

11/17/2022 Board of Directors Meeting Written Public Comment Submissions

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Paula Goode

After 2 to 3 years of questions, none of us in the community in Lake Forest Park has had any answers to reasonable questions. Our Mayor Jeff Johnson has written to you in regards to the 'communication agreement' in place, yet we continue to be left in the dark regarding what will be happening in our City, our roadways, our homes. We have a City Council member that is employed by Sound Transit, yet he should recuse himself of any decisions regarding Sound Transit but does not.

This is highly unacceptable treatment of citizens causing them to hire attorney's in order to get answers. Along with that, none of the citizens were informed of the 30% to 60% SEPA design that changed mid stream and impacts.

I will be writing the governor personally to discuss the way forward.

Paula Goode

Elizabeth Krzyminski

From: Elizabeth Krzyminski <lizkski@icloud.com>

Subject: Sound Transit Stride S3 impacts on Lake Forest Park residential properties.

Sound Transit Board.

My name is Elizabeth Krzyminski. I am a resident of Lake Forest Park, and the Sheridan Beach Community.

I urge you to review the visualizations provided by Vicki Scuri, which she has presented to the Lake Forest Park City Council, City Officials and the Mayor. These representations are shocking and if they materialize, are not representative of our collective community values and do not address the regional transportation needs.

Furthermore, Sound Transit Stride S3, and the addition of a single bus lane on SR- 522 will negatively impact every residential property along SR-522 including my property and it's value. Noise levels of transportation will increase causing further health risks to my family and my neighbors. I implore you as the Sound Transit Board to reconsider this expansion. For a single bus lane for buses that are virtually empty, this is nonsensical. Before the pandemic, I rode the bus daily directly to downtown Seattle. That's not the case anymore with the cancellation of the 522, which ends at the Roosevelt lite rail station, my neighbors and I must now transfer to a crowded, dirty train. Not an ideal transportation option.

The Lake Forest Park City Council, Mayor Jeff Johnson and City Administrator Phil Hill share our communities concerns as do many of my Lake Forest Park Neighbors. Our concerns need to be seen and heard and our collective voice needs to influence and shape the Stride S3 designs. Sound Transit needs to provide greater connection and understanding about this leg of the project before it is further advanced. I urge you as the Sound Transit Board to come to our community, see for yourselves how little value this leg of the project brings to the region. Lake Forest Park Citizens deserve better, you as the Sound Transit Board are in a position to halt this project until a plan can be devised that is more representative of our city's values, and provides greater service to this area.

Respectfully,

Elizabeth Krzyminski

Lorri Bodi

The letter referred to in this message is included at the end of this report.

Please see our attached letter for detailed comments from Lorri Bodi and Tracy Furutani.

In summary: The citizens of Lake Forest Park support improved transit. But current plans will only improve transit times by 1-2 minutes at best, at a cost of at least \$35-50M. The plans call for 80 private property takings in LFP, along with removal of 439 significant trees and over 500 mature shrubs; increased noise and air pollution; impacts on salmon streams; and creation of massive concrete retaining walls topped with chain link at our city's gateway.

There is a win-win for ST and LFP here. Why not simply wait on this project? As LFP Councilmembers and longterm residents, we urge the Board to:

- **Please decline today's resolution for property acquisitions in LFP as a first step.**
- **Going forward, please postpone LFP's 1.2 mile of the south bus lane widening until 2044, the same year now set for the LFP commuter parking garage.**
- **And let's have an interactive public meeting devoted 75% to community comments - not dominated by staff presentations - in early December.**

Thank you for your consideration of these critically important transit, financial, environmental, and community issues.

Lorraine Bodi

Larry Goldman

The letter referred to in this message is included at the end of this report.

Hello,

I am a city councilmember in Lake Forest Park, but am writing solely for myself. Please find attached comments for the board in advance of today's meeting.

Sincerely,

Larry Goldman

Stephen Fesler

This message is for the System Expansion Committee and full board this month. I've become aware that Sound Transit is proposing property acquisition in Lynnwood to construct new car lanes. I strongly oppose this wasteful policy choice and action. Your priority must be spending our precious ST3 tax dollars on Link and rider-related projects. The agency and City of Lynnwood may characterise this as "compensation" or "realignment" for Alderwood Mall Blvd, but we must get out of this deeply false mindset. Link is not just additive to our transportation network, it supplants our existing transportation network needs. We should not be building car lanes for public use with ST3 money, we should see ST3 as our means to eliminate car lanes because transit is supplantive. Moving ahead with this proposal will also mean fewer homes in a community and county that absolutely needs them right now. Use this as your opportunity to show transit riders that you care about how you spend their limited transit dollars, that you care about communities being designed around people, that you care about housing people rather than just a few cars. Reject this misguided anti-transit, anti-housing car project that no one needs. Vote no on Resolution No. R2022-32.

Stephen Fesle

Shane Dombrowski

Hello Sound Transit Board,

It has recently come to my attention that Resolution No. R2022-32 proposes to acquire property on Alderwood Mall Blvd in order to "accommodate the future guideway of the Everett Link Extension". I believe this to be a bit misleading as the additional right-of-way from the acquisition will be used to widen/relocate Alderwood Mall Blvd, not the Link guideway.

I do understand that the guideway requires ROW space, but the cost of acquiring private property just to widen an existing (and very wide) road simply adds to the increasing budget of Everett Link Extension. The guideway should be placed in the existing Alderwood Mall Blvd ROW and the number of lanes simply decreased. This is the simplest, safest, and most financially sound decision; the road itself would be improved by a road diet and Sound Transit would not have to acquire private property. Also, Resolution No. R2022-32 states that this private property is to host 190 multi-family housing units. In a regional housing crisis, we cannot justify the blocking and prevention of additional housing being constructed, especially if the reason is to simply maintain vehicle lanes. A rightsizing of vehicle lanes on Alderwood Mall Blvd would be a benefit to the community at large, both in safety and finance.

Please consider *not* taking action on Resolution No. R2022-32 and instead investigate simply aligning the guideway in existing ROW. We do not need to keep widening roads in 2022. We face immense safety, health, finance, and climate crises due to our fragile and inefficient transportation system. Perpetuating previous design philosophy to maintain vehicle lanes is a mistake and will only lead to cost overrun, pedestrian/transit-hostile communities, and increased danger to those outside of an automobile.

Thank you for taking the time to consider my email and I look forward to the future of Link!

Shane Dombrowski

Jesse Simpson

The letter referred to in this message is included at the end of this report.

Hello,

Thank you for the opportunity to comment on the disposition of the surplus U District 45th & Roosevelt Transit Oriented Development (TOD) site. Sound Transit is a leader in advancing equitable transit-oriented development across the region. Thanks to Sound Transit's prioritization of affordable housing on TOD sites, hundreds of affordable homes and community amenities have been developed adjacent to the Roosevelt and Capitol Hill stations, with many more to come. These affordable, transit-oriented homes open up a world of opportunities for low-income people, conveniently connecting them with jobs, services, and amenities found throughout the region.

It is vital that Sound Transit continue that commitment to transit-oriented affordable housing by maximizing the number of affordable homes built on the U District TOD site. The rising cost of land and construction in our region means that opportunities to develop affordable homes near light rail stations are few and far between. We appreciate the attention paid to maximizing development potential on this site, and the proactive work of Sound Transit to identify a path to vacating the portion of the alley bisecting the U District TOD site in coordination with the City of Seattle.

We strongly support Resolution No. R2022-31 and are grateful for your effective leadership in creating equitable transit-oriented development opportunities. We look forward to collaborating with you to make progress on the mutually supporting goals of creating equitable communities of opportunity and increasing transit ridership.

Thank you for your consideration,

Jesse Simpson (*he/him*)

Government Relations and Policy Manager
Housing Development Consortium of Seattle-King County
1326 5th Avenue, Suite 230 | Seattle, WA 98101

Barry Blanton

Dear Sound Transit Board:

The Ratepayer's Board of the Ballard Alliance has strongly supported a 15th Ave NW tunnel alternative since the beginning of the ST3 discussion, and as a long-time member of the Board, I am not aware of *any* Ballard neighborhood group that supports a light rail station at 14th Ave NW.

We've written letters, provided comments, showed up at open house events and taken surveys. We've done the hard work of being organized and consistent in our responses when Sound Transit has asked our

opinion. Our conclusion has consistently been that a tunnel connection via 15th Ave NW is the only option that makes sense for our neighborhood and for downtown Ballard. It is also the alternative closest to what was voted on by voters.

In the beginning, we were told a tunnel would never work because it was too expensive. As Sound Transit advanced its design, it became clear that the tunnel and bridge alternatives were not that far apart in costs. Now at only 10% design, we're being told the approximately \$150M cost difference – which is less than 1% of the total ST3 project cost – is not “affordable” and staff prefers the tunnel alignment on 14th Ave NW.

According to the city, more than 90% of pedestrian fatalities happen on arterial streets. Not only is 15th Ave NW a major arterial street, but it also serves a freight corridor. Siting the station on 14th Ave NW means requiring hundreds of light rail passengers to cross 15th Ave NW every day, unnecessarily putting lives at risk.

The heart of Ballard is located west of 15th Ave NW – in fact, there's nearly 1,000 new apartment homes underway near 24th Ave NW and NW Market St. While a block or two might not seem that consequential, given the distance people will be walking from, it matters a lot.

We respectfully ask the Board to listen to the Ballard community and support a 15th Ave tunnel alternative.

Thanks for your consideration.

Barry Blanton

Benjamin Guyer

Hello,

I am writing today to express support for a light rail extension to Ballard. Improving public transit is absolutely critical to fighting climate change, as well as creating a city that is pleasant to live in.

I am aware that there is disagreement over whether a station on 14th or 15th avenue would be better.

My point of view is that whatever station can be built faster is the better option. I am sure there are benefits and drawbacks to each location, but there is no time to waste on debate here - we need to stop carbon emissions right now.

I enthusiastically support literally whatever plan is necessary to get light rail to Ballard as fast as possible. Please do not let this extension get lost in decision paralysis.

Thank you,
Ben

Grace Kim

Sound Transit Board members –

Thank you for the opportunity to comment on Resolution No. R2022-31, governing the disposition of the surplus U District 45th & Roosevelt Transit Oriented Development (TOD) site.

As the recipient of the PRSC Vision 2050 Award for the equitable TOD at Capitol Hill, I can say that Sound Transit is a leader in advancing equitable transit-oriented development across the region (and maybe even nation). Your prioritization of affordable housing on TOD sites has resulted in hundreds of affordable homes and community amenities adjacent to the Roosevelt and Capitol Hill stations, with many more to come. These affordable, transit-oriented homes open up a world of opportunities for low-income people, conveniently connecting them with jobs, services, and amenities found throughout the region.

It is vital that Sound Transit continue that commitment to transit-oriented affordable housing by maximizing the number of affordable homes built on the U District TOD site. The rising cost of land and construction in our region means that opportunities to develop affordable homes near light rail stations are few and far between. And despite the tremendous growth of the U District over the past years, little of this growth has included new affordable housing in the neighborhood. I appreciate the attention paid to maximizing development potential on this site, and the proactive work of Sound Transit to identify a path to vacating the portion of the alley bisecting the U District TOD site in coordination with the City of Seattle. Having Sound Transit lead this effort gives prospective developers more confidence/predictability of the project – and thus more likelihood of robust participation in RFP.

I strongly support Resolution No. R2022-31 and am grateful for your effective leadership in creating equitable transit-oriented development opportunities. I look forward to collaborating with you to make progress on the mutually supporting goals of creating equitable communities of opportunity and increasing transit ridership.

grace h. kim faia | schemata workshop, inc.

principal

pronouns: she/her

Laurie Olson

Greetings, thank you for the opportunity to comment on Resolution No. R2022-31, governing the disposition of the surplus U District 45th & Roosevelt Transit Oriented Development (TOD) site.

The Office of Housing and Sound Transit have worked in partnership to advance equitable transit-oriented development in Seattle. We look forward to issuing a joint request for proposal, combining OH funding and the Sound Transit site, to advance affordable housing. This will be the sixth collaboration between the two jurisdictions and we look forward to our ongoing going collective partnership. Thanks

to Sound Transit's prioritization of affordable housing on TOD sites, hundreds of affordable homes and community amenities have been developed adjacent to the Roosevelt and Capitol Hill stations, with many more to come. These affordable, transit-oriented homes open up a world of opportunities for low-income people, conveniently connecting them with jobs, services, and amenities found throughout the region.

We appreciate the Board's commitment to transit-oriented affordable housing development. We recognize that transit is a critical aspect in providing affordability for so many of Seattle's struggling families.

The Office of Housing is in support of Resolution No. R2022-31 and our mutual goal of creating equitable communities around transit stations.

Laurie Olson
Director, Capital Investments
City of Seattle Office of Housing

Comments Received After the Meeting

Carson Spaulding

To the full Board,

I am writing on behalf of operations and case management at Rosie's Tiny House Village. We support the decision for the future of 45th and Roosevelt TOD site to be used as affordable housing. Currently there are forty adults living off the streets and in temporary shelter on this site and we ask for continued support, of the unhoused, by building a low income complex.

As the case manager at Rosies I can speak for the very few options available for low income housing in the University District. This neighborhood has a long history of unhoused people yet there isn't much housing available for those people. The clients I work with love this neighborhood and have established deep roots in the surrounding area. Rosies Villages supports affordable housing but more specifically permanent supportive housing. I understand the value of this site on 45th and Roosevelt but the ask for 60% AMI is still too high of rent for the majority of our homeless population. Supportive housing with mental health counselors and on site case management sustains housing for people who haven't had it in so long.

In closing, if Sound Transit wants to continue supporting and developing the success of our clients then they will approve the proposal for the 45th and Roosevelt site as affordable housing. Thank you!

Sincerely,

Carson Spaulding and Rosie's Tiny House Village

--

Carson Spaulding

Rosie's Village Case Manager

Low Income Housing Institute

Maureen Ewing

The letter referred to in this message is included at the end of this report.

Dear Sound Transit Board Members,

Please find a letter of UHeight's support for building affordable housing at 45th and Roosevelt.

Thank you for your consideration.

Vicki Scuri

The letter referred to in this message is included at the end of this report.

Phillippa Kassover

Dear ST Board members,

I am a member of the Lake Forest Park City Council and previously a member of the citizen action group 522 Now, writing to you today in my private capacity as a 71-year-old engaged citizen.

I have always been a strong advocate of public transit and was a vocal supporter of the campaign to fund ST3, and include the 522 BRT. It was my hope that my city would receive better bus service, first/last mile solutions such as a parking garage, and a well-designed transit corridor that supports pedestrian safety, environmental concerns, and respects the community character. Unfortunately, it appears that none of these aspirations will come to pass in my lifetime.

There are those who believe that mass transit is no longer as needed, due to the recent decline in commuting to downtown Seattle. I am not certain that this recent phenomenon, due mostly to the pandemic, will hold 10 or 20 years from now. Therefore, I support Sound Transit's goals for a robust and efficient mass transit system that serves riders throughout the region.

I urge the board to review the plans for this crucial bus-line that serves one of the fastest growing areas of the region, NE King County and South Snohomish County. Please find ways to improve the design so that this transit corridor becomes something we can all be proud of. My hope is that the eventual design minimizes loss to our citizens and maximizes environmental protections, while exhibiting the very best of our Northwest aesthetic.

We have a wealth of talent and creativity in our region. Let's not settle for mediocre when we could choose excellence in function and design. It is the legacy we leave for future generations. I would rather strive to earn their admiration and gratitude than their disappointment and distrust.

Thank you for your consideration.

Sincerely,

Phillippa Kassover

Elizabeth Krzyminski

Property owners including me, will no longer have the quiet enjoyment of their home with the expansion of Sound Transit Stride3 along SR-522 through Lake Forest Park.

How is it fair to RESIDENTIAL property/home owners along SR-522, that Sound Transit will pay homeowners for five feet of their property and prohibit the use of sixteen 16 feet of their property?

Property owners will not have the use of sixteen feet of their property and only be compensated for five feet. Property owners must still maintain all sixteen, 16, feet of the land, including the five feet captured by eminent domain. Property owners adjacent to SR-522 MUST keep the land free of obstructions, illegal trespass and illegal use. However, property owners are only compensated for five feet? Seems there is an imbalance of power and there is no equitable compensation to the RESIDENTIAL property owners along SR-522.

Additionally, with the expansion of SR-522 , RESIDENTIAL property owners will suffer the ill effects of increased noise and environmental pollutants being emitted from vehicles, including heavy equipment traveling on SR-522, these conditions will be drawn closer to their homes. Who is looking out for the RESIDENTIAL property owners along SR-522?

These issues MUST be addressed. Residents along SR-522 deserve to be treated respectfully and not disregarded by Sound Transit. We deserve fair and just compensation. Our voices must be heard!

Respectfully,

Elizabeth Krzyminski

Sent from my iPad

Please pardon any errors, misspellings or omissions!

Lorraine Bodi/Tracy Furutani/Thomas French

Lake Forest Park WA 98115

flbodi@gmail.com tracyfurutani@yahoo.com thomaswfrench@comcast.net

November 17, 2022

Dear Sound Transit Board:

We are writing to you as Lake Forest Park (LFP) Councilmembers and longtime residents. Although we cannot speak for the city as a whole, we believe the following comments reflect the views of a majority of our residents on the proposed widening of SR 522 Bothell Way for one mile through our city.

LFP citizens voted for ST3 because we support efficient regional public transit. We loved the 522 bus direct to downtown. In voting for ST3, LFP's benefit was to be more efficient bus service along SR 522/Bothell Way, as well as a commuter parking garage at our Town Center.

Fast forward many years, and ridership and revenues for ST3 are down. Commuting patterns have changed for good. The LFP commuter parking garage has been postponed until 2044. Today, the current plan through LFP will not provide the benefits we were sold on; it no longer makes transit, financial, environmental, or community sense.

As a result, we are asking you to postpone the plans for road widening in LFP for a northbound/eastbound bus lane until 2044 as well.

First, the transit benefits are highly dubious:

- ST's major goal is to reduce bus travel time. We already have a southbound/westbound bus lane in LFP, so this project is about adding one northbound/eastbound bus lane for 1.2 miles.
- Realistically, how much faster can a bus go over 1.2 miles with 4 stoplights and 3 bus stops?
- Looking at the data, at best, we're looking at reducing northbound/eastbound bus travel time by 1 or 2 minutes from road widening in LFP.
- There are no dedicated bus lanes on 145th NE, already a recognized traffic bottleneck, heading to and from LFP to the 145th light rail station.

At the same time, the financial costs are substantial:

- Estimated costs for this questionable one mile project are hard to discern in ST materials, but seem to be \$50M or more.
- What is clear is that the project will require private property takings of 80 properties on the east and west sides of SR 522, severely impacting LFP residences and also several small businesses. These acquisitions are being shared with you only in small increments, masking total impacts and costs.
- It is also clear that identified property acquisitions already constitute 40% of the total 8 mile project costs of \$209M. So LFP property takings alone, not including construction, will cost \$35-\$50M from our ST3 tax dollars.
- What will be taken are driveways and front entrances to homes on the east side. And on the west side, backyards will be reduced by half, ending in a huge concrete retaining wall with chain link fencing on the top, 20' in places.

It is no exaggeration to say that people's lives will be shattered, including many long term residents and seniors. For what public benefit? Further, the environmental and community impacts further tip the balance against the LFP property acquisitions and road widening.

Environmental impacts will undermine important regional policies and investments:

- The current plans call out removal of 439 significant trees, some towering 30 feet, as well as over 500 mature shrubs. Tree removal on this scale is the antithesis of our city, county, and state climate action goals.
- This dense green border also provides natural mitigation for both noise and air pollution, pollution that will now be brought much closer to doors and windows by road widening.
- Construction will occur in the buffer areas of 3 fish bearing streams, and there is no plan to address the fish barrier on B'schetla Creek at 155th NE. An additional 1.3 acres of impervious surfaces will also increase toxins affecting our fish.
- Construction impacts will threaten an extremely steep ravine that is a mapped Landside Hazard area, an area already failing existing erosion controls.
- Permanent and temporary impacts will also impair 7 wetlands and the buffers of 3 more.

Further, the current plan will be a serious detriment to our community, already hemmed in by two major state highways (SR 104 and SR 522):

- The massive concrete and chain link retaining wall extending along SR 522 - where the route is now bordered by a wall of trees and shrubs - is an unnecessary blow to the community. It will eliminate a mile long row of trees now comprising our city gateway. It will replace these with a concrete and metal monolith, now designed in ways that pose real public safety concerns.
- Communication with the community by ST has been non-existent to poor. Information is vague and metered out, perhaps to control the dialogue. Requests for in person public meetings back in 2019 were caught up in the pandemic and now only scheduled for February 2023. For a public agency, it's hard to fathom.

There is a win-win for ST and LFP here. Why not simply wait on this project?

Please decline today's resolution for property acquisitions in LFP as a first step. Going forward, please postpone LFP's 1.2 mile of the northbound/eastbound bus lane widening until 2044, the same year now set for the LFP commuter parking garage. And let's have an interactive public meeting devoted 75% to community comments – not dominated by staff presentations - in early December.

Thank you for your consideration of these critically important transit, financial, environmental, and community issues.

Lorri Bodi

Lorri Bodi

Tracy Furutani

Tracy Furutani

Thomas W. French

Tom French

Larry Goldman
Lake Forest Park, WA 98155
lawrencemgoldman@gmail.com
November 17, 2022

Dear Sound Transit Board:

I am a member of the Lake Forest Park (LFP) city council but am writing to you solely as an individual. I am an avid supporter of public transit. I don't own a car and I utilize public transit nearly every day to go to work, shopping, nightlife, and more. I am a firm believer in the power of public transit to provide access and opportunities to all people. I am also a firm believer that public transit projects must be designed with the public in mind. I voted for ST3 and I still support it overall. However, I believe that there are a number of flaws with the Stride S3 BRT project as it currently stands that need to be addressed as Sound Transit moves forward.

First, I want to address communication. The most common complaint I have heard from LFP residents, especially those along Bothell Way, is that they don't understand the process and feel ignored by Sound Transit. Yes, ST did hold multiple open houses before the pandemic. But that feels like a figurative lifetime ago and designs have changed significantly since then. Sending form letters to residents whose homes and business might be taken by Sound Transit only increases anxiety and frustration. Likewise, simply releasing 60% design maps without context makes it hard for the public to understand what is happening or changing, let alone how they can engage with the process. Echoing a recent letter sent to you by the city of LFP, **I implore Sound Transit to make a better effort to reach impacted LFP residents and explain to them what will happen, what might happen, and where there is room for dialogue.**

Second, I want to address what are, in my mind, the core goals of Stride:

- **Faster bus service / connections to Link**
 - It's unclear that Stride S3 to Shoreline South station will be much faster, if at all, compared to the current ST522 bus.
- **More frequent and reliable bus service**
 - Current bus service averages 15 minutes all day. The proposed service would increase to 10 minutes. This is a moderate win, but does it justify the costs?
- **Better access to bus service**
 - The parking garage at town center has been deferred until 2044. The ST board already tasked Sound Transit with developing innovative solutions to the "first mile" problem. However, there have yet to be any dialogues with LFP about what these solutions might look like. Metro previously developed community ride services for LFP that were ultimately unsuccessful because of substantial design flaws, and I hope that ST doesn't repeat their errors.
 - Completing the sidewalk along Bothell Way so that pedestrians can more safely access the bus stops. In my mind, this is the biggest victory from the Stride S3

project as currently designed. But I can't help feeling a sense of unease if the biggest gain from an expensive transit project is better sidewalk infrastructure.

- On a more personal note, my neighborhood will paradoxically lose bus access when Stride opens. In the original plan, LFP had 4 stations – the intersections of SR522 with SR104, 165th street, 153rd street, and SR523. Somewhere along the way, the station at the intersection of SR522 and SR523 was removed. I live close to this intersection and have heard from neighbors and family members that currently commute using the 522 bus. If they lose access to a local bus stop, they will stop using the bus and will start driving.
- **Stride S3 service must be accessible to potential riders!**
- **Better local connections**
 - While this point might not be an official ST priority, I would note that it is a de facto priority. Whether it was originally intended this way or not, the ST522 bus line is not just about getting people to Link and downtown Seattle. It's also about connecting the cities of LFP, Kenmore, Bothell, Woodinville with neighborhoods of NE Seattle such as Lake City.
 - The current proposal would disconnect LFP and other Northshore cities from Seattle urban centers such as Lake City. **I urge ST to work with your partners at Metro to ensure that these connections are not lost.**

Third, I want to address environmental protections. Lake Forest Park is justifiably proud of its trees. I am concerned about the number of trees that will be removed – ST's most recent estimates are well over 400. Sound Transit has not taken the opportunity to engage with the LFP community about this, again leading to frustration and distrust among the public. I would also encourage Sound Transit to design sound or retaining walls that can be covered with plant growth rather than simply being concrete monoliths.

Overall, I implore Sound Transit to take the following actions:

- **Significantly increase public engagement, especially with those most likely to be impacted by property takings.**
- **Hold additional open houses with the public to address where the project currently is and where improvements can be made. Ensure that these open houses will provide a robust opportunity for the public to ask questions and express concerns.**
- **Commit to working with Metro and cities to ensure that we are all working together to design an integrated transit system that serves our communities.**
- **Ensure that the benefits from the Stride S3 project are commensurate with their costs.**

I look forward to working with you as we continue to improve our public transit network.

Sincerely,



Larry Goldman



HOUSING DEVELOPMENT consortium

November 17th, 2022

Councilmember Kent Keel, City of University Place
Sound Transit Board Chair
401 S. Jackson St.
Seattle, WA 98104

RE: Resolution No. R2022-31 - U District 45th & Roosevelt TOD surplus declaration, suitability for housing, and offering strategy

Dear Sound Transit Board,

We thank you for the opportunity to comment on the disposition of the surplus U District 45th & Roosevelt Transit Oriented Development (TOD) site. Sound Transit is a leader in advancing equitable transit-oriented development across the region. Thanks to Sound Transit's prioritization of affordable housing on TOD sites, hundreds of affordable homes and community amenities have been developed adjacent to the Roosevelt and Capitol Hill stations, with many more to come. These affordable, transit-oriented homes open up a world of opportunities for low-income people, conveniently connecting them with jobs, services, and amenities found throughout the region.

It is vital that Sound Transit continue that commitment to transit-oriented affordable housing by maximizing the number of affordable homes built on the U District TOD site. The rising cost of land and construction in our region means that opportunities to develop affordable homes near light rail stations are few and far between. We appreciate the attention paid to maximizing development potential on this site, and the proactive work of Sound Transit to identify a path to vacating the portion of the alley bisecting the U District TOD site in coordination with the City of Seattle.

We strongly support Resolution No. R2022-31 and are grateful for your effective leadership in creating equitable transit-oriented development opportunities. We look forward to collaborating with you to make progress on the mutually supporting goals of creating equitable communities of opportunity and increasing transit ridership.

Sincerely,

Patience .M. Malaba

Patience Malaba
Executive Director

Maureen Ewing
Executive Director
University Heights Center
5031 University Way NE
Seattle, WA 98105

Board Administrator
Sound Transit
401 S Jackson Street
Seattle, WA 98104

November 11, 2022

Letter of Support for Resolution No. R2022-31: Pursuit of Long Term Affordable Housing

Built in 1902, University Heights Center (UHeights) has served as an anchor in a rapidly growing City of Seattle. Although there are many services in King County, the region has been one of the fastest growing economies in the country, making Seattle an inhospitable place for low and middle income families and individuals. UHeights is located in Seattle's University District that hosts a large unhoused community with King County Point-in-Time Count of Individuals Experiencing Homelessness (2020) report estimating 5,472 individuals experiencing homelessness in Seattle.

The 2020 Census demographic data for the University District neighborhood identifies 64% of the population lives below the poverty level. In response to our community's needs, UHeights opened our parking lot in 2020 to host an overnight Safe Lot program, providing 10 passenger vehicles with a safe place to park, access to onsite hygiene services, and case management. However, our program alone is not enough to serve the U District neighborhood.

Resolution No.R2022-31 will allow for some of our displaced community members to find a safe and long-term home in the U District again. It will support local businesses in our neighborhood, boosting our local economy. Most importantly, it will aid the housing crisis and connect our unhoused community members with housing and a path to stability.

I appreciate your consideration of this resolution and would be happy to provide any additional information or assistance.

Respectfully,


Maureen Ewing
Executive Director
University Heights Center



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

November 17, 2022

My name is Vicki Scuri, I live at 15004 37th Ave NE, in Lake Forest Park. I am a concerned citizen, an impacted homeowner, and an Artist/Designer who has worked with Sound Transit on several large-scale infrastructure projects, including the South Bellevue Station.

I am concerned about how Stride S3 impacts our community. While I voted for ST3, had I realized the extent of the impacts to our City Gateway, to the Environment and to Impacted Homeowners, I would have voted differently. I endorse sustainable design, mobility and strong community connection. Now that I have reviewed the roll plots for 30% and the 60% plans, I am apprehensive about how the Stride S3 Project is being implemented in Lake Forest Park. It is no longer just a conceptual drawing board project. These plans seriously impact the livability and character of our community. Please read the letter and review the visualizations that I sent to you (earlier this week) by mail and email, that express these concerns in greater detail.

I have presented these visualizations to the Lake Forest Park City Council, City Officials and the Mayor, who all share my reservations as do many Lake Forest Park Citizens. We need to be seen and heard and our collective voice needs to influence and shape the Stride S3 designs. Collectively, we have these issues: 1) Noise; 2) Removal of Trees; 3) Property Takes; 4) Transit Parking on Neighborhood Streets; 5) Budget; and 6) Overall Design Impacts with little communication from Sound Transit during Design Development. In addition to working with CORE, a city-wide community group, I am a member of the Sheridan Beach Club ST3 Committee which has expressed similar dissatisfaction with Stride S3. I request that Sound Transit host a Community-Wide Meeting for all Lake Forest Park Citizens to promote greater connection and understanding about this Project before it is advanced further.