hubs for riders to embark and detrain. I also support increased bussing to stations from existing park-and-rides.

Thank you,  
AW

### **I-505-001**

Your comments about the parking garage at NE 145th Street are noted.

The parking garage would be visible from your property. See Section 4.5 for visual impacts and Section 4.7 for noise impacts and mitigation. Chapter 3 discusses traffic impacts and mitigation. The Noise and Vibration Technical Report provides additional information on noise impacts and mitigation at your property.

### **I-505-002**

Your comments about the NE 130th Street Station location are noted. Per City of Seattle plans and policy, parking at a NE 130th Street Station would be either zero or minimal (~100 spaces). Station parking facility sizing and design are balanced with the need for good multimodal connections in order to serve the needs of the region as well as local communities.

**I-506-001**

Your comment stating your preference for Alternative C3 is noted. Section 4.8 in the Final EIS provides information on ecosystem resource impacts and mitigation for all alternatives.

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**From:** Linda At Sea <lindaatsea@yahoo.com>  
**Sent:** Monday, September 23, 2013 12:08 AM  
**To:** Lynnwood Link DEIS; McCarthy, Pat (DO NOT USE); Patterson, Julia; Balducci, Claudia; Conlin, Richard; Earling, David; Marchione, John; McGinn, Mike; Peterson, Lynn; Strickland, Marilyn; PRoberts@ci.everett.wa.us; Butler, Fred; Constantine, Dow; Enslow, Dave; joe.mcdermott@kingcounty.gov; Moss, Mary (DO NOT USE); Phillips, Larry; von Reichbauer, Pete  
**Subject:** Lynnwood Link

**I-506-001**

Lynnwood City Council Members:

I assure you that if C4 (C3 modified) had been in the original DEIS documentation, everyone who signed our petition against C1 and C2 would still be in favor of the original C3 Alternative (1800 signatures). This modification is too intrusive on the wetlands. And, as you know, these are the highest quality of wetlands within this entire Sound Transit project. C3 is a viable alternative and should be the recommendation given by this Council and be the Preferred Alternative of the Sound Transit Board.

Linda Willemarck

cc: Sound Transit Board

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**From:** Linda At Sea <lindaatsea@yahoo.com>  
**Sent:** Monday, September 23, 2013 12:14 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood Link Comments

**I-507-001** When I found out that Sound Transit was considering putting train rails through a protected wetland, watershed, waterfowl refuge, and wildlife habitat, I couldn't believe it was possible for this to happen. There are laws in place to keep this very thing from happening. Scriber Creek Park and Wetlands are protected under federal regulations, like Section 4f, that states the administration may not approve the use of this property unless there is no feasible and prudent avoidance alternative and that there be sufficient supporting documentation to demonstrate why there is no feasible and prudent avoidance alternative. We all know that there are alternatives in this situation. The City's own resolution 2012-07 refers to this area as "significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted."

The City purchased the Park with Conservation Futures Funds "a fund from property taxes specifically for the purpose of preserving open space, farm land or wooded acreage. *"...to protect, preserve, maintain, improve, restore, limit the future use of, or otherwise conserve land... for public use or enjoyment."* I understand that a Snohomish County Attorney has been asked to check into the use of the funds and the proposed land use implications.

Why is the City of Lynnwood asking for more conservation monies and at the same time they are considering allowing land purchased from those same monies to be unnecessarily, and irreparably altered when there are other sites available.

Linda Willemarck

### **I-507-001**

The Lynnwood Link Extension will abide by all applicable federal, state, and local environmental laws and regulations. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

You are correct that there are legal and administrative requirements that would need to be satisfied prior to use of park properties for a light rail facility. These requirements reflect the high value placed on these resources as public benefits. The environmental review process includes these considerations when evaluating the impacts and benefits of potential alternatives. If a Preferred Alternative is selected that includes impacts to Scriber Creek Park and/or the Interurban Trail, all legal and administrative requirements will be met prior to any transfer of properties for light rail use.

I-508-001

Sound Transit has received these pictures.

I-508-001

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**From:** Linda Willemarck <lindaatsea@hotmail.com>  
**Sent:** Monday, September 23, 2013 1:10 AM  
**To:** Lynnwood Link DEIS  
**Subject:** FW: Scriber Creek Park - Lynnwood Link

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For those of you who have not been able to walk through the park. A wetland, watershed, and wildlife habitat protected under the 4f federal ruling.



## Scriber Creek Park - Lynnwood Link

[VIEW SLIDE SHOW](#) [DOWNLOAD ALL](#)

This album has 5 photos and will be available on SkyDrive until 12/19/2013.



You have been sent 5 pictures.

100\_0961.jpg  
100\_0969.jpg  
100\_1199.jpg  
100\_1135.jpg  
100\_1141.jpg

These pictures were sent with Picasa, from Google.  
Try it out here: <http://picasa.google.com/>

1

**I-509-001**

Thank you for information about Native Growth Protection Areas. Sound Transit will comply with applicable local land use codes.

---

**From:** Linda At Sea <lindaatsea@yahoo.com>  
**Sent:** Monday, September 23, 2013 3:28 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood Link - Native Growth Protection Area

**I-509-001** | There are at least half a dozen different signs posted in the various C Alternatives in Lynnwood. In that the land is quite dense, they can be difficult to find. These lands are to be protected permanently.

A Native Growth Protection Area (NGPA) is a parcel of land, usually wooded, that may have a stream or wetland nearby. Land in NGPAs are protected from human disturbance, alteration and development because of the environmental purposes that this land regularly serves. Often, an NGPA will store water and reduce flooding in nearby areas, help maintain good water quality, and provide valuable rearing and feeding opportunities for local wildlife.

If you live near an NGPA, here are a few things you can do to help protect this valuable environmental resource:

- Refrain from spraying pesticides in or nearby an NGPA as this can harm sensitive plants and animals who live in the area
- Do not dump yard waste or plants into the NGPA as this can smother native plant growth and introduce invasive plant species into a native ecosystem
- Do not remove vegetation, dig or deposit earth, or construct any structure within these areas without prior approval by the City's Public Works Department

**I-510-001**

Your comment regarding acquisition of your condo is noted. The Preferred Alternative evaluated in the Final EIS avoids displacing any residents of Cedar Creek Condominiums.

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**From:** joe zahn <integra95gsr@hotmail.com>  
**Sent:** Monday, September 23, 2013 8:44 PM  
**To:** Lynnwood Link DEIS  
**Subject:** RE: LIGHT RAIL

Dear Sound Transit,

**I-510-001** Please don't demo 4920 200th ST SW. I live here and I would be kicked out and still owe 10s of thousands on my loan after the housing crash. Market value will not cover what I owe.

I will absolutely sue. You can bet on it.

Sincerely,

Joe Zahn  
Cedar Creek Condo Resident

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**From:** Anna <annaegrant@gmail.com>  
**Sent:** Sunday, September 15, 2013 10:26 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Community engagement for Sound Transit Lynnwood Link program - Latvian Evangelical Lutheran Church  
**Attachments:** Sound Transit - Latvian Evangelical Lutheran Church.pdf

Dear Ms. Swift,  
Please find the attached community engagement letter regarding the Sound Transit Lynnwood Link project and the Latvian Evangelical Lutheran Church, 11710 3rd Avenue N.E. Seattle, Washington.

Thank you for your attention.

Anna Grant, Sean Smith, Ilga Grant, Arvid Grant, Zane Grant and Mara Grant Pugel

Sound Transit  
401 South Jackson Street  
Seattle, Washington  
98104  
Email: [LynnwoodLinkDEIS@soundtransit.org](mailto:LynnwoodLinkDEIS@soundtransit.org)

15 September, 2013

Subject: Parcel #6411600420 – Seattle Latvian Evangelical Lutheran Church, 11710 3<sup>rd</sup> Avenue N.E.,  
Seattle

Dear Sir or Madam,

I-511-001

As active members of the Seattle public and Latvian Community, we would like to convey to Sound Transit that plans to expropriate the Seattle Latvian Evangelical Lutheran Church, situated along the planned Lynnwood Link Extension, are wholly unacceptable to our three-generation family as members of the Seattle Latvian Community.

The Seattle Latvian Evangelical Lutheran Church is the center of the Latvian, Lithuanian and Estonian communities in the Pacific Northwest. Acquiring the Church building and/or land to construct the Lynnwood Link Extension is inconsistent with the stated goals of the project to “support the development of Northgate and Lynnwood – the corridor’s two designated regional growth centers.” Northgate community centers such as the Seattle Latvian Evangelical Lutheran Church support positive community development by providing a meeting center for multiple generations and connect Northgate/Seattle with the wider Baltic ethnic communities around the world.

The Seattle Latvian Evangelical Lutheran Church is a significant center for our family. This Church was built in 1971 with donations from a group of immigrant Latvian families, including our own. Since then, this Church has been a place of worship for our entire family, a meeting place for Latvian community events, a place to mourn our fellow Latvians’ who have passed away and a place to teach our youngest Latvians about our culture, language and common history. Indeed, the Seattle Latvian Evangelical Lutheran Church is particularly important for my husband and I as it is the place where we were wed.

In summary, the Latvian Evangelical Lutheran Church is integral to our family’s connection with our wider Baltic community. We find Sound Transit’s plans to expropriate this land and building as inconsistent with Sound Transit’s stated goals of community development when our Church already serves to foster positive community development in the North Seattle area.

Regards,  
Anna Grant and Sean Smith

On behalf of:  
Ilga and Arvid Grant, Zane Grant, Mara Grant Pugel

## I-511-001

Thank you for describing the importance of the Seattle Latvian Evangelical Lutheran Church to your family. 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.



Anna Grant and Sean Smith  
4814 Interlake Avenue North  
Seattle, Washington 98103

Ilga and Arvid Grant  
1909 Forest Hill Drive  
Olympia, Washington 98501

Zane Grant  
2710 Fir Street S.E.  
Olympia, Washington 98501

Mara Grant Pugel  
3901 Wollochet Drive NW  
Gig Harbor, Washington 98335



LINWOOD LINK DEIS COMMENTS

Att: Lauren Swift

401 Jackson St.  
Seattle WA 98104

I-512-001

It is not in doubt that light rail needs to expand and also understood that doing this requires Sound Transit to take private property on the east side of I5. It is fully expected that Sound Transit will do all it can to minimize the loss that will be incurred by those so affected.

In the case of the Latvian Lutheran Church and Cultural Center at 11710 3d Ave. NE this situation is much more than unfortunate – it is tragic. This building was constructed, by hand, over 40 years ago by the Latvian Americans who came here with their families after WWII. They are all now American citizens. It is the center of religious life, of a school teaching Latvian traditions, history and music, a for senior citizens' center. It regularly provides space for over 20 organizations including other Baltic American groups – the Lithuanians and Estonians. The people who weekly use this center come not only from Seattle but from far outside King County. The center periodically hosts important cultural events for people from all over the Northwest, including Canada. There are programs to demonstrate Baltic culture to the larger public.

Many of the oldest generation were actually involved in constructing this building. Their great grandchildren now use it as well. It would be an immense blow to the life of this vital community should the light rail project destroy their Center.

It is expected that Sound Transit will do all it can to allow the Latvian Center to stay. There are some imperatives to ensure its survival:

I-512-002

Access. Since the existing driveway to the church will be taken by the Lynwood extension of the light rail, the agency needs to find an alternate access to the church's property.

I-512-003

Noise. Since the existing buffer trees and wall are to be removed, there will be increased levels of noise and vibration from the rail line. Sound Transit needs to provide adequate methods of noise abatement to allow the Center to continue its programs.

I-512-004

Resources need to be allocated to the Latvian Center community to enable it to find adequate new facilities in the immediate area so that its programs can continue uninterrupted while construction of the Lynwood Link is in progress until such time as they can return home.

Sincerely,

*Ingrida Bergs Gray*  
9/15/13

Ingrida Bergs Gray

**I-512-001**

Thank you for describing the history and importance of the Latvian Lutheran Church and Cultural 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. With the realigned street, access to the property has been maintained.

**I-512-002**

Access to the property and its functions will be maintained.

**I-512-003**

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project would be replaced. The existing vegetation is not a notable source of noise reduction.

**I-512-004**

The Latvian Evangelical Lutheran Church and Community Center will not be displaced by the project.

8168 Cultus Bay Rd.  
Clinton WA 98236  
(360) 579-4105  
Sept. 16, 2013

Sound Transit  
Draft EIS Comments  
c/o Lauren Swift  
401 S. Jackson St., Seattle, WA 98104

Re: Latvian Church/Center

I have been attending Latvian/Baltic events at the Latvian Church/Center for 20+ years. I travel some distance. These events are important to me.

Therefore I am requesting minimal interference to the Church/Center. These must include:

- 1) Access
- 2) Caretaker's house
- 3) Parking

I suppose a full environmental/justice assessment needs to be done also.

Unlike what we Latvians received from Soviet Russians and Nazi Germans I expect a sense of fair play from you. I grew up without grand-parents, aunts, uncles, etc. To me who I meet at the Church/Center is my extended family.

Thank you.

Mara A. Johnson

#### I-513-001

Thank you for describing the importance of the Latvian 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. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

The caretaker's house would be displaced but Sound Transit would help with its relocation as described in Section 4.1 of the EIS. An environmental justice analysis was done for this project. It is located in the Final EIS Section 4.4 and Appendix C.

I-513-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JANIS PELEKIS

ADDRESS: 10017 36<sup>th</sup> AVE N.E.

CITY: SEATTLE STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: PELEKIS@COMCAST.NET

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-514-001

WHILE THE SEATTLE AREA NEEDS A RAPID TRANSIT SYSTEM  
IT ALSO NEEDS TO PRESERVE OUR UNIQUE NORTHWEST LIFE STYLE  
AND DIVERSITY (ESPECIALLY THE LATVIAN CHURCH AND COMMUNITY CENTER)  
AS A NATURALIZED CITIZEN AND FORMER US. VETERAN (VIETNAM NAVY) IT IS SO  
IMPORTANT FOR US BALTIC PEOPLE TO HAVE A PLACE TO ATTEND CHURCH,  
HAVE OUR KIDS SCHOOL AND HAVE OUR ETHNIC EVENTS. THE CHURCH AND  
CENTER WAS TOTALLY BUILT BY LATVIANS USING THEIR SWEAT AND  
DETERMINATION TO HAVE A PLACE TO MEET, TEACH, CELEBRATE AND  
TO PRAY. MOST OF THE ORIGINAL WORKERS AND PLANNERS HAVE PAST ON  
THEREFORE IT IS MORE IMPORTANT THAN EVER TO PRESERVE THEIR  
VISION. MY CHILDREN WERE BAPTISED THERE, ATTENDED LANGUAGE SCHOOL,  
WAS MARRIED AND CELEBRATED THERE, MY FATHER FUNERAL WAS THERE. WE  
REALLY HAVE TO FIND A WAY TO MAINTAIN OR CHURCH AND  
COMMUNITY CENTER



I-514-001

Thank you for describing the importance of the Latvian church 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. With the realigned street, access to the property has been maintained.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mary Pelekis

ADDRESS: 10017 36<sup>th</sup> Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: mary.pelekis@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-515-001

*I have reviewed a portion of the DEIS and find my primary issue is that the Latvian Church + Center will be compromised. My family has had the benefit of the center for the 30+ years we have lived in Seattle. It represents the victory over unbelievable hardships endured by the Baltic peoples that was partially accomplished by their rights as US Citizens. My children were baptized there, attended 10 years of cultural + language classes, made friends for a lifetime. My eldest daughter, living in CA, chose to be married at the Latvian Church as it is "home" to her. Please consider the strength the center gives us all. Thank you, Mary Pelekis*



I-515-001

Thank you for describing the importance of the Latvian Church and Center to you and your family. 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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Vija Pelekis

ADDRESS: 10017 36<sup>th</sup> Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: Vija.Pelekis@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-516-001

Although I fully support Sound Transit's Lynnwood Link Extension because I recognize the need for comprehensive mass transit in the region, I am concerned about the proposed loss of the Seattle Latvian Church & Center in Northgate. My father is Latvian and my sister and I spent our childhoods embracing our culture at the Latvian center while attending weekend cultural school. The Latvian Center is extremely important to the Baltic community in the Pacific Northwest and serves as the nexus which <sup>preserves</sup> ~~keeps~~ our culture and community. I understand that many compromises will have to be made in developing the light rail, but please consider the implications of destroying the Seattle Latvian Church & Center.



I-516-001

Thank you for describing the importance of the Seattle Latvian Church and 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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Zita Petkus

ADDRESS: 6216 - 105th Avenue NE

CITY: Kirkland STATE: WA ZIP CODE: 98033

EMAIL ADDRESS: KANTRYBE@HOTMAIL.COM

Please sign me up for project email updates.

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

For the past 35 years, from the time our family moved to the Northwest, we have been attending Lithuanian-American Community events in the Latvian Center in Northgate. The Latvian Center has become very important to the Lithuanian Community over the years. I am the founder and director of the Lietutis Lithuanian Folk Dance Group which on many occasions has used Latvian Hall for its practices. One of many highlights includes the Northwest Baltic "Tap 'n Clap," a workshop which was hosted in 1983 and 1985 and which brought together Lithuanian, Latvian, Estonian and Finnish dance groups from Portland, Seattle and Vancouver into a fantastic evening of sharing. I served on the Board of the Washington State Lithuanian-American Community from the mid '80's to 2006. During my tenure on the Board we had many occasions to gather in Latvian Hall. In particular I remember the huge celebration on March 11, 1990, when Lithuania re-established its independence from the Soviet Union. We met with the press and representatives from Congress as we celebrated. I remember being interviewed by Chris Legeros of KIRO-TV in 1991 for reaction to the first President Bush dragging his tail on recognizing Lithuania as a sovereign nation. We chose Latvian Hall for that interview because it was a friendly, welcoming and central meeting location for all Baltic groups, not just the Latvians. I remember the many (and ongoing) University of Washington Baltic Studies Fundraisers held in Latvian Hall through the joint efforts of the local Estonian, Lithuanian and Latvian communities in collaboration with the University of Washington. I remember the memorials for deceased Lithuanian Community members, and the wedding celebrations for newlyweds; I remember landmark birthday parties - all at Latvian Hall. It would be extremely painful for the Lithuanian Community to experience the loss of Latvian Hall in Northgate. It has become and continues to be the ethnic, cultural, educational and social hub for so many groups. As you seek to resolve rapid transit challenges, please take into account the multitude of ways you are severely impacting the many ethnic groups served by the Latvian Center. To us, it has great emotional significance and immense practical value. Please stick to the at-grade option that appears to offer the least amount of disruption to the facility and its functions. Note that even that interference will be substantial. Thank you for your consideration of the communities which your decisions are impacting.

*Zita E. Petkus*



I-517-001

Thank you for describing the importance of the Latvian Center to 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, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-517-001



Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: TEX AND AUSMA WILSON

ADDRESS: 1000 VINTAGE LANE APT. 320

CITY: MT. VERNON STATE: WA ZIP CODE: 98273

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

We wish to add two more voices of opposition regarding the Lynnwood Link Extension. Historically the Latvian people have been forced to relocate many, many times because of "supposedly" the benefit of the many. Now it appears they will be "displaced" AGAIN in a free society. This Latvian Church and Community Center benefits thousands of people, not just a few. The plan to move ahead with this Rail Link project seems to be in total disregard of what these people contribute to the American society. I wonder if these Latvians were of a different ethnic group and scream the message of "discrimination" they just might have more clout. We desperately and respectfully ask that the DEIS consider other possibilities as to where the rail link could be located. There simply HAS to be another solution. Is 5th Ave. being considered? Also there seems to be ample space on either side of I-5 at freeway level. Has that been reviewed? Would a cross-over elevated track to the West side of the freeway be out of the question? The current plan whether at grade or elevated level would be an absolute travesty to thousands of people who participate in the multitude of activities provided by this Latvian Center. As one person said, "This is not just a church and community building but a monument".

Sincerely, *Tex Wilson* *Ausma Wilson*



I-518-001

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 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, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-518-001



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: RUTA YORK  
 ADDRESS: 14527 SE 183 Street  
 CITY: Renton STATE: WA ZIP CODE: 98058  
 EMAIL ADDRESS: YORKRL@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-519-001

My husband and I moved to Seattle in 1965 due to a job transfer but the move was also enhanced by the large Latvian community here. We sent our children to Latvian School and took part in many activities at the Center. When the Latvian Center lost their "home" to the Wallingford Playfield, it was a huge disruption for our family. Now for over 40 years the present site has been the home for Latv. Evangelical Lutheran Church and Center, not just for the Latvians but for the Estonians and Lithuanian communities as well. I can't believe that for the 2nd time you want to destroy our "home." Many elderly and retired Latvians have bought homes close to the Center so they can either walk or drive a very short distance to church services and the many activities there. What will become of them?! This is not the way to treat people and just not acceptable!



I-519-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church 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.

## Draft EIS comment for the Lynnwood Light Rail

September 23, 2013

To Sound Transit,

This is in regards to the DEIS for the Lynnwood Light Rail.

**I-520-001** I voted for the light rail to come north, but I expected it to follow the freeway Interstate-5 into the Lynnwood Transit Station not come into our neighborhood. I completely support the C3 alternative route option especially the C3M which follows the Interstate-5 freeway in the center of the south and north bound lanes. I am against the C1 and C2 options because of the intrusive and destructive path it takes into our quiet, vulnerable neighborhood. The C4 option the City of Lynnwood has recently proposed does nothing to convince me is the right option because I have not seen any data or a written proposal from Sound Transit that accepts the C4 as even being considered an option. The photos of C4 show the Light Rail destroying more wetland and displacing several more businesses than the C3 option.

**I-520-002** While reading the DEIS I found numerous inconsistencies, calculation errors, failure to include and assumptions made about our neighborhood, especially West of 52nd/Cedar Valley Rd. This leaves me concerned that not enough detailed attention was put into a large scale Federal Government project as the Light Rail. I expect with so much money going into this project that the DEIS would be professionally and accurately handled with less errors. This study is embarrassing for such a large scale company as Sound Transit. I really expected more.

### List of Errors in DEIS:

**I-520-003** Technical Report Noise and Vibration, Part 7, Attachment D (Vibration Impacts by Build Alternative), Page D-54. The distance to nearest track (ft) is incorrect on C2M and C3M and C2W and C3W. Living at 5214 201st PL SW I can assure you that I live closer to the C2M and C2W than the C3M and C3M. It appears that all the C2 and C3 numbers have been switched and not just for our house but everyone on our block as well as others on nearby streets. It makes me wonder if the numbers are even correct in footage or did you just eye it.

It was stated at meetings that no noise or vibration monitors were even put near Cedar Valley Road or our part of the neighborhood across from where C1 would travel. How do you even know what noise levels are now in our part of the neighborhood. It sounds like an assumption was made based off the noise monitor put by the Park-n-Ride Transit Station. We felt excluded and left out of the survey. Sound Transit rarely mentions the neighborhood west of 52nd/Cedar Valley Rd. The DEIS just states that the neighborhood would have a negative visual and aesthetic impact as well as noise that mitigation would be used and other features used for the visual impact. I really don't

### I-520-001

Your comment stating your support for the Lynnwood Link Extension project and your preference for Alternative C3 is noted. The Preferred Alternative in Segment C is a modified Alternative C3.

### I-520-002

It is Sound Transit's goal to produce environmental documents that contain accurate environmental information with the purpose to help decision-makers make decisions. The purpose of the Draft EIS public comment period is to provide the opportunity for members of the public to point out things that they believe should be included. Sound Transit has received good feedback from agencies and the public, and has used the relevant comments to improve the document.

### I-520-003

A labeling error occurred which resulted in a portion of Alternative C2 to be switched with a portion of Alternative C3 during the vibration analysis (from Civil Station 522+00 to the north end of the alignment). This error had no effect on the conclusion that vibration mitigation was not required for receivers along that segment of the alignment. The correct distances are used for all receivers in the Final EIS and the correct vibration levels are reported.

As shown in Final EIS Figure 4.7-4b, noise monitoring site M-51 was near the corner of 200th Street SW and Cedar Valley Road, site M-49 on 52nd Avenue W between 204th and 206th Streets SW, and site M-48 on 52nd Avenue W between 206th and 208th Streets SW. These measurements were used to characterize existing sound levels in the Cedar Valley Road and 52nd Avenue W neighborhood. The noise analysis included modeling of residences in the neighborhood, as shown in Figure 4.7-5d of the Final EIS. Impacts to the neighborhood were considered at the same level of detail as impacts to other neighborhoods adjacent to the potential project alignments.

I-520-004

know how your going to block a 40ft plus structure that looks down on a neighborhood. Trees will not work because they have to be 30ft from structure so I guess Sound Transit will have to plant large trees on 52nd street or just a large wall for all the gangs to put graffiti on.

The DEIS states the the C1 and C2 alternative routes are cohesive to the neighborhood. That is so laughable and is such an assumption. If Sound Transit looks at the corner of 200th and 52nd/Cedar Valley Rd. they would see that it is cohesive and in harmony with nature right now. The Cedar Valley Business Building and Sprague's Ponds and park are across the street from the C1 option that takes out the Scriber Creek Park and Cedar Creek Condominiums. If C1 is selected, the harmony, flow, and unity of the blending of the East and West of 52nd/Cedar Valley Rd. will no longer be. It will be a visual and aesthetic disaster.

I-520-005

I did not read anything about Crime. How will it affect the surrounding communities and neighborhoods around the structures(pillars) and the Sound Transit Stations? At Sound Transit meetings all that could be said was that it would increase crime in our neighborhoods. I am not happy about this and hope Sound Transit works with the local Lynnwood Police Department on the possible increase of crime in our neighborhood.

I-520-006

I really think Sound Transit needs to let go of the C1 and C2 options because the City of Lynnwood has a great park and wetland that is a very unique and beautiful sanctuary for wild habitat and people. The Trees are large and old and are a natural barrier and buffer for our neighborhood from the Park-n-Ride Transit Station. The wetlands and bogs clean and filter the pollution from the city, cars, buses and people. Nature can be calming to commuters driving, walking, biking or railing in to a city. C3 is far enough away to not hurt the surrounding neighborhoods and the wetlands, but close enough that the people on the Light Rail can see the beauty of the ponds,trees,wetlands, and animals that is a part of Lynnwood.

**Choose C3M.**

**Tricia Monaghan**  
5214 201st PL. S.W.  
Lynnwood, WA 98036  
(425) 778-3242

**I-520-004**

The Draft EIS analysis is generally consistent with your characterization of high visual impacts in the 52nd Street vicinity with Alternatives C1 and C2. The extent to which visual impacts affect neighborhood cohesion is related to a wider range of issues than the visual appearance. The Draft EIS on page 4-59 states that Alternatives C1 and C2 would travel along the eastern boundary of the South Lynnwood and Hazelwood neighborhoods and would change views but not change the character and cohesion of the neighborhoods. The aesthetic analysis on page 4-81 states that the elevated guideway in Alternatives C1 and C2 would visually intrude upon the integrity and unity of the residential neighborhood on the opposite side of the street and is rated as a high visual impact. As indicated in the analysis, the visual impacts at the periphery of the neighborhood would not be expected to affect neighborhood, cohesion which relates to well-defined neighborhood boundaries, transportation connections, stable land use, and opportunities for local interaction. See Section 4.5 of the Final EIS for more detail about visual impacts of the project and mitigation.

**I-520-005**

Section 4.14 of the EIS discusses crime. Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. The stations would be well lit, continually monitored by security cameras, and regularly monitored by security personnel.

The project's final design will incorporate Crime Prevention Through Environmental Design principles, which will consider structures and pillars.

**I-520-006**

Your opposition to Alternatives C1 and C2 and your preference for

Alternative C3 are noted. A modified Alternative C3 is evaluated as the Preferred Alternative in the Final EIS.

**I-521-001**

Your preference for a light rail transit station at NE 155th Street instead of a station at NE 145th Street is noted.

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**From:** Jane Cutter <jncutter@gmail.com>  
**Sent:** Saturday, September 14, 2013 11:22 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Shoreline light rail station location

To Whom it May Concern:

**I-521-001**

I think the light rail station should be located at 155th St. Currently, 145th is already very congested. At 155th, the station will still be very accessible to the community but will not add to the congestion at 145th.

yours  
Jane Cutter  
14521 6th Ave NE  
Shoreline WA 98155

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**From:** K. Everett <kdeeverett@hotmail.com>  
**Sent:** Saturday, September 14, 2013 11:31 AM  
**To:** Lynnwood Link DEIS  
**Subject:** comment on Sound Transit Lynnwood Link  
**Attachments:** Light Rail Chicago.jpg

**I-522-001** | Sorry to have missed the meeting this morning. I think Alternative C3 is the best alternative. This design is consistent with the objective of the Lynnwood Station: a stop on the way to parts North.

The line should not transit up 52nd Ave W, as would occur with the C1 and C2 alternatives. C1 and C2 trap valuable acreage between the train line and I5. This trapped acreage would only be useful if the Lynnwood stop were an end of the rail line. And no one living in Lynnwood wants a train yard here (see attached).

**I-522-002** | At the previous meeting in Lynnwood it was explained that the expected increase in citizen traffic into the new Lynnwood Station would be 20,000 people per day and provide 1,900 parking spaces. This parking is only an increase of 500 above the current parking, which is always totally full. The C1, C2, and C3 options would all be grossly deficient in parking space for this increase.

**I-522-003** | Finally, Lynnwood roads in this area also poorly support the accompanying increase in local traffic: they include school zones, residential areas, and 2 lane roads. The expected 10-fold increase in transit will tie these roads in knots at the height of rush hour.

Cheers,  
Karin Everett  
6006 172nd Place SW  
Lynnwood, WA 98037  
360-556-8183

### **I-522-001**

Your comment stating your preference for Alternative C3 is noted.

Your comment about the train yard is noted, but the Sound Transit Operations and Maintenance Satellite Facility is a separate project.

### **I-522-002**

The projected 20,000 rail boardings are not expected to arrive all in the form of cars. The majority of those riders are expected to arrive by bus, as well as by bicycle and on foot. Station parking facility sizing and design is balanced with the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

### **I-522-003**

A traffic analysis was performed for the Lynnwood station 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 any traffic impacts caused by the project.

**I-523-001**

Your comments regarding property impacts and keeping the project south of 200th Street SW are noted.

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**From:** davidlovesjesus7@comcast.net  
**Sent:** Saturday, September 14, 2013 1:08 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood Link DEIS

**I-523-001**

I live in the Cambridge Apartments, on 200th St. SW between 48th Ave. W and 46th Ave. W, really close to Lynnwood Transit Center.

I appreciate that, so far, everything is planned to stay south of 200th St. SW, including option C1, which puts the Link Station on the south side of 200th St. SW, directly across the street from Cambridge Apartments.

I think its very possible I will live in Cambridge Apartments for a very long time. I do not want any project to take away any part of Cambridge Apartments. This project should not destroy any housing, and I appreciate that option C1 goes directly across the street, but does not remove any part of Cambridge Apartments.

Thank you for your time. --- David L. Harbaugh



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**From:** Joanne Ho <joanche@gmail.com>  
**Sent:** Sunday, September 15, 2013 11:35 PM  
**To:** Lynnwood Link DEIS  
**Subject:** question regarding 1st Ave N & 117th St

Hello,

**I-524-001** | Apologies for not being able to make it to any of the public open houses for the Lynnwood Link. I have a question regarding the segment between Northgate Transit Center and 130th. The DEIS says that 1st Ave N will need to be altered at the junction with 117th, but it doesn't say exactly how it will be altered. I live near that intersection, and how that part is built is important to me. Can you please provide some insight into the plans for how that location will be affected by the plan?

**I-524-002** | Secondly, I would like to show support for the option with a Link stop at 130th and I-5 junction. Who do I convey my support to?

Thank you for your attention.

Kind regards,

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

### **I-524-001**

None of the alternatives evaluated in the Final EIS would require realignment of First Avenue NE at NE 117th Street. First Avenue NE would be realigned farther north in sections around NE 160th Street. The NE 117th Street overpass would be reconstructed with Alternative A1. See Appendix F of the Final EIS for the project's conceptual designs.

### **I-524-002**

Your preference for a light rail transit station at NE 130th Street is noted. By submitting your comment letter on the Draft EIS, your comment was given to Sound Transit for consideration in identifying a Preferred Alternative in the refinement of the Segment A alternatives evaluated in the Final EIS.

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**From:** buck.norris@comcast.net  
**Sent:** Sunday, September 15, 2013 10:01 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Save Latvian Community Center

**I-525-001**

I am writing to express my concern about the possible impact of the Sound Transit Lynnwood Link Extension on the Latvian Lutheran Church and Community Center in North Seattle. The Draft Environmental Impact Statement for this project fails to recognize the importance of this facility to all of the Baltic communities in the Pacific Northwest. The Latvian Center is not merely a church used for a few hours each Sunday. It is the hub of social and cultural activities for Latvians, Lithuanians, and Estonians throughout the region. It is used throughout the week for a variety of cultural, educational, social, and religious events. Any negative impacts on the Center's ability to function will have serious ramifications for thousands of families who depend on it to maintain ties with their heritage.

As a Lithuanian-American, I have been involved in Lithuanian and other Baltic community activities since 1984 and thus have spent countless hours at the Latvian Center attending cultural celebrations, social events, dance practices as both teacher and participant, weddings, and funerals. Because my own family lives on the other side of the country, the Lithuanian community here is my extended family. Participating in activities at the Latvian Center has provided me with the ability to pass on my culture to the next generation. My son, who is now 22 years old, literally grew up at the Center, having attended his first celebration of Lithuanian independence when he was less than 2 months old. He went on to become a member of the Lithuanian dance groups Lankas and Linas and as such participated in Lithuanian dance festivals in Chicago that drew dance groups from literally all over the world. He developed strong relationships with other Lithuanian-American children that last to this day, and his appreciation of our culture would not have been possible without these relationships and a place to form them. His involvement with the Lithuanian community growing up laid the foundation for his interest in and appreciation of all world cultures. In fact, he graduated from college this year with a bachelor's degree in International Studies.

Our Lithuanian community ties have been cemented by having the Latvian Center available to us. Being a relatively small community in the Northwest, we Lithuanians do not have the resources to build our own Center and have depended on our Latvian friends' generosity in allowing us to use theirs. Closing the Latvian Center would have a devastating effect on our ability to flourish as a viable cultural entity.

While I recognize the importance of extending light rail to the north suburbs, I urge you to engineer the project in ways that will have minimal impact on the Latvian Center. All of the involved communities need to maintain constant and consistent access to the Center throughout the construction period. In addition, the Latvian Center needs to be able to function normally as it has for more than 4 decades in its present location after construction is finished and the light rail system is in operation.

**I-525-001**

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church 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. With the realigned street, access to the property has been maintained.

In these days when American culture becomes ever more homogenized by consumer-based corporate influences, government should do everything possible to promote cultural diversity. Everyone who lives in the Puget Sound region benefits from its cultural richness directly or indirectly. Please allow our Baltic communities to continue to thrive by reducing negative impacts on the Latvian Center in whatever ways possible. Thank you for your attention.

Jeanette Norris  
4310 Bagley Ave N  
Seattle, WA 98103  
Phone: 206-634-3753

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**From:** Eriks Raisters <raisters@comcast.net>  
**Sent:** Saturday, September 14, 2013 12:43 PM  
**To:** Lynnwood Link DEIS  
**Cc:** Raisters@Home  
**Subject:** Comments on Lynnwood Link DEIS

September 13, 2013

Sound Transit

Draft EIS Comments

c/o Lauren Swift

**I-526-001**

I would like to take the opportunity to comment to Sound Transit on your Lynnwood Link Draft Environmental Impact Statement (DEIS). I think, with all of the testimony at your Open House meetings, as well as comment letters from individuals and organizations associated with the Seattle Latvian Church and Community Center, at 11710 3<sup>rd</sup> Avenue NE, you are beginning to understand the importance and uniqueness of this facility in the Pacific Northwest.

I was born in Seattle and christened in the previous church facility on Densmore Avenue, but moved away before that facility was taken by the City of Seattle. When I returned to Seattle in 1975, I spent many happy years dancing folk dances with Trejdeksnitis in the hall. I also married my wife and christened and confirmed both our sons in the current church, so the facility has very deep ethnic and religious meaning to me. Our sons also attended Latvian school and danced with the folk dance group and are still active in Latvian activities and speak the language. Without this facility built by our parents, none of us would have had a chance to learn our ancestor's language, history and culture.

I am now able to give back to this community by taking several leadership roles, as vice president of the board of the Latvian Evangelical Lutheran Congregation of Seattle, past secretary/treasurer of the folk dance group Trejdeksnitis, past administrative director of the 1992 West Coast Latvian Song Festival organizing committee's folk dance performances, and secretary of the State of Washington chapter of fraternity Lettonia. This is the second, and in some cases third, generation of Latvian-Americans who now lead the community organizations – all made possible by the hard work of parents and grandparents who arrived in Washington from the Displaced Persons camps of Europe, often with little more than the clothes on their backs, their education and tenacious spirit.

The activities provided for youth at the Center have kept them busy and out of trouble, and established life-long friendships. It has also allowed them to travel to Latvia, most recently to perform in the 2013 Latvian Song and Dance Festival, with the capability to speak the language and understand the culture. The multi-generational nature of our community is difficult to find elsewhere in American culture.

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## **I-526-001**

Thank you for describing the importance of the Latvian Church 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.

**I-526-001**

I hope that you will find a mutually acceptable solution to the impacts on the Center, as outlined in the official letter from the joint owners of the property you will receive, that will allow it stay in its current location and provide uninterrupted service to the Baltic community.

Sincerely

Eric Raisters

10507 64<sup>th</sup> Place West

Mukilteo, Washington 98275

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**From:** Gayle Sreibers <gsreibers@hotmail.com>  
**Sent:** Saturday, September 14, 2013 6:02 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Draft EIS Comment Regarding Impact on Latvian Lutheran Church and Community Center

I-527-001

As an American-born woman, married to a second-generation Latvian, I have been blessed to share in the rich religious and cultural activities of Seattle's Latvian Lutheran Church and Community Center. My husband and I were married over 36 years ago in the Latvian Church. Our two children, Peter and Lara, were baptized in the church and both attended and graduated from Seattle's Latvian School, housed in the community center. Lara was confirmed in the Latvian Church at the age of sixteen, and Peter and his fiancée, Lauren, will be married in the Latvian Church next summer.

As my interest in Latvian culture has grown over the many years, I have learned to cook a variety of Latvian dishes and now coordinate and teach Latvian cooking classes at the Latvian community center. To further enhance my involvement in Latvian activities, I participated for several years in a Latvian language class, tailored for non-Latvian speaking adults. To this day, I frequently contribute to, participate in and enjoy the many activities offered at our church and community center.

Clearly, I embrace what Seattle's Latvian Lutheran Church and Community Center offer to me personally, to my family, and to the Seattle Latvian community as a whole.

Sound Transit's Draft EIS, which discusses extension of the Link Light Rail System from Northgate to Lynnwood, troubles me deeply, as I understand the alignment of it will possibly severely limit or even eliminate our access to our church and center, putting ongoing existence of our community at great risk.

I urge the Sound Transit Board to recognize the intrinsic value of our church and center to the Latvian community on the west coast of the United States and Canada and maintain it at its present location.

Gayle Sreibers  
[gsreibers@hotmail.com](mailto:gsreibers@hotmail.com)  
425-743-6170

### I-527-001

Thank you for describing the importance of the Latvian Lutheran Church and Community Center to you and your family. 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.

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**From:** Lara Sreibers <lsreibers@gmail.com>  
**Sent:** Sunday, September 15, 2013 10:03 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Draft EIS Comment - Latvian Church and Community Center

To whom it may concern,

**I-528-001**

I am currently an international graduate student at the University of Edmonton in Alberta, Canada. I've recently learned from both my family as well as longtime Latvian friends in Seattle of Sound Transit's Draft EIS which discusses extension of the Link Light Rail System from Northgate to Lynnwood, passing in close proximity to or possibly even directly through the property on which Seattle's Latvian Lutheran Church and Community Center are located. I find this information unbelievable and impossible to comprehend.

For my entire life, I've been closely tied to the church and community center. I was born in Seattle in 1990 and was baptized at the Latvian Lutheran Church. From the age of five to thirteen I attended and graduated from Seattle's Latvian Saturday School. As a high school student, I danced with Seattle's Latvian dance group, Trejdeksnitis. I was confirmed in the Latvian Church at the age of sixteen.

I attended undergraduate college out of state and am now attending graduate school out of country, however I return to Seattle frequently for visits with my family and friends and routinely participate in religious and social events at the Latvian Church and Community Center while I am in town.

Clearly, Seattle's Latvian Church and Community Center have been and continue to be an integral part of my life. Any light rail plans that would either limit or eliminate use of the Latvian church and community center would have a profound effect on me personally, not to mention the Latvian community throughout the entire West coast of the United States and Canada.

I urge the Sound Transit Board to consider the unique nature of our church and community center and maintain it at its present location.

Regards,

Lara Kristine Sreibers

[lsreibers@gmail.com](mailto:lsreibers@gmail.com)

[780-298-3979](tel:780-298-3979)

### **I-528-001**

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger 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.

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**From:** fmassaro@comcast.net  
**Sent:** Monday, September 23, 2013 12:16 AM  
**To:** Lynnwood Link DEIS  
**Subject:** DEIS Commentary for Lynnwood Link Rail Extension

Greetings,

My name is Frank Massaro of 19522 5<sup>th</sup> Avenue NE, in Shoreline. I am writing to offer my commentary on the DEIS for the proposed Lynnwood Link Extension proposed by Sound Transit.

- I-529-001** | It is my opinion that Option 1, with tracks at grade, a center platform, and a 500 car parking structure located on the west side of I-5 should be the preferred solution chosen as the project moves forward. I feel that this alternative provides the greatest opportunities for our community; both in terms of providing a design for the station that is compatible with our existing neighborhoods, but also one that provides potential for a productive future of the station area.
- I-529-002** | I would also like to indicate that I feel that traffic control devices, namely a traffic signal should be installed at 5<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street. This is a confusing and somewhat dangerous intersection given the discontinuity of 5<sup>th</sup> Ave NE at NE 185<sup>th</sup> Street.
- I-529-003** | Similarly, I feel that sidewalks and traffic calming devices will be required in the station area – namely along 5<sup>th</sup> Avenue NE between NE 185<sup>th</sup> and 205<sup>th</sup> Streets. These elements have not been shown in any design alternatives. The impacts will be similar regardless of which alternative design is chosen. These impacts should not be carried on the backs of neighborhood residents and should be planned for in the design of the 185<sup>th</sup> Street station, and provided by Sound Transit. Most simply put, I am not interested in having a property assessment to install a sidewalk or similar feature on my street as a result of Sound Transit's impact on my street and neighborhood.
- I-529-004** | As a member of the 185<sup>th</sup> Street Station Citizen's Committee, I have been involved in a number of outreach activities that have made contact with a good number of our fellow neighbors. I believe that the preference I have stated above closely echoes that of many fellow area residents, and as a result, the 185<sup>th</sup> Street Station Committee.
- I am hopeful that the comments submitted both by me and others with respect to our preference for the station design will not be ignored, and that a station that is respectful to the wishes of residents of the affected communities will be the result. I also feel that it needs to be stated that we, who live in the area immediately impacted by this project, are the ones who will continue to make our lives in the area once the project is completed.

Please feel free to contact me at my e-mail address, or by phone at (206) 219-3628.

Sincerely,

Frank Massaro

Shoreline WA

1

### **I-529-001**

Thank you for your comment stating your preference for the Option 1 layout of the proposed light rail transit station at NE 185th Street with the parking garage on the west side of I-5.

### **I-529-002**

Traffic analysis conducted for the EIS indicates the intersection functions at an acceptable level of service as a stop-controlled intersection. At this location, the Preferred Alternative would realign 5th Avenue NE to better integrate with the I-5 off-ramp and the intersection with NE 185th Street.

### **I-529-003**

The extent of traffic calming designed with the project will be further evaluated during final design. Sound Transit will provide sidewalks for pedestrian access to the station, where they are determined to be necessary due to the project.

### **I-529-004**

Thank you for your comment indicating the proposed Option 1 light rail transit station at NE 185th Street appears to be supported by many with whom you have spoken to in your neighborhood. Your comments, and others submitted to Sound Transit through the community outreach program and during the comment period for the Draft EIS, will be considered by Sound Transit in making their final decision for the Preferred Alternative.



I-530-001

Elaine,

Great talking with you. Please let me know when there will be an on-site visit to the Scriber Creek Park area and I will be there with a few others who know the area well.

I am out of town until September 11, but wanted you to have some information that I've uncovered regarding the Lynnwood Link. It has been very unsettling to find so many discrepancies. The more questions I try to get answered, the more questions I have. Hope this research is helpful for you.

City of Lynnwood, 20015 Cedar Valley Road, "Scriber Creek Park", Neighborhood Park / Open Space – 3.8 acres.

However, Snohomish County Assessor, Parcel 00608400300101, 20015 Cedar Valley Road, City of Lynnwood, 761 parks – general recreation, 4.59 acres.

In addition, this parcel is listed as "City of Lynnwood Scriber Creek Wetlands Park" in Backflow Prevention along Scriber Creek Attachment A-1, Scope of Work., 6/28/11.

Page 4-27 Segment C: Mountlake Terrace to Lynnwood. Alternative C1 – 50 Full Acquisitions  
However, Table 4.1-1 Potential property acquisition and displacement C1 total full acquisitions – 80

Table 4.2-2 Estimated area of acreage by land use. C1 multifamily lists .83 acres.  
However, The 76 Multifamily units are over 3.0 acres alone.

Table 4.17-5 Potential Construction Impacts on Scriber Creek Park. "Short-term partial closure of the park during construction." **THIS IS THE ONLY NOTATION.**  
However, the C2 and C3 categories note noise and visual impacts, yet not in CI.

Table 4.8-1 Streams in study area, Coho Salmon and Cutthroat Trout noted. See figure 3.1c in the DEIS.

OMSF Site Evaluation October 2012, City of Lynnwood: The City was also concerned about the sites proximity and potential impacts to the Interurban Trail (linear park on the south side) and Scriber Creek (salmonid bearing waterway north of the site) and potential loss of flood storage capacity.

However, (Summary) S-20 No adverse impacts on threatened or endangered species. ...in seismically active area therefore, localized geological hazards and risks are possible.

City of Lynnwood, Chapter 17.10, Environmentally Critical Areas: 17.10.060 Stream – Rating.  
A. Category I. The following streams are classified as **Category I: Scriber Creek, Swamp Creek, Lunds Creek and Halls Creek.** The Sensitive Areas Ordinance requires buffers from the nearest development.

However, 17.10.062 Stream alteration allowed.

**A. All Category I streams shall be preserved.** The city may only allow alteration of Category I streams when approved under LMC 17.10.048 and 17.10.049.

A. An application for a reasonable use exception containing the elements required in LMC 17.10.049 shall be filed with the department and shall be considered by the hearing examiner at a public hearing under Process I (LMC 1.35.100 through 1.35.180).

S-20 Water resources – the Segment C alternatives could place structures in the Scriber Creek Floodplain.

However, S-31 C1 would have columns and a section of the elevated guideway within the Park

## I-530-001

These comments were submitted by Linda Willemark previously. See response to comment I-386.

Native Growth Protection Area. Sign Installation Guidelines Sign placement shall be up to the approval of Snohomish County. All signs must be secure and permanent.  
*However, there are at least 7 signs which our group has found on the C Alternatives property. One sign is only 50 feet away from 52<sup>nd</sup> Ave W. With the dense wooded area it is difficult to note with any accuracy how many more signs there actually are.*

Table 4.1-1 Property acquisition list includes Multifamily use.  
*However, Table 4.1-3 Property available for relocation has NO Multifamily listed*

Figure 4.17-4 Scriber Creek Park Potential Impacts with Alternatives C1 and C2.  
*However, Scriber Lake Creek is labeled where Scriber Creek is.*

Page 1-4 1.3.1 – Aquatic Species and Habitat, 1.3.2 – Vegetation, Terrestrial Wildlife and Wildlife Habitat and, 1.3.3 – Wetlands. *They talk about looking at impacts 100-200 feet outside the direct project area. Sprague's Ponds are across the street from Scriber Creek Park and I've read no mention on the impacts the Light Rail would have on that waterfowl and wildlife area.*

1.4.3– Avoiding and Minimizing Impacts on Sensitive Ecosystem Resources. *If Sound Transit's first priority is to avoid impacts to sensitive areas, then why are they building on a wetland, watershed, and wildlife habitat?*

I-532-001

*To Sound Transit and the Counsel,*

*I understand Shoreline voters voted in light rail sometime back, although I don't recall when exactly this occurred. Now that Shoreline is in the planning stage, they have had meetings and asked for comments regarding their various plans. They no doubt are doing this as a courtesy so that Shoreline's residents feel they are a part of the decision making process. However, I question if consideration is being given to these comments, as it appears Shoreline has for the most part made up their mind on many aspects already. I feel that those decisions made by counsel members should have been voted on by we the citizens. I feel that until the rail is built and it is determined what the actual usage is, we should not be building new stations and garages, but use the stations and garages currently used by the bus systems. Oregon and other areas with light rail experienced much less usage than what was projected.*

I-532-002

*I do not feel a station should be built at 185<sup>th</sup>. That would make the stops too close together. The existing garage near Ballinger along with the current 145<sup>th</sup> station should be sufficient. We should use what we have and not waste money. Usage is a big "IF" at this time. Also, residents on the east side of the freeway should not be uprooted or exposed to all the noise a train would bring. This is very unfair to those living in that area. Put yourself in their shoes. I wonder how you counsel members would feel if you lived in the area affected by these changes. Shoreline needs to slow down and stop spending. The Federal government is broke and cities and states should limit the amount they are requesting and getting.*

I-532-003

*In the end, we the people are the ones who end up paying for it with higher taxes etc. I challenge you the counsel members to take a more conservative approach. When all is said and done, you will be responsible for spending our money and not considering what we the people want. You need to put these prospective issues to a vote and not decide for yourselves what we the people need. That is not a democracy. We should want Shoreline to be a different type of city-a city that involves all of its citizens and not dictatorial like the government is becoming.*

*Thanks for reading this letter. A concerned Shoreline resident,*

*Sherri Anderson*

**I-532-001**

Your comments are noted.

**I-532-002**

Considerable analysis was conducted to determine the number, location, and amenities to be located at each of the proposed light rail transit stations prior to the selection of the alternatives for evaluation in the Draft EIS. Rather than distance between proposed stations, the more important factors are the forecasted number of residences (single family, apartments, or condominiums) and forecasted number of jobs within proximity of the station site. Peak use of the light rail system is primarily determined by commuters leaving homes and traveling to jobs in the peak morning and late afternoon periods. Please see the *Alternatives Analysis Report* in Appendix K for more detailed information.

The project will be selected and constructed by Sound Transit, partially with FTA funding, not the City of Shoreline.

**I-532-003**

Your comments and concerns are noted. However, Sound Transit is not involved in the governance of the city of Shoreline.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

- Will see

Comments

I-533-001

Dont depend on Federal Grants. The Federal Gov. is Broke. Dont put their debts on the backs of the younger generations.

Go slowly stop the train at Northgate & pay it off! If voters could vote now they would not vote for the train.

Is anyone listening to the people? So many people are unhappy with sound transit.



I-533-001

The Lynnwood Link Extension is part of the Sound Transit 2 system expansion that voters approved in 2008. Sound Transit's financial plan has assumed that the agency would secure some federal funding for this project; therefore, Sound Transit plans to pursue a grant through the Federal Transit Administration's New Starts program.

I-534-001

# Lynnwood Link Extension

Summer 2013



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Shoreline Resident

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

PHONE: \_\_\_\_\_

to for project email updates Why?

to hear from you. Comments can be about anything related to the project, ranging from observation to discussing technical aspects of the environmental analysis. The extended deadline is September 23, 2013. All comments received or postmarked by this date will be



# WE CARE

Dear Postal Customer:

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We hope you understand. We assure you that we are constantly striving to improve our processing methods in order that even a rare occurrence may be eliminated.

Please accept our apologies.

Sincerely,

Your Plant Manager  
Processing & Distribution

is about your  
you do anything  
their concerns?

se Comments will  
are any plans  
will any more studies

it? Do the people  
should be spent on  
the people want!

Stations & garages  
o. we need better

Thanks what the

roads/Buses will suffer because of the

we be the center of

is going to redefine  
the area

+ Listen to Shoreline



They do not represent the people that will be out in 4 years

I-534-001

Unfortunately, your comment form was damaged by the post office en route to Sound Transit, and we were unable to read it to provide a coherent response. With no name or address, we were unable to follow up with you. Thank you for taking the time to comment on the Lynnwood Link Extension. Please see the Final EIS for information about the Preferred Alternative and updated information about the alternatives evaluated in the Draft EIS.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David Lantholet

ADDRESS: 20316 32nd Ave N.

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: DLANTHOLET@YAHOO.COM

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-535-001

**Comments** I recently bought a house on 32nd Ave N. near the corner of 204th. I am opposed to the proposed C1 & C2 route for many reasons other than it being the first thing I see everytime I step out my door along with the audible noise. I am all for public transportation - I take community transit <sup>to</sup> work and back five times a week and I know the continuation & construction of the light rails is inevitable. I feel the proposed C3 route would have the least impact to the families, homes, and wetlands in the community. This insert reflects why I am opposed to the consideration of the building either the C1 or C2 route. Please focus on the C3 option.

Thank you.



I-535-001

Your opposition to Alternatives C1 and C2 and your preference for Alternative C3 are noted.

**I-536-001**

Your preference for Alternative C1 is noted.

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**From:** BOUDRISSA, ZOHRA <zb6635@att.com>  
**Sent:** Wednesday, August 21, 2013 2:25 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Comment on DEIS - Lynnwood Light Rail Extension

Hi, I'd like to submit my official comment on the DEIS for the Lynnwood Light Rail Extension.

**I-536-001**

I think C1 is the best route due to less impact to the wetlands.

Sincerely,

Zohra Boudrissa  
Resident of Cedar Creek  
(4820 200<sup>th</sup> St SW B304, Lynnwood, WA 98036)

Lynnwood Link Extension

Summ



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David Buitenveld  
 ADDRESS: 1910 4th Ave E #109  
 CITY: Olympia STATE: WA ZIP CODE: 98506  
 EMAIL ADDRESS:  david b@belugasoftware.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Hello,

I have had the pleasure of being part of the Seattle Latvian community for over 20 years. It has been an honor to share with this rich, vibrant community weddings, funerals, celebrations, and times of grieving - all centered around the Seattle Latvian Center.

It seems to me a cruel irony to disrupt and displace this community from their spiritual center, when their original members came here, largely, because they were disrupted and displaced from their homeland.

Sincerely,



I-537-001

Thank you for your comments about 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-537-001



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**From:** Diana Chism <diana\_chism@yahoo.com>  
**Sent:** Tuesday, August 27, 2013 12:53 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Losing our Latvian Cultural Center  
**Attachments:** Latviesu nams - Diana Chism.docx

First, I would like to thank you for providing multiple forums for feedback, as I attended many of the townhall meetings for the Lynnwood to Northgate extension, but was not comfortable standing up to present my thoughts. I do support light rail and mass transit in general, and am very excited to see Seattle moving forward in this direction.

Attached is my formal letter with thoughts and feedback! Please let me know that you have received and are able to read the attached Word document.

Thank you!

-Diana

I-539-001

Fulfilling a dream!

The future of the Latvian Evangelical Lutheran Church and Center (Latvian Center), located at 11710 3rd Ave N.E. Seattle, WA is currently being threatened by Sound Transit's plan to run a light rail line from Northgate to Lynnwood. While the collective Latvian Church and Latvian Association of Washington State boards continue to work on our joint formal response to the Sound Transit DEIS (Draft Environmental Impact Study), I wanted to respond from my personal experiences with our Latvian Center.

I was lucky enough to still have a Grandmother into adulthood and to be able to hear her stories about Latvia, as she lived a very long life into her 90's. She spoke of the hardships leaving her country to go "somewhere safe" – traveling with three small children and pregnant. Leaving with only what they could carry, they escaped Communist rule and first fled to a Displaced Person Camps in Germany. After several years there, they finally ended up in Washington State, sponsored by a Lutheran Church that gave their pledge that the Latvians arriving would be hard working, trustworthy, respectful, law abiding citizens of their new country. My mother was 9 years old when she first came to America, my father a little older as he first spent time in England. They have fulfilled their promise of being exemplary citizens of very high character and integrity.

Growing up in a Latvian family was unique. I knew I was different from my friends. I spoke a different language from birth, had activities outside of school that my friends didn't understand, I couldn't always participate in weekend events because I had to attend Latvian school. It was as if I lived two separate lives, with different sets of friends and activities. Some weeks I would travel from Lynnwood to Northgate (with my family) to functions five (or more) days out of seven days of the week. Choir practice, folk dancing, confirmation studies, Latvian School (where we learned Latvia's geography, Latvian grammar, history of Latvia, religion, Latvian literature – ALL in our native Latvian tongue), and then special performances from various Latvian groups traveling to Seattle from Australia, Latvia, Sweden, England, Germany – all parts of the world. It was a very, very rich life that has helped me better understand other cultures and ethnic diversity. I still remain very active in our Latvian Society and am often at the Latvian Center - attending church services /funerals/christening/confirmations, performing with singing groups, assisting with the Christmas Bazaar/and other activities, and attending a variety of traveling productions that we are fortunate to be able to accommodate in our Latvian Center.

My "growing up Latvian" culminated this year as I fulfilled a lifelong dream to visit Latvia and sing in the Worldwide Latvian Song and Dance Festival. The Latvian Song and Dance Festival is an important event in Latvian culture and social life and has been held since 1873, normally every five years. Our strong culture and unified feeling even kept these festivals alive during soviet and other occupations. The festival in 1990 played a pivot role in the singing revolution and the eventual restoration of Latvia's independence a year later. I have dreamed of singing in this festival all of my life. I sang this summer; united with 15,000 other singers, in a beautiful outdoor amphitheater to another 15,000 spectators...it was beyond all expectations, surreal and beyond words. The other altos next to me were from various parts of Latvia, some from Australia, from Sweden, Norway, all over the world...there were Latvians from over 400 choirs singing together in this most sacred, exalted event. Singing our National anthem

## I-539-001

Thank you for sharing your family history and describing the importance of the Latvian Center 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.

**I-539-001** | the first day, I was overwhelmed with emotion. With tears streaming down my face, I looked up to the sky thanking my father (who is buried in Jaunsaule, Latvia where he was born) and my mother who was home in Seattle, for the incredible gift of my Latvian heritage. I did not make it easy for them growing up, but understand the great gift they have given me, now.

Without our Latvian Center, none of this would have existed for me. I am sure I would still be of good moral character and be respectful and have integrity, but I would have half of the life I now have. Please, Sound Transit, do not take our Latvian Center away. It is unacceptable and heartbreaking to even think of the elimination of this type of community gathering place for future generations!

Thank you for your time and attention!

Diana K Chism  
7741 S Mission Dr  
Seattle, WA 98178



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dan Dale

ADDRESS: 1034 NE 187th

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: danieldale@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

Respective Based Members,

I-540-001

PLEASE be mindful of placing a station in a neighborhood. As you look to plan a station for 185th please ~~remember~~ <sup>remember</sup> everything that it is not - Not on a major arterial - not the U-district, not Northgate, not MLK way, not MLT transit footprint - but a neighborhood of single family homes.

• As a homeowner, voter, taxpayer that moved to Shoreline for the (more affordable than Seattle) houses, schools, parks - please look through the mindset of homeowners in the immediate area to help shape your planning.

\* Please distribute the impact of a station by placing the garage on the west side of I-5. - regardless of what plan-station happens south!



*I will follow-up  
more via Email.  
Thank you for your consideration, Dan Dale*

### I-540-001

Your concerns about the NE 185th Street Station are noted. The Sound Transit Board identified its Preferred Alternative, which includes parking for the NE 185th Street Station on the west side of I-5. Sound Transit will not make a final decision about what gets built until after the publication of the Final EIS.