



# *Everett Link Extension*

## **APPENDIX A**

### **SEPA Register Notice**

# State Environmental Policy Act (SEPA) Register

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## 202300280 - Sound Transit

**Lead Agency**

Sound Transit

**Website**

[soundtransit.org/everettlink](http://soundtransit.org/everettlink) (<http://soundtransit.org/everettlink>)

**Contact**

Kathy Fendt

(206) 689-4856

[kathy.fendt@soundtransit.org](mailto:kathy.fendt@soundtransit.org) (<mailto:kathy.fendt@soundtransit.org>)

**County**

SNOHOMISH

**Region**

Northwest

**SEPA #**

202300280

**Document Type**

DS/SCOPING

**Date Issued**

01/23/2023

**Comments Due**

03/10/2023

**Proposal Name**

Everett Link Extension (EVLE) project

**Proposal Description**

The Everett Link Extension (EVLE) project would extend Link light rail transit (LRT) service 16 miles from the Lynnwood City Center Station to the Everett Station area, with six stations and two parking facilities. One additional, provisional (unfunded) station is also being studied. The project would include a light rail

operations and maintenance facility (OMF North) to support the regional Link light rail program, including EVLE. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in 2016.

**Related Record**

202105820

**Location**

Other identifying information: Cities of Lynnwood and Everett, Snohomish County

**Applicant**

Central Puget Sound Regional Transit Authority (Sound Transit)


**Applicant Contact**


Kathy Fendt, East & North Corridor Environmental Manager

kathy.fendt@soundtransit.org

(206) 689-4856

**Documents**

 ST EVLE Scoping Information Report.pdf (Document/DocumentOpenHandler.ashx?DocumentId=150308)  
(6 MB)

 ST EVLE SEPA DS Scoping Notice.pdf (Document/DocumentOpenHandler.ashx?DocumentId=150309)  
(251 KB)

Please email [SEPA Help \(mailto:sepahelp@ecy.wa.gov\)](mailto:sepahelp@ecy.wa.gov) with any updates, problems, or questions about SEPA Register.

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**Sound Transit  
Everett Link Extension  
Determination of Significance  
And Request for Comments on Scope of EIS**



**Description of Proposal**

Sound Transit is proposing to extend Link light rail transit (LRT) service from the Lynnwood City Center Station to the Everett Station area. The project, known as the Everett Link Extension (EVLE), runs in a corridor approximately 16 miles long. It would also include construction of a light rail operations and maintenance facility (OMF) to support the regional Link light rail program, including EVLE. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in 2016.

The purpose of the EVLE project is to expand the Link light rail system from the Lynnwood City Center Station to the Everett Station area, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional service. Additional detail on the project's draft Purpose and Need is in the Scoping Information Report. The draft Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative.

Sound Transit will evaluate a range of LRT and OMF build alternatives as well as a no-build alternative.

*No Build Alternative.* The No Build Alternative reflects the existing transportation system and environment without the proposed project. It also serves as a baseline for comparing impacts of the build alternatives.

*LRT Alternatives.* The full-length project will extend the Link light rail 16 miles from the Lynnwood City Center Link station to the Everett Station area, adding six new stations in the West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, State Route (SR) 526/Evergreen, and Everett Station areas, plus one provisional (unfunded) station at SR 99/Airport Road. Sound Transit may also examine several design options and a potential minimal operable segment for the proposed alternatives. The project also includes a new OMF that will support the system-wide Link light rail system (OMF North), to be located along the alignment in Snohomish County. Information about the proposed project, the alternatives development process, scoping, and the Environmental Impact Statement (EIS) process will be available at the scoping meetings, at the Sound Transit offices, on the project website: [soundtransit.org/everettlink](http://soundtransit.org/everettlink), or by contacting the project line at (206) 370-5533. For purposes of this notice, the project can generally be described as follows:

The southern end of the project begins north of the Lynnwood City Center Station and generally follows I-5, swings westward through the Alderwood Mall area, returning to I-5 south of I-405. The alignment then follows I-5 north to the Mariner area where it turns west along 128<sup>th</sup> Street SW and then along Airport Road. Between Lynnwood City Center Station and the Mariner area, stations are proposed at West Alderwood (three options under consideration), Ash Way (two options), and Mariner (three options). Two alignment options are being considered between Ash

Way and Mariner, one running west of I-5 and one running east of I-5.

North of the Mariner station area, the alignment turns northwest along Airport Road with stations proposed at SR 99/Airport Road (two options) and at the Southwest Everett Industrial Center near Paine Field and the Everett Boeing Production Facility (three options). The SR 99/Airport Road station is identified as a provisional station that is funded for planning and environmental consideration but is not currently funded for design and construction. Two alignment options are under consideration between the Mariner and SR 99/Airport station areas, running on either side of Airport Road.

The alignment turns east along SR 526 in the vicinity of the SW Everett Industrial Center station area with alignment options running on the north and south side of SR 526. Five station options are under consideration at the SR 526/Evergreen station area. East of this station area, the alignment continues east to I-5 and then turns north along I-5 to Everett. Two alignment options are being considered between SR 526 and Everett, one along the west side of I-5 and one along Broadway. The Everett station area represents the northern extent of the project and includes three options.

Four OMF North site options are being considered: south of the proposed SR 99/Airport Road station area and on the western side of SR 99; on the east side of Airport Road between the SR 99/Airport Road and Southwest Everett Industrial Center stations; and two sites on the north side of SR 526 and east of the Southwest Everett Industrial Center station area. The size of these sites ranges from approximately 63 to 87 acres.

The build alternatives would also include access enhancements such as transit-related roadway, bicycle, and pedestrian improvements around station areas. These improvements may be eligible for federal funding and could be part of the transit project or constructed as part of a joint effort with agency partners.

**Proponent:** Sound Transit (Central Puget Sound Regional Transit Authority)

**Location of proposal:** Lynnwood, Everett, Snohomish County, Washington

**Lead agency:** Sound Transit is the lead agency for the project under the State Environmental Policy Act (SEPA). Sound Transit intends to coordinate with the Federal Transit Administration (FTA) on potential federal funding for the project and review under the National Environmental Policy Act (NEPA). This SEPA scoping process and resulting decisions and analyses are part of local planning and may be adopted or incorporated by FTA under 23 USC 168 or other authority in a subsequent NEPA EIS. Decisions made in this local SEPA scoping process may be revisited in the subsequent federal NEPA process. The project EIS will be prepared in compliance with both SEPA and NEPA.

*EIS Required.* The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An EIS is required under RCW 43.21C.030(2)(c) and will be prepared.

The lead agency has identified the following areas for discussion in the EIS: transportation, land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, hazardous materials, energy use, electromagnetic fields, public services and utilities, safety and security, water resources, floodplains, and ecosystems, including threatened and endangered species, and potential marine mammals. The EIS will evaluate the impacts of construction, operations, and indirect and cumulative impacts. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

This EIS will address NEPA requirements including but not limited to: Section 4(f)/6(f) resources (public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, state, or local significance), Section 106 resources (historic and cultural properties on or eligible for listing in the National Register of Historic Places), and environmental justice (effects on low-income and minority populations).

The scoping process may result in a narrower scope of elements to be analyzed in the EIS.

Scoping. Tribes, agencies, and members of the public are invited to comment on the scope of the EIS. You may comment on the proposed range of alternatives, potential significant impacts, measures to avoid, minimize, or mitigate impacts, the draft Purpose and Need, and licenses or other approvals that may be required. Three public scoping meetings and one Tribal and agency scoping meeting are scheduled. Potentially interested Tribes and agencies will also be offered individual meetings, either in-person or virtually, at their request. Invitations to the Tribal and agency scoping meeting are being sent to the appropriate Tribal, federal, state, and local governmental entities. The method and deadline for providing comments is as follows:

Comment Deadline: Comments must be submitted by 5:00 p.m., March 10, 2023

Comment Online: [everettlink.participate.online](https://everettlink.participate.online)

Mail: Everett Link Extension (c/o Kathy Fendt)  
Sound Transit  
401 S Jackson Street, Seattle, WA 98104-2826

Email: [everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org)

Voicemail: (425) 492-7218

At a public meeting:

1. Virtual meeting #1  
Tuesday, February 7, 2023  
5:30-7:30 p.m.  
Join at [everettlink.participate.online](https://everettlink.participate.online)

2. In-person meeting  
 Wednesday, February 15, 2023  
 5:30-7:30 p.m.  
 Cascade High School cafeteria  
 801 E Casino Road, Everett WA 98203
  
3. Virtual meeting #2  
 Wednesday, March 1, 2023  
 11:30 a.m. - 1:30 p.m.  
 Join at [everettlink.participate.online](https://everettlink.participate.online)

All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling 800-201-4900/TTY Relay 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org) at least 48 hours in advance of the meeting.

Responsible official: Perry Weinberg

Position/title: Deputy Executive Director,  
 Office of Environmental Affairs and Sustainability

Phone: (206) 689-4931

Address: Sound Transit  
 Office of Environmental Affairs and Sustainability  
 Union Station, 401 S Jackson Street, Seattle, WA 98104-2826

**Additional Information:** Additional information is contained in the Scoping Information Report, including alternatives under consideration, topics for discussion in the EIS, and the draft Purpose and Need Statement, and is available at [soundtransit.org/everettlink](https://soundtransit.org/everettlink) or can be obtained by calling the project line at (206) 370-5533.

For information on the scoping process, contact Kathy Fendt, East & North Corridor Environmental Manager, at (206) 689-4856.

Signature Perry Weinberg

Digitally signed by Perry Weinberg  
 DN: cn=Perry Weinberg, o=Sound Transit, ou,  
 email=perry.weinberg@soundtransit.org, c=US  
 Date: 2023.01.20 10:05:41 -08'00'

Date \_\_\_\_\_

Perry Weinberg  
 SEPA Responsible Official



# *Everett Link Extension*

## **APPENDIX B**

### **Scoping Information Report**





# ***Everett Link Extension***

## **Scoping Information Report**

***January 2023***

## Acronyms

EIS	Environmental Impact Statement
EVLE	Everett Link Extension
FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
NOI	Notice of Intent
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
SEPA	Washington State Environmental Policy Act
ST2	Sound Transit 2
ST3	Sound Transit 3

# 1 INTRODUCTION

This Scoping Information Report provides context for the Everett Link Extension (EVLE) Project scoping process. Scoping is being conducted by Sound Transit in anticipation of an environmental impact statement (EIS) for the EVLE Project. For purposes of scoping and the EIS, the project consists of the Link light rail extension route and stations, as well as the Operations and Maintenance Facility (OMF) North.

The EVLE Project is part of the Sound Transit 3 (ST3) Plan that voters approved funding for in 2016. Over the past two years, Sound Transit has worked with partner agencies<sup>1</sup> in the region to refine the potential project route and station locations and OMF North sites. This refinement work has resulted in alternatives for public consideration and feedback during scoping. The input received during the scoping period will help the Sound Transit Board (Board) identify alternatives to study in an EIS. The Board may also identify a preferred alternative for the route and stations and the OMF North to be studied along with other alternatives.

This report describes:

- The scoping process
- The draft purpose and need for the project
- Alternatives to be evaluated
- The topics proposed for study in the EIS
- The history of regional light rail and the process that led to the alternatives being presented during scoping
- The project timeline and next steps

## Sound Transit 3 (ST3) Plan

The ST3 Plan is Sound Transit's plan for regional transit system expansion. In summer 2015, thousands of people commented on a Draft Priority Project List, which was used to develop the Draft ST3 Plan. The public commented on the Draft ST3 Plan from March 29 through May 2, 2016. Sound Transit received 2,320 written comments and engaged with more than 1,250 attendees at seven open houses. The agency received 34,706 responses to an online survey. Public input was used in the development of the Final ST3 Plan and representative project list. Voters approved funding for the plan in November 2016.

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<sup>1</sup> Partner agencies include City of Everett, City of Lynnwood, Snohomish County, Community Transit, Federal Transit Administration (FTA), Puget Sound Regional Council, and Washington State Department of Transportation.

## 2 SCOPING

Sound Transit is conducting scoping under the Washington State Environmental Policy Act (SEPA). Sound Transit is the lead agency for the project under SEPA. Sound Transit intends to coordinate with the Federal Transit Administration (FTA) on potential federal funding for the project and review under the National Environmental Policy Act (NEPA). This SEPA scoping process and resulting decisions and analyses are part of local planning and may be adopted or incorporated by FTA under 23 USC 168 or other authority in a subsequent NEPA EIS. Decisions made in this local SEPA scoping process may be revisited in the subsequent federal NEPA process. The project EIS will be prepared in compliance with both NEPA and SEPA.

### 2.1 About Scoping

Sound Transit has determined the need to prepare an EIS under SEPA to examine how the project could negatively or positively affect the community and the environment. Scoping provides an opportunity for the public, Tribes, and agencies to learn about and comment on the EVLE Project and inform which aspects of the environment will be analyzed in the environmental review process.

You are invited to comment on the scope of the EIS. You may comment on the project's draft purpose and need, the alternatives to be studied in the EIS, probable significant adverse impacts, potential mitigation measures, and licenses or other approvals that may be needed.

Following scoping, Sound Transit will review and summarize comments received. After considering the scoping comments, the Board is expected to identify alternatives to study in the EIS. The Board may identify a preferred alternative for the route and stations and the OMF North to be studied along with other alternatives.

### 2.2 Scoping Period

The scoping period for the project extends from January 23 through March 10, 2023. Comments must be received by Sound Transit by 5:00 p.m. on March 10<sup>th</sup> in order to be included and considered as part of scoping. To start the scoping period Sound Transit posted a Determination of Significance (DS) in the Washington State Department of Ecology SEPA Register and on Sound Transit's website on January 23, 2023. Sound Transit also provided notice of the scoping period via email notifications, mailings, digital ads, social media, posters and a press release.

### 2.3 Scoping Meetings

The scoping process will include both online and in-person meetings and an online open house.

The public scoping meetings will be held at the following times and locations:

- **Virtual meeting #1**  
Tuesday, February 7, 2023  
5:30-7:30 p.m.  
Join at [everettlink.participate.online](https://everettlink.participate.online)

- **In-person meeting**  
Wednesday, February 15, 2023  
5:30-7:30 p.m.  
Cascade High School cafeteria  
801 E Casino Road, Everett WA 98203
- **Virtual meeting #2**  
Wednesday, March 1, 2023  
11:30 a.m. – 1:30 p.m.  
Join at [everettlink.participate.online](https://everettlink.participate.online)

The online open house is available at [everettlink.participate.online](https://everettlink.participate.online).

A separate Tribal and agency scoping meeting will be conducted to present project information and receive comments. Individual meetings, either in-person or virtually, will be offered to interested Tribes.

## 2.4 Ways to Provide Comments

Written scoping comments are requested by March 10, 2023, and can be mailed, emailed, provided via the online comment form, or left as a voicemail:

**Mailing Address:** Everett Link Extension  
Kathy Fendt  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

**Email Address:** [everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org)

**Online comment form:** [everettlink.participate.online](https://everettlink.participate.online)

**Voicemail Phone Number:** 425-492-7218

## 3 DRAFT PURPOSE AND NEED

To guide decision-making during the Alternatives Development process and to support the project's state and federal environmental reviews, Sound Transit drafted a statement of why the project is being proposed and the needs to be addressed. This is known as the project's purpose and need. The purpose and need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review, and it assists with the identification of a preferred alternative.

The purpose of the EVLE Project is to expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an OMF in order to:

- Provide high quality, rapid, reliable, accessible and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan.

- Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation and economic development plans and Sound Transit's Regional Transit Long-Range Plan.
- Implement a system that is technically and financially feasible to build, operate and maintain.
- Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income and minority populations.
- Encourage equitable and sustainable growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit Oriented Development Policy and Sustainability Plan.
- Encourage convenient, safe and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy and Equity and Inclusion Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices.
- Provide an operations and maintenance facility with the capacity to receive, test, commission, store, maintain and deploy vehicles to support the intended level of service for system-wide light rail system expansion.
- Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.

The project is needed because:

- Chronic roadway congestion on Interstate 5 and State Route 99 – two primary highways connecting communities along the corridor – delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue to worsen as the region's population and employment grow.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with PSRC's VISION 2050 and Sound Transit's Regional Transit Long-Range Plan.
- Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multi-modal access.

- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's VISION 2050 and Regional Transportation Plan, include reducing greenhouse gas emissions by prioritizing transportation investments that decrease vehicle miles traveled.
- The current regional system lacks an operations and maintenance facility with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of light rail expansion in Snohomish and King Counties.
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared.

## 4 POTENTIAL ALTERNATIVES

As part of the ST3 ballot measure in 2016, a representative project was approved that established the transit mode for the corridor (light rail), an approximate route, the number and general locations of light rail stations, and passenger access improvements, including parking facilities. The project will connect to the regional light rail system that will extend east to Bellevue and Redmond, and south to Seattle, West Seattle, and Tacoma, and it will provide an OMF to serve the broader light rail system. Figure 4-1 shows the project in the context of Sound Transit's current service and other future projects. Figure 4-2 shows the Representative Project for the Everett Link Extension.

Sound Transit started with the Representative Project and, through the Alternatives Development process described in Section 6.3, identified additional alternative route, station, and OMF North locations that could meet the project's purpose and need. This section describes the alternatives that were developed as a result of that process and that are being presented for comment during the scoping period.

The light rail alternatives currently being considered are fully separated from traffic and include six new stations in the West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station areas, plus one provisional (unfunded) station at SR 99/Airport Road. Under the ST3 Plan, provisional stations are those where planning, preliminary engineering and environmental review are funded, but where design and construction are not. This early planning and engineering work will help ensure minimal delay in building the provisional station and serving future riders if funding becomes available to construct the station.



Figure 4-1 Sound Transit System Map



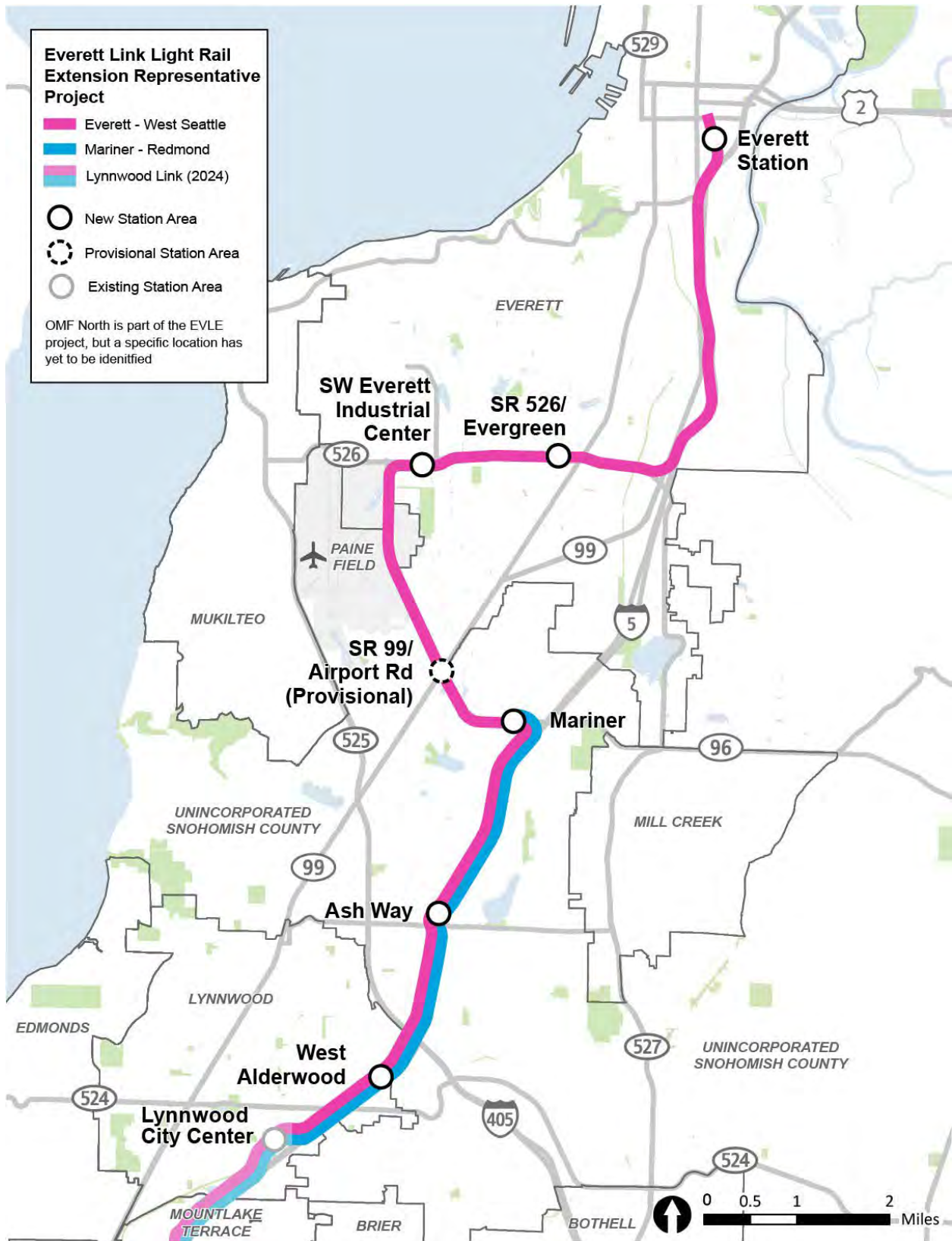


Figure 4-2 ST3 Representative Project for the Everett Link Extension

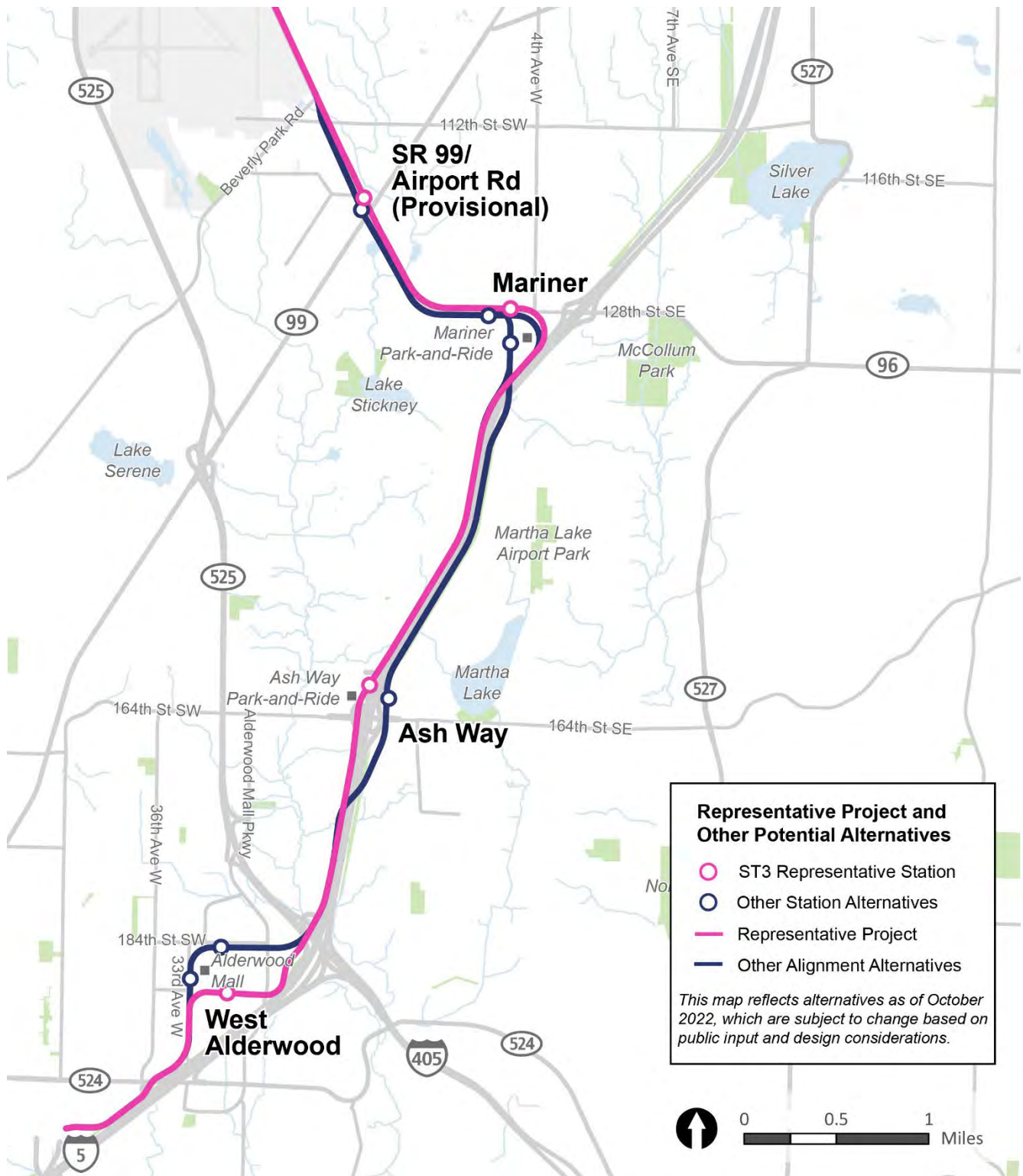
The station and route alternatives being considered for further study in the EIS are illustrated in Figure 4-3 and Figure 4-4. Figure 4-5 through Figure 4-11 show each station area in more detail. The station alternatives are indicated by letters, and the route alternatives are indicated by colors. Because the stations and routes are associated with one another, the combined station/route alternatives are presented as station letter/route color (e.g., A/pink).

- The **West Alderwood** Station area includes three alternatives: B/pink, D/brown and F/brown (see Figure 4-5).
- The **Ash Way** Station area includes two alternatives: A/pink and D/blue (see Figure 4-6).
- The **Mariner** Station area includes three alternatives: A/pink, B/gold and D/purple (see Figure 4-7).
- The provisional **SR 99/Airport Road** Station area includes two alternatives: A/pink and B/gold (see Figure 4-8).
- The **SW Everett Industrial Center** Station area includes three alternatives: A/pink, B/pink and C/pink (see Figure 4-9).
- The **SR 526/Evergreen** Station area includes five alternatives: A/pink, B/purple, C/purple, D/green and E/blue (see Figure 4-10).
- The **Everett** Station area includes three alternatives: A/pink, C/brown and D/teal (see Figure 4-11).

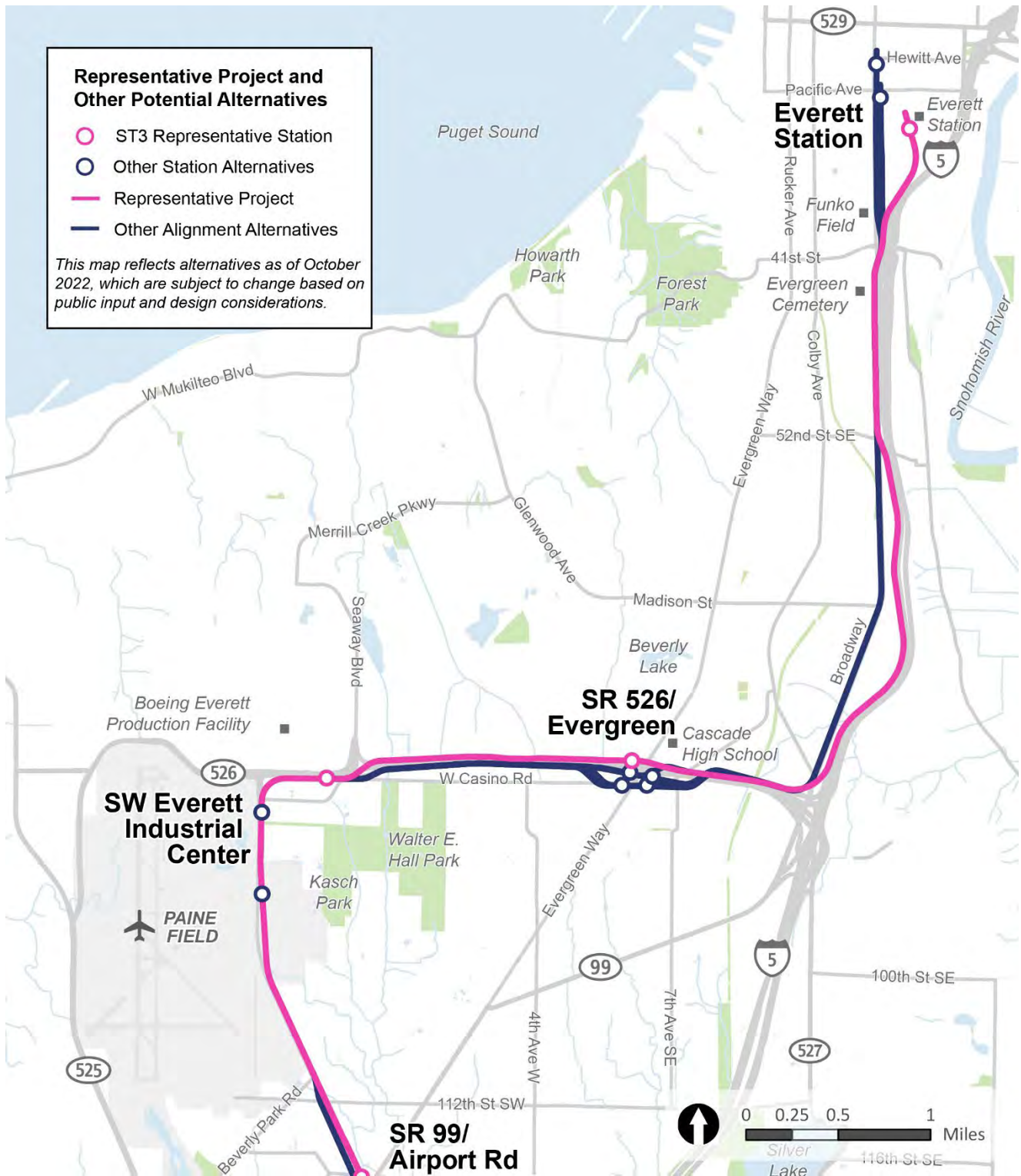
In addition to the light rail station and route alternatives, four OMF North site location alternatives are being considered for further study in the EIS:

- The **SR 99 & Gibson Road** site is in unincorporated Snohomish County.
- The **Airport Road & 100<sup>th</sup> Street SW** site is in the city of Everett and unincorporated Snohomish County.
- The **SR 526 & 16<sup>th</sup> Avenue** site is in the city of Everett.
- The **75<sup>th</sup> Street SW & 16<sup>th</sup> Avenue** site is in the city of Everett.

These OMF site location alternatives are illustrated in Figure 4-12.



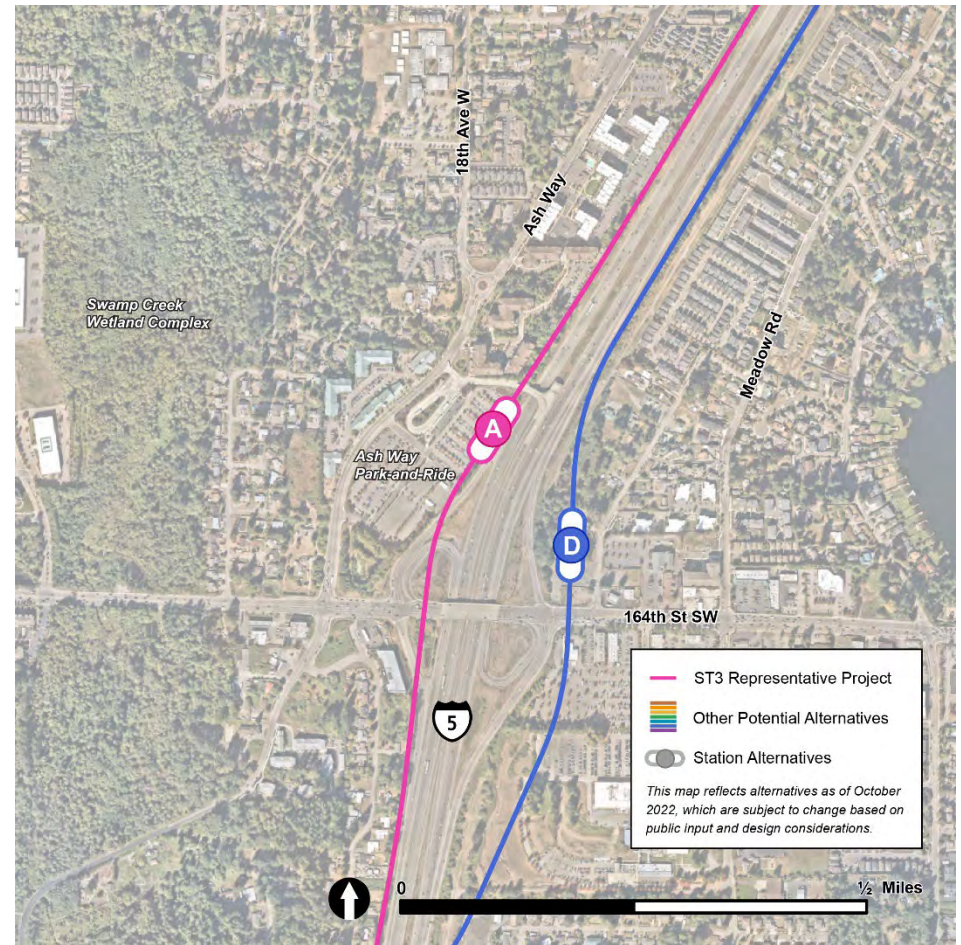
**Figure 4-3 Representative Project and Other Potential Alternatives for the Everett Link Extension – South Section**



**Figure 4-4 Representative Project and Other Potential Alternatives for the Everett Link Extension – North Section**



**Figure 4-5 Potential Alternatives for the Everett Link Extension – West Alderwood**



**Figure 4-6 Potential Alternatives for the Everett Link Extension – Ash Way**



**Figure 4-7 Potential Alternatives for the Everett Link Extension – Mariner**



**Figure 4-8 Potential Alternatives for the Everett Link Extension – SR 99/Airport Road (Provisional)**



Figure 4-9 Potential Alternatives for the Everett Link Extension – SW Everett Industrial Center

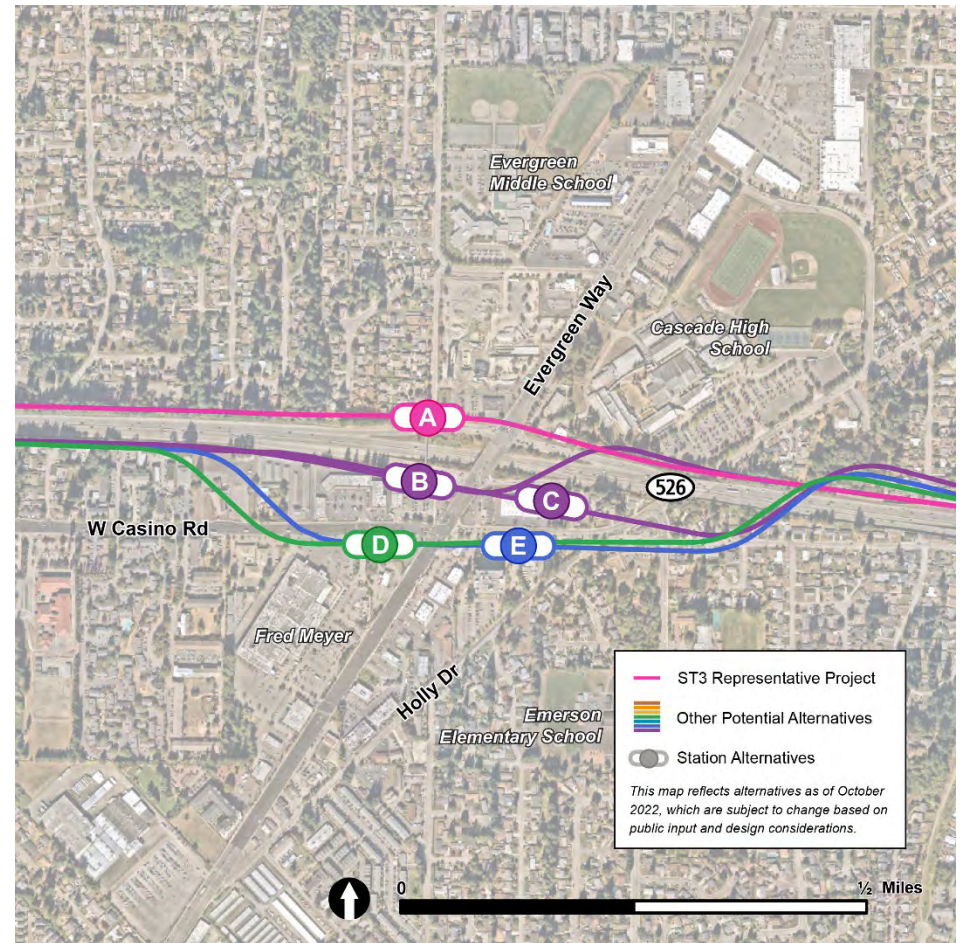


Figure 4-10 Potential Alternatives for the Everett Link Extension – SR 526/Evergreen



**Figure 4-11 Potential Alternatives for the Everett Link Extension – Everett Station**



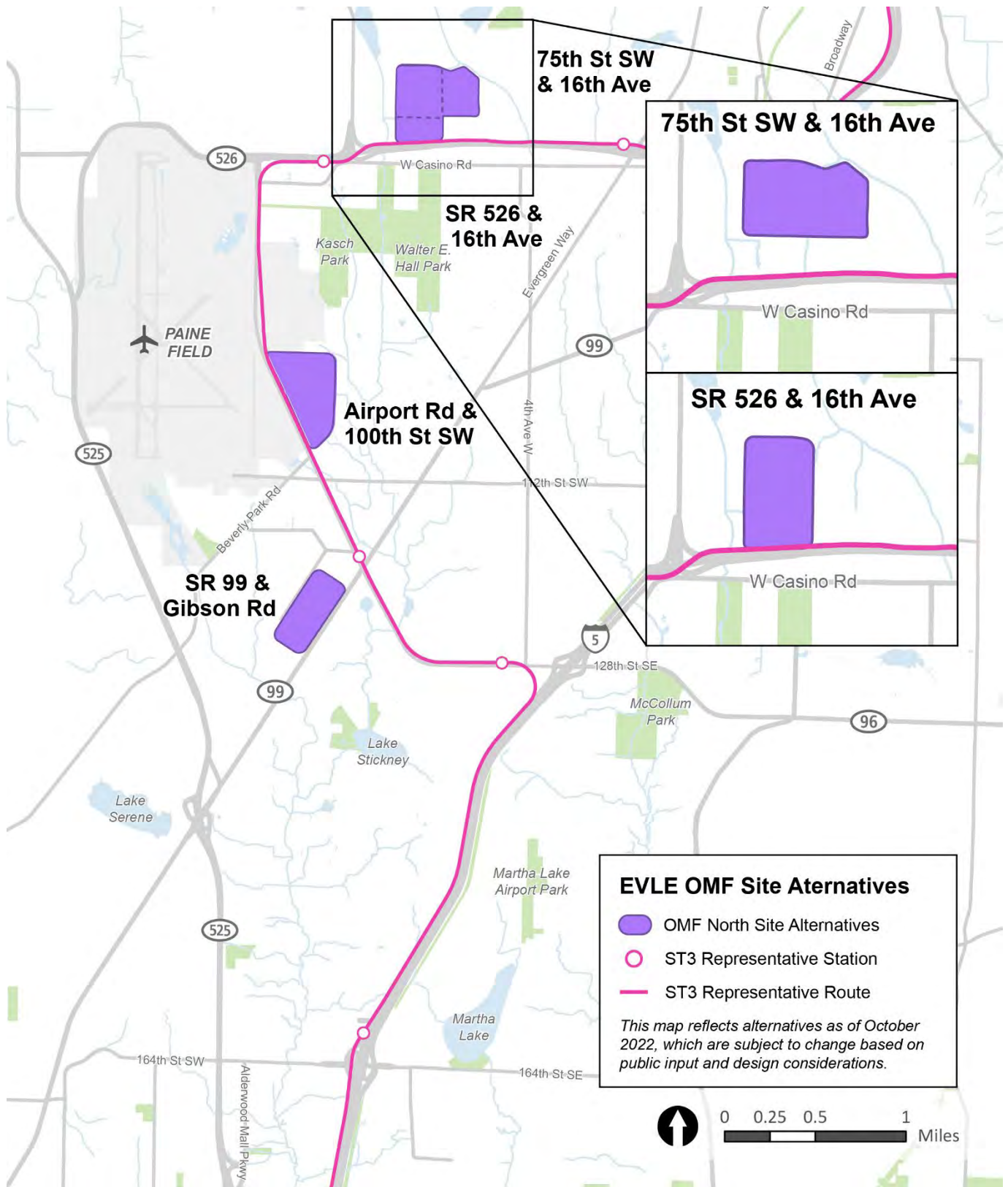


Figure 4-12 OMF North Location Alternatives

## 5 TOPICS TO STUDY IN THE EIS

Sound Transit will follow federal and state regulations and guidance to identify and address the potential for significant environmental impacts caused by the construction or operation of the project alternatives. Public comments during the scoping process help Sound Transit to define the scope of analysis and identify potential significant impacts to be avoided, minimized, or mitigated. The following environmental resource categories are anticipated to be studied in the EIS:

- Transportation
- Acquisitions, Displacements and Relocations
- Land Use
- Economics
- Social Resources, Community Facilities, and Neighborhoods – including Environmental Justice
- Visual and Aesthetic Resources
- Air Quality
- Noise and Vibration
- Water Resources
- Ecosystems
- Energy Impacts
- Geology and Soils
- Hazardous Materials
- Electromagnetic Fields
- Public Services, Safety and Security
- Utilities
- Historic and Archaeological Resources – including Section 106 of the National Historic Preservation Act
- Parks and Recreation – including Section 4(f) of the U.S. Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund Act

## 6 THE EVERETT LINK EXTENSION AND THE REGIONAL TRANSIT SYSTEM

### 6.1 Sound Transit and the Region’s Mass Transit System

Sound Transit has been building out the region’s mass transit system since voters approved funding for Sound Move in 1996, followed by Sound Transit 2 (ST2) in 2008. In 2013, Sound Transit began planning for the next phase of investments to build on ST2. This work involved studying several possible high-capacity transit corridors and updating Sound Transit’s *Regional Transit Long-Range Plan* in 2014. The planning process culminated in voters authorizing funding for the ST3 Plan in 2016. The ST3 Plan includes light rail extensions east to Issaquah and South Kirkland, south to Tacoma Dome, and north to Everett, including the Everett Link Extension.

Figure 6-1 shows regional transit planning that has occurred over the years.

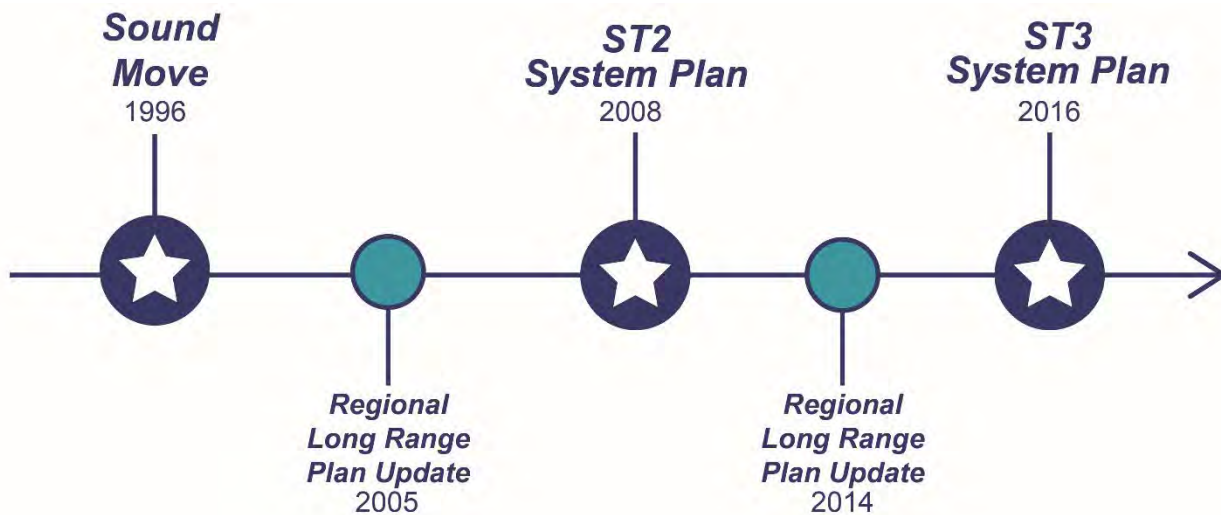


Figure 6-1 Regional Transit Planning Over the Years

### 6.2 Previous Planning Studies

Light rail expansion to Everett has been contemplated since the *Regional Transit Long-Range Vision* in 1996, but more focused planning occurred with the *Lynnwood to Everett High-Capacity Transit Corridor Study* and the *Regional Transit Long-Range Plan Update Environmental Impact Statement*, both published in 2014. These studies looked at numerous modes and routes to connect Lynnwood and Everett, culminating in the Representative Project presented in the ST3 Plan.

Local jurisdictions have also conducted independent studies that led to local decisions related to Everett Link Extension station locations. To learn more, see [Snohomish County’s Light Rail Communities](#) and the [Metro Everett Subarea Plan](#). Sound Transit has considered this work during the Alternatives Development process, and these station locations are reflected in the alternatives shown in Section 4.

## 6.3 Alternatives Development Process

In the spring of 2021, Sound Transit started to explore refinements to the route, station and OMF locations included in the Representative Project. This work was conducted in coordination with local jurisdictions and the FTA, and it included alternatives developed through local planning efforts described in Section 6.2. Potential alternatives under consideration were presented to the public, Tribes and agencies during an early scoping period, which extended from November 1 through December 10, 2021. Two virtual public meetings and a Tribal and agency meeting were held during the comment period along with an online open house that was available throughout the comment period. Comments were requested on the project's purpose and need, the Representative Project, other potential route and station alternatives, OMF North sites, and the transportation, environmental and community impacts and benefits to consider when evaluating alternatives. Sound Transit received 317

comments from the public via the comment form on the online open house, email and voicemail, one comment from a Tribe, and nine comments from agencies. These comments were summarized in an [Early Scoping Summary Report](#). Input received during the early scoping comment period was considered by Sound Transit and the FTA in refining the list of potential alternatives and evaluating how well they met the project's draft purpose and need.

In Level 1 of the Alternatives Development process, Sound Transit evaluated the Representative Project and other potential alternatives for route, station locations and OMF sites. The Level 1 evaluation included conceptual design and high-level analysis of potential environmental impacts or benefits, as well as coordination with Sound Transit's Elected Leadership Group, Community Advisory Group and Interagency Group. Alternatives were evaluated using both qualitative and quantitative measures using criteria (such as opportunities for historically underserved populations, land use plan consistency, and quality of bicycle and pedestrian connections) that reflect the project's purpose and need. At this level of evaluation, alternatives were analyzed in discrete sections to help evaluate tradeoffs in various locations. The Level 1 analysis was available for public review and comment from March 14 through April 4, 2022. Sound Transit provided notice of this review and comment period via email notifications, digital ads, radio ads, social media and a news release. Comments received were shared with the Interagency Group and agency partners, the Community Advisory Group, and with the Elected Leadership Group. These comments helped to inform recommendations for the alternatives to advance to the Level 2 analysis.

In Level 2 of the Alternatives Development process, Sound Transit further refined the conceptual design of the alternatives that moved forward. These refined alternatives were again evaluated in discrete sections using a mixture of qualitative and quantitative measures to help evaluate tradeoffs in various locations. Criteria specific to a full-corridor scale, such as travel

### ***Elected Leadership Group***

The Elected Leadership Group is composed of Sound Transit Board members and other local elected officials in the corridor. Its purpose is to build consensus around key decisions and work through project issues as needed.

### ***Community Advisory Group***

The Community Advisory Group is a forum for community members to inform the development of alternatives for EVLE. The Community Advisory Group provides valuable input to elected leaders as they make project decisions.

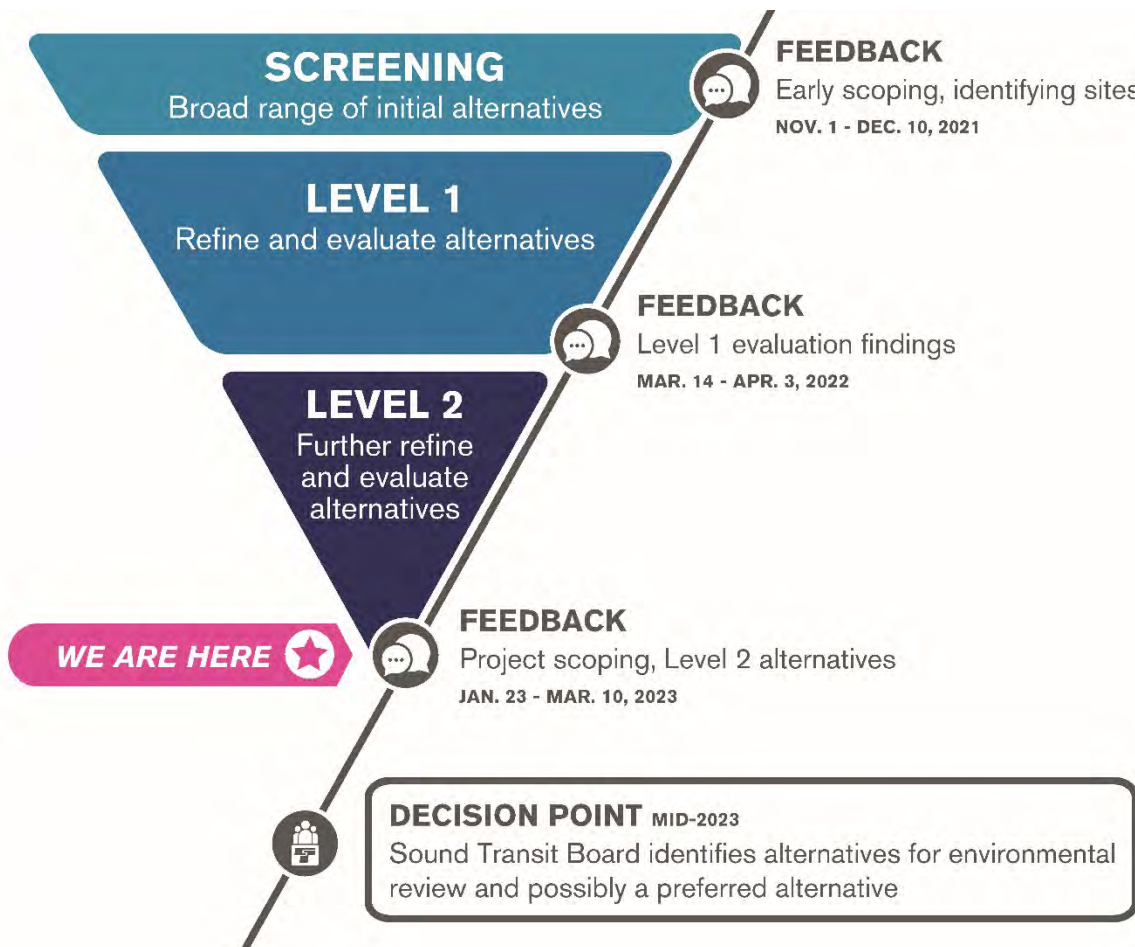
### ***Interagency Group***

The Interagency Group provides a platform for Sound Transit to work closely and coordinate with multiple agencies and local governments as the project moves forward.

time and ridership, were also added to the evaluation. The results of the Level 2 evaluation are being presented to the public, Tribes and agencies for comment during this scoping comment period.

At the end of the Alternatives Development process, the Board is expected to identify the route, station, and OMF North alternatives to study in the EIS. The Board may also identify a preferred alternative to be studied along with the other alternatives. The alternatives identified will be based on all the work conducted to date, including the results of the Level 1 and Level 2 evaluations, recommendations from the Elected Leadership Group and Community Advisory Group, and scoping comments received from the public, Tribes and agencies.

Figure 6-2 shows the Alternatives Development process for the EVLE Project.



**Figure 6-2 Alternatives Development Process**

## 7 PROJECT TIMELINE AND NEXT STEPS

The Board is expected to identify the route, station, and OMF North alternatives to study in the EIS in summer 2023. The Board may also identify a preferred alternative to be studied along with the other alternatives. The alternatives identified will be based on all the work conducted to date, including the scoping comments received. Sound Transit will conduct further engineering, environmental impact analysis, and public involvement work on the project. A Draft EIS will be prepared and another opportunity will be provided for formal public, Tribal and agency comment. After considering the Draft EIS and comments received, the Sound Transit Board will confirm or modify the preferred alternative for the Final EIS. Sound Transit will then publish a Final EIS that includes responses to the comments received on the Draft EIS. After publication of the Final EIS, the Sound Transit Board is expected to select the project to be built. Figure 7-1 shows the project’s current general timeline.



**Figure 7-1 EVLE General Timeline**

Sound Transit’s target schedule for extending light rail to Everett Station is 2037. Sound Transit is working to achieve this target and to close a forecasted affordability gap most recently forecasted at \$500 million. To reduce or eliminate this gap, Sound Transit seeks to increase funding and support at local, state and national levels, and work with partners and communities to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett Industrial Center by 2037 and to the Everett Station area by 2041. The OMF North is expected to open in 2034 under both the target and affordable schedules.

***soundtransit.org/everettlink***

everettlink@soundtransit.org  
206-398-5070





# APPENDIX C

## Meeting Advertisement Samples



# Help shape the future of light rail in your community!

Comment on proposed route, station, and maintenance facility options at a meeting or online by March 10:

[everettlink.participate.online](https://www.everettlink.participate.online)

¡Ayude a moldear el futuro del tren ligero en su comunidad!

Proporcione su opinión sobre las opciones propuestas para la ruta, la estación y la unidad de mantenimiento en una reunión o en línea antes del 10 de marzo:

[everettlink-spanish.participate.online](https://www.everettlink-spanish.participate.online)

여러분의 지역 사회에 경전철의 미래를 함께 만들어가요!

제안된 경로, 역 및 관리실 옵션에 대한 의견은 3월 10일까지 회의 참석 또는 온라인으로 제시해 주십시오.

[everettlink-korean.participate.online](https://www.everettlink-korean.participate.online)

Помогите нам построить будущее наземного метрополитена в вашей общине!

Прокомментируйте предложенные варианты маршрутов, станций и объекта по эксплуатации удаленно или на встрече до 10 марта:

[everettlink-russian.participate.online](https://www.everettlink-russian.participate.online)

## Other ways to comment:

Otras formas de proporcionar sus comentarios:

의견을 제시할 수 있는 다른 방법:

Другие способы комментариев:

425-492-7218

[everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org)

Everett Link Extension, Kathy Fendt  
Sound Transit, 401 S. Jackson St.  
Seattle, WA 98104

## Questions?

¿Tiene dudas o preguntas?  
질문이 있으세요?

Вопросы?  
[everettlink@soundtransit.org](mailto:everettlink@soundtransit.org)  
206-370-5533

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For information in alternative formats, call 800-201-4900  
TTY: 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

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# LIVE IN EVERETT

EST. *Good Things Happen Here* 2015

SEARCH



THINGS TO DO • FOOD & DRINK • ARTS & CULTURE • MEMBER DIRECTORY

LIFE IN EVERETT • HOME & REAL ESTATE • BEST OF EVT • STORE BLOG



## 101 Free Things at the Everett Public Library

January 19, 2023 • Linda War Bonnet

*Editor's Note: Originally published February 24, 2020. Republished January 19, 2023.*

*Header photo: The newly remodeled Evergreen Branch Library // Courtesy of Everett Public Library*

You may have heard the news that Americans went to the library more often than the movie theater last year. It's no wonder because, with tickets and refreshments, there is no way to go to a movie for under \$30. At the library everything is free! 🍌

Everett has a library system, the Everett Public Library, with two locations. The main library is a beautiful old building located on Hoyt with tall stacks and lots to explore. The smaller Evergreen branch in south Everett is newly remodeled with bright and inviting open space. According to Abigail Cooley, Everett Public Library Director, the main library had 322,352 visitors in 2019 (the Evergreen Branch was closed for remodeling) and there were 327,890 visits to the website.

Categories

Authors



12:11

soundtransit 21h



**Share your thoughts on the Everett Link Extension! We're exploring station options, starting from Lynnwood all the way through downtown Everett.**

[SUBMIT COMMENTS BY MARCH 10](#)

Send message





# *Everett Link Extension*

## **APPENDIX D**

### **Tribe Comment Letters**



## Stillaguamish Tribe of Indians

PO Box 277 . 3322 236<sup>th</sup> St. NE  
Arlington, WA 98223

March 17, 2023

RE: Sound Transit; Everett Link Extension

Alex Stevenson, and To Whom It May Concern:

First of all, we would like to thank Sound Transit for the opportunity to consult and assist on this project. Long before Europeans arrived in the Pacific Northwest, the Coast Salish people were here. The land recognizes these people and embraces them, as it has since time immemorial. We look forward to working with Sound Transit on this project, in an effort to make sure that this relationship with the land and resources of the Pacific Northwest continues.

In regards to our meeting with Sound Transit on February 23, 2023, we were able to walk through preliminary design on the 3 phases of this project: south; main; and north. Each phase has concerns with risk of encountering cultural resources. The south extension and north extensions have archaeological sites that have not been fully delineated in our opinion, and the middle/main extension, including the Boeing Manufacturing Plant, has archaeology as well, but in a more disturbed context. This said, we look forward to working with Sound Transit when design has been more fully vetted, and we can engage in Section 106 and NEPA consultation in a more specific manner.

We would consider the construction of the Everett Link Extension to be a direct affect. However, it is also important to consider indirect effects. The Arlington/Marysville manufacturing district to the east of I5 and by the Arlington Airport, is one of the fastest growing economic and demographic areas in our area, and in Snohomish County. In the Sound Transit 2050 plan, it was included that Sound Transit is planning on an extension of 156<sup>th</sup> St NE to provide relief to congestion on 172<sup>nd</sup> St NE which currently serves the Amazon warehouse, the airport, as well as a myriad of other manufacturing and retail facilities. We have a longhouse location in this area, and this serves as a concern for us, both now, and moving forward as development continues. We simply want to point out, that the continued development of this corridor provides a risk to cultural resources that needs to be overseen and managed, and we need your cognizance of the importance of this to the Stillaguamish People.

We look forward to our continued relationship with Sound Transit and the commitment on both our ends to the protection of cultural resources, to give the legacy of the land and its history the respect it deserves. As you are aware, tribal consultation is built on relationships and projects, and in good faith, we can do good work.

Sincerely,

*Kerry Lyste*

Kerry Lyste  
Tribal Historic Preservation Officer  
Stillaguamish Tribe of Indians  
Arlington, WA 98223  
[klyste@stillaguamish.com](mailto:klyste@stillaguamish.com)  
360.572.3072

*The Stillaguamish Cultural Department's mission is to revitalize, preserve, celebrate, and protect our culture through honoring and respecting the teachings of our ancestors, to enrich the spiritual health of our people.*





Natural Resources Department  
Environmental Division  
6406 Marine DR NW  
Tulalip, WA 98271

.....

Kathy Fendt | Environmental Corridor Manager  
City of Everett | Sound Transit

March 8, 2023

Re: Everett Link Extension – Early Scoping

Thank you again for including us in the EIS scoping process for this project. As you know, it is important to us that impacts to our fisheries are kept to a minimum within our Usual and Accustomed Area. We understand that many other factors need to be considered and weighed with such an ambitious project, and impacts to our waterways are not always avoidable. In these cases, we appreciate the opportunity to provide guidance and input into mitigation strategies.

At this stage, many of our initial concerns have been discussed, and Sound Transit is considering them as they make their selection process. Two remaining alternatives being considered pose potential issues for us:

**OMF North: Airport Rd & 100<sup>th</sup> St SW** - In this location, tributaries to Swamp Creek would likely need to be re-routed. These actions would constitute a considerable impact to a salmon bearing stream system, and would require extensive environmental review. It's possible there could be permitting issues, and difficulties with designing an appropriate mitigation strategy.

**SR99 / Airport Rd** – both remaining station alternatives at this location would require crossing Swamp Creek. This stream crossing will require careful planning to avoid impacts or contaminants being introduced to the waterway.

We would ask that we continue to be included in the process of addressing any potential impacts to these or other surface waters, as well as any other critical areas that may have a connection to salmon habitat. Again, we appreciate Sound Transit's consideration of Tribal interests and involvement.

Todd Gray  
Environmental Protection Ecologist  
The Tulalip Tribes | Natural Resources Dept.  
360-716-4620 | toddgray@tulaliptribes-nsn.gov

The Tulalip Tribes are federally recognized successors in the interest to the Snohomish, Snoqualmie, Skykomish, and other allied tribes and bands signatory to the Treaty of Point Elliott.



6406 Marine DR NW  
Tulalip, WA 98271  
360-716-4617





# *Everett Link Extension*

## **APPENDIX E**

### **Agency Comment Letters**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Northwest Mountain Region  
Seattle Airports District Office  
2200 S. 216<sup>th</sup> Street  
Des Moines, WA 98198

March 6, 2023

Everett Link Extension  
Kathy Fendt  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Subject: EIS Scoping Comment for the Everett Link Extension and OMF North Project

Dear Ms. Fendt,

The Federal Aviation Administration (FAA) has reviewed the available scoping documents and participated in the Tribal/Agency scoping meeting on February 13, 2023. The FAA review and comments are limited to the SR 99/Airport provisional station and associated track alignment.

The current proposal includes a portion of the track alignment along Airport Road which impacts property owned by Paine Field Airport (PAE) along the western edge of the Bomarc Business Park. A proposed Operations and Maintenance Facility (Site E) would also have a small impact to PAE property located at the southeast corner of Airport Road and 100<sup>th</sup> Street southwest. No major encroachments or impacts to PAE are currently proposed.

Further development and refinement of the proposed action should ensure that PAE approaches, runway protection zones, and any potential penetrations of airspace are avoided. The FAA encourages Sound Transit to continue coordination with PAE through the Environmental Impact Statement development process.

Sincerely,

Digitally signed by WARREN  
DEWAYNE FERRELL  
Date: 2023.03.06 11:47:39  
-08'00'

Warren D. Ferrell, Manager  
Seattle Airports District Office

Cc: Kevin Latschaw



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 10**

1200 Sixth Avenue, Suite 155, 14-D12  
Seattle, WA 98101-3144

REGIONAL  
ADMINISTRATOR'S  
DIVISION

March 7, 2023

Kathy Fendt  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104-2826

Dear Kathy Fendt:

The U.S. Environmental Protection Agency has reviewed Sound Transit's January 2023 notice to prepare an Environmental Impact Statement for the Everett Link Light Rail Extension Project (EPA Project Number 21-0059-FTA) in accordance with Washington State Environmental Policy Act.

In reviewing the notice, Sound Transit intends to coordinate with Federal Transit Administration on potential federal funding for the proposed project, which would include developing a National Environmental Policy Act environmental review. EPA has a unique role pursuant to NEPA and its authority under Section 309 of the Clean Air Act, which requires EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement. Therefore, EPA is providing scoping recommendations on the January 2023 SEPA notice in anticipation of the future NEPA analysis.


EPA has been involved in early engagement on the proposed project, including the February 2023 Tribal/agency scoping meeting and providing early NEPA and SEPA scoping comments during the alternatives development phase in December 2021. EPA appreciates these opportunities to provide early engagement.

The project proposes 16 miles of Link light rail service north from the Lynnwood Transit Center to the existing Everett Station and includes an operations and maintenance facility (OMF North) and six stations. A provisional station at SR 99/Airport Road is also under consideration.

EPA appreciates that the project's purpose includes explicit consideration for transit-dependent, low-income and minority populations; encouraging convenient, safe and equitable non-motorized access to stations; and minimizing adverse environmental and social impacts through sustainable and equitable practices. EPA's Detailed Comments providing recommendations for the Draft EIS are enclosed. In particular, EPA provides recommendations specific to water quality and aquatic resources, air quality, community cohesion, environmental justice, tribal consultation, and climate change.

Thank you for the opportunity to review the SEPA scoping notice for this project. If you have questions about this review, please contact Susan Sturges of my staff at (206) 553-2117 and sturges.susan@epa.gov, or me, at (206) 553-1774 or at chu.rebecca@epa.gov.

Sincerely,

REBECCA CHU  Digitally signed by  
REBECCA CHU  
Date: 2023.03.07 15:55:15  
-08'00'

Rebecca Chu, Chief  
Policy and Environmental Review Branch

Enclosure

CC: Barney Remington, Federal Transit Administration

**U.S. EPA Detailed Comments  
Everett Link Light Rail Extension Project SEPA Scoping  
Lynwood to Everett in Snohomish County, Washington  
March 2023**

**Impacts to Water Quality and Aquatic Resources**

***Clean Water Act (CWA) Section 402***

In Washington, EPA issues National Pollutant Discharge Elimination System (NPDES) permits for federally owned facilities and permits on tribal lands; EPA has delegated authority to issue other NPDES permits to the Washington Department of Ecology.<sup>1</sup> EPA recommends the DEIS identify any discharges to waters of the U.S. (WOTUS) that are known, or are likely, to occur during construction and operation of the project and how these discharges would be managed and minimized. Identify the NPDES permits that will be obtained for the construction phase, new (or modifications to) existing permits for operations, and how any previous permit exceedances could be prevented by incorporating pollution prevention measures into the project.

***CWA Section 404***

The proposed project would require a permit under CWA Section 404 from the U.S. Army Corps of Engineers (USACOE) for the discharge of dredged or fill material into WOTUS. Wetlands, vegetated shallows, mud flats, cobble substrates, eelgrass and kelp beds are all considered special aquatic sites under the CWA Section 404(b)(1) Guidelines (40 CFR 230).

EPA recommends that the DEIS:

- Clearly identify any discharges to WOTUS that are known, or likely, to occur that will be subject to CWA Section 404. Identify and describe the impact of those discharges, control measures to be employed to address those impacts, and best management practices to prevent discharge of water and pollutants.
- Include sufficient information that can serve as a basis to determine whether the project would satisfy the requirements for the CWA Section 404 permit or identify appropriate measures to mitigate the project's impacts to all WOTUS.
- Structure the alternatives analysis so that it is consistent with meeting requirements of both the CWA and NEPA.
- Describe the regulatory criteria and processes utilized to screen potential alternatives and thoroughly evaluate alternatives that would pose less adverse impacts.
- Describe how compensatory mitigation will be quantified and provided to offset impacts, with specific project examples and options as available.

For context on the CWA Section 404(b)(1) analysis, the Guidelines include four main requirements (40 CFR 230.10 (a) through (d)):

**Least Environmentally Damaging Practical Alternative (LEDPA) Determination - Section 230.10(a)**

A CWA Section 404 permit can only be issued for the LEDPA. Practicable alternatives include those that are capable and feasible of being done after taking into consideration costs, technology, and logistics. Costs alone cannot make a project not practicable. USACOE permit decisions require a comprehensive evaluation of the range of alternatives to ensure the permitted

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<sup>1</sup> <https://www.epa.gov/npdes-permits/washington-mpdes-permits>. Accessed 3/2/2023.

alternative is the LEDPA. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, indirect, and cumulative impacts to jurisdictional WOTUS that would result from each of the potential project alternatives. Only when this analysis has been performed can the applicant or the permitting authority be assured that no discharge other than the practicable alternative with the least impact on the aquatic ecosystem will be authorized.

Water Quality - Section 230.10(b)

Prohibits permitting projects that would cause or contribute to violations of water quality standards, violates any applicable toxic effluent standard, jeopardizes continued existence of endangered or threatened species and impacts to critical habitat under the Endangered Species Act, or violates any requirements to protect any marine sanctuary designated under Marine Protection, Research, and Sanctuaries Act.

Significant Degradation - Section 230.10(c)

Prohibits permitting a project that causes or contributes to significant degradation of aquatic resources. Effects contributing to significant degradation include: (1) adverse effects on plankton, fish, shellfish, wildlife, and special aquatic sites (40 CFR 230.10(c)(1)), (2) adverse effects on life stages of aquatic life (40 CFR 230.10(c)(2)), (3) aquatic ecosystem diversity, productivity, and stability including loss of fish and wildlife habitat (40 CFR 230.10(c)(3)), and (4) impairment or destruction of endangered species habitat (40 CFR 230.30(2)).

Mitigation - Section 230.10(d)

Requires compensatory mitigation for unavoidable impacts to aquatic resource functions. The 2008 Joint EPA-Corps Federal Mitigation Rule (40 CFR 230.91-98) establishes a preference for compensatory mitigation based on a watershed approach, which can ensure that potential direct and indirect impacts of the project are offset. In addition to identifying all measures to avoid and minimize adverse impacts to the aquatic environment (showing compliance with 40 CFR Part 230.10(a)), for unavoidable impacts, identify compensatory mitigation.

***CWA Section 401***

The CWA provides states and authorized tribes the authority to grant, deny, or waive certification of proposed federal licenses or permits that may discharge into WOTUS. This section of the CWA is an important tool for states and authorized tribes to help protect the water quality of federally regulated waters within their borders, in collaboration with federal agencies. In developing the DEIS, EPA recommends early coordination with the State regarding CWA Section 401 for the purposes of streamlining regulatory processes.

***CWA Section 303(d)***

The CWA requires states to develop a list of impaired waters that do not meet water quality standards, establish priority rankings, and develop action plans called Total Maximum Daily Loads (TMDLs) to improve water quality. EPA recommends the DEIS include information on CWA Section 303(d) impaired waters in the project area and any efforts related to TMDLs. Discuss what effect, if any, project discharges may have on impaired waterbodies. EPA recommends the DEIS describe existing restoration and enhancement efforts for those waters, how the proposed project will coordinate with on-going protection efforts, and any mitigation measures that will be implemented to avoid further degradation of impaired waters.

## **Air Quality**

EPA recommends the DEIS discuss air quality impacts from project construction, maintenance, and operations with respect to criteria air pollutants and air toxics, including diesel particulate matter emissions. Also discuss the direct, indirect, and cumulative impacts of project related air emissions. Disclose current representative background air pollutant concentrations in the areas of the project and compare these concentrations to the state and federal ambient air quality standards. Disclose any other air quality regulations and requirements related to the project.

For air pollutant emissions expected during construction, discuss the potential exposure of these pollutants to nearby sensitive populations, such as residences including communities with environmental justice concerns, park/recreational users, schools, daycares, senior centers/assisted living facilities, hospitals, and other health-care facilities. EPA recommends including a discussion of measures to be taken to minimize air quality impacts on the local environment and decrease exposure of construction-related emissions to neighboring sensitive populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

## **Route Selection and Project Design**

### ***Use of Existing Corridors and Rights-of-Way***

EPA recommends the DEIS discuss maximizing the use of existing transportation corridors and rights-of-way to the extent practicable. This may include retrofitting them as needed to make them serviceable and more environmentally functional and minimizing the creation of new corridors that may infringe upon remaining open space. Collaborate with community members when property acquisition and project design could potentially create new open space to improve community cohesion, livability, and aesthetics.

### ***Redevelopment***

Where it may be necessary to create new corridors or consider locations for stations and the OMF North, EPA recommends the DEIS first consider redevelopment of underused urban areas, such as, oversized paved areas/parking lots and vacant properties.

### ***Context Sensitive Design***

EPA recommends the DEIS incorporate structural design, materials, and artwork in station areas and access corridors that are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area. We also recommend optimizing facility safety and communications for both the user and the community, including vulnerable members (e.g., seniors, people with disabilities, children, and those with limited English proficiency).

### ***Low Impact Development and Green Infrastructure Technologies***

EPA recommends the DEIS discuss avoiding and minimizing creation of new pollution generating impervious surfaces, such as using pervious pavement and other LID techniques for managing storm water and avoiding building over groundwater recharge areas; as well as efforts to minimize utilizing pollution generating materials during construction. Consider de-paving areas to mitigate for any new impervious surface needed for the project to achieve no net increase in pollution generating impervious surface. EPA recommends the DEIS include opportunities to minimize impacts from storm water such as green infrastructure technologies. EPA has information on technologies including permeable paving systems, rainwater harvesting ideas, and bioswales that may be useful for reducing the impacts of

development.<sup>2</sup> EPA also has information on pollution generating materials, such as products with inadvertently generated PCBs (iPCBs), and information on products and pollution prevention solutions to reduce the release of iPCBs into the environment.<sup>3</sup>

### **Community Impact Assessment/Community Cohesion**

EPA recommends the DEIS include community impact assessments for communities or neighborhoods that would potentially be most affected by the proposed project. Consider Federal Highway Administration's guidance for assessing impacts to communities which includes potential disruptions to community cohesion.<sup>4</sup> EPA recommends assessing the existing community cohesion for each alternative and how the project could potentially disrupt and/or enhance community cohesion. Consider community feedback in designing mitigation measures to address any potentially significant concerns.

EPA recommends the DEIS analyze the indirect and cumulative effects that would result from growth and development that may be stimulated by the proposed project. For example, the proposed project may stimulate transit-oriented development, commercial and residential mixed-use areas, and amenities that improve walkability and livability of the area. The project could also stimulate development that has the potential to encroach upon or otherwise impact sensitive habitat areas, important community resources, or displace vulnerable or disadvantaged populations. We recommend that the DEIS analyze and disclose both the potentially beneficial and harmful environmental, social, and economic effects.

### **Environmental Justice**

Executive Order 12898 directs federal agencies to identify and address the disproportionately high and adverse human health on environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. Consider incorporating EO 13985 on *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* into FTA's analysis since it includes a modern definition of equity that clarifies a broader approach.

EJScreen is EPA's nationally consistent environmental justice screening and mapping tool.<sup>5</sup> EJScreen offers a variety of powerful data and mapping capabilities that enable users to understand details about the population of an area and the environmental conditions in which they live. The tool provides information on environmental and socioeconomic indicators as well as pollution sources, health disparities, critical service gaps, and climate change data. The data is displayed in color-coded maps and standard data reports which feature how a selected location compares to the rest of the nation and state.

Assessing EJScreen information is a useful first step in understanding or highlighting locations that may be candidates for further review or outreach. EPA considers a project to be in an area of potential environmental justice (EJ) concern when an EJScreen analysis for the impacted area shows one or more of the twelve EJ Indexes at or above the 80th percentile in the nation and/or state. An area may also

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<sup>2</sup> <https://www.epa.gov/green-infrastructure/what-green-infrastructure#Greenparking>. Accessed 3/2/2023.

<sup>3</sup> <https://www.epa.gov/sites/default/files/2021-04/documents/p2-pcb-factsheet-508.pdf>. Accessed 3/7/2023. Also see [https://www.epa.gov/sites/default/files/2021-05/documents/final\\_pcb\\_buildings\\_fact\\_sheet\\_05-10-2021\\_to\\_upload.pdf](https://www.epa.gov/sites/default/files/2021-05/documents/final_pcb_buildings_fact_sheet_05-10-2021_to_upload.pdf). Accessed 3/7/2023; [https://www.epa.gov/sites/default/files/2017-06/documents/06072017\\_final\\_pcbfast\\_toolbox\\_508compliant.pdf](https://www.epa.gov/sites/default/files/2017-06/documents/06072017_final_pcbfast_toolbox_508compliant.pdf). Accessed 3/7/2023; [https://www.newmoa.org/wp-content/uploads/2022/08/PCB\\_Brochure\\_2\\_Final.pdf](https://www.newmoa.org/wp-content/uploads/2022/08/PCB_Brochure_2_Final.pdf). Accessed 3/7/2023; and <https://apps.ecology.wa.gov/publications/SummaryPages/2204024.html>. Accessed 3/7/2023.

<sup>4</sup> 2018 Update Community Impact Assessment a Quick Reference for Transportation: [https://www.fhwa.dot.gov/livability/cia/quick\\_reference/ciaguide\\_053118.pdf](https://www.fhwa.dot.gov/livability/cia/quick_reference/ciaguide_053118.pdf). Accessed 3/2/2023.

<sup>5</sup> EPA's Environmental Justice Screening and Mapping Tool (Version 2.0): <https://ejscreen.epa.gov/mapper/>. Accessed 3/2/2023.



warrant additional review if other information suggests the potential for EJ concerns. An EJScreen analysis which does not reveal the potential for EJ concerns should not be interpreted to mean that there are definitively no EJ concerns present.

It is important to consider all impacted areas by the proposed action(s). Areas of impact can be very focused and contained within a single block group, or broader, spanning across several block groups and communities.<sup>6</sup> Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators.<sup>7</sup> Further review or outreach may be necessary for the proposed action(s). To address these potential concerns, EPA recommends the DEIS:

- Apply methods from "Environmental Justice Interagency Working Group Promising Practices for EJ Methodologies in NEPA Reviews" report to this project.<sup>8</sup> This report compiles methodologies from current agency practices for integrating EJ considerations in NEPA processes.
- Characterize the project site with specific information or data related to EJ concerns.<sup>9</sup>
- Describe potential EJ concerns for all EJ Indexes at or above the 80th percentile in the state and/or nation.
- Screen for and describe all individual block groups within or intersecting a 1-mile radius of the project.
- Describe individual block groups within the project area in addition to an area-wide assessment.
- As EJScreen does not have data on all factors that may be relevant for identify EJ concerns, supplement data with county level reports and local knowledge such as Washington's Environmental Health Disparities mapping tool.<sup>10</sup>

### **Meaningful Public Engagement**

EPA recommends the DEIS detail the opportunities for effective and meaningful public engagement for communities with EJ concerns, as described in the Promising Practices for EJ Methodologies in NEPA reviews. We recommend the following measures to further advance meaningful involvement:

- Carefully review and consider community feedback provided during the NEPA process. Ensure that the NEPA engagement approach is sensitive and responsive to the wellbeing of affected communities.
- Ensure that community feedback is reflected in the decision-making process. Design robust community engagement practices to maximize participation opportunities for communities that would be affected by the project, such as community-based workshops to facilitate discussion and issue resolution. Community-based workshops may also provide an opportunity to identify key issues and milestones for meaningful engagement in the NEPA process for the communities.

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<sup>6</sup> Agencies should define community as "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions" (Interim Justice40 Guidance – Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad, January 27, 2021).

<sup>7</sup> EPA's Technical Documentation for EJScreen: <https://www.epa.gov/ejscreen/technical-information-about-ejscreen>. Accessed 3/2/2023.

<sup>8</sup> Promising Practices for EJ Methodologies in NEPA Reviews: [https://www.epa.gov/sites/default/files/2016-08/documents/nepa\\_promising\\_practices\\_document\\_2016.pdf](https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf). Accessed 3/2/2023.

<sup>9</sup> For more information about potential EJ concerns, refer to the July 21, 2021, Memorandum for the Heads of Departments and Agencies Interim Implementation Guidance for the Justice40 Initiative: <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>. Accessed 3/2/2023.

<sup>10</sup> <https://fortress.wa.gov/doh/wtn/WTNIBL/>. Accessed 3/2/2023.

- Provide early and frequent outreach and engagement opportunities to collect and incorporate community feedback throughout the NEPA process and to maintain maximum transparency.
- Ensure that translation/interpretation services are provided to address language barriers for any linguistically isolated populations.
- Address technology barriers that may prohibit participation from communities affected by the project.
- Ensure that meetings are scheduled at a time and location that is accessible for community participants, including scheduling meetings after work hours and on weekends as appropriate.
- Provide ample notice of meetings and commenting opportunities so that community members have sufficient time to prepare and participate.
- Promote engagement opportunities within appropriate outlets used by affected communities, such as newspapers, radio, and social media.
- Ensure that all project-related information is conveyed using plain language so that community members of varied reading proficiencies can readily understand the project-related information.

### **Tribal Consultation**

EPA encourages the FTA to consult with the Tribes and incorporate feedback from the Tribes when making decisions regarding the project. EPA recommends the DEIS describe the issues raised during the consultations and how those issues were addressed.

### **Climate Change**

On January 9, 2023, Council on Environmental Quality (CEQ) published interim guidance to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews.<sup>11</sup> CEQ developed this guidance in response to EO 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*. This interim guidance is effective immediately. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions and may use it for evaluations in process, as agencies deem appropriate, such as informing the consideration of alternatives or helping address comments raised through the public comment process. EPA recommends the DEIS apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues.

### **Action Agenda for Puget Sound**

The CEQ NEPA implementing regulations (40 CFR 1502.16(a)(5)) indicate the environmental consequences section shall include a discussion of possible conflicts between the proposed action and the objectives of federal, regional, state, tribal, and local land use plans, policies, and controls. For the Puget Sound area, the Action Agenda for Puget Sound – the Comprehensive Conservation and Management Plan under Clean Water Act Section 320 – is a key regional plan to consider for this purpose.<sup>12</sup> The Action Agenda for Puget Sound charts the course to recovery of the nation's largest estuary by volume and complements and incorporates the work of many partners from around Puget Sound to describe regional strategies and specific actions needed to recover Puget Sound. EPA recommends the DEIS discuss how the project supports or potentially conflicts with the Action Agenda

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<sup>11</sup> <https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate>. Accessed 3/2/2023.

<sup>12</sup> Puget Sound Partnership. 2022-2026 Action Agenda for Puget Sound. <https://www.psp.wa.gov/2022Aupdate.php>. Accessed 3/2/2023.

for Puget Sound. Also consider the Implementation Strategies for Puget Sound which lay out the background, approaches, and plans for achieving progress on implementing the Action Agenda for Puget Sound.<sup>13</sup>

### **Monitoring**

As the proposed project has the potential to impact many environmental resources for an extended period, EPA recommends that the project be designed to include an environmental inspection and mitigation monitoring program to ensure compliance with and efficacy of mitigation measures. EPA recommends the DEIS describe the monitoring program and how it will be used as an effective feedback mechanism so that the project can be adaptively managed over time, and any needed adjustments can be made to the project to meet environmental objectives throughout its lifespan.

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<sup>13</sup> Puget Sound Partnership. Implementation Strategies. <https://www.psp.wa.gov/implementation-strategies.php>. Accessed 3/2/2023.



# Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \ \ \ SEATTLE, WA 98104•1035 \ \ \ psrc.org \ \ \ 206•464•7090

March 2, 2023

Everett Link Extension  
Kathy Fendt  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

**Subject: Everett Link Extension Scoping Information Report**

Dear Ms. Fendt,

The Puget Sound Regional Council appreciates the opportunity to comment on the Everett Link Extension *Scoping Information Report* document. Implementation of high capacity transit to support growing communities and provide options for regional mobility is fundamental to the success of VISION 2050, the region's integrated long-range strategy for growth management, transportation and economic development. The Regional Transportation Plan, the region's metropolitan transportation plan, includes extension of high capacity transit in this corridor as a vital component of enhancing mobility and providing travel choice in the region. Accordingly, PSRC has an ongoing interest in high capacity transit system planning for the extension of light rail from Lynnwood to Everett and has been designated as a Participating Agency in this project.

VISION 2050, the region's long-range plan for growth, is centered around a Regional Growth Strategy. The Regional Growth Strategy focuses on locating growth near current and future high capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high capacity transit. This

regional scale goal provides a benchmark to inform local planning and continue to focus new growth as transit investments come into service.

We commend Sound Transit for their work on the Everett Link Extension to date and specifically the early scoping effort. In particular, we appreciate being included in the Interagency Working Group discussions associated with this project. The topics included in the Early Scoping Information Report span the many growth management, transportation, and economic development arenas for which PSRC oversees long-range regional planning. The Scoping Information Report has therefore been reviewed by transportation and growth management department staff. Sound Transit is encouraged to consider the following as the process continues.

#### Comments on the Early Scoping Information Report

**Displacement risk and potential impacts to different populations and communities.** Many transit communities are home to existing low- and moderate-income households at potential risk of displacement due to increased market strength and gentrification that may accompany transit system development. We encourage Sound Transit to continue to analyze displacement risk and include mitigation measures in the EIS to ensure all people can continue to live in and have access to thriving transit communities. Additionally, PSRC recently developed a regional displacement risk analysis that may provide additional information for future study in the EIS.

**TOD potential.** Promotion of TOD, characterized by compact, walkable, mixed-use development, is key to implementing the objectives of VISION 2050, the Regional Transportation Plan, and the Growing Transit Communities Strategy that point the way toward a more sustainable, healthy, and equitable region. Not only does TOD pay significant dividends over the long term in expanded ridership but incorporating TOD in the environmental review is an important step toward Sound Transit aligning its high capacity transit investments with current and future land use and in doing so building a transit system that supports community building. We encourage Sound Transit to continue to include TOD as a component of the EVLE alternatives analysis and conduct more robust TOD analysis such as parcel level analysis and market readiness studies, similar to the work completed as part of the Federal Way Link Extension.

**Changing zoning and development capacity.** VISION 2050, the region's long-range plan for growth, includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high capacity transit. To achieve these growth goals, many communities, including those along the EVLE, will need to increase zoned development capacity. Many areas that are currently lower density residential and commercial areas will be upzoned as part of the 2024 comprehensive plan major periodic update to support the implementation of VISION 2050 and the Regional Growth Strategy. We encourage Sound Transit to consider future capacity in addition to current capacity as local plans and development in many communities in

Snohomish County will be undergoing substantial changes in the near future. PSRC will have updated 2050 land use forecasts reflecting new adopted city and county 2044 growth targets in spring 2023.

**Access to industrial areas.** Manufacturing/industrial areas, such as Paine Field, preserve lands for family-wage jobs in basic industries and trade and provide areas where that employment may grow in the future. Manufacturing/industrial areas form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages. While industrial areas have different transportation and freight needs and networks, providing access to industrial centers is critical for transit dependent residents and to ensure more equitable access to higher wage jobs. We support Sound Transit's work to continue to analyze station areas and alignment options that prioritize transit access to Paine Field and other industrial job centers.

**Access to commercial aviation service.** Commercial aviation activity is increasing at Paine Field, and Snohomish County is in the process of updating its Airport Master Plan. Paine Field is and will be an increasingly important part of the region's commercial aviation capacity. Consideration of the potential for good access to commercial aviation services should be considered as part of route alignment and station location decisions.

**Travel time:** PSRC recognizes the importance of comparing alignment and station alternatives in terms of the resulting light rail travel time. However, there is another dimension of travel time—door-to-door travel time for transit patrons—that would enrich the discussion on TOD potential. Residents and workers traveling to and from locations within walking distance of light rail stations in the corridor are likely to experience shorter door-to-door travel times than are travelers to and from more distant locations that require travel by automobile and particularly feeder bus transit. This is a benefit of TOD that should be made clearer.

The Everett Link Extension is an important long-range investment for our region, and we appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact me at [EHarris@psrc.org](mailto:EHarris@psrc.org).

Sincerely,



Erika Harris, AICP  
SEPA Responsible Official  
Puget Sound Regional Council

CC: Gil Cerise, Program Manager  
Laura Benjamin, Principal Planner

February 28, 2023

Eric Widstrand  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

Re: Scoping Comments Everett Link Extension

Greetings:

Snohomish County is submitting comments regarding scoping for the environmental impact statement (EIS) for the Everett Link Extension. The comments include items that should be incorporated into the EIS. The Everett Link Extension will require major capital facility investments for Snohomish County jurisdictions. It provides an opportunity for jurisdictions to consider land use changes to accommodate higher density developments adjacent to future stations.

It is important that the EIS provides a broad overview of the Everett Link Extension and analyze impacts to all elements of the environment. At this stage of the project, multiple alternatives for light rail alignments, stations, and the Operations and Manufacturing Facility (OMF) should be considered, without identification of preferred alternatives before more analysis is conducted during environmental review. Taking a broad scope at the start of the project may reduce the need to complete additional environmental analyses at later stages. These would increase total project costs and delay construction timelines. The EIS should provide recommendations based on data driven review and decisions.

#### **Operations and Maintenance Facility (OMF) Sites**

The County supports the inclusion of all remaining OMF sites (B1, B2, E, and F) into the EIS. This allows a full analysis of the impacts before selecting a preferred location. This also minimizes future environmental analysis and costly delays should unforeseen challenges to a preferred site be uncovered (ex. Federal Way link). We also suggest an analysis of the impacts an OMF may have on opportunities for adjacent Transit-Oriented Development or compatibility with existing uses.

#### **Light Rail Alignments**

Like the logic for OMF sites, the County supports the inclusion of multiple rail alignments to avoid costly re-analysis in the future. Alignments on both sides of I-5 between Ash Way and Mariner should be evaluated. The County is particularly interested in a detailed analysis of the light rail alignment from the Alderwood Mall Station to the Ash Way Station. At the Sound Transit Everett Link Extension Scoping Meeting on February 15, 2023, there was a lot of public interest on this section of light rail. This section of the Everett Link Extension will impact several sites that are important to the local community and cross through Swamp Creek.

### **Elevated Guideways**

The EIS should include information on the elevated guideways of the light rail alignment. A significant portion of the Everett Link light rail alignment and stations are proposed to be elevated within or adjacent to existing public right of way.

Information provided should include the height of the elevated guideways from grade, the type of elevated guideway and supporting structures along the light rail route and an analysis of visual impacts. The EIS should address the positioning of guideways adjacent to private properties including impacts on site access and functionality. Elevated guideways should not be located close to existing intersections where they would disrupt traffic flows and visibility.

The mitigation measures that Sound Transit should consider for elevated guideways should be incorporated into the study. This includes noise attenuation and mitigating the impacts of bright lighting. This is particularly important for sections of the elevated guideway that are adjacent to multi-story residential and commercial buildings. The County is interested in mitigation for the impacts of the elevated guideway along 128<sup>th</sup> Street SW in Mariner that is close to several apartment buildings.

### **Light Rail Stations**

The County supports the inclusion of both stations at Ash Way, the 130<sup>th</sup> St and 8<sup>th</sup> Ave south of 128<sup>th</sup> St stations at Mariner, and both stations at Airport Road/SR99. The EIS should also identify the environmental impacts of light rail stations on adjacent neighborhoods beyond the ½ mile traditional radius. The Ash Way, Mariner, and SR 99/Airport Road stations are all adjacent to commercial and residential areas. There are several existing high density residential developments in these areas. The EIS should include measures to mitigate the impacts of the light rail stations.

### **Transportation Impacts**

The EIS should examine in detail the effects of light rail generated trips on the adjacent transportation systems. A detailed analysis should be provided for each station, addressing how traffic operations on adjacent roads will be impacted. The County has concerns with stations located adjacent to major throughfares, the impact on vehicular traffic flows, signal operations and safety for all travel modes.

The EIS should include the projected trip generation for different transportation modes including, buses, cars, bicycles, and pedestrians. Existing conditions should be noted for transportation infrastructure including bus lanes, sidewalks, and bike lanes. It is important to document the existing and future operating conditions of major intersections and light rail station access locations. The EIS should identify the type and location of new infrastructure improvements to support generated trips in all modes and transportation system impacts. The EIS should reflect the access improvements proposed by the County to support light rail stations including the overcrossing of I5 north of the 164<sup>th</sup> Street interchange, the overcrossing of I-5 south of the 128<sup>th</sup> Street interchange and widening of both 164<sup>th</sup> Street and 128<sup>th</sup> Street to provide for BRT. The work Community Transit has been undertaking regarding BRT lines and redistribution of transit service should be reflected in the EIS.

### **Transit Ridership**

Determining the catchment area for light rail ridership is important and key to the success of system. This includes noting the areas that may generate the most ridership and improving their access to transit. The analysis should note if riders are accessing a station by bus, car, bicycle, or walking. The County would like special emphasis placed on improving light rail access to historically and currently marginalized communities. The data on ridership numbers and locations should help direct future decisions on transit and infrastructure improvements and investments to mitigate accessibility and safety.



**Southwest Everett Station Shuttle Service**

All station locations will need to include shuttle service be it to the commercial air terminal at Paine Field or to Boeing and other industrial employers. The EIS should include an analysis on shuttle service for all Southwest Everett Station locations and how accessibility to light rail from the Southwest Everett Industrial Center will be achieved by all other travel modes.

**Historical and Cultural Resources**

The EIS should follow state guidance regarding historical and cultural resources. This should also include consultation with Tribes regarding important local environmental sites and features.

**Funding Sources and Improvements**

As part of the mitigation strategies, the EIS should include information on available funding sources, how they can be accessed, and how they can be utilized. This includes grants, partnership opportunities, and other funding sources available including Sound Transit, state and federal. The County is particularly interested in funding sources available for infrastructure improvements. It would be beneficial if the EIS includes a list of proposed projects, the responsible parties, and a cost sharing analysis.

**Land Acquisitions for Right-of-Way and use of Existing Right-of-Ways**

Land acquisitions for rights-of-ways and stations should be included in the EIS. Sound Transit will need to consider land acquisitions in several locations to accommodate future light rail lines and stations. This is an area of concern of private landowners along the Everett Link Extension. Also, the EIS should disclose the approximate proposed extent and location of use of existing right of ways held by other jurisdictions.

**Proposed I-5 Overcrossings**

Snohomish County has conducted LRT Station Access Studies that include an analysis of overcrossings at Ash Way and 128th Street SW. Based on this study and prior studies the County will identify a preliminary preferred option to move forward to design, environmental review and WSDOT/FHWA approval. These overcrossings should be incorporated in the EIS analysis and Sound Transit should continue to coordinate Everett Link and these overcrossings as station design is progressed.

**Displacement**

The EIS should include an analysis of both residential and business displacement due to the siting of the guideway, stations, OMF and other supporting light rail infrastructure. The analysis should also include mitigation measures to minimize displacement.

We appreciate Sound Transit's time in reviewing our comments regarding scoping of the EIS for the Everett Link Extension. Please let me know if you need additional information.

Sincerely,



Dave Somers  
Snohomish County Executive



**Snohomish County**

**Public Works**

March 10, 2023

Sound Transit  
401 S. Jackson Street  
Seattle, WA, 98104

3000 Rockefeller Ave., M/S 607  
Everett, WA 98201-4046  
(425) 388-3488  
[www.snoco.org](http://www.snoco.org)

**Dave Somers**  
*County Executive*

Re: Supplemental Comments Letter

Dear Eric Widstrand,

Snohomish County is submitting a supplemental comments letter regarding the scoping for the environmental impact statement (EIS) for the Everett Link Extension. These comments are in addition to our main comments letter also dated on March 10, 2023.

#### **Light Rail Alignments**

Where light rail infrastructure is proposed in the vicinity of Paine Field, it should be located so that it does not impact aeronautical operations at the airport. This includes impacts to aviation safety areas such as the Runway Protection Zone, Object Free Areas, and aerial approach surfaces. The County supports the alignment along the **east side** of Airport Road, provided it continues to avoid impacts to these areas.

#### **Snohomish County DEM Facility**

Snohomish County has a department of emergency management communication facility (DEM) located at 720-80<sup>th</sup> Street S.W., Everett. This facility abuts the north side of SR 526 in which one of the alternative light rail alignments is proposed. DEM includes critical communications equipment, and the facility is critical for Snohomish County's response to emergencies. Snohomish County requests that communication and emergency response impacts be evaluated in the EIS.

We appreciate Sound Transit's time in reviewing our comments regarding scoping of the EIS for the Everett Link Extension. Please let me know if you need additional information.

Thank you,

*Kelly Snyder*

Kelly Snyder  
Public Works Director  
Public Works, Snohomish County  
[kelly.snyder@snoco.org](mailto:kelly.snyder@snoco.org)  
425.388.6652

March 10, 2023

Everett Link Extension Project  
c/o Kathy Fendt  
Sound Transit  
401 S Jackson Street  
Seattle, WA 98104-2826

Dear Sound Transit staff, board, and Everett Link Light Rail extension partners, thank you for the opportunity to provide comments into the project's scoping process.

The extension of the regional light rail spine into the city, a development decades in the making and thoroughly supportive of the board's [core principles](#), will transform travel patterns countywide, generate new development opportunities, and better connect Everett to the region. VISION 2050 identifies Everett as a metropolitan city under its regional growth strategy, allocating 25% of Snohomish County's population growth and 49% of its employment growth through 2050. These targets represent a rate of growth for Everett significantly higher than recent experience. The design and timing of the light rail extension will be essential for both attracting and accommodating this growth.

Everett residents have been paying for this system since its inception, yet years of delays have slowly eroded the public's confidence in its ultimate arrival. We ask that Sound Transit staff, boards and committees, as well as partner agencies and jurisdictions incorporate the following comments to ensure no additional delays impact Everett and its residents.

## **OVERARCHING GOALS AND PRIORITIES**

### **Open all four stations within Everett by 2037**

The city's top priority, and Sound Transit's responsibility, is to identify sufficient funding to open all four stations within the current city limits by 2037. The apparent financial gap identified through the recent realignment process should not impact this timeline. As we have been told, approximately \$500 million in new revenue must be secured to meet the opening date listed in ST3, with an additional several hundred million dollars to fund the provisional station (Sound Transit estimated the cost of the recently advanced 130<sup>th</sup> St Station at [\\$228 million](#)). Identifying these funds is achievable, and the city will do what it must to assist Sound Transit to that end.

### **Design the project to maximize station area development potential**

All the light rail stations in Everett will be transfer hubs, with people connecting between light rail and buses, carpools, sidewalks, ride-hails, bike lanes, vanpools, autonomous vehicles, and more. The varied needs of each connecting mode could result in large station footprints that would displace valuable real estate closest to the platforms themselves.

Please design stations to minimize the land area dedicated to transportation, while maintaining seamless transfers and a quality passenger experience.



**Design the project to provide easy transfers to local transit; extend the Link Blue Line to Airport Road**

Regional policy<sup>1</sup> calls for most of the region’s growth to be accommodated around high-capacity transit station areas and centers. That translates to as many as 50,000 more people and 65,000 more jobs for Everett by 2050 within the downtown area and other transit station areas. Significant growth will locate within easy walking distance of light rail stations, but most of the city’s development potential is, and will be, in areas that are a bus transfer away. Key to attracting and accommodating this growth will be seamless and efficient transfers.

To this end, Sound Transit should **design the rail extension to accommodate full service to at least Airport Rd Station for efficient transfers to the Evergreen Way/SR-99/Swift Blue Line corridor.**

Thousands of homes are along the Evergreen Way corridor, hundreds of businesses operate on it, and significant growth in both is planned and forecast. Frequent service on the Swift Blue Line must be matched with frequent service on the Link Blue Line to make for efficient transfers and expand the market for light rail riders.

**COMMENTS ON STATIONS, ALIGNMENTS, AND OPERATIONS & MAINTENANCE FACILITY**

**Downtown Everett**

This station will connect south Everett and the region to Downtown Everett – the economic, cultural, and civic heart of Everett and Snohomish County. The city has worked with Sound Transit to evaluate a number of detailed options for guideway alignments and station locations.

Station alternatives C and D score highest against the project criteria and best serve the major regional destinations downtown. The city supports advancing both stations into the environmental impact statement as preferred alternatives. The city recommends not advancing the Broadway alignment (teal), instead studying both station alternatives with a guideway alignment along the alley between Broadway and McDougall (brown).

Station alternative A scores poorly against the project criteria, but the city would like to work with Sound Transit on a version of this alternative that is closer to downtown and avoids structural conflicts with the Everett



<sup>1</sup> MPP-RGS-8 Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

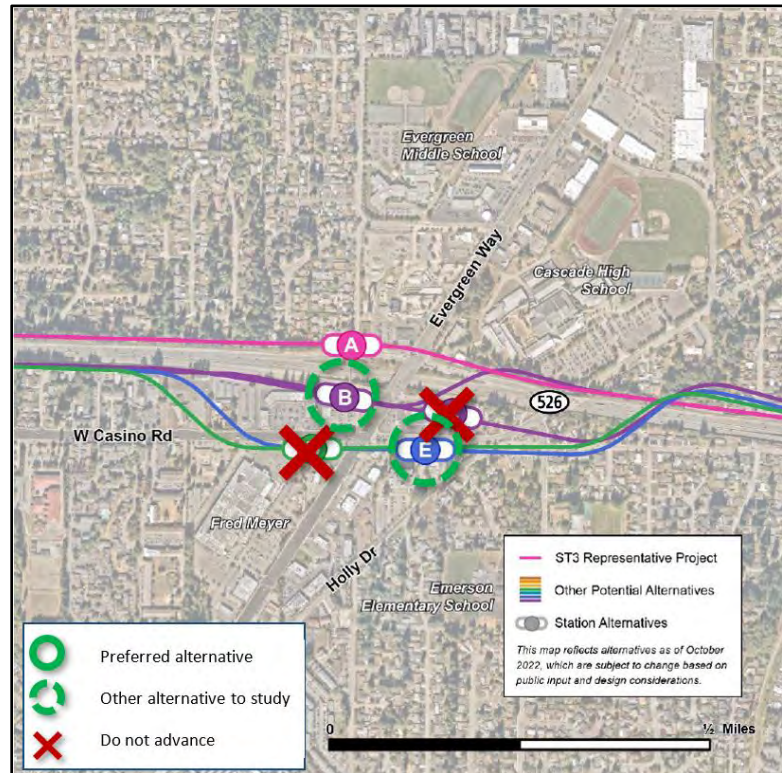


Station building. This version would probably best fit within Everett Station Parking Lot A and be accessed by a modified pink alignment.

### **Evergreen Way & Casino Rd**

This station presents some of the greatest opportunities, and the biggest challenges, of all stations on the Everett Link Extension project. Key principles for this station include bringing frequent, fast, and low-cost transportation options to a vibrant residential community and business corridor while ensuring that the people who live and work in the neighborhood can enjoy the benefits without being pushed out in the process.

Community groups and many area residents have advocated for the light rail line to skip the neighborhood altogether out of concern for displacement pressure. City staff and leaders have been meeting regularly with community members on the subject, and our intent remains to deliver a light rail system that provides connections to opportunity throughout the city and region while building in specific actions to ensure that people and businesses already in the neighborhood can stay and enjoy those new connections and public investments. These anti-displacement tools feature heavily in the work of the model code partnership, the city's comprehensive plan periodic update, and other ongoing work.



**The city supports studying station alternatives B and E in the environmental impact statement.** These two alternatives best serve the 20,000 residents of the Casino Rd neighborhood while limiting property acquisitions. Station alternative B scores the highest against the project criteria but would directly displace a cluster of local businesses that are considered by some to be the heart of the community. For station alternative B to work, the city would need to start working very soon with business owners and the community to create permanently affordable commercial space nearby. Station alternative E avoids the direct impacts to Casino Square, but adds significant capital and operating costs, otherwise-unnecessary curves, and would not include replacement of the pedestrian bridge over SR-526.

**The city recommends not advancing station alternatives D or C.** These two alternatives did not score well against the project criteria.

**Station alternative A presents some significant downsides and is probably unworkable.** While the placement of station alternative A would avoid direct construction impacts to the south side of SR-526, which is a high priority for many community members, it is simply on the wrong side of a freeway from where most people live, work, shop, and play; furthermore, the TOD opportunities are significantly constrained near alternative A. Every walk to and from the station would be longer, a significant burden for those with mobility impairments. Paratransit and drop-offs would need to navigate multiple heavily



congested intersections twice to reach drop off zones at the end of a dead-end Beverly Ln. Transit service would *worsen* as buses would need to split between the station north of the freeway and the housing, shops, and jobs south of the freeway. There would be less capacity for important station access improvements and public amenities, such as sidewalks, crosswalks, bike lanes, and community open space, on Casino Rd and Evergreen Way.

Some of these shortcomings could be mitigated with a station design that puts the platforms on the north side of the freeway and the rest of the station parts (carpool drop off, paratransit, and rideshare zones, bus stops, security parking, station plaza, ticket stations, etc.) south of the freeway. If that were possible, a significant walk would be added for all riders (too much for some), and it would result in displacement of much of Casino Square.

**The city has significant concerns about station alternative A and will continue to work with the community on a position for this station.**

### **SW Everett Industrial Center**

This station will serve workers at the Boeing Everett Production Facility and the SW Everett Manufacturing Industrial Center, residents of Casino Rd, and workers and passengers at Paine Field. The best station alternative to support those three is clearly station alternative A. Alternative A will link directly to the Boeing Everett Production Facility and its tens of thousands of jobs via a Boeing-provided walkway, be within an easy walk of thousands of residents on Casino Rd, and provide an easy shuttle ride to Paine Field (1.5 miles, about the same distance as SeaTac Airport terminal to its rental car facility). Station alternatives B and C lose the direct connections to Boeing and Casino Rd housing and gain nothing but a slightly shorter shuttle ride to the airport.

The city supports studying station alternative A as the preferred alternative in the environmental impact statement. Station alternatives B and C both score poorly overall against the project's criteria; but B scores better for the important criteria of transit connections.



## Airport Rd

The city supports studying station alternatives A and B in the environmental impact statement and identifying station alternative A as a preferred alternative.

The city requests that Sound Transit design Airport Rd as the initial operating terminus for the Link Blue Line, rather than Mariner Station. The cost would be only a few minutes of revenue service per trip, while the benefit would include full frequency connections to the Swift Blue Line and to Paine Field Airport shuttles (note: the [Final Draft Paine Field Master Plan](#) envisions the potential for shuttles to use the airport perimeter road from 106<sup>th</sup> to the terminal). While service decisions will be made and regularly adjusted according to ridership, available resources, and other considerations, the station must be built with crossover tracks and space for shuttle service to enable this kind of positive rider experience for those coming to and going from PAE and the Evergreen Way corridor.



## Mariner

The Mariner station area, which is in the city's future annexation area, has the most people currently living nearby of all stations on the Everett Link Extension line. Looking at a rough half-mile circle around the representative station: 8,000 people live north of 128<sup>th</sup> and 2,000 people live south of the arterial (another 2,000 people live across I-5 to the southeast). A more northerly station location (A or B) would better support this concentration of population and potential riders; station alternative B scores the best of those two. A more southerly station (D) would support bus transfers using a planned transit interchange south of 128<sup>th</sup>.

The city supports studying station alternatives B and D in the environmental impact statement.



## Ash Way

The city supports studying station alternatives A and D in the environmental impact statement.



## West Alderwood

The city supports studying station alternatives D and F in the environmental impact statement and identifying station alternative D as a preferred alternative. Station alternative B scored poorly and should not be advanced for further study.

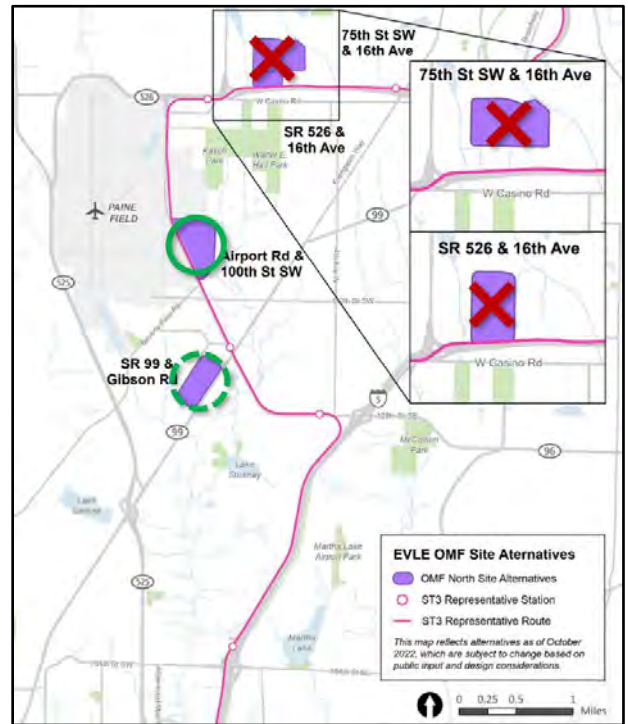




**Operations & Maintenance Facility**

The Southwest Everett Manufacturing and Industrial Center is a powerful economic engine for the city, region, and state, and includes the largest concentration of jobs in Snohomish County. Many of those jobs and firms support a robust aerospace cluster anchored by the Boeing Co. manufacturing complex and supported by a network of suppliers and support businesses that depend on proximity to the factory. Others are specialized manufacturing facilities with enormous capital investments and federally-certified manufacturing lines on site that likely could not relocate within the area.

The city supports studying facility alternatives E and F in the environmental impact statement and identifying station alternative E as a preferred alternative. The city cannot support advancing operations & maintenance facility alternatives B1 and B2 for further study given the damage that would result to the city’s manufacturing and industrial center and to the regional economy.



Thank you again for providing this opportunity to comment as part of the early scoping process. If you have any questions or need further information, please contact Yorik Stevens-Wajda, Everett Planning Director at (425) 257-8725 or [ystevens@everettwa.gov](mailto:ystevens@everettwa.gov).

Sincerely,

Cassie Franklin, Mayor, City of Everett

Ben Zarlingo, Councilmember, City of Everett



March 9, 2023

Sound Transit  
Attn: Eric Widstrand  
Director, Everett Link Extension project  
401 S Jackson Street  
Seattle, WA 98104

**SENT VIA EMAIL**

Subject: Everett Link Extension: Level 2 Refinement & Alignment

Dear Mr. Widstrand,

The City of Lynnwood appreciates the ongoing partnership in shaping the implementation of the Everett Link Extension. Thank you for the opportunity to provide feedback on the Level 2 analysis of the future transit way and West Alderwood station during the public comment period ending March 10th.

In the alternatives development phase of the project, Sound Transit has continued to research and refine the design concepts for the station alternatives ALD B, ALD D, and ALD F and associated Gold and Brown transit way alignments depicted in the maps from the Level 2 analysis. The City appreciates that these revisions reflect many of the comments provided to Sound Transit over the past year.

The City provides the following additional comments to refine and improve the design for West Alderwood Station and transit way alignment.

- Gold and Brown alignments should limit dual column "straddle bents" on Alderwood Mall Boulevard, 33<sup>rd</sup> Ave and 184<sup>th</sup> St SW to minimize impacts on existing and future development and local transportation improvements within the Puget Sound Regional Council designated Regional Growth Center.
- Gold and Brown alignments should be designed to accommodate stormwater facilities in a manner that does not limit land area for future development.
- Gold Alignment "weave" at the crossing of 196<sup>th</sup> St SW is problematic as it requires property acquisition of sensitive land uses of significant historic and community value and unavoidable impacts on these sensitive land uses that cannot be mitigated. This alignment should be re-designed to avoid these impacts by taking full advantage of the adjacent Interstate 5 Right of Way.
- Gold Alignment "weave" at the crossing of 196<sup>th</sup> St SW is problematic as it presents operational implications to Sound Transit. This alignment should be re-designed to avoid these impacts by taking full advantage of alternatives within the adjacent Interstate 5 Right of Way.

- Gold Alignment and station ALD-B have significant impacts to access, parking, and development at Alderwood mall in the south parking area.
- Brown alignment and station ALD-F have significant impacts on the access, parking, existing anchor stores and future development at Alderwood mall south of 184<sup>th</sup> adjacent to the Village.
- Brown Alignment east of the Alderwood Mall Parkway should be designed to limit property acquisition and accommodate future development.
- Brown alignment and station ALD-D best reflects Lynnwood Resolution No. 2016-06 adopted by the City Council on March 14, 2016.

We appreciate the opportunity to provide written comments. Please let us know if you have any questions.

Sincerely,



David Kleitsch, Director  
Development and Business Services

cc: Mayor Christine Frizzell  
Lynnwood City Council  
Ben Wolters, Economic Development Manager  
Karl Almgren, Community Planning Manager



3900 Broadway, Everett, WA 98201  
www.everettsd.org

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March 9, 2023

Everett Link Extension  
Attn.: Kathy Fendt  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Re: Everett Link Extension Scoping Comments for Sound Transit  
Impacts to Everett Public Schools Central Bus Facility (1304 80th Street SW)  
Impacts to Everett Public Schools Cascade High School

Dear Ms. Fendt,

Thank you for the opportunity to provide Scoping Comments for the Environmental Impact Statement being prepared for the Everett Link Extension (EVLE) mass transit system expansion that will extend Link light rail service north from Lynnwood City Center to the Everett Station area. The project also includes an Operations and Maintenance Facility (OMF) North, a necessary facility to support Link light rail operations. Everett Public Schools understands the importance of the regional transportation project and has reviewed the information available regarding potential impacts to current school properties. The following comments are related to information in Sound Transit's Level 2 Alternatives Development Report (Report) from January 2023.

The school district has justifiable concerns regarding the Sound Transit-Everett Link Extension and the potential of some of its proposed links and stations, as well as the Operations and Maintenance Facility (OMF) North Site Alternatives, to adversely affect school district properties and operations, as follows.

OMF North Site Alternatives on 80<sup>th</sup> Street SW (Sites B1/B2)

The district has a well-established Central Bus Facility (CBF) located at 1304 80<sup>th</sup> Street SW in the City of Everett that will be severely impacted by OMF alternatives B1 and B2. Alternative B1 would require a total acquisition and replacement of our CBF property by Sound Transit for its maintenance facility and alternative B2 will impact nearby streets providing a direct route from our CBF to SR 526. A key finding under *Technical and Financial Feasibility* in the Report, wholeheartedly supported by the school district, is the need to provide additional information and critical evaluation of the adverse impacts of these options on school district property and its operations.

While the Report does identify our CBF, it inaccurately references it as the City of Everett School District Property, [5.5.1 OMF Site: SR 526 & 16th Ave (alternative B-1) OMF North Level 2 Sites, Page 72]. For clarity, this site is located within the Everett city limits but it is owned by Everett Public Schools.

The current CBF location was selected by the school district in 2004 because it is situated mid-point between the northern and southern ends of the district. Our district is approximately 15 miles long in the north-south direction and about 2-1/2 miles wide in the east-west direction.

It stretches from the Snohomish River north of the City of Everett to 194th Street SE south of the City of Mill Creek.

Our district includes most of the City of Everett, all but a small portion of the City of Mill Creek, and portions of unincorporated Snohomish County. The total population within our district was estimated at 148,000 in 2020 and we serve approximately 19,600 students in twenty-seven schools. On the average, over 15,000 students ride our school busses each school day and the strategic central location for this facility is essential to providing appropriate, timely and cost-efficient transportation services to our students.

School transportation facilities are essentially "Special Purpose Properties" which are a challenging type of use to site and would be extremely difficult and expensive to relocate. The district acquired this site after several years of actively searching, and it was selected because of the advantages provided by this specific location including appropriate zoning, reduced travel times to all areas of the district and better access to high volume transportation routes. The 5.25-acre site provides parking for 112 full size busses, thirty-five vans and 142 parking stalls for employees and visitors. It also contains facilities for bus maintenance, fueling, washing, storage with other similar uses.

Should Sound Transit attempt to take our Central Bus Facility, the cost and expense of acquisition will be substantial while simultaneously requiring the construction of a replacement facility at taxpayers' expense. We will strongly oppose any attempt to take our CBF property.

Transit Station and rail lines adjacent to or nearby Cascade High School, 801 East Casino Rd., Everett (EGN-A), and alignment of rail lines in the vicinity of Cascade High School near the intersection of SR 526 and Evergreen Way (EGN-A through EGN-E)

It is difficult with the information provided at this time to ascertain all the direct impacts to district facilities at Cascade High School from the proposed station and link locations in the vicinity of SR 526 and Evergreen Way. However, it is not difficult to anticipate the large potential for adverse impacts and safety concerns on the district's Cascade High School campus and its 1,750 students during construction activities of the rail facilities as well as during operations of the light rail system after construction.

Running any route along the north side of East Casino Road and impacting the high school campus along that route, or the southwestern boundary of the campus, would be very impactful to and is strongly opposed by the district. Keeping alignment within the right-of-way of SR-526 serves our interests and the community much better. The impacts of these alternatives need to be fully evaluated through the EIS process.

Again, thank you for the opportunity to comment on this important project. School district staff are available to meet with Sound Transit staff to discuss its concerns regarding EVLE and OMF North alternatives and to provide any technical information desired by Sound Transit regarding the district's Central Bus Facility and Cascade High School.

Please contact Darcy Walker or Kim Ames in our facilities department regarding our comments to your proposed project at 425-385-4190 or [dwalker@everettsd.org](mailto:dwalker@everettsd.org) or [kames@everettsd.org](mailto:kames@everettsd.org).

Sincerely,



Michael T. Gunn  
Executive Director  
Facilities and Operations



March 10, 2023

Sound Transit  
Kathy Fendt, East and North Corridor Environmental Manager  
401 S. Jackson Street  
Seattle, WA 98104

Dear Ms. Fendt:

Community Transit is pleased to submit scoping comments on the Everett Link Extension (EVLE) Level 2 Alternatives as a component of the environmental review process. Community Transit is enthusiastic about continuing our partnership with Sound Transit in its mission to expand high-capacity transportation across the region and strengthen the overall transit network within Snohomish County to attract more transit ridership.

Because the EVLE will affect Community Transit's services, including Swift, local fixed bus routes, DART, vanpools, and future innovative on-demand shuttle service, staff have actively participated in this project throughout the IAG process. Community Transit appreciates the consideration of our prior feedback and welcomes the opportunity to help further shape the analysis. Community Transit offers the following comments to help enhance the coordination of our services. The analysis focuses primarily on bus/rail integration considerations in the Level 2 alternatives, while also touching on design concepts deserving of further discussion in the analysis.

## **PRIMARY COMMENTS ON LEVEL 2 ALTERNATIVES**

### **Provide for Integration with the Local Bus Network**

Most EVLE users will access the system via the local bus network. This is especially important as significant concentrations of transit-dependent, low-income, and non-white populations in the corridor live outside the ½ mile walk shed of station locations. Without effective integration of local transit, Link light rail would not achieve its goals for ridership and equitable system access. Community Transit appreciates the attention given to our comments on previous alternatives and their integration with the transit network. As the Level 2 analysis proceeds, Community Transit encourages Sound Transit to continue to consider what the likely travel patterns of riders would be with this new infrastructure and their likely access to the system through the local bus network.

### **Prioritize the Customer Experience**

Integration of bus and rail transit should include incorporation of the entire customer journey into design. The customer experience will be influenced by walking distances between bus and rail platforms, proximity and convenience of escalators and elevators, wayfinding and navigation for first-time users, etc. Significant consideration should be given to the pedestrian



experience at station locations that require crossing roadways that contain 5-8 lanes of traffic, especially in terms of pedestrian safety and the ability to connect to local bus stops.

### **Prioritize the Provisional Station at SR 99 & Airport Rd**

EVLE should prioritize the provisional station at SR 99 and Airport Road. Community Transit's Swift Blue Line and Swift Green Line corridors meet at this location and their combined "network effect" makes it one of the highest transit ridership locations in Snohomish County. The availability of convenient transfers between three regional high-capacity transit lines at this location is a missed opportunity if this station is not included in a final design.

### **BUS BAYS AND LAYOVER REQUIREMENTS**

The agency appreciates the continuing attention to detail by Sound Transit in providing for sufficient connection and layover capacity at each station location, including incorporating Community Transit's Projected 2036 Fixed-Route Service Network (provided in February 2022) into the initial draft station design. As Community Transit seeks to expand service in 2024 and beyond (30%+ beyond current service levels), the availability of layover and bus bays to support those services and foster seamless connections for community and ridership growth is vital. Integral to cohesive bus/rail integration is the necessity of layover either at or in reasonable proximity to station locations. Bus bays must provide adequate capacity to support future service levels and to support seamless bus-to-rail and bus-to-bus customer connections for our shared customers. As our network continues to adapt for the changes in community travel patterns and the incorporation of new services into our network, Community Transit looks forward to the continued partnership in refining station designs to best meet the projected needs of the community.

Transit-Oriented Development (TOD) is a shared objective of both agencies and our jurisdictional partners; however, the goal of a pedestrian-friendly urban environment may also compete with the need for adequate bus layover and bays. Understanding that future station locations will foster population and employment growth, it is imperative that the impacts of necessary bus layover and bay requirements are thoughtfully considered in this early planning stage. The challenge of securing adequate layover and bus bays cannot be overstated as it is fundamental to successful bus/rail integration. Studying how layover, bus bays and critical operations facilities like operator comfort stations may be physically integrated into TOD may address the needs of bus operations and economic development. The Level 2 Alternatives have taken agency feedback into consideration, and further analysis through this scoping process should be designed to foster creative final design opportunities for meeting both development and operational needs.

At bus route terminal locations, Sound Transit must also consider futureproofing layover and bus bays for both charging infrastructure for zero emission vehicles and logistical needs related to vehicle automation. While still in its infancy, the industry's rapid shift to zero emission bus fleets and gradual development of autonomous vehicle technologies is progressing and is anticipated to be more widespread when EVLE is open for revenue service. Including analysis



of available power supply from local utilities and any potential need to upgrade site power grids or substation support should be a component of the environmental analysis not just for the power supplied to the rail line but also for any attendant charging infrastructure to support bus operations. This anticipated need further highlights the potential benefit of integrating layover, bus bays and other operations facilities with TOD.

Community Transit continues to be a strong supporter of the EVLE, and appreciates the opportunity to provide comments on the early scoping work. Please refer to Attachment A for further detailed station specific comments. Community Transit hopes these comments prove helpful and looks forward to our continued partnership as the project advances.

Sincerely,



Ric Ilgenfritz  
Chief Executive Officer



## **ATTACHMENT A: Station Specific Comments**

### West Alderwood:

- Site B will likely require considerable reconstruction of roadway and right-of-way to be transit supportive. Additionally, this site would cause ongoing operational problems for service reliability due to its lack of proximity to the roadway network.
- Site D offers the best potential for current routing to be integrated with existing routes. This site is ideal for connections to the future Swift Orange Line. This site will also have negative construction impacts to existing routing and will require detours throughout the course of construction.
- Site F will require routing changes, incurring additional costs to integrate transit with this site. To integrate transit with Site F, the only option for routing will require the use of an increasingly congested roadway, creating unreliable service and increased travel time for passengers.

### Ash Way:

- Given current facility constraints and traffic congestion along 164<sup>th</sup> Street SW, construction impacts at Ash Way for Sites A and D would pose challenges. Temporary, off-site facilities will be necessary and will likely have significant and potentially long-term negative impacts on ridership, revenue, and residents living in the surrounding area.
- The County-proposed project to extend the existing direct access ramp structure across the northbound lanes of I-5 and the attendant planned reconfiguration of the roadways from 18<sup>th</sup> Ave W, Ash Way, and 22<sup>nd</sup> Ave W would make significant differences to the outcome of the analysis for either Site A or D. As it would create an opportunity for transit to create greater reliability in services to either station site, Community Transit encourages the inclusion of the County proposal in the site analysis.
- With the reorientation of local services in the I-5 corridor due to light rail, the lack of direct access to either site from the north places additional design considerations on both these sites as well as the sites at Mariner. An inclusion of concepts that would include connecting direct access ramps from the north of the current location would allow for additional load balancing between the Ash Way and Mariner stations.
- The consideration of pedestrian access from the existing park-and-ride location to connect to Site D, whether in combination with the County-proposed project or separate, is a key consideration to the functionality of the station. Asking users of the parking facility to use the sidewalks along Ash Way to cross the entrance/exit ramps to I-5 creates additional hazards and a poor customer experience. This location, much like Mariner, is likely to continue to see vehicle traffic from the Mill Creek and North Creek areas into the service timeline of EVLE. Therefore, consideration of a pedestrian connection from the current facility to Site D is a necessary factor in this level of evaluation.

- Site A will impact the operations and space required at Ash Way Park-and-Ride. The direct access ramp from I-5 may not be operable during construction. This will likely preclude the use of the direct access ramp to the park-and-ride that is currently used by transit during construction. Site A would also have impacts attendant to the necessary reconstruction of bus access to the site.

#### Mariner:

- Due to its proximity to I-5, travel time penalties associated with trips originating at Everett Station and two-line service, Mariner will likely be a hub for future express or regional bus routes serving the North Sound and Snohomish County cities such as Stanwood, Arlington, and Marysville, where large new businesses are locating, such as the Cascade Industrial Complex and the Amazon Distribution Center. Mariner will emerge as a preferred alternative for faster connectivity to and from these locations for residents and a large employee base. A proposed but unfunded direct access ramp serving I-5 from the north at Ash Way could reduce the need to route many of these services to Mariner.
- The City of Everett is currently in the process of considering a merger of the city operated transit agency, Everett Transit, with Community Transit. All station areas in Everett will be served in all scenarios. Facility needs at Mariner will vary depending on the outcome of the potential merger and how that may be structured. Future bus routing is to be determined, but combinations of routes and the potential for interlining and other scheduling efficiencies have the potential to change the needs at this facility.
- The inclusion of a County-proposed 130<sup>th</sup> Street bridge connection to the park-and-ride has a significant impact on the transit routing considerations for all sites. In order for this bridge option to be functional for Community Transit, improvements around not only for the bridge itself but the entire bridge-related corridor from 3<sup>rd</sup> Ave SE & 128<sup>th</sup> ST SE through to 8<sup>th</sup> Ave W & 128<sup>th</sup> ST SW need to be designed and considered. Not only would the proposed project impact travel times for transit through a heavily congested interchange, but also reduce the transit integration opportunities at Sites A and B. The Level 2 Analysis should incorporate the study work already performed by the County to help inform impacts at this location.
- Sites A and B have the potential to be served with current routing; however, these sites require adequate pedestrian connections for transit integration due to their distance from the existing park-and-ride as the more significant number of route connections are likely to remain on 4<sup>th</sup> Ave W.
- Site D is a feasible option due to its proximity to the existing park-and-ride. This site provides for the least impact to existing operations, customer experience, and routing while creating the most feasibility for the County-proposed 130<sup>th</sup> Street bridge project. A TOD concept that incorporates accommodations to existing businesses to help with the usefulness of this station would likely make Site D even more attractive.
- All alignment options will significantly impact transit operations along 128<sup>th</sup> St SW during construction. Route deviations will impact customer experience and operation expenses.



SR99 / Airport Rd:

- Pedestrian connections to all corners of the intersection of Highway 99 and Airport Road at sites A and B must be provided given the challenges of these two intersecting, large arterial roadways with multiple lanes and long traffic signal cycles.
- The station should provide an emphasis on crime prevention through design given the standing issues in proximity to this station location.
- This location should not be considered provisional but instead included in the initial phase of EVLE.

Southwest Everett Industrial Center:

- Depending on the outcome of the potential merger with Everett Transit, combinations of routes and the potential for interlining and other scheduling efficiencies on routes that will serve this site have the potential to change the needs at this facility.
- The proximity of the Seaway Transit Center to the Boeing administrative building, along with the new investments in charging infrastructure at the location, is likely to support some level of services being maintained at that location. Future operational design considerations, therefore, would need to review how to make the two sites work in concert with each other.
- The site locations all require significant bus or shuttle connections to final destinations to have the station reach its potential given the surrounding land use pattern. While all the station designs contain the infrastructure to provide that opportunity, it is difficult to determine a final ridership potential without a review of the operational patterns of EVLE to determine how it would match with the surrounding business operations.
- Site A is close to Highway 526, with no potential for direct connections to bus routes. Pedestrian connectivity is limited without significant infrastructure improvements.
- Site B is near an existing Swift station, which would facilitate integration of the existing BRT route.
- Site C could integrate with existing routing, though changes would need to be made to stop locations and the Swift station located north of the site.
- Construction of all sites and all alignments have the potential to impact Swift service on Airport Road and Highway 526.

SR 526 / Evergreen:

- Site A offers a poor connection to the existing Swift line at Casino Road, this site will be the most difficult for transit integration as all service is currently located south of Highway 526. There are additional pedestrian crossing and safety considerations to be given with this site, as locating bus stops north of SR 526 is constrained by the proximity of stops to the entrance/exit ramps for SR 526.
- Sites B and C will likely require pedestrian infrastructure to interface with transit on Casino Road.

- Sites D and E are in the closest proximity to existing transit stops and offer the best option for a transit interface.
- Under any of these site options, the experience of the rider in attempting to cross Evergreen Way is going to be challenging at best and potentially problematic at worst. Design considerations should include options for protected pedestrian crossing infrastructure to allow pedestrians to avoid the need to interact with vehicles in the immediate proximity of the station.

#### Everett Station:

- For all sites it is anticipated that all bus layover and key intercity bus and rail connection activities would remain at Everett Station. This interconnection with services other than the local bus network should be a consideration in the site evaluation process.
- Construction at Site A will likely impact existing services during construction, as well as create new operational considerations with the final design. Interim options for continuing to operate services from the proximity of the current site during the construction period should be considered.
- Site C offers the best option for interface with existing transit service as it creates minimal walking distances to existing and future route alignments on Broadway while at the same time providing reasonable pedestrian connection with Everett Station.
- Site D would require route deviations to ensure transit integration and/or require a rider to transfer between buses at Everett Station, increasing operational costs and impacting customer travel times. Construction at this site will likely impact the future Swift Gold line, as this site has been identified as a likely corridor for the BRT route.



# *Everett Link Extension*

## **APPENDIX F**

### **Public Comments**

**Date Received:** January 23, 2023

**Source:** Email

**From:** Terry Forsyth

My biggest concern about placement of the OMF any where near Paine Field is not whether, but how much ST has discussed what/when is the 30- and 50- year future for Paine Field's growth and where to place the light rail station now so it fits the potential 20- and 40-gate air terminal then. My belief is that such a comparable size for Paine Field's airport is surely somewhere in the future.

The Paine Field's future, location of Paine Field's light rail station and the OMF are definitely interrelated. My recall is least one OMF location appears to conflict: East of Airport Rd. and south of 100thSt. SW. I foresee a 4-story car parking structure located there with an elevated pedestrian ramp to the future Paine Field Airport having an upper level departure deck with main vehicle access from Boeing Freeway.

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**Date Received:** January 24, 2023

**Source:** Email

**From:** Frontier Heights Home Owners Association, Chase Hoytink

As an elected leader of a low income neighborhood in the city of Lake Stevens, and also a former Sound Transit Security Officer for the Everett Sounder Storage Yard for over a year, I feel like it is my responsibility to address comments and concerns in regards to the most recent alternatives for the Everett Link Expansion project.

In regards to:

West alderwood- I do not see any significant opinions towards either of the 2 options.

Ash Way- Even though option D would need two overpasses over I5, I feel like it allows for more opportunity being on of the only stations that the east side would have access to. It would be the most efficient way to facilitate the roughly 90° left turn at Airport Road. Also construction of a pedestrian bridge utilizing the already existing bus on/off ramp could be constructed connecting the station to the P&R.

Mariner- In conjunction with option D for Ash Way, this station best facilitates the 90° left turn, with the least displacement. It also is the closest access to local apartments, and Mariner Park and ride.

SR 99/Airport Rd- no option or concerns on either.

Sw EIC- I would Highly recommend option C for this station, due to the fact that it is closest to Paine Field. By the time this station opens, SeaTac Airport will have reached its max capacity, and pain field will be heavily relied upon. I would personally like to see both A and C be built, but overall C is more centered and most people from around the region will be relying on Light rail to get to Paine field to get to the airport. Boeing will most likely have their own shuttles to get people where they need to go at their perspective Job sites. Another concern is that alot of people will have connections between SeaTac and Pain field, that will rely on Light rail. More so than local commuters. Option C is also easiest accesable by busses and sidewalks.

SR 526/Evergreen- For this Station, I would say that Option A would be the most efficient option time, construction, and financially speaking. All other alternatives are close enough nearby that there is no significant benefit to moving the ROW that far over. From its alignment to the east and west.

I5/ Broadway alignment- While Broad Way would be a more direct route, in this case I5 would be the best option due to not unnecessarily obstructing traffic and closing streets during construction years, as well as the noise that the light rail will bring for the permanent future. Running the ROW along the freeway will minimize displacement, traffic impacts, and noise within neighborhoods. Another benefit for ST would be more people seeing the LRVs while sitting in traffic on the freeway bringing in more customers. Also, more people will see advertising on the sides of the LRVs from the freeway.

Everett station- This is BY FAR the most important station in Snohomish county, to my community, and to me personally.

**THIS STATION NEEDS TO BE OPTION A!**

Both of the other alternatives would strictly ONLY benefit the down town Everett area. Sound Transit already owns land on the east side of the BNSF ROW and there is currently vacant land to the south of this property. Sound Transit also already owns the bridge connecting these properties to Everett station which thus connects passengers directly to:

Everett transit-> All of Everett and Down town.

Community Transit -> All Snohomish County.

SWIFT-> Access to the 99 Corridor.

Amtrak -> Access to the rest of the literal country.

Skagit transit-> Connecting all North Counties.

Charter busses -> Access to the whole country.

Sounder -> Access to the whole region.

ST Express Busses-> Access to other LR stations, ST park and rides, and Region.

This option will save tax payers millions make Everett station a nationally recognized and massive transit hub.

**ANY OTHER OPTION WILL CUT OFF THOUSANDS OF DAILY PASSENGERS FROM AROUND THE SURROUNDING COUNTY AND THE REST OF THE COUNTRY THAT RELY ON THESE CONNECTIONS TO THE LIGHT RAIL!**

Other alternatives would only benefit the incredibly small percentage of people who need access to down town and would only save them a few minutes at best. Swift busses already run between Everett Station and down town, in addition to ST express busses and local Everett Transit routes. Moving the Everett Light rail station away from the existing station would additionally have a significant impact on individuals with disabilities trying to transfer between

the Link and the local connections listed above.

This station again would also be easily visible from the freeway, bringing in dramatically more customers and LRV advertisement visibility. In the event that another Link extension project is approved to expand further north, this option would also provide easier access to the I5 Corridor to continue North.

North OMF- I have no concerns regarding any of the proposed locations.

I appreciate your consideration of these comments and Concerns to the Everett Link Extension.

Thank you,

Chase Hoytink- Board President  
Frontier Heights Home Owners Association

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**Date Received:** January 25, 2023

**Source:** Email

**From:** Michael Jones

The detour to Boeing and the Airport only serves those going to those locations. A better (and cheaper) option is to stay along the I-5 corridor where tens of thousands of residents travel each day. Plan a loop around to Boeing and the Airport as a Phase II as the current design only adds travel minutes to those traveling to Seattle each day.

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**Date Received:** January 25, 2023

**Source:** Email

**From:** Tom Griffith

Just as a reminder, the area on the West side of I-5 South of Ash Way P&R has a large number of big trees that provide a sound barrier to the homes on that side of I-5 - especially where there is no existing concrete wall. If these trees need to be removed, this neighborhood would welcome some kind of sound barrier to replace these existing trees.

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**Date Received:** January 25, 2023

**Source:** Email

**From:** Kevin Donaldson

As much as I support public transit & think this is a great idea the time line is ridiculous. 2037-2041 for Everett station?! I'll be so old by then that I will have no use for it . How about you change the way this affects car tab prices . I'm paying over a 100\$ in tabs for a 24 year old car

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**Date Received:** January 26, 2023

**Source:** Email

**From:** Michael Neeley

I am nearly 62 years old. Since I have been paying into this all along, could you please just get it



here before I die?

Thank you.

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**Date Received:** January 27, 2023

**Source:** Email

**From:** Jeff Silverman

I would like you to consider the environmental impact of doing nothing.

What would be the impacts if the decision was made that this project just costs too much and does too little?

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**Date Received:** January 27, 2023

**Source:** Email

**From:** Mark Pederson

The light rail system has been in progress for decades, obligating citizens of Snohomish county to pay fees on their car license tabs four and five times the amount they were prior to the beginning of the project. This project has gone millions over the original budget and years behind the original completion date. The projection for its arrival in Everett is now 30 to 36 years out and will probably cost more than now estimated and completed later than now projected. We seniors who have paid for years will never use or even see the completion, yet we are being asked to pay for it. Seniors should not be obligated to pay any more for the light rail when obtaining their yearly license tabs. With inflation, higher cost of food and gas, outracing the small raises we get on social security we seniors are having problems paying their essential expenses, including their rising property taxes forcing some out of the homes they hoped they could remain in in their golden years.

Mark Pederson

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**Date Received:** January 29, 2023

**Source:** Email

**From:** Martin Nix

I am going to recommend that the link travel on the northside of SR5265, instead of the south side. I am also going to recommend that a bicycle trail be put in on the south side of SR526.

I am totally opposed to widening SR526. There is some kind of law that uses traffic modeling data, and it must focus squarely on traffic patterns. The reason why we can't stop widening of roads is that when they do the analysis, there is no comparison made of alternatives. There are several options that can be done, instead of spending the money on widening SR526.

We can for example, put in bus route from Oak Harbor to Seaview transit, and have the Island Transit get on the ferry, and travel express from Mukiteo to Seaview transit center. Boeing can put in a bus transit express between Renton and Everett, thus employees do not have to drive between North and South. Or we can put in a bicycle trail connecting up Mukiteo to I-5 bicycle Bicentennial trail.

For SR99, we can also put in a pedestrian way, and bicycle trail system connecting the train

stations together, it would require reducing the width of the road, but this would reduce traffic with the link and alternatives. We need to widen the sidewalk, and make it more pedestrian oriented with park benches.

There needs to be more orientation of pedestrian, bicycle and traffic reduction, instead of widening roads.

Thank you. Martin Nix

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**Date Received:** January 29, 2023

**Source:** Email

**From:** Martin Nix

Something that has me really concerned, is the lack of restrooms. This is creating a huge sanitation problem, really huge.

It would help if business would get off their anti-restroom religion. We need to have coffee houses stay open 24 hours, instead of shutting down at night. We use to have the Last Exit, and it was a true coffee house, but Star Bucks killed Seattle's coffee house culture. We need to keep restrooms open in the parks at night, and make them clean and patrolled. Put in a "latte tax" and use it to finance restrooms. It disturbs me when I found coffee houses that are open with no restrooms. There are no public restrooms open in downtown Seattle at 3am in the morning, yet people need to transfer. I am finding people urinating at bus stops and on buses and trains.

As part of these train stations, we need to put in joint development, and having coffee houses open with restrooms will help. Yes, even for homeless, poor people, crooks and criminals along with family and children. This idea of depriving people of access to restrooms is involution of human rights, if not the disability act.

The restroom at Northgate, I am finding people are using it heavily, yet there is always a long line. Business along with ST need to come up with answers. We can for example, take older buses and make them into sanitation stations, with showers. Other cities do this. We have to address this sanitation issue as part of the Everett extension.

Thank you. Martin Nix

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**Date Received:** January 30, 2023

**Source:** Email

**From:** Kristin Hayman

Comment: there need to be large, parking, lots, parking, garages, or other parking structures at most of the light rail stops along the Everett link. Without these places to park, people will be unable to use the light rail. Not everyone can ride the bus to the light rail stop. More importantly, not everyone will. The buses are very slow. Thank you for taking comments.

Question: can you please direct me to the page on your website that shows where you are currently planning to have parking lots along the Everett link?

Thanks  
Kristin

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**Date Received:** January 30, 2023  
**Source:** Email  
**From:** Heather Houser

Help

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**Date Received:** January 31, 2023  
**Source:** Email  
**From:** Otto Chase

Any Everett extension from the Alderwood Mall area must include a stop at Paine Field. And I hope you do a better job than what travelers find at Sea Tac with respect to the distance between the airport and the actual train stop. I know you are doing your best but this whole thing is taking too long. Most likely I will never ride on the Everett extension. Still, please proceed. Our community needs it.

Thank you  
Otto M. Chase, CPA, CMA

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**Date Received:** February 5, 2023  
**Source:** Email  
**From:** Mark Gunther, Andrea Gunther

Sound Transit,

I am writing about the 'West Alderwood' alternatives for the Everett Link Extension. As currently proposed, all 3 alternatives require the demolition of Alderwood Community church (ACC) and its outreach building, Compassion Center.

The church, more than anything, is a group of people who as a community come together to worship and serve the community as a response to the love of Jesus for everyone.

Displacement of ACC and the compassion center would result in the cultural, public service, social service, and community facility being moved from the heart of Lynnwood. Lynnwood is diverse culturally and economically and ACC is currently accessible through roads and public transportation. We look forward to being part of the growing community.

Approximately 1,200 people come each Sunday and approximately 300 more watch on-line to be part of the services. Each Tuesday food is distributed and free medical services are provided to neighbors in need along with free educational services through reading and tutoring for elementary and middle school students. Wednesday the campus is full of local students who come together to have fun together and learn about the love of Jesus Christ. Throughout the week, small groups of people come together to learn and support each other or to get support from the pastoral staff and counseling services.

ACC gives me a place to receive encouragement and be connected. It provides my daughter a welcoming place to be supported as she grows up. It gives my whole family a place to serve the community's tangible and spiritual needs.

Please do not demolish our church home. It will likely be impossible to purchase such a plot of land and still remain in the heart of Lynnwood.

Sincerely,  
Andrea Gunther  
[Redacted]

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**Date Received:** February 5, 2023  
**Source:** Email  
**From:** Chris Friedman

I disapprove of the route that encompasses Alderwood Community Church and their compassion center. There's many families that make their home at Alderwood church and has been a safe place for families and children for almost 100 years. The community they built is a great resource in reaching people to provide them resources when they're in a time of need. With their compassion center they have expanded to helping more individuals and families in the community. Expanding the rail over this institution is a disservice to the community as a whole. Please consider a different route for your rail expansion.

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**Date Received:** February 5, 2023  
**Source:** Email  
**From:** Cynthia Gillam

Hello,  
This email is to address my concerns with the Light Rail extension in Lynnwood. The three routes that Sound Transit is currently considering all have a path cutting through the Alderwood Community Church (ACC) sanctuary as well as the ACC Compassion Center. This would cause an acquisition of our church property and force us to move. My family has attended ACC since 2004. That is 18 years of regular attending! My children grew up in this church and are now loving, kind, generous adults that positively affect their communities in many ways! This church has impacted our lives in big ways. Its leadership teaches us by words AND example, showing us how to love others the way Jesus did—sacrificially. There are many community examples of how members of our church have invested their love, time and money into helping those in their neighborhoods, local communities and across the globe. The Compassion Center is just one example. My husband and I have been serving there since 2020 and have helped feed hundreds of families in need. Many of these families were on the brink of becoming homeless except for our help with food assistance. Coming alongside these families has been a joy and a privilege. Getting to know them underscores that we are all valuable in God's sight despite race, gender, political views or financial status. They have become like family. Our church congregation is like that as well—family. When our son died at age 20, the believers at this church came alongside us and supported us in ways we cannot put a value on. We are blessed and our community is blessed by the continued fellowship of believers at this local church building and the service to the community through the Compassion Center. We beg you to reconsider the route that Light Rail would take as to preserve the continued positive impact that ACC has on the lives of so many people, just as it has for over 100 years! Do you realize that it has been serving the community for over 100 years?! What a legacy and what proof that it has been and continues to be an integral and needed part of the city of Lynnwood! Businesses have come and gone over the years, but our church has remained a beacon of light. Please don't extinguish that light!  
Sincerely,  
Cynthia Gillam

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**Date Received:** February 5, 2023  
**Source:** Email  
**From:** David Gillam

Hello,

This email is to address my concerns with the Light Rail extension in Lynnwood. The three routes that Sound Transit is currently considering all have a path cutting through the Alderwood Community Church (ACC) sanctuary as well as the ACC Compassion Center. This would cause an acquisition of our church property and force us to move. My family has attended ACC for 18 years. One of my sons was baptized there. ACC leadership teaches us by words AND example, showing us how to love others the way Jesus did—sacrificially. Our church has reached out to the Lynnwood community through 2 annual large events: Christmas Program and Trunk or Treat on October 31st. I have been serving at the Compassion Center since 2020 and have helped feed hundreds of families in need. Many of these families were on the brink of becoming homeless except for our help with food assistance. We are blessed and our community is blessed by the continued fellowship of believers at this local church building and the service to the community through the Compassion Center. I ask you to reconsider the route that Light Rail would take as to preserve the continued positive impact that ACC has on the lives of so many people, just as it has for over 100 years! Businesses have come and gone over the years, but our church has remained a beacon of light. Please don't extinguish that light!

Sincerely,  
David Gillam

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**Date Received:** February 5, 2023  
**Source:** Email  
**From:** Martin Nix

I would like to recommend that at the intersection of Airport Road and Evergreen Way that there be put in 8 (eight) transit stations for the SWIFT, Greenline and Blueline, instead of the present four stations.

Crossing that intersection is dangerous. The crosswalks are lighted and wide, but still there is high speed traffic going through there.

By putting in 8 stations, instead, on the far and near side, this will eliminate the need to cross in the cross walk. People would simply put, just walk around the corner. If for example one comes down Airport Road, and wants to go south, they would get off on the West Side, but if they want to go North, they would get off on the East Side.

This would mean the buses would have to do a double stop, on the near and far side, but I believe there is enough demand for passenger transfer to warrant it.

This is a major transfer station, and safety would be a priority. Thus I recommend 8 instead of 4 transit stations.

Thank you. Martin Nix

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**Date Received:** February 6, 2023  
**Source:** Email  
**From:** Joan Martin

I understand that all three possible light rail routes to Everett that are now being considered require bulldozing Alderwood Community Church and its Compassion Center. I'm requesting that you reconsider other options, rather than destroy a thriving ministry that has been serving the community and promoting the public good for over a century.

We have been a part of Alderwood Community Church for 40 years of its 102 year history. Our kids and now our grandkids have joyfully run the Church hallways.

Alderwood's mission and purpose has always been to share the love of Jesus with our community.

My husband and I volunteer at the "Compassion Center" where weekly over 100 families from the neighborhood come for free groceries to help them make it through the week. These are primarily working families who live within 15 minutes of the Church. We have good relationships with these neighbors, sharing a monthly meal, providing reading help and tutoring for the kids, gifts at Christmas, and helping parents connect with needed resources in the area. We have a thriving ministry to Youth, Seniors, Young Families, and Single Moms. Light Rail would actually be displacing 3 churches, as an Hispanic and a Vietnamese church share our building.

Please find another option rather than unnecessarily depriving the community of the many benefits Alderwood Community Church is now providing.

Thank you for your consideration.  
Sincerely,  
Joan Martin

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**Date Received:** February 6, 2023  
**Source:** Email  
**From:** Michael Rohrenbach

To Everett Sound Transit,  
Given the current state of crime and general disrepair of Seattle, homelessness, tent cities and general safety concerns, I wonder if the Snohomish County residents will have as much of a demand to take Sound Transit from Everett to Seattle as was previously planned when Sound Transit was conceived; all the people I know try to avoid Seattle at all cost due to the crime and safety circumstances. \*\*Having said that, I would like to ask you to reconsider your plans of having the Sound Transit go through the proposed area of West Alderwood. This would cut right through our church, Alderwood Community Church, which has been serving Snohomish County for 100 years and currently hosts 5 churches, including a spanish speaking church and a Vietnamese church, youth groups with hundreds of kids that actively participate on a weekly basis, a food bank/Compassion Center that helps hundreds of families in the Lynnwood area and a program to help the underserved children in our community. \*\*I have 3 generations of family members including my wife and I, three children and their spouses and 5, soon to be 6 grandchildren that attend Alderwood Community Church and participate in ministry. \*\*I strongly urge you to not use eminent domain to acquire our church property for the Sound Transit line

from Lynnwood to Everett, but rather find a different route that would not be so disruptive to the Lynnwood community and thousands of families. \*\*This would do a great disservice to Lynnwood and the entire Snohomish County region.  
Thank you for your consideration in this matter.

Sincerely,  
Michael Rohrenbach

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**Date Received:** February 6, 2023  
**Source:** Email  
**From:** June Hayden

Hi my name is June Hayden I work at Sunrise View Retirement Villa and Convalescent Center at 2520 Madison St for the last 31 years.  
Our building sits right on the South bound lane of I-5, how close will that be to our building and how high will this be if that is the chosen route. We are Called "Sunrise" because of the beautiful sunrise from our dining room.  
I also live on Lombard Ave. 1 block W of Broadway which is the other option for the route. I am concerned on the noise from the rail and the cost of my home decreasing in property value.

Thank you  
June Hayden

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**Date Received:** February 6, 2023  
**Source:** Email  
**From:** Kristin Rohrenbach

To Everett Sound Transit,

I am writing to you to ask that you to reconsider your plans of having the Sound Transit go through the proposed area of West Alderwood. This would cut right through our church, Alderwood Community Church, which has been serving Snohomish County for 100 years and currently hosts 5 churches, including a Spanish speaking church and a Vietnamese church, youth groups with hundreds of kids that actively participate on a weekly basis, a food bank/Compassion Center that helps hundreds of families in the Lynnwood area and a program to help the underserved children in our community. My husband grew up attending this church and we wish to raise our 2 children here along with their cousins. There would be a huge void in the community if forced to move. I strongly urge you to not use eminent domain to acquire our church property for the Sound Transit line from Lynnwood to Everett, but rather find a different route that would not be so disruptive to the Lynnwood community and thousands of families. If this plan goes through, it would do a great disservice to Lynnwood and the entire Snohomish County region.

Thank you for your consideration in this matter.  
Kristin

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**Date Received:** February 6, 2023  
**Source:** Email  
**From:** Eric Bolstad

I'm writing to let you know of the strong community support for Alderwood Community Church (ACC) and it's history dating back over 100 years. I've recently learned of various proposed routes through ACC's property and I'm amazed that this was considered an option given the long-standing service this church as provided to the community of Lynnwood and well beyond as the church draws people from many cities in the north Seattle area.

One thing to point out is that the original church building is still present and should be considered a historic place. Another is the new Compassion Center which has recently opened up to service the working poor and becoming a lifeline to all people (of all faiths) who are desperately trying to support their families while working multiple jobs.

To me this would be a huge mistake and one that the large community of the church not to mention the larger community would be strongly opposed to.

thank you for your time and consideration in this matter,

Eric Bolstad

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**Date Received:** February 7, 2023  
**Source:** Email  
**From:** Jesse Niebruegge

Hello,

I would like to express concern about the lightrail path going through the current Alderwood Community Church campus. Many people in the community including myself have been deeply impacted by the work done at this campus. This is a church that gives to the community in too many ways to count. It will be incredibly difficult as well as heartbreaking for this church to rebuild their current campus elsewhere. Relocating Alderwood Community Church would be a huge loss for the Lynnwood community.

Jesse Niebruegge

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**Date Received:** February 7, 2023  
**Source:** Email  
**From:** Judy King

Sound Transit,

Please do not destroy our church.

Alderwood Community church has been a place of worship and community service for over 100 years. It is a historical site.



We are a thriving church and continue to help the needy at our Compassion Center.

You had an initial construction plan that was acceptable. Please use your first plan!

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**Date Received:** February 7, 2023

**Source:** Email

**From:** Beth Davis

Hello, my name is Beth Davis, and I am a member of Alderwood Community Church in Lynnwood Washington. I am writing to you in regard to the proposed Light Rail expansion project for the Lynnwood/Everett expansion that is slated to go through the property that currently is owned by Alderwood Community Church. Alderwood Community Church has been in this community for 100+ years and is an iconic landmark of this community. I have lived in the Lynnwood area for 20+ years and have looked at that Church almost every day as I drive to work or around the Lynnwood area. Seven years ago, I started attending ACC and have made this church my home church. My husband James found the true meaning of God's word from the pastors in this church. James and I were married by Steve, one of the pastors. This church has a tremendous meaning to my husband and me. I was baptized at this church. It would be devastating to myself my husband, and the Lynnwood community to see it torn down and the Light Rail in its place.

God is doing great things in the community of Lynnwood through ACC. Alderwood Community Church just opened the Compassion Center a few years ago which has been serving the community's needs to families who need help with food and worship.

The City of Lynnwood and its leaders have been good partners and very much desire for this Light Rail project to not impact the ACC campus or the Compassion Center. They are on our side.

This Light Rail extension is in its earliest design phases, and we are all praying that you will find a different path for this train to take. Please consider finding that new path and do not destroy Alderwood Community Church which had been there for 100+ years and serves the community more so than the light rail will.

God Bless whoever makes the right decision to change the path of the light rail.

Sincerely

Beth Davis

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**Date Received:** February 7, 2023

**Source:** Email

**From:** Beverly Powell

How the current extension proposals impact me:

First let me say that I love the light rail system. That's how I got my grandson from the SEATAC to Northgate where I could pick him up recently. That's how I will get to downtown Seattle to do the touristy things when I have company from home. But, **\*\*none\*\*** of the options for extending the system from Lynnwood to Everett appeal to me because they would require taking the property that my church, Alderwood Community Church, is on.

When I moved to Mountlake Terrace from Houston, TX in 2015, I set out to find a church to join. Lynwood is where I knew I'd be going for almost everything: groceries, dentist, restaurants, office supply, the Mall, etc. It's only a 10 minute drive for me to get there straight down 44th Ave W. I was driving down Alderwood Mall Blvd. and, just as I got to where the road goes over 196th St SW, the cross on top of Alderwood Community Church came into view. I got a positive feeling about it immediately. I Googled it and found that its doctrine fit my beliefs exactly. I visited there the next Sunday, was made to feel right at home, became a member soon after, and it has been my church for almost 8 years. I'm 79 years old, don't drive at night, and don't drive a lot. If I ever do go to my church and have to drive home after dark (like Christmas Eve service), it's only one left turn onto 44th and one right turn onto my street. I can do that. Please don't take my church building to extend light rail. Please find another way. I'm praying that God will give you wisdom to make the right decision.  
Thank you for the opportunity to express my opinion.  
Beverly Powell

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**Date Received:** February 7, 2023  
**Source:** Email  
**From:** Don King

From Don King to Everett link  
My wife Judy has sent you a scoping comment. Wanted to add to it.

Alderwood Community Church (ACC) is part of the very core of the city of Lynnwood supporting its residents and outreach programs. Our Passion Center on the northeast side of our campus ( a 3 story building) has just been totally redone just to help support and feed the needy families in Lynnwood. We want to see this grow.  
To take us out of the core of Lynnwood would be a grave injustice to the people of Lynnwood.

Thank You

Don King

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**Date Received:** February 7, 2023  
**Source:** Email  
**From:** Andrew Sang

Dear Sound Transit,

I currently live in Everett, and first and foremost, I urge you to simply do what is in the best interest of the project. Pretty straightforward stuff. I've noticed your agency tends to consider one or two takings over the needs of the whole region, for example. Frankly, if it's within the interests of the project, I'm not opposed to it. Yes we need to evaluate these impacts in context, but at the same time, if we prioritize the complaining of a few neighbors (eg "oh the light rail will block my view of the Cascades"), we'll never get anything done. Frankly, I don't care about the majority of the impacts that may occur due to light rail construction. Yes, there'll be people whose views get blocked. Yes, there'll be disruptions and redirected traffic. Who cares!? Just get the project built as best as it can be. In Chinese, there's a saying that roughly translates to "dropping watermelons to pick up sesame seeds" which I think your agency needs to stop doing.

Secondly, my comments on the project itself are pretty straightforward. First, do NOT serve PAE airport on the mainline. I understand that this is also to access an OMF, but this will add significant cost and time to the project, as well as inconveniencing commuters by forcing a massive dog-leg to PAE. Please study instead the usage of a spur line to access an OMF in the area + the airport. The San Francisco region's BART system does that for Oakland airport. There is no reason we couldn't do something similar here. Furthermore, SWIFT already services the airport. We could simply enhance that service in the interim. Secondly, please try to refrain from placing stations close to the highway. I do not support alternatives with stations right adjacent to the highway.

Thank you for all your hard work,

Andrew

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**Date Received:** February 7, 2023  
**Source:** Email  
**From:** Bob Mann, Charyn Mann

Please consider other routes for the Sound Transit thru Lynnwood that would not impact our church. Alderwood Community Church should really be considered a historical site, as it has been in the same location for 100 years. Surely there is another route for the transit.

Sincerely,  
Bob and Charyn Mann

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**Date Received:** February 8, 2023  
**Source:** Email  
**From:** Mary Caywood

Hello,

My feelings about this project is not for the best since you are planning to take away my church that is apart of Lynnwood historical history, Alderwood community church has been serving our community for over 100 years.

Please don't take this historical part of Lynnwood history away from us!

Sent from my iPad Mary's

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**Date Received:** February 9, 2023  
**Source:** Email  
**From:** Emily Croston

Hello,

As a long time member of Mill Creek Foursquare Church located on 164th Street in Lynnwood, I wanted to comment on the proposed rail extension through the area.

We were informed last year that the county might very well use eminent domain to take our

property for development purposes. Needless to say, this was dismaying news, especially since we didn't hear about it until after the deadline to submit initial comments had passed. I'd like to encourage those in local government and those on any applicable planning committees to reconsider and keep us as a part of this community.

While Mill Creek Foursquare is primarily a place for spiritual growth and development, it serves other functions in the community as well. We operate a food pantry that helps both the homeless population in the immediate area as well as those who need a little extra assistance. We partner with other organizations in the area to point people towards other types of services that we can't offer on-site. Global impact also flows out of the ministries of our church, and we have seen lives changed for the better because of it. During the worst of COVID, we made thoughtful, balanced decisions when it came to wearing masks, following social distancing protocols, and encouraging people to make informed choices about vaccines. We also created teams of people within the church who were willing to help each other out with practical needs. That's just a brief overview of the impact that Mill Creek Foursquare has had in the community over the last few decades; there are many, many more stories of the ways that individual lives have been made better because of their interactions with us.

From a transit perspective, it just makes more sense to keep to the west side of I5. As someone who has used local transit off and on for nearly 20 years, I would appreciate the convenience of having all of my transit options in one place. Plus, it looks as if that is the option that will better serve lower income folks in our community. These are the people who most need the doors that new, convenient transit options would open.

While I understand the importance of transit, housing, and retail space in communities, those who inhabit our local towns need more than that. We need relationships, connections, places to go when we need help, and places to further our spiritual lives. Mill Creek Foursquare provides all of that one location that reaches far beyond the immediate Mill Creek/Lynnwood area. There simply isn't another location close enough that would allow us to continue the work we've done for decades in our community. I understand that some of you may look at our property and see nothing of value other than development possibilities, but there's so much more than that already happening there. Anyone who wants is welcome to join us on a Sunday to see for yourselves! Please consider other options for development and leave Mill Creek Foursquare as is. Thank you for your consideration.

Sincerely,  
Emily Croston

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**Date Received:** February 9, 2023

**Source:** Email

**From:** Jimmy Reed

Hi Transit Team,

Thank you for asking for comments. It will be nice to be able to utilize the Everett Link train in the future.

I'm an attender at Mill Creek Foursquare Church and it has been shared that our property is one of the potential routes for the link train.

I believe the church's presence in our community brings a lot of hope and makes a difference in our neighborhood, especially for kids, teens, under resourced people and in bringing people together in a divisive time. My first request would be to not use the church building site and instead use an alternate site.

My second request is that if the church property does have to be used, please relocate the church to a nearby property where we can still provide important community resources and be a hub for great things in our neighborhood.

Thank you for your consideration,

Jimmy Reed

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**Date Received:** February 9, 2023

**Source:** Email

**From:** Ken Charm

I think it is important to get this out of the way. My wife and I live at [redacted]. Some of the alternatives would certainly impact us more than others. From the preliminary figures we've seen, it appears, to my eye, that a couple routes will be close enough that ours would be one piece of property taken via immanent domain. I am working hard to separate the risk of losing our house and not suffering from "NIMBY syndrome". It's tough keeping it at bay.

All that said, here are my two cents.

Regarding the location of the station, although C and E are the least likely to take our house, Option D makes a lot of sense, although a station at B seems to be rather similar to D. The concern is the amount of residential property acquisition needed. I didn't see any discussion in the Level 1 documents about following the route for Alternative A, thus minimizing residential property acquisition needs, then crossing over 526 to a station location at either B or D. This would add an additional highway crossing, which would certainly add expense, but with less residential property acquisition, would decrease the amount of people being displaced.

If I think of anything else, I'll send those comments along as well.

Thank you for your efforts,

Ken and Dawn Charm

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**Date Received:** February 10, 2023

**Source:** Email

**From:** Michael Scherping

Good Afternoon,

I think the East of I-5 at Ash Way makes the most sense. Especially if the track burrows under ground, the path and decent of which is visible on from the east side of the freeway. Given that it's the North Creek / Mill Creek side of the freeway, I can imagine a "creek" theme as the track makes its way underground:

As for the Evergreen Way / 526 location, whichever is decided, would it be less expensive and cause less displacement to burrow a tunnel under Evergreen Way and just follow that (much shorter?) path until 41st where it can emerge from underground (bam - view of Mt Baker!) and sync back up with the freeway as it makes its way downtown?? Wouldn't that bring it nearer population centers and create more redevelopment opportunities?

Respectfully,  
\*\*Michael Scherping \*\*  
cell [redacted]

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**Date Received:** February 10, 2023  
**Source:** Email  
**From:** Jacob Skinner

Hello,

I'm an Everett resident and want to pass along feedback on some of the alternative options for the everett link extension. I'll just quickly list my preference for a few, and why.

ASH-(A,B,or C) - I feel the easy transfers at Ash way is important here.

AIR-(A or B) - same reason, ease of transfers

EVT-A - Here I'm in favor of alternative D. I feel transfer access is less important than proximity to downtown (everett transit station is already poorly placed in my opinion)

Thanks!  
-Jacob

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**Date Received:** February 11, 2023  
**Source:** Email  
**From:** Gary Schwertley

Oh where to begin with this subject.

How about, "The North End Always Gets the Shaft."

What happened to the basic light rail concept that a north-south spine would be executed first. Then, east-west branches would be developed off of that initial spine. Now we find ourselves with the situation that Bellevue and likely Ballard will get light rail before Everett gets it. There is a simple reality: Bellevue has more money and influence.

As to the matter at hand. That is, how to route the extension of light rail to Everett. My advice is to forget the loop over to Paine Field, and shoot the line straight north. Because the reason for going to the airport, as I understand it, is largely to transport legions of Boeing workers to their place of employment. Well, that reason will have evaporated by the time the link gets built to Everett. Because most of the aircraft that Boeing is building now will no longer be built in

Everett, but in China. No sense in building a light rail line to an empty factory.

And, once you've looped the link around the airfield, every single soul who rides it from the north will have his time wasted via the extra time and distance that the loop builds into the system.

And, don't think you're gonna pry very many Boeing workers out of their \$100,000 pickup trucks, either.

Oh, and by the way, you'd better figure out how to collect actual fares from link riders. Or is the idea to make the system 100% dependent upon various tax revenues?

One last thing, get rid of that joke known as the Sounder. Completely worthless, access too limited to be of value, not to mention the infrequency. You're just throwing good money after bad.

Gary Schwertley  
Edmonds, WA

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**Date Received:** February 11, 2023

**Source:** Email

**From:** Nicole Carrillo

Hello,

Alderwood Community Church has been my church home for over 30 years. I was married here, I serve at the Compassion Center which provides food and fellowship and academic support to the community, and my husband is the pastor of the Spanish Congregation, which has been growing non-stop since we started gathering four years ago.

The location of Alderwood Community Church is essential, it cannot change. All the families in the Spanish congregation and the main congregation live close by. To be forced to move would result in many families unable to continue to go to church, or receive help from the Compassion Center. Being so close to the freeway and the mall, Costco, etc, is essential as it provides a short drive for many families and people who do not own high-quality vehicles.

The Compassion Center serves families weekly and provides a monthly meal. The Spanish congregation has weekly Bible studies, monthly gatherings for men and women, and all of this would be so hard to do if we were forced to locate elsewhere.

Please find another option for the light rail, one that doesn't include the destruction of our church, which is a blessing and gift not only to our church family, but to the whole city of Lynnwood.

Thank you,

Nicole Carrillo  
[Redacted]

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**Date Received:** February 12, 2023  
**Source:** Email  
**From:** Alden Hopkins, Trina Hopkins

Dear Transit Team,

My wife and I are members at Mill Creek Foursquare Church on 164th St in Mill Creek. It has been shared that our property is one of the potential routes for the link train.

I believe the church's presence in our community brings a lot of hope and makes a difference in our neighborhood, especially for kids, teens, under resourced people and in bringing people together in a divisive time. My first request would be to not use the church building site and instead use an alternate site.

My second request is that if the church property does have to be used, please relocate the church to a nearby property where we can still provide important community resources and be a hub for great things in our neighborhood.

Thank you for your consideration,  
Alden and Trina Hopkins

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**Date Received:** February 12, 2023  
**Source:** Email  
**From:** Gary Negley

I live about 2 blocks from the bus stop at the intersection of Highway 527 & Trillium. I regularly use public transportation to get from there to SeaTac airport. I also use Swift Green or CT 105 to go to Paine Field. I often fly to Oakland and sometimes to San Francisco. I have used public transportation in many cities around the world.

Transportation planners in this area seem to have an aversion to having public transportation provide front door service at airports and other important connection points. For example I can use the Swift Green line or CT 105 to go to the Paine Field stop but then I have to walk several hundred yards to the terminal. I have done this several times and I've only seen one other couple use the bus to get to Paine Field. Bottom line is that a lot of people aren't going to use public transportation if they have to walk that far, especially in bad weather. The 950 foot walk at SeaTac keeps a lot of people in their cars. Other airports around the world do a lot better than that.

I notice that you are considering putting the Ash Way light rail stop on the East side of I-5. That makes no sense at all. That would necessitate another several hundred yard walk from the rail stop to Ash Way PR. Similarly with Everett station. If people have to make too many long walks they will stay in their cars.

Instead of huge parking lots which will be almost impossible to provide, planners should focus on providing high density housing near transit stops instead. This is already happening, for instance along MLK Way and in other cities. I also think that driverless cars will be able to shuttle people from their homes to their nearest transit stops thus making large parking lots unnecessary in the future.



I think transit planners need to rethink the Swift bus approach. The whole thing is way too expensive and inflexible, it is structurally intensive. It takes years and huge investments in equipment and structures to implement a new route.

A better approach would be to use a smart phone app. Riders would scan a QR code at their stop. Their ORCA card account would be debited for the fare amount. Riders without smartphones would use a bearer card which they would scan when they get on the bus. Cash transactions would be totally eliminated. Bearer cards could be made as available as cash and could be purchased at any store where gift cards are available. Existing buses and bus stops could easily be modified to do this.

Gary Negley  
Mill Creek

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Laura Lee

Hello,

I'm so excited to be able to comment on the new Everett link train rail that will connect our greater Seattle area.

I'm a very new Mill Creek Foursquare Church attendee and would love to express my desire to continue to enjoy the community I've grown to love there. When I arrived in WA, my father passed away suddenly. MC4S has continued to open their doors to me, and so much more these past 5 months since. I write this in hopes that it proves MC4S church to be an incredible asset to the community.

Either route that is chosen will bring me great joy, but I do hope it allows us to keep our building.

Thank you for reading this and allowing community members to offer feedback.

Cheers,

Laura Lee

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Mark Gunther

I am writing about the 'West Alderwood' alternatives for the Everett Link Extension. As currently, all 3 alternatives require the demolition of Alderwood Community church (ACC) and its outreach building, Compassion Center.

The church has as its goals to be a group of people who serve the community and worship God a response to the love of Jesus for everyone.

The destruction of ACC and the compassion center would result in the removal of public services, social services, and community facility from the heart of Lynnwood.

Approximately 1,200 people come each Sunday and approximately 300 more watch on-line to be part of the services. Each Tuesday food is distributed and free medical services are provided to neighbors in need along with free educational services through reading and tutoring for elementary and middle school students. Wednesday the campus is full of local students who come together to have fun together and learn about the love of Jesus Christ. Throughout the

week, small groups of people come together to learn and support each other or to get support from the pastoral staff and counseling services.

ACC gives me a place to receive encouragement and be connected. It provides my daughter a welcoming place to be supported as she grows up. It gives my whole family a place to serve the community's tangible and spiritual needs.

Please do not demolish our church home. It will likely be impossible to purchase such a plot of land and still remain in the heart of Lynnwood.

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Kerry Smith

Dear Sound Transit,

I am writing to express my concern about the proposed West Alderwood routes which you appear to believe requires the demolition of Alderwood Community Church to be successful.

The church has been serving our community for just over 100 years, providing a place of worship for thousands of people in Snohomish county, working with youth and children, partnering with public schools, supporting the neighborhood food banks and most recently opening the Compassion Center which provides both food and services to those in need. The church building has also been used by community groups and is home to 5 churches, including a Vietnamese and Spanish speaking congregation.

Alderwood Community Church has embraced the changing needs of our community and has sought ways to help make a difference in the lives of our neighbors and community. We are anticipating the significant projected population growth and see the advantages to the community of our being accessible and centrally located to those in need. To suggest that the buildings be demolished and relocated to some unknown location removed from the center of Lynnwood seems short sighted and a distinct disadvantage to the people of Lynnwood.

I urge you to reconsider the impact on Alderwood Community Church. Please look for a more creative solution that doesn't harm the people served by the church, Lynnwood and the broader Snohomish county region.

Sincerely,

Kerry Smith  
Lynnwood resident

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Faith Community Church, Andrew Edmonds

Dear Community Transit Leaders,

As a pastor in the Edmonds area, I would like to ask you to please reconsider the proposed path of the lightrail that would go through Alderwood Community Church. All three of your options are

inadequate proposals that would push out a wonderful community center and service in the city of Lynnwood.

Alderwood CC serves an important role in giving people encouragement and strength to live godly, moral lives. They bring and keep families together. They serve their community, the food insecure, the homeless, etc. They are a beacon of light and a bastion of hope, and our city is better off for having them in our midst.

As I understand it, you originally had a plan that did not cut through their property. Forcing this church out of their facility will force them out of Lynnwood and put undue stress and pressure on an organization that is doing everything it can to be a blessing to our city.

Please, please, reconsider your plans.

Respectfully,

Pastor Andrew Edmonds

Andrew Edmonds  
Lead Pastor  
Faith Community Church

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Rob Smith

Sound Transit Everett Link Extension:

I just want to leave a comment on the current choices being considered for the Light Rail path through West Alderwood. I am not sure how or why the rail pathway is being re-considered or why the Alderwood Community Church property is needed, but the new routes will require the destruction of Alderwood Community Church which has been my families church home for 30 years. As I understand it today, the property is required as a temporary staging area for construction materials and equipment. It would be a shame to destroy the Alderwood Church, which has served the Alderwood community for over 100 years, for a temporary parking lot.

We, as a church, have always made an effort to contribute to the surrounding community and have provided a welcome house of worship for anyone who wishes to attend. We have programs for students, woman and young mothers, seniors and a huge AWANA program for our grade school kids. Our most recent investment has resulted in our Compassion Center which provides food and services to anyone in need.

Our location is key to our outreach to the Lynnwood community. New apartments, within walking distance of our location, are going in faster than we can count and the needs of the community will grow along with them. The need for the community services we provide should be expanded, not removed.

Please feel free to visit the church and/or our Compassion Center if you have any question about how we fit into the Lynnwood community.

Please consider alternate properties for the Light Rail project. The removal of Alderwood Community Church would be a huge loss for Alderwood area.

thank you  
Rob

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Martin Nix

I hereby request that ST consider routing the train down the middle of 526 or to the North of 526, near the Boeing facility.

I am a resident at Par Four Plaza, and see it has adversely impacting us, needlessly. The impact on Casino Road should be minimized due to the large number of apartment buildings here.

I am concerned about the widening of 526, in that I see it as unnecessary. The state law requires that the analysis for widening be done without consideration of alternatives to car travel. That I object to.

The highway does not need to be widen. There are options to. Boeing for example can put in its own transit system. With the new 737max assembly line coming to Everett, Boeing can put in a bus shuttle between Renton and Everett. The company use to do this with a Transwest Shuttle going from Renton, Frederickson and Everett. The company forced 800 employees to transfer to Renton from Everett, on short notice. I am concerned about the safety o the commute, in that we have employees spending hours each day on the road. Fatigue can lead to safety issues at work. It is lethal. Microsoft put in its own transit system due to injuries on the bridges. Thus the company can do more to relief traffic conditions. In fact, Boeing is required under ISO2900 to set up a commuter program. Employees at Boeing consume 60,000 a day in gasoline commuting.

Second the route can put in a bicycle trail system, along the south side of the freeway, thus connecting the Mukiteo bicycle path to Boeing, and Boeing to the I-5 bicycle path. This would allow employees to commute by bicycle all the way from Seattle. Presently employees do not bicycle because of the danger of traffic. A bicycle path should be considered instead of widening 526.

A ferry from Mukiteo for Boeing employees to Tacoma should be considered, perhaps passenger. Airbus actually has a special ferry for employees in Hamburg. Employees then can ride the Island Transit #1 from the ferry. Or a Boeing shuttle. We already have the Swift. I am also recommending that we put in 8 transit stations at Airport and Evergreen, since the cross walk is dangerous. By having buses stop on both sides, it will help transfer passengers from the train. That way bus stops are on the near side and far side, all 8 corners instead of the present 4. This will make riding the train more attractive, or the SWIFT till the train is built.

The land for the transit system should come from 526, not on the side. With proper planning, the need for additional highway lanes can be mitigated.

Another option for reducing traffic is to extend the Island Transit #1 to Seaway transit center. The bus route would mean, that Oak Harbor residents would be able to use the train, thus reducing car transit. The number one would get on the ferry every thirty minutes, and would open up ferry car parking.

While at it, do consider a sound transit stop at Upper Ridge and Casino road, under the 526 bypass. This is an area where there is a concentration of apartments and would meet the needs of residences. Consider making the 413 two way. The impact of construction on this high density area would not work, we need to move construction as far away from apartments.

Please note, Boeing has two shifts, one starting at 5am and ending at one thirty, and another starting at 2:30 till 11am. While it is possible for people who work 8am to 5pm shifts, to use ST to ride from Everett to Renton Boeing, using the ST for first and second shift is not an option. Boeing might consider, 6 hour shifts, or overlapping the two shifts. The transit system closes at 10 pm and starts at 5am, thus does not meet the needs of the manufacturing shifts. The company has an inplant shuttle for parking, but is limited to the amount of parking. Boeing can do more.

I am thus recommending the following. Put the light rail down the middle of 526, not the south side. Second build a bicycle path on the south side. Third have Boeing put in its own bus shuttle, emphasizing Renton to Everett. A narrower 526 should be an option. thus making room for the train.

And extending the Island Transit #1 over the ferry to Seaview. I am also recommending a bus stop for ST at Upper Ridge and Casino road. There is no need to widen 526, if with proper alternatives, we can locate the train down the middle, and I would also like to recommend ground level if need be, the right away is there. We already have a bus lane on Airport Road.

While at it, I would also like to see more accommodations for pedestrian. I would like to see coffee houses, that are open 24 hours, and also accommodations for people who are homeless and have no money, such as converting parking lots to be camping. We need to plant more trees. We need to make the street more accommodating to pedestrians. We do not have to make roads so wide for cars, keep in mind there is lots of space for cars at night, and the we really need this during rush hour, by making alternatives to driving it would reduce traffic. We can put in bicycle trails on buses, for example, or accomodate scooters on a trailer. We need to be concerned for truck traffic, but by reducing traffic for cars it would help.

Sincerely Martin Nix

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Martin Nix

I being a resident of Casino Road, hereby support ALTERNATIVE ROUTE A. There are numerous reasons. This route does not cross Casino Road. This is a high density area, and its impact during construction would be disruptive.

The fact that it is ground level I find attractive, it means it can be built faster and cheaper.

It is further away from Casino Road, which has a large number of apartments, the noise of

construction would be less.

I support building a bicycle trail along the sound side of SR 526, this would make the land available.

I do not support widening of SR 526. With less traffic from cars, it would make it unnecessary.

The fact that it is not served by cars I find attractive, in that means the train will be more pedestrian oriented. Cars are a glutton of land area.

Boeing is nearby, and it still serves the needs of Boeing, who will be the primary users.

If Casino road can be modified, such as turning the bicycle lane into a wider side walk, it would make the street more pedestrian oriented. Encouraging car usage only adds more traffic.

There needs to be restrooms, nicer and patrolled at the station. There needs to be more for pedestrian oriented business such as a 24 hour coffee house.

There needs to be addressing the needs of homeless such as converting some of the vacant land and parking lots along Evergreen way into urban camp sites. Make it nice.

The purpose of the train system is in many ways to help those on no and low income who cannot afford cars. There are numerous abandoned buildings which are there purely speculative. This practice should be outlawed, the intent of property law is that property be used. Not sat on until price of land goes up.

There are options to more cars on the road. Such as putting in a bicycle trail system connecting Mukiteo, Boeing and I-5 bicycle path.

The number 12 needs to be rerouted and more frequent. Neighbor hood taxis can be done. Driverless cars is coming, but a future option, needs to be study for safety. We can put in cable cars, or wire guided cars, or taxis as an option to driving to the station, or something like that. We can put in shuttles, or vans. Or a micro train, instead cars.

The Island Transit #1 from Oak Harbor should go to the train station, and get on the ferry.

The fact that the train station cannot be easily accessed by cars, I see as a plus, people here know how to walk or ride bicycles or scooters. If we can get the facility for it.

Casino Road is a high density area, and it would be more costly to construct here. The fact that Route A avoids high density area is a plus, meaning less impact.

Thus I encourage ST to adopt the Route A. And recommend not widening SR 526.

The impact on house pricing will be huge. With the train coming it, it means real estate value of homes along Casino road will drastically increase. There needs to be more done to lessen the impact of this. Boeing should help by diverting land to housing, especially low income. Boeing can reduce its need for parking. Boeing can put in its own transit system, especially between Renton and Everett and Frederick, thus allowing employees to park at other buildings, thus avoiding the drive to Everett.

Martin Nix.

Resident Casino Road

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Lori Slater

We were very sad to hear about the potential loss of our beloved church. We have been members for 6 awesome years and we go to Senior Bible Study on Tuesday's with at least 60 other seniors who love this church. There is a Men's fellowship that my husband goes to on Thursday. This church has been on this property for 102 years and I would think it would be considered a historic site. Our compassion center was an addition a couple of years ago and helps at least 150 needy working poor families with groceries every week. We are praying that you can find another route or way to bypass our wonderful community church! Thank you for considering a way to avoid going through the property. God bless!!! ?????

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**Date Received:** February 12, 2023

**Source:** Email

**From:** Fredi Schoop

Hello there

I appreciate the opportunity to provide feedback -- as a commuter, community member and tax payer -- regarding the Everett Link Extension and, specifically, the Ash Way Alternatives.

I suggest that you continue to study ASH-A (Ash Way Option A). Below are my thoughts as to why this is the better alternative.

### 1. Commuting

I use Ash Way as a vanpool and occasional bus commuter. I live west of I-5.

Utilizing the current, familiar location validates commuters who have made the decision to live (buy, rent) west of I-5 for easy access to public transportation.

Having light rail, bus connections, vanpools and parking in close proximity makes ASH-A the right choice.

Moving the location to east of I-5 would severely inconvenience (or effectively, put at risk) all commuters who either park their cars (in the existing Ash Way parking area)

commute by bike or walk from west of I-5 and have to cross over I-5

Crossing over from west of I-5 on foot or by bike is hazardous. I suggest you attempt 'the crossing' during rush hour ... in winter.

### 2. Community Impact

ASH-D would force Mill Creek Foursquare (MC4S) Church to relocate. MC4S is a pillar in the community and provides essential services for it. A relocation in close proximity -- where to? -- seems the only feasible option.

### 3. Economic Impact

ASH-D proposes to cross I-5 twice. I find it hard to believe that this is the more economical solution. ASH-D would almost certainly necessitate the construction of yet another 'bridge' (i.e. pedestrian/bikes) to connect to Ash Way parking ... or a significant upgrade to the existing

freeway bridge.

I don't think that the economic development potential of ASH-D is so significant if parking and bus connections are separated from the Station by a freeway.

I appreciate the opportunity to provide feedback.

Fredi Schoop

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**Date Received:** February 13, 2023

**Source:** Email

**From:** Martin Nix

I hereby propose an alternative route for 526. Right down the middle. Instead have the road narrower, with one lane on both sides. With exit ramps. In short, get the cars out of the way of the train. This would be the lowest cost option, since it is ground level. The goal here is to reduce traffic not to increase it. When we spend money on wider highways this only encourages more car usage. People can get out of their cars and ride the train and buses. I want this option included as part of the planning.

Thank you.

Martin Nix

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**Date Received:** February 13, 2023

**Source:** Email

**From:** Nancy Johnson

I am writing to object to light rails use of Alderwood community Churches property. This church has not only been providing food to Lynnwood's most vulnerable families with their compassion center but for years has been providing food to the community through donations to other food banks as well for many years.

It is vital for the community to have a place to worship and a safe place for children to be raised with morals and values. Sharing and learning to serve others. This church is a vital part of Lynnwood. We talk about why things are getting so bad in our communities. And light rail wants to remove one of the places that is teaching people to respect others, show the love of Jesus to even those that wrong you, to help others in need. We need more of this in Lynnwood, not less.

To take a religious/ any faith organization's property also seems wrong . That is not supposed to happen in this America. Please consider other plans that do not involve taking property that serves the community.

Nancy Johnson

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**Date Received:** February 13, 2023

**Source:** Email

**From:** Emily Mydyski Wood

Hello,

I would like to comment on the link, specifically the portion that is threatening to take space and buildings from Alderwood Community Church in the West Alderwood section.

My family and I have been attending Alderwood community church for many years. I have small



children (ages 4 & 7), we love attending church and other functions there. We are at church on campus multiple days a week and consider the church a significant part of the growth and community for my children and my husband and I. We participate in several regular weekly functions at the church as well as bigger events such as 4 day long kids bible school programs in the summer. My senior parents also come and attend special holiday functions.

Having Alderwood as our church is one of the reasons we continue to live in the area. I would also like to mention that often we purchase a meal or coffee or run an errand at local businesses before or after our church events. We definitely value our church and its location, and feel like it is a huge benefit to us, the community and the local businesses nearby.

Please reconsider the path of the light rail.

Sincerely,

Emily Mydynski Wood

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**Date Received:** February 13, 2023

**Source:** Email

**From:** Drew Ralston

To Whom It May Concern,

I understand there are plans for a pathway through the Lynnwood/Alderwood area for the new light rail tracks. While this is exciting and will hopefully assist in the ever-growing traffic problem in the greater Seattle area, in this overly congested area, careful consideration will be required for the location of these stations and pathways. Having worked in commercial construction for several years, every possible problem has a solution, it just has to be discovered!

Alderwood Community Church has made many impacts in my life and helped with my overall progress in becoming both a God serving and community serving man. After I made some poor life choices during my college tenure, I attended ACC and got involved in their young adult ministry. Here I made friends who helped me to manifest the 180 degree turnaround my life and actions took.

Needless to say, eliminating this church from the area would have a significant negative impact on the surrounding community and thousands of families in the area.

Drew Ralston

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**Date Received:** February 13, 2023

**Source:** Email

**From:** Rick Goetz

Dear Sound Transit,

I would like to comment on the tentative route of the Everett Link Light Rail Expansion and the proposed taking of the entirety of the Alderwood Community Church (ACC) and Compassion Center (CC).

I have attended ACC regularly for the past seven years. I am involved with a weekly bible study group as well as volunteering at the Compassion Center on a regular basis. ACC has a unique history in the Lynnwood/Alderwood Manor neighborhood that spans over 100 years. The church has grown substantially and has sponsored several satellite churches over

the years. ACC has over 1,000 worshipers every week plus weekly food bank operations, children and student ministries and supports dozens of worldwide missionaries. Acc is well positioned for access to i-5 as well as to local neighborhoods across 196th and the surrounding areas. Many high rise apartment buildings have been erected within a mile or two of the ACC campus.

When we were told last week that Sound Transit now has determined that their pathway for the Everett Expansion would require the total acquisition of the ACC/CC campus, we were totally blown away. The routes from the end of the current Lynnwood station going north through the Alderwood Mall area have been under consideration for many, many years. Had the elders, pastors and members of the church been given any indication that Sound transit would require taking the entire campus 3-5 years ago, decisions to expand the sanctuary, purchase and remodel the Compassion Center Building, etc. may have taken the leadership in a whole different direction.

Now to undertake a search for an equivalent property and facility becomes a monumental task, and perhaps an unattainable one. Available properties that check off all the requirements for accessibility, sanctuary & support structures, replacement of the Compassion Center facility are sure to be very few and far between. Even if a "green field" site could be located, the time to acquire, design, engineer, permit and construct such a facility could be well over five years.

If there were some site that was available but would require substantial remodelling and revisions, how does Alderwood Community Church manage to finance such a facility cost. What can ACC expect to receive from Sound Transit as a Fair Market Value (FMV)? What is the timing for all the financial swapping of buildings for funds? Does an appraiser take the square footage of the buildings and the area of the parking lots and just multiply a square footage figure based on other commercial buildings sold in the Lynnwood area in the past couple of years? Unique structures such as ACC are far more complex and costly to construct than most other commercial buildings.

We would ask that Sound Transit look very diligently on what an asset Alderwood Community Church is to the Lynnwood/Alderwood area and determine if there isn't a way to allow the church to stay where it is. Perhaps some dislocation may be required during construction, maybe not, but there is always some wiggle room in these plans.

I appreciate being able to voice these concerns to you.

Rick Goetz

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**Date Received:** February 13, 2023

**Source:** Email

**From:** Dorian Deutsch

PLEASE, PLEASE Save our Sanctuary! I have been a shut in, until I was brought to this Alderwood Community Church a few months ago. It is only a few blocks from my home and allows me to have positive, loving, like minded people in Community Worshiping God. This Church has literally Kept Me Alive!

Please, Please help find an alternative route other than through my place of Worship."

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**Date Received:** February 13, 2023  
**Source:** Email  
**From:** Gerald Buell

Thank you for your ongoing progress in keeping our community connected. It is great to see the progress of the light rail over the years and for the convenience you provide. My wife and I enjoy using light rail for our downtown Seattle trips! Can't wait for it to extend to Lynnwood in 2024!

I attend Mill Creek Foursquare Church and understand the church property is located on option B of a possible route for the light rail. I want to encourage you to utilize option A for a couple reasons. First, the carpool parking lot is already located just off Ash Way and 164th. It seems logical that location would be the least costly do develop as you already own the property there.

Second, is regarding the church and the services we provide to the community. If the church would be forced to relocate, the community would be at a loss for the services we provide for the children, youth and under resourced people located near the church.

Thanks for allowing us to provide input.

Gerald Buell

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**Date Received:** February 14, 2023  
**Source:** Email  
**From:** Hans Larson

As a longtime member of the Lynnwood community, I am excited about the development of Link Light Rail service in the area. While accessibility and frugality are an important part of the project that will require the demolition of some buildings and natural areas, they must be balanced with preservation of historic buildings and preservation of important community services. From my examination of the proposed route map, it appears that the part of the magenta line that represents all of the proposed routes runs right through the Compassion Center. The Compassion Center is a vital part of the community that I have contributed to, and its preservation should be prioritized over other commercial and residential buildings, as it provides food and other household necessities to vulnerable people.

It also appears that the proposed line goes through the adjacent parking lot of Alderwood Community Church (ACC), which might be ok, but not if the church has to be demolished. This would be a huge setback for the community. I attend ACC programs twice a week. My whole family has been attending since 2013. This includes my wife, who is originally from Ethiopia and our two daughters. I have met people from all over the world at Alderwood, including from Uganda, India, China, Vietnam, Liberia, Kenya, Mexico, Indonesia, and Ethiopia, to name a few. My parents started attending ACC in 2001. My mom led the women's bible study and helped run the art ministry there before she passed away. My mom's memorial service was held there in 2014. It has positively impacted my life in so many ways. Decades ago, when I was a kid, my family attended a small church in the area that didn't have a baptismal pool, but Alderwood Community Church let us use theirs. The church has always been a big part of the community since it was founded over 100 years ago, and it has played a big part in remembering and preserving that history through two musicals written by one of its longtime members - one in 2017 about the Interurban Rail and one in 2019 about the 1962 Seattle World's Fair Bubbleator.

It would be a shame if the organization that has triumphed clean, efficient transportation of the past was destroyed in the name of the clean, efficient transportation of the future. I think the priorities of the community can be balanced in one of three ways. The first and simplest would be to build an elevated track along the current route but in between Alderwood Mall Blvd and the buildings, allowing both buildings to remain. The second would be to cross Alderwood Mall Blvd north of the church and Compassion Center right at 33rd Ave W. This would also make the route safer, faster, and more efficient, as it would reduce the number of curves in the track. The third option would be to keep the crossing of Alderwood Mall Blvd at 36th Ave W, but continue north along 36th, away from Alderwood Mall Blvd by cutting through the vacant lot to the west of the parking lot of the Ethiopian Orthodox Church in the old Masonic building. The track would continue up 36th, which is wider than 33rd and then cut through the parking lot at the southeast corner of 36th and 188th St SW toward the Alderwood Mall or cut through the parking lot of the Regal Alderwood Theater at 184th St SW.

Hans Larson

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**Date Received:** February 14, 2023

**Source:** Email

**From:** Daniel Harless

Greetings,

I attend Alderwood Community Church (ACC) and would like to comment on the potential plans of Sound Transit acquiring ACC's campus/property.

First off, I want to say, I recently rode the light rail from Northgate to SeaTac for the first time. Fantastic! I have utilized it a couple times to SoDo. Fantastic! Progress is a great thing and I think the light rail falls squarely into that category. Sound Transit has done some really nice things.

Since the early 20thcentury, Alderwood Manor, as it was known, has been developed from chicken farming to what we see today, around ACC (formally known as AMCC). For more than a century ACC has served the community and continues to do so with the opening of the Alderwood Compassion Center. Opened during the pandemic with the goal of serving the community in a more tangible way by serving the very poorest of our community with their most basic needs.

My opinion is very selfish and I know that but let me make my request very clear. As you proceed with the development & planning, please consider avoiding the Alderwood Community Church and Compassion Center campus.

Thank you for your attention and the service to the community

Daniel R. Harless

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**Date Received:** February 14, 2023

**Source:** Email

**From:** Emily Sorge

To Whom it May Concern,

I am writing to you out of concern for my family's church, Alderwood Community Church. We have been told that the Everett Link could go through our church property. This causes us grief and worry.

One of our sons is autistic and has some developmental delays. He is a wonderful sweet and

charming guy. But, a lot of churches do not have the ability to support a family like ours. We spent an entire year looking for a church where our son could be included and our family supported. We found Alderwood Community Church. The children's director understands neurodiversity and has volunteers who specifically volunteer to work with the terrific kids that need a little extra support. I spoke to another mom who has a child with Down Syndrome. She said that as soon as they saw there was another child there with special needs, they knew it was the church for them. We felt the same. Being in a church where our whole family is included and loved has been life giving.

To take away even this church building means to start the process over of adjusting to something different. That is so very difficult for my son. We just got settled in and are heartbroken over the idea that we might need to go through the process of starting over again.

For the sake of the special needs kiddos and their families I ask that you find a way to save Alderwood Community Church so that it may remain in it's location and continue to be a safe place for us where we experience love an support.

Sincerely,

Emily Sorge

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**Date Received:** February 14, 2023

**Source:** Email

**From:** Carl Varner

I am writing in regard to the Light Rail expansion West Alderwood to Everett. It has come to my attention that the current plans all propose acquiring and utilizing the property owned by Alderwood Manor Community Church. (ACC) While I support the expansion of the light rail, the routing of the system across the property owned by the church is not supported. I have attended Alderwood Community Church and have become a member since my arrival into Washington State in 1979.

Alderwood Church has served the local community for nearly 100 years and has expanded on its existing site to serve the community. Recently they have expanded providing outreach services to those in need of food for their family. Almost all the local schools feed students into their youth programs, Alderwood is helping to raise responsible and competent young adults that continue to serve their expanded communities. To find a property in the local area sufficient to house the church and support its reach to the LOCAL community would be nearly impossible. I have worked with many businesses and groups over my career as a commercial Insurance Broker and a common question arises when talking to business owners. That question is "What are the alternatives?" What alternatives are possible, especially with the intent of running along 33rdAve to the Alderwood Mall area? There is an alternative by utilizing existing right of ways and/or owned lands. The rail leading from the Lynnwood station could cross over to the south side of I-5 near Birch Way and cross back over I-5 along Poplar Way connecting back to 33rdAve. eliminating the need to buy expensive land and uproot a local fixture of nearly 100 years.

Sincerely,  
Carl Varner

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**Date Received:** February 14, 2023

**Source:** Email

**From:** Nadine Smith, Mark Smith

I am recovering from breaking my left Femur bone so\*\*I will not be able to attend the up-coming meeting at Cascade High School regarding Alderwood Community Church and Mass Transit. \*\*I thought I would e-mail you. I am so hoping you will re-route Rapid Transit so Alderwood will be able to stand tall. My families story:

We began our history with Alderwood back in 1974. Though the church didn't become our home church, our children were welcome to participate in their their AWANA outreach. They were in it for nine years. Whereas we've attended (as non members) an event or two over the years, we haven't had to much contact. Starting last August, however, I began listening each Sunday to them on-line (their new pastor is great, you should try listening one Sunday).

I say this to let you know that Alderwood is a milestone in this community. They help and provide for ALL people who ask, NOT just members.

PLEASE RE-ROUTE RAPID TRANSIT TO ALLOW ALDERWOOD TO CONTINUE!!

Thank you,

Nadine Smith

Nadine (and Mark) Smith

[Redacted]

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**Date Received:** February 14, 2023

**Source:** Email

**From:** Eric Olsen

\_ Thank you for the opportunity to submit comment regarding the Sound Transit Everett Link Extension, specifically the Ash Way route. As a retired police chief with a municipality in the greater Seattle metropolitan area and police officer with over 33 years of public service, I know firsthand the importance of public mass transportation. I also know the importance of quality education, business, and faith communities working together to meet the diverse needs of our community. \_

Currently, two options are being considered for the Ash Way segment. According to the Sound Transit's website, the ASH-A option will be routed west of I-5 and ASH-D option will be routed on the east side of I-5. ASH-A utilizes the existing Park and Ride, is easier for busses to serve the station and Ash Way Park and Ride, will have the best connections to the planned Swift Orange line, and is easier for cars to pick up and drop off at the station. The ASH-D option will require crossing I-5 twice, will potentially serve less underserved communities, has less affordable housing within walking distance, will require longer travel times for busses to serve this station from the Ash Way Park and Ride, and will be difficult for cars to pick up and drop off at this location.

\_ In addition, ASH-D will require the condemnation and seizure of the property currently owned and occupied by the Mill Creek Foursquare church. Mill Creek Foursquare has been a vibrant

member of the community for thirty-one years, meeting the needs of generations of community members. The church is currently used daily for numerous outreach programs to those in need, in addition to being a house of worship for several diverse congregations. The displacement of Mill Creek Foursquare will cause significant hardship for those who rely on it at its current location. \_

\_Based on Sound Transit's own analysis on its website and the consequences of removing and relocating Mill Creek Foursquare from its current location, it is clear that ASH - A is the logical and best choice. I am respectfully requesting that Sound Transit remove ASH-D from consideration as soon as possible, so that members of the community can continue to benefit from the needed services Mill Creek Foursquare offers, and scarce resources can be allocated to helping those in need. \_

\_Respectfully submitted, \_

Chief Eric Olsen ( Ret)

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**Date Received:** February 14, 2023  
**Source:** Email  
**From:** Adam Brown, Karissa Brown

Hello!

We are writing to voice our support of ASH-A option for the Ash Way Sound Transit Station.

Our family has been a part of the Mill Creek Foursquare church family for almost 15 years. This is the only church community our 10 and 12 year old boys know. Our church uses its land and facility to serve the local community through amazing FREE children's events like the Halloween Candy Crawl, Mother-Son Carnival, Easter Eggstravaganza, Back to School party, movie nights, and many more.

We also have developed extremely strong ties to neighborhood schools that serve underprivileged youth. Our boys LOVE shopping for Christmas gifts and school supplies that we donate to kids in need at these neighborhood schools through Mill Creek Foursquare.

If Sound Transit were to choose the ASH-D option, we understand that our church would likely be displaced. If our church has to leave it's community, we will lose ~30 years of hard work in building trusting relationships with schools, organizations and ministries serving kids and families in need.

If you must use our land, we respectfully request that you find a new location for our church community within the same neighborhood so we can continue to serve the schools, kids and families that rely on us to meet their needs.

Thank you so much for your consideration.

Respectfully,

Adam and Karissa Brown

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**Date Received:** February 14, 2023  
**Source:** Email  
**From:** Pam Zacharias

Dear Kathy and Members of the Everett Link Extension Team,

I wanted to comment on my support for Option A of the Ash Way section of Link Light Rail. I have used the Ash Way Park and Ride, and feel that it would be a logical and convenient way to access the Light Rail for my trips south to Seattle. I believe that it would have much less impact on current residential and commercial properties if on the west side of 164th. I routinely patronize the Walmart Plaza Stores and restaurants on the south east corner of 164th. I attend Mill Creek Four Square Church on the north east corner. Mill Creek Four Square Church, as well as the Walmart Plaza support, serve a multicultural and marginalized population within this area. Our Church has a Food Bank, supports local schools through School Supply drives, summer lunches, Young Life Fundraisers. Our Church is located exactly where we are needed to serve this community.

Please consider utilizing OPTION A, the Park and Ride that is already available on the WEST side of I-5. Please do not take away the property where our Church is located. We are where people in need are- those that need support, food, kindness, access to resources.

Thank you!

Pam Zacharias

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**Date Received:** February 14, 2023  
**Source:** Email  
**From:** Kelly Marshall

Good afternoon, Transit team!

Thank you for gathering public opinion about the Everett link train. I attend Mill Creek 4 Square church and understand that our property is under consideration for the link train. Mill Creek 4 Square is an important resource in our community, working with local schools, businesses, and people in the surrounding neighborhoods. It is a gathering place for many in my community.

I am hoping and praying that you will find the west side of I-5 (park and ride) a more advantageous site for the link rail rather than my church property.

Thank you for hearing my heart and considering my request,

Kelly Marshall

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**Date Received:** February 14, 2023  
**Source:** Email  
**From:** Michael Borrero

I am a resident in the area where comments were solicited by Sound Transit for the Everett Link Extension.



My comment is as follows:

I am opposed to placing the OMF site at Airport Road and SR99. I think this location is less than ideal. There is an awful lot of vagrancy in that area. I think having the OMF there will contribute to a further decline of the area. I suggest that it is better to locate the OMF at your other alternate sites. Either by Paine Field or north of 526.

Thank you and good luck!

Mike

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**Date Received:** February 14, 2023

**Source:** Email

**From:** Larry Brown, Portia Brown

We are in favor of the Everett Link Extension; however we're very concerned about the routing.

We've been told that the proposed route goes directly through property owned by the Alderwood Community Church which has had a presence there for decades. Recently we opened a Compassion Center hoping to help meet the needs of low income people in our community. It seems to us that there must be a good alternative route that would not impact the church and its ministry in a negative way.

May we encourage a "redesign" of the proposed route.

Thanks,  
Larry and Portia Brown

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**Date Received:** February 15, 2023

**Source:** Email

**From:** David Brooks

To those planning the Sound Transit light rail extension from Lynnwood to Everett

I would like to say that I very much appreciate the work of Sound Transit in bringing the light rail from Lynnwood to Everett. As a resident of Everett, I look forward to the day when that project is completed.

With that said, I am reminded of the words of Jesus in the Sermon on the Mount when he tells the assembled multitude that "a city set on a hill cannot be hidden." For more than 100 years Alderwood Community Church has been that kind of beacon to Lynnwood and other surrounding areas. For many years, newcomers to the church have first been drawn to visit because of seeing the lighted cross on top of the building as they drove by on I-5. I know that was true of my wife and me.

Alderwood church is a diverse and thriving voice of comfort, hope, peace, and compassion to many, including the underserved and needy of the city of Lynnwood, as well as surrounding areas. A primary source of this outreach is through the Compassion Center providing, food, health services, and a sense of belonging to many of the underserved and needy. This service is vital to the health and wellbeing of the community.

I certainly agree that extension of the light rail provides many benefits to the community. It is my hope that an alternant to the current proposed route choices may be found that does not eliminate one valuable resource to provide another. Both are vital to the continued growth of the community. May you have discernment and wisdom as you make difficult decisions. Thank you for your efforts.

David Brooks

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Rosemary LeVasseur

Hello,

As an employee working at 3301 Broadway, I am very concerned about the impact of the Options C & D locations for the Everett Station. We have residents and trainees as well as employees living or working in the Hopeworks Station Building adjacent to those proposed locations. Locating the station so near this building will disrupt the lives of our residents who already must cope with many disadvantages and barriers to a comfortable living environment due to very low or no income.

Our trainees will be impacted by the disruption that construction will cause to our Social Enterprise businesses. Customers will be seriously discouraged from patronizing our businesses and this will limit the OJT experience our programs are designed to provide. It could even mean the enterprises will need to be closed due to lack of customers.

Locating the station in the Everett Transit Center along with the train makes sense in terms of the ease for passengers transferring to the light rail and won't negatively impact our residents or trainees.

Thanks, Rosemary

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Bonnie Jean Chambers

Hello Sound Transit.

My name is Bonnie Jean Chambers, and I am a Family Support Coach with Housing Hope. I am concerned specifically about purposed Everett Extension Station plans C and D. I am sure you are getting a lot of input from businesses that will be impacted, but I was born and raised in this city and have seen various attempts over the last half of a century to make improvements, bring commerce, and stabilize community on our little peninsula. Some development has helped, others have created more issues with displacement and shoved created problems to other locations around the city.

Proposals C and D will affect Hope Works Station and Station Place. This LEED building opened in 2019 and is a place our community lives, works, obtains service, and receives career training. This is an improvement that has produced favorable outcomes to our community. Before I worked with Housing Hope, I utilized Hope Works to train and build the confidence of persons I have served from other agencies in landscaping/horticulture, retail, furniture repair/upholstery, and culinary arts. Station Place currently provides affordable housing to 65

families. The focus of this combined enterprise is reducing generational poverty and chronic homelessness, by removing barriers and providing the tools necessary to thrive.

Sound Transit is bringing a valuable connection line, but I believe that building along the Broadway corridor would disrupt too many valuable resources. Next to our building is YWCA Regional Office for Snohomish County whose goal is to eliminate racism by providing housing and landlord engagement. Across the street is Compass Health that provides essential mental health services for those with complex, co-morbid, and co-occurring issues that destabilize one's ability to be co-productive in the community without treatment. United Way is a couple blocks down on McDougal providing necessary volunteers and improvement programs. We are all major stakeholders in shaping the character and culture of Everett and surrounding cities, as we are the County Seat.

My concerns are parking and access to these Broadway businesses is already tight, so shaving more parking, turn lanes, or pedestrian walkways for pillars will compound the issue and disrupt business, access to local services, and both CT and EV bus lines while being built. I am concerned with the proximity of the rail line to apartments will add additional tensions due to noise and vibration. If options C or D are chosen, traffic crawling northbound Broadway/SR529 after being compressed on I5 from converging I405, SR526, and Hwy 2 will be further squeezed and stopped periodically for the 14-year length of the build without adequate detour off the peninsula.

Please consider these concerns prior to choosing an option. The socioeconomic status of the population that will likely maximize the use of this form of transportation have already been displaced due to gentrification in the neighborhood. Thank you for your consideration.

[\(https://www.housinghope.org/ "https://www.housinghope.org" \)](https://www.housinghope.org/)

Bonnie Jean Chambers  
Family Support Coach

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Doug Taft

To Sound Transit Leadership:

I was recently informed that the plans currently being considered for the extension of Sound Transit from Lynnwood to Everett ALL include a public domain acquiring of property that is currently owned and occupied by the Alderwood Community Church in Lynnwood. While my wife and I have recently started attending this church (having moved to the general area in the last 3 years), we have learned about the long history of this church and its amazing impact on the Lynnwood and surrounding community. In particular, the church's Compassion Center assists hundreds of underserved families in the area with its programs, including both an on-site grocery distribution as well as physical delivery to families that are unable to get to the facility for pick-up. My wife and I volunteer with the Compassion Center and have seen first-hand how this program serves any and all members of the community when they are in need of assistance. The Alderwood Community Church facility has been around for 100 years and hosts multiple churches in the facility and has been a accepting environment for youth groups every week.

I believe there has to be an alternative route that could be considered ... one that would not result in the devastation of a community icon that has been serving Lynnwood and the surrounding area for the last 100 years. I realize that you likely get pushback from virtually any property that must be taken to further expand the transit line, so I sincerely appreciate any willingness to reconsider the current route proposals.

Warm regards,  
Doug Taft

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**Date Received:** February 15, 2023  
**Source:** Email  
**From:** Ann Robertson

Greetings!

Thank you for the opportunity to share my input with Sound Transit. The Everett Extension of the light rail will be a real benefit to this whole region. I'm looking forward to its completion.

As a member of Mill Creek Foursquare Church, I hope that you will choose Ash-A for this location's light rail station. Our church's current location is central to serving our community, including local schools, youth, and others.

We hope to be able to stay put. But we also recognize that there will be many difficult decisions for you to make, and are grateful that you will take feedback from the public into consideration.

Blessings to you,

Ann Robertson

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**Date Received:** February 15, 2023  
**Source:** Email  
**From:** Tim Nabakowski

To whom it may concern:

I have followed the progress of the light rail lines throughout the planning, development, and construction phases. I now enjoy going to the airport on the train from Northgate and have been riding it since it reached the station in Seattle. We look forward to its extension to Lynnwood

My wife and I moved to a retirement community just a mile to the west of the freeway off 164th St SW 5 years ago so we could be close to our church, Mill Creek Foursquare. We have attended MC4S for over 30 years, have raised our girls there and been active in the church throughout that time.

Mill Creek FS has been an integral part of the local community supporting the local schools, feeding the homeless and less fortunate, working with children and youth throughout the area, and so much more. It would be a shame to have to relocate and lose these connections. Please consider this in your decision making and planning.

Thank you, and God bless you for the good work you are doing.

Sincerely,  
Tim Nabakowski

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Richard Larson

Dear Dear Sound Transit Link employees:

Alderwood Community Church has transformed literally thousands of lives during its 102 year history at the center of Lynnwood and Alderwood. It has provided critical spiritual, emotional, social and material help for many more over those years. Alderwood Community Church is currently being attended and running as strongly as it ever has, and its compassion ministry helping power I come people is running much more strongly than ever before. Please consider any viable alternative where the church would not have to move. It seems like there is plenty of room for the light rail to run on the southeast side of the church building without removing the building. It also looks like there is plenty of room to run the light rail north on 36th Avenue and then eastward on 188th St. or 184th St. Could that route be more strongly considered?

Thanks for all your efforts to provide effective public transportation.

Thanks for your consideration, Richard R Larson

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Jordan Gage

Please don't proceed with taking alderwood community church. I've gone to this church since I moved here in 2000. I started there when I was 16. I've been married and have since had 4 babies. They all consider this church like their home. We are at church for Sunday service. Mops on Tuesdays, womens bible study and awana on Wednesday evening. This will be a tremendous loss for our family. We pride ourselves I. The fact that this church has been a healthy community building church formive

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Jordan Markert

Please do not tear down Alderwood Community Church to build the new section of light rail. This church is our home. It is our place of worship. It is precious to us and precious to the community. In a time when the world seems so filled with violence, negativity, and strife, Alderwood Community Church provides the community with helpful services, goodness, community, and friendship. I live in Shoreline and come up to Lynnwood just to attend this church. Our children call this church their home. Please find an alternative route that does not demolish Alderwood Community Church and destroy our house of worship and a place that has served Lynnwood for 100 years.

Jordan Markert

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Linda Dunleavy

I am a member of Alderwood Community Church and would like to submit my comments the proposed project extending light rail to Everett. I hope to present a very positive impact on how the Alderwood Community Church has impacted me and our entire community. Destruction of the property and the mission of the Church would be devastating to me and the community.

There are two primary points I'd like to make: One is personal, and the other is the community as a whole. Both show how Alderwood Community Church is all about CONNECTING and GROWING. There is a strong connection with local government, schools and individuals in the community.

I moved to this area after the death of my husband to be closer to family and some long-time friends, to make new friends, and to basically start a new chapter in my life. Alderwood Community Church played a significant role in my feeling accepted and welcomed into the community. While I had the support of family and friends, I found it difficult making new friends. It seems there is a PNW outlook that says "my circle of friends is full, so I don't need any more. I'll be polite, but there is no room in my circle for new friends or acquaintances." I found this reasoning both in general and more specifically in the needlework community. Alderwood Community Church and its members did not subscribe to this particular mentality and they welcomed me. Alderwood Community Church has strengthened and supported growth in my faith. I can continue to CONNECT and GROW through Alderwood Community Church.

Second...it's not all about me...but the COMMUNITY. Alderwood Community Church has a strong relationship with the community and with the City of Lynnwood. A few examples:

The Compassion Center provides groceries to as many as 150 families each week

The Compassion Center also invites the Community in for a meal and companionship each month

The Compassion Center volunteers help tutor young readers

The Compassion Center volunteers help adults with English as a second language

Mothers of Pre-schoolers – helping young mothers with the myriad of issues they face

Support for widows by connection and support

Support for seniors through Bible Study and worship

Trunk or Treat – a safe environment for fun and connection on a spooky holiday

Student Ministries – a safe and welcome environment for teens and pre-teens

Financial and emotional support for missionaries worldwide who are spreading the Gospel of Jesus

I hope I have expressed a positive, impactful impression of what Alderwood Community Church means to me and to the Community of Lynnwood.

Linda Dunleavy

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Jeff Kaas

Please preserve Alderwood Community church

And compassion center.

All the best,

Jeff

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**Date Received:** February 15, 2023

**Source:** Email

**From:** Kathy Johnson

Please see attached comments.

Thank you,

Kathy Johnson

[Redacted]

15 March 2023

Everett Link Extension Kathy Fendt Sound Transit 401 S. Jackson St. Seattle, WA 98104

Submitted electronically to everettlinkcomments@soundtransit.org

Re: Scoping comments for Everett Link Extension EIS

Dear Ms. Fendt:

This electric mass transit facility is critical to the transportation needs and quality of life in our region. Its creation will go far towards reducing reliance on fossil fuels and carbon emissions. Yet it is a huge project with high potential for environmental destruction as well. It is critical that these detrimental effects be minimized as much as possible, and common-sense efficiencies be incorporated into the project to that end.

The EIS must thoroughly consider the effects of all actions on climate change, of course. This includes emissions generated during construction as well as the reduced emissions resulting from use of the light rail after completion. Measures to minimize these emissions should be considered in the EIS, including use of electric or hybrid construction equipment where possible, retaining as many trees and other vegetation as possible along the corridor and even planting additional native trees and other vegetation as part of the project.

Wetlands also play a huge role in capturing carbon and should be preserved as far as possible for this reason as well as the other valuable functions they serve, including flood control, wildlife habitat, and water filtration. Where they cannot be protected, mitigation wetlands within the same drainage must be created and fully functioning prior to any wetland destruction.

Efficiencies of route alignment and station location also must be factored into environmental effects. It makes the most sense to locate stations at existing park and ride lots and transit stations. Moving such infrastructure entails additional environmental and climate impacts from construction. The detour to Boeing/Paine Field is a huge waste of energy and resources.

Instead of bending the line west to include that destination, it should be accessed by a separate spur. There's a reason that trunk highways don't wind around in this way. The main route should follow I-5, with a spur from a station at 526 to "the SW industrial center." And a way should be found to allow the train to stop at the Paine Field airport; perhaps a subway? To be used and to be practical, the rail line must connect directly and conveniently with other transportation hubs! This means that the Everett station should be at...the Everett Station. This will allow people to access Amtrak and bus service without having to walk long distances, often with luggage and/or small children, in order to connect to the next leg of their journey. The Ash Way station should be located at the existing Park & Ride lot (Alternative A). The 128th Street station should be as close to I-5 as possible, since the route will ideally continue north along I-5 from there, thus utilizing the current Mariner Park & Ride lot as in Alternative D is preferable.

For the Operations & Maintenance Facility, I favor whichever of the 16th Avenue locations would have the least wetland impacts. This seems the best balance of avoiding negative impacts on the environment and on residents and underserved populations.

Of course the needs and historical knowledge of indigenous Native American Tribes must be considered foremost in this decision.

I look forward to using the link light rail to travel to Seattle and Sea-Tac airport, especially since I will be too old to drive by the time it is finished! And for context, my parents voted—unsuccessfully—for mass transit such as this when I was a child. I hope that you will consider these comments and incorporate them into your planning and environmental analysis.

Thank you,  
Kathy Johnson, DVM

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**Date Received:** February 16, 2023  
**Source:** Email  
**From:** Victoria Thompson

Hello, I received an email from a friend telling me about how the Sound Transit route is threatening to close down a century old church in Lynnwood, Alderwood Community Church. This would be a direct interruption of some very vital ministries to the community and beyond! I've been to the church for a few events in recent years. My own home church came together with other congregations to meet for prayer there at ACC, I've attended a funeral there and my sisters when they were young attended youth events. I know that in these days of uncertainty the church has been reaching out in very tangible ways to those who need helpful direction for their lives through their Compassion Center. What a deficit that will be to so many in need!

Please listen and hear the words of those of us who do not want this transit system to stop the good being done through this very important church.

Thank you, Victoria Thompson

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**Date Received:** February 16, 2023  
**Source:** Email  
**From:** Don King

I would like to ask why your going up 33rd instead of continuing up Alderwood Park Blvd.?



It would seem to me that from Lynnwood park and ride where the light rail ends - staying on Alderwood Park Blvd. to Alderwood Parkway makes more sense then going north on 33rd to the Mall. Staying on Alderwood Park Blvd. to Alderwood Parkway and north along the eastside of the mall instead of the west side. This would be easier and displace fewer business and people going north to the mall and up Ashway to Ashway park and ride.

Thank You  
Don King

[Redacted]

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**Date Received:** February 17, 2023

**Source:** Email

**From:** Fred Murray

There are several reasons why the proposal to build the Ash Way to Mariner line on the east side of I-5 should be rejected.

First, the Ash Way Park and Ride is already established on the west side of the freeway and could be readily incorporated into the new Ash Way light rail station. Switching the tracks to the east side of the freeway, it would seem, would make a station at Ash Way much more complicated to build, and thus, more expensive, and pass up an opportunity to utilize the investment we taxpayers have already made at Ash Way.

Also, crossing over the freeway twice must be extremely expensive compared to keeping the tracks on the west side of I-5 at ground level.

An even greater cost would be the irreparable impact on the environment. The east side of I-5 includes a Native Growth Protection Area, the Interurban Trail, and a green belt strip along the border with northbound I-5.

This area is the habitat for numerous animals ranging from rabbits to hawks and eagles, a 4 point buck with a doe, among others. In addition, countless walkers, joggers, bicyclists, commuters, and dog walkers use this area every day. Moving the light rail into this space would be detrimental to the utilization of this area and its inhabitants.

Keeping the tracks on the west side of I-5 would be the simplest way to minimize the negative impacts of the project on this area. I also believe it would save the taxpayers a lot of money on a very expensive project.

Please reject the proposal to build the new system on the east side of I-5.

Thank you for taking these factors into consideration.

Dianne & Fred Murray

[Redacted]

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**Date Received:** February 17, 2023

**Source:** Email

**From:** Judy King

Kathy Fendt, Environmental Manager

Could you please tell us which churches in addition to Alderwood Community and Mill Creek Foursquare will be effected by the next construction phase of your Everett Link?

Thank you,  
Judy King

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**Date Received:** February 21, 2023

**Source:** Email

**From:** Davis Brooks

To those planning the Sound Transit light rail extension from Lynnwood to Everett, I would like to thank Sound Transit for the public hearing on February 15th at Cascade High School. It was good to see the progress being made on the Everett extension planning. Sound Transit made its case very well. But, as a member of Alderwood Community Church who attended the Open House, I came away and disappointed with the lack of answers about the proposed route from the Lynnwood City Center Station to various alternate Alderwood Mall potential station sites.

On the maps I have seen showing alternate routes for the above routing, the highly visible and seemingly best choice is north on 36th Avenue from 196th Street and then east to the finally decided site of the Alderwood Mall Station. At the Open House, when asking both Sound Transit and Lynnwood representatives as to why this route was not being pursued, the only answer was that it had been considered and rejected. The answer included no specific information as to how this decision was made.

A simple drive along 36th Avenue north from 196th Street shows on the right side of the road underused parking lot after underused parking lot. It is a straighter and less difficult route in terms of obstructions in the way of building than is the proposed routing along 33rd Avenue. It also avoids taking the strategic location of Alderwood Community Church in providing key services to Lynnwood and surrounding communities.

As another alternate route, it appears that the strip mall on Alderwood Mall Boulevard that includes Michaels and other stores is planned to be eliminated for additional apartments within the next few years. If this is the case, routing through this area provides another possible alternate routing that avoids Alderwood Community Church.

Please make more information public as to how the 33rd Avenue routing was decided and other potential alternatives were rejected. The new light rail is very important to Lynnwood and other communities on its way to Everett. Please do this in a way that maintains important community services such as Alderwood Community Church. Thank you for considering my request.

David Brooks  
[Redacted]

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**Date Received:** February 21, 2023

**Source:** Email

**From:** Matthew Wilson

Dear Sound Transit,

I wish to convey my concern about the plan to use government power to acquire the property currently owned by Alderwood Community Church so that it can be used to build the light rail extension.

Prior to this moment, my experience with Sound Transit has been quite pleasant. For three years I took the Sounder Train from Edmonds to Seattle every day for work. I appreciated how the trains were clean, safe, and ran on time. It was a stark contrast to the experience I had with public transit when I lived in LA.

And I also like the idea of extending the light rail all the way out to Everett, as that is where I now live. I could take it to the airport, or a Mariners game, or even to church.

If the church is still there.

Alderwood has been my home church my entire life. Even in the years when I lived in LA, whenever I came back for a visit Alderwood was still home. It is the place where I found hope in Jesus, and where I have walked through the seasons of life with many lifelong friends.

The unique location of Alderwood allowed me to connect with people from all over the region. As a child my parents would take me there from our home in Snohomish, and, later, from Mill Creek. I grew up with friends in Everett, Mukilteo, Lynnwood, Edmonds, Mountlake Terrace, and even Kirkland, all because of Alderwood's central location.

If the goal of Sound Transit is to help people connect, then consider that Alderwood Community Church has already been connecting people for over 100 years.

In 1917 the Alderwood Manor area was nothing but a field of stumps. The land had been logged by the Puget Mill Company, and now they were looking for a way to sell it and reduce their tax. So they developed the 'New Life of the Land' program, which recruited people from all over the country to move to the area, buy a plot of land, and become chicken farmers. A trade they would learn at the Puget Mill-owned Demonstration Farm.

Many people moved here to take them up on the plan, and in the 1920's Alderwood Manor became the 2nd largest egg producer in the United States. These chicken farmers also planted a church, and it has been here ever since.

The eggs were shipped out via the Interurban Rail Line, which at the time ran from Seattle all the way to Everett. The same path light rail now wishes to recreate. The line was dismantled in 1939 because it seemed no one needed it now that they had cars. I suppose no one back then could have guessed that one day there would be so much congestion from car traffic that a rail line would once again seem like the best option.

In the 100+ years of Alderwood's existence the area has gone through massive changes. The chicken farms faded away but the community grew. Schools. Businesses. The freeway. The

mall. Each change brought more and more people to the area. And Alderwood Community Church has always welcomed them with open arms.

Which is exactly what we want to keep doing. We are excited about the opportunity for light rail to connect more people to the area. The word connect is even in our motto - "Connect. Grow. Go." But we can't connect with people if we're not there anymore.

I understand that part of the plan would be to pay the church a fair price for the property. But it is impossible to put a monetary value on what Alderwood Community Church means to our community. And anyway we don't want the money. We want the ministry. We want to stay right where we've always been - in the heart of the community. Helping us all connect to each other and to God through the Gospel of our Lord Jesus Christ.

For these reasons and more I ask that you find an alternative route for the light rail and leave our church property intact. Thank you for taking the time to consider my thoughts on these matters.

Sincerely,

Matthew Wilson

[www.Matthew-Wilson-Writer.com](http://www.Matthew-Wilson-Writer.com)

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**Date Received:** February 24, 2023

**Source:** Email

**From:** Mary Lou Staab

To Whom It May Concern,

Thank you for the opportunity to comment on the Light Rail project in the Lynnwood area that will affect our church.

I have happily attended Alderwood Community Church for the last three years. Not only have I been blessed and encouraged by all of our pastors, but I have made many true friends there.

As you know, our area has really grown in the last few years. As an avid quilter, I joined the quilting ministry as that is the gift God has given me to provide help to needy persons in and around our Lynnwood community. Our quilting group provides many quilts and other handmade items with love to such groups such as a youth burn center, Support 7, and our Compassion Center, to name a few ministries. The Compassion Center has been a success providing food, household supplies, baby necessities, furniture, quilts, a church service in Spanish, an ESL reading program with book pillows, and encouragement to those struggling. We are a blessing to the recipients, and vice versa.

Since we are very centrally located in Lynnwood, it has been very convenient to easily help those in need. When the Lynnwood area was hit with snow and ice in November/December 2022, many of our recipients braved scary road conditions to get the help they needed. Thankfully, our central location and relatively flat area made it easier for the ministry workers as

well as the recipients to get there. That is why having the Light Rail run right through our church and Compassion Center would be devastating to both our Alderwood Church community, as well as those with whom we minister.

I can imagine all that goes into such a extensive endeavor as the Light Rail project and dealing with all the problems and people that it would affect. The February 15th meeting was really an informative eye opener. However, thinking about all the building being done in the Lynnwood area, the lack of land and costs to build if we were forced to relocate is not encouraging for the future for our church as it currently stands. God will provide one way or another, but if there is any way to accommodate our church it would be greatly appreciated by all concerned.

Sincerely,  
Mary Lou Staab

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**Date Received:** February 27, 2023  
**Source:** Email  
**From:** Joan Rose

Good afternoon.

I am a resident of Mountlake Terrace, a frequent user of light rail to the south, and excited about the coming expansion. However, I am very concerned with the proposed plans that will eliminate Alderwood Community Church and the Compassion Center.

I'm sure that no one wants to be impacted by change, and you must make difficult choices that will displease some. However, this is a plan that will hurt the community as well as our large and long-standing congregation. It has long been a goal of our church to serve the community, and we have made use of our location to reach out to underserved people around us. Our church houses a Vietnamese congregation, and in addition to services for our young, teen, and senior citizens we also have programs for mothers of preschoolers, whether or not they are part of our church, and maintain a service group that seeks out elderly and widows in the area who need help. We have long been recognized in the community for our musical productions using the talent of volunteers to bless the city. Our compassion center provides food for over 100 families, as well as homework help for their children and a monthly meal where they can meet each other and share stories and help. We also sponsor a medical and dental van to provide services to this same population.

Our church began over 100 years ago in this very spot. The original building is still part of our campus, but we have given sacrificially over the years to expand and update the building to serve a growing congregation, as well as purchasing land for parking and, of course, the compassion center. A great deal of time and money has been used to make this building perfect for its outreach to the community.

Please consider other routes that would spare this important resource to the community, and church home to so many.

Thankyou, and God bless you.  
(Mrs.) Joan L. Rose

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**Date Received:** February 28, 2023

**Source:** Email

**From:** J Skelly

Good morning,

I was reviewing the options for the future light rail locations. Options C and D appear to have potential negative impact on HopeWorks Station. This concerns me and I have made a list of items you may not be aware of:

HopeWorks Station North and South at 3315 and 3331 Broadway are important community assets that need to be preserved during light rail construction, regardless of the final alignment chosen.

HopeWorks Station North/Station Place provides 65 units of affordable housing, 57 of which are dedicated to families and individuals who are experiencing homelessness.

Both HopeWorks Station North and South provide essential job training and social services to help individuals with barriers to employment get back on their feet and into the workforce.

HopeWorks' job training programs offer participants real pathways out of poverty by helping them advance their education and be successful in the workforce. These services are needed now more than ever and will continue to be an asset to our community for decades to come. Our community invested nearly \$32 million in the construction of HopeWorks Station North, from both public and private sources including Low Income Housing Tax Credits, New Market Tax Credits, State Housing Trust Fund, Building Communities Fund, Community Development Block Grant Funding, and generous contributions from our neighbors who believe in the mission of this organization.

HopeWorks Station North is an Ultra-High Energy Efficient building that serves as a model for sustainable design. It was the first building in the City of Everett to be LEED Platinum certified and recently won the Urban Land Institute Americas Award for Excellence.

Please take these items under consideration as you are thinking about your choices of placement of the light rail station.

Thank you,

J

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**Date Received:** February 28, 2023

**Source:** Email

**From:** Carl Varner

I was talking about the light rail line to Everett with one of my friends explaining that it would impact our church Alderwood Manor Community Church.

He commented that one of the options that should be considered is the old interurban trail location. This could be an elevated platform with walking trail underneath.

I hope that this could be considered and avoid the disruption of the church property.

Thank you for your consideration.

Carl

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**Date Received:** February 28, 2023  
**Source:** Email  
**From:** Jennifer Tate

Hi,

Just wanted to share some comments related to the possibility of a Light Rail Station that would negatively affect Alderwood Community Church, ACC. As a member of ACC for several years and our family has been attending for 18 years. This church has been a huge blessing to us and an even bigger outreach to the community. I have been personally involved in their Mops program (Mothers of Pre-Schoolers) and it made a huge impact on my life as a new mother. This program is available to any new mother in the community, not just ACC members. ACC has a wonderful youth program from infants to 12th graders. Both of our kids have been a part of the youth program and I've watched them grow spiritually over the years. We have events through the year that support the food bank, the Pregnancy Resource Center and many more. Another big community outreach is our Compassion Center. Come on a Tuesday night and witness the love of Christ as we feed our community. Many community members rely on our service to put food on their tables. The church is strategically placed for easy access to the people we serve. If the church had to move to another location we might not be able to provide the same services. Please consider finding another location for the Light Rail Station that wouldn't detrimentally affect ACC.

Also, on another note...please install turnstiles in the light rail stations. There are so many people on drugs and doing drugs on the light rail. The fare police that come onto the light rail are afraid of these folks and will not ask them to provide proof of payment. As a light rail user (I commute from Lynnwood to Seattle for work), I am often afraid of riding by myself. If this is going to be my only way of commuting to Seattle for work, I will consider paying to park in my parking garage in Seattle and driving to work. Also, after events at stadiums (Mariners, Seahawks and concerts) I often see hundreds/thousands of people filing into the light rail without paying or swiping their cards. Can I get an amen for turnstiles? :)

Another plea for help...please consider cleaning the light rail on a more regular basis. Often there isn't seating available because some has spilled food or beverages on the seats and or left garbage behind. I think if we had paying customers on the light rail (see above) we wouldn't see as much of the mess.

Thank you for reading and considering my comments. I'm excited for the Light Rail but also see some room for improvements and increased revenue.  
Thank you,

Jennifer Tate

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**Date Received:** February 28, 2023  
**Source:** Email  
**From:** Lilly Zheng

To whom it may concern

I was surprised to hear that Sound Transit might have have parking garage in North Everett because there will have a lot of people from North want to take take light rail and they need to

park. I thought parking garage in north Everett was planned and approved. Please consider to have a parking garage in North Everett wherever you decide to have the station. That will reduce the traffice (that is the goal, isn't it? to have light rail?)

Thank you!

Lilly Zheng MBA

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**Date Received:** February 28, 2023

**Source:** Email

**From:** Tom Griffith

It appears that any current option for this section will travel along the area which includes a large number of Douglas Fir trees on the West side of I-5. I am most concerned about the area which currently has no noise reduction structures. The loss of these trees would completely eliminate what little sound barrier exists and I encourage some plan which addresses this issue.

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**Date Received:** February 28, 2023

**Source:** Email

**From:** Frances Lukas

My condominium is in the Par Four complex between highway 526 and Casino Road. We have many different people here. Young people buying their first home, people who have this as their second home, and retirees. Some of them work at Boeing. But we all have one thing in common. If light rail comes through here we will lose our homes. The young people could end up owing money on a mortgage for a home they can no longer live in. The people who work Boeing will have to move farther from work. Some of them may not be able to work there anymore because they won't be able to find an affordable home close enough. And I am 78 years old. Where am I going to find a home with the space (1080 sq. ft.) and Independence I have now? Not any where in this area. In the last ten years I have lost my father, my mother in-law, my mother, my cats, my dog, and last and worst of all my husband last year. Do I have to lose my home too?

Sincerely,  
Frances F Lukas

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**Date Received:** March 1, 2023

**Source:** Email

**From:** Curt Lillibridge

Dear Sound Transit,

I am writing to express my strong support for the West Side Alternative Route for the light rail rather than the East Side Alternative Route. As a frequent user of the Interurban Trail, I strongly believe that the West Side Alternative Route would be a better option for the community and environment.

The Interurban Trail is an essential resource for walkers, bikers, and other trail users in the area. It provides a beautiful and peaceful environment, and the West Side Alternative Route would preserve the scenic and natural beauty of the trail. However, the East Side Alternative



Route would infringe on the trail and distract from its purpose. It would take away from the peaceful and scenic environment, and trail users would have to deal with noise and other distractions from the light rail.

Furthermore, the Interurban Trail is an important part of the community, and it would be a shame to have its integrity compromised by the construction of the light rail. The West Side Alternative Route would protect the trail and ensure that it remains a valuable resource for the community.

I urge you to consider the importance of the Interurban Trail and the needs of its users in your decision-making process. Please prioritize the West Side Alternative Route for the light rail to ensure that the community and the environment are protected.

Thank you for your attention to this matter.

Sincerely,

| Curt Lillibridge | Regional Manager |

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**Date Received:** March 1, 2023

**Source:** Email

**From:** Curt Lillibridge

Dear Sound Transit Team,

Sound Transit has determined its advantages and disadvantages for each route. The only advantage for the east side alternative, is that Snohomish County Council says its better. I am writing to express my objection to the conclusion of Snohomish County Council that the best route for the light rail system should go on the east side alternative route over the west side alternative route.

I believe that the Snohomish County Council has not publicly provided any factual data that shows the east side alternative route is better for the community. Instead, it only states that the land that would be claimed by Sound Transit by eminent domain would be used for "Future Development without any explanation." I am particularly concerned that this land, which Snohomish County Council designates for "Future Development," is owned by Mill Creek Four Square Church, and the Council has not given a reason why they would displace a church for other future development.

As a member of the community, I strongly object to the displacement of Mill Creek Four Square Church and believe that Sound Transit should not use eminent domain to claim their property. The church ministers to many local organizations, including local schools, low-income housing, and provides food through the church's food bank. Displacing the church would be a significant loss for our community.

Furthermore, I believe that the west side alternative route would be a better option for the light rail system as it has more high-density apartments that would benefit from the system. In contrast, the east side alternative route has more single-family homes, and the light rail system would not have the same impact on usage.

Therefore, I urge Sound Transit to consider the potential impact on the community and the environment when making the final decision on the light rail system's route. It is critical to consider all options and alternatives for the route that would best serve our community and

provide the most significant benefit with the least impact.

In conclusion, I believe that Sound Transit should not use eminent domain to claim Mill Creek Four Square Church's property, and the west side alternative route would be a better option for the light rail system. Thank you for your attention to this matter.

Sincerely  
Curt Lillibridge

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**Date Received:** March 1, 2023

**Source:** Email

**From:** Zachary Burrows

Hi there!

I am excited for the light rail, and how it will help me commute from Martha Lake to Seattle.

I am a member of Alderwood community church and I heard that link light rail was planning to acquire the church property.

I do hope the light rail can find another path that does not impact our location and outreach to the community via our many church events and work through the compassion center.

Myself and my family have benefitted massively from Alderwood, and hope it can remain in its location.

Zachary Burrows

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**Date Received:** March 2, 2023

**Source:** Email

**From:** Bob Lindenhovius

Good Day,

Sorry, I was unable to attend this week's meetings.  
I was wondering, If I can relay my comments to the team.

My Comments:

Has anymore brought up the use of tunneling from Lynnwood @ 44thAve to the south of the EVT train station.

Could Sound transit take the cutting tool used from the East link extension and move it up the EVT link extension project?

Could the team review my proposal to break out the EVT Link into 2 phases?

Phase 1- From West Alderwood station to tunnel underneath to the south of the EVT Train Station

Phase 2- Then continue the other project from Mariner Parking to the EVT industrial complex

then connect back up to existing link

Based on the above comments here is what I would like to comment:

Timeline and milestones

Phase 1 \*\*

Planning 2022-2023

Design 2023-2025

Construction 2025-2027

Open for service 2027-2029

Phase 2

Planning 2024-2027

Design 2027 – 2029

Construction 2029 -2031

Open for service 2031-2032

Thank you for taking my comments to be added for the teams review.

Any further questions, feel free to reach out to me

Have a great day

Mr. Bob Lindenhovius

Retired Veteran

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**Date Received:** March 5, 2023

**Source:** Email

**From:** Barbara Bly

Dear People,

I am a property owner at 4611 View Drive. I am wondering if you could please give me more information as to where the track will be placed from 52nd Street North to 41st Street.

My questions are:

Looking at either scenario for track placement (whether the track comes down Broadway from 529 or switches from along the freeway to Broadway at 52nd Str.), will the track be on the East side or West side of Broadway?

I attended the zoom conference last week. I believe it was stated that the track along Broadway would be elevated? Where exactly will the track be elevated? From 52nd to 41st?

If the track is elevated along this portion of Broadway, how high will the elevation be?

If the track runs on the West side of Broadway, I am concerned about my property being acquisitioned. When exactly would I be notified?

My property is on VIEW DRIVE, parallel to Broadway. Will my view of the Snohomish River Valley and the Cascade Mountains be obstructed by the transit - especially if the track along the 52nd Street to 41 Street is elevated?

If our property is acquisitioned, are we reimbursed for the property value?

Were the hours of transit operation North and South in front of my property from 5 am to 1 am?

What will the noise level be in comparison to the noise we already experience from the freeway?

Will the noise from the trains along with the noise from the freeway be greater than the noise from the freeway that we experience now?

Any thoughts of building cement walls on the West side of the rails to decrease noise for homeowners?

How many trains would travel North and South each day to Everett Station?

Has there been any consideration of laying the track down Evergreen Way from Casino Station?

There are many businesses on Evergreen Way where employees may access transport to their jobs.

As Everett is becoming more of a “College Campus” city, any thought of extending the station to Everett Community College, or is the thought the bus system can bring the students to the campus?

I am in favor of having the Everett Station at the Transit Station. This makes so much more sense as the area is already accessible to the other variety of transits for citizens. The area is also more favorable for building than along Broadway.

I also feel it is in the best interest of our community to have the segment from Boeing Freeway Casino into downtown Everett along the West side of I-5. Yet, once the tracks switch over to Broadway at 52nd Street, I may have more questions when I receive your answers to my questions regarding the 52nd Street North to 41st Street placement of track.

Thank you for allowing me to offer my questions and input. I would so appreciate answers to my inquiries.

Barbara J. Webber Bly  
[Redacted]

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**Date Received:** March 6, 2023

**Source:** Email

**From:** Jeff Babbitt, Suzanne Babbitt

Dear Sound Transit,

This input is in regards to West Alderwood route.

We attended the February 15, 2023 event at Cascade High School to obtain additional information on the Everett Link Extension. We are members of Alderwood Community Church.

We are requesting Sound Transit to develop a route that does not require the dislocation of Alderwood Community Church and Compassion Center (3 story building next to the church) from their current location.

Alderwood Community Church has been serving the Lynnwood community for over 100 years. Currently, there are also Spanish speaking and Vietnamese services at the church. The Compassion Center provides food and assistance to many working poor individuals and families in our area.

One of your project goals is "Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility...".

Transit mobility is important but there needs to be a balance so other important services are maintained. We at Alderwood Community Church feel our current location provides the most optimal location to serve our community.

Sincerely,  
Jeff & Suzanne Babbitt

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**Date Received:** March 6, 2023

**Source:** Email

**From:** Lee Little

This proposal would diminish the property values in the area of Broadway if an elevated rail were placed along the Broadway path. We as of now have a lower than average property value in the area and would lose any way of selling our property which is less than a block from Broadway. What buyer would even consider purchasing a property this close to an elevated rail system that would interrupt the life and likelihood of a potential increase in property values? The system running along I-5 has plenty of room and a barrier already installed to alleviate the sight and sounds of a system running day and night. We as a community have voiced our disapproval of any system running along these lines.

Thank you,  
Lee Little

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**Date Received:** March 6, 2023

**Source:** Email

**From:** Lisa Lovern

To Whom it may concern:

My name is Lisa Lovern. I have been a part of Mill Creek Foursquare Church for almost 31 years. My husband and I started attending when it was in the Martha Lake Community Center 6 months after it started in 1992.

I have been on staff for almost 22 years. In my time at Mill Creek Foursquare Church, the one thing that has stood the test of two different pastors is the heart to reach and assist those economically challenged in our community as well as the schools around us. Our heart has been to be a tangible presence in our community from the homeless to the local elementary, middle and high schools. We have had a once a month feeding program, helping to pack backpacks with food for our schools. During COVID, we had a bread ministry providing free bread to anyone in the community. We had so many come where they would grab extra bread and food to share and give to their neighbors.

We have come alongside Oak Heights Elementary Schools and Alderwood Middle School by buying supplies for the teachers and students. We have partnered with the school to provide an afterschool tutoring help and we have bought presents for underprivileged families at Oak Heights and Alderwood Middle School in the Christmas season as well as provided meals during Thanksgiving.

Why I am writing to you? To share how much our presence matters in this community. We feed the homeless, help the schools and financially support those struggling to pay rent, utilities and food.

We have been a light on this hill for 31 years last month and I hope you will consider putting the Ash Way line on the Option A side of the freeway so we can continue to work together with the City of Lynnwood to assist those in our community.

Sincerely, Lisa Lovern

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**Date Received:** March 6, 2023

**Source:** Email

**From:** Jaquine Soraneo

Dear Sound Transit,

As a resident of South Everett, I would like to contribute my comments on the Everett Link project concepts under your consideration.

Please do not make the mistake of other Sound Transit projects by presupposing what's best for our community without adequately studying the details of tradeoffs of different routes for the light rail line. Please include in the EIS an alternative that DOES NOT make the diversion out to the airport and Boeing. To truly understand the benefits and costs of directly serving those of us that live in the community, please study running the track down Evergreen Way after it leaves the Mariner area. The previous reasons given for not studying this route were clearly based on the Mayor and County Executive's political interest in Boeing, and to purposely not allow Sound Transit to dig into the possible ways the Evergreen route option could help my community which is low income and not politically powerful. That reason for not including it as a route line is completely inadequate and unjust. This can be corrected by adding it to the EIS now. This will be less costly than adding it later like was done for other Sound Transit plans. This route along Evergreen would be more direct and would serve those of us that live in the area now and in the future. It should be studied in the EIS and designed to help improve the very dangerous high speed road with very few crosswalks where people are injured and killed on a regular basis. I am afraid to let my children walk to the current bus stops because the area is not safe because does not have a good environment for people or families walking. The new light rail could be built in the middle of the road or above as I have seen it done in other countries where it makes the area a better place to live. We in South Everett deserve this high quality transportation system to serve us, the people, not just the corporations that make the biggest campaign contributions.

Thank you for your consideration of these important matters.

Sincerely,  
Jaquine Soriano

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**Date Received:** March 6, 2023

**Source:** Email

**From:** Martin Pagel

I understand that Boeing would like a station and the airport should also have a station. You would really need two stations and even those stations would still require quite a walk. On the other side the opportunities for serving residents are far higher along SR99. Other riders may want to get to Everett as quickly/short as possible. Many airports use people movers to connect to transit. I suggest to build Link along SR99 and some automated transit technology (people mover or urban gondola) along 100thSt SW, Airport Rd, and/or SR 526 to connect Boeing and the airport to one of the Link stations. The airport station should be as close to the terminal as possible and the Boeing station should provide simple transfer to Boeing's internal shuttles. I would also keep an option to add another station along SR99 before you arrive in Everett.  
Martin

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Stacy Hurt

Hello,

I'm so looking forward to light rail coming northward. As you are currently receiving community feedback through March 10 for the different alternatives for the Lynnwood light rail extension location, I would like to say alternative A, (putting the station on the west side of i5) would be more convenient and seemingly much less of a traffic mess than the other side.

Thank you,  
Stacy Hurt

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Diana McGregor

Management,

First of all, let me say a big thank you. It's been exciting to see real traction and momentum with the rail going in. Whoever is at the top driving things forward...you are amazing! So grateful to see taxpayers money being well spent.

Secondly, I am hoping to weigh in on using the the Ash Way side of the freeway for the Lynnwood-Everett link. It makes sense, with the bus terminal/park-n-ride there, to use what's already available such as road/traffic lights, shelters and so forth that exist on that side of the freeway. People busing can access the rail. There appears to be a much clearer route to Everett with less disruption on that side of the freeway as well. With good reason it is dubbed the Lynnwood to Everett link.

That said, I am biased. I've been a part of the Mill Creek community for years. I've raised my children here and been active in the community. I work in Mill Creek. I've attended Mill Creek Foursquare Church, a body of believers who faithfully serves the community to provide after school tutoring, feeding programs and help to the disadvantaged. Choosing the Mill Creek side would bring tremendous disruption.

Please continue the link on the Lynnwood (Ash Way) side of the freeway.

Thank you for allowing me to weigh in on this important matter.

Diana McGregor  
[Redacted]

Diana Rae McGregor  
Independent Certified Health Coach

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Lisa Barton

\*\*Dear Sound Transit,

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As a member of the church, I am aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,

\*\*Lisa Barton

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Deonne Benedict

Dear sir or madam,

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. Mill Creek Foursquare is involved in many community outreaches to schools, the homeless, and at risk youth. If the



line goes through the church and we are forced to move, these programs would likely cease, and relationships developed over years would not be able to continue.

Additionally, Mill Creek Foursquare is known for its kindness and generosity of spirit. I have gone to other churches and none have the compassion of MCF. The church has been in this location for many many years.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community.

Thank you for your understanding and attention to this matter.

Sincerely,

Deonne Benedict

Deonne  
[www.charisclinic.com](http://www.charisclinic.com)

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Kris Otnes

My opinions for light rail for Lynnwood to Everett are as follows:

ALD-D at West Alderwood

ASH-D for Ash Way but build a pedestrian bridge across I-5

MAR-B for Mariner

AIR-A SR 99/Airport Road, tame the approaching streets and pedestrian bridges across the intersection

EGN-D for SR 526/Evergreen, tame the approaching roads, and pedestrian bridges across the intersection. Consider routing the line between casino rd and downtown Everett along the interurban trail and improving it while you do so. I like cycling along the interurban trail and any part of it that can be improved is a net benefit with little downside.

EVT-A for Everett Station

And as for airport road and Paine field, it is absolutely a tremendous slap in the face to voters and transit users by Exec Dave Somers and Mayor Cassie Franklin to refuse consideration of a study for an alternative route along 99.

There is no housing near Paine field and nobody will walk to their jobs at Boeing (or suppliers) because everything is so spread out and catered to car owners. It's inexcusable to hide behind "it's what the voters voted for" and take it off the table because that's exactly what this public input process is for.

I don't give a crap what Boeing thinks about where the rail goes because almost no workers will use this light rail and certainly the executive who weighed in will never set foot on it.

kris otnes

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Kirsten Foot

Dear Sound Transit,

I am excited about the extension of light rail to Everett, but very concerned regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans in the area of Ash Way. As a long-time participant in this church, I fear significant impact this action would have on not only on the congregation but also the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services, including nearby schools, low-income individuals and families, and elderly residents of care facilities. Its property is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for the Ash Way station, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this concern.

Sincerely, Kirsten Foot

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**Date Received:** March 7, 2023

**Source:** Email

**From:** May Fox

Dear Sound Transit,

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As a member of the church, I am aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. Alternative A already has a place for a station to be created, within the Ash Way Transit Center. The Ash Way Transit Center is already in place with a parking lot for cars. If you have an area already in place, then construction costs would greatly be reduced and the Lynnwood phase of the light rail could be finished ahead of schedule, with less construction involved. The Ash Way Transit Center is the best place for the light rail to go. This would not only be better for the transit system, but also for the local

community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,  
May Fox

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**Date Received:** March 7, 2023  
**Source:** Email  
**From:** Lisa Gunnels, Doug Gunnels

Dear Sound Transit,

We are writing to express our concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As members of the church, we are aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

We understand that Sound Transit is considering two options for its expansion plans, and we urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

We request that you take our concerns into consideration while making the decision regarding the expansion plans. We hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,

Doug & Lisa Gunnels

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**Date Received:** March 7, 2023  
**Source:** Email  
**From:** Linda Pardee

\*\*Dear Sound Transit,

I am writing to express my concern regarding the possibility of Sound Transit using eminent

domain to acquire Mill Creek Foursquare Church for its expansion plans. As someone who has been searching a while for a place that feels like home, I have finally found it here at Mill Creek Foursquare Church. I am aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It's a place of worship like no other, a hub for community activities and gatherings and so much more.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the members of our church but for the community as a whole.

I'm asking you to take our concerns seriously while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,

\*\*Linda M. Pardee

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**Date Received:** March 7, 2023

**Source:** Email

**From:** Jennifer Schiro

Dear Sound Transit,

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As an attendee and member of the church, I am aware of the great impact this action would have for the local community. Mill Creek Foursquare has been an integral part of the community for many years I returned to this Mill Creek Foursquare community after being away for many years. It has served thousands of individuals with its various programs and services and impacted many lives in the local community. It is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for its expansion plans, and I strongly urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a particular and singular loss, not just for the church members, but also for the community as a whole.

I request you to take these concerns into consideration while making the decision regarding the transit expansion plans. I truly hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and sincere attention to this matter.

Sincerely,  
Jennifer Schiro

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**Date Received:** March 7, 2023

**Source:** Email

From: Derek Held  
Everett Link: Ash Way

My feedback concerns two station locations, SW Everett Industrial Center and SR526/Evergreen.

For the industrial center, I am really struggling to understand why Sound Transit is not prioritizing the airport for station location. Paine Field's master plan details a low end estimate of a tripling of passenger traffic to 3 million per year with their baseline hitting over 4 million. Boeing already provides their own shuttle services to employees to facilitate movement all around their campus. Boeing will have no issues facilitating employee movement from a light rail stop at Paine Field to anywhere on their campus. But sticking the light rail stop so far away from the airport passenger terminal will be tremendously harmful to the attractiveness of light rail for transport to the airport. Even Paine Field's master plan talks about wanting light rail access to the terminal. And this is all without even discussing Paine Field's possible selection for expansion as part of the CACC's work. It feels like Sound Transit is really not planning for the future with the current proposed station locations.

For SR526/Evergreen, why are the only options ones that require us to tear down apartments and houses? Why can we not have a station embedded in the highway median like on Mercer Island? With the housing crunch all over the region it seems bad to remove even more of it when there is an alternative that lets us retain more housing.

Regards,  
Derek

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**Date Received:** March 8, 2023

**Source:** Email

**From:** Steve Salmon

Dear Sirs,  
I live in Everett and I'm an avid supporter of mass transit. I use the Community Transit bus and the Northgate Light Rail Link when commuting to Seattle and trips to SeaTac airport. I look forward to the day when the light rail terminates in Everett.

I see multiple advantages to revising the current baseline route (Airport Rd, Boeing, Rte. 526) to a much more direct route to Everett Station that is adjacent to I-5. It reduces light rail transit time from Everett to Seattle significantly, could be completed sooner and at less cost. It causes far less physical disruption to the community which could potentially cause additional delays. Flexible and convenient bus service can be provided to the Airport Rd, Boeing, Rte. 526 corridor as shown in the diagram below (Everett Link Stride).

I hope the committee will seriously consider modifying their baseline proposal to something similar to the Everett Link Light Rail 'Alternate Spine Route' shown in the diagram. It would provide an excellent combination of service, integration with existing infrastructure and flexibility. A secondary benefit would be additional Light Rail Link visibility to I-5 drivers stuck in Everett traffic to get them to use mass transit.

Thanks for listening,  
Steven Salmon  
Everett Resident

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**Date Received:** March 8, 2023

**Source:** Email

**From:** Christie Eden

Hello! Just writing with some thoughts on the light rail expansion.

First of all, I'm a fan and regular user of the One Line. I live in Everett, and the Northgate Station has already made the system much more useable for me. Whereas previously I would think twice (or even three times) about any event or errand I wanted to do in Seattle, I now check to see distance from a light rail station and / or bus connection. I can go almost on a whim to Pike Place, Uwajimaya, the U. District, Benaroya, the 5th Ave., Paramount, Folklife, MoPop, etc., etc. I frequently call my ORCA card my Keys to the City!

I'm very excited for the Lynnwood extension to bring light rail across the county line. I see a variety of people using the system now, and I believe the expansion will greatly increase use and access.

I do have some friends who attend Alderwood Church, which it sounds like is currently in the path of all three proposed routes. I know that their church means a great deal to them and the rest of the congregation. I also know that they have an outreach center which positively impacts the surrounding community. I would encourage you to consider any possible routes that could bypass the church.

For the Everett portion of the project, I'd also like to note that with the projected growth of Paine Field, I think it will be important to prioritize some way of getting to the airport via transit. From a previous planning meeting, I gather that this would likely need to include bus or shuttle.

Thanks for this venue for feedback, and for all the hard work already completed!  
- Christie (Eden)

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**Date Received:** March 8, 2023

**Source:** Email

**From:** Elaine Lee

Thank you for giving me the opportunity to respond to the placement of the light rail. My husband and I have attending Alderwood Community Church for 12 years. It is a place of compassion, acceptance, honoring God and meeting needs in our community, laughter and love.

Part of the reason we as a church have been able to do this is because of our location. Being

centrally located in an area where we are easily accessible is very important to reaching into the community. Alderwood Community Church has supported, encouraged and met needs of hundreds of people in our community of Lynnwood including a food bank that feeds 150 FAMILIES a week. News reports said 150 people. That is not correct. And a reading program for children who are from different countries and need help learning. Serving people. Meeting needs.

In order for Alderwood to continue our ministries, we need an area of at least 10 acres. There is no area in the vicinity that is large enough to meet our needs for reaching out to others. We are aware that churches pay little taxes as compared to businesses that will be affected if the route of the light rail is changed to the other side of the free way but you need to consider what kind of long term impact this would have on our community in meeting needs-without costing the city anything.

My prayer is that you would put PEOPLE first and change the route of the light rail and not tear down Alderwood Community Church that has stood as a beacon of hope and love for over 100 years.

Thank you.  
Elaine Lee  
[Redacted]

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Clifton Kerr

Hello,

Please stop the planned route through Alderwood Community Church.

Sincerely,  
Clifton Kerr

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Sandy Robinson

Hello

I would like to offer my support in favor a light link option that does NOT destroy the property of the well established Alderwood Community Church. I would like to ask the committee to consider other possibilities. The option to destroy ACC and the associated food distribution center would be detrimental to such a huge contributor and asset in our community. There must be other alternatives to consider.

Thank you for your consideration,

Sandy Robinson

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**Date Received:** March 9, 2023  
**Source:** Email  
**From:** Dorian L

Please remove this church from Lynnwood! The manner in which they treat Lynnwood residents is unbelievable. Read their reviews and you will see how removing this church is the best option for the safety of Lynnwood.

Their pastors do not hold leaders accountable and violate the confidentiality of people who go to them for help.

I recently read an email they were sent from a Lynnwood Councilmember who was providing them with public records without going through the proper legal channels, extremely corrupt!

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**Date Received:** March 9, 2023  
**Source:** Email  
**From:** Brad Reed

Greetings, Sound Transit Professional!

I know this expansion isn't an election, but I'm casting my vote for the Ash Way Light Rail Station to stay on the West side of I-5. I attended last month's community meeting at Cascade HS, and I think Alternative A is the plan that avoids spilling over to the East side of I-5. Why do I prefer staying on the West side?

this would avoid the "urban sprawl" effect that would be inevitable if this station was on both sides of the freeway.

in my feeble opinion (I'm an accountant, admittedly not a civil engineer!) the station would function more efficiently if it was all on one side - the West side where all the activity already is. I attend Mill Creek Four Square church, and our location would be needed if this station spreads over to the East side of I-5. Mill Creek Four Square church is a benefit to the surrounding community, and has been for a number of years. I don't see how we would replicate a similar location if eminent domain is invoked. Our growing campus isn't like a store, office, or service location which could be moved into a similar location within a mile or so. We have (and are expanding upon) a unique set of facility characteristics which are difficult if not impossible to find, and time consuming and costly to build, even if a suitable buildable location could be found.

We know that the new light rail will benefit the region, but I sure hope it can do its good work from a station on the West side of I-5!

Thank you for considering this!

Brad Reed

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Ben Austin

Hello,

Below are some comments and questions I have about various Everett Link Extension Station Options:

Paine Field:

If Paine field is to become a major airport please locate station much closer to it, like the current SeaTac light rail station. The option closest to airport is not even that close.

Casino Road:

Will elevated tracks be used around casino road area?

Ashway:

A pedestrian bridge would be great to have connecting Ashway Park and Ride to the station option in the other side.

Mariner:

Has there been any discussion about a station at the Mariner Park and Ride?

Everett Station:

Any thoughts on stations past Everett station?

Will a relocation of the swift blue bus bay be needed?

Are there any concepts for a station on the east side of the bnsf tracks?

Thoughts on Lynnwood Light Rail:

I'm very excited for Lynnwood light rail because I live in Snohomish and Mill Creek area and from Silver Firs there is a direct bus to Alderwood Mall/Lynnwood

Station Area Thoughts:

Transit oriented development should take place around stations

Parks and greenspace could benefit stations

We should have interesting art like at Angle Lake Light Rail Station

Maybe have businesses inside station like air ports or Japan's Shinkansen train stations

This could be what we need to make places like Lynnwood and south Everett less car dependent and cut back on the giant stroads and strip mall filled areas. We could make it more walkable and a pleasant space to be a pedestrian in

From: Ben Austin

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Robert J. Staveskie

Good evening. My name is Robert J Staveskie. I attended the ST Open House at Cascade High School. While there, I submitted a paper copy of my Scoping Comments at that time, and I requested to be signed up to receive project updates. (See Attachments) To date, I have not received a reply to the questions I posed in the middle of February. Answers to these questions would have been helpful as they directly impact the meaningful feedback I and others could have provided you by your requested deadline of March 10, 2023.

That said, I have read and reviewed any and all information that I could find regarding Everett Link in general, and more specifically the SR 526/Evergreen Way station options. I have walked the option areas at various times of day and days of the week. With that said, I provide the following additional Scoping Comments regarding the SR 526/Evergreen Way station concepts:

EGN-A: This is my preferred option for SR 526 / Evergreen Station for the following reasons:

- 1.) It will be built at street level. Elevated rail allows the noise associated with it to impact a larger sector of the local population.
- 2.) North of SR 526 impacts the fewest residents, businesses and community destinations.
- 3.) Impacts the historically underserved least while
- 4.) still providing a short walking distance from these destinations and bus routes to the light rail system.
- 5.) Properties on the north side of SR 526 are mostly SFR until almost Evergreen Way. The City of Everett 2044 Comprehensive Plan Update calls for a need to make room for an estimated 69,000 more people or 37,000 more homes. The south side of SR 526 already has multi-family housing. The best strategy to accomplish the Everett 2044 Comprehensive Plan is to leave the current multi-family housing on the south side and remove the SFR's on the north side for LR and future developments. I work in the City of Shoreline. I am assigned inspections in the neighborhoods surrounding both stations. City blocks of SFR's have been leveled to make way for future MUR70 construction which is well on its way. Again, it makes sense to remove SFR's for up-zoned multi-family housing options as opposed to removing current multi-family housing.
- 6.) Removal of KinderCare daycare, two churches, Dunn Lumber or the Casino Square complex in its entirety would not be needed. It should be noted that the Casino Square complex contains upward of twenty individual businesses, mostly geared toward the historically underserved and communities of color.
- 7.) Removal of these destinations will impact the historically underserved most as these community members use the facilities and frequent these businesses.
- 8.) Removal of these destinations negatively impacts your stated Equity and Inclusion commitment for the same reason stated in items 6 & 7 above.
- 9.) The majority of these facilities, businesses and destinations are frequented, owned and/or operated by people of color.
- 10.) Removal of these destinations negatively impacts your stated Influences on "whether

people can fulfill their fundamental needs, from jobs and education (churches) to groceries and medical care to interpersonal connections that ensure mental and emotional wellbeing."

11.) ST's admission that construction on the southside of SR 526 will be the "most problematic" due to crossing Casino Road once or maybe twice. Crossing Casino Road will not be necessary if EGN-A is the chosen option.

12.) A pedestrian bridge already exists. Should a bridge replacement be needed, the majority of businesses in Casino Square could be saved by simply leaving the current bridge in place during construction and building the new bridge just east of the current. At the easternmost point of the Casino Square complex is a break in the complex building for access to the current pedestrian bridge. Just east of this access is a separate building that contains a Subway and a MoneyTree Loan establishment. If needed, these could be taken for a pedestrian bridge improvement or replacement project.

13.) A multi-family complex is already being built on the north side of SR 526 that is just far enough away to still accommodate LR construction and establish a model for other new construction of similar MUR70 style construction. In the City of Shoreline, west of I-5 and the N 145th Street Station, the contractor who completed the first housing complex has carried on with similarly styled buildings further west for blocks. The same could happen on the north side of SR 526 as well.

Please be advised that I have already signed myself up for project updates online.

\*\*While I understand your time constraints. Given the lack of a response to the very simple questions I asked in mid-February, I respectfully request an acknowledgement of some type that this email has been received and reviewed for consideration by A LIVING AND BREATHING PERSON.

Sincerely,  
Robert J Staveskie  
[Redacted]

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Kristi Kading, Dave Kading

Dear Sound Transit,

Our family is writing to express our concerns regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As members of the church, we realize the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings. Our family has participated in many parts of supporting the community - food bank, school food and supplies, assisting the homeless in the area, and more.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the

community as a whole.

We request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,

Dave & Kristi and our 3 girls

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Mark Olsen

Dear Sound Transit,

Thank you for offering an opportunity for public response and feedback!

I want to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. I know that Sound Transit is currently deciding between two different options (ASH-A and ASH-D). I want to strongly urge you to choose ASH-A.

Mill Creek Foursquare has been and continues to be an integral part of the community. From its position on the hill, it has served thousands of individuals with its various programs and services. The church regularly communicates and interacts with the local school systems. It is not just a place of worship but also a hub for community activities and gatherings. And its reach is not just local -- Mill Creek Foursquare helps communities around the world in developing communities.

ASH-A is not only better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members but for the community as a whole.

It is also my understanding that Sound Transit does not need to take the church's property. I understand the importance of development, and it is a great thing to have more public transit. Good will come! But, please do not take the church's property. Even if you want the route to continue on the east side of the I5, please leave the church and cross I5 to the north of us.

Lastly, please consider the safety of the more vulnerable members of our community. ASH-D would require pedestrians to walk farther to/from the station. With long, dark nights in the Pacific Northwest, this is neither safe nor responsible to encourage and endorse.

I humbly ask that you consider these concerns when considering your decision. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage. I also hope that Sound Transit will seek to protect the members of our community who neither privileged nor able to protect themselves.

Thank you for your understanding and attention to this matter.

Sincerely,  
Mark Olsen

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Jane Ashbrenner

Good morning!

As a longtime member of Alderwood Community Church in Lynnwood, I wanted to let you know of it's enormous impact on my life personally as well as my family's. Alderwood Community Church has a history of being focused on service to the community. In recent years, this commitment was further advanced through the purchase of a 3-story office building which is now used as our Compassion Center. In addition to providing food, the Center offers free medical and dental care, homework assistance for students and is beginning English as a Second Language classes. We have church services in Spanish and Vietnamese in addition to English. The congregation also provides free school supplies, backpacks, etc. for students in need at a local school.

We believe the current location is vital in continuing to provide, as well as expand, services to the underserved in our community. We are very hopeful an alternative can be found that will allow us to remain servicing our community in the present location.

Thank you!  
Jane Ashbrenner

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Justin Flittie

Dear Sound Transit,

I am writing to convey my concern regarding the possibility of Sound Transit exercising eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As a member of the church, I am informed and acutely aware of the significant impact this action would have on the local community and the faithful people who work to support it. Mill Creek Foursquare has been a fundamental part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the

expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.  
Sincerely,

Justin D. Flittie

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Susan Reed

\*\*Dear Sound Transit,  
\*\*

As a member of Mill Creek Foursquare Church, I am concerned about Sound Transit's possibly using eminent domain for its expansion plans. I believe this would make a big impact to not only the church attenders but the greater community. Our church serves the community through its many programs and community activities.

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I am asking that you would choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. It would allow our church to continue to help the Mill Creek, South Everett, and Lynnwood communities.

\*\*

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for hearing our concerns and taking them into consideration. \*\*

\*\*Sincerely,  
\*\*

Susan Reed

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Howard Maxfield

My friends at sound transit.

Sorry for all the comments today. We were using my computer in a room full of seniors near the Mariner station to view the webinar, and they all showed up as me asking them!

Guess what? I didn't write any of them, as I attended the first zoom and the public meeting.

Please don't put me in the doghouse!!!

Howard Maxfield

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Carolyn LaNasa

The projected route for Sound Transit Light Rail will destroy our Alderwood Community Church in Lynnwood, and impact countless persons. The century year old church is committed to serving worshippers Sunday mornings as well as week days. It has grown over 1,000 including Spanish and Vietnamese attendees. The food bank is effectively reaching needy families weekly. The Compassion Center campus houses food for distribution, sponsors dinners, and offers tutoring programs to the citizens in Lynnwood and neighboring communities. Many families rely on the services and outreach the church provides. Running the train through the heart of the church will uproot and devastate hundreds. I petition Sound Transit to plan an alternate and allow Alderwood Church to continue to influence in the community and remain a hub for worshippers.

Thank you for reconsidering.

Carolyn LaNasa

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Yuri Popov

I would like to submit my public comment on the proposed alternatives for the Everett Link extension.

First of all, I fully support the project as a whole.

Second, it is extremely important to collocate the proposed Link station in Everett with the Sounder and Amtrak stations. This will provide important transfer opportunities. For example, a person will be able to take an Amtrak train from Vancouver, BC, to Everett and then transfer to light rail at Everett to complete their journey to the destination. Such collocation would provide a far greater regional impact and increase the utility of the light rail system. Alternative EVT-A will also provide far better connections to other transit services (SWIFT and bus routes) as well as more space for parking. For these reasons, **\*\*I fully support alternative A for the Everett station (EVT-A)\*\*** and recommend that other alternatives in the Everett area are dropped from further consideration.

Thank you very much for taking my public comment into account.

Best regards,  
Yuri O. Popov, Ph.D.

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Cris Little

The current routes being considered unnecessarily displaces a church that has stood in the community for over 100 years and other buildings. It is fiscally irresponsible to run the rail in through the Alderwood mall area. The route up to that point has largely run along the I5 corridor. We should be responsible enough to know that we have to go to the train station to get on

board. The train shouldn't have to come to our doorstep. Please reconsider a previous route that allowed the tracks and station to parallel Interstate 5. There is currently a vacant building and land between Alderwood Mall Parkway and Beech Road. Please consider the taxpayer and their hard work to get this funding. Please provide a reasonably priced efficient rail system for our community.

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Will Berkley

To the Light Rail Directors,

I have lived in and owned a home in Lynnwood since 1993. I have also been a member of Alderwood Community Church since 1989. That church is what brought me to Lynnwood; I am quite sure I never would have moved here if not for that church. It is not only a wonderful place to attend, but it has been a constant help to the community for whole time—more than 100 years—that it has been in Lynnwood. Part of the mission of the church and the members is to bless and help this community. Only the latest benefit has been the food for the homeless and disadvantaged, and many other services provided by the Compassion Center. The church spend millions of dollars to acquire that additional building to be a ministry to Lynnwood residents.

Please do not take that land away from this vital place from Lynnwood. Only a narrow area is needed for the rails to run, and there are other options that will not so negatively impact our community of Lynnwood.

It is great that you are creating alternatives to driving through the Greater Seattle area, and I am looking forward to using the Light Rail system.

Will Berkley

Lynnwood, WA

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Mark Stocker

Per the proposed Everett Link extension, I wish to comment on the SR526/Evergreen location. On the southeast side of that location, there is a major communications hub owned by Ziplly Fiber. A lot of fiber cables run out of there carrying voice, data & TV. Any work done there needs to take buried cable into consideration.

Speaking as retired employee of GTE/Verizon/Frontier I'm just being cautious. There have been a few occasions cables were severed along Casino Rd because pre-location was not done.

Mark Stocker

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**Date Received:** March 9, 2023

**Source:** Email

**From:** Wanda Thompson

Dear Sound Transit,

\*\*

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. I am aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals



with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,\*\*  
Wanda Thompson

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Alyssa Brake

Dear Sound Transit,

I am writing to express my thoughts and concerns about the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As a member of the church, I am aware of the significant impact this action would have on the local community.

Mill Creek Foursquare Church reaches out to care for far more in the community than may be readily seen by your researchers. The church has served thousands of people within our direct community with a wide variety of programs and services. The church is more than a holy ground where many meet to worship and connect, but serves as a central location for many to receive emotional support regardless of their religious beliefs, a safe space for the local youth to play and connect with each other or relax after school, and so so much more. Mill Creek Foursquare Church serves this community out of a care for our fellow humans regardless of where anyone comes from. Please do not take this from the many people we serve in our local community.

I understand that Sound Transit is considering two options for its expansion plans, and I greatly urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

Alternative D simply does not make sense either. It would be much simpler for any driver to simply drive another exit down I-5 to the central Lynnwood City Center Station on 220th, than for a driver to park and then leave their car to walk to get on the Light Rail. As a woman, it would

be a safer option for both me and my car - let alone walking so far in any poor weather. Alternative A is clearly the better option and a better use of my taxes than Alternative D.

There has already been enough damage done to the community's resources through some of the eminent domain choices made in this expansion process like the Seattle Latvian Evangelical Lutheran Church and community Center. Please halt the pursuit of removing more safe spaces for our community to gather like the decision to consider taking Alderwood Community Church's property as well. That church has been a pillar of the community and is a guardian especially for those who may not feel comfortable speaking out to anything similar to an authority member or who has a language barrier which is certainly an environmental impact I doubt has been considered. I think it is a shame that Sound Transit is clearly focusing on removing churches from our local community. I repeat: these churches do more good for the people of Lynnwood and the greater Seattle area than you think you know.

If the "public hearing" from 2/15/23 at Cascade High School was any indication, it is that both Alderwood Community Church and Mill creek Foursquare Church matter. I urge you to keep this in mind as you come to a decision.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

I look forward to hearing you've made the right choice. Thank you for your understanding and attention to this matter.

Sincerely,

Alyssa Brake

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Kirsten Foot

Dear Sound Transit,

I am excited about the extension of light rail to Everett, but very concerned regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans in the area of Ash Way. As a long-time participant in this church, I fear significant impact this action would have on not only on the congregation but also the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services, including nearby schools, low-income individuals and families, and elderly residents of care facilities. Its property is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for the Ash Way station, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this concern.

Sincerely,  
Kirsten Foot

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Ralph Puchalski

Dear Sound Transit,

I am excited about the extension of light rail to Everett, but very concerned regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans in the area of Ash Way. As a long-time participant in this church, I fear significant impact this action would have on not only on the congregation but also the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services, including nearby schools, low-income individuals and families, and elderly residents of care facilities. Its property is not just a place of worship, but also a hub for community activities and gatherings.

I understand that Sound Transit is considering two options for the Ash Way station, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this concern.

Sincerely,  
Ralph Puchalski

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Yuji Tokomoto

The Everett light rail station should be placed at the current train station in Everett. It is already a major transit hub, and it will be possible to change to other train lines and bus routes as a result. Shifting the light rail station further north would destroy such connections, as you will not be able to move the current Amtrak/Sounder train station to a new location. Thus, I vote for alternative EVT-A. Thanks.

Sincerely,  
Yuji Tokomoto.

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Todd Marshall

To Sound Transit,

Don't underestimate the value to the community and general public of Alderwood Community Church at 3403 Alderwood Mall Blvd. Another route or option should be utilized rather than taking this private property and the one adjacent to the church at 19400 33rd Ave W. Given the amount of local people served (over 1200 each week) of all walks of life, incomes and cultures, the church is accomplishing many of the stated goals of the city and Sound Transit. The physical train is important to move people but the stated goals of bringing community together and increasing connections cross culturally and serving the underserved is better accomplished through the activities of the local church and compassion center (serves local under-served and lower income people from our adjacent campus at 19400 33rd Ave W). Moving people should utilize public property already in place like an elevated track over the existing inter urban trail between the church property and the freeway or use the median between the freeways. To displace private property should be the last resort and will be the most disruptive and have many unrecognized and un-discussed consequences to the health of the community. Our church promotes healthy family and community relationships, accountability, and trains both children and adults to have better mental health, healthy relationships and be productive members of the Lynnwood community.

Displacing this church will come at a high price forcing members to re locate out of the city center area. It will be difficult to find a replacement property similar to what we have now particularly in a nearby location in the downtown Lynnwood area.

If there is no other alternative than the city and sound transit should negotiate in good faith to help us acquire a similar replacement property. This could be the tired shopping mall next to the convention center or something similar that would allow us to continue our function in a similar facility and location that will continue to serve the same downtown Lynnwood community. The planning so far has not addressed any of the spiritual or community health issues and needs that the church provides. Making space and promoting many other businesses, breweries and a host of others and neglecting churches in the downtown area is a mistake. Consequences that will show up include continuing higher rates of crime, poor mental health and related drug and suicide issues, homelessness, and people dependent on government services. A decision to displace Alderwood Community Church and not provide a similar building and location will not serve or enrich the community more than sound transit. I have personally used Sound Transit from the airport to Northgate and seeing the number of free riders and resulting homeless people, people on the train using drugs, the train actually does a dis service and is opposed to the stated goals of building healthy communities and connections using Sound Transit. This can be fixed and sound transit could be a viable option (its not now) but the true cost of taking the church property and adjacent compassion center should be considered and an alternate plan made due to the high cost both financially to replace the property and the negative aspects to people both members and the community at large being served both spiritually and physical needs of the community.

Todd Marshall

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Nick Curatola

Dear Sound Transit Board,

I am writing to express my support for Station C as an alternate route for Everett Link Downtown light rail alignment. I believe this route is a better option for the city of Everett and the downtown core because the topography on McDougall Alley lessens visual impact of the light rail, Broadway remains a two-sided street, and riders are able to exit the train in the downtown core. As a developer and property owner in Everett we know, our tenants value fast, reliable and accessible transit service that connects them to jobs, education, health care and recreation opportunities in Snohomish County and beyond.

I urge you to select Station C as your preferred alternative for Everett Link light rail in your upcoming decision. This route would best serve the needs and interests of our community.

Thank you for your consideration.

Sincerely,

Nick Curatola

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Teresa Mature

Hi, I live at [redacted].

I'm concerned about the noise the new link extension will make. We live between I5 and the railroad tracks and it's already so noisy!

Teresa Mature

[Redacted]

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Kevin Smith

Dear Sound Transit,

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As a member of the church, I am aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

We have been there for 10 years. In that time we've:  
had our children grow up in a positive environment where they've learned to serve others  
we've packed meals for feed the children to the tune of 50k meal packs times 3 events  
we've provided lunch and snacks to local schools for food challenged students  
we've provided dinners and a safe place off casino road everett for students

This is just our own personal involvement.

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring much hardship to the local community. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter. Our community needs the care and love of mill creek foursquare.

Kevin Smith  
Mill Creek WA

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**Date Received:** March 10, 2023  
**Source:** Email  
**From:** Rachel Hayes

Dear Sound Transit,

I'm writing in hopes you will consider constructing the train on the west side of 164th and spare the church our family attends, Mill Creek Foursquare. The destruction of the church building would be devastating for the church community...relocating in the vicinity would be close to impossible.

Thank-you for your consideration,

Rachel Hayes

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**Date Received:** March 10, 2023  
**Source:** Email  
**From:** Tiffeny Kraft

To whom it may concern;

I'm commenting on the I-5/Broadway and the route to Everett Station.

- In regards to the rail line from 52nd street to the north Everett station it said on your website that it was planned to put the rails on the EAST side of Broadway. There is a section of green area in between Broadway and I-5 South. IF that is where you intend to place the rails/tracks then I have no issue. However, when we attended the in person meeting we were told that the plan is to place the rails on the WEST side of Broadway. This would place the train literally in my backyard as well as demolish many of the homes of my neighbors. We live in an older and established neighborhood, quite a few of the homes in this area have been passed down through generations, destroying this neighborhood - even partially, is not OK. Aside from the fact that this would destroy some homes and take away property from others, the

sewer lines from the neighborhood also run in the area that is to the west of Broadway. Then you have the Evergreen cemetery on the same side, this is a very busy cemetery where many local heroes have been laid to rest. The cemetery does not have enough parking as is and the rail line would go through their parking lot, possibly even through burial plots?! There is ample green space in the area to the EAST of Broadway, right in between I-5 South and Broadway, this where we were under the impression that the light rail tracks would be going and this is where they should go.

Honestly I'm not really sure why there is a plan to make a North station. Connecting to the other train station in North Everett seems pointless. There are no communities that reside in the area, none of the "underserved" population and it's not very accessible.

- In regards to the proposed locations of the stations:

Many of the proposed station areas are high crime areas. Mariner, SR99/Airport Rd, and SR526/Evergreen. All these areas are known to be high crime areas. What will be done to address this? How will you make passengers feel safe enough to use the stations at all? One station is planned to be put on Casino Road, this area is notoriously a high crime area and has been for decades. Also, many of the stations are not going to have parking - considering where they are being planned I wouldn't park there anyway but isn't there better options? Places that you could park and not have to worry that your car would be stolen or broken into? Honestly I'd rather drive to Lynnwood and park there than to use any of the proposed station locations in Everett.

Thank you,  
Tiffany Kraft

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Jordan Danielle

Hello,

I'd like to submit my comments about the proposed condemnation plans for Alderwood Community Church and the Sound Transit route.

I believe this would be beneficial for the community as a whole. This church is very toxic to the community and unloving as a whole, in my opinion. The leadership has been unwilling to interact with the public regarding issues of political leaders in the church. They do not support local unhoused folks only those that are the "working poor" and lock their church doors to keep such folks out, who they think might be harmful to the children.

The sound transit will at least connect communities and allow for transportation for the unhoused and other individuals who would be excluded from the current building there. This should be called just another building because it really is nothing like a church should be.

Thank you Sound Transit for removing the church and adding an actually useful service for all people both housed and unhoused.

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Tricia Whitman (Dross)

We petitioning that the address of:  
Mill Creek 4 Square community church  
1415 164th St. SW  
Lynnwood WA 98087

remains untouched by the transit. We have worked for years on this building, property, and in this community. We would like to request that it remains as is.

Sincerely, Tricia Whitman & the Mill Creek foursquare community church, congregation

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Marina Smith

Dear Sound Transit,

I am writing to express my concern regarding the possibility of Sound Transit using eminent domain to acquire Mill Creek Foursquare Church for its expansion plans. As a member of the church, I am aware of the significant impact this action would have on the local community. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

We have personally been there for 10 years. In that time we've:

\*\* -had our children grow up in a positive environment where they've learned to serve others \*\*

-we've packed meals for Feed The Children to the tune of 50k meal packs, times 3 events

\*\* -we've provided lunch, snacks and school supplies to students in need at three local schools \*\*

\*\* -we've provided ongoing dinners and a safe place off casino road everett for students

This is just our own personal involvement. \*\*

\*\*

I understand that Sound Transit is considering two options for its expansion plans, and I urge you to choose Alternative A over Alternative D. This would not only be better for the transit system, but also for the local community as it would not impact the church as severely. If Sound Transit were to use eminent domain to acquire the church, it would bring hardship to the local community due to the many local helps and support the church provides. It would be a significant loss, not just for the church members, but also for the community as a whole.

I request you to take our concerns into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter. Our community needs the care and love of mill creek foursquare. \*\*

Marina Smith

Mill Creek WA

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Jenifer Manginelli

Dear Sound Transit Board,

Thank you for this opportunity you have provided for community feedback regarding the Everett Link routes you are considering for the light rail as it extends north.



In participating in the the online opportunities to learn more about your considerations in determining community impact, I was grateful to hear how you are mindful to not displace things that are vital to the community like parks and grocery stores.

Please consider Mill Creek Foursquare Church, which would likely be displaced if choosing route D, as an entity vital to the community.

This church serves the community providing food to those who are hungry as well as rent and utilities assistance. For years the church has provided a subsidized preschool in a mission to provide a preschool education for those who would otherwise not be able to afford one for their children. The loss of Mill Creek Foursquare would impact this community.

Please consider this when determining community impact to underserved populations.

Sincerely,

Jenifer Manginelli

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Stephen Fesler

My comments are as follows:

Work intensively with the Casino Road and South Everett communities to improve alternatives, genuinely make engagement with the Community Advisory Group valuable instead of performative, and clearly transmit community positions to the Elected Leadership Group; Study complete alternatives to the Boeing Deviation in South Everett that include alignment options on and near I-5 to SR 99 with multiple station locations, community enhancements like trails and public spaces, and new connecting bus services; Study elevated alignments running down streets located within existing right-of-way and permanently removing some existing car lanes to reduce project costs and improve the nature of streets; Use space under elevated alignments for multi-use paths, sidewalks, bike lanes, play and park spaces, and built-in retail/commercial activities; Develop station designs that locate platforms as close to surface level as possible to reduce stairs and travel time to and from the surface; Ensure station locations can be well integrated with local bus service, walking, and biking facilities; and Ensure ample redundancy in any vertical conveyances at stations.

Choose ALD-D at West Alderwood, which maximizes walkshed and land use compatibility; Choose ASH-D for Ash Way which maximizes walkshed, bikeshed, and land use compatibility but build a pedestrian bridge across I-5 and refine station concepts to maximize mixed-use development of the station site(s); Choose MAR-B for Mariner, which maximizes walkshed and land use compatibility; Choose either AIR-A or AIR-B for SR 99/Airport Road, tame the approaching streets, and consider pedestrian bridges across the intersection if roads are not tamed; Prefer EGN-D but can accept EGN-B for SR 526/Evergreen, tame the approaching roads, and consider pedestrian bridges across the intersection if streets are not tamed; and Choose EVT-A for Everett Station since it better connects with transit and does not result in such awkward station locations and excessive property takings, but ensure future expandability to the northwest, consider an option on the east side of the BNSF tracks, and work to fully integrate and improve the transit connection experience.

Since all SW Everett Industrial Center locations are fatally flawed, Sound Transit should fully remove them from further consideration. These do not meet the project purpose and need. For OMF North locations, Site F is the preferable location but Site E is an acceptable alternative. In further developing these alternatives, minimize residential displacements with more creative and out-of-the-box solutions.

For the segment between SR 526 and Everett Station, choose an elevated Broadway, consider alternative paths on Beverly Boulevard, Colby Avenue, and Interurban Trail, and identify potential future station locations.

Kind regards,  
Stephen Fesler

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Toni Birney

Dear Sound Transit,

First of all I want to thank you for all your work on the light rail. I am looking forward to riding it more regularly as it becomes more accessible for me in my neighborhood. It will be a great benefit to our area!

I have several concerns about the Ash Way stop and the two proposed route and station alternatives. I urge you to please choose Alternative A over Alternative D for the following reasons:

1. I have read through the advantages and disadvantages and believe that Alternative A would better serve the community by being closer to current bus lines and future swift bus connections as well as easier for current residents to access, particularly those who might need it most.
2. I believe it would better and safer in the long term to not cross I-5 more than necessary. I believe it would entail greater maintenance and upkeep cost and create a more hazardous situation in the event of an earthquake to have the added crossovers.
3. I am also a member of Mill Creek Foursquare Church and believe there would be significant impact on the local community if Sound Transit were to use eminent domain to acquire the church if Alternative D were to be chosen. I believe it would bring much hardship to the local community and be a significant loss, not just for the church members, but also for the community as a whole. Mill Creek Foursquare has been an integral part of the community for many years and has served thousands of individuals with its various programs and services. It is not just a place of worship, but also a hub for community activities and gatherings.

I ask that you please take my concerns and the concerns of many others into consideration while making the decision regarding the expansion plans. I hope that Sound Transit will choose an option that would not only be better for the transit system but also preserve the community's cultural heritage.

Thank you for your understanding and attention to this matter.

Sincerely,

Toni Birney

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**Date Received:** March 10, 2023

**Source:** Email

**From:** James Koch

I live in the area between Beverly Park Road, Mukilteo Speedway, and Highway 99 and work at the Boeing Everett site. Thank you for the information regarding the Everett Link project as well as the opportunity to give comments on it. In that spirit, I am concerned about the possibility that the Overhaul Maintenance Facility (OMF) is being considered at Site F on Highway 99 near where I live. While the proposed placement does not appear to affect me directly, it will affect my neighbors up Alexander Road who will lose their homes if the OMF is placed at Site F. In addition, building over the section of Gibson Road would be an inconvenience for myself and the remainder of my neighbors by cutting one of the main routes to get to Highway 99. I would strongly urge you to place the OMF at one of the other considered sites and not force the relocation of people into an expensive and tight real estate market.

Thank You,  
James Koch

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Vazjier Rosario

Hello there,

After careful evaluation of the proposed alternatives that have the potential to impact the communities I engage with the most, I would like to recommend the following for continued evaluation:

**\*\*West Alderwood:\*\*** Continue to explore Station Busing the route E(green), which I was not able to select in the online survey.

**\*\*Ash way:\*\*** Continue to evaluate Option A and do not consider Option D

Evergreen: Continue to evaluate option B

Continue to Evaluate I-5 and do not consider Broadway as an alternative.

For my family and I it is important that our communities maintain balance between the transportation benefits and the potential displacement of households and places of interest.

We really appreciate the work and thought that has been put into this project and look forward to learning more about next steps.

Thanks,  
Vazjier Rosario

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Emily Davis

Dear Sound Transit,

I am thankful that you are seeking community input for this project, and am grateful that you would consider my input. I have many thoughts about this project concerning the West Alderwood Link. This is because I have heard that the proposed paths for this section of the Link light rail will all include the acquisition of the property of Alderwood Community Church (ACC). I realize that you may have already gotten many other scoping comments from others who go to ACC, as there are many of us who will be affected by this decision. If you have already decided to seek an alternative route or method of building that would not affect this church, then you have no need to read further. However, if there is even a slim chance that Alderwood Community Church may still be at risk of being acquired, then I implore you to, at the very least, read to the end of this letter.

First, I am excited about this project and the urbanization of Lynnwood that is not only quickly approaching but is already at hand. Just in the last few years, with the Alderwood Mall apartments, as well as other nearby apartments that have been built, there has been an incredible influx of new people moving into Lynnwood, even from across the country. One way I have witnessed this is by meeting young adults that began coming to ACC after having moved into these apartments. One of these newcomers does not have a car, and I am excited for the great help that the light Rail would be to people like them.

Now, to address the areas of feedback that you have requested: I will provide thoughts on “The project’s purpose and need, topics or issues to study in the EIS, and Light rail route and station alternatives.” I will not address OMF North site alternatives in this letter, although I work at a facility that would be affected by this proposed location as well.

I think that the purpose and need statement is well-thought through. One major factor you are considering in your planning are the “potential impacts to natural, built, and social environments.” I believe that these “potential impacts” could either drastically disrupt the current environment of Lynnwood, or disrupt Lynnwood minimally, only to the extent necessary to carry this project out in a way that carefully considers the community and environment that is already here

Are there any specific topics or challenges you believe should be considered or evaluated in the EIS?

As Lynnwood continues to grow, there will be more and more new buildings that take their stance. However, we must consider how we will not merely become a modernized city, but also how we are preserving the very history of Lynnwood. Historical locations, such as Heritage Park, should be protected as a display of the past, so that they may serve as a reminder of the very first buildings in Lynnwood. One of these historic buildings is Alderwood Community church. Over 100 years old, it still stands strong today. Although it does not stand in its original historic form of a small church, it represents a place of community where all residents of Lynnwood are welcome, from the very beginning of Lynnwood itself. Instead of remaining small, this church continues to grow with the city itself, accommodating to the needs of Lynnwood and its people.

Alderwood Community Church has adapted as the times change, but from its very beginning was an essential means of community connection that desires to reach all people. ACC's building has been remodeled many times in its history, and the very church body has grown drastically as more and more people of all ethnicities and cultures come together to worship God. I have been at this church for almost my whole life of 24 years, and I have personally witnessed this shift as more people from the surrounding underserved community find a home here, or experience being served by this church.

Currently, ACC has a Spanish service and a Vietnamese service that consistently meet there each Sunday. These services have naturally arisen from the community's desires and needs, as will future services or gatherings as more and more community members find a place here.

Also, ACC runs a grocery service at our second building, the Compassion Center. Here, every Tuesday night, ACC serves families that need help providing for some of their most basic needs. Church members wheel out grocery bags of food on carts, and load the cars of these families up for the week, providing them with a week's worth of food.

When I was in high school, I remember going to the food bank with my family when we needed it most. My home was and is a single-income household because my dad suffers from chronic back and whole-body pain. To get help during these times when our family was struggling was a gift that I will never be able to directly give back. However, I find great joy in that my church is now providing for families in need just as my own family was so kindly provided for in my youth.

If any of the current routes are chosen and carried out according to plan, they will disrupt the social environment of all the community members who meet here every week. This would mean losing one of the most central, non-commercial, meeting places in the city, and preventing all and any future Lynnwoodians from finding a place in our community at ACC. Currently, Alderwood Community Church is only growing, and it is already a central core element in the lives of over 1,000 people. I am one of the Young Adults leaders at ACC, and in the span of under two years (since May of 2021), I have seen our Young Adults ministry expand from a consistent group of 6, to a consistent group of 30 members.

Carrying out the acquisition of Alderwood Community Church and the Compassion Center would have a significant negative impact on the social and built environments of Alderwood. If this happens, the physical needs of families may not be met, the emotional connection experienced in this Church would be gone. Even if our church building is taken for this projects and services no longer can meet here, I know that the soul-filling worship of Jesus would still go on, whether in the church building or not, and I trust that if this happens, it is all in God's ultimate plan for a reason. However, I believe that choosing this route would be a great detriment for the future community's sake more than those who are presently at ACC like me.

Although I don't think that the method of going through ACC is the best plan, after looking at the advantages and disadvantages of each of the routes, ALD-D does seem like the best fit. With this, I would do my best to alter the plan so that it does not interfere with Alderwood Community Church or other communities around us that may be underserved. I live on 188th, so ALD-D would be the closest to me, and I feel that it would be the best option for many people who live in apartments or houses nearby. I also did some driving around Lynnwood myself and looked for places that might cause the least amount of disruption for alternative Link light rail stations. I came across a large, empty piece of property that is next to Ashley Furniture on Alderwood Mall Pkwy. This space would provide lots of extra parking if utilized, and the station would still be near many apartments on Alderwood Mall Blvd and at the mall.

A second potential location for a station would be to follow Alderwood Mall Blvd a little further instead of turning on 33rd, and then turn on 28th. The station could be in the parking lot across from the See's candy shop. These locations might not seem like viable options, and they might not be, but they are two locations, specifically the first, that seem to have the least negative effect on the people around them, as long as businesses are able to be relocated nearby, or kept just as they are. I am not an expert on the benefits of these locations, such as minimal walking distance or serving underserved communities, but that is what you are, thankfully, dedicating your time to doing. I trust that whatever decision you make will be the one that you truly believe will serve Lynnwood best long-term; but, if the very humans we are attempting to serve are the same people who will have their social livelihood, physical needs, emotional, and spiritual needs completely disrupted, we will be missing the mark.

Thank you for reading this if you got to the end, I greatly appreciate the time and consideration you are pouring into seeking community input and into listening to our voices.

Thank you,

Emily Davis

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**Date Received:** March 10, 2023

**Source:** Email

**From:** Stacey Elings

Hello, I attended the first virtual meeting.

Thank you for sharing all of the information. Thank you also for all of the research you are doing and for being so willing to hear questions and concerns of those potentially impacted.

I do have serious concerns about the transit being built on or near Casino Road.

I heard in the meeting that Casino Road had been taken off of the table for consideration. However, I also heard that south of Highway 526 (the Boeing Freeway) was being considered. I'm wondering where the south is if it is not on Casino Road?

I live at Par Four Condos (1421 W Casino Road) and can look right down on the Boeing Freeway from the back of our small condominium lot.

I have lived in my condo/townhouse for over 25 years and am recently mortgage free. I'm very, very concerned about being forced out of my home and potentially homeless. I'm concerned for all of the people living on Casino Road, including my friends and neighbors.

The "low-income housing" being built behind McDonald's (where K-Mart used to be) on Evergreen Way has rent (\$1600/month) that is so far out of my reach I couldn't even rent an apartment there let alone buy something in this area comparable (I am blessed to have a dog and a backyard that allows me to grow flowers, vegetables and fruit) to what I now own and remain mortgage free. I, as many of my neighbors, am on a very low and fixed income. The cost of homes and interest rates have sky-rocketed. I am barely making ends meet now... without a mortgage. I'm terrified of what will happen to myself and my neighbors that are on disability or social security and are of an age that doesn't allow for income/living flexibility.

I'm also concerned about the noise level of the construction and the transit once it's all been

built. Those of us on Casino Road already have to deal with the airport/airplane traffic, Boeing airplane engines running (even in the night) and sirens and such. The airport noise and airplane traffic patterns will only increase in noise levels in the upcoming years. Noise of this level and consistency is so detrimental to a person's health and well-being. Double-paned windows, noise blocking drapery and white noise machines do little to improve the sound level.

I appreciate all you are doing to find the best option. Thank you for reading my concerns. I hope and pray they make a difference.

Sincerely,  
Stacey Elings

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**Date Received:** March 10, 2023  
**Source:** Email  
**From:** S Kulseth

I have lived in the Lynnwood/Edmonds, area for over 30 years, and have to say this is extremely alarming and disappointing to learn that the light rail project would remove Alderwood Community Church. This church and its various groups including the Compassion Center invests millions of dollars and countless volunteer hour to serve our community in a way that no other local church or organization has. It has been positively impacting the lives of a diverse population of people for years and its removal, even relocation, would have a devastating effect on this community.

Please find a different alternative.

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**Date Received:** March 10, 2023  
**Source:** Email  
**From:** John Barnett

To Whom it may concern.

My thoughts and comments are confined to the "West Alderwood" Segment of the Everett Link Extension.

Specifically the impact to the Alderwood Community Church (ACC) and Compassion Center Campus (including, the required RoW East of 36th Ave West).

In researching this project I found that there was a PREVIOUS route considered, running north of Alderwood Mall Boulevard (AMB) along 36th Ave West to Station Alternatives "B", "D" & "F". [Exhibit #1]

I would like to propose that that route be reconsidered, for the following reasons:

The route segment from the present ST termination unto and including the crossing of 36th (15 on ramp) is an identical path.

There are considerable RoW constraints at 3801 AMB (the West corner of the Hilton Garden Inn). [Exhibit #2]

I understand the need to stay away from the SnoPUD T/L running along the South and East side of AMB.

The crossing of 196th at 36th is almost perpendicular vs the crossing of 196 adjacent to AMB where it would be longer and more diagonal. [Exhibit #3]

The potential RoW along the East side of 36th from AMB to the Countryside Apartment is much

wider than the potential RoW along AMB to the intersection of 33rd and along 33rd. The path along 36th Ave West appears to have far less impact along the RoW. The required relocation of SnoPod Distribution lines along 36th is essentially the same as 33rd. There appears to be only a part of one apartment building (Countryside Apartment opposite from the Best Western Hotel) that might crowd the needed ST RoW. Most of the rest of 36th is limited to parking without the need to remove any structures, with an elevated ST, significant parking could be replaced.

Your present proposed route includes a corner at AMB & 33rd Ave West that SIGNIFICANTLY impacts Alderwood Community Church and its Compassion Center for the following reasons. [Exhibit #4]

Once the Poplar Bridge extension is completed (prior to the ST project at this location) the traffic on 33rd AND the addition of the Orange Line will increase it tremendously. The CONSTRUCTION of that section of the ST Rail will significantly impact one of the busiest roads in Lynnwood.

To force the Alderwood Community Church and its Compassion Center to be moved or constrained in its access for/by the Lynnwood community would be a travesty. On this campus, the Church has provided Christian Worship Services and Community Support Services to the Lynnwood Community for over 100 Years.

We are one of the most dynamic Churches in all of Lynnwood, our Compassion Center presently serve well over a 100 families weekly with food, counseling and health services. This one ministry is supported by approximately 200 volunteers.

We have multiple opportunities (and services) for Men, Women, children of all ages to help make Lynnwood a better place to live.

While the church is obviously quite busy on Sundays, there are multiple services and gatherings of all ages on almost every day of the week. Both my wife and I are personally there 3 - 4 days or evenings every week.

We are diligently working to find more effective ways to serve both our successful members and our under privileged neighbors/members of our community.

We continue to grow as a congregation, through extensive outreach to our community, our membership is getting younger every year.

ACC actively serves all people in our community from infant to seniors, meeting the needs of the underprivileged and homeless in our community.

If this route must remain the preferred route:

Please design the route adjacent to the Alderwood Church Campus to minimize the RoW width, from Google earth photography the ST track and supporting structure is walls is less than 30' Wide along most of its present route.

In many areas the Elevated Rail is built adjacent to the roadway, even above the sidewalk. [Exhibit #X]

The Radius of the elevated rail at I5 and 518 approaching SeaTac is approximately 650'. [Exhibit #B]

Assuming that these design constraints are still viable, the impact to Our campus could be minimized significantly and that much of the parking with consideration to ST structures could be restored after construction. [Exhibit #7]

Note: All of the exhibits are based upon publicly available documents, drawings and maps. Dimensions were measured in Google Earth Pro using the best vertical image available.



Overlaid images of the ST track were existing structured (cropped) at exactly the same scale.  
From Your Requesting Document:

- All routes and stations would be elevated.
- Station alternatives are located in or around Alderwood Mall.
- Community Transit serves this area with local buses and future Swift Orange Line service is planned.
- No new parking is planned here as part of this project.

[see attached Acc Report Exhibit.pdf for images]

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**Date Received:** March 11, 2023

**Source:** Email

**From:** Joe Kunzler

Joe Kunzler here. I hope these comments can plz be accepted for Everett Link scoping. Thankfully, they're acute.

I prefer option A for the Paine Field/SW Everett Industrial Center station, especially with Boeing pledging to donate a footbridge to connect to their factory. The station should also be named the Karen Kitsis Station.

2) I support the following statement somewhat:

"Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's VISION 2050 and Regional Transportation Plan, include reducing greenhouse gas emissions by prioritizing transportation investments that decrease the vehicle miles traveled."

I would also add at the end of that, "This project is intended to address the climate emergency by providing a zero-emission transportation alternative."

There you go;

Joe A. Kunzler

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**Date Received:** March 12, 2023

**Source:** Email

**From:** Dan Houlton

Hi all, As discussed at some of the events that were held with the public, I am submitting the attached as public input and analysis of alternatives proposal.

Feel free to contact me if you have any questions.

Thank you for your time and consideration,

Dan Holton

(begin scoping comment PDF)

**\*\*Dan Holton Notes on ST3 proposals and evaluations \*\***

My background is in System Engineering trade analysis that weighs the pros and cons of all aspects of a system design to arrive at recommendations for system wide efficiency including cost, schedule, equity, style, consensus input, producibility, safety, environment, operations, and delighting the customer/stakeholders.

I have been studying the material provided by Sound Transit regarding the ST3 Alderwood Station and route selection from the Lynnwood Park and Ride station up through the Alderwood Mall area and have some feedback and proposals.

Situation:

Possible that not all variables and options have been considered for the route and that DOT requirements and objectives (R&Os) were not properly weighed against other R&Os and/or some R&Os were missing or misunderstood.

Target:

The best route taking all considerations into account and traded accordingly to arrive at an integrated solution.

Proposal:

Equitably weigh all considerations, variables and options

Proposals Summary:

Change primary planned route around 196th street to continue up the east side of Alderwood Mall Blvd until need to cross over to the west to serve the Alderwood station, consistent with the 2016 Lynnwood City Council recommendation and understanding. Initial feedback on this route indicated there were concerns from Washington Dept of Transportation (WADOT) regarding R&Os for building around Electrical Substations and Pedestrian walkways. Request that trade studies continue with inclusion of this route and mitigations that can be made.

2. Consider two alternative locations for the Alderwood Station:

In Southeast part of Alderwood mall parking areas

East of Alderwood Mall in the empty lots just east of Alderwood Mall Blvd

(These other locations are only for awareness; I am not proposing they are any better than the other alternatives)

Info from: [Lynnwood-resolution-2016-06-Support-for-Sound.pdf](#)

5.1.2.2 City of Lynnwood Resolution 2016-06 (2016) While the City of Lynnwood has not completed a subarea plan for the West Alderwood area, the City Council issued Resolution 2016-06, which affirmed support for extending light rail to Everett and identified a location favored by the City. The resolution expresses concern about locating a station next to I- 5 and instead calls for a platform along 33rd Avenue W just south of 188th Street SW to take advantage of greater ridership and development potential from the mall area. The resolution also identifies two possible alignments to connect to Ash Way Park-and-Ride, one following 33rd Avenue W north and then turning east on 184th Street SW to join back up with I-5. The other alignment follows 33rd Avenue W and then crosses SR 525 to parallel Ash Way through the Swamp Creek area.

Note that the proposed path in 2016 did not cross Alderwood Mall Blvd to the north at 196th St, but stayed to the west of Alderwood Mall Blvd until it starts to head up North at 33rd Ave W with minimal impact to existing buildings North of 196th and to the east of Alderwood Mall Blvd. However now Sound Transit is telling us that because of some “perceived small” challenges of a small power substation and minor pedestrian bridge just east of Alderwood Mall Blvd around the 196th bridge over I-5. It would seem that Sound transit is not giving the option of staying on the East side of Alderwood Mall Blvd all the way to 33rd Ave W much vetted analysis and only listening to the DoTs concerns about the challenges.

The destruction of buildings along the West side of Alderwood Mall Blvd does not seem to have been properly weighed in the analysis of alternatives. It is very likely that the cost to acquire the buildings and land in addition to a more complex bridge over the 196th intersection outweighs the resolution of the other aforementioned challenges; namely..

The Electrical Substation can be made to build over it or moved slightly along with associated powerlines.

2. The odd pedestrian bridge on the north side of 196th should have alternatives studied, including:

Installing a pedestrian traffic light (only used when pressed) to get across the off ramp of I-5 South on to 196th St heading west.

Utilizing pedestrian tunnel instead of a bridge to cross south bound I-5 ramp onto 196th St heading west.

Note: Currently pedestrians crossing over I-5 via the 196th bridge must walk an additional ~100 yards due to the construction of the bridge to get over the South bound exit ramp. While taking pictures of the area it was observed that some pedestrians actually were jumping over the sidewalk railing and running across the exit ramp and then jumping over the railing again in order to avoid walking the extra distance.

3. Slight adjustments made to the Interurban trail as necessary similar to that done south of 196th St in the area toward the Lynnwood P&R Station.

4. Regarding concerns about disruption to I-5 traffic during Light Rail Construction closer to I-5 south, one alternative that should be studied is temporarily having traffic exiting I-5 south onto 196th heading west to stay to the left and use the ramp for 196th heading east and add a left turn lane with arrow light for those that want to head west on 196th.

Proposal pros

- | Pro | |
- | ----- | ----- |
- | Less expensive | Avoids Property acquisition Avoids High fly over bridge Avoids more complicated construction scheduling |
- | Does not displace Church/Compassion center | Allows for community / social support near local residents in an area that Lynnwood has recently built more dense housing |
- | Avoids high bridge across 196th St | Would be unnecessarily too high and block views. |

| Has broad local community support | Same route as Lynnwood asked for back in 2016 |  
| Construction less disruptive to traffic / community | Likely because of complexity of high bridge  
right over existing intersection |

The only Cons against this proposal that are known are the perceived design constraints of:

Building around the small electrical substation just to the south of 196th St in between  
Alderwood Mall Blvd and I-5.

2. How to have allow for an alternative pedestrian walkway across I-5 south off ramp and  
Alderwood Mall Blvd.

Key Requirements from the City of Lynnwood from 2016 Council resolution:

41 WHEREAS, the City is working with Sound Transit on the Lynnwood Link Extension, but also  
to prepare for a potential future Sound Transit 3 light rail extension heading north through the  
City; and 45 WHEREAS, the City desires to continue working with Sound Transit to provide a  
mutually acceptable northbound alignment through Lynnwood from the Transit Center with  
stations in areas planned for growth including the City Center-Core (platform), the Alderwood  
Mall area, and up to 164th St. SW and beyond; 50 WHEREAS, the City has long-been planning  
to accommodate urban stations without additional parking due to development density at City  
Center and at Alderwood Mall as recognized by Sound Transit; and 54 WHEREAS, the City was  
asked by its Sound Transit Board of Directors representatives to assist in lowering the cost of  
the ST3 segment to Everett via Paine Field by combining the City Center and Alderwood Mall  
stations into a single station; and 58 WHEREAS, the City is proposing an alignment and station  
location designed to best serve our designated Regional Growth Center; and

6 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD HEREBY  
RESOLVES AS FOLLOWS:

That Sound Transit extend high capacity transit service north from Lynnwood to the city of  
Everett; and that such service be provided by light rail transit with station locations in the  
Lynnwood City Center and the vicinity of Alderwood Mall; which are both located in the  
Lynnwood Regional Growth Center.

2. That an alignment within the I-5 right-of-way with an associated station, as initially proposed  
by Sound Transit staff, would result in grossly inadequate service to the Regional Growth  
Center due to its remote location and a barrier to the east caused by I-5 and SR 525

3. That an alignment along 33rd Ave w., extending along Ash way to the Ash way park and ride,  
with a station in the vicinity of 33'd Ave W. and 188th St SW, provides for significantly greater  
potential to maximize ridership from existing and planned development in and around the  
Lynnwood Regional Growth Center

4. That light rail transit proceed north to serve the Regional Growth Center in Everett and the  
Southwest Everett Industrial Center (paine Field and Boeing).

Primary ST Design Criteria Requirements Concerns:

WADOT R&Os for building around Electrical Substations

WADOT R&Os for building around Pedestrian walkways

Design Criteria Document:

Section 7.4.7: Miscellaneous A. Property and Easements 1. Property acquisition, permanent utility easements, and temporary utility licenses may apply to any given utility improvement activity, whether directly or indirectly. Many impacts of this nature are long lead activities. It is imperative for the design team to represent implications of this nature, including consideration of alternatives, cost, schedule,

permitting, sequencing, community impacts, and related matters.

C. Risks to Sound Transit Operations 1. Complete risk assessments on critical utilities, under or within the influence zone of the trackbed. The risk assessment will evaluate the potential impact of normal maintenance or utility failure on Sound Transit operations and identify a range of appropriate actions to mitigate risk

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**Date Received:** February 6, 2023

**Source:** Mail

**From:** Courtney Deppa

Sound Transit,

My name is Courtney Deppa, I live in Edmonds Washington and I am a member of Alderwood Community Church. I am aware that all three of the West Alderwood options for the Light Rail would require use of Alderwood Community Church property.

I am asking you to consider creating a new plan which does not. Alderwood CC is where my family, friends, and community come to worship together. The property's location houses over 100 years of memories to my community as well as importance in current location, as a center to the service we provide to the larger Lynnwood area. I ask you to please reflect on the religious and historical importance of this site to so many community members, and create another plan in which Alderwood Community Church will not be affected.

Thank you for your time and consideration,

Courtney Deppa

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**Date Received:** February 6, 2023

**Source:** Mail

**From:** Brandon Deppa

Dear Sound Transit,

I am excited about the addition of the light rail in our area. I have lived here my whole life and I think the light rail will be very useful and effective. However, I have just learned that the current 3 plans for the route of the light rail involves cutting through the Alderwood Community Church property. I ask you, please do not go with this route. This would ensure the displacement of our congregation. We would have to find another building to worship and this would almost guarantee a large portion of our church family may no longer be able to attend. The current

location of our church is perfect for those who live in the area. Our church has been meeting at this location for over 100 years. This is something that I am very proud to be apart of and I am so fortunate to call ACC my home. Please do not go with the plans to displace our church.

Thank you very much for your time,  
Brandon Deppa

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**Date Received:** February 7, 2023

**Source:** Mail

**From:** Jack Hartsock

Dear Sound Transit:

I am contacting you regarding the 3 proposed routes that will impact our family's church, Alderwood Community Church, in Lynnwood. I think none of the 3 routes are best for our community as they will require the destruction of Alderwood Community Church (formally Alderwood Manor Community Church) - an institution that has been in Snohomish County for over 100 years.

Our church is vitally important - we connect with other believers, we are plugged in to a strong support system, and we use our platform to care for those in the community. The church runs a building called the "Alderwood Compassion Center" which distributes food and household items to families in need in the Lynnwood community.

We respectfully ask that Sound Transit develop alternate routes that allow for the preservation of our campus and do not want to see our wonderful facilities / church family lost.

Sincerely,

Jack Hartsock  
age 35  
Lynnwood, Wash

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**Date Received:** February 9, 2023

**Source:** Mail

**From:** John Dewhirst

General Concerns and Comments

A. Ignoring the massive transit investments in the proposed stations at the Everett Station, Mariner P&R lot, Ash Way P&R lot.

B. Proposed schedule is too long. Not starting construction until 2030 and not arriving at central Everett until 2041 is too long and unacceptable.

C. Need to explore building rail extensions and stations in phases starting from the south. For example, a phase 1 could extend the line from Lynnwood terminus to Alderwood West, phase 2 could extend from Alderwood West to Ash Way or Mariner and so on north. This would solve political issues in Snohomish County.

D. Ignoring the massive TOD potential in the siting of stations

\*Specific Concerns and Comments \*

Concerned about ignoring the huge transit and political investments in the Everett Station with location of Sites D & C.

2. How will a station site C or D be connected to Everett Station considering weather, distance, convenience, and topography. Same concerns for the connections to the Everett CBD.

3. Which of the 3 sites has the greatest development/redevelopment potential?

4. The west side of I-5 alignment seems to be least expensive and most practical since the alternative alignment has no station to serve the abutting residential areas.

5. The 526/Evergreen site is the only site serving the SR 99 transit corridor, thus an important transfer location and be sited to provide easy transfers between bus and rail passengers.

6. None of the sites A, B, C are well situated. Connection facilities & services will be the most important factors to serve Paine Field, Boeing, and other employment areas. In the next 20-30 years Paine Field will grow in size and scope, while Boeing will diminish, and other employment areas will grow. None of these sites seem to consider this.

7. No Mariner Station site should be selected until the design of a new interchange or additional I-5 crossing(s) are known and their schedule. That said, site D should build upon the transit investment in the P&R lot. Site D also has the best TOD and development potential.

8. Ash Way Site A could build upon the investment in the current P&R lot and the 115 bus ramp.

Both sites' access is seriously hampered by the congestion on 164th SW. Site A is land constricted with limited TOD potential. The other site has no car, bus, or pedestrian direct access the current P&R lot. A walkway over I-5 is not feasible solution.

9. Site D has the greatest development/redevelopment potential.

10. OMF site on SR-99 makes no sense. The site on Airport Way could permit the potential of phasing LRT extensions but would inhibit future development around the airport.

John Dewhirst

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**Date Received:** February 10, 2023

**Source:** Mail

**From:** Marcus Beltman

March 10, 2023

To the representatives of the EIS scoping project,

I have a comment to make regarding the route alternatives on the I-5/Broadway section.

The passenger who takes the train to Everett in 2060 is departing the Evergreen and Casino station for the final leg. They're 40+ minutes into their journey. They've trundled through the sprawling suburbs, Aurora looks the same up here as it does down in Seattle. They've passed the airport, and a half-mile long Boeing billboard, those are Everett things for sure. But where did Lynnwood end and Everett begin? Who knows.

But then the train tracks re-join I-5, the route we've all taken hundreds of times. Only the train isn't in a valley of trees and concrete barriers.

The train is elevated above the ridgeline of the Snohomish River valley, giving passengers a few minutes of unobstructed natural beauty before being deposited into downtown Everett.

How you feel about a place you don't live in yourself is colored by what you see on our way to get there, especially if you get there by train.

I feel that taking the Broadway route instead would be a tragic missed opportunity to give thousands of people a little bit of joy on a daily basis for decades.

Apologies if this comment doesn't fit the themes of the current design phase, but I don't know when else to make it.

Sincerely,  
Marcus Beltman

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**Date Received:** February 13, 2023  
**Source:** Mail  
**From:** Gerald French

To Kathy Fendt:

In regards to the proposed light rail running thru Lynnwood and taking out Alderwood Community Church.

I have been a member of ACC going on 50 years. I raised my 2 children in this church and now my grandchildren. I grew as a Christian in this church. I have seen many of the young people grow up and become missionaries and pastors. My own daughter is now employed as a Sunday school director. I saw and helped plant Snohomish Community Church many years ago. Today it has grown to a thriving church serving the community of Snohomish and parts of east Snohomish county. And now we have the Compassion Center serving our community with many in the way of food, clothing and even furniture. Volunteering for some of the outreach programs in the church, I see the results of all our efforts. To turn this building into a rail route, I feel is wrong and a real blow to this community..We are approaching our 100 years soon, I pray you will take a long look at the effect this will have on the community and all those who love our Lord and our church.

Sincerely In His Name  
Gerald W. French

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**Date Received:** February 13, 2023

**Source:** Mail

**From:** Isabel Burrows, Zach Burrows, Liam Burrows, Nora Burrows, Arya Burrows

Feb. 13th, 2023

To whom it may concern,

Thank you for the opportunity to share our thoughts regarding the Lightrail rpoject coming through Lynnwood and the surrounding area! We are excited to see the Lightrail come through these communities to help expand opportunities for all these families and businesses!

We are concerned, however, about the projections for the Lightrail coming through the West Alderwood area, and the proposals to acquire/displace the campus of Alderwood Community Church, specifically. This church has been a key contributor of various services, resources, and support in our community for going on 102 years, and our church home for the past 4 years. When we moved here from eastern Washington, we were unfamiliar with this area and had no friends or family nearby, and were desperate for a place to plug in and go deeper as we grew our family. By God's grace, we found ACC, and through their outreach programs, found a home. I (Isabel) found a community first hthrough their MOPS (Mothers of Preschoolers) program, which led to deeper friendships with other families, who then invited us into deeper community via Bible studies and Life Groups, and then even deeper through serving at church to love the people our church loves on in our greater community. As we've grown in this church, we've seen more and more opportunities for service that our church is active and passionate about making a reality, and although we have faith that God can use us anywhere, we recognize that we can sustain and grow our church's impact even MORE if we are able to keep our current campus -- and avoid the difficult and distracting process of moving to a different location.

All this to say, please reconsider these proposals to build the Lightrail on/through the ACC property! Is there any way it can be built around it? Any other route it can take? Our family is just one of thousands that has been personally blessed by the Alderwood Community Church, and we are concerned about the major impact it would have on the community if we were forced to relocate.

Thank you again for taking our experiences into consideration and looking for the best solution for the entire community!

We apprecate you!

Sincerely,  
The Burrows Family  
(Zach, Isabel, Liam, Nora, & Arya)

---

**Date Received:** February 14, 2023

**Source:** Mail

**From:** Emily Wood

Dear Kathy,

I would like to comment on the W. Alderwood portion of the Light Rail. Specifically the area of

Alderwood Community Church.

My family + I have attended for years and consider it a huge part of our community and why we live in the area.

We are at church multiple times a week. My children (ages 4 + 7) are growing there. We actively use the buildings and parking lot. Parking is already an issue, we need more parking not less.

Our church is an active member of the community + world. We also simply bring benefit to local businesses by eating out before or after church events.

This church and its space means a lot to our family. We so appreciate it and its resources and plan to continue to be in community there for decades to come.

Emily Wood.  
David Wood,  
Debbie Wood + Ellie Wood

---

**Date Received:** February 17, 2023

**Source:** Mail

**From:** Joan England

Sound Transit:

Alderwood Community Church has been that anchor that a city needs. It's been one of the oldest churches in the area. It's been the past and will be the future for the community. There's several reasons why people will benefit when we keep the church as it stands.

I've lived in Lynnwood all my life and my parents before me. And I've seen Lynnwood change and grow positively. And we need to remember why people want to live in Lynnwood.

Together my daughter and I raised my grandchild. When she became a teenager she needed stability in these modern times. Alderwood Community Church provided that then and now. She now is a teacher with her masters degree, influencing young kids. The children's ministry offered bible study, outreach programs, trips to Albania to help their people and hope for the future. The church provided that positive growing influence that young people need.

Alderwood Community Church has bought an extra building we call the Compassion Center. It feeds hundreds of families a week and offers other services that would go unmet if it's not available. The young and lower income people rely on this opportunity. The whole community benefits from all the outreach programs that serves the city of Lynnwood.

With Alderwood Community Church available and open to all, it's a positive and welcoming "anchor" for Lynnwood. It could be one of the reasons why there's less crime and the feel of a safer community. It's a place people feel a part of and look forward to going. It's for the young for fun and learning. It's for the middle aged for stability and answers. And it's for the older for peace.

In my opinion, if the Lynnwood Convention center was in our spot, just a block away, Sound Transit would not bulldoze it down. We both benefit the community. There has to be a solution,

a compromise. Alderwood CC has parking lots- other land. Let's unite and make it work- keep Alderwood Community Church standing as the pillar of faith in people.

Joan England

---

**Date Received:** February 21, 2023

**Source:** Mail

**From:** Walter Jamison

Everett Link Extension  
Kathy Fendt  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Dear MS. Fendt

Alderwood Community Church has been in its present location for more than 100 years at what is now the intersection of Alderwood Mall Blvd. and 33rd Avenue West. Our purpose is to communicate the love of Jesus and be a follower of Him in our personal lives.

One way that we do this is to operate our Compassion Center, a food bank with tutoring in cooperation with Cedar Valley Elementary school and volunteer medical services. Helping approximately 150 families each week.

We host a Spanish Worship Service in our Church Building.

We host a Vietnamese Worship Service in the Compassion Center Building. We have youth programs, nursery through high school.

We have social and Bible study meetings for seniors that is well attended weekly.

We have a 'Mothers of Preschoolers' program that gives mothers a break from their young child and a chance to socialize with others with similar interests.

We have seminars on subjects such as family living, family finance and more.

| am very concerned that the Everett Link Extension in Lynnwood would take the property of Alderwood Community Church. Forcing us to leave Lynnwood and disrupt if not discontinue the food bank and other services we supply to the community.

| respectfully ask that the routing of the Light Rail be adjusted so as to avoid disrupting the Alderwood Community Church property.

| am a retired engineer who with my wife lived and raised a family in South Snohomish County for 47 years. While | now live in a senior community just across the border in King County | have roots in South Snohomish County. Thank You for your attention.

Sincerely,

Walter C Jamison, PE  
[Redacted]

---

**Date Received:** January 25, 2023  
**Source:** Voicemail  
**From:** Anonymous

Hi, I have a business on 128th street, and we just lost our lease, we're trying to get a 5 to 10 year lease on our building, due to the, I would have to labeled it, a mess of ideas of where the Sound Transit is going to go. Our landlord, on 120th Street decided not to continue our lease based on your guys' plans, which are not solid yet. We're not going to have parking for 70 of our employees, these 70 employees are low income, and are not going to have a job, because we're pretty much forced to close our doors. So I just wanted to let you know, just the planning of this light rail has already affected a small business, and many families are being affected by it, because we do not have any, for sure, certainty on where this is going to go, and our landlord has just decided to pull the plug on us. Thank you very much, and hopefully you guys can communicate and make a better decision so it doesn't affect families and small businesses in the future. And I know you guys are going to Boeing, that's great. But make sure to understand that there's a lot of other small businesses in the Everett Mall Corridor that could really use this sound transit just like older, what in Northgate Mall. So I don't know why Everett Mall's being locked out. I think that's a huge burden to the area. Thank you, and have a great day.

---

**Date Received:** January 25, 2023  
**Source:** Voicemail  
**From:** Dean Anderson

Name is Dean Anderson. This project is a complete waste of our taxpayers' time and money. It is the worst [expletive] I've ever witnessed the my life. You're over five billion behind in downtown Seattle and years behind. And you're going to screw it up up here too? No thank you.

---

**Date Received:** February 6, 2023  
**Source:** Voicemail  
**From:** Courtney Deppa

Hello, my name is Courtney Deppa and I live in Edmonds, Washington, and I am a member of Alderwood Community Church. I'm aware that all three of the West Alderwood options for the light rail would require use of Alderwood Community Church property. I'm asking you to consider creating a new plan which does not [inaudible] Alderwood Community Church is where my family, friends, and community come together to worship, and the property's location houses over 100 years of memories to my community as all the importance in current location as the center to the services we provide to the larger Lynnwood area. I ask you to please reflect on the religious and historical importance of the site to so many community members and create a new plan, which Alderwood Community Church would not be affected by. Thank you for your time and consideration.

---

**Date Received:** February 6, 2023  
**Source:** Voicemail  
**From:** Arlene Noyes

Hi. I'm wondering if all these meetings, there's two Zoom meetings, I think, and one in person meeting. And I'm wondering if they're going to cover the same thing, so that you don't have-- or if you have to go to all three meetings--- to know what all is going on. And, so, my my name is: Arleen, A-R-L-E-N-E, Noyes, N-O-Y-E-S, and my phone number is [redacted]. I look forward to

hearing from you. Thank you.

---

**Date Received:** February 7, 2023

**Source:** Voicemail

**From:** Brandon Deppa

Hello, I'm excited about the addition of the light rail in the area. I've been a resident here my whole life, and I think the light rail will be very useful and effective. However, I know that the current three route plans involve cutting through the Alderwood Community Church property. I ask you please consider not going with this route. This would ensure the displacement of our congregation. We have--- we would have to find another location to worship and this would almost guarantee a large portion of our church family may no longer be able to attend. The current location of our church is perfect for those that live in our area and our church has been meeting at this location for over 100 years. It's something that I'm really proud of. I'm proud to be a part of this church and call as my home. Please do not go with this plan to displace our church. Thank you very much. Goodbye.

---

**Date Received:** February 14, 2023

**Source:** Voicemail

**From:** Anonymous

Hello. I love the idea of the light rail coming in North.[inaudible] greatly benefit from it, but I do not like the idea of it going to our church, Alderwood Community Church in Lynnwood, Washington. I'm asking the board to reconsider having light rail go through our current church property and maybe instead putting it up on rails above the freeway, kind of like the monorail in Seattle, where there's pillars on each side and above to keep it out of our church. Our church is a part of the community, it's been there over 100 years. We serve the community greatly, and we love our community and we want to remain a beacon of hope within the community there. Thank you very much

---

**Date Received:** February 15, 2023

**Source:** Voicemail

**From:** Carl Hofsummer

Hi, I'm Carl Hofsummer and I would like to make some comments concerning the route that you are proposing that the light rail take. And I was really surprised two Sundays ago when our pastor reveal that all three proposed routes go right through Alderwood Community Church's property, and they would like to acquire it for these--- to establish these routes.

So my comment would be that I was, like I said, I was surprised because we had been informed that it would probably go to the east of the Church and not disrupt the campus. Well, I would say that they be having to relocate in any area of the city would take a number of years to redevelop this asset. So, I would propose that you would find another route that would not involve the property at Alderwood Community Church, because it is a community asset. It has provided spiritual health for myself, and for many others; it has provided help for our youth, we have a youth ministry, we have a Compassion Center that is serving those who are working but are having struggles, and there's very many other ministries that are involved there including a medical ministry. So there are some positive things concerning, really, leaving the church campus as is. So, I do want to attend the meeting tonight.

---

**Date Received:** February 15, 2023

**Source:** Voicemail

**From:** Quoc Nguyen

Hi, my name [is] Quoc Nguyen, I'm a pastor. So I heard the light rail will go through the Alderwood Community Church where I serve the Lord. So please do whatever you do, but avoid the church. You can have, you know, the station close to the church, but don't don't go through the church. We need the church. You, know the community for God's people the worship, and to benefit the whole community. So please do something, avoid cross the church. Thank you so much.

---

**Date Received:** February 15, 2023

**Source:** Voicemail

**From:** Anonymous

Hello. My name is [unintelligible] and my family we are members of ACC Alderwood Community Church. We'd like to maintain the building to worship every Sunday. So, please do not remove our building, we need the place to praise the lord every Sunday. So we need the building to praise the lord every Sunday is very important to me. More important than my life. You better kill me but do not block my building, Ok? Ok. You can contact me, [redacted]. Thank you. Bye, Bye.

---

**Date Received:** February 15, 2023

**Source:** Voicemail

**From:** Anonymous

Hi, my name is [Unintelligible]. Member of the Alderwood Community Church. We are [unintelligible] on the Vietnamese service. So we would like to request you to save our church so we can worship weekly, everyone. And, also, I think, my building, our landmark is a historic landmark because we've been there 100 years over. So, please save our landmark. Thank you bye bye. [unintelligible]

---

**Date Received:** February 15, 2023

**Source:** Voicemail

**From:** Quoc Nguyen

English translation:

Hello, I'm Nguyen Cao Quoc, pastor of Alderwood Evangelical Church currently meeting at ACC Alderwood Community Church. I would like to give an opinion, please redraw the light rail to avoid the ACC church because this is where we gather to worship God and help the diverse community here. Please do whatever you can to avoid having to go through the ACC and touch the premises, or anything that interferes with the activities of the church. Please this is my opinion, I hope you reconsider to have a way that avoids the ACC church. Thank you.

---

**Date Received:** February 17, 2023

**Source:** Voicemail

**From:** Anonymous

English translation:

We are a group at the ACC church asking for the railroad to be removed from the Alderwood ACC church in Lynnwood. Don't make that road right at the church but can it be done is such a

way that it will go somewhere else? so that our church can have weekly meetings to worship God. Thank you

---

**Date Received:** February 22, 2023

**Source:** Voicemail

**From:** Anonymous

I really enjoy using light rail, and that route would be perfect. Airport Road is pretty close to my house. So, we're hoping that you will go ahead and complete the route and come our way.

---

**Date Received:** March 1, 2023

**Source:** Voicemail

**From:** Anonymous

Hi, I live in Lynnwood on 196th and 40th Avenue, and I noticed that in your map the light rail seems to go right through-- when it turns from 33rd Avenue-- to Alderwood Mall Boulevard. That's where I go to church. I go to Alderwood Community Church, I'm a member there and I've been a member there for six years now, and we also bought the Compassion Center building next door, and that's really a great outreach for the community, with a food bank and spiritual support and help for the Navy and the homeless. And the Church is just, the original church has been there for like, I think 100 years, the original chapel is still there and so that's a historical chapel. And the Church is just such a wonderful church. There are thousands of people that go there and they have several different services and I just think that it would be a shame to lose that historical church there [inaudible] part of Lynnwood for 100 years or so. And I also, I- I think that there could maybe be a-another way, I hope, another way, that the light rail cannot go right through the Church property or the compassionate center property there. I would object to that and hope that [inaudible]

---

**Date Received:** March 8, 2023

**Source:** Voicemail

**From:** Sergey Yefimov

*Note: This voicemail had portions in both English and Russian, denoted as follows.*

English translation of Russian portion:

Hello! Good afternoon! My name is Sergey Yefimov, I live at the following address: [redacted]. It is on the eastern side of the I-5. I heard that the light rail will be built on the eastern side of I-5. I oppose it, since we live nearby, basically next to I-5, and there are a lot of other residential housing. The whole line consists of residential units. I oppose the construction of the light rail on the eastern side of the I-5 just because there are a lot of houses, because there will be a lot of noise in addition to the noise from I-5. There are some residential houses on the western side of I-5, but it has more businesses, and it is more commercial. I heard this idea belongs to some important person in Snohomish County (mayor or someone else). He just wants money, and I am against it. I think the price of my house will go down dramatically, because the light rail will be just 50 meters away.

English portion of voicemail:

[inaudible] 150, no 50 yards from my house. It's too close. It's going to be much noise there especially in the morning. So basically, I'm against, like, I said, like I'm living on the property at [redacted]. I live about like [inaudible]. So I don't want to get any anything more noise--- between, uh, this close to my house.

---

**Date Received:** January 23, 2023

**Source:** Online Survey

Topics or Challenges:

I think Transit Oriented Development plans should be ambitious and coherent to build activity centers and high density housing throughout the entire walkshed of the station areas and not just the lot next to the stations. This along with good bus interface will help Everett link ridership be resilient. Station areas that seem to have the most potential are mariner station, Broadway Downtown Everett station, and west alderwood station

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Closer to 128th and further from I-5 seems like it would have better TOD and walkshed potential. There could also be coordination with Community Transit to build SWIFT on-street green line stations adjacent to Mariner Station

~

Mariner-Benefits and Burdens:

The benefits of this alignment would be that there would be more available space to be developed into activity centers. Many of the parking lots could be redeveloped into high density station area developments. The natural/build environment here currently is very low density with many empty lots reserved for parking. Since this will area be served by rapid transit the full 10-15 minute walkshed should allow higher density developments to be built with more housing and walkable accessible businesses within the vicinity. I believe this is the correct path forward for Sound Transit to get the best usage out of this construction cost of Everett link. Vancouver BC has some good examples in opinion, such as surrey Station

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

They are further from SR526 and have more development potential with larger walkshed availability

~

Evergreen-Benefits and Burdens:

There may be some property displacement but it is overall worth it in order to get further from SR-526 so that TOD potential is pursued. The 15 min walkshed of this station area should be redeveloped for walkability and easy access to high density housing and activity centers. There are many empty lots occupied by parking which could be redeveloped here

~

Broadway/I-5 Favorite(s):

I-5

~



Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I-5 seems like it would require less elevated sections and would be cheaper to build. If the Broadway alignment presents severe time savings or potential infill development I'd possible consider it but as of current it seems that there would be no planned Station here

~

Broadway/I-5-Benefits and Burdens:

I don't see too many impacts associated with the I-5 alignment

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

I think Everett Station should be closer to downtown Everett which is poised to see the most growth in north Everett in the next few decades. There is more development potential here within the walkshed as well since Everett Station is unfortunately not super close to downtown. There should be lots of transit oriented high density development and activity centers built around the 10-15min walkshed of this station before the line opens so the station will have assured success

~

Everett-Benefits and Burdens:

Potential displacement of properties along Broadway was highlighted as a concern. I was wondering why Sound Transit could not possibly build the alignment down the middle of Broadway opposed to adjacent to it in order to mitigate displacements. The monorail in Seattle for instance goes Down the middle of the street. In either instance Broadway even with potential displacements is the best alignment closest to downtown and also has further potential to be more easily extended to Everett community college many years down the line in another potential ST package

~

Other comments:

I simply think that Sound Transit should attempt to build out the full TOD of each station areas walkshed prior to Everett link opening. This ensures higher ridership on day 1 and will be more useful to riders than if the current station areas weren't redeveloped

---

**Date Received:** January 23, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

We live on 20th Ave W and don't want our community displaced by Light Rail

---

**Date Received:** January 23, 2023

**Source:** Online Survey

Purpose and Need:

Really? You guys are going to displace residents?!?!?!  
~

Mariner-Why?

None of them! You need to re think this! First of all shame on you for proposing station D. That is an apartment complex. None of your stations should be located if you are going to displace people from where they live. Have you walked from Mariner park and ride to where station A and B are going to be located? It's all up hill. Why is it that no other parking areas are this far away? Why not build it at Mariner park and ride? Take the parking lot/bus area and make it the station. Buy the hotel land use that for the parking garage. Who was on crack when they made this plan?  
~

Mariner-Benefits and Burdens:

No benefits. A burden for people walking from the garage to the station or a burden to those you are going to displace due to the light rail.  
~

Other comments:

Seriously. Displacing places to live is not a good idea. You need to come up with a better plan!

---

**Date Received:** January 23, 2023

**Source:** Online Survey

Purpose and Need:

I think the SR99 stop should be funded AND should be next to the entrance to PAE. If SeaTac can have a stop on the light rail, why not Paine Field?  
~

Topics or Challenges:

As stated above, I wish the stop on SR99 was closer to PAE, with a dedicated pathway to the entrance of the passenger terminal.  
~

SR99/Airport Rd. Favorite(s):

AIR-A  
~

SR99/Airport Rd. Second Favorite(s):

AIR-B  
~

SW Industrial Favorite(s):

SWI-C  
~

SW Industrial Second Favorite(s):

SWI-B  
~

SW Industrial-Why?

SWI-C is closest to PAE, so you could walk straight to the airport (especially if a dedicated path is added as well).  
~

SW Industrial-Benefits and Burdens:

I think the stations are either too far from Boeing Everett or too far from PAE.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

Other comments:

I hope the segment by PAE doesn't conflict with the Paine Field Master Plan.

---

**Date Received:** January 24, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

makes sense with P&R, not crossing I-5 twice.

~

Mariner Favorite(s):

MAR-B

~

Mariner-Why?

fewest displacements

~

SW Industrial-Why?

Don't build this! It will not serve Boeing and associated employers.

~

SW Industrial-Benefits and Burdens:

Please do not do this alignment! This will be low production, increase displacement on Casino, and not serve more destinations along 99/Evergreen.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5-Why?

add future stations to serve people?

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Closer to people and businesses. Everett Station is great for transit, but disconnected from everything else. Build C or D and provide massive bike and PED upgrades to connect everything.

~

Other comments:

Please bring back a 99/Evergreen alignment.

---

**Date Received:** January 24, 2023

**Source:** Online Survey

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 99 & Gibson Rd

~

OMF-Why?

Least specialized job displacements

---

**Date Received:** January 24, 2023

**Source:** Online Survey

Purpose and Need:

Any routing that goes through Paine Field and Boeing/EIC is a waste of money. Instead run the link through SR 99 to save money and to make the ride from Everett to Downtown faster.

Eliminate the EIC portion and run a bi-directional bus from SR99/Airport to SR526/Evergreen instead and add a stop directly to Paine Field Passenger Terminal on that bus route instead.

~

Topics or Challenges:

Speed up transit time, eliminating segments

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

Best connections to Swift Orange

~

West Alderwood-Benefits and Burdens:

ALD-D is not suitable

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

ASH-A more bus connectivity

~

Ash Way-Benefits and Burdens:

ASH-D is not suitable

~

Mariner Favorite(s):

MAR-D

~

Mariner-Why?

MAR-D is only choice that is the best of all not so good options

~

Mariner-Benefits and Burdens:

Limited real world connectivity

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Neither is great

~

SR99/Airport Rd-Benefits and Burdens:

Station should be before SR99 and the Line should go up SR99 instead of making the arduous and wasteful trip to Boeing/EIC

~

SW Industrial-Why?

None

~

SW Industrial-Benefits and Burdens:

None addresses quick trips, Paine Field passenger terminal access. Boeing will most likely be gone or significantly smaller when the Link Line is completed

~

Evergreen Favorite(s):

EGN-C

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

Only stations that would work when eliminating the wasteful, time-consuming EIC portion

~

Evergreen-Benefits and Burdens:

Only stations that would work when eliminating the wasteful, time-consuming EIC portion

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5-Why?

Broadway alignment displaces too many

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Connectivity

~

Everett-Benefits and Burdens:

Ideally Everett would have two stations, EVT-A and EVT-D, which could be done if you eliminated the Boeing/EIC portion

~

OMF Favorite(s):

Site SR 99 & Gibson Rd

~

OMF-Why?

Since I am advocating for a Link line to not go through EIC, this is the only rational option

~

OMF-Benefits and Burdens

displaces too many?

~

Other comments:

Do people a favor make the Everett to Seattle transit times faster by eliminating Boeing/EIC segment

---

**Date Received:** January 24, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

I believe the ALD-F and ALD-D stations are best situated to existing retail and residential uses, along with potential for Lynnwood to upzone/rezone existing lots to maximize station usage.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

I prefer the proposed ASH-A station location best maximizes the existing park-and-ride lot (along with potential TOD). Rather than constructing two crossovers to build station ASH-D to serve areas east of I-5, I believe a well-designed secondary crossing over I-5 to serve areas east of I-5 should be an integral part of the ASH-A station.

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Both MAR-A and MAR-B station locations are located directly on 128th Street, which I believe to be the optimal location to serve local residents on both sides of 128th, as well as provide direct transfer opportunities to the SWIFT Green Line and other local buses.

~

Broadway/I-5-Why?

Unless there are plans for future stations along Broadway, I do not see any benefit to having a Broadway route, given the temporary and permanent effects from its construction.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF-Why?

I believe the location and existing grading conditions for the Airport Rd & 100th St SW site are much better suited for the OMF lot.

---

**Date Received:** January 24, 2023

**Source:** Online Survey

Purpose and Need:

I feel to save time and money the light rail should go straight down I5 and add express bus service to Boeing from the light rail station along I5.

~

SR99/Airport Rd-Why?

Skip going to Boeing and add express bus service instead.

~

SW Industrial Favorite(s):

SWI-A

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-B

---

**Date Received:** January 25, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Priority should be given to Paine Field Airport access as this will make this deviation of the light rail from I5 the most useful for residents of Snohomish County. Boeing access should be lowest priority because they have the resources for private shuttles from the light rail station, and Boeing is an unreliable future investment. PAE and improving access will only help the regional airport grow in use.

~

SW Industrial-Benefits and Burdens:

There isn't anything at site c, so I don't see an impact to either environment.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Purpose and Need:

This project has become far too complex and costly. Please delete the spur to Boeing and consider less costly means of linking the Boeing campus to the light rail spine.

~

Topics or Challenges:

This project was sold to the voters as a \$50b project. It appears the final total may be twice that amount. The voters should have a say in how much more should be invested, as I don't believe those voting for approval ever believe the project would have a blank check.

~

Other comments:

Please, educate the public about the actual status of this project and options to reign in the project cost.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Purpose and Need:

I think the community needs an explanation on why the Everett Mall is not receiving access. Northgate and Alderwood malls both have light rail right next to them but what about Everett Mall? Why does it just go to Boeing area? That's only one company and not in the interest of all. We feel that Penfield does not have enough flights to even consider. The light rail should follow I-5 all the way to Everett.

~

Topics or Challenges:

I think the entire area was populated by ancient Indians, and the soil should be completely filtered and documented before any construction starts. This is based on actual factual findings in the area and should be considered.

~

Other comments:

I am a huge fan of the light rail that's already been placed along the I five corridor. I think it will do really well, especially if it follows that same line. Why take a detour to one business and a airport that only has a small fraction of flights? Keep it straight keep it simple and make Everett residence happy. Please do not take a huge Boeing detour to get downtown Seattle. Considering this detour I'd rather just drive to Seattle and I think a lot of other people will do the same.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Ashway A as i connect to Ashway P&R ,much easier to use existing P&R . Much cheaper for u



to build as u don't have to cross the freeway .

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

The proximity of the existing park and ride, it is also closer to an area with higher population density. Station D does not make as much sense since there is not an easy way to add additional parking with how developed the area is. The Park and Ride provides an excellent space and most commuters are already used to commuting to the park and ride.

~

Ash Way-Benefits and Burdens:

D would also disrupt the trail, which is a bit of nature in our heavily developed area, and it would be upsetting if we built anything through it.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Purpose and Need:

It's disappointing that the dates (years) are so far off in the future. It would be good to see if options for extending the line sooner (such as to Mariner) vs. the all-at-once extensions currently proposed. I can appreciate that it's more efficient to do many stations at once, but the opportunity cost may be higher.

~

Topics or Challenges:

I would suggest that impact to existing road traffic should be paramount. I appreciate all other considerations such as equity etc., but it makes no sense to embark on a transportation project if it has an impact to transportation in a negative way. I'm in particular concerned with the Mariner station, since it will be near an area of currently-high traffic. Synergies should be sought such that the improvements made in conjunction with the new station help to improve traffic overall. If road traffic in that area gets worse due to the new station, it will be very difficult to correct. Please consider this sooner vs. later in locating and integrating the Mariner station.

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Topics or Challenges:

Not enough focus on ridership impact if all facilities are West of I-5.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Alignment allows for a station East of I-5, crossing I-5 is a significant undertaking today, will be even bigger issue 20 years for now (including additional crossings), less like to use light rail when I can't get to it.

~

Ash Way-Benefits and Burdens:

Investment in light rail is justified only if it serves a large population, if all facilities are west of I5 it will be limiting.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

D facilitates a station on the East side of I5 at ash way. D is also closer to existing transit (park and ride).

~

Mariner-Benefits and Burdens:

More ridership, more development potential on 128th corridor if station is adjacent rather than directly fronting it.

~

Other comments:

Focus on current underserved community seems not very relevant for facilities 20+ years in future. At current growth rate existing neighborhoods and demographics will have changed significantly given current growth rate.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

ALD-D has a great catchment area that includes lower income areas and the multi-modal integration with the Swift Line is better than the other options. Additionally, it seems that this option has less streetfront disruption than ALD-F

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

This route doesn't flare out over the highway so it should be significantly more attractive.

~

Ash Way-Benefits and Burdens:

I would support ASH-D if it reduced the amount of single family homes.

~

Mariner-Why?

All of these options suck BAD.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Less disruptive than Air-B. Preserves business uses on west side of road.

~

SR99/Airport Rd-Benefits and Burdens:

Greatly appreciate the smaller footprint of this station compared to the monstrosity that Mariner will be.

~

SW Industrial-Benefits and Burdens:

Honestly, there should be a station for Paine Field and Boeing, if at all here. I don't see the tiny amount of residential in the north being a factor worthy of significant consideration.

~

Evergreen Favorite(s):

EGN-C

~

Evergreen Second Favorite(s):

EGN-D

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Less challenging construction so less opportunity for corrupt excuses for overrun in budget and time than the I5 option. Also, serves as a catalyst for redeveloping shitty single family homes. Faster.

~

Broadway/I-5-Benefits and Burdens:

I think Broadway also affords more opportunity for very distant infill station.s

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

EVT-A is more multimodal and consumes less space / is less disruptive since it would be built on an existing footprint. Also, there should be a subterranean station just north of EVT-D, eventually. So to co-locate would be detrimental to future potential.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

Site 75th St SW & 16th Ave

~

OMF-Why?

SR99 would be a stupid decision to ruin that street frontage.

~

OMF-Benefits and Burdens

Locate the OMF on an existing line and do it somewhere with potential for growth like NYC's Hudson Yards.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

I'm concerned about the impact to Alderwood Community Church in Lynnwood, WA and specifically the church's neighborhood assistance program based out of the Compassion Center building on the corner of 33rd and Alderwood Mall Blvd. The loss of this property would have huge negative impacts to the community.

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Ease of access and road mitigation during construction

---

**Date Received:** January 25, 2023

**Source:** Online Survey

**Purpose and Need:**

I am in favor of the East of I-5 alternatives for the Ash Way Station. It seems there's a lot more land/redevelopment opportunity on that side, as well as reaching as close as possible to the unincorporated parts of Snohomish County that have seen the most growth in recent years (i.e. Mill Creek, Silverlake, Silver Firs, Bothell, Lynnwood, and Martha Lake areas). There are still many residential developments in the works on that side, much more to my knowledge than the other side where it's mostly built out. Would be interesting to compare and confirm that though. Furthermore, I think on and off ramps should seriously be considered and/or added where 164th intersects with Hwy 525. As for the maintenance yard, the area nearest the airport makes the most sense to me. It's the least likely to appeal to residential developers.

~

**Topics or Challenges:**

It would be awesome to see some concepts and renderings of all these alternative stations. Visualizing them will help immensely and likely gain more feedback/weigh-in from the community. A multiple-choice survey with pictures representing the alternatives and letting people prioritize their most favorite to their least favorite could yield the best possible solution/data.

~

**Ash Way Favorite(s):**

ASH-D

~

**Ash Way Second Favorite(s):**

ASH-A

~

**Ash Way-Why?**

Better redevelopment opportunities and closer to massive growth areas. But I do think the rail should follow the center between N/S lanes if I-5 to avoid uprooting trees that were so recently planted and just now becoming more mature. It will also be less intrusive to the surrounding communities and likely get less negative feedback. That center area is just wasted shrub and weeds versus nice, newly-planted evergreens and green belt buffers for the homes that flank either side of the freeway. So, it's my opinion that as soon as it crosses over 164th to the north, it should only cross the Northbound lanes, stay along the center until just before 128th where it crosses over the Southbound lanes. That to me makes the most sense.

~

**Ash Way-Benefits and Burdens:**

See above. Uprooting young trees is not only a waste of money (that was spent planting them not long ago), but also environmentally reckless and would necessitate concrete walls that would just be more canvas space for graffiti artists. I'd prefer the trees and I'm sure everyone else would too.

~

**Other comments:**

For similar reasons mentioned above, I believe that the rail line should follow the Boeing Freeway and cut north and go along Broadway versus along I-5. Broadway needs to be patched up with more sidewalks, sound barrier walls, and medians anyway. The rail would support those efforts and minimize the amount of traffic being torn down.

**Date Received:** January 25, 2023  
**Source:** Online Survey

Purpose and Need:  
Why is this extending to the airport? Seems like a waste of money for tax payers and of time for riders

---

**Date Received:** January 25, 2023  
**Source:** Online Survey

West Alderwood Favorite(s):  
ALD-F

~

West Alderwood Second Favorite(s):  
ALD-D

~

West Alderwood-Why?  
Closest walking distance and center to the general area, not just the mall.

~

West Alderwood-Benefits and Burdens:  
Tis area is already pretty developed so I don't really see any impact.

---

**Date Received:** January 25, 2023  
**Source:** Online Survey

Purpose and Need:  
Paine Field needs to be serviced by this project. Riders should be able to walk into the terminal from a light rail station at the airport. As far as I can see this is not even an option. I

~

Other comments:  
To not service Paine Field directly,(not by shuttle bus), would be criminally stupid.

---

**Date Received:** January 25, 2023  
**Source:** Online Survey

Purpose and Need:  
No

~

Topics or Challenges:  
Most of the habitat near highways in Everett is low-grade and filled with invasive plants. Avoiding tree removal as much as possible would be a good choice.

~

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-D

~

Ash Way-Why?

The park and ride already exists on the west side of the highway so I would hope that would make it a more affordable option. I am also biased because my church is the potentially affected community meeting spot for route D.

~

Ash Way-Benefits and Burdens:

Disruption to interstate travel would be less with fewer crossings constructed over I-5.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

This route seems to make the best use of the existing infrastructure.

~

Everett-Benefits and Burdens:

Ground-level track is far more economical to build than elevated track. A route to Everett Station would enable the best use of transportation funding.

~

Other comments:

We are excited for the light rail to make it to Everett!

---

**Date Received:** January 25, 2023

**Source:** Online Survey

Purpose and Need:

Time in between trains needs to be improved. Waiting 30-45 mins for a train is too long to make worth it

~

Topics or Challenges:

Time waiting for trains and safety

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Close to mall and restaurants

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

---

**Date Received:** January 25, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

D is closest to Social Security and to Virginia Mason and accessible to the Mall and the Theater.

F is closest the the Mall stores and restaurants I usually shop at and use.

~

West Alderwood-Benefits and Burdens:

I always want to see trees and bushes incorporated into the plans, and not just a couple, but as many as possible.

~

Other comments:

There would need to be safe walking areas that consider seniors and their walking across streets slowly and navigating walking through parking lots, which is not ideal.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Because ASH-D is closer to me and I can take the interurban trail directly to it.

~

Ash Way-Benefits and Burdens:

ASH-D I see potentially benefiting people that wants to do shopping at Wal-Mart or neighboring stores and near the interurban trail where you can easily bike or walk to the station.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR-D is near my residence and potentially will be connected to the interurban trail. McCollum P & R users could also benefit from its proximity. MAR-B is my second choice as I wouldn't have to cross the street to get to the station

~

Mariner-Benefits and Burdens:

A& B is not near the Mariner Parking & Ride and appears that commuters would have to cross the street. Given the proximity of the food court it is likely that there will be an increase in litter around the station area.

---



**Date Received:** January 26, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

No

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

ALD-F stops near the mall, Costco and the new apartments next to Costco. That is very convenient. ALD-B goes to the mall and the Lowe's movie theater, but I don't see that as a benefit as I believe movie theaters will soon go the way of Blockbuster video stores. ALD-F will also be easier for me to access as I live to the north of the mall.

~

West Alderwood-Benefits and Burdens:

I wonder how these three West Alderwood routes will work with Lynnwood's proposed Polar Way Extension project (where a bridge over I-5 will connect Poplar Way and 33rd Ave W).

~

Other comments:

Will the proposed West Alderwood routes negatively impact the Interurban Trail?

---

**Date Received:** January 26, 2023

**Source:** Online Survey

Purpose and Need:

While I don't think the purpose and need statement is wrong, I encourage Sound Transit to consider the transit needs of an aging population as they evaluate options. I note significant populations of seniors on light rail. We have more time and are willing to make tradeoffs to alleviate traffic congestion by riding public transit.

~

Topics or Challenges:

Scoping an EIS is a significant challenge. If all Link Light rail energy usage is electric, it would be easy to say that doesn't contribute to greenhouse gas emissions. Certainly, if Link eliminates gas powered car trips, that has advantage, but we should be thinking globally about how that electric power is produced and that environmental impact.

~

Other comments:

In considering each of the segment options, in general I believe that the A options make the best sense. I assume that is Sound Transit's vision as well, so I agree with your analysis.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

**Purpose and Need:**

BUILD MORE TRAINS! F\*ck all the alternative routes. BUILD THEM ALL! Spain built the 2nd largest rail network in less than 20 years. China's rail is unparalleled. Japan has had high-speed rail for over a decade. I could go on. WTF is wrong with America? EAT THE RICH. Take their land and build us rail services. in 2019 the CDC listed traffic fatalities as one of the top causes of death in the US. Pedestrian deaths continue to rise. We accept countless amounts of suffering as a result of cars and the violence they contribute to society. My partner has seen someone killed. A cop just killed a ped. My dad lost the ability to do his job after a small collision that broke his hand. A friend has permanent back issues after a 30mph collision. THIS IS WAR! The lack of adversarial political language from your organization and your co-conspirators is abysmal. The auto industry has destroyed America through environmental nightmares and sprawl. The lack of a defined propaganda campaign to counter the car-centric culture that has rotted our brains is beyond tragic. You are fighting a war! Act like it.

~

**Topics or Challenges:**

The major challenge is the decades-long propaganda campaign and lobbying campaign that the car industry has injected us with. NOW ITS YOUR TURN! Right-wing know-nothings feel like they are entitled to roads and big trucks. You need to hire a few dozen social media propagandists, lobbyists, and other agitators. I legally bike on main roads taking the whole lane and causing traffic jams. If people don't like it...maybe they should support trains, buses, and BRT. The Auto industry successfully lobbied to make "Jaywalking" illegal. Where is your campaign to make big vehicles illegal?

~

**West Alderwood Favorite(s):**

ALD-B

ALD-D

ALD-F

~

**West Alderwood Second Favorite(s):**

ALD-B

ALD-D

ALD-F

~

**West Alderwood-Why?**

BUILD THEM ALL!!! DONT STOP!!!

~

**West Alderwood-Benefits and Burdens:**

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

**Ash Way Favorite(s):**

ASH-A

ASH-D

~

**Ash Way Second Favorite(s):**

ASH-A

ASH-D

~

Ash Way-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

Ash Way-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

Mariner Favorite(s):

MAR-A

MAR-B

MAR-D

~

Mariner Second Favorite(s):

MAR-A

MAR-B

MAR-D

~

Mariner-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

Mariner-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

SR99/Airport Rd. Favorite(s):

AIR-A

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

AIR-B

~

SR99/Airport Rd-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

SR99/Airport Rd-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

SW Industrial Favorite(s):

SWI-A

SWI-B

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

SWI-B

SWI-C

~

SW Industrial-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

SW Industrial-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

Evergreen Favorite(s):

EGN-A

EGN-B

EGN-C

EGN-D

EGN-E

~

Evergreen Second Favorite(s):

EGN-A

EGN-B

EGN-C

EGN-D

EGN-E

~

Evergreen-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

Evergreen-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

Broadway/I-5 Favorite(s):

Broadway

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

I-5

~

Broadway/I-5-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

Broadway/I-5-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

Everett Favorite(s):

EVT-A

EVT-C

EVT-D

~

Everett Second Favorite(s):

EVT-A

EVT-C  
EVT-D

~

Everett-Why?

Ok seriously...I live right here and I can't emphasize enough BUILD THEM ALL!!! DONT STOP!!! lol

~

Everett-Benefits and Burdens:

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

OMF Favorite(s):

Site SR 526 & 16th Ave

Site 75th St SW & 16th Ave

Site Airport Rd & 100th St SW

Site SR 99 & Gibson Rd

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

Site 75th St SW & 16th Ave

Site Airport Rd & 100th St SW

Site SR 99 & Gibson Rd

~

OMF-Why?

BUILD THEM ALL!!! DONT STOP!!!

~

OMF-Benefits and Burdens

No burdens. Benefits: to move thousands of people and protect nature and reduce our reliance on fossil fuels and cars.

~

Other comments:

BUILT IT FASTER!! The faster you build, the sooner we can have more political will to build more dense housing along the corridor.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

Topics or Challenges:

The Everett Industrial Station is completely unnecessary, a colossal waste of taxpayer money, and this deviation will displace MANY low-income families. Both the north and south side of 128th St. has businesses, apartments, houses, and extensive wetlands. There's an elementary school on the south side (before hitting 99) that you will need to relocate. My kids go to school there, and this is already a dangerous walking area and pick-up time is nuts with cars, buses, and walkers. Additionally, have there been poles to see how many people that work at the Boeing facility actually live within the service area? Lots of those people live north of Everett, and/or would never use light rail. CT just put in a brand-new hub right across the street from Boeing. A station in that area is a waste, you need more coordination with buses. The SR99 stations make more sense, but the alignment should turn and go north from that intersection at 128th. Community members said this very loudly back in October. The slimy elected officials used a loophole to vote down, continuing to study the SR99 alignment at a virtual meeting

where they accepted no public comments. The major of Everett is doing what she wants, not what the public wants and people in this community are going to plan Sound Transit. It appears that they are using light rail to do their dirty work in hopes that you tear up the unsightly areas of Everett and gentrify them just like you've done on all your other projects. Grow a backbone and stand up to this. This is wrong! Also, the city needs to address the traffic pinch point at the I5 interchange on 128th. Adding a station a block away is only going to add to an already bad problem.

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

The station should be located on the north side of 128th Street for safety and constructability. Mariner HS is on the north side, and students will not need to cross a very active roadway. Alternatives A and D also put the alignment on the north side which has fewer impacts to low-income families, you will avoid Odyssey Elementary, and there are less wetlands on that side as well.

~

Mariner-Benefits and Burdens:

Alternatives A and D are far less impactful to both. Not sure where you got your information from, but you're "advantages" and "disadvantages" are not exactly correct and you've presented inaccurate information.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

I selected this station because of the ridiculous and unnecessary deviation down 128th Street this station is the start of. A station at this intersection is HIGHLY beneficial. However, it should continue north on 99, hitting shopping, restaurants, and housing without major impacts on people and the environment. The north side of 128th has fewer houses, apartments, and wetlands.

~

SR99/Airport Rd-Benefits and Burdens:

Being on the south side of 128th Street is going to be a headache and I know the parents at Odyssey Elementary will be outraged (myself among them). This is an area that needs thoughtful consideration and I feel like Mayor Franklyn doesn't really care about the South Everett community. This is a public benefit, and a mayor that is expressly going against what the neighborhoods and communities want should not be trusted. Sound Transit needs to represent the public in these cases, you need to push back and put your foot down. You need to do what is best for the people, not just what the mayor wants.

~

SW Industrial-Why?

THIS IS A WASTE! Unneeded, unnecessary, puts a station in an area with extremely low usage (workers at that Boeing facility live outside the ST service area). Please know that Paine Field does not, nor will it ever, draw enough flights to warrant a dedicated alignment and station (the location of the airport prevents major plane traffic in the skies - unless there are going to be

major changes in zoning which would disturb the people living in Mukilteo on the other side of the airport). Something tells me Mukilteo wouldn't be bought in on that.

~

SW Industrial-Benefits and Burdens:

This alignment section is riddled with environmental justice issues, not to mention the physical environmental challenges along 128th St. It doesn't look good that the community does not want this and Sound Transit found a way to push it through. If this alignment continues without further study of the SR99 option, it will become a black eye for ST. It will reinstate feelings that the agency doesn't care about people and that they are puppets for whatever the board wants. Mayor Franklyn will not be mayor when the light rail gets to Everett, but the person you displaced will never forget. The homes you destroy will not be rebuilt, gentrification will set in, and those people will be forever displaced (possibly not even able to afford to live there anymore). Don't bring a much-needed service to this area and destroy the lives of the people that need it the most and would get the most use out of it.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site Airport Rd & 100th St SW

~

OMF-Why?

None of these are great. I wholeheartedly believe that Boeing is a waste, so I do not support an OMF in that area (unless you can put an OMF over in that area without needing a station). There are better locations between Lynnwood Transit Center and Ash Way (around 164th St, and between I5 and 525).

~

OMF-Benefits and Burdens

Again, these are all terrible. The Gibson Rd one is on top of Odyssey Elementary, houses, apartments, and section 8 housing.

~

Other comments:

Are these really the best options? I'm not sure if it is a lack of due diligence or bad information, but it does not seem like you have a solid understanding of the neighborhood and communities you will be impacting. You have inaccurate information regarding advantages and disadvantages and some major gaps (like constructing close enough to a school that would force you to relocate it). I'm alarmed that due to COVID the public has had little opportunity to provide feedback and to make public comment at meetings that are impacting their homes. These alternatives are alarming! Did you provide ample opportunities for public interaction? I live in Everett and I'm very engaged in my community and I can tell you that the answer to that is a resounding "NO"! I also live within a mile of this alignment and did not receive anything in the mail saying that ST was going to tear down my kids school and stick a station next to my house. I don't believe that the project team has done what they are required to do by law.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

Purpose and Need:

I really support alternative transportation other than cars, especially around the Alderwood Mall area. I think it will be really wonderful having the ability to go to the mall without having to park a

car.

~

Topics or Challenges:

With regards to the EIS, I believe the amount of green space should be maximized & any existing trees/landscaping is thoughtfully replaced. I think it would be really cool to pilot a new design for a station where there's a lot more vertical green space as opposed to just blank concrete facades. Seeing as many stations will be raised platforms, I think that provides a unique opportunity to try new design ideas to have the stations blend in more with nature.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Currently, the Alderwood Mall is the main attraction in the area & it has become very busy with the number of cars on local streets, the highway & especially the parking lot at the mall. I believe ALD-F would provide the best location in terms of proximity to the mall & high-volume retail such as the Costco & Home Depot locations. I also believe the walkability is really key. Having such close proximity to the mall will also really help the local businesses & employees who may not live nearby but who need to get to work. ALD-F would really encourage residents to avoid driving short distances & would free up congestion & parking. ALD-D is the 2nd best option because it is still somewhat close to the mall and both options are not as close to the highway which complement the existing Lynnwood City Center location since that one already has the highway proximity. It wouldn't make as much sense to have two highway locations that aren't as close to the main local attractions. Ridership is very key to the success of the line & having the closest proximity to the mall will mean maximized ridership which will sustain the entire route.

~

West Alderwood-Benefits and Burdens:

I believe having raised stations will provide a unique opportunity to re-think new designs to blend the stations in with the local greenspaces/trees nearby. Greenspaces should be maximized & the closer the station is to the mall/walkable locations then the less cars which is a win/win for the surrounding environment.

~

Other comments:

Please really consider proximity to the mall & walkability. Other stations have shown that if it's too far from local attractions, you end up with just more cars commuting to a station and increased lack of parking spaces & traffic.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

Purpose and Need:

As a Snohomish County resident I have supported all of the Sound Transit tax initiatives for light rail. Our part of the light rail continues(!) to get pushed to the bottom of the priority list. It is time to quit pushing the construction and completion dates out into the distance and give us what we have been paying for - NOW!

~



Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Needs to stay on west side of I-5 - cheaper and no valid reason for Ash-D

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Seem like the 2 that are least disruptive to affordable housing

~

Mariner-Benefits and Burdens:

Fear loss of longtime small businesses and restaurants in an already underserved community,

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Closest to Paine Field (but not closest enough- why?)

~

Other comments:

Need to quit all the excuses and start building now what we have been paying for for years!

---

**Date Received:** January 26, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Better connection to Swift BRT

~

West Alderwood-Benefits and Burdens:

Good connection to a mall entrance. Minimal impact to anything but parking.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?  
Gateway to Mill Creek

~

Ash Way-Benefits and Burdens:  
Preserves bus facility at Ash Way during construction but is contingent on an I-5 crossing from A to D.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

ash d is easier for mill creek access. ash way is already overloaded with traffic.

~

Ash Way-Benefits and Burdens:

ash a would overburden and already over burdened road. ash d would give mill creek access

~

Other comments:

Can you please let the people who live on this street when we might have to move? you are taking forever to make a decision. it is not right.

---

**Date Received:** January 26, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

It is closer to retail, housing, and bus stations.

~

SR99/Airport Rd-Benefits and Burdens:

The benefits is that that corner can be repurposed to transit oriented development. There is a lot of unused spaces that can be used in the area that can be incentivized to build housing to obtain more transit riders, especially north of the station.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

B provides a fair share of walking for people from all intersections of the station. Dense housing was built north of the intersection so they can benefit from it as well.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 99 & Gibson Rd

~

Other comments:

It would be helpful if more than a few stalls are built for restrooms. It has been a difficult experience at Northgate with two bathrooms with just one stall. If we could have 2-3 stall plus a couple of urinals that would be fair for the public.

**Date Received:** January 26, 2023

**Source:** Online Survey

Purpose and Need:

Define ST2,1 that extends ST2 to West Alderwood - the Mall area. This will increase ridership revenue, reduce traffic congestion in Alderwood which is the highest in the area and serve so many many more business areas. This is the more natural termination point - this is of critical need in the Alderwood area which has all the shipping. The Ashway stop should be on the East side of I5 with a pedestrian overbridge access to Ashway Bus station. This provides access to businesses on the East side. Hardly anything on the west side.

~

Topics or Challenges:

Suggest realignment along 99 going north from intersection at Airport road. Go north on 99 upto 100th st SW and then turn west going along 100th St SW back to Paine field, with station next to airport terminal and then towards Boeing. This will serve all the business community asking a good stretch of 99 and all the residential community along 100th St and also the airport. The current plan on Airport road hardly serves any communities, besides the Swift Green service already serves Airport road. The above mentioned alignment is zigzagging a bit but serves so many more people and adds only 10 minutes extra perhaps. Running the full length of airport road is a waste. You need to catch a bit of 99 as well go right into the Paine field terminal to facilitate people using that airport. Can you build a station that helps people get off into the Boeing campus right next to Boeing freeway ? At the intersection with Seaway Blvd ? This will be maximum utilization ! Serve the people where they live and where they want to go. It's ok for the route to zigzag in a local area.

~

West Alderwood Favorite(s):

ALD-D

ALD-F

~

West Alderwood-Why?

Better accessibility - access to Mall & Costco area and Target area. Clearly the better choice Also serves residences better. D & F.. move the F stop further East where Toysrus used to be.. or add another stop. This all should be part of ST2.1, to be completed right after ST2, within 1 yr. Serving Alderwood area must be a priority.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Better access to businesses on the east side of I5. Better Distribution of traffic and people on both sides. Atleast one Option for each side.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Realign to go north on 99 from Airport Rd junction. Then go fire west on 100th St SW. This will serve a lot more people than the desolate airport road. Go straight to Paine field terminal. This all may add 15 mins more, but is a lot more useful.

~

SR99/Airport Rd-Benefits and Burdens:

Running the full length asking airpirt road serves very few people. Not going to Paine field terminal discourages use of light rail in going to the airport. Serve the people where they live and where they want to go

---

**Date Received:** January 27, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

---

**Date Received:** January 27, 2023

**Source:** Online Survey

Purpose and Need:

It is very generic, thus not particularly helpful

~

Topics or Challenges:

cost per rider rail vs BRT

~

Other comments:

I am troubled that citizen request to look I-5 and 99 alternatives were vetoed by two politicians. Also, why not spend a few thousand of the \$6+ billion budget determining the how much cheaper and faster BRT is compared to rail. Much has changed since the ST3 vote.

---

**Date Received:** January 27, 2023

**Source:** Online Survey

Purpose and Need:

Too slow, need to move faster in making this happen. Why are we spending 5 years in planning?

~

Other comments:  
The city needs this line, please make it happen asap.

---

**Date Received:** January 27, 2023  
**Source:** Online Survey

Purpose and Need:  
Please do whatever is needed to speed up this work. We are desperate for reliable public transportation improvements in Snohomish County and seeing the delays to this project is heartbreaking.

---

**Date Received:** January 27, 2023  
**Source:** Online Survey

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-D

~

Ash Way-Why?

A would be more practical as far as the commuters (who will be using the service) are concerned due to the park n ride already being located there. It would serve more people better and disturb less property.

---

**Date Received:** January 27, 2023  
**Source:** Online Survey

Purpose and Need:

A need for faster travel from Everett to Lynwood and Seattle when I5 is not congested should be added.

~

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-D

~

Ash Way-Why?

All the bus transfers are on the west side. Unless SWIFT Orange had a better stop so it didn't have to detour as far and the bus exit from I5 was added to the east side, I would change my mind. Pedestrian access is terrible, getting across I5 is really hard.

~

Mariner Favorite(s):  
MAR-A

~

Mariner Second Favorite(s):  
MAR-B

~

Mariner-Why?

Go where the people and jobs are, don't worry about the park and ride as much.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial-Why?

None of these are good options for the airport, it's insulting being told Pain Field is the reason for going this way and then not having a station that works with it. Why are we not working with Pain Field to provide a stop close to the terminal? At the very least an infill station should be selected that actually provides EASY pedestrian access from a stop to pain field terminals. As presented C is too far away to even pretend to be a good option.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

Away from SR 526. D provides the option to go up Evergreen way as an alternative track direction. Other than that all but A are good options.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Both of these are terrible options. Broadway actually runs by where people live and work, so infill stations would make a small amount of sense. Why doesn't the track go up Evergreen Way with Infill Station options, isn't the point of this to go where people want to go?

~

Everett Favorite(s):

EVT-C

EVT-D

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

D and C are actually where people want to go. Why aren't we doing both one of them and A? Transfers to Everett Station make a lot of sense, Sounder, Bus, Amtrak, but it's a long way away. As a first part do D or C, but give us the option of an infill at A as close to the station as possible.

~

Other comments:

No station between Everett and 526/Broadway is terrible. Do better, go where the people live, isn't that the justification for taking the detour off of I5? Actually make use of the detour then. Go up Evergreen or another road, and give us more stations, make it a useful transit option.

**Date Received:** January 27, 2023

**Source:** Online Survey

**Purpose and Need:**

I have concerns on the BLUE proposed alternative route, specifically for the Ash Way stop. Our house is on the East side of I5, right under the proposed alternate Ash Way stop.

~

**Topics or Challenges:**

Homes on the East side of I5 on the Ash Way stop, by crossing over I5, then crossing again. Makes sense to stay on West side of I5. Biased due to our home and proposed stop location.

~

**Ash Way Favorite(s):**

ASH-A

~

**Ash Way Second Favorite(s):**

ASH-A

~

**Ash Way-Why?**

Our home is right under ASH-D. ASH-A already has Park-and-Ride available and crossing I5 2 times in a short distance does not make as much sense.

~

**Ash Way-Benefits and Burdens:**

It appears ASH-D will be taking over a commonly used section of the Inter-urban trail. More trees to be taken down by using this route.

~

**Other comments:**

No

**Date Received:** January 27, 2023

**Source:** Online Survey

**Purpose and Need:**

It looks fine. Please get it built. Providing another in which to get from point A to point B is as critical as it's ever been, if not more so.

~

**Topics or Challenges:**

No. Every building project will have some impact. Please get this built. Our region continues to grow and the need for alternative commuting options grows with it.

~

**SR99/Airport Rd. Favorite(s):**

AIR-A

~

**SR99/Airport Rd. Second Favorite(s):**

AIR-B

~

**SR99/Airport Rd-Why?**

Having access to aerospace, including our largest employer (Boeing) is crucial and, as mentioned before, with the region growing, it is vital to put all commuting options on the table. This is one of the best to come along in years, if not decades.

~

SR99/Airport Rd-Benefits and Burdens:

Any negative is minor compared to the positive impact that this will create, including jobs. It will take more cars off the road and provide quick mass transit that is one of the quietest options available, as well as being one the the cleanest for the environment.

~

OMF-Benefits and Burdens

~

Other comments:

Please get it built. It is years overdue. Snohomish County is one of the fastest growing regions in the state, if not the fastest. This is one of the best ideas that has come forth in years and we welcome it! The road gridlock has become borderline unbearable (and for emergency crews, it's even worse). The current infrastructure is outdated, while this project is a fresh "shot in the arm" that our area has desperately needed.

---

**Date Received:** January 27, 2023

**Source:** Online Survey

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

I prefer the route and stops.

~

Evergreen-Benefits and Burdens:

Benefit is nearly non existent mass transportation. Burden will be on local residents and loss of value, increased crime.

~

Other comments:

Please make the benefits outweigh the negative aspects.

---

**Date Received:** January 27, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Yes - as a part of the "Social resources, community facilities and neighborhoods" the BENEFIT/POSITIVE IMPACT of having the station for SR 526/Evergreen to be as close as possible to Cascade High School should be studied. The station could be a huge benefit for High School Students commuting to school OR to after school jobs OR to the city

~

Evergreen Favorite(s):

EGN-C

~

Evergreen Second Favorite(s):

EGN-E



~

Evergreen-Why?

EGN-C is the closest station to Cascade High School. EGN-C could greatly benefit the students enrolled there and encourage them to take transit. Faculty and staff also may commute to work to the high school. Our student population is a very important part of the community as our next generation of leaders. Even being closer by a few feet may make the difference between a student choosing to ride light rail or not.

~

Evergreen-Benefits and Burdens:

I see lots of benefits for EGN-C of being the closest station to Cascade High School and no downsides. Students will definitely be using this station and this will up transit rider numbers and more greatly serve the community!

~

Other comments:

I'm so excited for the project and can't wait for it to be built as soon as possible!

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Topics or Challenges:

Yes. Sound Transit really, really needs a regular bus/shuttle link between the Mukilteo ferry dock, the Mukilteo train station, and the Link along SR99/Airport Road. It's like being in Europe: each step of your travel is by public transportation, seamlessly. No cars needed. That ferry dock is one of the busiest in western WA!

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Easier to build a small shuttle bus station there as a connector to the Mukilteo Ferry Dock/train Station.

~

SR99/Airport Rd-Benefits and Burdens:

DON'T cut down any more trees for this! We need carbon-absorbers, especially in dense housing and industrial areas. Maybe even landscape with new trees there. Also, there needs to be a parking area, a large one and this is a busy area with few open areas for that.

~

Other comments:

No, except to speed up the construction. We needed this Link extension/completion 20 years ago! Land is now more expensive for this project and will continue to be that way. Growth in this area has been huge over the past decade. I hope it's done before I die---seriously. I am 'paying it forward' but am in my 70's. I would use it frequently if it were done right now.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Purpose and Need:

no

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

Better connections to existing bus service

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5-Why?

Potential to build a future station in this neighborhood

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

Station already exists, less cost and disruption Access to an existing transportation hub

Convenience and time savings for those who need to transfer to local transportation to finish their trip.

~

Everett-Benefits and Burdens:

Existing station at this location will require less disruption to both types of environment than building a separate station would. Easy access to a transportation hub should encourage greater usage of the system, multiplying its environmental benefit.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Topics or Challenges:

Stop auto car lobbying and make public transport available to the suburbs.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

I can park my car at park and ride and then hopefully commute to downtown Seattle using the light rail

~

Ash Way-Benefits and Burdens:

I5 is highly unsafe during office hour rush. Light rail will not only decrease the traffic but also provide much needed connection beyond northgate to Bothell, Mill Creek and Lynwood areas. We want a safe, environment friendly and economical way for daily commute.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

I think the disadvantage to A says it all "Lowest planned population and job growth within walking distance." Who uses the link rail...mostly walkers. Frankly the Everett Station itself should be moved farther up. I think the Everett Station needs to be as central to the core of downtown as possible. I really don't see the point of all this funding for transit if people who need and will use it the most can't access it. D, it will still be in walking distance to the transit station, but be more easily accessible to people who would use it most. Was there no way to have the link have a stop at the Everett station, but end at EVT-D? This seems like the best plan.

~

Other comments:

Why can't the timeline speed up? Japan has high-speed rail throughout their country, and it's going to take almost 10 years to get this thing started?

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Purpose and Need:

The sr 99/Airport Road is closest to me so I'm happy to have a stop there especially to get to Paine Field Airport or Seatac Airport. Generally really excited for the light rail to be here! :) Keep up the good work!

~

Topics or Challenges:

A lot of really sketchy people hang out at that home depot on highway 99 so safety and cleanliness of the train (I saw Seattle was having some trouble with people using the train as a urinal/ place to sleep) which could keep people from using the train when they need/ want to.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Purpose and Need:

Extend ST2 to West Alderwood - Heavy Mall and Shopping areas. This will increase ridership and relieve the congestion around Costco, The Mall and the BestBuy/WholeFoods area. This will serve a lot more people and businesses. This whole area has way more businesses than Lynnwood Transit Center. Please figure out a way to extend this to West Alderwood.

~

West Alderwood Favorite(s):

ALD-B

ALD-F

~

West Alderwood-Why?

Serves the area much much better. Stop D will be underutilized - especially people who need access to the front of the mall area Coscto Target etc. This will not relieve congestion along Alderwood Mall Blvd

~

Ash Way Favorite(s):  
ASH-D

~

Ash Way-Why?

This area is already a huge bottle neck. Adding Light Rail Stop at A will worsen the situation with pick up and drop off traffic added. Instead Stop D will keep that traffic to the other side and also provide better access to businesses on the east side of I5. The west side is already being served adequately by bus. The east side will have an option as well.

~

SR99/Airport Rd. Favorite(s):  
AIR-A

~

SR99/Airport Rd-Why?

The stretch along airport road from intersection with 99 is desolate. Instead the light rail should travel north along 99 from the intersection at airport road. Then turn west on 100 St SW and go straight to Paine field terminal. This will serve all businesses along a nice stretch of 99, and all the residential areas along 100St SW and also Boeing Bomarc Buildings and also critically the Paine field Terminal. Then the alignment should go towards Boeing Everett and stop at the intersection of 526 and Seaway Blvd.

~

SR99/Airport Rd-Benefits and Burdens:

Running along full length of airport road does not serve people or businesses. Add a little zigzag to the current plan and serve the people where they are. Going to Paine field, the train should go to the terminal area, what is the plan for pax to take luggage and get to the terminal ?

~

Other comments:

Immediate extension to West Alderwood will be most useful, and so also, alignment along 99N West along 100 St SW and into Paine Field Terminal. These are maximum bang for the buck. Ash Way stop on the east side of I5 better serves the area, allows for easier eastside access with the west side already being served by the AshWay bus stops.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Purpose and Need:

We want this! We live off of Ash way and are very excited about the infrastructure and transportation options... North to Paine Field as well as South into Seattle. It's nice to see us catch up with how the rest of the world does transportation! Our hope is that the Ash Way station will be on the West side of I-5 (ash way park and ride). Thank you for this much-needed project.

~

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-A

~

**Ash Way-Why?**

There is an entire neighborhood near Ash Way. Many of us can walk or bike to this station. It's more accessible to the neighborhood.

~

**Ash Way-Benefits and Burdens:**

Traffic on Ash way will increase. The light there by the park and the ride already backs up during rush hours. Wait times for the light can be as much as 20 min. An alternative design of how to move cars out of that area and onto 1654th is needed / can be done. Still, area A is the ideal location.

~

**Other comments:**

So happy! Thank you!

---

**Date Received:** January 28, 2023

**Source:** Online Survey

**Purpose and Need:**

Have you considered relocating ENG B to span over Evergreen way into the proposed ENG C location. This would allow passenger access from both sides of Evergreen way along Casino rd thus alleviate ground level pedestrian traffic and allow easier access to bus routes North and South on Evergreen and East and West on Casino Rd.

~

**Evergreen Favorite(s):**

EGN-B

~

**Evergreen Second Favorite(s):**

EGN-C

~

**Evergreen-Why?**

Nearest to my home

~

**Evergreen-Benefits and Burdens:**

Have you considered relocating ENG B to span over Evergreen way into the proposed ENG C location. This would allow passenger access from both sides of Evergreen way along Casino rd thus alleviate ground level pedestrian traffic and allow easier access to bus routes North and South on Evergreen and East and West on Casino Rd.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

**Purpose and Need:**

yes-

~

**Other comments:**

To expensive to slow in building. Stop at Lynnwood and use swift buses to connect from Everett. Also discontiniue taxes when snohomish co, projects are paid for.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Topics or Challenges:

Pedestrian access to stations needs to be prioritized over car access. The whole point of taking rail is so that you can get somewhere without a car. If you get to you destination station, but can't walk anywhere useful, nobody will ride the train.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

I work at Boeing and I live to the south. A light rail connection to work would be a dream come true for me.

~

SW Industrial-Benefits and Burdens:

Given the buildup in this area already, I can't see any burden to the environment. On the contrary, if it is done correctly and people actually use it, it will reduce the number of cars on the road.

~

Other comments:

Location A (Southwest Everett Industrial Center) is essential. It is the only option that large numbers of Boeing employees are likely to use. People will ignore light rail if it doesn't stop at least this close. Ideally, there should also be a stop for the Paine Field airport. Every significant airport in Europe is connected to the local rail network. Connecting Paine Field to light rail would be a game changer for the airport.

**Date Received:** January 28, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

~

SW Industrial-Why?

It is the closest one to Boeing and provides the best employee connections.

~

SW Industrial-Benefits and Burdens:

This is an industrial area that shouldn't be negatively impacted by this alternative.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

A seems on the straightest route and D seems easiest for pedestrians.

~

Evergreen-Benefits and Burdens:

Benefits include easy access to the stations by local residents.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Broadway seems a better option to have in-fill stations in the future. Harder to build in-fill stations with the I-5 option.

~

Broadway/I-5-Benefits and Burdens:

Broadway could possibly entail greater private property takings.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

D is great for Downtown/Angel of the Winds connections. D is best for other transit connections.

~

OMF Favorite(s):

Site SR 99 & Gibson Rd

~

OMF-Why?

SR 99 and Gibson road is the least impactful to the industrial lands north of SR 526. Once you loose those industrial lands, it's very hard to replace them. Currently, the northern sites would hard aerospace suppliers.

~

OMF-Benefits and Burdens

The SR 99/Gibson Road alternative would be the least impactful to industrial lands/future airport uses.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

They provide the best connections to buses, have the best walkability, and provide the best options for potentially underserved and transit dependent populations.

~

West Alderwood-Benefits and Burdens:

One potential concern that I do have with ALD-D, though it is my favored option is that the road there is narrowest, and many of the buildings already surrounding that area are pretty tight-packed. It feels like there's the least space for a station. However, I think that it is the best place for a station if it can be made to work.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

The connection to buses and proximity to the communities that most need the access to transit make it seem like the better alternative.

~

Ash Way-Benefits and Burdens:

ASH-D's potential impact on the interurban trail concerns me. ASH-A's potential for disrupting housing areas concerns me. I think that there are potentially close burdens to benefits on these options.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Avoiding the potential residential displacements, especially low income residential areas seemed most important to me, especially while making these services accessible to those areas.

~

Mariner-Benefits and Burdens:

I am definitely concerned with MAR-D's potential for housing displacement and lack of good drop off/pick up and connections to other services.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Better connection to SWIFT.

~

SR99/Airport Rd-Benefits and Burdens:



I think that these two options are fairly close, but tying in to the pre-existing public transit while disrupting what is currently there less seems ideal.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

SWI-A's connection to residential areas and provision of a crossing point of SR-526 make it ideal. SWI-B's strong connections to existing bus routes make it a good second choice.

~

SW Industrial-Benefits and Burdens:

SWI-A including a good crossing point of SR-526 is a huge benefit for pedestrian and bike safety in this region.

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

The community and transit connections present in both of these options, along with the ease of access to the stations by transit, walking, or car make them seem like the best options.

~

Evergreen-Benefits and Burdens:

EGN-E seems stronger to me than EGN-D because it involves less potential residential displacement. Both would potentially need to work on improving the pedestrian crossing situation at Casino & Evergreen which doesn't have the best crosswalks.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

I am strongly in favor of not messing with the wetlands near Broadway & not closing that many intersections in an area that can already be tough to navigate at certain times of day.

~

Broadway/I-5-Benefits and Burdens:

I am very concerned about the impact on the wetlands and navigability of the Broadway option.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

I like EVT-C and EVT-D similarly, but I feel like EVT-C being slightly closer to Everett Station makes it a good balance between the accessibility to downtown and the accessibility to other transit.

~

Everett-Benefits and Burdens:

Between EVT-C and EVT-D, I think that the one that ends up having the least disruption to housing and slightly less importantly businesses is probably the best choice in the long run. I'm leaning towards that seeming like EVT-C based on my knowledge of the area, but that would be important data from further findings.

~

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

OMF-Why?

These two station options do not displace residents from their homes, and they have less impact on streams and wetlands than the Airport Rd site, so they seem like a good balance.

~

OMF-Benefits and Burdens

There is definitely a balance between the displacement of residents (very bad) and the potential damage to streams and wetlands (very bad). I feel like the Airport Rd site and the SR 99 site both fail to sufficiently mitigate the problems of one of these options.

~

Other comments:

I wonder if there would be a way similar to Northgate station at Ash Way to make a better crossing point for pedestrians and bicycles.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Purpose and Need:

I hope that this line, or at least to the Boeing plant, can be built much sooner than the 2037 timeline. I know funding is rough, but perhaps if some funds can be removed from having to make giant parking garages and actually going towards track built, parking can be added later on. This is after all light rail, not major parking. Understandably I know people still need to drive to and sometimes park at stations. With that said I hope consideration for easy and clearly marked areas for up pickup and drop-off can be made. For both local carpooling and ride-share.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

ALD-D would best connect to the new Swift Orange line being built now. It's also located

on/near 33rd Ave W so other local buses can connect easily without having to drive into the Mall area meaning delays to route travel times.

~

West Alderwood-Benefits and Burdens:

This area is already mostly underused parking lots, thus no major changes or disputations should occur.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Best option for using the already present park and ride.

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

MAR-A will allow a better turn to speed ratio for the track, along with connections to the Swift Green line.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Site A would be the best option to connect with local Swift Blue and Green lines. Perhaps a section of Site B could be turned into more surface level parking, without the need to spend millions on making a parking structure, while also keeping the existing CVS in place.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

SWI-B would also better connection to the Swift Green stop nearby here. However, I must include that the need for a station at Airport Road and 100th St SW will be very much needed in the future. Much like the earlier maps showed the allegiance of a provisional station here which was smart. With Paine Field being used more for both commercial and private use, a stop here should be re-added.

~

SW Industrial-Benefits and Burdens:

I hope care will be taken near the area 100th St and 103rd St SW. There is a lot of wetland here that should be protected as much as possible.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

EGN B and C would allow easier connections to Hwy99 and the current Blue Swift line, along with other transit buses. While I feel the current Site A option is better, I hope great consideration of improving the walkability of the area is taken into account to allow wider, brighter, and additional pedestrian connections. As is, the current landscape of this area is very much car first and persons walking extremely last.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

Running rail along I-5 is the most cost saving and best way going about this stretch. With that said, I hope an area, such as at Madison Street, could be a potential additional station in the future, as there are many homes nearby and a few bus line connections to be made.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

EVT-C is most near the main Everett station which has many connections to buses and trains from around the region. Whichever site is picked, I hope that future line extensions further north will be taken into account as the region grows.

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

These areas are by far the best options as they won't remove any homes and have hardly any businesses on them, as well as avoiding wetland destruction

~

OMF-Benefits and Burdens

The Airport Road and 100th St site would be devastating to the local wildlife and limited wilderness left in the suburban area. Along with removing both homes and businesses combined, it is the worst of the proposed OMF sites.

~

Other comments:

As mentioned I hope a station at Airport Road and 100th can be re-added again. Perhaps the SR 99/Airport Road station could be moved up here, as the current proposed intersection already has two Swift and other bus lines from both Everett Transit and Community Transit. The Everett Link will also have a stop along 99 further north at SR 526 and Casino, making a stop at 99/Airport Road a little redundant. The need for mass transit at the growing Paine Field will be needed in the future.

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Purpose and Need:

no

~

Topics or Challenges:

no

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Closer to people. Easier drop off access. I think there is more 'empty' area nearby for apartment development than there is on the East side of I-5.

~

Ash Way-Benefits and Burdens:

Not sure, on 'spur of the moment' information, but appreciate being able to comment.

~

Other comments:

No, except that it is WAY overdue! This should have been 'in the works' twenty years ago. And the year 2000 seems like a blink-ago! Now, you're 'hoping' for ANOTHER 15 years! This sad... for an area that likes to promote itself as Progressive... cutting-edge. You've gotta have infrastructure for that to be reality!

---

**Date Received:** January 28, 2023

**Source:** Online Survey

Topics or Challenges:

NO MORE TAXATION

~

Other comments:

NO MORE MONEY

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Topics or Challenges:

There should be a station at Paine Field Airport and at the Boeing Factory. The Boeing Factory has a major effect on the traffic everywhere around it. at 2:30 pm, traffic leaving it turns into a standstill in all directions. The airport will become a more popular destination from all areas and air travelers are a great combination with train traffic.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

best location for riders

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

It is located at the current park and ride. Also it is on the west side of I5 which has more of the popular destinations.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

It is off of 128

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

It is closest to the Boeing Factory. This is the most important station in the north sound. It should be located as close to the boeing factory as possible.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5-Why?

Should keep noise along I5

~

Everett Favorite(s):

EVT-D

~

Everett-Why?

It should be at Everett Station to have common transit center.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF-Why?

flatest area

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Purpose and Need:

I would rather see the light rail serve the 525 corridor and west side of Paine Field. Adding a Mukilteo stop and a new transit center on Bernie Webber Dr. and continuing on to the Seaway transit center before continuing to Everett. Since there is already a rapid transit bus (blue line) on airport road and 128th, there isn't really a reason why the light rail should go through this area.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Topics or Challenges:

Strong consideration for an ON airport station within walking distance of the passenger terminal.

~

SR99/Airport Rd-Why?

Closest to airport....but still not close enough

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

The proposed plan for Broadway in North Everett would not only displace our Housing Hope housing for homeless and low income families, it would take away our Training Academy and

the 4 HopeWorks enterprises that folks can do on the job training. These have been huge opportunities for folks in our community

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

I-5 is the only alternative. Broadway would be a terrible second option. Displacing hundreds of housing units and businesses including blocking intersections in an extremely high traffic area.

~

Broadway/I-5-Benefits and Burdens:

Same as above.

~

Other comments:

Looking forward to the opportunity this will bring for so many.

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Cost - no need for two crossings over I-5. Closer to existing parking. Better connections.

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Purpose and Need:

It should stay along i5, not going into Everett. Everett cannot handle the congestion the construction would cause in the city limits. Use the 112th street park and ride to shuttle to Boeing factory.

~

Topics or Challenges:

Preserve environment and homes.

~

Other comments:

STAY ON I5

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Mariner Favorite(s):



MAR-A

---

**Date Received:** January 30, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Connections to Swift and proximity to underserved areas is good.

~

West Alderwood-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

They are both good - Site A being closer to low income housing and having easier transfers gives it the win.

~

Ash Way-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

They both appear to have the largest walkshed, by way of being most distant from the freeway.

~

Mariner-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

AIR-B: Might be slightly better since it would facilitate SB Link to SB Blue Line transfers - more appropriate for morning commute?

~

SR99/Airport Rd-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Serves Boeing and Casino Rd housing the best - be sure to allot plentiful space for Boeing and Paine Field airport shuttles.

~

SW Industrial-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Station needs to be on the same side of SR526 as all the low income apartments and preferably on the same side of Evergreen Way.

~

Evergreen-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

EVT-C looks like the best balance between the options - close to Everett Station for transfers and parking; closer to Downtown than the initial site. Relocating bus loops to adjacent to station might be necessary to ease transfers.

~

Everett-Benefits and Burdens:

In general, station siting should prioritize ease of connecting transit transfer, low income housing

access, and redevelopment potential, in that order.

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

The two 16th Ave options are the best, as they don't use up land that may be suitable for housing, commercial, or hotel development.

~

OMF-Benefits and Burdens

In general, station siting should prioritize ease of connecting transit transfer, low income housing access, and redevelopment potential, in that order.

~

Other comments:

Looks like project planning is evolving in an encouraging way. Biggest consideration right now is how to properly plan for Paine Field, if it should become a major regional airport in a way that it isn't currently.

---

**Date Received:** January 30, 2023

**Source:** Online Survey

Purpose and Need:

Stay on I -5 and run busses west to Boeing etc.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

I live in Ev and have paid for years to King co. Time For snohomish co to benefit.

~

Other comments:

Hey it in the que Sooner.

---

**Date Received:** January 30, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Although I like the location of Alf-F to serve the mall and nearby large retailers, Ald-D seems the

best location to serve office, residential and retail in the area. It would be even better if/when the 33rd st overpass over I-5 is ever completed.

~

West Alderwood-Benefits and Burdens:

Parking is always a burden for those who will want to commute from here, so more parking structures will be needed so as not compete with any new/existing residential/office/retail.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Keeping all transit together is a huge reason for picking Ash-A. I think Ash-D is a great location, to be perfectly honest, but would need to be connected to Ashway P&R by a covered bridge that includes a fast people mover (conveyer) so people can choose to park on either side. I mean, imagine parking east of I-5 and having to cross the bridge to Ash Way P&R in the rain or in the winter if it was an open bridge, or during a 90+ degree day. I see these two sites as potentially one massive site/station that should connect, with additional parking and other development on both sides of I-5.

~

Ash Way-Benefits and Burdens:

The traffic on 164th during construction and after the station opens, with increased future development on both sides of I-5, will be horrendous no matter which site is chosen. Need to open or increase capacity of alternate routes to get through the area from Mill Creek to Alderwood Mall Pkwy.

~

Mariner Favorite(s):

MAR-A

MAR-B

~

Mariner Second Favorite(s):

MAR-B

MAR-D

~

Mariner-Why?

I don't have a strong opinion between A and B but D seems best suited if the goal is to keep the station close to the existing park and ride, but still not ideal as it seems hidden, depending on how the area is developed. A/B seem better to connect to existing Swift stations.

~

Mariner-Benefits and Burdens:

None of these seem ideal because the point of this station would seem to be to connect to the existing park and ride but none of the options seem to do that well. This is also an odd area in that the nearby retail isn't great, contains mixed services, and is an area most are just trying to cross through to get elsewhere. A/B would be better to have the station in a useful, visible location for the area that will anchor future development. They would also overlay/connect to the existing Swift Green route.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

If there's a station here, make it as useful/convenient as possible to connect to existing transit options. Option A would do that but B is also a great option—but unfortunately it looks like someone is already building on the formerly-treed lot just south of B, where the dentist's office used to be.

~

SR99/Airport Rd-Benefits and Burdens:

This is already a busy area with a lot of traffic, which can back up to near Lincoln Way during rush hour. A station here will exacerbate that so what's the plan to mitigate increased traffic due to development in the immediate area?

**Date Received:** January 31, 2023

**Source:** Online Survey

Topics or Challenges:

There seems to be a lot of stations on the route. I am concerned that it will make it slower. Wouldn't it be more effective to have only 2 or 3 stations at alderwood, mariner and Everett and add in additional transportation to sw Everett later? If the link is not as fast as driving, I would not use it. I often use the link to go from Northgate to Seattle because it is quite fast, but I never used it to go to the airport when I lived in Seattle because it is so slow, even when it was a fraction of the price

**Date Received:** January 31, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

AIR A seems to impact the fewest businesses

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial-Why?

All 3 solutions do not do much for me. No link to airport. Little new public transit help. A real boondoggle.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen-Why?

A seems simplest and closet to actual community. South of freeway is too congested already

~

Evergreen-Benefits and Burdens:

This isn't important

~

Other comments:

YES!!!! The whole detour seems counterproductive. It's stops are not near any real destinations. The time for this detour and cost are definitely not worth it. Shuttle busses from I5 would work better and cheaper. Why are these solutions even being considered.

---

**Date Received:** January 31, 2023

**Source:** Online Survey

Purpose and Need:

Ash way station is a big park and ride and a very good stop. But why the plans and design phase take forever

~

Topics or Challenges:

Parking. Need to have parking building to support people who want to use this route. We never have enough parking at P&R and it can be fixed by build a parking building

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

It's a good bus stop and convenient

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Airport and Boeing building

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-B

---

**Date Received:** February 1, 2023

**Source:** Online Survey

West Alderwood-Why?

none

~

West Alderwood-Benefits and Burdens:

Sound Transit needs to study a potential alignment that travels via 36th Ave W. for the EIS

review. Alderwood Community Church and Compassion Center (a food bank for the community) will be directly impacted by ALD-B, ALD-D, and ALD-F. If a 36th Ave. W alignment option is not advanced, then Sound Transit MUST do what is necessary to preserve the church. Alderwood Community Church has existed in this Lynnwood for over 100 years old. It is a pillar in the community and its community resources include (but are not limited to) a food bank, housing a Vietnamese church, providing bi-lingual church services, children's programs, free healthcare services, reading services, and community events. I have attended this church since I was 3 years old, and I now have two daughters who are my age when i started attending with my family. My story is not unique. When you have a church that has been around for over 100 years, it is a center piece in the community and Sound Transit needs to ensure that its legacy can continue on. The expansion of light rail to this neighborhood will be transformational and could expand these critical resources to more people in need, but only if Sound Transit changes the alignment to preserve this critical asset in our community.

---

**Date Received:** February 1, 2023

**Source:** Online Survey

Topics or Challenges:

Airport link.

---

**Date Received:** February 1, 2023

**Source:** Online Survey

Purpose and Need:

More parking please! Current stations and transit centers fill up long before 9am, making it less accessible and usable for later commuters

~

Topics or Challenges:

Parking garage sizes

~

West Alderwood Favorite(s):

ALD-B

ALD-D

---

**Date Received:** February 2, 2023

**Source:** Online Survey

Other comments:

The plan should not condemn Alderwood Community Church for three reasons: -it is a community center for worship -it serves families in need by providing food every week through the compassion center -it has historical significance as having been there for over 100yrs

---

**Date Received:** February 2, 2023

**Source:** Online Survey

Topics or Challenges:

Keeping station locations closest to current population and activity centers (or areas already zoned for such) should be prioritized.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

ALD-D is most centrally located to current and future housing and affords the best transit connections.

~

West Alderwood-Benefits and Burdens:

Pedestrian/walk ability convenience and best transfer with other transit options.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Most advantages and cost savings & disruptions by not having to cross I-5 twice. Better transfers with other transit modes.

~

Ash Way-Benefits and Burdens:

Immediate 1/4 mile walk shed will need to be reasoned for better population density to serve the station.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Best for future growth and least disruptive to existing housing.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Benefits and Burdens:

Being situated on Hwy 99 should make this a great location for transit connections and efforts should be made to maximize that, including rezoning for greater density.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

For all intents & purposes, the primary function of this station will be to support travel/access by future passengers trying to reach flights at Paine Field as the number of flights & passenger service increases. Every effort should be made to "future-proof" this station for that explicit



purpose (since Boeing workers are unlikely to use Link for commuting).

~

SW Industrial-Benefits and Burdens:

A burden will be if the station placement/station design for shuttle transfers are badly executed for passengers trying to reach airport terminals in the future.

~

Evergreen-Why?

Select the station location that affords the greatest ridership potential and easiest connections with other transit options.

~

Evergreen-Benefits and Burdens:

Select the station location that affords the greatest ridership potential and easiest connections with other transit options.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5-Why?

Least disruptive to existing housing and ROW along I-5 should allow for easier/faster construction.

~

Broadway/I-5-Benefits and Burdens:

Least disruptive to existing housing and ROW along I-5 should allow for easier/faster construction.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

EVT-D is the closest option to both the historical and future population and activity centers of Everett. EVT-D also appears to be on the west side of Broadway, which means many pedestrians trying to access the historical center of the city can avoid crossing Broadway and a future elevated pedestrian crossing to the station mezzanine could perhaps be added for pedestrians from the east as the population density on that side of town grows.

~

Everett-Benefits and Burdens:

Potential benefits include this station marking the future center of Everett and encouraging more housing & business development around it.

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

The two best options are already located on industrial land and least disruptive to housing. Any

impacts to businesses can be easily mitigated.

~

OMF-Benefits and Burdens

Locating this type of facility on land that already serves an industrial function should be paramount. Efforts should be made to avoid impacts on wetlands or streams.

---

**Date Received:** February 2, 2023

**Source:** Online Survey

Other comments:

I don't think that the light rail should veer off of I-5 and head to Boeing. I think it should just go straight up I-5 to Everett and eventually Carry On Up say to Bellingham. You can stray from My Five with future projects or with the bus to get to Boeing. The route you've chosen is similar to how some of the bus routes are weaving in and out of obscure neighborhoods and making the trip take way too long. The bus routes are finding out that straight shots are better like the Swift or some of the other ones heading down say 99. I believe there's already one on 128th going back and forth to Boeing. It I believe it comes every 10 minutes. When people evaluate whether it's worth their time to take the train or the bus versus the car time is a huge issue. Look at the mileage added and the cost that it would bring. Just carry up by five it's cheaper faster everyone will be happy in the long run thank you

---

**Date Received:** February 2, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

I believe the routing to the SW Everett Industrial center is contrary to the purpose and efficiency of providing travel through the region. The pathing should follow along the most efficient route (Along the 5 freeway) for the largest number of people and not favour a few large companies whose employees largely already have cars and would have little use for the expensive and wasteful plan.

~

Other comments:

Skip the SW industrial center and provide the pathing for a more direct regional route.

---

**Date Received:** February 3, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Needs to be for more than Boeing employees - if Paine Field's passenger terminal is going to grow, it makes sense to align the rail as close to it as possible.

~

SW Industrial-Benefits and Burdens:

A is far from the passenger terminal and not easy to get to, on foot or by shuttle/car.

---

**Date Received:** February 3, 2023

**Source:** Online Survey

Topics or Challenges:

The mainline should not detour to Paine Field. Keep the mainline along I-5 to optimize travel times to Everett, and serve Paine Field, as well as OMF North, with a branch line instead.

~

Other comments:

Do not prioritize ease of car drop-off. Prioritize transfers to other transit modes. (But not Sounder, because Sounder North will likely cease to exist by the time this Link extension is built anyway.)

---

**Date Received:** February 3, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett-Why?

It's the least disruptive to the neighborhood, including HopeWorks Station. This is a huge community asset - providing 65 units of quality affordable housing, 57 of those are for households who are coming out of homelessness. It also provides critical job training - just heard a story yesterday of a family living there, "Don and Tami", who only had modest TANF income when moving in, and now are moving out with 2 stable jobs and roughly 90,000 of employment with a goal of owning their own home by the time their daughter graduates high school. To disrupt this after our community invested nearly \$32 million in the construction of HopeWorks Station North, from both public and private sources, seems awful.

~

Everett-Benefits and Burdens:

see above. Also, linking it with an existing transit hub for easier transfers and drop offs just makes more sense.

---

**Date Received:** February 3, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options will work.

~

West Alderwood-Benefits and Burdens:

None of these options are viable or will work. Every single option has you acquiring and demolishing a 100 year old church that has, and continues, to benefit the community. I have countless memories from this church and I credit it into helping develop me into the adult I am today. The people of Alderwood has devoted their time, money, and heart to helping the city of Lynnwood and to erase it from the community would be detrimental.

---

**Date Received:** February 3, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood-Why?

Close to the mall and Costco and other stores

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Closer to the existing Ashway park and ride; convenient to west side residents

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Easier access and connection

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

easier access

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Close to Paine Field airport

~

Evergreen Favorite(s):

EGN-D

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

---

**Date Received:** February 4, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial-Why?

It needs to be near Paine Field Airport.

---

**Date Received:** February 4, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Route A seems to provide the most community benefit. I want to stress, though, that crossing I-5 from 4:30-5:30pm can be nearly impossible. (I had to go from the Lynnwood Rec Center to Martha Lake this week and it took over an hour). I once sat through 6 lights trying to turn east onto 164th from Ash Way, unable to move. I am hoping that the 'multimodal' access over I-5 is going to help with this. (Plus provide access to the Inter Urban trail)

~

Ash Way-Benefits and Burdens:

On the one hand- fully funding light rail should help with the environment and traffic in general. I'm concerned about what it's going to do at the access points.

---

**Date Received:** February 4, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

The proposed routes would require the acquisition of Alderwood Community Church and its Compassion Center. Collectively, my family has been attending Alderwood Community Church for over a decade. We attend weekly including volunteering with the high school students on both Sunday and Wednesday as well as supporting the Compassion Center with Joy of reading (helping younger kids with reading). This proposed route would negatively impact the community which for most Alderwood Community Church is akin to their home, and in a sense, this removal would render them homeless. Alderwood Community Church has been and always will be the hands and feet of Jesus Christ. Alderwood Community Church's involvement in being a place of healing and support for the surrounding community would be severely missed not just by the community of Lynnwood but the countries we support through our missionaries.

~

Other comments:

No further comments.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

I grew up at Alderwood Community Church, I was married at ACC. ACC has played a major role in my life and there are many others it has aswell. This is my church, my home, this is where I worship. Alderwood hasn't been positive just for me, it's been helping the community for years and even more with the opening of the compassion center. This place means a lot to a lot of people and I ask that you reconsider the route for this train. Thank you for your consideration.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work for our family.

~

West Alderwood-Benefits and Burdens:

All 3 options include demolishing Alderwood Community Church, which has been my family's church for 25 years. It is the church I was married in, dedicated my 3 children at, and serve weekly in the children's ministry to raise the next generation. Our church makes a positive impact in my life, our community's lives, and the world. Our church has impacted my life in many ways. It has provided a support system to me during life's many changes. When we had our children, church members gave us baby showers and brought us meals. When we grieved over a miscarriage, church friends stepped up and supported us. When a dear friend needed support to learn financial best practices and get out of debt they were drowning in, our church had classes. There are so many other examples of our church deeply impacting my life. Some

ways our church impacts the community: We have a Halloween event that draws SO MANY families from the community and provides a wonderful safe place to have fun. We have a Summer Vacation Bible School that is another example of meeting needs for the community families. We have a fun youth group that raises teens with good moral standards of kindness, inclusion, and living a wise life. Our church works with the city of Lynnwood on various occasions to help where we can. We have donated with Cedar Valley Elementary School. We have a Compassion Center Food Bank that supports many families each week with food and supplies. These families are depending on our continuation. Not to mention, a medical and dental service that is provided to low income families. Our church makes an impact on the world. Our church supports missionaries all over the world that are meeting the needs of a community (like drilling clean water wells) and loving them to Jesus. Alderwood Community Church celebrated 100 years in ministry recently. It is our deepest desire that you would reconsider the routes and allow our church to continue to be on the property where it is currently. Thank you for your hard work and consideration.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Topics or Challenges:

The 526 station at Evergreen has a lot of car commuters and the area is not very walker-friendly. That station should be a top candidate for a parking structure if you want the station to contribute riders. I live in Everett and this station would be convenient for me, but only if it had parking. The rest of the project looks great and I'm looking forward to light rail coming to Everett.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

Seems to be more space and for potential parking south of SR526

~

Evergreen-Benefits and Burdens:

Plenty of room and existing developed areas to repurpose for the station and parking.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

Consider the Alderwood Community Church (ACC) when evaluating how the plans impact the equitable and sustainable growth of the area. ACC is currently physically positioned to continue and grow services in the growing urban environment. Demolition and move to a new location, will move these services further away from the low income areas currently served.

~

Topics or Challenges:

Consider the Alderwood Community Church when evaluating the impact to cultural resources, land use, public services, social resources and community facilities.

~

West Alderwood-Why?

I did not select any of the options because all three alternatives require the demolition of Alderwood Community Church and their Compassion Center. These buildings and their people are currently accessible by public transportation and serve the Lynnwood community. This is in opposition to the cultural resources, land use, public services, social resources and community facilities elements of the EIS.

~

West Alderwood-Benefits and Burdens:

All 3 alternatives require the demolition of the original Alderwood community church that is over 100 years old. Alderwood community church (ACC) provides public services through the compassion center that include free food delivery and free medical services to neighbors in need. It also provides free educational help to elementary and middle school students. ACC has partnered with the Lynnwood City and College Place elementary school to provide services on and off the church campus. ACC also provides community facilities for spiritual services and comfort through Jesus to 1,200 each week in person and 300 online attenders. To me and my family, ACC is a second home where I go to give and receive guidance and friendship.

~

Other comments:

Please find another alternative to bringing light rail to Everett without requiring the demolition of Alderwood Community Church and its outreach buildings.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

I am a member of Alderwood Community Church and right now, I am in favor of none of the three plans. I urge you to consider a new plan that would not involve the use of Alderwood Community Church's property. This church campus is incredibly important to my family, friends, and the local community as it is where we have come together to worship and is a place that is a religious home to our congregation and community. Please consider the importance and significance of this site to so many local families.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

I did not select any West Alderwood alternative because they all involve taking the property of Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

Scouting the edge of I5 and having a stop at the Alderwood Mall makes sense. However, all the plans involve taking the property of our church, Alderwood Community Church, which is very important to my family and a good number of people in Lynnwood. This would be a significant burden on our city; the built environment that affects thousands of lives weekly. We've been going there for about 15 years and it's changed our lives. It helps hundreds of people in need every week. It's the center of our Christian community in Lynnwood. Please consider a different alternative.

~

Other comments:

Please don't take the property of Alderwood Community Church, that's the most important thing.



There's a good amount of room between it and the freeway that is unused. I hope you can please find a different path to the mall that can leave our church in tact.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

Alderwood community church has helped so many people over the years and it can't be changed.

~

Topics or Challenges:

Alderwood community church.

~

West Alderwood-Why?

None of them. They all hurt the church. The church has been so beneficial to everyone including my family.

~

West Alderwood-Benefits and Burdens:

There are no benefits for the people of the church.

~

Other comments:

Please find a better way to do this.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

The light rail is a good project that will benefit many people, but at the cost of Alderwood Community Church in Lynnwood will do more harm than good to the thousands of people who have benefited from Alderwood now and for generations.

~

Topics or Challenges:

Please find an alternative to the plans for West Alderwood.

~

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

The removal of Alderwood Community Church (ACC) would be a tragedy for the city of Lynnwood. ACC has been positively impacting the community and city of Lynnwood for over 100 years. I have attended ACC for over 30 years--I grew up in the halls of ACC and there have found a community and home. Both in the happiest and darkest times of my life, ACC has remained constant and faithful. It is a pillar of the community that not only impacts the lives of those who attend, but also cares for the needs of Lynnwood. The Compassion Center provides food, counseling, and school help for families in need every week. People can drive up and get groceries they cannot afford, and receive tutoring for their children, all free of cost to them. The location of ACC is everything for the city of Lynnwood--and it would negatively impact thousands if it was forced to move because of the light rail. The removal/move of ACC would disrupt and burden all of those who call it home, and those who are impacted by the love and compassion that pours out from this church.

~

Other comments:

Please consider an alternative route that would not involve the removal of ACC.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

The decisions made with this extension will impact south Snohomish County development and population and transportation shifts for decades to come. Thank you for your work on this needed project.

~

Topics or Challenges:

The jog over to SW Everett's Industrial Center continues to appear more like an eventual spur line rather than a part of the main line. The gap in not continuing more directly north after Mariner continues to be questionable, especially when you look at bus and other ridership data, as well as increased travel times. In the worst light, it looks out to impress a single company at a cost of years of delay in directly serving Everett. As you continue to grapple with increasing land acquisition, supply and other costs, I hope that you continue to revisit the SW Everett's Industrial Center ""detour"" as the most superfluous part of the extension. It is from that portion that cost savings should be made.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

ALD-D station holds the most opportunity for redevelopment considering what is currently built. ALD-F would also work, but is already largely pinned in by existing development. Either of them are close to population centers and could be a central hub in line with related Lynnwood planning that has already targeted this area. Station B plain lacks the advantages the other two locations bring.

~

West Alderwood-Benefits and Burdens:

Either ALD-D or ALD-F represent an exciting opportunity for the City of Lynnwood to be a rare location with a light rail station NOT immediately along I-5 or a major arterial. This allows for fuller transit-oriented development and a remarkable opportunity to bring the convenience of light rail transportation closer to population centers (walking as opposed to driving). There is currently ""more room"" at ALD-D, which is why that was my top choice and a lot of opportunity for redevelopment. That includes Alderwood Mall, which will likely continue to evolve into more varied land use as other malls have done.

~

Other comments:

Nothing, except to again thank you for your work on this critical project for our region's future!

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Find ways around buildings that affect more than 1000 people.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Farthest from Costco.

~

West Alderwood-Benefits and Burdens:

Alderwood Community church has been around and benefiting the community for over 100 years. Please find a way around this property.

~

Other comments:

More than 1500 people will be affected negatively by taking the alderwood community church and compassion center.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Topics or Challenges:

Considering mall parking spaces and traffic in that area

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

They are close to popular mall entrances and ALD-B specifically is not interrupting traffic.

~

West Alderwood-Benefits and Burdens:

I feel like the ALD-F would add more traffic to an already very busy area.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

These possible transit routes will present a significant burden to thousands of people who attend Alderwood Community Church (including the Vietnamese and Spanish-speaking churches who meet weekly in the building) and the hundreds of people who rely on the Alderwood Compassion Center for weekly groceries, medical care, tutoring, and other family services. The city of Lynnwood needs the Compassion Center to continue to serve low-income families, people of color, and single parent families. The church and Compassion Center are right in the middle of the growing city, perfectly placed for these families to receive the support they need in order to thrive. The light rail is going to be extremely helpful for people to travel to and from our great city. Inexpensive transportation is necessary and desperately needed. However, it would be a mistake to uproot an organization that is supporting local families and bettering the community of Lynnwood. Personally, my family and I have attended ACC for 18 years. As a teenager, I made deep friendships and went on service trips organized by ACC. As an adult, I became a leader for almost 10 years, meeting weekly with teens and acting as a mentor twice a week. Alderwood community church is a large part of my identity. It would be a huge burden for the church to move locations and would jeopardize the current impact on attenders and compassion center patrons. I respectfully ask that other routes are considered that would not require the displacement of ACC and the Compassion Center.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

Unfortunately, none of these options work.

~

West Alderwood-Benefits and Burdens:

By looking at the human aspect of environmental impacts, while I think it is good to increase transportation via proceeding with this project, an issue arises, this being that all the current plans take the rail straight through Alderwood Community Church, which has been there for many years and has positively impacted hundreds if not thousands of lives. Even after financially compensating the church for their lost property after the project begins, it would not in any way make up for the emotional damage that would ensue. The church is a mainstay in the community, helping those in need, and for many people having an accessible and physical church location is one of the main factors keeping them going through their stressful lives.

~

Other comments:

I would only ask the people behind this project to rethink their plan going forward, and to consider sparing Alderwood Community Church. Christian or not, it is undeniable that the impact on the community and the social capital growth that Alderwood Community Church provides is priceless.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

No

~

Other comments:

All three routes would displace a church that greatly benefits the community through financial and food assistance along with counseling resources and providing children with positive activities. All three routes will be detrimental to the community because of this. Other routes should be studied and proposed.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

These options, as far as I'm aware, would all require the destruction of the Alderwood Compassion Center and Alderwood Community Church, which both have a tremendously positive impact on the community. For over 100 years, ACC has been loving and serving our community, and continues to impact thousands of lives of all walks of life, ages, and demographics. The campus is also home to a Hispanic and Vietnamese church, food bank, and space for mentorship, tutoring, etc. The current location is ideally located to support the community as Lynnwood grows, and it's relocation would potentially have profoundly negative impact on many lives.

~

Other comments:

Please consider alternate plans.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Other comments:

I'm a kid and I attend alderwood comm church, I have friends at this church and it provides good community for me and I would like the sound transit to take a route that does not go through the alderwood community church.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

None of these options work. Alderwood Community Church has been an integral part of the Lynnwood community for over 100 years. It not only serves a great number of people of all ages spiritually, but mentally, emotionally and physically too. Our Compassion Center has literally kept people alive. Alderwood community church is a place where thousands of people have come together as a community, helped and encouraged one another, and overall has helped to raise up people who care about other people and seek to serve the community to make it a better place. We need more places that serve as a place of refuge for the community, and taking a well established ministry away would not only be unethical, it would be detrimental. Please make a better, less detrimental plan of action.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options are desirable.

~

West Alderwood-Benefits and Burdens:

As a member of Alderwood Community Church for over 40 years, I've seen many people come and go — and then come back years later! I've had numerous conversations with people who have happily re-found us. Same location, a few of the same faces, and memories galore.

Having inhabited this corner for over 100 years - from chicken farms to urban center - it would be a real shame to force us to relocate. We are serving the community well through our Compassion Center, and hope to continue far into the future. Please consider other possibilities. Thank you.

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these work.

~

West Alderwood-Benefits and Burdens:

I would propose a new path that does not go through Alderwood Community church. This church and it's MOPS program was a life line when I was a new mom and struggling with PPD. I received help and healing there and would have had worse depression without their love and support in a difficult time. Our entire family attends now and the community is like none I have ever experienced. It would be damaging if this church was removed from the community.

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

If Link light rail is to have a true impact on motor vehicle use and congestion, it must be easily accessible by alternative means. Options ALD-D and ALD-F provide the best connections via bike, walking, and other transit. ALD-B, on the other hand, favors vehicles.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

SWI-A provides the best access from nearby residential, including by bicycle. While access to

SWI-C is listed as better by bicycle, that only appears to apply to businesses located to the south and west. All options are on the bike routes on Airport Rd and Casino Rd, so I see walkability as a higher priority.

~

Evergreen Favorite(s):

EGN-C

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

This mostly comes down to selecting the least-worst options, as existing residential, businesses, and infrastructure make this location challenging but necessary. Poor access for walking and biking quickly eliminates EGN-A. The others are mostly a toss-up, but EGN-C and EGN-E appear to have the least impact on existing businesses and homes of the remaining options.

~

Evergreen-Benefits and Burdens:

Option EGN-B appears to replace the existing businesses on that corner, which I would rather not see - they seem to serve the community well. Other options appear to be less disruptive. It looks like EGN-A would displace the most green space, which is in short supply in this neighborhood as is.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

Because the options are all within a few blocks of each other, potential benefits of moving towards the downtown area from EVT-A seem minimal, while reducing transit connections and increasing impact on residential and businesses. This makes EVT-A my preferred choice. If easier access to downtown is desired, EVT-D offers a more central location with similar impacts.

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

We would prefer a new alternative.

~

West Alderwood-Benefits and Burdens:

I am concerned about all three plans impacting the campus of Alderwood Community Church and the Compassion Center. Given the size of the congregation and the 100 year history of the church and its services to the heart of Lynnwood, it would be challenging to find a more appropriate location. My wife and I serve as high school youth leaders as part of the Alderwood Student Ministries, and I have personally witnessed how the students benefit from having a trusted group of adults from their mentioning to help them navigate the challenges of school, personal character, relationships, and planning for the future in ways that are not met by other institutions in their lives. At times, Alderwood has served as their avenue to escape harm or poverty. We know the Compassion Center meets many of the same needs for the local

community. As a congregation, we understand and sympathize with the planning process. We are confident that we can work together to minimize the impact to Alderwood Community Church while still meeting the growing and critical need for affordable public transit.

~

Other comments:

I would like to leave with the comment that I believe light rail is the future of our city, and I have been very pleased with the design and progress of the system. We look forward to using this link regardless of the planning outcome, and I know the congregation is ready to adapt of necessary. We just hope it isn't necessary.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

As a community member, would cast vote not to build a project that would interfere with the Alderwood church building (ACC) and adjacent structure used for community outreach (The compassion center).

~

Topics or Challenges:

The negative impact to the community.

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

I feel removing ACC would be a detriment to the community at large. This church has been an ongoing great support for many families and children, with a facility presence of over 100 years.

~

Other comments:

If there is any possible alternative route to construct this project, please strongly consider it. Thank you.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

I would submit that none of these options work.

~

West Alderwood-Benefits and Burdens:

Any option that would mean obtaining the property of Alderwood Community Church and the Compassion Center would be to the detriment of the city and community of Lynnwood. Alderwood CC has had a massive impact on me personally in terms of my emotional, mental, and spiritual growth. This community has been a source of truth and support, in everyday moments as well as the moments when I needed it the most. They have been a steadfast pillar of what it looks like to serve one another and provide a safe space to be yourself as well as be challenged personally in the most meaningful areas of life. I have seen how Alderwood Community Church has been a benefit to this community starting with my own family, my neighbors, and schoolmates. Their heart in purchasing the Compassion Center has continually been to serve the families of Lynnwood who not only need a little extra help providing for their families, but most importantly a space for them to call home. I have been a part of the



Alderwood Church family for almost ten years now, and I can say with all confidence that being a part of Alderwood Community Church has been one of the most impactful aspects of my whole life. Please do not take this building, this community away from me, away from Lynnwood. This city will not be the same now, and even more so in the future.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Other comments:

Alderwood Community Church has been a pillar of service tot his community. The thought of this changing because of this project is heartbreaking. My own life was greatly impacted when I was dealing with addiction, this church and the people were the reasons that I was able to escape and now have a new life. If there are any other alternatives to this project I would ask that they would be thoroughly evaluated. Thank you for your consideration.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Mariner-Benefits and Burdens:

This area has many local restaurants and businesses and lower rent apartments. This is not a rich area. Tearing it up and putting in probably expensive apts will not help the population that lives in this area. I think link should go straight up I5. There are plenty of bus routes to get people to Boeing. Save billions, and preserve the neighborhood.

~

SR99/Airport Rd-Benefits and Burdens:

See comments above. Neither choice is good. Preserve this lower income areas businesses and apts. Go straight up I5 and let Boeing employees catch a bus. Save billions.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

The alternative selected above seems the least disruptive and most advantageous to the community.

~

West Alderwood-Benefits and Burdens:

I am opposed to all of these alternatives because they will take away a major provider of services for historically underserved communities in the area. Alderwood Community Church, and it's Compassion Center, which will be demolished under these plans currently serves over 100 families weekly; providing groceries weekly, monthly meals, and tutoring services to students at Cedar Valley Elementary School on a weekly basis. Currently to my knowledge there are no other programs in the area that provide these services in one place. Taking away this community resource would leave the hundreds of families we serve without the help they

need. Please consider other alternatives for the link light rail and it's stations.

~

Other comments:

Looking at the map, it seems going to west to 198th would serve the same purpose, and leave a vital community asset in place. Please consider this alternative,

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

In your proposals you suggest three route choices and all require the elimination of Alderwood Community Church. In your evaluation of ACC's property you see an efficient route and staging area, all that would fit on that property. However, this church is located in a central area and serves a major role in supporting local school children who are in need of clothes, food and school homework support. They provide food to more than 150 families each week and emotional support to those in need.

~

Other comments:

no

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**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

According to the purpose and need statement, the project should "Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices." The acquisition of my church, Alderwood Community Church, and the Compassion Center, would have huge adverse impacts, not "minimizing adverse impacts" as stated. My Alderwood family has been on the site for over 100 years, and our roots in the community are innumerable. The Compassion Center and Alderwood's other programs provide invaluable benefits to our community. We agree with the project's purpose and need statement, but the acquisition of the church property goes against the statement itself.

~

Topics or Challenges:

The acquisition of the Alderwood Community Church and Compassion Center properties are highly concerning. The Light Rail will be a wonderful benefit to the community, but taking the church property to build it will be a net loss for the people of Lynnwood and surrounding area.

~

West Alderwood-Why?

None were selected because all require the acquisition of Alderwood Community Church and the Compassion Center.

~

West Alderwood-Benefits and Burdens:

Building the Light Rail route through Alderwood Community Church and the Compassion Center would be a devastating loss to my family. This church is my closest community, and has been so for over ten years. We care deeply about using our location in the heart of Lynnwood to love the people of this community. Rebuilding the church somewhere else would be a devastating disruption to the connections we've made within Lynnwood for over 100 years.

~

Other comments:

The community of Alderwood Community Church is excited by the growth of the city of Lynnwood and the Light Rail, but humbly ask that a route be chosen that does not result in the acquisition of our home property.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

I have been an ardent supporter of the light rail project from the beginning. Having traveled the world and experienced mass transit, it is about time we get an upgrade! This should really impact this area, my home. I am aligned on the purpose and I am excited to see it expand north.

~

Topics or Challenges:

Yes! While I am excited about this project and have from the beginning, it troubles me deeply that all 3 plans go right through my church, Alderwood Community Church.

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

All 3 options here put an undue burden on the people of Alderwood Community Church (ACC), a church that has been serving this community for over 100 years. If unchanged, this means that our church property will be acquired via eminent domain. I grew up in this church, my parents got married in our sanctuary, I met my wife here, and the people have been with me during hard times and joyous times. The thought of it being torn down, even for a good use like a train, makes me incredibly sad and angry. ACC has reached the lives of many through weekly services, its compassion center food bank, weekly youth group (of which I am apart of as a leader), and many other ministries attempting to be the hands and feet of Jesus. The truth is that a lot of people are suffering in the community and this community church has been able to feed people physically, emotionally, and spiritually for many years. It is also worth noting that our church leadership has been very pro light rail to this point because they see the value that it promises to bring.

~

Other comments:

I hope that you can find a way through Lynnwood that does not involve taking our church building and campus.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

Please don't go through our Alderwood community church. We started there when my daughter was tiny and we have build a family there at the church building.

~

Topics or Challenges:

Please find another location for the lightrail instead of our church that has brought so many families together at that location years after years!

~

West Alderwood-Why?

Please find another location for the lightrail instead of our church that has brought so many families together at that location years after years!

~

West Alderwood-Benefits and Burdens:

Burden of tearing down our sanctuary. This church has been here longer than some buildings around.

~

Other comments:

Yes, please understand. This church is part of Alderwood history. We have the old bell they use to ring back when this town was growing. This church has been around for 80 yrs. Please let us keep our church ! Thank you for your hard work!

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

No benefit

~

Other comments:

Alderwood Church and Compassion Center greatly serve the Lynnwood community. Losing these great resources would be a tremendous loss!

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Topics or Challenges:

I am concerned about the current businesses in place on 33rd in Lynnwood, specifically about Alderwood Dance Spectrum.

~

West Alderwood-Why?

I didn't select any, I would like more specific information about the route. Would light rail be taking buildings out on either side of the street?

~

West Alderwood-Benefits and Burdens:

I'm concerned about the continued operation of Alderwood Dance Spectrum on 33rd. They have been a pillar for dancers for over 30 years and are a valuable business to preserve.

~

Other comments:

I want clearer information, including impacts to local businesses.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

I could not choose any of the options given because they all involve the acquisition and demolition of Alderwood Community Church which I am convinced would be a terrible mistake.

~

**West Alderwood-Benefits and Burdens:**

The burden of all of these options is to remove Alderwood Community Church from its current location. ACC has been in their current location for over 100 years. To remove the church from the location is to remove an important piece of history from the city of Lynnwood. More importantly, in those 100+ years, ACC has played a vital role in the spiritual and social well being of the city of Lynnwood and the surrounding community. A great example of this is the fact that the church's Compassion Center provides food to hundreds of needy people on a weekly basis as well as offering services such as tutoring for underprivileged children. The church's location in the heart of the city of Lynnwood plays a vital role in the effectiveness of these ministries along with other ministries. The location being near a future rail station and with all the new apartments being built in the area, the church is poised to make an even bigger positive impact on the area. To remove the church from this location would have a negative impact on the community. Last but not least, a decision to remove ACC from this location literally impacts thousands of people in this community. This church is a thriving, multi-ethnic family. Thousands of people are greatly impacted positively by this church on a weekly basis. It would be a grave mistake to remove this church from the community that it has served so well for 100+ years.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

**West Alderwood-Why?**

The plan as I understand it will include the removal of Alderwood Community Church and the Compassion Center for construction and routing purposes. I am writing to express my disagreement with this plan and routing.

~

**West Alderwood-Benefits and Burdens:**

Alderwood Community Church and the Compassion Center have been serving a central role in addressing the growing homeless and people in need of assistance (food, counseling, shelter) in the downtown Lynnwood Core. Their location is key in serving this purpose. To move the Church and Compassion Center would have a dramatic negative impact on the Community of Lynnwood.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

**Topics or Challenges:**

Impact on the community

~

**West Alderwood-Why?**

none of these work

~

**West Alderwood-Benefits and Burdens:**

The three current plans don't work as they would remove a 100-year-old church that is an important piece of the community. This church has been a safe haven for many hurting and broken people for over a century. It was a safe haven for me in my teens when my own family began to unravel. We are Christian community native to Alderwood Manor, started by fruit, nut, chicken, and mink farmers in the 1920s. The property slowly expanded as Lynnwood area grew. Now - the church is a thriving place for single people, young families, empty-nesters, retirees,

and a bopping elderly community. We are more diverse than ever and it's beautiful. We are also more helpful than ever in our local community. Our new Compassion Center supplied groceries to local families all through the Covid years and beyond. We partner with Edmonds School District to provide reading support and homework help programs to those in need. On many of the major holidays, we provide safe and entertaining events for anyone that would like to attend, no strings attached. These three plans are not good because bulldozing our property and ending our existence here would be a tragedy. Not just for those that attend church on Sunday mornings, but to the surrounding neighborhood. We have always known that light rail construction would affect part of our property, and to be honest, we have been excited for the possibilities of meeting and helping more people. Please reconsider and make a new plan! We will be excellent and helpful neighbors to wherever the light rail ends up being built. Thank you for all you do! May God bless you as you go forward.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

**Purpose and Need:**

Alderwood Community Church is a crucial and necessary part of Lynnwood center. Not only does Alderwood Community Church provide community and church services, but it also provides a community and city food bank that serves hundreds of people and a tutoring program for students.

~

**Topics or Challenges:**

Lightrail needs to come up with alternate routes that does not demolish and take Alderwood Community Church. This church is serving our community and providing necessary resources that are critical to it's current placement and location to the community.

~

**West Alderwood-Why?**

None of the options work as they all take the Alderwood Community Church.

~

**West Alderwood-Benefits and Burdens:**

There is no benefit to this current plan. Lightrail is taking away a 100+ year old church that is serving our community in countless, important ways

~

**Other comments:**

Please come up with an alternate plan that allows Alderwood Community church to stay at it's current location and continue serving the community

---

**Date Received:** February 5, 2023

**Source:** Online Survey

**West Alderwood-Benefits and Burdens:**

It would be a huge blow to the area to lose Alderwood Community Church. It has served Lynnwood for over 100 years. It is growing in youth and diversity. The Compassion Center provides food and resources to the needy in our city. Lynnwood Cannot lose our Church!

~

**Other comments:**

Could the line stay right next to the freeway and leave the ACC property intact? If it did not go up 33rd it could service the mall near Target.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

Alderwood community church is an important pillar of the local community that has been there for generations. As a tax paying citizen I oppose moving this important house of worship.

~

Topics or Challenges:

I encourage finding an alternate solution that does not disrupt this community cornerstone.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood-Benefits and Burdens:

Alderwood community church is an important pillar of the local community that has been there for generations. As a tax paying citizen I oppose moving this important house of worship.

~

Other comments:

Alderwood community church is an important pillar of the local community that has been there for generations. As a tax paying citizen I oppose moving this important house of worship.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Yes. Alderwood church has been around for at least 100 years. This would require several paving efforts for in the parking lot or surrounding roads. Are any of these paved areas contaminated? Would it be better to leave the contamination undisturbed?

~

West Alderwood-Why?

I didn't select any of them. My comment is on the route itself. All current routes through West Alderwood go straight through Alderwood Community Church. Did anyone ask if the City of Lynnwood wants this? Did anyone ask the people where they want the route to cut through?

~

West Alderwood-Benefits and Burdens:

I see the potential benefit once the project is complete. But I hate that it goes through Alderwood community church.

~

Other comments:

no. Move the line away from Alderwood community church

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

This appears to have the best option for accessibility for underserved communities, car traffic, and bus routes. Even though I may be personally impacted by residential displacement, having better access for commuters and underserved communities would be better.

~

Ash Way-Benefits and Burdens:

Current planning has not been forward looking enough, and as a result residents may be misplaced. However, the other option would go through the interurban area which has wooded areas supporting wildlife. Disruption of wildlife should be avoided.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

I am selecting none of the above because all three options currently go through our church property and buildings. I don't think any of these options should be used.

~

West Alderwood-Benefits and Burdens:

I believe there will be burdens to these options. The 3 plans currently go straight through the Alderwood Community Church (ACC) property.. I have gone to ACC my entire life, over 27 years. This is where I grew up surrounding by family, friends, and mentors. It is where my husband and I currently attend and serve in our youth group. A youth group that serves hundreds of students from the Mukilteo, Everett, Lynnwood and other surrounding districts. This building is used daily to serve and support the community around it whether it be through youth/children events, memorial services, weddings, celebrations, church services, and much more. The compassion center (which the church owns next door) serves hundreds of people a week whether through feeding them, providing tutoring sessions, medical help, and more. By taking these two buildings you will greatly affect the communities surrounding this church building. Please consider a different route.

~

Other comments:

Please consider a route change that does not take the Alderwood Community Church Property

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options are good choices.

~

West Alderwood-Benefits and Burdens:

All three proposed plans require the removal of a very impactful building and outreach organization. Alderwood Community Church has been a place of safety, encouragement, personal growth, and community to my family for the past 16 years. My kids have grown up there, being taught and encouraged, building friendships and having incredible opportunities. My husband and I serve there weekly, making it a place where we both connect with others, are taught and filled up in our faith and learning, but also get to serve and meet the needs of others. We have also become involved in the Compassion Center, which reaches out to meet



the tangible needs of our community it's through free food, resources, connection and community. These are such integral and impactful areas of our lives that I could not imagine them being removed. Our church has a rich history of serving its community for over a hundred years and it would be tragic to end that without making genuine effort to find another solution to this new construction of the lightrail. We are excited for the growth and convenience the Lightrail can bring to the community, but want very much to impress the value of the growth, service and home that would be taken away if any of the three proposed plans are accepted. Please think creatively and strategically to protect Alderwood Community Church and the Compassion Center and the immensely valuable contribution it makes to the Lynnwood and surrounding communities.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

A burden that I see with these options is that all plans go directly through the Alderwood Community Church. This church has been a major part of the Lynnwood community for 100 years and currently serves the community in a huge way. ACC has numerous ministries that impact members of the community of all ages, as well as a Compassion Center that serves hundreds of families a week. Moving ACC from the heart of the Lynnwood would change the effectiveness and ease of the community being served.

~

Other comments:

I do not think that the Northern Lynnwood or Everett area require the Lightrail. I also think that Sound Transit and Legislature should respect the voice of voters that made it clear that this project was unwanted and unnecessary. The needs of Snohomish County are very different than the needs of King County.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

The current plans remove the Alderwood Community Church property. I have gone to this church since 2005 and it has had immense positive impact on my life and my family. I struggled with depression as a teenager and I found support and encouragement from the people at Alderwood. I have volunteered at the church now for 10 years after I graduated high school. The church is currently also home to The Compassion Center which serves hundreds of people in the food bank, educational services and in other positive ways. Alderwood Community Church serves the community and the city and is essential and important to hundreds of people.

~

Other comments:

Don't take the church

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these routes work.

~

West Alderwood-Benefits and Burdens:

Thank you for your time for reading this. This option would be a burden because it would destroy my church. My church has a building, the Compassion Center, which is used for weekly food distribution of close to 100 families. The Center provides medical and education services for the community of Lynnwood as well. I have benefited from this Center as well. I was diagnosed with Postpartum Depression and OCD in May of 2022. My husband, baby girl and I received support from them during this traumatic time. My church also provides a safe space for students from the community. Some students struggle with unsafe or unhealthy environments at home.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

Other comments:

Alderwood Community Church has had a positive impact on my life, and the lives of many others. Please choose an alternate route that does not effect the churches location.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Topics or Challenges:

The forced purchase and evictions of Alderwood Community Church from its property.

~

West Alderwood-Why?

None of these options are acceptable

~

West Alderwood-Benefits and Burdens:

Alderwood community church is a staple in the community with a very long history in Lynnwood. In addition to serving as a church community to its congregants, it also serves the greater Lynnwood community via the compassion center and its many programs and services. Alderwood has grown immensely over the years and is a large congregation, which makes the prospect of finding a new meeting space capable of housing the number of people a daunting, if not impossible task, especially considering the current prices of commercial rent and rising operating costs. My family has been attending Alderwood for over a year now, and we have been very blessed by our time here. We feel this is our church home and are devastated to see the Lightrail project put such a prospect in motion.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

Alderwood community church has helped thousands of people both through supporting people physically, financially and spiritually. The church loves people no matter what their situation. The church has proven this and will continue to do so in the future.

~

Topics or Challenges:

The impact of losing the present location of Alderwood Community Church would be a great disservice to the City of Lynwood. Many peoples needs are met there.

~

West Alderwood-Why?

The Alderwood Community Church was not supposed to be eliminated.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church is a great help to the City of Lynwood and the current route would hurt the city by eliminating the church

~

Other comments:

My comments above speak to the fact that the transit route has changed and will hurt the community that the church has tried so hard to help. I propose that a survey of the community be taken asking if this change will adversely affect them.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Why?

I do not like any of the options given.

~

West Alderwood-Benefits and Burdens:

I definitely see each of these proposed paths as a burden to the community and the city of Lynnwood. As much as I appreciate the efforts given to create the needed space for this transit line I believe that by removing or displacing the Alderwood Community Church on Alderwood Mall Blvd. this plan will not only be displacing a century old part of the community but it will remove opportunities for some of the most financially vulnerable within the Lynnwood community from receiving the assistance that is currently provided by the Alderwood Community Church's Compassion Center. This church has impacted me personally for the past sixteen years as it is where my wife and I have developed some of our deepest friendships and relationships. It is where our children have also grown up and found encouragement and love. It is my sincerest hope that those who are planning this path for transit would be able and willing to look to a different path than one that would cut through the current location of the Alderwood Community Church.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

No

~

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

I see several burdens but most of them coming from the displacement of Alderwood Community Church and the Compassion Center. Alderwood is positioned in the perfect place to reach and help the community in Lynnwood. We serve thousands of families every week through services, events, donations, meals, and hospitality efforts. The church has brought joy and love to the community for 100 years and is a place all demographics gather. The church serves as a food bank, a place of childcare, a place to counsel, a place to gather in community and to show love to the city. The church funds local elementary school programs, Halloween and holiday events, and participated in community service. This church is so key and integral to the city of Lynnwood.

~

Other comments:

I am a 28 year old who has attended Alderwood Community Church for my entire life. I have seen that church do such great things for the community. The church has supported local businesses, fed the needy, provided school supplies for the elementary schools in the area, cleaned the parks, provided events and free entertainment to the local citizens, created an environment of love and acceptance, supported the Lynnwood fine arts, and welcomed all through their doors. The church's unique location has been a landmark for the people of Lynnwood as the original building is historic and has been preserved. I serve as a high school leader for the church and attend every Wednesday and Sunday with my husband and 2 year old daughter. We have seen many families and teens come into our doors and find community and belonging. Our high school students rely on the church and our unique location to gather and to find meaning. They bring their friends and classmates to our services and outreach events which creates a ripple effect in the community. Alderwood is and has been home, please take all these experiences into mind as you choose the path of the light rail.

---

**Date Received:** February 5, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

They all go through Alderwood Community Church (ACC). I think this is very damaging to our community. There are not very many Christian churches in our area that are like ACC. This church has changed my life and attitude about God, prayer, and the Bible. The Compassion Center, part of ACC, helps a lot of people. This church offers both Vietnamese services as well as Spanish services, along with lots of involvement programs for everyone. Taking that away from our community would be devastating.

~

Other comments:

They can put the light rail somewhere else. They don't have to take away the good happening in the community of Lynnwood that has been here for many years.

---

**Date Received:** February 5, 2023  
**Source:** Online Survey

**West Alderwood-Benefits and Burdens:**

The planned route will negatively impact the community. Do NOT route through Alderwood Community Church forcing the church to close. This church is home to many people that serve the City of Lynnwood well through ministries like The Compassion Center. They are a well established church and have been a staple to the community since the 60's!

---

**Date Received:** February 5, 2023  
**Source:** Online Survey

**West Alderwood-Benefits and Burdens:**

I have attended Alderwood Community Church for many years and hearing that the department of transportation is considering tearing down our house of worship to build the expansion of the light rail is a very poor decision. This Church has survived the Lynnwood community for years and would be a great loss. Please reconsider your decisions as you move forward. Thank P DeBell.

---

**Date Received:** February 5, 2023  
**Source:** Online Survey

**Purpose and Need:**

I am concerned that all three plans for the extension of link light rail include and acquisition of Alderwood Community Church. Established in 1920, it is a thriving church community that has opened its doors wide to the Lynnwood community for over 100 years. It has weathered more changes than any other Lynnwood entity that I can think of. It provides for the community with events, food drives, partnering with local schools, and its newly opened Compassion Center that hosts a bustling food bank for local residents. I'm sad to think of what link light rail would be demolishing from the community if their plans proceed unchanged.

~

**Topics or Challenges:**

The acquisition of Alderwood Community Church and the Compassion Center (both in Lynnwood).

---

**Date Received:** February 5, 2023  
**Source:** Online Survey

**Purpose and Need:**

Please bulldoze Alderwood Community Church

~

**Topics or Challenges:**

Alderwood Community Church is a sexist, homophobic and non-inclusive space. Getting rid of the church and replacing it with a section of light rail will bring more diversity to that space than they've ever seen.

~

**West Alderwood Favorite(s):**

ALD-B

ALD-D

ALD-F

~

West Alderwood Second Favorite(s):

ALD-B

ALD-D

ALD-F

~

West Alderwood-Why?

They all go through Alderwood Community Church so they are all great options

~

West Alderwood-Benefits and Burdens:

Benefit - no more ACC Burden - none

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

We ask that you consider another site than Alderwood Community Church. Our church is an integral part of the Lynnwood area residents. Thank you

~

Topics or Challenges:

Our Compassion center services the hungry,homeless and needy people in the community.

This is vital to the community.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Why isn't parking considered at any of these sites? There are some areas where that would be critical, and even a better use of space than the crime Hotspot they are today

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

This area is an issue now and needs redeveloped. Either option is an upgrade to the area. Need better security.

~

SR99/Airport Rd-Benefits and Burdens:

It's all nasty commercial area now, light rail wouldn't be any worse.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Close to Boeing and Casino road communities is good. And another area that needs a boost

~

SW Industrial-Benefits and Burdens:

Replacing the stuff that's there is only goodness. It's not exactly a nice welcoming area now.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

This area is currently awful. Cant even safely go to Fred Meyer anymore. Needs redevelopment. Should just get rid of Fred Meyer and put in parking

~

Evergreen-Benefits and Burdens:

Already all commercial space, would be an improvement.

~

Other comments:

Should be done sooner. Light rail has been a good transport option, just need it done!

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

You need to provide more alternatives to your current plans.

~

Topics or Challenges:

Find places that don't impact the community in such a huge way.

~

West Alderwood-Why?

None of these options work. You would be destroying a 100+ year old church and its office building that houses a feeding center. This church has served the community for over 100 years, and taking it down for transportation or financial gain would be a disservice to Lynnwood and the surrounding areas.

~

West Alderwood-Benefits and Burdens:

This would be a huge burden on the community if the church disappeared. It currently partners with a school in the Edmonds School District to help teach reading to both kids and parents who immigrate here. It actively supports immigrants by helping feed them and find the necessary avenues they need in order to live in this area.

~

Other comments:

Please explore the other side of the freeway for other alternatives.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

The thought of going through Alderwood Community Church and taking this place away from the community is dreadful. Something else needs to be decided so this place that makes such a difference in the community can remain there.

~

Topics or Challenges:

Yes, do not remove Alderwood Community Church. Find an alternative route.

~

West Alderwood-Why?

Neither option leave Alderwood Community Church standing.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church is not just a place of worship, it is a valuable place and resource for the community of Lynnwood.

~

Other comments:

You must find an alternative route to leave Alderwood Community Church standing so it can remain a pivotal part of the Lynnwood community.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Burdens: This church has been a stellar benefit to the Lynnwood community for over 100 years. It has provided financial, on hand educational help, and most recently food and meals for the under privileged. Also they have a very strong youth program that positively influences these young people. Losing this central location in the Lynnwood area would negatively impact the outreach available to the community.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

none of these options are acceptable

~

West Alderwood-Benefits and Burdens:

Lynnwood is a fairly pedestrian friendly area and if any of these options are chosen it will negatively impact not only business, the Alderwood Community church, bit also the desirability of individuals and business to remain in this area. I'm especially concerned about Alderwood Community Church, which has been a fixture here for 100 years and has helped and continues to help so many people. If they are forced to move there is no viable area they could move to and it would create a hardship for many people

---



**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

Yes. I want to register the strongest possible objection to the West Alderwood alternative and ANY proposed route that has potential to displace Alderwood Community Church and the Alderwood Compassion Center. Please see the reasons for my objection below.

~

West Alderwood-Why?

None of the above options will work. All have significant detrimental effects on the community!

~

West Alderwood-Benefits and Burdens:

I want to register the strongest possible objection to ANY proposed route that has potential to displace Alderwood Community Church and the Alderwood Compassion Center. As its name suggests, Alderwood Community Church is a part of the Lynnwood community and has been for over one hundred years. ACC has been able to serve the Lynnwood community positively and effectively thanks to its central location and accessibility to many many Lynnwood residents as well as the community at large - not only as a religious place of worship but also as a charitable and community service organization. ACC is the only organization of its kind in the Alderwood area; any plan that causes its displacement would cause significant disruption in the lives of many Lynnwood and Snohomish County residents, in both spiritual and physical aspects. Therefore, I STRONGLY OPPOSE any route proposal that impacts Alderwood Community Church and Compassion Center.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

Impact to the Alderwood community based on the proposed routes

~

West Alderwood-Benefits and Burdens:

All 3 alternatives require going directly through an over 100 year old, well established community church (Alderwood Community Church) which recently just established an center for impoverished people to get food and other services. This church and its location has been a staple in the Alderwood area for 100 years and is a meeting point for all types of people in Alderwood. There is also 0 viable options for this community church to move, given its size and reach in the area.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these alternatives work for me.

~

West Alderwood-Benefits and Burdens:

The thought of the link project taking out a historic and active church community is saddening and worrisome for many and especially for city of Lynnwood. Alderwood community church has been a second family to us, providing counseling, community, financial support, and safety for our family. Our children have built relationships that have benefitted their well-being and morals. The amount of positive role models that they have at alderwood Community Church is

unrivaled. My husband and I have seen the light and hope that Alderwood community church has been to the community and continues to be. They host events like "trunk or treat" and summer camps and vacation Bible school for so many kids that have not many other options. These kids need a place to be loved and accepted, and that is what Alderwood community church is to this community. Removing Alderwood community church would certainly have a negative impact on the many families that seek support- both financial and emotional.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**Purpose and Need:**

Would like the route through Alderwood Community Church re-configured.

~

**Topics or Challenges:**

Acquiring church property that has been a blessing to the community is wrong. Alderwood has become our church home since moving from So Cal. We did not think we would find a church home but when we discovered Alderwood we felt immediately at home! The compassion center has blessed and continues to bless many of Lynnwood's population.

~

**Everett-Benefits and Burdens:**

The burden of relocating a church that has been supportive of the city and a blessing to the community is too much!

~

**Other comments:**

Please re-configure route to NOT include a path through Alderwood Community Church.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**Purpose and Need:**

Would like the route to NOT include acquiring Alderwood Community Church

~

**Topics or Challenges:**

Alderwood has been an establishment and blessing to the Lynnwood community for many years. Re-locating the church and compassion center would be detrimental to the outreach in place for the community. We relocated from So Cal and finally found a church home at Alderwood CC.

~

**West Alderwood-Why?**

None of these options work

~

**West Alderwood-Benefits and Burdens:**

The burden of uprooting a growing church that blesses and supports the community of Lynnwood would be devastating to the programs/support groups that ACC has in place.

~

**Other comments:**

Re-route to NOT include acquiring Alderwood Community Church.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work because they all have a Light Rail line that goes through the Alderwood Community Church property.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church has existed on this property for over 100 years. My family has attended for 25 years. This church has helped to build community in the PNW and to serve the community in meaningful ways. I have volunteered at the dental clinic that ACC hosts that serves community members which do not have dental coverage. We also are financial contributors to the ACC Compassion Center which serves Lynnwood's working poor community. The loss of the property and buildings will be a great loss the the Lynnwood community.

~

Other comments:

Please consider other alternative routes that protect the ACC protect.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

There are no good options. Our family attends church at Alderwood Community Church and we would be negatively impacted by this project.

~

West Alderwood-Benefits and Burdens:

There are no good options. Our family attends church at Alderwood Community Church. This provides a place for our community to gather and support one another. It gives our kids a safe place to be together and provides services for so many in the greater local community. It is devastating that you are considering taking this facility away and displacing a community that is doing so much good.

~

Other comments:

I urge you to reconsider

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

Yes, below

~

Topics or Challenges:

Very strong consideration should be given to the impact these planned routes will have on the Alderwood Community Church property.

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

These planned routes will uproot Alderwood Community Church. ACC has been located in this

community and on this very property for over 100 years. ACC has not only been serving attendees to the church for this time, but also currently serves a local community of immigrants and needy families on a weekly basis. Not only food is provided, but also reading and study help for local students. All this happens in the Alderwood Compassion Center - a ministry of ACC. Alderwood Community Church should remain in its current location to provide a place for spiritual growth for all the new residents of Lynnwood. This church has meant a lot to me and my family as we continue to serve those who need us the most.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**Purpose and Need:**

I strongly object to the proposed plan to construct the light rail from Lynnwood to Everett. The plans have the path to go right through the campus of Alderwood Community Church in West Alderwood. This will wipe greatly affect our church which has been present for 100 years and serves the entire Snohomish County. We have a food bank, Compassion Center that helps hundreds of families in the area and we have a church that has 5 services that include Spanish and Vietnamese speaking congregations. We have thousands of people that use the church during a week. I have 3 generations of family members that attend regularly including my wife, our three children and their spouses and 5 grandchildren. I encourage you to alter the plans to not include using eminent domain to include Alderwood Community Church; one of the most active and healthy churches in Snohomish County; will full support of the Lynnwood City Council.

~

**Topics or Challenges:**

Please reconsider using the West Alderwood site at Alderwood Community Church for the Operations and Maintenance Facility or for a route for the Light Rail expansion from Lynnwood to Everett.

~

**Other comments:**

Please do not use Eminent Domain to purchase Alderwood Community Church, a church that has served Snohomish County for 100 years and now serves thousands in our community. This church serves healthy, intact, families and community members.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**West Alderwood-Why?**

I chose not to select any of the above options, as all of them include the destruction of Alderwood Community Church. Thus, none of them are favorable.

~

**West Alderwood-Benefits and Burdens:**

Alderwood Community Church has been a huge part of the city of Lynnwood for over 100 years. The church is still an incredibly powerful location for community, service, spiritual and physical health, and provides an enormous amount of value to the city of Lynnwood.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**Purpose and Need:**

One of the burdens presents itself as each of these go directly through the Alderwood Community Church building and Alderwood Compassion Center. As a 29 year attender and now staff member of this congregation, this would be devastating to our community. As a 102 year old church, with a new feeding program through our Alderwood Compassion Center, hundreds of families would be impacted by this choice. Within Alderwood, we also have a vietnamese and spanish speaking congregation that meets and both are growing. Various youth programs for all ages meet and spend time learning how to be upright, model citizens of this city. Thank you for taking my comment into consideration,

~

Topics or Challenges:

Change all 3 routes to not go through the Alderwood Community Church property / Compassion Center property.

~

West Alderwood-Why?

None of these routes work.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the West Alderwood route options are acceptable.

~

West Alderwood-Benefits and Burdens:

There is no benefit to this proposed LR route which seeks to acquire and obliterate the 100+ year-old Alderwood Community Church; its buildings and campus, which daily serves its congregation, as well as the Lynnwood community at large, in various practical and spiritual ways. We live close to the church and our family has attended for over 13 years. All six of our children, ages 8-21, have been heavily involved with activities on and around the campus many times per week. We have all benefitted from solid teaching, dedicated leaders, and strong social connections. Just within the last year, as the congregation keeps increasing, the church invested in a massive interior and structural overhaul, alongside an expansion of community services with the creation of the Compassion Center and food bank. This intended decimation should be revoked, the line rerouted, and truly beneficial options resubmitted for public comment asap.

~

Other comments:

Yes. A precedent has been set regarding Sound Transit's proposed routes around – and not through – historical religious sites. Calvary Christian Assembly, founded in 1927, sits at 6801 Roosevelt Way NE, Seattle, WA 98115. Our family attended this church in the early 2000s when ST proposed the Light Rail track to run on/above the narrow street of 5th avenue, directly between I-5 and the church. This route would not have even infringed on the church's property (if I recall correctly). Doug Vaughan (my father-in-law) engaged in conversations with Seattle city mayor Greg Nickels, and provided a tour of the campus and buildings. It was not difficult to convince Mayor Nickels that rail cars rumbling by just a few feet from the church's 3-story stained-glass window, among other concerns about proximity, would be problematic. This area of north Seattle was (and is) a much denser urban landscape compared to West Alderwood. Hence, it offered extremely limited LR line options. Yet, our voices were heard! Sound Transit adjusted, and the current tracks completely skirt Calvary Christian Assembly's buildings and campus. Respecting and preserving our spiritual footprint in the neighborhood enabled the members and attenders of the church to continue to worship together as they had

for decades, as well as maintain their service to, and connection with, the growing Roosevelt community, which they do to this day. I highly anticipate Sound Transit making similar re-routing adjustments to the proposed LR line – preserving the campuses of Alderwood Community Church and adjoining Compassion Center - for the sake, strength, and service of our growing community as well.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**Purpose and Need:**

As a fan of light rail, I commend Sound Transit's efforts to date, and I applaud your desire for community input. Toward that end, I believe you have laid out a fair process. I only hope that decision-makers will truly take community opinion to heart and avoid the temptation to make decisions purely based on economics and expediency. The decisions you make will have far-reaching real-life consequences.

~

**Topics or Challenges:**

One of the EIS criteria for evaluation is the impact on "social resources, community facilities and neighborhoods." In that light I am deeply concerned about the proposed re-routing of the West Alderwood portion of the new line to the northwest side of Alderwood Mall Boulevard, and the resulting proposal to force the relocation of Alderwood Community Church. This century-old church is a thriving, growing spiritual home to over 1,500 people in South Snohomish County -- people of all ages and many ethnicities. Alderwood is also home to two "churches-within-a-church," a vibrant Spanish-speaking congregation and a strong and cohesive Vietnamese congregation. At our adjacent Compassion Center, also in the revised path of light rail, our weekly food distribution program serves over 150 local families in need, and we also provide medical care for the low-income uninsured at the Compassion Center through our partnership with Lahai Health. Relocating a church away from its home in the heart of the city leaves a gaping hole in Lynnwood at a time when the benefits we provide have never been more urgently needed. I urge Sound Transit to revert to the original plan to route the new line up the southeast side of Alderwood Mall Boulevard, for the sake of our church and for the health and vitality of the community we serve.

~

**Other comments:**

No. Thank you.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**West Alderwood-Why?**

the 3 options do NOT work

~

**West Alderwood-Benefits and Burdens:**

the 3 options all eliminate Alderwood Community Church and the Compassion Center. These buildings are more than just a Sunday meeting place. They serve the community and is not just a place of worship. On Tuesdays I volunteer as a nurse at the compassion center in which Lahai Health is there to help those who have no or very little access to health care. Also on Tuesdays the compassion center helps with food for the working poor. The classrooms are used to help teach underserved kids math and english skills. There are other programs on Wednesday nights at the church to help and support those in need such as divorce recovery and support

for single moms and youth groups that engage teens from and among South Snohomish county. In the summers the church is occupied for several weeks by Cascade Youth Symphony for their Summer Sounds program which my kids have personally benefited from. This program has been using this facility for over 8 years. This is just a small peek into what Alderwood Church and Compassion center do for the community. Please find an alternative route.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

I would highly recommend not using any of these 3 West Alderwood Station options. All 3 of these current options would involve demolishing a large flourishing Alderwood Community Church. This church has been in this location for over 100 years and it is very involved in helping the community. This church serves the needy, serves a large number of children who become productive members of our community, and blesses over 1000 adults who attend here. Please reconsider these three options and develop a plan that doesn't demolish this historic building and flourishing church.

~

West Alderwood-Benefits and Burdens:

All three of these Alderwood Station Options would demolish a thriving and historical church that does so much for the local community.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options are acceptable.

~

West Alderwood-Benefits and Burdens:

All of these alternatives have significant impact on the property of Alderwood Community Church, which has been a long standing asset to the community of Lynnwood. It is not acceptable that the development of lightrail in the region would displace an organization providing practical assistance and care to the disadvantaged, these are the very people called underserved and in need of affordable housing referenced in your disadvantages/advantages bullets.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Other comments:

A route that does not include the taking of the Alderwood Community Church property and its Compassion Center must be found. For over 100 years, it has served the affected community. Countless baby dedications, baptisms, weddings, funerals, etc. have been conducted there. My family is now on its third generation as an ACC family. Currently, almost 3,000 people call it their church home, including a Hispanic language fellowship and a Vietnamese language fellowship (totalling 250 each Sunday). Four hundred fifty youth, nursery to high school, attend activities every week. The Compassion Center feeds 150 people every week and provides tutoring at the Center. A group from the church also is engaged in reading time at a local

elementary school where a majority of the students are economically disadvantaged. ACC has a wide range of other ministries. Among them: to women subjected to domestic violence, to people needing temporary assistance, due to health, etc., and MOPS (engaging with mothers of young children). The church has provided annual Christmas programs to packed houses from the community and a popular Trunk or Treat event on Halloween. ACC is highly respected and helpful in the community and must be able to continue as it has for more than a century.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Topics or Challenges:

I attend Alderwood Community Church and your current plans show the light rail going right through the church's property. This church is a light to the Lynnwood community and provides care to those in need through the Compassion Center. I respectfully ask you to reconsider this route to allow the church to keep the property and building intact!

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

The light rail would run through the church I attend and I don't think that's right. I'm sure you could go along the freeway without having to buy property or go through a church!

~

Other comments:

None of these options work.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Alderwood community Church currently supports hundreds of families who regularly attend their weekly services. They also have an in-house Vietnamese and Hispanic church who supports those communities. The church provides all types of resources, such as counseling food, and guidance when people are facing adverse moments in their life. They are a strong support system that helps to create a healthy and strong community. In addition, they serve 150 families weekly through a feeding program on the premise along with medical treatment. Also, they partner with a local school in the neighborhood to provide food assistance to low income families and offer homework assistance. The relationships depend on the location of the church staying on the 102 year old property so they can continue to serve the community and the members who rely on them being there.

~

Other comments:

Please consider other options that would be less impactful to the hundreds of people who attend the church and serve the Alderwood community.

---



**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

Not really, I agree with most topics present

~

Topics or Challenges:

Disruption of wetland environments should be minimized by any means necessary, they play a vital role in local ecosystems

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Why?

Alignment A maintains a fairly linear path and thus should allow for higher base speeds on approach/departure, though how impact this would be in practice I'm unsure of. Alignment C is closer to Cascade High School, which I'm sure would be a major generator of ridership, though I feel transit connections would be poor

~

Evergreen-Benefits and Burdens:

The area around either of these station alternatives is in desperate need of development and clean up efforts, bringing a station to the area would bring the attention these places need.

~

Broadway/I-5 Favorite(s):

Broadway

Broadway

~

Broadway/I-5-Why?

Following Broadway will likely be the more complex/expensive option, but I believe the visibility of the project will boost ridership, rather than cramming the rail next to the freeway out of public view.

~

Broadway/I-5-Benefits and Burdens:

Damage or land acquisition issues along Broadway will likely pose a challenge, but ultimately introduces opportunities to work with the city to promote walkable transit oriented development along a major transit corridor.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

Alignment A will provide the most connections to local transit and even Amtrak and Greyhound/Flix bus connections to more distant destinations. While alignment D would provide direct transit to an increasingly popular venue for performances and event hosting.

~

Everett-Benefits and Burdens:

D may be more costly due to land acquisition, etc

~

Other comments:

Just that I wish it's completion date weren't so far away :( but I understand the constraints that are present

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

NO

~

Topics or Challenges:

Alternative Alignments

~

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

Please consider an alignment that is on the south side of Alderwood Mall Blvd - adjacent to I-5. This would allow for less disturbance to buildings and facilities. The alignment could turn in to the mall near the Shane Company. The current alignment extends directly through a historic church property (100+ years) at Alderwood Community Church and through the Compassion Center building which services low income residents of Lynnwood. This alignment would affect over 2000 people who attend the church and/or are served by the Compassion Center. Lynnwood needs a downtown church and demolition of this property would destroy that benefit. There are no options for relocating this property. If alternative alignments are not possible, then please consider how the alignment could extend through this area without requiring demolition of the buildings and abandonment of the church and Compassion Center. Thank you for your consideration. I am a civil engineer, so I know it can be done with the creative team of consultants that Sound Transit is working with.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Topics or Challenges:

I am one of more than 1300 people that attend Alderwood Community Church. I have been made aware that the current preferred plan for the transit route requires the acquisition and removal of both the church buildings and the church owned and operated Alderwood Compassion Center. The church and city of Lynnwood have enjoyed a wonderful working relationship for many years. The city is particularly supportive of the churches' ministry to serve the underserved people in the city. If we were forced to move I am aware of several extremely complicating factors that need to be considered, such as: 1. I have no idea how much compensation the EIS would offer but I do not know of any five acre tract of undeveloped land within a reasonable distance from the current location. 2. Wherever such a tract of land might be it is highly unlikely that we would be able to relocate the Compassion Center and be able to continue serving the underserved of our community near transit lines. 3. The churches' current location is critical to serving people of the Lynnwood, south Everett and north Seattle areas. A

move of facilities either north or east, (realistically the only options) would cause a disruption for many who currently attend. 4. We as a church have gone to great lengths to serve multicultural groups of the Lynnwood area. We currently support Vietnamese and Hispanic congregations who meet in our building. We also are offering English language classes in the Compassion Center building. Alternative light rail path for consideration: 1. A knowledgeable source has advised me that it would cost the PUD (and consequently the rate payers) approximately 10M to relocate the PUD substation. I would respectfully submit that making that land acquisition would be substantially less costly to the project than acquiring the ACC buildings and properties. That would allow for the line to pass on the south side of the church and come in line with 33rd. 2. Has there been consideration of bringing the line to the west side of the church across the north parking lot of the church (obviously leaving us with the elevated pillars to contend with) and then taking it through the parking lot between the JR Furniture and Scan Design before turning to the north on 33rd Street? Obviously, that is not a very appealing path from the churches' perspective, but it would allow for us to continue in our current location. Thank you for the opportunity to give my input.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

**Purpose and Need:**

The Sound Transit P&N Statement should adopt a holistic approach to seamlessly integrate the system into the daily lives of Lynnwood residents. In addition to addressing housing and transportation, the plan should also encompass human services, including places of worship.

~

**Topics or Challenges:**

The proposed light rail route would run through the heart of Alderwood Community Church, destroying its worship center, food bank and tutoring facility. This would have a devastating impact on Lynnwood residents who rely on these essential services. Established in 1920, the church has been a pillar of the community for over a century, currently attracting over a thousand Sunday attendees, offering services in Spanish and Vietnamese, and serving as a hub for young people with its dynamic program that spans from birth through high school. The food bank, serving 400 people weekly, is projected to reach 2,000 people by 2032 and offers meals, counseling, tutoring and a mobile van for medical care. The church also sponsors a wide range of activities including quilting, programs for young mothers, seniors, widows and the grieving. The campus is bustling with seniors' activities on Tuesdays and programs for children and youth on Wednesday evenings. The church employs over thirty people and relies on hundreds of volunteers for teaching, childcare and food bank preparation. The loss of Alderwood Community Church would be devastating to the Lynnwood community, which has relied on its participation and influence for over a hundred years.

~

**West Alderwood Favorite(s):**

ALD-D

~

**West Alderwood Second Favorite(s):**

ALD-B

~

**West Alderwood-Why?**

Proximity to housing. Choice could change with more information.

~

**West Alderwood-Benefits and Burdens:**

More user friendly for more people.

~

Other comments:

It's important to consider the history, people and traditions of this area as decisions are made.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these are good, they all require purchase of alderwood CC

~

West Alderwood-Benefits and Burdens:

The church has been instrumental in the community, and a support network and cornerstone of the area. To path through the church would greatly effect the area, now and after the light rail expansion

~

Other comments:

Please find an alternate option that prevents the need for a church buyout

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

This route plan doesn't take into account the impact it will have on local businesses and places of worship.

~

Topics or Challenges:

Consider the impact on long standing buildings or recently acquired buildings that have been rebuilding the community at large.

~

West Alderwood-Why?

None of the above options work.

~

West Alderwood-Benefits and Burdens:

The massive burden that comes with this is the specific impact it will have on Alderwood community church. This church is responsible for forming myself and countless others into the amazing young adults that we are today. This church has been giving back to the community relentlessly when I was there from 2008-2016 and continues to give back and positively impact the community and many young adults that then go out and influence their new communities for good. Also they have recently acquired the neighboring business, now known as the Compassion Center. They serve a tangible need in feeding the local community. This church has decades of positive impact on the local community and a resounding, far-reaching impact because of the young adults, like myself, that have come through it. The property of Alderwood Community Church simply cannot be destroyed for public transit. I insist another option be explored.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

All three of these plans would run through Alderwood Community Church, the church that I have been attending for over 15 years. Alderwood Community Church has had such a great impact in my life and for the people around me. Over the years, I have watched with joy, the growth and expansion of this church - not only physically in terms of the building size but also relationally. The large campus is welcoming over 1,000 people every Sunday, and even more through events and special services. I have seen community being built every time I step on campus and have seen the church come alongside individuals and families in need through the Compassion Center. This church has benefitted me and my family so much over the years. We started attending this church because of its convenient location, and we have stayed because of the community we have built and the love that we have seen this church give to others around us. Although the plans for expansion and growth of the lightrail excites me, the current plans for the Everett Link would cause the acquisition of Alderwood Community Church and the Compassion Center, both of which harbor and cultivate a community of love and I believe it would sadden many people to see it gone.

~

Other comments:

I strongly urge you to reconsider these plans as it includes the acquisition of Alderwood Community Church, a loving, community-building campus that has been in the same location for over 100 years. This Lynnwood city landmark is loved by many within the Lynnwood community and even those that are from neighboring cities. Thank you for considering my comment.

---

**Date Received:** February 6, 2023

**Source:** Online Survey

Purpose and Need:

It a big concern if this is too close to my house

~

Topics or Challenges:

Noise pollution at residential area

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Too close to my house

---

**Date Received:** February 6, 2023

**Source:** Online Survey

West Alderwood-Why?

I didn't select any of the options since each option goes through Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

Firstly, I must say that none of the options work. All of them would involve displacing Alderwood Community Church and its Compassion Center. Alderwood Community Church has served Lynnwood for over one hundred years. It's been here since Alderwood Manor was nothing more than a collection of chicken farmers. Over that timespan, ACC has developed into and remains a pillar of the Lynnwood community. It's served our neighbors and undoubtedly left a positive impact on the broader area. During the 2020 COVID pandemic, Alderwood Community Church opened the Compassion Center and served our neighbors by providing food, community dinners, and prayer. It's allowed folks from different walks of life to get to each other and strengthened our civic bonds. Recently, the Compassion Center has expanded its services by providing literacy skills classes and tutoring for students. There are many students of Cedar Valley elementary who can attest that their lives have been enriched by the loving and intentional efforts of the volunteers of Alderwood Community Church. On a personal note, I've attended Alderwood Community Church for nearly a decade now. I've met many folks whom I would call good friends. The preaching and discipleship from Alderwood Community Church gave me strength to overcome various crises in my life. I'm far better off where I am now after meeting the people of Alderwood Community Church. There's nowhere else that I'd call my church home. I've been blessed the responsibility of serving in Alderwood's kids ministry and as a volunteer and tutor in the Compassion Center. When I serve in the Compassion Center, I'm able to see the kids develop their literacy skills through facilitating reading games and activities. In the beginning and end of each literacy class session, I have the privilege of leading the singing of simple yet fun songs. During each literacy skills class and tutoring session, I make it a point to really get to know the kids and their families. In consequence, I ask them about their days, how they're really doing, and their dreams. Through those conversations, we've been able to grow our understandings of each others experiences and perspectives. It's no wonder that when I look in the faces of the families that I see the eyes of the kids light up in joy as they get to sing in a place where they feel welcomed and free to be themselves. When I serve in kids ministry, I get to lead a group of kids with another volunteer. During each Sunday, we're able to review stories of the Bible with the kids. Each lesson has a fun game that teaches the children about the story while also teaching them how to love others like Christ. I can tell based on the excitement and openness of the kids that their time in kids ministry helps them enjoy going to church because they have friends and know that they're in a place where they belong. In both contexts, I'm able to see how God is at work in the lives of the kids, and how the adults and people around them encourage them and remind them that there are people who care about them. During such a critical time of life, a child is greatly benefitted by a consistent presence of adults who intentionally spend time with them. Even a slight disruption can undo all of the trust and goodwill that's been built with them. It's evident that ACC has been a force for good in Lynnwood and Snohomish County. Thanks to its accessibility and prime location, folks from all over our county are able to attend and be uplifted by the services, to be served, and to serve others. With that considered, I believe that Alderwood is best situated to continue its mission of serving God and our fellow neighbors where it is now. The current plans to expand light rail service through ACC would irreversibly disrupt the efforts of the congregation to worship God and serve the community. In consequence, I hereby restate my rejection of any route proposals that would impact Alderwood Community Church and its Compassion Center.

~

Other comments:

Please find alternative routes that don't go through Alderwood Community Church.

**Date Received:** February 7, 2023

**Source:** Online Survey

West Alderwood-Why?

I did not select any of these options because they all go right through the property of the church I have attended for the past seven years, Alderwood Community Church, located just west of the Alderwood Mall Blvd and 33rd Ave W intersection. The map you provided isn't very high-resolution, but all the routes appear to skirt the edge of the church building and go right through the Compassion Center, which is located just to the east of the church building. We run a food bank out of this building and serve food to those in our community that need it most. It has benefited many people and I am glad that we have been able to help those in need in our community and show them the love of Jesus. Also, this church has been a pillar of the community for over 100 years, and the community that sprung up around our church came into being thanks to the interurban, and now that we're basically rebuilding the interurban with Everett Link, that shouldn't mean that this church would be displaced by this project. If it wasn't for the positioning of the curve from Alderwood Mall Blvd to 33rd resulting in the displacement of my church, I would prefer option ALD-D thanks to its easy transfer to the Swift Orange Line. Also it is the most centrally located.

~

West Alderwood-Benefits and Burdens:

The light rail will serve this area well, but I strongly encourage you to modify the curve onto 33rd Ave W so that it no longer would displace Alderwood Community Church or the Compassion Center. Putting the guideway over the parking lots is fine, but please change the route so that it no longer impacts my church's buildings. It seems like if you kept the alignment between I-5 and Alderwood Mall Blvd rather than shifting to the north side of that street south of 196th, there would be enough room to make a reasonably wide curve without having to impact the church.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

I prefer Option EVT-D since it is the closest to downtown Everett and the Angel of the Winds Arena. Option EVT-C is okay, but is right on the edge of downtown Everett and requires crossing Broadway, a busy street, to actually get to downtown. Option EVT-A is not preferable because while it is close to Everett Station, you'd have to transfer to a bus to actually get downtown. This is unacceptable for a station that serves the economic hub of Snohomish County.

~

Everett-Benefits and Burdens:

Option EVT-A would be isolated from the city, whereas options EVT-C and EVT-D are closer to downtown. EVT-A would permanently hamper ridership on the line by requiring people to spend extra time waiting for a bus (or walking further) to actually take them into downtown Everett.

~

Other comments:

Consider adding a station (or making provisions for one) near 41st Street to serve Funko Field.

**Date Received:** February 7, 2023

**Source:** Online Survey

**Purpose and Need:**

Hello, my name is Beth Davis, and I am a member of Alderwood Community Church in Lynnwood Washington. I am writing to you in regard to the proposed Light Rail expansion project for the Lynnwood/Everett expansion that is slated to go through the property that currently is owned by Alderwood Community Church. Alderwood Community Church has been in this community for 100+ years and is an iconic landmark of this community. I have lived in the Lynnwood area for 20+ years and have looked at that Church almost every day as I drive to work or around the Lynnwood area. Seven years ago, I started attending ACC and have made this church my home church. My husband James found the true meaning of God's word from the pastors in this church. James and I were married by Steve, one of the pastors. This church has a tremendous meaning to my husband and me. I was baptized at this church. It would be devastating to myself my husband, and the Lynnwood community to see it torn down and the Light Rail in its place. God is doing great things in the community of Lynnwood through ACC. Alderwood Community Church just opened the Compassion Center a few years ago which has been serving the community's needs to families who need help with food and worship. The City of Lynnwood and its leaders have been good partners and very much desire for this Light Rail project to not impact the ACC campus or the Compassion Center. They are on our side. This Light Rail extension is in its earliest design phases, and we are all praying that you will find a different path for this train to take. Please consider finding that new path and do not destroy Alderwood Community Church which had been there for 100+ years and serves the community more so than the light rail will. God Bless whoever makes the right decision to change the path of the light rail. Sincerely Beth Davis

~

**Topics or Challenges:**

Hello, my name is Beth Davis, and I am a member of Alderwood Community Church in Lynnwood Washington. I am writing to you in regard to the proposed Light Rail expansion project for the Lynnwood/Everett expansion that is slated to go through the property that currently is owned by Alderwood Community Church. Alderwood Community Church has been in this community for 100+ years and is an iconic landmark of this community. I have lived in the Lynnwood area for 20+ years and have looked at that Church almost every day as I drive to work or around the Lynnwood area. Seven years ago, I started attending ACC and have made this church my home church. My husband James found the true meaning of God's word from the pastors in this church. James and I were married by Steve, one of the pastors. This church has a tremendous meaning to my husband and me. I was baptized at this church. It would be devastating to myself my husband, and the Lynnwood community to see it torn down and the Light Rail in its place. God is doing great things in the community of Lynnwood through ACC. Alderwood Community Church just opened the Compassion Center a few years ago which has been serving the community's needs to families who need help with food and worship. The City of Lynnwood and its leaders have been good partners and very much desire for this Light Rail project to not impact the ACC campus or the Compassion Center. They are on our side. This Light Rail extension is in its earliest design phases, and we are all praying that you will find a different path for this train to take. Please consider finding that new path and do not destroy Alderwood Community Church which had been there for 100+ years and serves the community more so than the light rail will. God Bless whoever makes the right decision to change the path of the light rail. Sincerely Beth Davis

~

West Alderwood-Why?



I select None of the above if it means destroying Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

Please move the Light rail away from Alderwood Community Church.

~

Other comments:

The City of Lynnwood and its leaders have been good partners and very much desire for this Light Rail project to not impact the ACC campus or the Compassion Center. They are on our side.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

West Alderwood-Why?

NONE OF THESE ALTERNATIVES WORK.

~

Other comments:

Please find an alternative that will NOT take the Alderwood Community Church & Compassion Center away.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

Purpose and Need:

Not really, I agree with most topics present

~

Topics or Challenges:

Disruption of wetland environments should be minimized by any means necessary, they play a vital role in local ecosystems

Mariner-Why?

~

Evergreen-Why?

Alignment A maintains a fairly linear path and thus should allow for higher base speeds on approach/departure, though how impact this would be in practice I'm unsure of. Alignment C is closer to Cascade High School, which I'm sure would be a major generator of ridership, though I feel transit connections would be poor

~

Evergreen-Benefits and Burdens:

The area around either of these station alternatives is in desperate need of development and clean up efforts, bringing a station to the area would bring the attention these places need.

~

Broadway/I-5 Favorite(s):

Broadway

Broadway

~

Broadway/I-5-Why?

Following Broadway will likely be the more complex/expensive option, but I believe the visibility of the project will boost ridership, rather than cramming the rail next to the freeway out of public view.

~

Broadway/I-5-Benefits and Burdens:

Damage or land acquisition issues along Broadway will likely pose a challenge, but ultimately introduces opportunities to work with the city to promote walkable transit oriented development along a major transit corridor.

~

Everett-Why?

Alignment A will provide the most connections to local transit and even Amtrak and Greyhound/Flix bus connections to more distant destinations. While alignment D would provide direct transit to an increasingly popular venue for performances and event hosting.

~

Everett-Benefits and Burdens:

D may be more costly due to land acquisition, etc

~

Other comments:

Just that I wish it's completion date weren't so far away :( but I understand the constraints that are present

---

**Date Received:** February 7, 2023

**Source:** Online Survey

Purpose and Need:

none

~

Topics or Challenges:

The project should have as little impact on existing buildings and businesses as possible.

~

West Alderwood-Why?

none of these options will work as they all have significant impacts on many existing businesses

~

West Alderwood-Benefits and Burdens:

All three of the proposed light rail routes would lead to the destruction of Alderwood Community Church (ACC) and the affiliated Compassion center. ACC has been serving the Lynnwood community for over 100 years and is a huge community partner in providing help to those in need through its many programs (food bank, tutoring, trunk or treat at Halloween, other support services based on specific needs) and especially through the Compassion Center which opened a few years ago. The central location of ACC within Lynnwood makes it ideally placed to be accessible to those in need. If ACC was forced to relocate due to the construction of the light rail it would likely have to move to a location much further from the city that would make it much less accessible to those in need. Please consider other options that would allow ACC to remain where it is so that it can continue to serve the Lynnwood community for another 100 years

~

Other comments:

I think the routing of the light rail along Alderwood mall parkway and then connecting to go behind Kohls and Target should be considered as it will impact the least number of business and still allow access to the Alderwood mall as it would only be a few blocks walk to the mall

---

**Date Received:** February 7, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work for me because they go through Alderwood Church and Compassion Center

~

West Alderwood-Benefits and Burdens:

All 3 of these alternatives go through Alderwood Church and Compassion Center. I personally have seen the good that the church and compassion center are to the Lynnwood community and believe losing them would be negative for the Lynnwood community

---

**Date Received:** February 7, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

As someone who regularly attends Alderwood Community Church, and appreciates the contributions that it makes to the community, it would be great if that facility could remain open.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

The purchase of Alderwood Community Church's property for light rail use.

~

West Alderwood-Why?

None of the above options work.

~

West Alderwood-Benefits and Burdens:

Please find a way to spare Alderwood Community Church. It has been my "home" for 37 years and is Lynnwood's long-beloved church for over 100 years. It has been and still is, a vital gathering place for hope and connection for thousands of all ages in this area and beyond. Many support groups meet during the week such as teens, moms, children, seniors, and cancer and grief support. They also serve a Spanish-speaking congregation and a Vietnamese group, the working poor through the Compassion Center, as well as other community outreach programs. Thank you for reconsidering this light rail route. God bless!

~

Other comments:

No

---

**Date Received:** February 7, 2023

**Source:** Online Survey

Purpose and Need:

I would vote for the route to go up Ash way instead of Meadow Rd. It makes more logical sense to be near the park n' ride

~

Topics or Challenges:

The congestion that already exists at 164th and meadow rd is huge- this would make the roads way too overcrowded in this area to support it.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

logistically it is more accessible, closer to the bus station, and less impactful on the neighborhood.

~

Ash Way-Benefits and Burdens:

benefits would be more parking for train passengers- easier accessibility

~

Other comments:

do not use meadow rd

---

**Date Received:** February 7, 2023

**Source:** Online Survey

Purpose and Need:

None

~

Topics or Challenges:

Hope the railway will follow the existing road to build.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Closer to the Alderwood Mall and Costco, Home Depot, H-Mart, and more major businesses. It's also closer to the main street(Alderwood Pkay )in this area. Make it more accessible to the people who work in these places. It is also convenient for residents to shop and transfer.

~

West Alderwood-Benefits and Burdens:

Follow the existing roads. With minimal impact on the surrounding environment, residents, and businesses.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Being closer to the Ash Way Park and Ride and convenient for residents to park and transfer is the most important thing.

~

Ash Way-Benefits and Burdens:

This is very bad to disrupt the Interurban Trail during construction.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Being closer to the Mariner Park and Ride and convenient for residents to park and transfer is the most important thing.

~

Mariner-Benefits and Burdens:

None

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Better connection to Swift Green Line

~

SR99/Airport Rd-Benefits and Burdens:

None

~

Other comments:

Hope to add a station at the Paine Field airport. Connect the two airports in the Great Seattle area. Make it easier for all passengers to transfer between these two airports. It is also very helpful to enhance the image of all cities in the Great Seattle area.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options will provide the optimal balance of community benefit, traveler benefit, and meeting the needs of the undeserved and underprivileged people groups in Lynnwood.

~

West Alderwood-Benefits and Burdens:

Hello and good evening, All 3 of the current plans being considered by Sound Transit for the West Alderwood portion of the light rail expansion involve the acquisition and demolition of the Alderwood Community Church property and buildings...if carried forward these 3 plans will have devastatingly negative impact and effects on the greater Lynnwood community. Firstly, let me state that I am DEEPLY supportive of the mission that Light Rail is aiming to achieve.

Responsible, region-wide, affordable mobility is necessary to meet transportation needs of our

growing urban region in Western Washington. This is of particular importance to meet the needs of minority, undeserved, and underprivileged people groups. Light Rail's expansion will help offer reliable, flexible transportation to thousands who desperately need it. That being said, with the utmost appreciation for the complexity involved in choosing Light Rail's path, I STRONGLY urge the Sound Transit Board to reconsider its current plans to acquire and demolish Alderwood Community Church for 3 reasons. 1) Alderwood Community Church has been on this property and a part of this community for over 100 years. It literally holds deep historical and generational significance to the Lynnwood Community. 2) Alderwood Community Church is the epitome of a community church. The diversity of this tri-lingual community church mirrors the wonderful diversity in our growing community. Alderwood Community Church is composed of 3 uniquely beautiful congregations...a Spanish-speaking congregation, a Vietnamese-speaking congregation, and an English-speaking congregation. Collectively, Alderwood Community Church is composed of cultural influence and backgrounds from every continent on the globe and celebrates that uniquely diverse beauty, weekly. Today's culture continues to grow increasingly divided every day, causing our communities to draw further apart from one another. And yet, we are unified in a culturally shared vision of a day when our communities can come together and celebrate our differences. This shared cultural vision is here today! Alderwood Community Church continues to stand as a shining example of this vision of diversity today, just as it did 100 years ago. 3) In addition to a diverse house of worship that welcomes anyone, from any background, with open arms, Alderwood Community Church also offers a free community feeding program to those in need in Lynnwood. Over 400 community members are given groceries and food every week as a simple gesture of love and compassion to our community. In addition to providing food, the community center at Alderwood Community Church offers a robust community tutoring program, free medical services, and even free Wi-Fi to the Lynnwood community. As it stands, this community center is within a short walking distance of the Alderwood Mall, future home to a Light Rail station. Imagine those in need from minority, undeserved, and underprivileged people groups, having reliable, affordable transportation, to the food, medical, and educational services they need for their families. This is a match made in heaven and we should work together to bring it to reality. Demolishing the Alderwood Community Church community center and moving these services further away contradicts the very nature of why tax payers and voters approved Light Rail in the first place...to create a more equal, diverse, and harmonious community. I urge you to rapidly reconsider your current plans to acquire and demolish Alderwood Community Church's buildings and property. I sincerely thank you for your consideration.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

**Purpose and Need:**

I do not agree with the project draft purpose because of its route through Alderwood Community Church.

~

**Topics or Challenges:**

I believe that the idea of making a route through Alderwood Community Church should be reconsidered. This church has been impacted so many families and individual over the last century. It has provided families with a place of worship, gathering, and other resources such as groceries and child tutoring.

~

**West Alderwood-Benefits and Burdens:**

It goes through Alderwood Community Church. This will greatly impact the entire community if

relocation becomes an issue. I believe that the route shouldn't go through the church because of all the various ways this church has impacted the Lynnwood community. It has been a place of hope and revival for numerous people and a place that is welcoming to everyone. Personally, this church has become my second home. A place for me to grow in my faith while connecting with so many people. The memories this church has given me is something I will always cherish. I know a lot of other church members feel the same way. From helping at the Alderwood Community Church Compassion Center to helloing with Sunday school, I have seen this church grow and connect with the Lynnwood community by sharing the love of Jesus by both their words and actions.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

It's unclear how many existing buildings along this route will be impacted. I'm particularly interested in how this will affect the Alderwood Community Church location. There is a community outreach center located here which benefits many in the area.

---

**Date Received:** February 7, 2023

**Source:** Online Survey

Purpose and Need:

none

~

West Alderwood-Why?

none of these options work.

~

West Alderwood-Benefits and Burdens:

I believe this would cause destruction too Alderwood Community Church and the Compassion Center. There are many families who love this church and have attended for years or decades. This church has been around for 100 years, and has had a huge impact on the community. The compassion center helps those you do not have food and need help, and this has been the prime thing that we have done over the past several years. While the Church has touched so many people and has been a home not only to families but also strangers who have the desire to walk with the Lord. This would cause a huge sadness in our community if we lost this church.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

Purpose and Need:

I am looking forward to the Light Rail's West Alderwood station. Sorely needed public transportation to Downtown Seattle, Everett, and SeaTac and Paine Field airports.

~

Topics or Challenges:

I am concerned that the current plans involve displacing a beacon to the community. I moved to Lynnwood from Seattle in 2021, and my family and I have been slowly connecting to the community, despite moving during COVID. One big reason for our growing love for Lynnwood is

Alderwood Community Church (ACC), which is a light for the community. By God's grace, we have been attending for almost a year now and have been delighted to experience ACC's goodness in brining families together and serving the needy in the community via the Alderwood Compassion Center. My daughters have connected to the church's youth group which has provided a place to belong and address loneliness and mental health issues that so commonly plague teens displaced during COVID. Please consider keeping ACC in the location where it has served the community for over 100 years.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Walkability and potential for additional residential/commercial development.

~

West Alderwood-Benefits and Burdens:

Would love to see more parkland and trees. We currently do now have a town center green.

~

Other comments:

None, except concerns for the church stated above.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options worked

~

West Alderwood-Benefits and Burdens:

Right now, all of the light rail plans run straight through Alderwood Community Church, which I believe is a problem. I've been going to Alderwood for 9 years now, and as a Freshman in High School, this church has is my home. It has always been a place where I feel the love of our community in the family of Christ, where I can express myself and learn more about the God the many people at Alderwood follow. To tear down this church would be awful. Its location in Lynnwood allows it to serve many families in need through the Compassion Center and give services through the Vietnamese and Spanish branches. In addition, Alderwood's youth group has been a building block in my life, as well as many of my friend's lives throughout middle and high school. We've been able to grow in our relationships with each other and with Jesus in so many ways through this church, and I know I speak for the Alderwood Student Ministries when I say ACC has impacted us in ways that will last our whole lives. ACC will continue to serve the community as long as it is able, so I ask that other options be considered for the path of the light rail that don't involve tearing down this amazing church.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

The displacement of Alderwood Community Church, from its location where it has served the Lynnwood community for over 100 years, will burden over 1,000 residents who worship at the



church and countless other families who are served by outreach programs such as Alderwood Compassion Center. For my family, the church has been a refuge amidst COVID challenges, and with God's grace, helped my family (especially my teenage children) handle mental health issues created by the COVID crisis. We have found a loving and supportive community at Alderwood Community Church. Please reconsider your plans to remove the church from its current property.

~

Other comments:

None of the options work as all of them displace the church.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

Seems more practical

~

Mariner-Benefits and Burdens:

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Seems practical but would prefer it going down Gibson Rd

~

SR99/Airport Rd-Benefits and Burdens:

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

C is closer to Paine Field. Should have a stop at 100 st.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

West Alderwood-Why?

none of these options work

~

West Alderwood-Benefits and Burdens:

This would be a tremendous burden to lose Alderwood community church, as they have been there for over 100 years and serve the community in many ways.

~

Other comments:

This would affect the many people attending this great church and it would take away all the people who are able to attend within walking distance who live in the several new apartments nearby.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

West Alderwood-Why?

none of these options work

~

West Alderwood-Benefits and Burdens:

Alderwood Community church has been a very important part of our lives and a good neighbor and an important part of the community. Please consider the underground option.

~

Other comments:

Please consider the underground option as this would be a tremendous burden to take away our church that has been there for over 100 years.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Preserve as many existing trees as possible. We need to be able to get around in our region, but we also need clean air which existing trees help us with. Equally important is their natural beauty, imparting calm and a connection to nature, which is vital in the world we have made.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

ALD-B is closest to the freeway and would disrupt the area to a lesser degree than the other options. ALD-D is second for me, since I do not like ALD-F. ALD-F is too close to our neighborhood, and I fear for the trees at the north end of this area which is said to be good for "development."

~

West Alderwood-Benefits and Burdens:

Keeping both the station and the track closer to the freeway would greatly reduce the negative impact to businesses and local traffic.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

Purpose and Need:

None of these options work.

~

Topics or Challenges:

The location of Alderwood Community Church is very important to be of service to the community. Many families including my own have been blessed and found support and comfort when needed. Other buildings do not have such an important impact on this area.

~

West Alderwood-Why?

NONE are good

---

**Date Received:** February 8, 2023

**Source:** Online Survey

Purpose and Need:

I have lived in Lynnwood for 30 years and have been going to Alderwood Community Church for 24 years. Please revise the light rail plans to be built around the church campus rather than through it. Alderwood Community Church is very important to myself as well as many other residents of Lynnwood.

~

Topics or Challenges:

Please do not build the light rail through the Alderwood Community Church campus.

~

West Alderwood Favorite(s):

~

West Alderwood Second Favorite(s):

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Potential burdens of these alternatives are that they go right through the Alderwood Community Church campus

~

Other comments:

Please come up with a different plan that involves working around the Alderwood Community Church campus.

---

**Date Received:** February 8, 2023

**Source:** Online Survey

Purpose and Need:

no

~

Topics or Challenges:

Yes the alignment in relation to long established places of worship.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

best location to housing

~

West Alderwood-Benefits and Burdens:

I believe the alignment should shift further south near the alderwood community church to avoid the buildings. My family are long time members of this 100 yr old church and would hate to see the building demolished and the people relocated.

~

Other comments:

I believe the alignment should shift further south near the alderwood community church to avoid the buildings. My family are long time members of this 100 yr old church and would hate to see the building demolished and the people relocated.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

I have concerns for all station proposals in the West Alderwood area.

~

Topics or Challenges:

I am very concerned about the impact on the community if some of these local establishments are displaced.

~

West Alderwood-Why?

None of these options will work

~

West Alderwood-Benefits and Burdens:

I am specifically very concerned about the impact these changes will have on our community if Alderwood Community Church is displaced. Their work providing family-friendly activities, resources, and community groups over the last hundred years has been a key part in helping Lynnwood (and the surrounding areas) flourish. In addition, their recent growth and generosity through the new Compassion Center has made a significant impact on local families in need, including refugees, single parents, struggling marriages, and low-income families. This church is home and host to hundreds of community groups, including Bible studies, Awana, MOPS, Senior fellowship, Spanish-speaking services, Refit, and children's choir, just to name a few that impact our family personally.

~

Other comments:

Please reconsider these options and provide a new route that wouldn't displace this key provider in our community!

---

**Date Received:** February 9, 2023

**Source:** Online Survey

**Purpose and Need:**

I think that the light rail project is one that could be beneficial to crowded highways, but there are many challenges I see which will greatly impact the Lynnwood area as the lightrail travels north towards Everett

~

**Topics or Challenges:**

The proposed routes through Lynnwood would all require the acquisition of Alderwood Community Church properties including the Alderwood Compassion Center. I cannot begin to express how devastating that would be for not only the church community, but all of the families in the greater Lynnwood area, who have been supported by the Compassion Center and the church. Every Tuesday at the compassion center serves over 100 families groceries. It's not only groceries though! They are making meaningful connections, providing job opportunities, medical care through Lahai, health, English reading courses for Spanish speakers, and so much more. Alderwood community Church has been a keystone part of the community for almost 100 years. Families and children have grown up at Alderwood. It has always been a place where anyone felt welcome and cared for. To lose this precious connection with the Lynnwood area would be a tragedy. I beg you to consider other routes the light rail. While the light rail may physically connect city to city, it is nothing compared to the emotional, relational and spiritual connections that Alderwood community church and the Alderwood Compassion Center have been able to provide to the community.

~

**West Alderwood Favorite(s):**

ALD-F

~

**West Alderwood Second Favorite(s):**

ALD-B

~

**West Alderwood-Why?**

I truly do not like any of these options. All require the acquisition of Alderwood community church and Alderwood compassion center properties. They were my only options.

~

**West Alderwood-Benefits and Burdens:**

The proposed routes through Lynnwood would all require the acquisition of Alderwood Community Church properties including the Alderwood Compassion Center. I cannot begin to express how devastating that would be for not only the church community, but all of the families in the greater Lynnwood area, who have been supported by the Compassion Center and the church. Every Tuesday at the compassion center serves over 100 families groceries. It's not only groceries though! They are making meaningful connections, providing job opportunities, medical care through Lahai, health, English reading courses for Spanish speakers, and so much more. Alderwood community Church has been a keystone part of the community for almost 100 years. Families and children have grown up at Alderwood. It has always been a place where anyone felt welcome and cared for. To lose this precious connection with the Lynnwood area would be a tragedy. I beg you to consider other routes the light rail. While the light rail may physically connect city to city, it is nothing compared to the emotional, relational and spiritual connections that Alderwood community church and the Alderwood Compassion Center have been able to provide to the community.

~

Other comments:

The proposed routes through Lynnwood would all require the acquisition of Alderwood Community Church properties including the Alderwood Compassion Center. I cannot begin to express how devastating that would be for not only the church community, but all of the families in the greater Lynnwood area, who have been supported by the Compassion Center and the church. Every Tuesday at the compassion center serves over 100 families groceries. It's not only groceries though! They are making meaningful connections, providing job opportunities, medical care through Lahai, health, English reading courses for Spanish speakers, and so much more. Alderwood community Church has been a keystone part of the community for almost 100 years. Families and children have grown up at Alderwood. It has always been a place where anyone felt welcome and cared for. To lose this precious connection with the Lynnwood area would be a tragedy. I beg you to consider other routes the light rail. While the light rail may physically connect city to city, it is nothing compared to the emotional, relational and spiritual connections that Alderwood community church and the Alderwood Compassion Center have been able to provide to the community.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

I believe the project's staff should take into consideration not only the environmental impact but also the cultural impact on the community.

~

Topics or Challenges:

The proposed route that would require the demolition and removal of Alderwood Community Church.

~

West Alderwood-Why?

I don't approve of any of them.

~

West Alderwood-Benefits and Burdens:

The project, as it is currently planned, would require the demolition and removal of Alderwood Community Church, and relocation of that congregation. I have been a member of Alderwood Community Church for over 38 years and raised our two children there, and my three grandchildren are now very involved in the church. We all live within 10 minutes of the church and participate in activities multiple times a week. I have been involved with the Alderwood Compassion Center in distributing food to our neighbors of all faiths who have a hard time putting a meal on the table. I have seen the hope and appreciation in their eyes as we load full grocery bags of food into their cars. Alderwood CC is having an impact on the center of Lynnwood that would be severely hampered or eliminated if the church were required to move.

~

Other comments:

Putting the path of the light rail tracks through the property of Alderwood Community Church may look good on paper, on the spreadsheet and the bottom line but it would have a severe impact on the community of Lynnwood and on the lives of the over 1200 people who attend the church and the people served by the church.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

Yes

~

Topics or Challenges:

Yes

~

West Alderwood-Why?

I selected none because all of these routes go through my home church. This has an impact on not only my family, but the community as well. I do not support this light rail at all. It's effecting the community. Alderwood church gives alot to the community and when making this choice to knock down a place of worship, you are also making the choice to knock down what alderwood community church stands for. They give alot to our community and without it, this leaves families without the resources that they need, such as diapers and food and a place of belonging. We are all praying that God will guide us through this. -God bless.

~

West Alderwood-Benefits and Burdens:

Again, I do not see any Benefits to this light rail. I live near the light rail construction and all I have seen is business and jobs being destroyed. Alderwood community church gives to our community and we do need this church in lynnwood. Without many will face losses. We will be praying God will guide us through this process. -God bless.

~

Other comments:

I think it should be reconsidered where the routes are going

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

Yes

~

Topics or Challenges:

I'm concerned about the route that would take light rail through the Alderwood Community Church property.

~

West Alderwood-Benefits and Burdens:

Why is there a plan to take light rail through the property that Alderwood Community Church has owned for over 100 years? We came to Alderwood Community Church when I was pregnant with our 2nd child, in 1984. We were attracted to the church because of its good teaching and their children's ministries. Soon after joining the church, I helped with Vacation Bible School which hosts around 300 children from the church and neighborhood every year for day camp activities such as: stories, snacks, games, singing and crafts. This provides a childcare service for over-stressed moms as well as wholesome activities for children. More recently I've become a volunteer in the church's Awana program which meets on Wednesday nights. This is a children's program, also for kids of the church and the neighborhood. Kids memorize verses, have fun singing and playing games. This is an activity that is also provides a service for stressed parents. Sporadically I have helped on Sunday mornings in kids' ministries where they host 100-200 kids. There are other ministries for widows, senior adults, teenagers (100 per

week), multiple Bible studies, to name a few. These are all things that contribute positively toward a community with better mental health. Occasionally I've helped in the Compassion Center where we give food, have meals, and help parents help their kids with schoolwork. For those we serve the help can be a lifesaver to make ends meet. If we, as a church, are forced to move from this property, a light would go out in the city of Lynnwood.

~

Other comments:

Why is light rail going to the mall, a dying entity? Look what happened to Northgate mall.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

I work at Mill Creek Foursquare Church as our missions director. I oversee the local and global outreach. We have spent many years investing in our community and serving our local schools, and service organizations. To have our church relocated will mean the loss of many years of service and connection to these schools and agencies. This disruption caused by the forced move would cause many difficulties in finding a new place to worship and serve. WE have been in our locations for 30 years, and have a well established connection to our community. Since there is another option for the light rail path, it would be amazing to be able to keep our property and continue to serve and bless our community.

~

Other comments:

I do want to say that I see many benefits to the light rail being so close to our church. It will make it easier for people to come to Sunday services, and week day events. It will also be great for our outreach events and international travel, with the easy access to SeaTac. There are many low income people in our area and I know they will benefit from easier transportation as well.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

I think I would re-evaluate the great need to head into Seattle. I use to go on a regular basis but haven't gone in over 3 years. It's been destroyed, is dirty and is not safe.

~

Topics or Challenges:

I feel that Alderwood Community Church should not be torn down. I have attended ACC for over 30 years. I have seen how the church interacts with the community in reaching out to others. My neighbor, not a church goer, had a friend come into town needing serious surgeries and cancer treatments. Our cancer support team at church came alongside this person. They drove to Dr appointments, gave care and love to this out of town friend throughout her entire process. The church has helped those in need financially, with food and service. Local people as well as those abroad. They run a food bank, vision and dental clinics. I am at church several times a



week. That brings me to the Alderwood area to do my shopping, visiting the local coffee shops and restaurants, thus bringing business to the area where otherwise I would be going elsewhere. The church has made a great effort to partner with the city of Lynnwood and I think it would be a great loss to the community for the church to lose its location.

~

West Alderwood-Why?

Our Church is in peril of having eminent domain taken on it. It would be a tragic loss to all.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

I can't wait for this to finish.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

~

Ash Way-Why?

Closer to affordable housing, existing parking, easier access, less disruption of existing properties

~

Other comments:

No

---

**Date Received:** February 9, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-E

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

A and B are ideally located on either side of a heavily trafficked street with natural foot traffic. This option requires the least amount of pedestrian transit on either side of the street and Mar-D is too far out of the way from local residential zones.

~

Mariner-Benefits and Burdens:

The traffic lights along 128th, and especially at 4th, are poorly timed during rush hour and cause significant delays and backups for vehicular traffic. Timing would need to be adjusted to mitigate or freeway traffic re-routed.

~

Other comments:

Just wish the budget allowed for faster construction. The opening is a long time out.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

Residential is not as affected and some areas that desperately need development are within scope.

~

Mariner-Benefits and Burdens:

Benefits - New development Burdens - the potential loss of really good restaurants.

~

Other comments:

am really looking forward to using the rail

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

~

Topics or Challenges:

Transfers and TOD need to be the priority here. The airport should be served as best as possible.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

I think a better connection to other modes is important here and being closer to the neighborhood matters more than being a little closer to the mall.

~

West Alderwood-Benefits and Burdens:

I think there is opportunity to turn parking spots into TOD here, really at any of the locations.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

I'd say A is the obvious choice here since it would be directly integrated to the P&R. Option D could work with a pedestrian bridge, but I don't think it is necessary and would also incur the cost of additional I-5 crossings.

~

Ash Way-Benefits and Burdens:

Not much difference here between the two, but less impact to the trail would be nice for those who use it.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

B is an easier walk and closer to the park and ride with easier bus connections.

~

Mariner-Benefits and Burdens:

Easy transfers and future TOD are the priority again. D doesn't seem to make sense with this and that alignment also doesn't make much sense from Ash Way as well.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Slight preference to A for transfers and straightening of alignment.

~

SR99/Airport Rd-Benefits and Burdens:

Pretty indifferent at this one.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

This one is tough because I feel it would make more sense to attempt to directly serve the airport, but none of these options truly do so because there isn't a pedestrian bridge to the terminal. A shuttle will work at all of them, and in that case IF Boeing employees would walk over a bridge into their facility, it would make the most sense to lead with A. I'm not sure how likely those employees would be willing to take the train and then an additional shuttle within view of their work. A lot needs to be studied here, but I'd hate to leave out a direct airport connection if it isn't a complete write-off.

~

SW Industrial-Benefits and Burdens:

The expansion of Paine Field needs to be thought about, heavily here. The more direct the better, especially if a shuttle into the airport could be eliminated in favor of getting the station as close as possible to the airport with a pedestrian pathway. If that can't be done, then get as close to Boeing as possible.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Why?

This is tough with so many options here, but B and C both seem to have better advantages while limiting some highway crossings and keeping the alignment straight. With the bow out to Boeing and the airport, time should be made up somewhere.

~

Evergreen-Benefits and Burdens:

As mentioned above, the alignment needs to be straight as possible while doing it's best to support connections.

~

Broadway/I-5 Favorite(s):

Broadway

I-5

~

Broadway/I-5-Why?

Speed it up and take the straighter path.

~

Broadway/I-5-Benefits and Burdens:

This will be a little harder on residents in the area.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Aligning with what the city wants helps and this option isn't too far from Amtrak, Sounder, and various bus connections. It is also fairly close to the arena and other downtown attractions which can pull passengers into a potentially revitalized downtown. If this option isn't selected, parking the station over the current Everett Station area would definitely be easier and the area around it could be built up over time.

~

Everett-Benefits and Burdens:

Being in an urban core, a lot of factors need to be considered, especially the wants of the city planning committee.

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

These two selections are essentially interchangeable, whichever has an easier connection to the alignment. The SR 99 area is a no-go for me. Airport and 100th isn't bad, but may limit additional TOD around the station option selected if it is closer to the airport and limits airport support expansion opportunities as well.

~

OMF-Benefits and Burdens

Displacement of key businesses here is an issue and a lot should be done to ensure new spaces are made available so they can continue to support Boeing and other related industries.

~

Other comments:

Keep the alignment straight as possible, go with what the cities want, generally, and ease of connections should have a heavy influence on decisions here. The airport should really be connected as much as possible to draw in riders as it expands over the next few years. The

OMF should not go at 99 and displace residents.

---

**Date Received:** February 9, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

I was recently informed that the current plans for the West Alderwood lightrail would lead to the loss of Alderwood community church and the Alderwood compassion center building. I think this would be a great loss to the Lynnwood community and alternative routes should be seriously considered. Not only has Alderwood community church been at the currently location for over 100 years, it has grown to become a great service to the Lynnwood community and non members. For the last two and a half years I have been volunteering with the compassion center. We serve Lynnwood, Everett and Mountlake Terrace families who come for food assistance and community building. Many low income families come for food assistance but return for emotional support and relationships where they share and seek help for the many burdens war and the pandemic have cause the last few years. I personally have greeted families as they arrive for food distribution and have seen the demographics of our population served. Many of the families we work with are from ethnic minority groups with young children or have come to the United States legally as refugees from Ukraine or other war torn countries. The compassion center now hosts reading programs for Spanish speaking kids and their parents. We developed this program in partnership with Cedar Valley elementary when we were told of the low reading scores in the aftermath of the pandemic. We also offer tutoring and a location for the LaHai mobile health clinic to park and use the building to see low income patients. As a team at the compassion center we have discussed the changes the lightrail will have on the city of Lynnwood. We have been excited for the opportunity to have more people to serve and likely more who will be coming to Lynnwood in need of a community group or food assistance. It seems likely that with a light rail in place the need for Alderwood Community church and the compassion center will only increase. It would be a tremendous loss to the Lynnwood community to have the property acquired for construction. It would be wise to consider alternative options that would set the city of Lynnwood up for success once the light rail is open. It's great for our economy to have the mall, restaurants and apartments, but a thriving Lynnwood will also need connection, emotional and spiritual development as well as community service centers like the compassion center.

~

West Alderwood-Why?

From what I can see all 3 options would lead to the removal of Alderwood community church and the compassion center. I will not support any of these and request reconsideration of the impacted areas.

~

West Alderwood-Benefits and Burdens:

It would seem that building close to I5 would help use land already affecting the environment instead of paving what little nature is left in Lynnwood. I have stronger opinions about the impact on the people and community.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

Looks great!

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

They seem convenient, as long as parking will be available.

~

Other comments:

Looking forward to the extension!

---

**Date Received:** February 10, 2023

**Source:** Online Survey

West Alderwood-Why?

The plan goes through alderwood community church.

~

West Alderwood-Benefits and Burdens:

The current plans go through a large church with a long history. A church that serves the community.

~

Other comments:

Alderwood Community Church has been my home church for thirteen years. I call it my home church because it is my home. It is full of a family that I have grown up with since I was four years old. As a teenager it's hard to find a place where you belong, surrounded by people who love and accept you, but that's what alderwood is for me. I spend several hours there each week, Alderwood is my safe place. I can't imagine growing up without it and I hope that you will consider changing your plans so that everyone like me will have a safe place to come home to.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

I am so looking forward to this. Get it started please.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

The NEED to connect with the Paine Field Airport and ability to connect with bus routes already running.

~

SW Industrial-Benefits and Burdens:

It's stupid and short sighted to not connect with the airport.

~

Other comments:

Connecting with Boeing is ridiculous, Boeing doesn't plan to stay in the area and Boeing workers are not going to take mass transit, they are never giving up their cars.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

West Alderwood-Why?

I do not approve of any of the West Alderwood West options that would cause the removal of Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

It would be a great shame to destroy Alderwood Community church considering all the help they provide to the Lynnwood community from an easy access location that serves so many people in need.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

The light rail project is exciting and will be a valuable asset to the Lynnwood community. However, the changes it makes to this community will have lifelong impacts. I do have some major concerns about the proposed route change that will destroy Alderwood Community Church. Not only is ACC a thriving, multi-ethnic, multi-generational century-old church serving 1500-plus people a week, but they also serve the community through its partnership with Lahai Health, which provides medical care to the underserved community. Of course, both the church and the medical facility administer to not only the spiritual and psychological health of the community, but to the physical well being too. If the church, which houses Lahai Health, were forced to relocate one day in the future, I can't see how they could ever find a more advantageous location than the one it has now. Instead of only adding one asset to the City of Lynnwood, forcing Alderwood to move would deprive the community of an irreplaceable resource. Please do not re-route the light rail through the Alderwood Community Church and Lahai Health. I am sure there is a way to allow both light rail and this other essential asset to Lynnwood to co-exist.

~

Topics or Challenges:

I am deeply concerned about the proposed re-routing of the West Alderwood portion of the new line to the northwest side of Alderwood Mall Boulevard, and the resulting proposal to force the relocation of Alderwood Community Church. The adjacent Compassion Center, also in the revised path of light rail, is a weekly food distribution program that serves over 150 local families in need, and also provides medical care for the low-income uninsured at the Compassion Center through its partnership with Lahai Health. I urge Sound Transit to revert to



the original plan to route the new line up the southeast side of Alderwood Mall Boulevard, for the sake of the church and for the health and vitality of the community it serves.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

too much conjection on east side of I-5

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

Evt-A has the best connections to local transit including routes coming from farther away in the county including Lake Stevens, Marysville and points further north and east. As an older person, the other stations would require a walk, making it tempting to drive into Everett to get closer. I see little advantage to the walking proximity to other near-by destinations. Downtown Everett, for example, may be fairly close, but there is a hill to walk that is not suitable for many of us. Plus, walking in some of those areas doesn't feel safe, particularly in the evening hours.

Excellent transit connection is the overriding factor for me.

~

Everett-Benefits and Burdens:

EVT-A appears to be the least disruptive and fits into the existing purpose of the current land use. Event shuttles and local bus re-routes may help improve access for all communities for multiple transportation modes.

~

Other comments:

Hurry up and get it done. We want to use it!! It's long past due for our region. I just wish it had been an option when I was working in downtown Seattle (now retired). Do please pay attention to security/safety in terms of the trains themselves, the stations and accessing the stations through the neighborhoods where they are located. Crime has become such a concern that it ought to be considered in conjunction with local law enforcement agencies.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Need an east-side connection

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR-D keeps the Safeway (also the panadería and eastern european bakery), it also won't make it harder to walk along 128th (MAR-A would wipe out that alley behind the shops, which sees significant pedestrian traffic)

~

Mariner-Benefits and Burdens:

MAR-A and MAR-B both squash existing businesses and make it harder for pedestrians in the area. MAR-D is a little bit of a further walk, but also would come with more new development

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

I vigorously oppose any actions which will adversely impact wetlands, stream drainages, or green spaces.

~

Topics or Challenges:

I vigorously oppose any actions which will adversely impact wetlands, stream drainages, or green spaces.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Closer to the freeway.

~

Mariner-Benefits and Burdens:

I am concerned about adverse impacts to existing businesses and neighborhoods.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

A light rail station would help clean up this disgusting area of Airport Road.

~

SR99/Airport Rd-Benefits and Burdens:

Either option appears to be a positive.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Option A appears to emphasize Boeing access over airport access which I support wholeheartedly.

~

SW Industrial-Benefits and Burdens:

I am concerned about impacts to the existing green space and wetlands near the Boeing delivery center. Casino Road would benefit from the positive impact of this station. It needs to be cleaned up.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

I prefer options on or near Casino Road and south of SR 526 but all of these options appear similar.

~

Evergreen-Benefits and Burdens:

I vigorously oppose any actions which will adversely impact wetlands, stream drainages, or green spaces.

~

Other comments:

I vigorously oppose any actions which will adversely impact wetlands, stream drainages, or green spaces.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

I think Paine Field passenger terminal should be considered as a station to help develop that airport as a viable choice to fly into the area. If Paine Field is not considered, then a straight

shot from Mariner to Everett Mall Way along the freeway would be better than going to Boeing because studies say most Boeing employees will continue driving rather than taking light rail. I like the Everett Station as the terminus.

~

SW Industrial-Why?

Paine Field passenger terminal.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

I'd actually like to see it go to the Everett Station then continue to downtown. That covers commuters and visitors to Everett.

~

Other comments:

In a dream world I would like the route to go from Mariner to Everett Mall Way along the freeway and a spur route from Snohomish through Lake Stevens over to Boeing and Paine Field Passenger Terminal intersecting at the Everett Transit Center.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

Only positive feedback. We need this in Snohomish County. We have seen the success in King County, the high rate of use and the ease on traffic.

~

Topics or Challenges:

Only security. We have problems in Everett with people who have Substance Use Disorders hassle people riding the Swift and also violence at Swift Stops. There has been similar behavior on the Light Rail in Seattle. People need to feel safe on public transit.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

More residents on the AIR A side, more likely to use

~

SR99/Airport Rd-Benefits and Burdens:

No burdens

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

People are afraid of going to Casino Road due to the high crime

~

SW Industrial-Benefits and Burdens:

No burdens

~

Evergreen Favorite(s):

EGN-C

~

Evergreen Second Favorite(s):

EGN-A

~

Evergreen-Why?

Ease of access

~

Evergreen-Benefits and Burdens:

No burden

~

Broadway/I-5 Favorite(s):

I-5

Broadway

~

Broadway/I-5-Why?

More riders would use the I-5 route. Less would use the Broadway route

~

Broadway/I-5-Benefits and Burdens:

No burdens

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Traffic backs up so much on EVT-D route, this would ease some traffic

~

Everett-Benefits and Burdens:

No Burdens

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 99 & Gibson Rd

~

OMF-Why?

Both would be used by a lot of people

~

OMF-Benefits and Burdens

No burdens

~

Other comments:

I encourage people to use the Link before digging their heels in against it.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

West Alderwood-Why?

It appears to go through the Alderwood Community Church property, rather than on the east side of Alderwood Mall Blvd as originally proposed. Is that correct?

~

West Alderwood-Benefits and Burdens:

The potential burden of the 3 alternatives is the loss of an historic, 103 year old church which continues to this day to have a significant impact on the community. My family and I have attended Alderwood Community Church for over 20 years and have been impacted by it's ministries in many ways. I went through a period of unemployment many years ago and was blessed several months by the church paying our mortgage, paying for car repairs and receiving hundreds of dollars worth of Fred Meyer gift cards at both Thanksgiving and Christmas. Now that my wife and I are on solid financial ground we give back to the church and to the local community through financial gifts to the church's Compassion Center. We buy hundreds of dollars worth of gift cards for the Compassion Center to hand out to the families that rely on the weekly distribution of groceries. Additionally, I serve the community through the church as a Stephen Minister, a ministry that comes along side others who are hurting due to illness, broken relationships, or financial difficulties. Alderwood Community Church is not just an historic institution with many past accomplishments, it is a vibrant and thriving partner with the city of Lynnwood bringing hope and help to hundreds of people every week, and a house of worship for thousands every Sunday. Drive by the church any evening of the week and you will see cars in the parking lot for many different programs, classes, workshops, activities, and ministries. Alderwood Community Church is alive, and growing! Please don't take this important ministry and community partner away from us all.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

Makes most sense, D is easiest to access

~

West Alderwood-Benefits and Burdens:

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

On the east side, an underground station would fare better. It's better for development in the area and connect to interurban. Ashway is already difficult to get in and out of with the traffic there.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Other comments:

The public elected Everett Mayor Cassie Franklin and County Executive Dave Somers. They have both spent quite a bit of time looking at this issue and advocating on behalf of the city and county, and they have teams of people working with them to inform their positions. I don't have the time, expertise, nor the inclination to study the details of this project sufficiently to provide an informed opinion, and I believe that is true for most other taxpayers and voters. Keeping that in mind, I believe you should discount public comment and weigh the positions of Mayor Franklin and Executive Somers more heavily. Additionally, I ride a bicycle daily for transportation for many reasons, including the environment and financial reasons, as well as physical and mental health benefits. In Everett and Snohomish County, I regularly experience difficulty in navigating our local society without a car. I hope that non-motorized facilities and connections will be the highest considerations in all aspects of this project. We must move away from driving cars and shrink our mobility radii back to a more human scale.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

In servicing the greater good of the region, it is essential that Paine Field be included in the stations. For travelers moving away from SeaTac, this connection will be critical for light rail use. If you don't include Paine Field, there's no point in going in that direction.

~

Topics or Challenges:

The timeline for this is ridiculous. Most people weighing in on this initiative will be dead by the time it comes to fruition.

~

Other comments:

This is so poorly managed. I don't understand why you can't get your act together and get this done in a timely manner. This should take 3-5 years max. Quit all the public debate and get the job done.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Purpose and Need:

Yes, my concern is the proposed routing through our church and associated Compassion Center!

~

Topics or Challenges:

Specifically, this project should NOT consider routing that would cause the disruption and relocation of Alderwood Community Church, and the Compassion Center next to it, through which they serve hundreds of poor families each week!!

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

location near underserved, good bus connections

~

West Alderwood-Benefits and Burdens:

Benefit to increase mass transportation and decrease the number of cars on the road

~

Other comments:

It should not consider the destruction of a 100 year old church, Alderwood Community Church, which is very meaningful to many in the community; also the Compassion Center serving hundreds of poor families each week! This project should not even consider this!!

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

128th ST SW and 4 AVE W has terrible traffic at rush hour, particularly from 4th Southbound to 128th Eastbound. MAR-A would cause people to cross 128th in order to get to the Park-N-Ride and grocery if there is no planned elevated pedestrian bridge. Walking distance and underserved community considerations seem extremely trivial, if you can walk to one of these from the immediate area, you can walk one more block to any of them.

~

Mariner-Benefits and Burdens:

MAR-D would give more opportunity for traffic to filter off before directly impacting 128th traffic. MAR-A and MAR-B will likely cause most impact to traffic. However, while MAR-B may impact 128th traffic more than MAR-D, I do think MAR-B could better serve the businesses and improve the neighborhood vibrancy than MAR-D which is why I ultimately chose MAR-B over



MAR-D even though my main concern is to 128th and 4th traffic impact.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

**Purpose and Need:**

As a longtime resident of Snohomish County and member of Alderwood Community Church I have been excited for light rail finally coming to our community. I think this will be a great asset to many people and help Lynnwood develop. My concern with the proposed routes is that they will negatively impact a significant community resource. Alderwood Community Church has been a key member of the community for the last 100 years and its resources (compassion center, single mothers resources, partnership with local schools, youth events, mentorship, hope. Etc.) are vital to Lynnwood. As the city grows around this current location the demand for its resources will only grow and the benefit of these community focused services will be felt for generations to come.

~

**Topics or Challenges:**

I would like to see a route option studied as an alternative to the current route that all go through the Alderwood Community Church campus.

~

**West Alderwood-Why?**

Don't like any of the options

---

**Date Received:** February 10, 2023

**Source:** Online Survey

**Topics or Challenges:**

It greatly affects existing properties in the area that are important to local businesses.

~

**West Alderwood-Why?**

I didn't select any of the alternatives because each one goes straight through the middle of our 100 year old church.

~

**West Alderwood-Benefits and Burdens:**

The burdens are the displaying of 1,500 people that go to the church. And we have established a working relationship with the city's mayor and council people to partner in reaching out and helping over 100 low income families that live right there. Our "Compassion Center" connected to the church is not only a food bank, but also helps with children's reading and study programs, clothes, meals, etc. We are right in the center of the activity and businesses of Alderwood where these families are located. They would suffer greatly as well as our whole congregation.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

**Topics or Challenges:**

Yes, the drastic effect on already existing structures in the Lynnwood area by all 3 proposed routes from the Lynnwood station through to the Alderwood mall stop.

**West Alderwood-Why?**

I did not select these alternatives . None of these options are good for us because all three

proposed routes would go through our church -- Alderwood Community Church. This is not a viable or acceptable.

~

West Alderwood-Benefits and Burdens:

With the choice of these 3 routes, we only envision large scale burdens for the community if Lynnwood: 1) Alderwood Community church, which has been in its current location for over 100 years, would be demolished and have to relocate 1500+ parishioners. This would be drastic. 2) the church's food pantry, which serves over 100 families weekly, would also have to be moved. This outreach provides groceries for these many families as well as reading and study assistance, clothes, warm meals to local low income families. To displace the congregation and the vital food program would defeat the purpose of caring for these families who live right in our neighborhood.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

I selected the Ash Way alternative above because it will not require the project to go over I-5, there is a park n ride station in the route, and it won't displace Mill Creek Foursquare church which has been in the community for over 30 years.

~

Ash Way-Benefits and Burdens:

One burden I can see is the added traffic congestion on 164th St.

---

**Date Received:** February 10, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

This tax payer funded project needs to take passengers to and from the Paine Field Airport using public transportation. Why can't you make it closer than 3/4 miles away? Why isn't connection to the airport a higher priority for the next 50 years? So unfair to have this not be part of the plan.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

A station is badly needed at either of the choices. Because every deadbeat and vagrant in southwest Snohomish County hangs around this intersection and you are bound to pick up any number of non-paying fares here to boost ridership.

~

Other comments:

Oh where to begin with this subject. How about, "The North End Always Gets the Shaft." What happened to the basic light rail concept that a north-south spine would be executed first. Then, east-west branches would be developed off of that initial spine. Now we find ourselves with the situation that Bellevue and likely Ballard will get light rail before Everett gets it. There is a simple reality: Bellevue has more money and influence. As to the matter at hand. That is, how to route the extension of light rail to Everett. My advice is to forget the loop over to Paine Field, and shoot the line straight north. Because the reason for going to the airport, as I understand it, is largely to transport legions of Boeing workers to their place of employment. Well, that reason will have evaporated by the time the link gets built to Everett. Because most of the aircraft that Boeing is building now will no longer be built in Everett, but in China. No sense in building a light rail line to an empty factory. And, once you've looped the link around the airfield, every single soul who rides it from the north will have his time wasted via the extra time and distance that the loop builds into the system. And, don't think you're gonna pry very many Boeing workers out of their \$100,000 pickup trucks, either. Oh, and by the way, you'd better figure out how to collect actual fares from link riders. Or is the idea to make the system 100% dependent upon various tax revenues? One last thing, get rid of that joke known as the Sounder. Completely worthless, access too limited to be of value, not to mention the infrequency. You're just throwing good money after bad. Gary Schwertley Edmonds, WA

---

**Date Received:** February 11, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Any of these routes would entail removing our church property. We moved to Mukilteo 2 years ago after my husband was diagnosed with ALS. A good Church home has been a blessing to us as we we walk this journey. This church is also home to the compassion center, where many families are fed, and several other non English speaking church groups gather. I truly hope there is another alternative that would not impact this church body.

~

Other comments:

I think it's great that the light rail will continue its expansion north.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

SW Industrial-Why?

While I disagree with the location of the site closest to Paine Field I believe that a drop location at Paine Field is a must. We cannot count on The Boeing Company to be in the Everett area in 20 years. We can count that Paine Field will be expanding and rail service to the airport is a

must. I would prefer the rail service to be closer to the airport like at Sea-Tac, but these plans and options are not showing this being considered. It would be a mistake for Sound Transit to build a station in a specific location for a company that no longer has a connection to this community and is slowly moving its production elsewhere. It would be cheaper to bus Boeing employees to the plant from Paine Field than it would be to realize in 15 years we made a mistake and need to build a station at Paine. We have waited since the mid 90s for light rail since it was first approved. Don't make a mistake and miss an opportunity to link the community to the expanding airport.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Better connections; better for underserved communities

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Better connections to transit

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

see below

~

West Alderwood-Why?

See below

~

West Alderwood-Benefits and Burdens:

Burdens; Alderwood Community Church has been my church home for over 30 years. I was married here, I serve at the Compassion Center which provides food and fellowship and academic support to the community, and my husband is the pastor of the Spanish Congregation, which has been growing non-stop since we started gathering four years ago. The location of Alderwood Community Church is essential, it cannot change. All the families in the Spanish congregation and the main congregation live close by. To be forced to move would result in many families unable to continue to go to church, or receive help from the Compassion Center. Being so close to the freeway and the mall, Costco, etc, is essential as it provides a short drive for many families and people who do not own high-quality vehicles. The Compassion Center serves families weekly and provides a monthly meal. The Spanish congregation has weekly Bible studies, monthly gatherings for men and women, and all of this would be so hard to do if we were forced to locate elsewhere. Please find another option for the light rail, one that doesn't include the destruction of our church, which is a blessing and gift not

only to our church family, but to the whole city of Lynnwood.

~

Other comments:

See above

---

**Date Received:** February 11, 2023

**Source:** Online Survey

West Alderwood-Why?

Member of alderwood community church

~

West Alderwood-Benefits and Burdens:

burden: elimination of alderwood community church not a good option

~

Other comments:

run route without obliterating alderwood community church! Go over? Go east side of freeway?

---

**Date Received:** February 11, 2023

**Source:** Online Survey

West Alderwood-Why?

It appears all options eliminate Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

Destruction of Alderwood Community Church would present a burden to the natural environment because people and the services they joyfully provide would be displaced. For over 100 years, this church has served the surrounding community with church services, training programs, and relief outreach. This includes everything from a food bank, weekly hot meals, counseling services, assistance to nearby schools (such as backpacks, warm coats, weekend meal kits, supplies), ESL reading programs and homework help - all free of charge to the recipients. In addition to the three weekly Sunday services in English, both Vietnamese and Spanish-speaking congregations use the facility. The proximity to both City Center Apartments and Lynnwood City Center Senior Living Apartments make these services available to a combined 600 living units within walking distance of ACC. The congregation truly strives to "love our neighbor" by serving locally and globally, but it all starts in our Lynnwood back yard.

~

Other comments:

On a personal note, I travel from our home in Kirkland to ACC several times a week because it is worth it. The ministries to both congregants and the surrounding community are unique, and they are working to serve others and improve lives. I therefore humbly appeal to you to please reconsider the annihilation of this historic church and its ministries. Thank you for your time and consideration of this request.

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

None of these options work. Alderwood Community Church which has been in its current location for 100 years would be adversely affected by any of these options. ACC has been positively impacting and providing support to the Alderwood community in multiple ways for

decades. ACC provides assistance to the local community, especially to the working poor and underprivileged.

~

West Alderwood-Why?

None of these options work. Alderwood Community Church which has been in its current location for 100 years would be adversely affected by any of these options. ACC has been positively impacting and providing support to the Alderwood community in multiple ways for decades. ACC provides assistance to the local community, especially to the working poor and underprivileged.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Topics or Challenges:

Paine Field bypass needs to be considered. This is a waste of money and lowers ridership!

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Connections to existing communities and transit is key

~

West Alderwood-Benefits and Burdens:

Further development of Alderwood mall into housing would be fantastic!

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

More potential for connections and development without encroaching on underserved communities and wetlands

~

Ash Way-Benefits and Burdens:

Increasing density

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

Has the most benefits to it's location

~

Mariner-Benefits and Burdens:

Pay for business relocation to ensure they remain in the community

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Better location for transit connections

~

SR99/Airport Rd-Benefits and Burdens:

Increase housing density around a growing transit hub

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Best connections to existing and potential housing and employment centers.

~

SW Industrial-Benefits and Burdens:

Deferring this portion of the project and bypassing Paine Field should be a priority. Do not cancel it, just defer

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Best suited to existing and future density and transit connections

~

Evergreen-Benefits and Burdens:

Increasing density

~

Broadway/I-5 Favorite(s):

I-5

Broadway

~

Broadway/I-5-Why?

Less displacement and disruption to existing neighborhood

~

Broadway/I-5-Benefits and Burdens:

Broadway routing would be best if provisional station could be added to the area

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Highest connection to existing and future growth. Transit connection to Sounder is less important as Sounder serves a small ridership base

~

Everett-Benefits and Burdens:

Increase density and transit access in Everett

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

Least impactful to the existing communities and least risk

~

OMF-Benefits and Burdens

Limits developable area, but less of an issue in industrial zones

~

Other comments:

Study I-5 or Evergreen bypass of Paine Field

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

Ashway option A on the west side of I-5 would be our preferred option because the Interurban Trail is located on the east side of I-5 and all the park and rides are already located on the west side of I-5.

~

Ash Way-Why?

Ashway option A on the west side of I-5 would be our preferred option because the Interurban Trail is located on the east side of I-5 and all the park and rides are already located on the west side of I-5.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

Option D is the preferred option as it disrupts less I-5 and 128th intersection traffic and businesses right off the freeway.

~

Mariner-Why?

Option D is the preferred option as it disrupts less I-5 and 128th intersection traffic and



businesses right off the freeway.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

The plan to buy-out, and level, Alderwood Community Church facilities will have a significant adverse impact on the disadvantaged and marginalized individuals/families it serves.

~

West Alderwood-Why?

None of the options work.

~

West Alderwood-Benefits and Burdens:

The route to the three station options destroys a flourishing church, Alderwood Community Church. Over 1500 adults attend per Sunday with hundreds of children. The church also host a Spanish Speaking and Vietnamese speaking church. Plus, well over 100 needy families are provided food every Tuesday through their Compassion Center.

~

Other comments:

I am pleased that, eventually, the Paine Field airport area will eventually be served.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

I agree that this is an important area to service, but you need to find a way to not impact Alderwood Community Church. It's a very important part of the community.

~

Topics or Challenges:

Please route on a way that does not impact Alderwood Community Church. They are important volunteers, carers, and leaders in the community.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

They make the most sense for traffic

~

West Alderwood-Benefits and Burdens:

Any option is going to affect the built environment. Just try to minimize effects.

~

Other comments:

Please route on a way that does not impact Alderwood Community Church. They are important volunteers, carers, and leaders in the community.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

**Purpose and Need:**

The draft purpose and need statement should have been addressed decades ago when the concept first crossed a city planner's mind.

~

**Topics or Challenges:**

It would be a good idea to address the businesses that you are going to have to demolish or otherwise affect by the positioning of the proposed train stations and routings.

~

**SR99/Airport Rd. Favorite(s):**

AIR-A

~

**SR99/Airport Rd. Second Favorite(s):**

AIR-B

~

**SR99/Airport Rd-Why?**

If the station is located on the north side (option A) less businesses will be impacted.

~

**SR99/Airport Rd-Benefits and Burdens:**

Option A will affect fewer businesses since the rail line will be on the north side of Airport Road, plus there is vacant land just north that can be turned into a parking lot, but not for option B.

~

**SW Industrial Favorite(s):**

SWI-C

~

**SW Industrial Second Favorite(s):**

SWI-B

~

**SW Industrial-Why?**

Option C is closest to Paine Field terminal, option B is second closest. You know that The Boeing Co will add Option C location to their existing shuttle service, so why not take pity on the people that use Paine Field commercial flights? Option A location is just useless to Boeing or Paine Field users, no matter what Mayor Franklin says...

~

**SW Industrial-Benefits and Burdens:**

The only thing around Option C's location is the Coroner's office and therefore who is going to complain about the noise??? Options B and A are 'too far' for people to walk to work after getting off the train.

~

**Evergreen Favorite(s):**

EGN-A

~

**Evergreen Second Favorite(s):**

EGN-C

~

**Evergreen-Why?**

Option A appears to be right next to the existing kidney dialysis office, but there's not much else around there outside of the gazillion person low-income housing project being built, whereas all

the other alternatives are right smack on top of existing businesses that would have to be demolished.

~

Evergreen-Benefits and Burdens:

Of all the options, A appears to be the least intrusive on existing businesses. The rest of the options would just make for a whole lot more parking and traffic vs. pedestrian woes. Casino and Evergreen is one of the busiest intersections in the city in terms of vehicle and pedestrian foot traffic and you want to dump even more traffic in that area?

~

Broadway/I-5 Favorite(s):

I-5

I-5

~

Broadway/I-5-Why?

You want to run light rail through 3-4 miles worth of residential neighborhoods - are you insane? I can understand this option as a way of driving existing residents out of their homes and or making it easier for you to condemn the property under eminent domain thereby opening up wide swaths for those homeless shelter units and multi-story low income housing that you've been dying to build, but do you know what the area would look like 10 years after putting the train tracks there? I used to live in Chicago where the elevated train tracks run right through residential neighborhoods and you know what followed - in one word: 'ghettos'. Because nobody in their right mind would want to live with train tracks within 100 feet of their bedrooms.

~

Broadway/I-5-Benefits and Burdens:

Whoever thought up the Broadway option should be fired, rehired, and then fired again to make sure the message sticks. Broadway option is just wrong wrong wrong - you'll be destroying existing neighborhoods and most importantly, turning the voters against you which in turn means "sorry, no dollars for you!"... The I-5 option at worst might affect a cemetery, so I wouldn't expect a whole lot of complaining from those residents.

~

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

OMF-Why?

Airport Rd and 100 St SW site and SR99 and Gibson Rd options both appear to require residential housing relocation/demolition while both 16th Ave options would force relocation of perhaps 2-5 businesses total. If you could squeeze the OMF into the old golf driving range next to Achilles, that would be perfection all around.

~

OMF-Benefits and Burdens

The two southern locations would impact residential areas a whole lot more than the 16th Ave options.

~

Other comments:

I STRONGLY advise you look at other major cities and their mass transit rail networks to see what does and does not work. As I mentioned in another comment, one only need look at Chicago's rail mass transit system to see how it affects neighborhoods it runs through, i.e.,

those neighborhoods quickly turn into slums because nobody wants to live next to a train line and therefore, low income housing is the only way for property owners to make any money on their investment, which in turn would lead Everett to yet another 'Casino Rd' fiasco where crime is the way of life.

---

**Date Received:** February 11, 2023

**Source:** Online Survey

Purpose and Need:

Please see my comment about the EIS, below. (Please find a way not to displace the buildings of Alderwood Community Church, which has transformed thousands of lives in this area)

~

Topics or Challenges:

I would like to strongly request that you not use the entire property of Alderwood Community Church for Sound Transit. Alderwood Community Church has transformed literally thousands of lives in the local area over its 102 year history. It is centrally located in Lynnwood to provide vital ministries to Lynnwood. Thousands of lives have been turned around not only (we believe ) for eternity, but also to be productive and encouraging contributors to our city, state, nation and the world. We vitally need to continue this change of lives from this central location. Also, the church's Compassion Center (in the adjacent building) has greatly aided the partially or minimally employed as well as immigrant population in the area. Also, why isn't it possible just to take some of the parking lot area on the southeast side of the church to run Sound Transit without disturbing the buildings. Or why can't the light rail run north on 36th Ave and then east near 188th St or 184th St.? Richard Larson, member of Alderwood Community Church.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

ALD-B looks like the shortest route through the area while still having a station close to the Alderwood Mall. ALD-F is 2nd favorite because it's closest to my favorite stores.

~

West Alderwood-Benefits and Burdens:

ALD-B provides quickest Lynnwood to Everett time.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-D

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):  
ASH-A

---

**Date Received:** February 12, 2023  
**Source:** Online Survey

Purpose and Need:  
Please leave the four square church site, use an alternate site

~

Topics or Challenges:  
Leave four square church in place

~

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-A

~

Ash Way-Why?  
Save the four square church

~

SR99/Airport Rd. Favorite(s):  
AIR-A

~

SR99/Airport Rd. Second Favorite(s):  
AIR-A

---

**Date Received:** February 12, 2023  
**Source:** Online Survey

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-A

~

Ash Way-Why?  
I'm an attender of Mill Creek Foursquare Church. And it is very essential to have Church in this location to help and provide resources to the local community. Please use alternate side of the freeway (Ash way P&R) Thank you for your consideration. God bless you

---

**Date Received:** February 12, 2023  
**Source:** Online Survey

West Alderwood-Why?  
None of the above options are satisfactory.

~

West Alderwood-Benefits and Burdens:  
As an active attendee of Alderwood Community Church and Compassion Center, I'm concerned about the effect of eliminating the church from this area. My family benefits directly and lives

within walking distance of both the church and Compassion Center. We've witnessed the positive and multiple impact both have on the immediately surrounding community (our personal neighborhood). While transportation is important, the greater Seattle area is clearly suffering from many social crises that establishments like Alderwood Church and Compassion Center are capable of-and in Alderwood's case, actively-assisting in. I believe it's a poor choice to eliminate a community component and contributor at the heart of that community.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work. The route should NOT go through Alderwood Community Church and the Compassion Center!

~

West Alderwood-Benefits and Burdens:

My family and I have attended Alderwood Community Church for over 10 years. During that time they have supported our family through critical health crisis and personal issues. We live within walking distance of the Church, so if it has to move we will be in a tough position.

~

Other comments:

I know the Alderwood Community Church and Compassion Center supports the local community and several critically underserved demographics. They are always welcoming and supportive with any problems we have had to work through. I would be devastated if the Church has to move locations...both for our family and also for the many others who would lose access to its support.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

I like that ALD-F is closest to Costco and Target.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

Dear Transit Team, I attend Mill Creek Foursquare, which is one of the potential spots for the Ash Way portion of the Lightrail. The space is important to me and many others.

~

**Topics or Challenges:**

I'm writing for your consideration to allow that space to remain, or help us to relocate somewhere nearby. I'm very excited about this addition, as a resident of Edmonds who enjoys travel out of Seatac.

~

**Ash Way Favorite(s):**

ASH-D

~

**Ash Way-Why?**

So that our church, Mill Creek Foursquare can remain.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Topics or Challenges:**

How it will effect Alderwood Community Church and their ministry in Lynnwood and Everett.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

All 3 current plans involve going thru our church property, Alderwood Community Church. This would be a HUGE negative impact to our church and its ability to serve the community as it has for many years on the current site.

~

**Topics or Challenges:**

The cost to relocate our church and all that it provides in the community would be enormous. Please look at other options that will bypass our property so we are not forced to move. Thank you.

~

**West Alderwood Favorite(s):**

ALD-B

~

**West Alderwood Second Favorite(s):**

ALD-D

~

**West Alderwood-Why?**

Because this part of the route would negatively impact out church property.

~

**West Alderwood-Benefits and Burdens:**

Planned route needs to not take Alderwood Community Church property and buildings.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

No.

~

Topics or Challenges:

I believe the Level 2 alternative evaluation report considers the aspects which I would expect. However, I believe further discussion and evaluation is needed to evaluate the weight of the findings and their alignment with the overall project goals.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

I realize there need to be more than one alternative studied and appreciate the efforts put forth. However, I do not think the ASH-D alternative would adequately meet the overall goals of the project and should not be pursued further.

~

Ash Way-Benefits and Burdens:

The ASH-A option not only best aligns with the current transit facilities but most importantly, it better aligns with the goal of "Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income and minority populations." The location should align with the need and it seems clear the greater need is on the West side of I-5. Additionally, further pursuing the alternative of ASH-D would have detrimental impacts on the community in multiple ways. Firstly, I do not think the negative impact to current traffic volumes on the East side of I-5 can be over-estimated. It seems it would not only be incredibly difficult to access the station located at ASH-D, it would also add increasing difficulty to access the residential areas surrounding the station. Additionally, pursuing a station at ASH-D would displace incredible community resources in both Iglesia Fuente de Vida and Mill Creek Foursquare Church. These are invaluable resources to the community as part of their mission is to serve the communities. They do tremendous work in outreach and support of practical community needs. I hope that ASH-D is not moved forward in the planning stage but if it does, I would ask that both of these resources be relocated to a place they can continue to serve the surrounding community they are so connected to and invested in.

~

Other comments:

I would also question the validity of utilizing the Snohomish planning materials referenced from 2016. An incredible amount of change and development has happened within these past 6 years and I believe that information is outdated and also needs to be reevaluated.

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

No, the purpose and need are great the way they are.

~



Topics or Challenges:

Yes, the history and community value that the Alderwood Community Church brings to the Alderwood area is significant, and an alternative route that does not disrupt the church building should be strongly considered.

~

West Alderwood-Why?

I prefer none of these alternatives, as they all intersect and disrupt my church building, the Alderwood Community Church. We are new to the church, but have many friends who call this church home as well, and there are no good alternatives for where we can go instead of this building. The church brings a lot of good to the area serving the community, homeless, and businesses in the area.

~

West Alderwood-Benefits and Burdens:

See above

~

Broadway/I-5 Favorite(s):

I-5

Broadway

~

Broadway/I-5-Why?

I believe the I-5 option provides the best benefit of easy access to the lightrail and the least disruption to local traffic. We live right over by Broadway, and the traffic disruptions due to shutting down even part of that street will make the surrounding area extremely difficult to live through.

~

Broadway/I-5-Benefits and Burdens:

I think the area will be more visually appealing if the lightrail travels along I-5 as opposed to along Broadway, and the lightrail will also serve as a visual reminder to long-time commuters that they have an alternative option for transport along I-5.

~

Other comments:

None at the moment, thank you for reading and considering this feedback. The lightrail is an excellent project, and the work all of you do is both difficult and appreciated, so thank you for your work and your time.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Topics or Challenges:

Hello, I am a member of the Alderwood Community Church that is on the proposed path of the Everett extension. I would just like to say that trying to relocate a church the size of Alderwood CC that has been at that location since 1969 is a very difficult thing to consider. The church serves the community where it is located and has a huge impact on that community. A large church would need to relocate where there is significant space and that would likely be in an entirely different community. It also takes years and years to configure a facility in a manner to accommodate the needs of the community and the members. I hope there is a way that the ACC campus can remain where it is. Thank you, Steve Gerhardt

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

Please keep the light rail on the park and ride side of the freeway. I attend Mill Creek Foursquare and that is a huge reason we live where we are. The church is an integral part of the local community- please preserve Mill Creek Foursquare through the expansion of the light rail.

~

**Ash Way Favorite(s):**

ASH-A

~

**Ash Way Second Favorite(s):**

~

**Ash Way-Why?**

Preserving the church and residential community is so important for property value retention and for preserving an integral part of the community. This will also help keep Martha Lake park clear of more homeless transient communities.

~

**Ash Way-Benefits and Burdens:**

Martha lake park would be greatly impacted with Ash-D

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Ash Way-Why?**

I am a member of Mill Creek Foursquare and I would ask that you allow our church to stand in its place. We provide much to communities in Lynnwood, Mill Creek and Everett. We help youth, the schools around us, babies and parents and the underserved in these areas. If you take our property, would you please move us so that we can continue to serve the communities around us? Thank you. Allison Grace

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

Option d taking out MC4S church would be a detriment to our community. It serves children, families and our homeless communities very well giving love, kindness, caring and sharing and support.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

Can you pls extend this plan to lake Stevens as well

~

**Everett Favorite(s):**

EVT-A

~

**Everett Second Favorite(s):**

EVT-C

~

Everett-Why?

This is near to Lake Stevens and many people traveling from Everett station will be benefited

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

Consider the Alderwood Community Church (ACC) when evaluating how the plans impact the equitable and sustainable growth of the area. ACC is currently physically positioned to continue and grow services in the growing urban environment. Demolition and move to a new location, will move these services further away from the low income areas currently served.

~

Topics or Challenges:

Consider the Alderwood Community Church when evaluating the impact to cultural resources, land use, public services, social resources and community facilities.

~

West Alderwood-Why?

All three require the demolition of Alderwood Community Church and the Compassion Center so I did not select any. These serve the Lynnwood community. This is in opposition to the cultural resources, land use, public services, social resources and community facilities elements of the EIS.

~

West Alderwood-Benefits and Burdens:

All 3 alternatives require the demolition of the original Alderwood community church that is over 100 years old. Alderwood community church (ACC) provides public services through the compassion center that include free food delivery and free medical services to neighbors in need. It also provides free educational help to elementary and middle school students. ACC has partnered with the Lynnwood City and College Place elementary school to provide services on and off the church campus. ACC also provides community facilities for spiritual services and comfort through Jesus to 1,200 each week in person and 300 online attenders. To me and my family, ACC is a second home where I go to give and receive guidance and friendship.

~

Other comments:

Please find another alternative to bringing light rail to Everett without requiring the demolition of Alderwood Community Church and its outreach buildings.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Shutting down a church is not a viable option. Please reconsider going through Alderwood Community Church.

~

Other comments:

Please reconsider going through the church. This is religious discrimination.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

I appreciate your reaching out to the community for feedback. I do think the lightrail will have an impact on our community and our community needs a voice. Thank you for providing the opportunity.

~

**Topics or Challenges:**

I understand there is the possibility of Sound Transit taking over the property that Alderwood Community Church and Compassion Center is located on. This church is home to almost 2 thousand people and it has a large impact on the community. We moved here from Spokane 10 years ago and it made a profound impact on our lives. It is always difficult to move to a new home. We have made friends and have a church family that would be destroyed if the church was displaced. We now serve the community through our church. My husband works in the Compassion Center and I facilitate an outreach to prisoners in our state as well as across the nation. The location of the church is pivotal for the community. It is seen from the I-5 and is a landmark that has been there for over 100 years. The church is home to many Bible study groups throughout the week as well as many ministries that serve our community. We have Spanish and Vietnamese worship services. We have an outreach providing food and tutoring for the Lynwood area. We have programs for men, women, teenagers, children and seniors. We are building relationships with people in the community. It would not only effect those that attend the church itself, but those that come for the services that the church provides. If the church was gone, many would be left without the compassion of the church. I do ask that you reconsider this site for the LightRail.

~

**West Alderwood-Why?**

I need more information to reply. I will be going to the Open House on February 15.

~

**West Alderwood-Benefits and Burdens:**

I think it would be an eyesore from the freeway and displace many people. It would be taking away a landmark of 100 years and replacing it with Sound Transit's priority rather than the peoples.

~

**Other comments:**

i just hope you would consider the peoples voice.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

Very excited for the extension of light rail through Lynnwood.

~

**Topics or Challenges:**

All of the proposed routes through Alderwood go through a very large and thriving church community, Alderwood Community Church, and the new adjacent Compassion Center which the church uses to serve the neighborhood community. This is a significant negative impact to the whole region and to the church.

~

**West Alderwood-Benefits and Burdens:**

All of the proposed routes through Alderwood go through a very large and thriving church community, Alderwood Community Church, and the new adjacent Compassion Center which the church uses to serve the neighborhood community. This is a significant negative impact to the whole region and to the church.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Other comments:

The impact it would have on the community of Alderwood Community Church and Alderwood Compassion Center is not just what happens on Sundays, but adult and student activities throughout the week, helping us to connect, worship, and resolve issues. The impact on our compassion center would be long reaching into the community with the services provided (e.g. food bank, monthly meals, school help, etc.). Thank you for listening.. Wally and Shannah Mitchell

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

Thank you for the opportunity to respond to the impact Sound Transit's proposed light rail plans would have on Alderwood Community Church. I urge you to reconsider any plans that would adversely effect the church's property because ACC plays an important role in our community. Some examples are: 1) The Compassion Center which helps 150 needy families in our area to not become homeless. Each Tuesday these families receive food at no cost. Their children participate in programs to aid their reading skills at no cost. In addition, these families have access to free healthcare through our partnership with Lahai Ministries; 2) Each Tuesday over 100 senior adults gather. They find much needed support, encouragement, and community; 3) Each Tuesday 50-60 mothers of preschoolers meet together to receive a break from mothering and practical encouragement in the important task of being a good mom; 4) On Wednesday we have children and youth ministries that touch the lives of almost 400 families and provides a safe and positive environment for the coming generations. 5) Each year for two weeks we open our campus to the Cascade Youth Symphony which is a summer program for music students to learn and gain experience playing with others; 6) ACC has also opened the campus to the Lynnwood Police Department for officer training; 7) ACC has been able to serve practical and educational needs of many needy families through Cedar Park Elementary School. 8) ACC also opens the campus each Halloween to provide a safe and fun event for the community. Each year we see 1500 - 2000 people attend from all over the area. I could go on but I hope you are able to see that ACC plays a very important role in the community. Many people benefit all through the week from their association with ACC. Our hope is that you will adapt your plans so that we can stay here where we've been for many decades

~

Topics or Challenges:

See above

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Dear Representatives of Sound Transit, We are excited to see the forward progress you have made in construction and hope we are still alive on completion. My husband and I have been members of Mill Creek Foursquare Church for over 23 years and have loved the work it has done in our community over these years in reaching out to local schools and businesses alike to bringing our local community together on different projects. We pray that you are able to see the value in keeping our current location and use your alternate choice for your completion. We would so appreciate your leaving our congregation in tack and not having us relocate as this would be devastating to our senior members. Thank you for hearing our request. God bless. Sincerely, Art and Carol Wical

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the alternatives work for the Alderwood Community Church family.

~

West Alderwood-Benefits and Burdens:

Thank you for the opportunity to comment on the impact this proposed plan would have on the Alderwood Community Church property. ACC has been our church home for 14 years and my husband's employer for 9 years. We have the joy of being a three generation family worshipping, learning, growing, and serving together at ACC. We have benefited from ACC in so many ways-- from our first years in the area when we were experiencing unemployment and received generous help from the benevolence fund to 5 years later my husband being hired as part of the pastoral staff at age 60! And now at almost 70 he is overseeing a thriving ministry to seniors and is launching a new care program for those experiencing a particularly difficult season of life. One of the beautiful things that happens at ACC is that a multi-generational, multi-ethnic group of people have opportunity to learn and grow, find support, connection, community but also have the opportunity to give and serve, which blesses both the one who is served and the one who serves. For example, on Sunday mornings I have the opportunity to serve in the nursery, providing loving care (with a team of ladies) for the 15-20ish infants and toddlers during the second service. I love giving the parents of these little ones an opportunity to benefit from the church service while knowing that their child is well taken care of. On Tuesday mornings, while the 100ish seniors are enjoying their time of worship, fellowship and teaching in one end of the main building, I am at the other end of the building with a group of young Moms for a program called MOPS- (mothers of preschoolers). Moms from our church, other churches and no church come for a morning of connection, encouragement and support and refreshment in their journey as moms (while their little ones are cared for by a loving service team). I serve as one of the 6 Mentor Moms providing love, encouragement and hopefully some helpful wisdom as an older woman to my table of 6 young Moms, all of whom do not have their own mother living in the area. What a blessing for all of us! Those are just a few glimpses into the thriving and hugely impactful ministries ACC provides. I urge you, as you evaluate the light rail plans to broaden your search to find a way that does not take away our campus.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

Yes, I am a member of Alderwood Community Church and feel its presence has made a huge impact to members and the community through the Compassion Center.

~

Topics or Challenges:

Please re-evaluate another route through Lynnwood that would not remove Alderwood Community Church or its Compassion Center from serving the community.

~

Other comments:

It is certainly a worthwhile project but I urge you to reconsider another route to leave Alderwood Community Church and Compassion Center in place to continue its good work that was started 100 years ago.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Topics or Challenges:

Please leave Alderwood Community Church and its Compassion Center where they currently reside so they can continue to ministry to their community where they are.

~

West Alderwood-Why?

None of them are workable alternatives.

~

Other comments:

All the options presented would have an extremely negative impact on Alderwood Community Church and its Compassion Center. Alderwood Community Church has been a part of the Alderwood Manor/Lynnwood community as a place of worship for over 100 years. It has impacted my life for more than 40 of those years. It has impacted my faith in Jesus, keeping it strong, helping it grow and enabling that same faith in Jesus to be extended to others. I met and married my husband here. My kids were raised into adulthood here. My and my family are still a part of this church and heavily involved. We have met and continue to maintain strong friendships with the people of this church. We GROW in our FAITH in JESUS and do LIFE TOGETHER with the people of Alderwood Community Church!!! I've been on staff at this church for more than 25 years. This church and the people in it are near and dear to my heart. They are like family! We host a Spanish and Vietnamese church in our building. We have a program at our Compassion Center that supports the working poor in our community, providing food, a monthly meal, and reading support for kids. It's more than just a building - it's the people within that are important and they are the ones who impact the people who live in the community in which Alderwood Community Church and the Compassion Center currently reside. PLEASE look at other alternatives for the Sound Transit light rail system that do not impact Alderwood Community Church and their Compassion Center in such a negative way. PLEASE allows us to continue serving our community where we are!!!

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

light rail in Everett should service Boeing. Thousands of people work here every day. Providing light transit to this business in Everett is crucial. Light rail should also serve Paine Field Airport closer than 3/4 of a mile. People do not want to lug luggage for a long distance. This is a fail at sea tac and should not be repeated at Paine Field

~

Other comments:

Light rail should continue to Everett College/WSU campus

---

**Date Received:** February 12, 2023

**Source:** Online Survey

Purpose and Need:

Hello, I have noticed that the Alderwood map shows that on the east side of Alderwood Mall Rd where the light rail segments would connect, the Light Rail alignment is on the east side. This continues the alignment in the electrical/inter urban trail corridor from 40th Ave W. To approx. 36th Ave W. Just south of 196th St SW. Then you just swerve over to the west side and jump over a complex interchange that crosses over the electrical/inter urban trail corridor to the west side of Alderwood Mall Rd. And thus require the Alderwood Community Church property before turning to the north on 33rd St W. This is a very odd jig or jag to occur in this spot, for it would be less challenging to stay the east side of Alderwood all Rd until you turn north at 33rd St. W. —Why would you do that?

~

Topics or Challenges:

The eminent domain action that the Agency would have to initiate would be tremendously disruptive to all of the churches activities in support of underserved youth and adults. In the Compassion Center we provide tutoring for immigrant students, a food bank service for their families, a monthly dinner to supplement and support nutritious meals. Then there is the Sr. Citizen outreach each week with education classes on various classes, outreach to mothers of preschoolers in the immigrant and lower income categories, and all of the various activities do a vital and growing church provided to the downtown Lynnwood community.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

They would better connect the services offered by A/C.C. to underserved areas and residents.

~

West Alderwood-Benefits and Burdens:

They would develop, especially D to the services provided to the residences in that area.

~

Other comments:

The cost of not crossing over a complex interchange and purchasing a flourishing church property is less than continuing along to 33rd St W. In the electrical/inter urban trail corridor. Why would you do a more complex construction and expensive route instead of a less complex construction and expensive route? —Why indeed!

---



**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

In your effort to provide equitable transportation for all, including low income & minorities, be very careful not to remove their support system of a local church that serves them and that they serve in. Alderwood Community Church also has a Spanish ministry and a Vietnamese church that meet on site. The Compassion Center provides food and meets other needs of the under-served in the community.

~

**Topics or Challenges:**

Please be very cautious in your plans to acquire the buildings and land of Alderwood Community Church and its Compassion Center. It has more of a stabilizing impact on the local community than you may realize.

~

**West Alderwood-Why?**

None of these options work.

~

**West Alderwood-Benefits and Burdens:**

The primary burden I am commenting on is the removal of Alderwood Community Church and its Compassion Center. It has been a rock in the community for over 100 years. Its people serve in the surrounding community. Many people come to the church and the Compassion Center and receive spiritual and emotional support, along with food and other provisions as needed which allows them to be better citizens of Lynnwood and the surrounding areas.

~

**Other comments:**

I respectfully ask you to think creatively to find another route that would keep Alderwood Community Church and its Compassion Center serving the community in its current location. I currently attend the church and have for 45 years. The church has been in its location for over 100 years and has a heart to serve the community of Lynnwood & its surrounding areas. Thank you.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

**Purpose and Need:**

None of these options are good.

~

**Topics or Challenges:**

Alderwood Community Church is important to Lynnwood families who need food from the Compassion Center which is centrally located in Lynnwood. The price of gas is too high for low-income families to drive further distances. The church location is also centrally located close to the freeway which brings families from far and near. Hundreds of people have come to free community events such as the Halloween trunk or treat, Christmas concerts, and other educational events. The Alderwood Community Church has had a major impact on me personally because of all the outreach programs. The location is vital for these programs to be successful.

**Date Received:** February 12, 2023

**Source:** Online Survey

Other comments:

I am very happy to see the progress that Sound Transit is making in the North end. I look forward to the benefits to my family, friends and neighbors that will extend beyond my lifetime. However, upon looking at the route of the West Alderwood area, I can see that no route alternative has been planned which would prevent significant impact to Alderwood Community Church. This is at odds with Sound Transits goals. This 100 year old church is integral to health and support of our community. It's attendees reflect that diversity that is found around it. It is home to English, Spanish and Vietnamese language services every Sunday. The church also makes itself available for community uses, such as Cascade Youth Symphony's Summer Sounds program. Alderwood also provides services that extend beyond it's own attendees through the Alderwood Compassion Center. The center provides food through it's food bank, tutoring for families where English language is new, and free medical services for low income residents. These services are reaching Lynwood's rapidly growing diverse and underserved population. Per your website, Sound Transit strives ""to make life better and create equitable opportunities for all."" Alderwood Community Church is a vibrant church that cares deeply about the community and diligently works to see lives improved. The missions of both Sound Transit and Alderwood Community Church fit well together. I urge Sound Transit planners to look for more route options that can help both organizations meet their missions.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood-Why?

I did not select any of these alternatives, since all of them would result in the loss of the Alderwood Community Church property.

~

West Alderwood-Benefits and Burdens:

For all three alternatives, the impact to Alderwood Community Church would be devastating, due to Sound Transit's plan for complete acquisition of the property. Alderwood Community Church has operated and thrived in its current location for over 100 years. I have personally been attending there for over 35 years, and benefit from the teaching, programs, relationships, and support that it offers. The Alderwood Community Church family has continually made large investments in this property in order to serve a growing number of attenders and to welcome others. In recent years, the Alderwood Compassion Center was established to provide free groceries and several other services to a great many of our neighbors each week. Our church strives to be a good citizen in the city of Lynnwood, and our great desire is to continue to serve God by serving others. Removal of Alderwood Community Church from this location would have a very negative impact on our members and neighbors in West Alderwood. I respectfully but strongly request that other alternatives be developed that would preserve the Alderwood Community Church family and property at our current location.

---

**Date Received:** February 12, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church has been in the same location for over 100 years and served the needs of 1,000s in the community. Perhaps nearby Interurban Trail could be followed to extend the link.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

Right now is supposed to go through alderwood community church and the compassion center. These two buildings are vital to the community of alderwood.

~

Topics or Challenges:

Moving the light rail away from the Church and compassion center

~

West Alderwood-Why?

It is currently set to go straight through alderwood community church and the compassion center which are vital parts of the community in the greater alderwood area.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?

I chose none of the station options currently proposed because I think the impact to Alderwood Community Church is unacceptable.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church (ACC) and the Compassion Center are a pillar of the community and have been for over a century. They are the spiritual home for thousands of people and provide vital services (food, medical, etc.) for hundreds more. They truly care about the people of Lynnwood and show it through their outreach to the community. Some might say ACC could provide the same services at a different location. I disagree. Its central location within Lynnwood and close proximity to I-5 makes ACC easily accessible for those in need of help and rest. As Sound Transit has said, it is VERY early in the planning process for the Everett extension. I implore Sound Transit to partner with ACC and consider other possible routes that allow ACC to stay in their current home - where they have served the people of Lynnwood and Snohomish County for the past 100 years and hopefully will have the opportunity to serve for the next 100 years.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these are good options.

~

West Alderwood-Benefits and Burdens:

Decimation of the Alderwood Community Church and Compassion Center campus is a huge detriment to the area.

~

Other comments:

From ""City Center"" in Lynnwood, run the tracks up the I-5 median then cut back over to the mall where Alderwood Mall Pkwy crosses over.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

Yes

~

Topics or Challenges:

I am concerned about the route currently through my church Alderwood Community Church

~

West Alderwood-Why?

I am concerned about the area south of the Alderwood mall, there are no alternatives to going through our church space.

~

West Alderwood-Benefits and Burdens:

Our church is very active and uses all of its spaces, including outdoors. In the summer we have services outside in the parking lot(allowing greater attendance); we do kids events such as a Halloween event and summer Bible School outside. Youth Group games and other service events outside. Let alone how we use the buildings. Parking is already overcrowded and difficult any loss of parking lot with cause people not to be able to attend, or want to attend if they have to walk blocks to get to church.

~

Other comments:

Please don't take the buildings and parking lots associated with Alderwood Community Church, there has to be a way to move the line just off property. We use all the space regularly and with great appreciation!

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

Alternative F is missing. Right down the middle of SR 526. The two interior lanes can be utilized. This is the cheapest and fastest way, with the least amount of disruption. There is no need to widen SR 526. The exterior lanes will handle the traffic well, we do not need to always plan for rush hour traffic, the purpose of the train is to reduce traffic. I ask that Alternative F be added for review.

~

Topics or Challenges:

Putting the train on the south side is very disruptive to the neighborhood, not only during construction but during operation. The second best alternative is Alternative A on the North side, but Alternative F needs to be there. Get the cars out of the way of the train.

~

Evergreen-Why?

Alternative F, right down the middle of SR 526. The land area is there, it is faster and cheaper to build. There is enough space for the truck and car traffic, if you also integrate alternatives, like a bicycle trail on the south side, bring in the Island Transit #1 on the ferry from Oak Harbor, and have Boeing put in its own transit system. You do not need to widen SR 526 if you integrate alternatives.

~

Evergreen-Benefits and Burdens:  
impact on high density apartments. on Casino, we need to route it away from apartments.  
Empahasize pedestrian over car travel.

~

Other comments:  
I want to see Alternative F evaluated, right down the middle of SR 526, sacrificing the middle two lanes.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Topics or Challenges:

This project should not take the property of Alderwood Community Church.

~

Other comments:  
Alderwood Community Church has been a pillar in the Lynnwood community for generations. They have faithfully served the community as well as the members of its congregation. As a member for over 40 years, it is unfathomable to think that Sound Transit is considering taking this church away from the city of Lynnwood. I respectfully ask for Sound Transit to find another route for the light rail. Karen Yakovich

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

Alderwood Community Church, a 102-year old church that also houses worship gatherings for Vietnamese-speaking and Spanish speaking believers, along with their compassion center which feed the needy in the community, and also a church that supports global relief work by providing needed medical assistance and water supplies to countries that are in need, is on pace to be destroyed by this project. I would kindly ask that you revert to your original plan that allowed for Lightrail to go around the church so the church can continue to make a positive impact on the community, and around the globe.

~

Topics or Challenges:

Yes, see above comment.

~

West Alderwood-Why?

None of them as they would destroy Alderwood Community Church. I humbly ask you redraw the lines to preserve this church that has benefitted the community so greatly over the last century+

~

West Alderwood-Benefits and Burdens:

See above comments

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

There must be a better route for the light rail one that does not disrupt my church. Alderwood

Community Church supports so many within Lynnwood. In addition to providing multilingual services, the campus also provides a safe environment for senior and youth groups to meet. The Churches Compassion Center provides food support for those in need within the Lynnwood community. The City of Lynnwood in order to continue to grow and prosper in the future will need Churches like Alderwood Community Church to continue providing these important community services. Alderwood Community Church is a major contributor to the City of Lynnwood in so many ways.

~

Topics or Challenges:

There must be a better route for the light rail one that does not disrupt my church. Alderwood Community Church supports so many within Lynnwood. In addition to providing multilingual services, the campus also provides a safe environment for senior and youth groups to meet. The Churches Compassion Center provides food support for those in need within the Lynnwood community. The City of Lynnwood in order to continue to grow and prosper in the future will need Churches like Alderwood Community Church to continue providing these important community services. Alderwood Community Church is a major contributor to the City of Lynnwood in so many ways.

~

Other comments:

There must be a better route for the light rail one that does not disrupt my church. Alderwood Community Church supports so many within Lynnwood. In addition to providing multilingual services, the campus also provides a safe environment for senior and youth groups to meet. The Churches Compassion Center provides food support for those in need within the Lynnwood community. The City of Lynnwood in order to continue to grow and prosper in the future will need Churches like Alderwood Community Church to continue providing these important community services. Alderwood Community Church is a major contributor to the City of Lynnwood in so many ways. P

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

Fully support the purpose and agree with the need.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Walkability.

~

West Alderwood-Benefits and Burdens:

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Least disruptive and better connections.

~

Ash Way-Benefits and Burdens:

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Walkability and service to historically underserved and future population growth.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Potential to servie growing population

~

SR99/Airport Rd-Benefits and Burdens:

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

Closest to airport for C. For A, walkability and service

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Connectivity, walkability and service to historically underserved.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?  
Prefer less environmental impact.

~

Everett Favorite(s):  
EVT-A

~

Everett Second Favorite(s):  
EVT-C

~

Everett-Why?  
Distance to existing hub

~

OMF Favorite(s):  
Site SR 526 & 16th Ave

~

OMF Second Favorite(s):  
Site 75th St SW & 16th Ave

~

OMF-Why?  
Less impact to environment

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Ash Way Favorite(s):  
ASH-A

~

Ash Way Second Favorite(s):  
ASH-A

~

Ash Way-Why?  
Existing infrastructure on west side. No need for 2 additional highway crossings.

~

Ash Way-Benefits and Burdens:  
Site D would remove Mill Creek Foursquare Church from the location its been at for 30 years. This church has had impact on numerous people in this community. It's regularly involved in supporting local schools, homeless populations and local businesses.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?  
None of these options work.

~

West Alderwood-Benefits and Burdens:  
Each of these 3 options require the destruction of Alderwood Community Church property and the next door property serving the Lynnwood Compassion Center. Forcing each to relocate would undermine critical services provided to the local community. Please reconsider EVLE Level Teal route or Green route alternatives (possibly incorporating the ALD-D station along the Green route).

---



**Date Received:** February 13, 2023

**Source:** Online Survey

Other comments:

Our family has been a part of Alderwood Community Church for 16 years now and our kids have been raised in this church. This church is a major key for us being a part of the community in Lynnwood and we love being a part of an organization that is focused on loving the city around us. We would hate to see our church being forced out of this important location.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

The plan to cut through the 100 year old Alderwood Community Church is an unacceptable option. This church is a vital part of the community. They care for homeless and food vulnerable residents in the area. They also do a lot of community outreach, provide meeting space for clubs, fitness classes, youth care, education, among other things. This church is also a historic site and should be preserved.

~

Topics or Challenges:

Please do not charge for parking like at Northgate station park and ride for the light rail. I am not going to pay the same price as it would cost me to park downtown to park farther away and have to pay for light rail fare.

~

West Alderwood-Why?

None of these three plans are acceptable as they all go through Alderwood community church

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?

I am not commenting on the station options.

~

West Alderwood-Benefits and Burdens:

My only concern with these stations is that they all require the route to proceed along 33rd Ave W.

~

Other comments:

I have two concerns with the route through Lynnwood. First, the route crosses from the southeast side of Alderwood Mall Blvd (AM B ) to the northwest side of AMB in the Vicinity of 37th Ave W. This results in severe impact to the campus of Alderwood Community Church. Second, it appears to me that by moving station B to the parking lot at the southeast corner of the mall, and the changing the route to remain on the southeast side of AMB until the vicinity of 28 h Ave W, the route could have far less impact on Lynnwood businesses, including the campus of Alderwood Community Church. I am a member of Alderwood Community Church and actively participate in serving the Lynnwood community via the Compassion Center (our food bank plus), helping to provide school supplies for kids (Cedar Valley, previously Alderwood Middle School), reading assistance for kids and their parents, meals for Compassion Center families. If this protect drives Alderwood Community Church out of Lynnwood, many people will be adversely affected.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Topics or Challenges:

Yes, the route over Alderwood Community Church ??

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

It seems B would benefit the residents of the many new buildings in this area

~

West Alderwood-Benefits and Burdens:

We attend Alderwood Community Church and believe current and historical location is key to our mission. A change would cause disruption that would be close to insurmountable

~

Other comments:

I am a fan of public transit and the work done is undoubtedly beneficial in many ways. I hope and pray that the mission of our church and of the light rail extension can potentiate each other. We need to find solutions where both missions can be achieved and improved by this apparent challenge.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

As a project manager for Seattle Public Utilities, I know the challenge Sound Transit is up against in picking a future route for light rail through Lynnwood. & I know the more information you have the better you will be able to pick the right option. Let me tell you about something near & dear to my heart & my family, Alderwood Community Church. Our family has attended Alderwood Community Church for over 30 years & our entire family has supported & served at ACC for all of those 30 years. In fact, my wife is employed at ACC as an admin. ACC has been in Lynnwood for over 100 years on the same property it occupies to this day. It has been a major anchor & community supporter for those 100 years. In the last few years we have started a community outreach at our Compassion Center providing food to those in need. ACC provides needed community support in terms of both physical & spiritual areas. As presently designed I do not feel any of the light rail options through Lynnwood are acceptable. I would urge you if there is any way you can avoid impacting the Alderwood Community Church property it would be a huge blessing to the Lynnwood community.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

As a project manager for Seattle Public Utilities, I know the challenge Sound Transit is up against in picking a future route for light rail through Lynnwood. & I know the more information you have the better you will be able to pick the right option. Let me tell you about something

near & dear to my heart & my family, Alderwood Community Church. Our family has attended Alderwood Community Church for over 30 years & our entire family has supported & served at ACC for all of those 30 years. In fact, my wife is employed at ACC as an admin. ACC has been in Lynnwood for over 100 years on the same property it occupies to this day. It has been a major anchor & community supporter for those 100 years. In the last few years we have started a community outreach at our Compassion Center providing food to those in need. ACC provides needed community support in terms of both physical & spiritual areas. As presently designed I do not feel any of the light rail options through Lynnwood are acceptable. I would urge you if there is any way you can avoid impacting the Alderwood Community Church property it would be a huge blessing to the Lynnwood community.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?

none

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church will be greatly burdened by these proposed routes.

~

Other comments:

Alderwood Community Church would be negatively impacted by all three options. This church is in the heart of Lynnwood, and serves those in need. Personally, I was a part of a mom support group that met at this location. Their large facility gave us the space to meet. When my child critically ill, the people I met at Alderwood Community provided countless meals for us, supporting us during a difficult season. I ask that a different route for the Everett Link project be considered.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

No, I am very much in favor of the project and in support of these statements

~

Topics or Challenges:

Visual impact of the project, as well as impact of parking lots to access the light rail stations

~

West Alderwood-Why?

None of these options work - they all require the relocation of Alderwood Community Church

~

West Alderwood-Benefits and Burdens:

My family has been a part of Alderwood Community Church (ACC) for about 2 years. Years prior to being at ACC, we were a part of Mars Hill Church in Seattle, which shut down after a very public and painful series of events. Many people we know were deeply hurt by the Mars Hill events, and many felt disillusioned by the church in general. ACC was a refuge for many in that time, and it has been for my family as well. I believe Alderwood Community Church has felt like home for us and so many more because of the way the leaders and attenders treat new people and those in the community around them. I have never been in a church that has had such a strong focus on their surrounding community and deep love for its neighbors. ACC purchased a neighboring building and turned it into the Compassion Center, which provides weekly meals for

people in need. My wife and I have also gone through marital counseling at the Compassion Center when we desperately needed someone to talk to. My two small children have been loved and cared for when in the kids programs at the church, and we have made dear friends with many attenders. Relocating the church would be a big detriment to the Lynnwood community. Losing the Compassion Center, breaking up the connections of families, friends, and those in need, and ending the many services provided by ACC in a central Lynnwood location would be sad to say the least. ACC has made and will continue to make a strong positive impact to Lynnwood, and is best poised to do so in the location that it currently stands.

~

Other comments:

I truly hope Sound Transit can find an alternative that does not require the relocation and demolition of ACC and the Compassion Center.

**Date Received:** February 13, 2023

**Source:** Online Survey

Purpose and Need:

No, in agreement

~

Topics or Challenges:

No additional topics

~

West Alderwood-Why?

None of the options work

~

West Alderwood-Benefits and Burdens:

I understand that all of these options would lead to the demolition and relocation of Alderwood Community Church. My family and I have attended ACC for several years, and have become very involved at the church. ACC has been my primary source of friendship and community, which have been a critical resource in my life as a mom with 2 kids. My husband and I have received marital counseling from the church, which was deeply needed during a difficult time in our marriage. The community we have found at ACC has given us a sense of belonging, has connected us more to the wider Lynnwood community, and has been an invaluable resource for us and all of our friends. We love this church, and we hope that it will not be forced to move because of the Light Rail project. Moving the church would likely break up many of the critical connections that we rely on as a family.

~

Other comments:

I hope that a new alternative can be found that does not require Alderwood Community Church to be demolished.

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

The options above I believe will be a burden to the community. By removing Alderwood Community Church, you are cutting a crucial part of the Lynnwood community. As one of the

largest and oldest churches in the area, it serves as a big part of the community culture. As a member of the church and also a teacher in the local school district, I know the church serves many students and families in our school district. Not only does the church serve the thousands of people in their Christian faith, it also serves the local community who are not members. A ministry that I am aware of through the church is for single moms. It provides community, resources, and supports to moms and their kids. Please reconsider these 3 proposals.

---

**Date Received:** February 13, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work for our community

~

West Alderwood-Benefits and Burdens:

Please don't tear down our church. We are an intrigal part of the community.

~

Other comments:

We serve the neighborhood through our compassion center and many other programs. We encourage, feed and minister an amazing group or single mothers! We also offer a safe positive opportunity for middle and HS students to find community.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Yes, the proposed route involving demolition of the Alderwood Community Church facility and its accompanying Compassion Center.

~

West Alderwood-Why?

I didn't select one because all have the same flaw. I do want to see light rail. But not this particular route that would remove the Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

The demolition of Alderwood Community Church's facility and its Compassion Center would be not only a tragic loss to the community but would undermine the very kinds of community support toward the needy and vulnerable in the area that the church provides. Alderwood Church has been here for a century, and not as a mere landmark. It's a center of hope and help to the people all around. Weekly Sunday attendance of somewhere around 1200 to 1400 people plus additional services for people with other primary languages is only the start of the story. It is used all week long continually for ministries that help people spiritually, emotionally, spiritually, socially. The Compassion Center with its food assistance (feeding needy area families), English language learning classes (the area is increasingly multicultural), medical services, reading for children, . . . these are essentials for this community. We raised our family at Alderwood Church. I was a staff member there. And this church also enabled us to be part of a team that launched another community-minded church in Snohomish and where I am on staff. Thank you for your attention. Please consider other routes that leave intact this amazing, essential work of Alderwood Community Church right where it is.

~

Other comments:

No. We are for the project overall. This route however, really needs to change, in our view.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the alternatives work. I attend Alderwood Community Church at 3403 Alderwood Mall Blvd, Lynnwood, WA. All the options go right through the church property.

~

West Alderwood-Benefits and Burdens:

I only see a negative impact of the West Alderwood Station options. My family loves attending Alderwood Community Church and all the options would negatively impact the church community. We have a special needs child and Alderwood has done a fantastic job of supporting our family and helping our son to feel included. This is so difficult to find as so many churches do not have a plan in place to support kids like mine. We searched for a year for a church that would be a good fit for all of us and would be devastated to have our new church home disrupted. I also have begun the process of volunteering with the Compassion Center. What the church is doing for the community is having a positive impact; food, medical care, education support. Closing Alderwood Community Church and the Compassion Center would negatively impact the community.

~

Other comments:

Our family is excited about the new Link rail systems going in but we do not want to see our church shut down because of it.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Purpose and Need:

None of these options are acceptable as they impact too heavily by removing established businesses and community service organizations. Please find a route that does not require Alderwood Community Church to forfeit any of their land or the Compassion Center's land.

~

West Alderwood-Why?

None of these options are acceptable as they impact too heavily by removing established businesses and community service organizations. Please find a route that does not require Alderwood Community Church to forfeit any of their land or the Compassion Center's land.

~

West Alderwood-Benefits and Burdens:

None of these options are acceptable as they impact too heavily by removing established businesses and community service organizations. Please find a route that does not require Alderwood Community Church to forfeit any of their land or the Compassion Center's land.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

West Alderwood-Why?

I am understanding that all of the choices will result in tearing down Alderwood Community

Church.

~

West Alderwood-Benefits and Burdens:

Please do not consider any route option that would require tearing down Alderwood Community Church. ACC is a centerpiece for the community and has been for 100 years. It is a thriving faith based facility, serving a large portion of Lynnwood residents including youth activities, services for seniors, a food bank and many, many other services. My family and I, while not members, attended a weekly quiz team training for years. We couldn't have had a better experience there. They supported our little church as well as several others during the pandemic by purchasing and installing high quality sound equipment so that we could offer our Sunday morning services via Zoom. What a great service to us! There has to be another solution that serves Alderwood Mall without devastating this church and the community.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Purpose and Need:

Yes. The alternative areas on ash way. I have been going to mill creek church for more than 10 plus years. Having a church right off the exit freeway is much needed. Usually off the freeway you have access to food, gas, and sleep. We need to have a place we're it's safe for people to go if they are struggling mentally, physically and emotionally; mill creek provides that safe place for a lot of us in this community. Removing it would be like taking away a resource of basic needs. Please consider using Ash A, since it is already a transit area.

~

Topics or Challenges:

Challenges would be that we would be removing a basic need resource from the community that is much needed in this specific area.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Yes. The alternative areas on ash way. I have been going to mill creek church for more than 10 plus years. Having a church right off the exit freeway is much needed. Usually off the freeway you have access to food, gas, and sleep. We need to have a place we're it's safe for people to go if they are struggling mentally, physically and emotionally; mill creek provides that safe place for a lot of us in this community. Removing it would be like taking away a resource of basic needs. Please consider using Ash A, since it is already a transit area.

~

Ash Way-Benefits and Burdens:

Yes. The alternative areas on ash way. I have been going to mill creek church for more than 10 plus years. Having a church right off the exit freeway is much needed. Usually off the freeway you have access to food, gas, and sleep. We need to have a place we're it's safe for people to go if they are struggling mentally, physically and emotionally; mill creek provides that safe place for a lot of us in this community. Removing it would be like taking away a resource of basic needs. Please consider using Ash A, since it is already a transit area.

~

## Other comments:

Yes. The alternative areas on ash way. I have been going to mill creek church for more than 10 plus years. Having a church right off the exit freeway is much needed. Usually off the freeway you have access to food, gas, and sleep. We need to have a place we're it's safe for people to go if they are struggling mentally, physically and emotionally; mill creek provides that safe place for a lot of us in this community. Removing it would be like taking away a resource of basic needs. Please consider using Ash A, since it is already a transit area.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

## Purpose and Need:

No

~

## Topics or Challenges:

No

~

## West Alderwood-Why?

None of these options work

~

## West Alderwood-Benefits and Burdens:

These route alternatives create social and economic burdens on both the Alderwood Community Church congregation and Alderwood Compassion Center stakeholders. Considering that all alternative routes currently go through Alderwood CC affiliated buildings, approving any of these routes would displace hundreds of individuals and families who regularly find community and belonging in this church. Many of the people I've met at Alderwood Community Church have been a part of the church since they were kids and have raised their children and grandchildren among this community. There are generations of committed people who give their time and effort to the maintenance and growth of this church. Not only that, but many individuals also support the surrounding Lynnwood community through their volunteering efforts. The spiritual and political climate of the greater Seattle area is difficult to live in and this church has been a home for those who are seeking peace, encouragement and meaningful connections in the midst of said climate, including myself. These route alternatives would also leave underserved, BIPOC individuals and families without support and resources that they regularly receive from Alderwood CC and the Compassion Center. Additionally, these alternatives would force Alderwood CC to move and re-plant hopefully somewhere in the Lynnwood area. Any move of this scale will cost a significant portion of the church's budget, which can affect how much the church can give to missionaries, community partners and surrounding ministries. On a personal note, I am a young married woman who graduated from the UW a few years ago and moved up to the Lynnwood/Mountlake Terrace area not too long after my husband and I got married. It was difficult to move and find a new church that was a good fit. We were discouraged for 4 months as we searched for churches before we found Alderwood Community Church. This church has been the most kind, biblically-sound, and service-oriented church community that I've experienced. I like that the leadership isn't afraid to address hard life topics and explore what the Bible has to say about these topics. I've certainly grown and matured in my faith in the few short years I've been a member of this church, which I'm so thankful for. One exciting part of being a part of this church lately is that the young adult ministry has been blossoming in this past year, bringing in a diverse group of individuals who desire to follow God and navigate early adulthood wisely. This group has been a blessing to my life through the new friendships I've made and support that I've received from others. I myself have gotten some of my friends to join



this Young Adult ministry and Alderwood CC as a whole and I've witnessed my friends having a similar, positive experience to me getting involved in this community. Thinking ahead to the future, the cost of living in the Seattle proper area will likely continue to increase and there will be an influx in the general population as well. Because of that, I anticipate that fellow young adults such as myself will look to the surrounding cities of Seattle, including Lynnwood, for a more affordable cost of living. Without the presence of Alderwood, I think there would be a significant gap in the city that future young adults would miss out on. Needless to say, this church and all that it does for Lynnwood has made an important impact on myself and many others. I hope that Alderwood CC and Sound Transit can find an alternative that boosts the purposes of both parties during this decision making process.

~

Other comments:

Because the Everett Link project presents a great opportunity for individuals to travel on public transportation and support EIS efforts, I anticipate that parking around the Lynnwood Center and Everett link locations will be busy and full often. It would be helpful to consider how to provide enough parking space for these link locations based on the surrounding populations. Limited parking affects the local citizens of Lynnwood and Everett, both of which are already boosting metropolises that have a limited number of public parking spaces. If there is a cap on parking spaces in the Lynnwood or Everett link station parking garages, I ask that you would consider partnering with these cities to provide affordable alternative parking options close to these link stations. Parking at any current link station has been a challenging endeavor in the 6 years that I've been using the Link light rail system. Thank you for considering the input of the community in this planning process!

---

**Date Received:** February 14, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the above options are acceptable

~

West Alderwood-Benefits and Burdens:

As for built environment, Alderwood Community Church would be adversely affected

~

Other comments:

Alderwood Community Church isn't just a house of worship, but ACC also makes a profound impact in the surrounding communities in Lynnwood in a variety of outreach ministries.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

West Alderwood-Why?

Available options none of them are acceptable.

~

West Alderwood-Benefits and Burdens:

All of the options will adversely affect Alderwood Community Church.

~

Other comments:

Alderwood Community Church (ACC) is more than just a church. ACC is a Lynnwood hub for community outreach as the Compassion Center at ACC reaches numerous families within the community weekly with food, medical and Spiritual support. All of these services are free of

charge from ACC.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Other comments:

I would like to say that I very much appreciate the work of Sound Transit in bringing the light rail from Lynnwood to Everett. As a resident of Everett, I look forward to the day when that project is completed. With that said, I am reminded of the words of Jesus in the Sermon on the Mount when he tells the assembled multitude that ""a city set on a hill cannot be hidden."" For more than 100 years Alderwood Community Church has been that kind of beacon to Lynnwood and other surrounding areas. For many years, newcomers to the church have first been drawn to visit because of seeing the lighted cross on top of the building as they drove by on I-5. I know that was true of my wife and me. Alderwood church is a diverse and thriving voice of comfort, hope, peace, and compassion to many, including the underserved and needy of the city of Lynnwood, as well as surrounding areas. A primary source of this outreach is through the Compassion Center providing, food, health services, and a sense of belonging to many of the underserved and needy. This service is vital to the health and wellbeing of the community. I certainly agree that extension of the light rail provides many benefits to the community. It is my hope in moving forward with the light rail, that an alternant to the current proposed route choices may be found that does not adversely affect the location and outreach of Alderwood Community Church. To me, it would seem incredibly wrong to eliminate one valuable resource to provide another. Both are vital to the continuing growth of our community. May you have discernment and wisdom as you make difficult decisions. Thank you for your efforts.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Purpose and Need:

Yes, we are really excited for this new light rail route, however do not want it to go through Mill Creek Four square church.

~

Topics or Challenges:

Yes, Mill Creek Four square is a vital member of the community with many programs extending out into the local community such as children ministry, pop-up pantry food bank, mens and women's bible study, youth group, collage age group, and many others. Losing the church will be at a heavy cost the community.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

It makes way more sense with the proximity to the park and ride to build Ash-A.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

**Purpose and Need:**

Yes, 2 items in the purpose list. 1. Encourage convenient, safe and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy and Equity and Inclusion Policy. 2. Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices. To address the first item, the safe and equitable access to stations. I live in the North Lynnwood area. I use to use the link light rail, but do not anymore. I would travel down to the Northgate station and board the light rail to commute to my office located near the International District Station. I personally witnessed and experienced a person doing drugs two (2) times in the light rail car and having to sit through it while the smell filled the whole space making it unhealthy for the public. I reported both of these incidents. 2 months later, while commuting into work, a disturbed person go on the train and was yelling at everyone. He sat near me and proceeded to make threat to everyone around him, including me, that he would stab someone. He had a knife blade in his hand brandishing to everyone. I reported this as well and that was the last straw. I refuse to ride the light rail now because the safety in stations as well as on the light rail is not there. The problem I brought up in my submission was that the stations are uncontrolled, meaning, its open to the public and you don't have to purchase a ticket. This leads to people of all walks of life using the light rail free of charge. So to me, the light rail is not a safe mode of transportation. To address the second item, to preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments. Alderwood Community Church (ACC), which is located in the path of the draft West Alderwood plan, was established over 100 years ago. This is my Church. It has been my Church ever since I moved to the area in 2016 from Philadelphia, PA. ACC has been at the heart of the Lynnwood community, easily seen from Interstate Highway 5. In fact, that is how I found out about ACC is by driving on I-5, which lead me to research the them before attending. My Wife and I have been Baptized in the Church, and have dedicated 2 of our 3 children in that church. We plan to dedicate our 3rd one shortly. This Church is well known throughout the Lynnwood community. We have a ministry where we provide free groceries to local families in need, through our detached building, which we call the compassion center. We host an annual community Trunk-or-Treat event and BBQ where we have over 3000 people from the surrounding community attend. This Church property is not only a place for us to gather on Sunday's to fellowship with our brothers and sisters in Christ. It is also used during the weekdays for our youth programs. Many of our young people bring their friends from schools that may not attend a church. Its a place for them to experience Jesus's love for them and a place where they can share their challenges and struggles. If this property were to be removed to make way for this planned light rail path it would be a huge social impact to the Lynnwood community. I strongly request that you consider an alternate route around our Church property that will not impact us and our community.

~

**Topics or Challenges:**

Please refer to my feedback on the project's draft purpose and need statement.

~

**West Alderwood-Why?**

I did not select any option, because non of these options work.

~

**West Alderwood-Benefits and Burdens:**

Please refer to my feedback for the project's draft purpose and needs statement for impacts to

the natural and built environment.

~

Other comments:

Please address the safety concerns on the Link Light Rail as a whole. The issues with uncontrolled access to the platforms without paying for a ticket is a problem. This leads to drug addicts and violent people gaining access to the light rail without having to pay. There is also no security on the train. I have seen roaming security in stations, however, the problems I have encounters, which are 3, have all been in the light rail cars.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Removing Alderwood Community Church would greatly impact the significant benefits this church provides to the Lynnwood community, specifically the Compassion Center which has fed more than 100 families every week for more than 2 years. The location of the church is a main factor of its success, centrally located and close to freeways and the new light rail. It is well positioned for many more community outreach programs in the future. This church also has stood on this property for more than 100 years and again it's location has been a huge reason for its ongoing success and growth.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

The benefit and desperate need for churches and religious organizations in our communities.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

ASH-A naturally makes more sense for Sound Transit with the existing park and ride. ASH-D would displace a historic and thriving church community that has existed and served the community lovingly and sacrificially for multiple decades. This church, Mill Creek Foursquare, has been a beacon of hope, love, support, and unity for people in the area and continues to be an indispensable benefit to our city.

~

Ash Way-Benefits and Burdens:

N/A

~

Other comments:

Thank you for your careful consideration!

---

**Date Received:** February 14, 2023

**Source:** Online Survey

**Purpose and Need:**

I think tearing a church down is not the right approach. In Japan, rail goes through the community and works with it - so it would make sense to go by the Alderwood Mall to increase foot traffic to the mall and to save both of your ventures - right now it is not sustainable and we can never use it because it is not convenient to use. The way this is heading will bankrupt the light rail.

~

**Topics or Challenges:**

Instead of just plowing through an area, look at ways to work with the community. If light rail went by the church for instance, it would make sense for the church & light rail. Earlier studies included many other options - but they all did not want to work with rail - so it seems you are going after a church. Make it a win-win effort so people want to work with light rail - not just bulldozing multiple areas.

~

**West Alderwood Favorite(s):**

ALD-F

~

**West Alderwood Second Favorite(s):**

ALD-D

~

**West Alderwood-Why?**

I really dont like it going through the ACC Church. You need to rethink the approach. I think a stop where there is large pedestrians populations is the best.

~

**West Alderwood-Benefits and Burdens:**

It is going to make a mess while building this, how can you minimize impact during the building phase.

~

**Other comments:**

Do not bulldoze ACC Church. They bring incredible benefits to the community, helping homeless, those less fortunate, etc.

**Date Received:** February 14, 2023

**Source:** Online Survey

**Purpose and Need:**

Please do not go through Alderwood Church. It seems that the church is being picked on - all three ways include removing ACC. There were a number of site available during an earlier session - did they provide kickbacks or make it go away? Doesn't seem right.

~

**Topics or Challenges:**

Put light rail next to the church - maybe have a stop there would make more sense. It would get utilized and both sides would be happy.

~

**Other comments:**

Not really. Very disturbing that you want to demolish a church that has been a positive force for the community. Think of another way.

**Date Received:** February 14, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options is preferred. You will be damaging the community more than you have already when you displace the church. Move your routes north or east and take over Need, Bath and Beyond. No one shops there, anyway.

~

West Alderwood-Benefits and Burdens:

You will be destroying a church that adds more to the community than you do.

~

Other comments:

Find a route around the Alderwood Community Church.

---

**Date Received:** February 14, 2023

**Source:** Online Survey

Purpose and Need:

I think the light rail will be a very helpful thing for Washington.

~

West Alderwood-Why?

I did not select any alternatives as they all involve going through the Alderwood Community Church and Compassion Center property, which has been a vital part of our city, many people I know, and myself personally. The church has been an important community center bringing myself and many others a place to call home here in the center of Lynnwood. Becoming involved in this community has also led to a love and dedication for our community as I've gotten involved with serving youth, underprivileged families, college students, young adults, and the homeless in the area. I could not begin to imagine the impact that the uprooting of the church and Compassion Center would have on the city, knowing we (after 100 years of remaining here in Lynnwood) would no longer be around to provide and give purpose to our neighbors. As I've gotten more involved after not even 4 years of attending this church, I get the pleasure of seeing thousands of lives changed firsthand by the things God does through this community, caring for the physical, emotional, and spiritual needs of those around us. I was someone in desperate need and now have the opportunity to continue in the direction the church has established, so I would really hate to see it go. Many people simply see our church sign on the freeway and come to visit - finding a community of loving people dedicated to serving their neighbors. And I've seen many of these people find that same devotion for themselves. Lives are changed. I know the light rail will certainly change many many lives for the better, I just hope for a different alternative that can keep our church where we are so we can continue with what we are doing for those around us.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

I am a youth leader at Alderwood Community Church, for 8th grade girls. One of the girls said coming to church Wed night and Sunday am is her favorite time of the week. Her home life is difficult. It would be rough on the hundreds of youth we are able to impact at Alderwood Community Church, if the church was relocated. Can you please consider an alternate route that does not include removing our church and compassion center?

~

**Topics or Challenges:**

At Alderwood Community church, we love being part of this community, and know we have impacted this area for good, whether it be, our helping hands ministry, that does yard work & projects for those who aren't able, MOPs, a gathering of young moms, providing a lunch, babysitting and fun time, our compassion center where we feed multiple families in the community every week, as well as provide free reading help for english learners. It is such a blessing to come alongside you all on serving this community. Is there a way we can continue doing this, together?

~

**West Alderwood-Why?**

all 3 alternatives included destroying Alderwood Community Church and the Compassion Center. Would you be willing to come up with another plan?

~

**West Alderwood-Benefits and Burdens:**

with growing crime in trj arra, it seems like having our church remain, would help contribute to an environment of safety for current Lynnwood residents, and the community service we provide is all volunteer.

~

**Other comments:**

Thanks for all of your hard work :)! I love that the Light Rail is extending further north.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**Other comments:**

in your purpose you say ""... minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices."" However all the options eliminate Alderwood community church. i think you underestimate the impact that community churches have within the community. This church has been around for over a 100 years and deserves more consideration than it seems to be getting. Churches provide essential resources in the mental health of the community and right now is not a time to disregard this.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**West Alderwood-Why?**

None of the options work. All of these plans all depend on demolishing the Alderwood Community Church site. This ACC location has existed in Lynnwood for over 100 years. It was established in the midst of a small town filled at the time with rural land and chicken farms. Generations of families have grown up and raised their children at this historical site. It has served as a community gathering place in the heart of Lynnwood for the very young, elderly and in the recent years, both a growing homeless population and struggling families. My family has been calling ACC our home away from home for over 17-years. As the Church pasted its 100-year milestone a couple years ago, we were not only excited about the growth of Lynnwood but most importantly our central location in this community. We have also been excited about Sound Transit as more people would be exposed the services and the rich fellowship of ACC. We have been devastated by the news that the Sound Transit we once anxiously anticipated was now considering bulldozing this great community asset for the rail line route. ACC is not only a Lynnwood resident church but has attendees from Everett, Mill Creek, Mountlake

Terrace, Brier, Edmonds and beyond. Why? Because of its location and the unique richness of services provided. Within its doors people from all ethnic and cultural backgrounds find a place of acceptance, friendship and fellowship where the name of God is praised and Jesus sits on the throne. Through the work of the compassion center, numerous families and homeless people benefit greatly from the services provided which includes food and mobile medical services. It would likely be impossible to find a location in the heart of Lynnwood that could serve the citizens of the area as effective as the current location. Alderwood Community Church is not a department store or place of entertainment. It is a service of the heart where hundreds of people gather to lift up the name of God and find strength and hope in these troubled times. Its location is close, it's convenient and welcoming. Generations of worked to make it this way. I implore Sound Transit to consider a different plan that does not necessitate the destruction of such a valuable asset and historical institution of our community.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the above

~

West Alderwood-Benefits and Burdens:

It looks like all options go through Alderwood Community Church Property. I have been attending Alderwood Church since 1990. Have been involved in many of the activities, including welcome of new people, providing transportation as needed for the elderly and many other opportunities to serve in the community. As there are between 1500 to 2000 people that attend it would be a huge loss to the Lynnwood community of Lynnwood to remove a 100 year old Church and all of the services it has provided to all demographics.

~

Other comments:

I am sure there are additional options that would have less impact on what is planned so far. I ride the light rail from Norhtgate at various times, so I am certainly not opposed to the Light Rail as a transportation option

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Because I believe it would be better to route the light rail up 36th rather than 33rd. 33rd is scheduled to be connected to east side of Lynnwood across I-5. Putting more traffic and people on 33rd seems to make for a very congested and perhaps unsafe area.

~

West Alderwood-Benefits and Burdens:

By rerouting up 36th, it would preserve an institution that has served Lynnwood for over 100 years - Alderwood Community Church. This is a church that started small and has grown with the growth of Lynnwood. It is also a church that has served Lynnwood schools and the poor in



Lynnwood. To move it would diminish its visibility which could never be replaced and its ability to serve the community effectively.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Benefits and Burdens:

C and D could hurt the positive impact HopeWorks Station does for the community. Having to move low income housing for a light rail station seems like one step forward and two back, especially when one considers the housing crisis we find ourselves in the middle of. Thank you for taking time to read my statement.

~

Other comments:

It's fantastic! Please consider the impact on low-income housing when deciding where the next station and rail line will be built.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

I'm grateful to see the expansion of the Light Rail and excited for what it could bring to the city of Lynnwood. But I don't believe it should run through the property of Alderwood Community Church. That church has been serving the community and improving the city for 100 years. It's an essential part of the future of Lynnwood and should be treated that way.

~

West Alderwood-Why?

Because this route plan runs directly through Alderwood Community Church

~

West Alderwood-Benefits and Burdens:

I believe the prospect of removing or relocating Alderwood Community Church would be detrimental to the city and other routes should be considered.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

It would be detrimental to the lives of many Lynnwood citizens if you took out Alderwood Community Church, a center of ministry to many.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

Yes, please see below.

~

West Alderwood-Why?

These proposals have a direct and dramatic impact on my life and community of people.

~

West Alderwood-Benefits and Burdens:

All of the new routings as proposed would, without doubt, have a devastating impact on a 100-year continuing legacy of community support and humanitarian aid..

~

Other comments:

Expansion of light rail is, in itself, a good idea, but these routes are more damaging than helpful; there is a better way. Thank you-

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Other comments:

My comment is primarily focused on the path of all three routes through the Alderwood Community Church (ACC) and the Compassion Center. None of the alternatives seem to consider the rich impact that ACC and Compassion Center makes to the community and detriment that it would be if they were removed. I support ST and the Everett Extension but not at the expense of losing this valuable contribution to the South Snohomish County community. Please provide an alternative route or solution that maintains the integrity of Alderwood Community Church and Compassion Center in its currently location.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

I don't feel any of the current options are viable for the community.

~

West Alderwood-Benefits and Burdens:

The burden to the community is that the current path destroys the Alderwood Community Church that has been at this location for over 100 years. It has been centrally located in Lynnwood helping people in times of crisis and times of celebrations. While it is a line on the map, this line will create a burden to people that can not travel to a different location. Why can't the sound transit look at continuing down 200th instead of turning at 33rd Ave.W.

~

Other comments:

Sound Transit needs to bring the costs of this project into line with the original budgets that were presented to the voters before we voted on it.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Other comments:

I am a regular attendee of Alderwood Community Church, one of the buildings in line for demolition on the light rail's path. I attend church there every Sunday with my husband and three children. This church has become our home. We moved to Lynnwood from Philadelphia in 2016, and were welcome with open arms from the ACC members. It was there that I heard the good news of the Gospel for the first time, gave my life to Christ in 2017, and was baptized. Since then, we have had three children, two of which have been dedicated there. We plan to dedicate our third soon. ACC has also had much impact on our community, including serving families in need of groceries through our Compassion Center. Our building also serves as a home for MOPS (Mothers of Preschoolers), Awana, youth groups, Bible studies, musical concerts, trunk or treat, etc. Our ultimate goal is to provide a safe environment for our community members to experience the love of Jesus, and come to know Him. I strongly urge you to find an alternative route for the light rail through the Lynnwood community. The choice to demolish ACC would have a deep impact not only on its members, but our local community.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**Purpose and Need:**

Please reconsider the location of this project. Alderwood Community Church and its Compassion Center have a great impact in the greater Lynnwood area serving the local school children needs in nearby schools, feeding many families through the Compassion Center who would otherwise not have their grocery needs met as well as providing spiritual growth for many thousands of people for more than the last 100 years with the potential to continue that influence for many additional thousands for the future.

~

**Topics or Challenges:**

As noted above, the displacement of Alderwood Community Church and the Compassion Center would have far reaching consequences for many families in the greater Lynnwood area--basic school needs, grocery and meal loss, personal growth--to name a few.

~

**West Alderwood-Why?**

None of these options work

~

**West Alderwood-Benefits and Burdens:**

This location would be a burden to many in the area who are dependent on Alderwood Community Church and the Compassion Center for basic needs as well as personal growth.

~

**Other comments:**

Please reconsider the route allowing Alderwood Community Church and the Compassion Center to stay at their current location. Thank you for your consideration of this request.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**Purpose and Need:**

Hi, I believe continuing with the Alderwood West project would be detrimental to the city of Lynnwood.

~

**Topics or Challenges:**

The location of Alderwood Community Church and Compassion center is an asset to the city of

Lynnwood.

~

West Alderwood-Why?

I selected none...due to non agreement for it to go further.

~

West Alderwood-Benefits and Burdens:

There would be no benefits at all. It would cause burdens for all those who rely on the compassion center. 1.The food and non food(paper towels, and soap etc.) essentials(I even received free clothes!) 2.The meals once a month (and sense of community) 3. The free medical care 4. The emotional support(they are always asking how to pray...and other ways to help). 5. The availability for help educationally(which I don't need but there are a lot in the area that do) It would also be a burden to thousands who rely on Alderwood Community church for safety, encouragement, community, and a sense of ""home"".

~

Other comments:

I currently do not attend Alderwood Community church but rely on the compassion center(for food, medical and emotional support)and the church has helped me financially on and off for years. I have lived in the Alderwood area for over 30 years.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

We attend Alderwood Community Church which is in the path of all three options. As a Lynnwood homeowner and a church member and supporter of Alderwood's Compassion Center we hope you'll consider the impact these options will have on community.

~

West Alderwood-Benefits and Burdens:

It is a hardship for church members to relocate and even though the church would be paid for their property we know the cost would not cover all the expense to move a large church. - many will choose not to relocate to a new church facility. 2. It will be difficult for those who utilize the Compassion Center to re-locate, and re-find resources. If the church is in another location, those resources could be lost to the community.

~

Other comments:

Please re-consider the path of light rail in this location. Keeping Alderwood Community Church and their Compassion Center located close to the heart of Lynnwood is good for the whole community.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Other comments:

This project as slated above would destroy Alderwood Community Church which has been in existence for over 100 years and the Compassion Center which services Lynnwood families in need providing food weekly for them as well as hot meals. It it a community staple and key to the lives of so many in Lynnwood. Not only is it open to those in need, but I have been involved for over 10 years leading community exercise classes up to 3 times a week in their building. We have reached beyond the doors of Alderwood to provide a safe and welcoming place for folks to come to exercise, improve health and find community. Some walk, some are dropped off, some

drive. But to move it out of that region would break those connections. Please consider options that do not destroy that property. Options that do not disrupt Alderwood Community church and will allow them to continue to bless this community for the next 100 years.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work as they all go through the church i've been going to for the past 15 years and is the reason I moved to Lynnwood in the first place.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

I previously selected ALD-B as my favorite and ALD-F as my second favorite. I did not realize that I could select none of the routes as my favorite because they all run through Alderwood Community Church grounds. I would protégée that the route run north on 36th Avenue and east on 184th st or 188th st

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

I have lived in Snohomish County for 30 years and have called Edmonds my home since buying my home in Edmonds 17 years ago. At which time my family as called Alderwood Church Home. It started with attending MOPS with young children, quickly jumping into leadership and have remained in such all these years. Including starting another Moms group 10 years ago that have brought numerous families to call ACC home as well as their kids in ministry, volunteering in the compassion center and outreach in the community. Having this location demolished would be detrimental!!!

~

Topics or Challenges:

History! Alderwood Church is over 100 years and is included in making Lynnwood what it is!

~

West Alderwood-Why?

None of these option work

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

ASH-A

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

ASH-D will eliminate Mill Creek Foursquare Church building; which is a great place for getting help Spiritually and Social help for 1000's of people in greater Lynnwood/Mill Creek area. So, eliminating those will be harm to the community

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

This train goes right through the church I have called home for 12 years in addition to their compassion center that feeds 100-200 families per week in the region who are low income. This church has been around for more than 100 years and is still growing at about 1000 members. It would be tragic to lose such a longstanding pillar of this community.

~

Other comments:

I have been going to this church for 12 years, it has greatly impacted my life and many others. I am 27 years old now about to get married and plan to be a part of this church for many years to come. They were a key part of my development as a young adult as I participated in their student ministries, learning from a young age how to serve others and study the Bible. They have impacted the low income community around them. With the >1000 members there are bible studies here for local single moms, young adults, students, kids.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Your actions are going to affect a lot of people and communities that have been here for a long time. There are more than one church community that you will be destroying. There are better ways. You might want to listen to people rather than proceed with this.

~

Other comments:

There are always alternatives and destroying Alderwood CC is not the way to go. We are all for light rail, but not sacrificing a very important piece of our lives. It's like asking a parent, which child do you want to keep?

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

I do not dispute the needs and purposes of a light rail system. However, I do find the current proposal through Lynnwood, and specifically Alderwood Community Church to be an unacceptable route.

~

Topics or Challenges:

The specific challenge is the disruption and complete destruction of the Alderwood Community Church property, including the office building and Compassion Center as a route through Lynnwood.

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

The burden is the complete destruction of a community based church and the support the Church provides the community.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

The taking of Alderwood Community Church property will have an adverse impact to the currently served and future residents of the area. After 100 years at the current site, ACC is finally at the center of the urban development area and is best suited to provide outreach and ministry in the area. By taking the property, ACC will not be able to purchase an equivalent footprint elsewhere in the area.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Topics or Challenges:

The proposed West Alderwood routes will destroy Alderwood Community Church, and I would a route to be chosen that does not destroy the church.

~

West Alderwood-Why?

The proposed routes will destroy Alderwood Community Church, and I would a route to be chosen that does not destroy the church.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

It seems like all alternatives presented require acquiring Alderwood Community Church's property to make way for the rail tracks. As a parishioner of the church, it would not only cause personal heartache to have to give up our location, but the location the church currently occupies presents it a major benefit to the community. It is central to the Alderwood neighborhood that the church has a mission to serve. The mission of the church would be severely hampered if it had to move locations.

~

West Alderwood-Why?

I didn't select any of the West Alderwood alternatives. I feel like forcing Alderwood Community Church to give up it's location is not in the best interest of the Alderwood neighborhood.

~

West Alderwood-Benefits and Burdens:

Please see my other comments about the locations impact on Alderwood Community Church

~

Other comments:

Please consider other options and not force the church to close it's doors and move.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

I am a member of the Alderwood Community Church. I was very sad to hear that our church's building has the possibility to be impacted by the sound transit lightrail plans. This building is not just a building. It is a home to myself, my husband, and many others I know. I met my husband in this church and look forward to sharing the memories with my children in the future. I hope that this historic building is not impacted by the lightrail plans.

~

Topics or Challenges:

I think that this should be reconsidered in the Alderwood area based on what I have stated above. An alternative route should be found that would allow for this historic building to stay standing where we can all continue being a community. I had never been able to call a church a home until I entered Alderwood Community Church. It holds so many important memories for everyone including weddings, moments of fellowships, and funerals. I hope that you do not take away the building that holds these memories.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

I go to Alderwood Community Church and am scared to lose this building.

~

West Alderwood-Benefits and Burdens:

Although I understand the benefit to the commuting options and relative positive impact on the environment, I feel that the impact on these people in this church is still a large impact that needs to be considered.

~

Other comments:

Thank you for all you do! Please consider finding an alternative to the route that impacts Alderwood Community Church.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

Hi there! I am a member of Alderwood Community Church and writing feedback on the use of that lot for sound transit. The building and campus of Alderwood has become a huge part of my life as it was where I made life long friends, met my wife through programs and attending church and many more moments in life. I would urge Sound transit to rethink taking over parts of that lot/ the lot all together as the impact to so many lives that the church has touched as well as the lives the compassion center has touched would be incredibly high. Being able to be a beacon of love in the community is why I love Alderwood. Being able to love those in our community is



something our church strives for. I believe taking the church away would have a huge negative impact to so many lives in the Lynnwood community.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

To be honest, I don't think any of these are great due to the impact of it running through the Alderwood Community church and compassion center property. I would choose, out of those 3, which ever one impacted it the least. Even though I would appreciate it not going through that property at all.

~

West Alderwood-Benefits and Burdens:

With these proposed plans, the impact on Alderwood Community church, the compassion center and its property would be immense. These are cultural and religious corner stone of the community. By taking that out, I fear it would damage the community by not giving low income families and homeless people specifically, a way to thrive.

~

Other comments:

I would urge Sound transit to rethink these proposed lines so that Alderwood Community church and its property is not affected so we can continue to love the community and have a place rich with history to worship.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

no

~

Topics or Challenges:

My 9 year daughter and 6 year son said that they would you to reconsider the alignment of the west alderwood section to avoid acquisition of the Alderwood church campus. My son says he loves our church and does not want it to go away and my daughter said that our church matters a lot to her.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

seems closest to the mall

~

West Alderwood-Benefits and Burdens:

that if not very carefully considered that it can put unfair pressure on local long time organization instead putting the burden on ROW to be redeveloped

~

Other comments:

My 9 year daughter and 6 year son said that they would you to reconsider the alignment of the west alderwood section to avoid acquisition of the Alderwood church campus. My son says he loves our church and does not want it to go away and my daughter said that our church matters a lot to her.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

Yes the purpose for getting traffic off the street and saving the environment is good,

~

Topics or Challenges:

Destroying Alderwood Community Church, an entity that has been in the community for over 100 years is not a good idea. The church has over 2200 members and the Compassion Center which is also on the plan to be destroyed has a food bank which takes care of the low-income families in the area. The church also helps with the local low-income schools, helping to supply them and to take care of the landscaping and clean up on the outside of the school. Please reconsider and make a plan that doesn't destroy an entity which takes care of low income families and communities. Thank you.

~

West Alderwood-Benefits and Burdens:

The taking of Alderwood Community Church property will have an adverse impact to the currently served and future residents of the area. After 100 years at the current site, ACC is finally at the center of the urban development area and is best suited to provide outreach and ministry in the area. By taking the property, ACC will not be able to purchase an equivalent footprint elsewhere in the area.

~

Other comments:

Please do not make this just about revenue but thoughtfully and prayerfully reconsider ALL aspects of building this light rail. Thank you.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

The need to expand Link Light Rail is a critical part of the overall transportation plan in this area. The need to provide our communities with adequate, safe and efficient transportation is needed.

~

Topics or Challenges:

I'd like to comment from an Economic perspective. Alderwood Community Church provides traditionally underserved communities with a variety of services. I am a high school Business & Marketing Teacher with 26 1/2 years experience. When I retire in three and 1/2 years from my school that has a majority minority student demographic mix. My plan is to take my skills in teaching employment acquisition and retention skills through a program in the Compassion Center associated with the Alderwood Community Church. The plan is to create a program that ties in with the existing program that serves as an outreach to migrant children in the area. I'd be working with the parents to assist them in developing job skills. I've created partnerships with businesses, industries and governmental agencies a the school I teach at. I will duplicate

this for the underserved communities to help alleviate issues related to Social Justice. The economic impact that this program is having at my school now and will have with the parents in the future will assist migrant families that are struggling financially. Self-sufficient, proud, contributing members of a vibrant community is the Economic impact that Alderwood Church and the Compassion Center has in the heart of Lynnwood. This will continue to grow over the years. If you gut the heart out of Lynnwood, these underserved communities will lose an advocate and community that cares deeply and has a powerful impact for the betterment of all.

~

West Alderwood-Why?

Can not choose...they all go through Alderwood Community Church and the Compassion Center.

~

West Alderwood-Benefits and Burdens:

Economic impact on traditionally underrepresented community members

~

Other comments:

Thank you for the opportunity to comment.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

There absolutely has to be an alternative route that does not go through Alderwood Community Church. Alderwood Community Church has been here for over 100 years and the compassion center has become a huge part of the community feeding the hungry, helping the homeless, serving local schools and providing medical for those in need.

~

Topics or Challenges:

Alderwood Community Church can never duplicate what it has done and continues to do for this community in another location.

~

West Alderwood-Why?

All options destroy Alderwood Community Church therefore none are acceptable.

~

West Alderwood-Benefits and Burdens:

All options destroy Alderwood Community Church! None are acceptable.

~

Other comments:

There absolutely has to be an alternative route that does not go through Alderwood Community Church. Alderwood Community Church has been here for over 100 years and the compassion center has become a huge part of the community feeding the hungry, helping the homeless, serving local schools and providing medical for those in need.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

Through the action of adding the Everett Link Extension, there will be a ripping apart of community, especially ones that are currently underserved. I understand that the goal of this project would be to help the communities of those who have historically been underrepresented

and been given a disadvantage. However, all the project lines would be going through Alderwood Community Church and one could even argue more importantly, the Compassion Center that is funded by said church. This church has given me so many amazing life skills, opportunities and a to build my own community while helping others. The Compassion center is a place that helps underprivileged people by providing food and other resources. As a passionate High Schooler, I attend one that has one of the largest variety of incomes in the state. I've seen people who make enough to comfortably support themselves while others are struggling to get their next meal. The people who are under the poverty line are the people that I have seen be most impacted by places like the Compassion Center. I have friends who have personally shared with me how food banks and other resource centers were their saving grace. Not only does this plan mean killing the community that I love, it is attacking the most vulnerable, the ones who need it more than we could ever imagine.

~

Topics or Challenges:

I think that the EIS needs to reconsider the lines that are currently planned to avoid places that mean so much to the ones it is hoping to save. This means they should avoid hitting the Compassion Center because even though it may seem as if it doesn't do much it means everything to people. The apartment building just next door is a low income housing place and the people who live there rely on the Compassion Center for weekly meals.

~

West Alderwood-Why?

I didn't select one because all three of the options would go through Alderwood Community Church and the Compassion Center

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

The removal of a community church (alderwood community church) would be devastating to the community more than it would help with the transit center

~

West Alderwood-Why?

None. An alternative needs to be drafted to preserve the ACC grounds and buildings

~

West Alderwood-Benefits and Burdens:

The ACC needs to remain to further provide help the community and surroundings as a whole

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

I value what the lynnwood community church does and the land should not be annexed

**Date Received:** February 15, 2023

**Source:** Online Survey

West Alderwood-Why?

I believe Alderwood community church land should not be annexed, they are a valuable member of th3 community and their needs to be alternative plans for the stations

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**Purpose and Need:**

The current draft shows all 3 routes directly impacts my church, Alderwood Community Church. Please consider another alternate route which will keep the church in place.

~

**Topics or Challenges:**

Alderwood Church has been in the area for 100 years+, positively impacting the lives of many people. Every week, the church holds multiple services/ events, on weekdays and weekends which benefits the Lynnwood community. This church brings young and old, people of many socio economy background to come and worship, love and serve one another and to have a community. People who live in the Lynnwood area and other nearby cities have been in this church for many years. There are many families with 3 generations who come and attend services or events at the church. Recently, the church added compassion center, which provides free food for families who need them. If the light rail displaces our church, the impact to the Lynnwood community will be immense. The light rail project will benefit the Lynnwood community even more if it doesn't displace Alderwood Community Church.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**Purpose and Need:**

I believe that Sound Transit should reconsider its planned route through Alderwood Community Church (ACC). ACC provides a valuable community service meeting both the physical and spiritual needs of our community. Through the Compassion Center, ACC is addressing food insecurity and providing health services by its dental mobile program. We have multiple groups that worship at ACC, speaking multiple languages in Spanish, Vietnamese, and English. This provide those with language barriers to socially connect with others. ACC seek to partner with the community to serve others as humans at a time when there is so much that divides us.

~

**Topics or Challenges:**

As great as Lynnwood as a city, it faces many challenges that are common in other communities. Sound Transit should consider the benefits that ACC provides the community as it determines the best route. Many of the social programs that ACC provides cannot easily be replaced. There are tangible benefits such as the Compassion Center that seeks to serve those with limited income who face food insecurity. There are also intangible benefits of providing social connections to thousands of people. We need more ""houses of faith"" to be closer to downtown to help fill the social and community network that other government and NGOs cannot do by themselves. These are factors that should be part of the overall benefits assessment in an environmental impact study. It is not just about the environment but also about the environment where people feel connected to a church and seek to serve those around them.

~

**West Alderwood-Why?**

I believe that the current route disrupts the community too much, especially as current routes results in ACC having to move.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

**Purpose and Need:**

I believe that Sound Transit should reconsider its planned route through Alderwood Community Church (ACC). ACC provides a valuable community service meeting both the physical and spiritual needs of our community. Through the Compassion Center, ACC is addressing food insecurity and providing health services by its dental mobile program. We have multiple groups that worship at ACC, speaking multiple languages in Spanish, Vietnamese, and English. This provide those with language barriers to socially connect with others. ACC seek to partner with the community to serve others as humans at a time when there is so much that divides us.

~

**Topics or Challenges:**

As great as Lynnwood as a city, it faces many challenges that are common in other communities. Sound Transit should consider the benefits that ACC provides the community as it determines the best route. Many of the social programs that ACC provides cannot easily be replaced. There are tangible benefits such as the Compassion Center that seeks to serve those with limited income who face food insecurity. There are also intangible benefits of providing social connections to thousands of people. We need more ""houses of faith"" to be closer to downtown to help fill the social and community network that other government and NGOs cannot do by themselves. These are factors that should be part of the overall benefits assessment in an environmental impact study. It is not just about the environment but also about the environment where people feel connected to a church and seek to serve those around them.

~

**West Alderwood-Why?**

I believe that the current route disrupts the community too much, especially as current routes results in ACC having to move.

**Date Received:** February 15, 2023

**Source:** Online Survey

**Purpose and Need:**

I believe that a different route should be done so that Alderwood Community Church doesn't get torn down. The church does so much for the community and taking away the building and location of the church will greatly impact the community.

~

**Topics or Challenges:**

I believe that a different route should be done so that Alderwood Community Church doesn't get torn down. The church does so much for the community and taking away the building and location of the church will greatly impact the community.

~

**West Alderwood Favorite(s):**

ALD-F

~

**West Alderwood Second Favorite(s):**

ALD-F

~

**Other comments:**

I believe that a different route should be done so that Alderwood Community Church doesn't get

torn down. The church does so much for the community and taking away the building and location of the church will greatly impact the community.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Other comments:

My family has attended Alderwood community church for several decades. It is a vital part of our community. Please consider routes which minimize the impact to this house of worship (and service).

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Other comments:

I don't think any of these options work. They will all be detrimental to the community.

---

**Date Received:** February 15, 2023

**Source:** Online Survey

Purpose and Need:

I believe taking the Alderwood Community Church property would be detrimental to the community of Lynnwood and surrounding cities. I believe that Sound Transit should consider taking the rail over 196th towards the Ulta/Burlington/Nordstrom Rack/David's Bridal/etc... following that road, or along the freeway to allow those business to reap the benefits of light rail. It should also be considered acquiring some property from Bed Bath And Beyond and possibly running along that side of the freeway. I believe it would be beneficial for the light rail to then travel back over the Alderwood Mall Parkway bridge - utilizing two existing structures should be slightly more cost effective. After the Alderwood Mall Parkway bridge, there is lots of property still available that would work well for station parking, and would allow additional revenue and accessibility to many more businesses than the existing plan creates. The plan I suggest limits the impacts on long standing businesses and structures in the area.

~

Topics or Challenges:

I believe taking the Alderwood Community Church property would be detrimental to the community of Lynnwood and surrounding cities. I believe that Sound Transit should consider taking the rail over 196th towards the Ulta/Burlington/Nordstrom Rack/David's Bridal/etc... following that road, or along the freeway to allow those business to reap the benefits of light rail. It should also be considered acquiring some property from Bed Bath And Beyond and possibly running along that side of the freeway. I believe it would be beneficial for the light rail to then travel back over the Alderwood Mall Parkway bridge - utilizing two existing structures should be slightly more cost effective. After the Alderwood Mall Parkway bridge, there is lots of property still available that would work well for station parking, and would allow additional revenue and accessibility to many more businesses than the existing plan creates. The plan I suggest limits the impacts on long standing businesses and structures in the area.

~

West Alderwood-Why?

I do not think the existing plans would be best for light rail, the community, or local businesses. I believe taking the Alderwood Community Church property would be detrimental to the community of Lynnwood and surrounding cities. I believe that Sound Transit should consider

taking the rail over 196th towards the Ulta/Burlington/Nordstrom Rack/David's Bridal/etc... following that road, or along the freeway to allow those business to reap the benefits of light rail. It should also be considered acquiring some property from Bed Bath And Beyond and possibly running along that side of the freeway. I believe it would be beneficial for the light rail to then travel back over the Alderwood Mall Parkway bridge - utilizing two existing structures should be slightly more cost effective. After the Alderwood Mall Parkway bridge, there is lots of property still available that would work well for station parking, and would allow additional revenue and accessibility to many more businesses than the existing plan creates. The plan I suggest limits the impacts on long standing businesses and structures in the area.

~

West Alderwood-Benefits and Burdens:

I do not think the existing plans would be best for light rail, the community, or local businesses. Having been local all my life, there are many properties that remain vacant, or more open for this section of the light rail. I believe taking the Alderwood Community Church property would be detrimental to the community of Lynnwood and surrounding cities. I believe that Sound Transit should consider taking the rail over 196th towards the Ulta/Burlington/Nordstrom Rack/David's Bridal/etc... following that road, or along the freeway to allow those business to reap the benefits of light rail. It should also be considered acquiring some property from Bed Bath And Beyond and possibly running along that side of the freeway. I believe it would be beneficial for the light rail to then travel back over the Alderwood Mall Parkway bridge - utilizing two existing structures should be slightly more cost effective. After the Alderwood Mall Parkway bridge, there is lots of property still available that would work well for station parking, and would allow additional revenue and accessibility to many more businesses than the existing plan creates. The plan I suggest limits the impacts on long standing businesses and structures in the area.

~

Other comments:

I found Alderwood Community Church about two years ago, before that I didn't have much sense of belonging. Although it may just feel like a property - it is so much more than that - it's a home... It's a community... It's a safe place for many. I believe taking the Alderwood Community Church property would be detrimental to the community of Lynnwood and surrounding cities. I believe that Sound Transit should consider taking the rail over 196th towards the Ulta/Burlington/Nordstrom Rack/David's Bridal/etc... following that road, or along the freeway to allow those business to reap the benefits of light rail. It should also be considered acquiring some property from Bed Bath And Beyond and possibly running along that side of the freeway. I believe it would be beneficial for the light rail to then travel back over the Alderwood Mall Parkway bridge - utilizing two existing structures should be slightly more cost effective. After the Alderwood Mall Parkway bridge, there is lots of property still available that would work well for station parking, and would allow additional revenue and accessibility to many more businesses than the existing plan creates. The plan I suggest limits the impacts on long standing businesses and structures in the area.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A



~

Ash Way-Why?

Route A is the only logical route. It services an existing Park and Ride and nearby apartment complexes on the same side of I-5.

~

Ash Way-Benefits and Burdens:

Route D makes absolutely no sense. Crossing over I-5 requires massively more infrastructure which will impact a larger geographical footprint. That means more displaced greenspace and natural elements. Furthermore, Route A is the only logical choice being that it re-uses an existing park and ride and is on the same side of I-5 as the majority of apartment complexes in the area. Avoiding crossing I-5 will be a safer option for pedestrians trying to reach the station since the 164th St SW overpass is a very busy street.

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

These locations fit their purpose extremely well, especially ALD-D, mainly because it can be built on top of an existing parking lot and 33rd Ave W next to it has bus routes.

~

West Alderwood-Benefits and Burdens:

ALD-D and F can be built on top of existing man-made structures, i.e a Parking lot.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

ASH-A provides the best connections to existing bus service, as well as being the least expensive option. ASH-D would require the tearing down of businesses that I visit often (I live near the Martha Lake area) and would require two bridges to be built over I-5, thus taking more of our taxes and could be an eyesore.

~

Ash Way-Benefits and Burdens:

Familiar routes that I take very often when going south towards Lynnwood will have to be changed if choosing ASH-D

~

Other comments:

I still think that the route should have followed I-5 up to Everett, with a spur going to Paine Field via the Boeing Freeway, as it is the cheapest option without tearing down other properties and help save money in times of rising property costs all around the region.

**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

Dear Board of Directors of Sound Transit, I am writing to urge you to reconsider your current proposed route expansion that will result in the acquisition and demolition of Alderwood Community Church and the Compassion Center. As a member of the local community, I am deeply concerned about the negative impact this decision will have on our community. The Alderwood Community Church is not just a building, but a vibrant and thriving community that serves over 2500 people in the area. It provides vital services and programming for over 300 children and youth in the community, as well as for over 200 community members over the age of 65. The church is a home for three distinct congregations, an English speaking congregation, a Vietnamese congregation, and a Spanish speaking congregation, which makes it a cornerstone of our diverse community. The Compassion Center, a vital part of the church, provides crucial services to low-income families in the community. Every week, it provides free groceries to over 140 low-income families who cannot afford food. It also offers free medical services to many low-income families in the community who would otherwise not be able to afford critical health care. In addition, the Compassion Center provides free tutoring services to community families who need educational assistance, and free community WiFi. The Alderwood Community Church has been a critical part of the local community for over 100 years, never moving from its current location. Demolishing this building and displacing the community it serves would be a great loss for our community. I understand that expanding the transportation route is important, but I urge you to consider alternative options that do not involve the demolition of Alderwood Community Church and the Compassion Center. I implore you to explore options that will ensure the preservation of this vital community institution. Thank you for your attention to this matter, and I hope that you will take my concerns seriously.

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**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

Greetings esteemed members of the Sound Transit Board of Directors, I humbly implore you to reevaluate the current proposed route expansion, which unfortunately entails the acquisition and demolition of Alderwood Community Church and the Compassion Center. This decision will have a devastating effect on our local community and it is my hope that you will consider an alternative approach. Alderwood Community Church, a longstanding fixture in the community, is not just a mere edifice but a bustling hub of activity that serves a vast number of local residents. The church hosts three distinct congregations, including an English speaking congregation, a Vietnamese congregation, and a Spanish speaking congregation. Moreover, it offers essential programming for over 300 children and youth in the area, and for over 200 community members over the age of 65. The Compassion Center, which is a vital part of the church, is a beacon of hope for low-income families in the community. It provides free groceries to over 140 low-income families weekly, and offers free medical services to many low-income families who would otherwise be unable to access essential health care. Additionally, the Compassion Center offers free tutoring services to families in the community who require educational assistance, and free community WiFi. Alderwood Community Church has been a key player in the local community for more than a century, having never moved from its current location. The demolition of the building and the displacement of its patrons would be a monumental loss for the community. Thank you for your kind attention to this matter, and I trust that you will give my concerns the thoughtful consideration they merit.

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**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

So, you're planning to expand the train route, and it seems like you're planning to bulldoze Alderwood Community Church and the Compassion Center. Let me tell you, that is not cool. I mean, I get it. You want to build more train stuff, and I guess that's kind of important or whatever. But why does it have to be at the expense of our church and community center? They do so much good for people around here. I know, I know. You're probably thinking, ""Oh, just another whiny kid who's got no idea how things work in the real world."" But seriously, have you even thought about how many people are going to be affected by this? The church has been here for over a century, and it's not like they can just pick up and move somewhere else. And the Compassion Center helps so many people who are struggling to make ends meet. You're going to take that away from them? Look, I know I sound like I just want to watch the world burn or something, but I swear I care about this stuff. Our church is important to me, and I don't want to see it go. So please, think about what you're doing here. Is there really no other way to expand the train route without destroying something that means so much to so many people?

---

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Dear people in charge of the train stuff, I'm writing to say that it's not nice to take away the Alderwood Community Church and the Compassion Center. The church has lots of people and they do nice things for everyone. My dad says they help 2,500 people every week. That's a lot! The Compassion Center is super special because it gives free food to 140 families every week. And they give free medicine to people who can't afford it. They even help kids with their homework and have free internet for everyone. The church has been in the same place for a long time, and everyone loves it there. It's not fair to make them leave and go somewhere else. Please don't do it. Thank you for reading my letter.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

I'm writing to you today as a local business owner who is concerned about the proposed expansion of the train route and its impact on our community. In particular, I'm worried about the potential acquisition and demolition of Alderwood Community Church and the Compassion Center. As you know, the church is a cornerstone of our community. It has been a fixture in the area for over a century, and it provides critical services to many families in the area. The Compassion Center, in particular, is an invaluable resource for our most vulnerable residents, providing free food, medical care, and educational assistance. The loss of these services would be a devastating blow to our community. But as a business owner, I'm also concerned about the impact that the loss of the church would have on my business. The church and its companion center are an essential part of our community, and their presence is a draw for many people in the area. If they were to be forced to move, it would undoubtedly hurt our local economy. I urge you to reconsider your plans and work with the community to find a solution that benefits everyone. Thank you for your time and attention.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Hey, Sound Transit! You guys r frustratin me! Why u gotta mess with Alderwood Community Church and the Compassion Center? They been in our communiti for 100 years! They help kidz and old peeps and everybody else. What r u tryin to do, build a train or somethin? That don't make no sense to me. Why u wanna mess with somethin that's so important to so many peeps? I get it, u guys have a job to do. But u can't just come in here and do whatever u want. U gotta lisen to the peeps who actually live here and understand what's important to us.

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**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

Dear Sound Transit Board of Directors, As a senior citizen and member of the community, I am deeply concerned about the proposed expansion of the transportation route that would result in the displacement of Alderwood Community Church and the Compassion Center. This church has been a fixture in our community for over 100 years, and it has been a place where people of all ages can come together and connect. One of the most important things about Alderwood Community Church is that it brings people of different generations together. The church provides programming for over 200 community members over the age of 65, and it also serves over 300 children and youth in the community. This intergenerational connection is invaluable and something that we cannot afford to lose. If the church is forced to move, it will take away a critical component of our community. Many of us seniors rely on the church for socialization and connection. It would be a terrible loss to our community if these resources were no longer available to us. I urge you to reconsider your proposed route expansion and find a way to preserve Alderwood Community Church and the Compassion Center. They are a vital part of our community, and we cannot afford to lose them. Thank you for your consideration.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Topics or Challenges:

All 3 options negatively affect Alderwood Church, it's members, and the local community in need. Thousands upon thousands of people throughout the years have been positively impacted through this church. It would be a real shame to annex this property and force this local ministry out of Alderwood Manor neighborhood.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I am writing to express my excitement about the possibility of Alderwood Community Church and Sound Transit working together to meet the needs of the less fortunate in our local community. The church and the Compassion Center provide critical services and support to over 140 low-income families every week, including free groceries and medical services. As a member of this community, I have seen firsthand the positive impact that Alderwood Community Church has had on the lives of so many people. Their commitment to serving the community is truly remarkable, and it would be a great loss to our community if they were forced to move.

However, I believe that there is an opportunity here for Sound Transit to work with the church to find a solution that benefits everyone. By partnering with the church, Sound Transit can ensure that the needs of the less fortunate in our community are met and that the church can continue to provide critical services to those who need them most. I urge you to consider the potential of this partnership and to work with Alderwood Community Church to find a solution that works for everyone. Together, we can make a positive difference in the lives of so many people in our community.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

Hey there, Sound Transit Board of Directors! I wanted to reach out to you guys about the Alderwood Community Church situation. Listen, I know you've got plans to expand and all, but have you seen what this church does for our community? They provide services for tons of kids and elderly people, not to mention services for 2500ish people AND the free groceries and medical services they offer every week to low-income families. That's huge, man. But here's the thing: I think there's a way for everyone to win. What if you worked with the church to figure out a solution that works for everyone? Sound Transit and Alderwood Community Church could team up to make a real difference for our community. Imagine that! We could show the world what's possible when people come together for a common goal. I really hope you'll consider this opportunity to make a positive impact on our community. I mean, how often do you get a chance to be part of something truly great like this?

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Other comments:

I'm writing to you today to urge you to reconsider the proposed route expansion that could result in requiring Alderwood Community Church and the Compassion Center to move away from its current location. I can't imagine how devastated our community would be if this beloved church and community center were forced to relocate or shut down. Alderwood Community Church is not just a building, it's a thriving community of over 2500 people. The church is really 3 churches in 1, an English church, Spanish church, and Vietnamese church. How rare is that??!!! I believe that Alderwood Community Church and Sound Transit can work together to find a solution that benefits both the church and the expansion. Please consider the impact of your decision on the community and work with us to find a solution that benefits everyone.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I am asking you directly to please reconsider your proposed route expansion that could negatively impact Alderwood Community Church and Compassion Center. As a member of the local community, I am particularly concerned about the impact this decision will have on the Compassion Center's tutoring program. The tutoring program at Compassion Center provides critical educational assistance to community families who need it most. As you may know, the program offers free tutoring services to children and youth in the community, many of whom come from low-income households and cannot afford private tutoring services. By providing these services, the Compassion Center helps to level the playing field for students who might

otherwise fall behind in school due to financial or other barriers. I have personally witnessed the transformative power of this program in the lives of local children and their families. The program not only helps students improve their grades and academic performance, but also helps to build their confidence and self-esteem. Moreover, the program provides parents with much-needed support and resources to help their children succeed. If Alderwood Community Church and Compassion Center are forced to move, the tutoring program will be disrupted, and the children and families who rely on it will be left without the support they need to succeed. I implore you to reconsider your proposed route expansion and find a way to preserve this vital community resource.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I get that transportation is important, but have you thought about what you'd be taking away from our community if you force Alderwood Community Church and its accompanying Compassion Center to move? The church provides so much for us. They have a tutoring program for kids who need help in school. They offer it for free, which is huge because so many families around here are struggling to make ends meet. There aren't a lot of options for affordable tutoring in our area, and the church really fills that gap. It's hard to imagine removing this community service as something that aligns to Sound Transit's mission. I can see the headline now ""Train Plows Through Community Tutoring Center, Killing Dreams."" Think about that for a minute. Doesn't seem worth it does it? Time for a route change? Yup!

---

**Date Received:** February 16, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

The Compassion Center on 33rd and Alderwood Mall Blvd provides free medical services to many low-income families in the community who would otherwise not be able to afford critical health care. This service is especially important for families who cannot afford health insurance and would be unable to receive medical attention otherwise. The center's medical services include general checkups, consultations with specialists, and access to prescription medication. I know many people who rely on these services and the idea of losing them is heartbreaking. I hope you consider that in your plans and try to work around that potential problem.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Purpose and Need:

The plans to go through Alderwood Community Church will damage the city you are claiming to build. Churches are leaders in so many social issues, let alone religious ones. I am a homeless service provider, and churches are willing partners in meeting human needs.

~

Topics or Challenges:

Please don't tear down community services to build the light rail.

---

**Date Received:** February 16, 2023

**Source:** Online Survey

Purpose and Need:

Can the rail run over the top of the Interurban trail in the West Alderwood area instead of through the Alderwood Community Church property?

~

Topics or Challenges:

Taking the property of Alderwood Community Church would create a huge hardship for the community and all the services the church has built on over its 102 year history.

~

West Alderwood Favorite(s):

~

West Alderwood Second Favorite(s):

~

West Alderwood-Why?

None of the current options are acceptable in my view due to each plan taking Alderwood CC property.

~

West Alderwood-Benefits and Burdens:

Building over the top of the Interurban trail would be less intrusive by far than the current plans.

---

**Date Received:** February 17, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Dear Sound Transit Board of Directors, I am writing to you with a heavy heart about the proposed route expansion that will result in the acquisition and demolition of Alderwood Community Church and Compassion Center. As someone who has witnessed the positive impact of the Compassion Center's meal program, I cannot emphasize enough the importance of these services to the local community. The weekly grocery program, which feeds over 140 families, provides essential nutrition to those who may not have the means to afford it. These groceries may be the only source of fresh produce, protein, and other essential nutrients for many families, especially during tough times. Without this service, these families may struggle to find other affordable or reliable sources of food. I strongly urge the Sound Transit Board of Directors to reconsider this proposed route expansion as it would be detrimental to those in need in this community. Thank you for your consideration.

---

**Date Received:** February 17, 2023

**Source:** Online Survey

Other comments:

We have attended Alderwood Community Church for 30 years and it is a thriving, growing multi generational church that has a wonderful outreach to the Lynnwood community through the compassion center, Vietnamese and Spanish church services . It would be a great detriment to lose our current location.

---

**Date Received:** February 17, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Because it seems like the more convenient option

---

**Date Received:** February 17, 2023

**Source:** Online Survey

Purpose and Need:

I'm excited to see the sound transit light rail extend to Everett. Light rail will be great asset to the community. I do have a couple of concerns: 1) there is no proposal for a station close enough to the Paine Field airport such that an airline passenger could walk from the station to/from the terminal. 2) The proposal appears to impact the property of Alderwood Community Church. That church has been at that location for 100 years, and is great asset to the community providing services to the community, especially through the compassion center where the underprivileged are served in many ways. Forcing the church to re-locate would be a large negative impact to the Lynnwood Community since affordable property for a new location would most likely be outside of the area that currently being served. I also see that Mill Creek foursquare has a similar situation. That church is planning to begin a large building program on the existing church site to enhance their ability to serve the community. Forcing a relocation just after completing a building program would be wasteful.

~

Topics or Challenges:

I understand the expansion is very large project, but designing the expansion such that it minimizes impact to existing organizations should be a major goal.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

ALD-B appears to be the shortest most efficient route

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

ASH-A is the most direct route and it preserves the Mill Creek foursquare church

SW Industrial Favorite(s):

SWI-C

~



SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

SWI-C is the best option to support PAE

---

**Date Received:** February 17, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Option A makes the most sense for the health of the existing neighborhood and connections to other forms of transit. I also like how it doesn't cut the neighborhood in half.

~

Everett-Benefits and Burdens:

Whichever alignment is ultimately chosen, I think it's important to preserve the social services and affordable housing along Broadway (HopeWorks, YWCA, Homeward House, Esther's Place, and Compass Health). HopeWorks Station especially is a huge community asset that needs to be preserved during this construction process. HopeWorks provides 65 units of affordable housing, 57 of which are for families coming from homelessness. The buildings also provide job training and HopeWorks Station North is LEED Platinum Certified. Our community has invested an incredible amount of money in that facility and it provides vital services to our community. If HopeWorks Station were demolished in the course of light rail construction, it's unlikely that these services would be able to be rebuilt in other areas of the city. Please keep HopeWorks Station and other social service providers along Broadway whole throughout this process.

~

Other comments:

Thank you for all your work on this!

---

**Date Received:** February 17, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Alderwood Community Church is comprised of a diverse community of over 2500 people with three distinct groups of worshipers: English speaking, Vietnamese speaking, and Spanish speaking. The Vietnamese and Spanish speaking congregations are especially important as they provide a place of worship and community for members of our community who may not have access to other resources due to language barriers. It is incredibly important to have a space where all members of our community can come together and feel welcomed. This diversity of our community should be celebrated, and not be taken away by the proposed route expansion. This is not a matter of which station you should choose for the West Alderwood portion of this expansion, this issue is FAR more important. All 3 of your plans need to be completely reexamined to minimize negative impact to the community.

---

**Date Received:** February 17, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Bus line on that side; you would not have to cross I-5 two times; there are power lines all along the other side by the trail..

~

Ash Way-Benefits and Burdens:

Benefits: already on a bus line and more people on that side would use the bus or Everett Link. You would not have to take down power lines along the way. Burden: crossing I-5 would not be financially good. More home owners on Meadow than on Ash Way.

~

Other comments:

Ash Way is much better!

---

**Date Received:** February 17, 2023

**Source:** Online Survey

Other comments:

Hello, If you destroy Alderwood Community Church, it will make so many people mad and sad including me. ACC is like a home to me especially because I just moved away from my friends. ACC is my community, it is important to me. Eloise (Age 12)

---

**Date Received:** February 17, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I grew up in Alderwood Community Church. I don't want it to be demolished because I love God. There are a lot of people there that are kind and those people would have to move away. My friends go to the church and if it went away I wouldn't be able to see them. Please don't build the new train through our church. It's very important to me and many others. Thank you. Brady (Age 10)

---

**Date Received:** February 17, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

Hi train people, Please keep Alderwood Church where it is. I get to do fun things there. I get to learn about God. I get to play with my friends. I want it to stay where it is. Please don't make us move. Adalaide (Age 7)

---

**Date Received:** February 18, 2023

**Source:** Online Survey

**Purpose and Need:**

I have never seen estimates of what impact the Light Rail project will have on I-5 traffic. It looks to me like it will be minimal. My conclusion is that the entire RTA project is a huge waste of taxpayers' money. The state should be improving the road systems in anticipation of self-driving vehicles, which should be available well before the Link Rail gets to Everett.

~

**Topics or Challenges:**

The project will cause huge disruption of homes and businesses. Construction will pump large amounts of pollutants into the air for years, without ever significantly mitigating pollution from cars/trucks/buses.

~

**Other comments:**

Cut our losses, kill the whole RTA project, and improve/configure roads to optimize the use of self-driving vehicles, which will make light rail obsolete by the time it gets anywhere near Everett.

---

**Date Received:** February 18, 2023

**Source:** Online Survey

**West Alderwood-Benefits and Burdens:**

My church Alderwood Community Church is impacted by all of these routes. My husband and I moved to WA from the Midwest and did not have any family or friends in this area. I was connected to other moms through this church's mops program when my girls were babies. Being connected through Alderwood Church is how we found community in Lynnwood. My husband and I now serve High School kids through the high school ministry. My family would be deeply impacted if the church was destroyed by the light rail. Our hope:prayer is that as light rail brings more people into the community, the church can be a blessing to those people like it was for us.

---

**Date Received:** February 18, 2023

**Source:** Online Survey

**Other comments:**

Please reconsider the current route options for the Lynnwood Link Extension to West Alderwood. The proposed alignments, passing through the Alderwood Community Church (ACC) campus, would change the location of a longtime pillar of the community and disrupt services being provided through the Compassion Center, the church's community center that provides a variety of resources to local families, including a food bank, tutoring for schoolchildren, free dental care services, and other assistance. This would be a huge loss not only to people who rely on these resources, but also a lost opportunity to build on the efforts that ACC has been making to relieve food insecurity in the City of Lynnwood and provide other practical assistance to underserved members of the community.

---

**Date Received:** February 18, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options are favorable.

~

West Alderwood-Benefits and Burdens:

As a member of Alderwood Community Church, I see people of all generations and different walks of life experience community and connection on that property. Hungry mouths are fed and hungry souls are ministered to by the church's Compassion Center. In a world that desperately needs connection, belonging, service and family, Alderwood Community Church is an invaluable asset to the community.

~

Other comments:

Thank you for asking for input and taking the time to read it. :)

---

**Date Received:** February 19, 2023

**Source:** Online Survey

Purpose and Need:

I understand the need for better and more accessible transportation from this area to Seattle for those who work downtown, however I question weather the light rail will actually used by those who really need it. My experience has been that most people who work downtown Seattle are the mid upper class who have the financial resources to own a vehicle, pay for gas and the time to drive to work. So are we making a light rail system to allow the wealthy to have even more conveniences, while destroying companies, services, housing etc. where the needy live to make it? Just a thought. Thank you for your consideration of my comments.

~

Topics or Challenges:

Several businesses will be removed permanently. My family and I have attended Alderwood Community Church for over 10yrs. and deem it a very valuable place of support and learning. I have led adult classes on Anger, stress and marriage in the last few yrs. at the church and sing in the choir and Worship Team. For yrs. people have come from all over the state to see our choir concerts and drama. I am a Marriage and Family Therapist and have been serving this community as a counseling for 36yrs. My wife serves in our Compassion Center at Alderwood and is blessed regularly to see very needy families get food and love from those at our church. It would be sad to see this ministry destroyed. We have also experienced a higher percentage of needy people beginning to attend our church. If our church was torn down and moved those people may not have the means to travel to wherever our new church would be located and get their need met. Also, I have family that lives in the low income housing just to the south of the church, and and I believe that also will be torn down, after just finishing building it. I believe in modernizing and improving our community with services like light rail but I question the great cost to the actual people who's lives and resources will be compromised or destroyed if we are to build it right through their neighborhood and the businesses they rely on. Good luck in your very difficult task of making these decisions and thank you for considering my comments.

~

West Alderwood-Why?

I attend church at Alderwood Community Church and am concerned about it being torn down.

~

West Alderwood-Benefits and Burdens:

Most of this area has already been ""cityafied"" and covered in cement and buildings, so I don't see a massive impact on the environment, however some of the building that would be removes are quite vital to the community in practical ways.

~

Other comments:

I feel none of these 3 options(ALD-D, ALD-B or ALD-F) will work. Again, good luck in your process.

---

**Date Received:** February 19, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the options work

~

West Alderwood-Benefits and Burdens:

All of these options go through alderwood church. A church that has touched many lives through it's community and outreach with the compassion center. My husband and I started attending this church a year ago and just recently moved to be closer to the building because we love the community we have gained there.

~

Other comments:

Please consider another alternative route that doesn't require the acquisition of alderwood church. The city of Lynnwood benefits from the existence of our church here whether it's through the generosity of the compassion center or community events such as trunk or treat.

---

**Date Received:** February 19, 2023

**Source:** Online Survey

Purpose and Need:

I have concern about the acquisition of alderwood community church

~

Topics or Challenges:

The destruction of a 100 year old church is unacceptable and other alternatives need to be explored

~

West Alderwood-Why?

None of these options will work as they all involve destruction of alderwood community church

~

Other comments:

Alderwood Community Church has been a staple in the Lynnwood community for a 100 years. The care provided by the compassion center has helped 1000s of lynnwood residents over decades. While the church is a people and not a building, the destruction of the church would provide a significant barrier for this community to overcome. The team needs to think creatively to consider other options including elevated lightrail or alternative routes. I have concern that the brand new apartment buildings in the area will not be considered for destruction and yet a historic staple of the community would be destroyed. I am concerned about the message this sends about what our community values. That will destroy faith centers and save commerce. Is this the message that soundtransit desires to send? Please reconsider alternative paths.

---

**Date Received:** February 19, 2023

**Source:** Online Survey

West Alderwood-Why?

All of these options would do much more damage to the Lynnwood community than any benefits

light rail could possibly provide.

~

West Alderwood-Benefits and Burdens:

I attend Alderwood Community Church (ACC) and serve as a volunteer at the Alderwood Compassion Center. ACC has been a valuable part of the fabric of the Lynnwood community for over one hundred years. The church has enriched the lives of thousands of people who have called it their home. As important as that is, the impact of the church on the City of Lynnwood goes far beyond its members and regular attenders. Through the Alderwood Compassion Center, the church is helping hundreds of people in the community who are in serious need. The issues addressed by the Compassion Center, either directly or in coordination with other service organizations in the community, include underemployment, food insecurity, physical and mental health problems, domestic abuse, housing, and many other similar needs. They are doing important work to achieve justice and reconciliation across boundaries of race, ethnicity and economic status in the City of Lynnwood. Their influence is a significant reason Lynnwood is truly a community. Sixty years ago, we were in the middle of an ambitious program to build interstate highways across our country. The interstate highway system generated tremendous economic benefits and increased mobility for Americans. But in many urban centers in particular, the highways disrupted and divided the communities they cut through, doing profound damage to the life of the community that has never been repaired. Please do not make the same mistake in Lynnwood. ACC and the Compassion Center can only continue to be a positive influence in the community if they are located in the heart of Lynnwood. If they are forced out of the center of the city, it would tear apart the fabric of the Lynnwood community just as many interstate highways did two generations ago. The benefits of fast, efficient transportation that light rail might offer would not come close to compensating for the damage that would be done to the Lynnwood community. Please learn from our own history with interstate highways. Whatever plan is finalized for light rail, please ensure that ACC and the Compassion Center can continue their work in the center of Lynnwood. Please use light rail to build up the community, not tear it apart.

---

**Date Received:** February 20, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

More space on south side of the road, could switch the bus stop to that side of the road as well.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

this provides the greatest public benefit- access to Paine Field. The other alternatives appear to be designed to appease Boeing

~

SW Industrial-Benefits and Burdens:  
direct connection between Paine Field, Seattle, and Seatac Airport. This would be a fantastic transportation link for the region

~

Other comments:  
Please prioritize a link to Paine Field- this provides the greatest value to the widest swath of taxpayers

---

**Date Received:** February 20, 2023

**Source:** Online Survey

Topics or Challenges:

The current plans would displace Alderwood Community Church, which is an important part of the community. Each church is a unique expression of the community around it, and is able to serve people nearby in special way. Moving a church disrupts the social fabric of the community in a deep way.

~

West Alderwood-Benefits and Burdens:  
Alderwood Community Church serves an important function in it's community and should be considered in a different way than a business. Light Rail projects should respect the needs of the community and work to find a solution that does not involve displacing a church.

---

**Date Received:** February 20, 2023

**Source:** Online Survey

Purpose and Need:

I'm concerned that the planned extension of light rail going down Broadway will negatively impact the businesses along Broadway.

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

less business disruptiong

---

**Date Received:** February 20, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Ash Way alternative A, west side of I5, makes more sense than crossing over I5 twice with Ash-D. The Park and Ride is already established and can easily tie with light rail at less cost than Ash Way D.

~

Ash Way-Benefits and Burdens:  
Increased traffic and increased high density housing, loss of greenspace.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Purpose and Need:

We need to get a line that compliments Boeing, suppliers, and airport workers/travelers.

~

Topics or Challenges:

Accelerating the time to get this line up and running.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Closer distances to travel for the surrounding community of houses and apartments that would benefit from a more "central" location.

~

West Alderwood-Benefits and Burdens:

Potential eyesore to some. More direct traffic and stations for mall and surrounding apartment infrastructure.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Based on the study results and proximity to my house.

~

Other comments:

Go Sound Transit! Lets get this built!

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Topics or Challenges:

Yes. I work at Housing Hope in Everett. HopeWorks Station, located at 3331 Broadway; Everett, WA 98201, is part of Housing Hope. HopeWorks station is a very important part of our community and it needs to be preserved.

~

Everett Favorite(s):



EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Hopeworks Station houses many residents who came from a place of homelessness. It also has various training programs to help create job skills and opportunities for people in the community who are at risk of homelessness. HopeWorks Station has many employees, who I work with and care about. These employees are an important tool in achieving the Housing Hope / HopeWorks mission towards ending homelessness. HopeWorks station is important and needs to be preserved. Options C & D will be highly disruptive to the HopeWorks station community. Option A would be the best option for reducing a negative impact to the HopeWorks Station community.

~

Everett-Benefits and Burdens:

I do believe the Everett Light Rail system is a good affordable option of transportation for our community as long as the implementation of it does not have a negative impact on important business and residents.

~

Other comments:

Please be mindful of HopeWorks Station and the many benefits it provides to our community. These benefits include Jobs, training, and housing.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Other comments:

Are you enforcing payment for riding and having sufficient safety measures? If not, I will not be able to ride it. I have no interest in sharing the commute with people that are smoking fentanyl and/or mentally unstable. If there is word online that people are encountering such issues, you lose riders forever and they won't be testing the waters when they're even older.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Purpose and Need:

I am excited to have the sound transit project come to our area and believe it is a benefit.

~

Topics or Challenges:

I believe that it would be very helpful to design the supports in a manner that could go above existing roads of 3 lanes or more. This would really expand your route options.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

I selected the stops that would access the most variety of public spaces, such as shopping and

other retail.

~

West Alderwood-Benefits and Burdens:

Benefits are to bring more people to the area, yet at the same time more people means more congestion to the area that would need to be mitigated, current parking and roadways are already inadequate.

~

Other comments:

One of the stated purpose and mission is to: Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices. One of the common portions of the route goes through Alderwood Community Church, which has so dedicated it's service to the community and has been in this location for over 100 years! My family moved here in 2007 and immediately felt at home and have been nurtured and supported by the church ever since. We've personally helped host the community with holiday outreach events, food drives, and multi-lingual services. The church is a hub for many people groups! It seems like the route could easily continue parallel to Alderwood Mall Blvd a bit longer and make the gentle curve later along 33rd and either completely or minimally touch our campus. Has that route been considered? a straighter pathway would be better for the train as well. 1 curve instead of 3. Much better for the passenger experience as well.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

I want to maximize population and development opportunities near station, and have the best transfer options.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

It puts the station on the North side of Airport Road and closer to major shopping like Walmart and Home Depot.

~

SR99/Airport Rd-Benefits and Burdens:

It will require fewer street crossing to access most area retail.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

It's the closest to the existing Seaway Transit Center

~

SW Industrial-Benefits and Burdens:

I think the closer you can put the line to Seaway the better. If you select SWI-A though, you should build a pedestrian walkway to connect Seaway and the Link station together. It would create easy for all users, and even provide a connection for residents along Casino Rd to walk to the Seaway Transit Center.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Why?

It puts the station in the most central location to all the retail and housing in the area.

~

Evergreen-Benefits and Burdens:

Ease of access

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

They disrupt the least amount of housing/business.

~

OMF-Benefits and Burdens

It keeps the industrial area of the storage yard in an already industrial area.

~

Other comments:

North of Ashway P&R, the line should proceed underground. That will significantly reduce the required Right of Way and surface purchases needed. It will also allow for better stop location/orientation. due to not having to line up directly with surface streets. It will be easier to adjust the line over to add a stop directly at Paine Field Terminal. It will be easy to add an underground walkway from the SW Everett Industrial Center to the Seaway Transit Center. It appears that the current planned surface routing and Level 2 report are trying to push the most disruptive routing/options possible.

**Date Received:** February 21, 2023

**Source:** Online Survey

Other comments:

I would like to thank Sound Transit for the public hearing on February 15th at Cascade High School. It was good to see the progress being made on the Everett extension planning. Sound Transit made its case very well. But, as a member of Alderwood Community Church who attended the Open House I came away and disappointed with the lack of answers about the proposed route from the Lynnwood City Center Station to various alternate Alderwood Mall potential station sits. On the maps I have seen showing alternate routes for the above routing, the highly visible and seemingly best choice is north on 36th Avenue and then east to the finally settled site of the Alderwood Mall Station. At the Open House, when asking both Sound Transit and Lynnwood representatives as to why this route was not being pursued, the only answer was that it had been considered and rejected. The answer included no specific information as to how this decision was made. A simple drive along 36th Avenue north from 196th Street shows on the right side of the road underused parking lot after underused parking lot. It is a straighter and less difficult route in terms of obstructions in the way of building than is the proposed routing along 33rd Avenue. It also avoids taking the strategic location of Alderwood Community Church in providing key services to Lynnwood and surrounding communities. As another alternate route, it appears that the strip mall on Alderwood Mall Boulevard that includes Michaels and other stores is planned to be eliminated for additional apartments within the next few years. If this is the case, routing through this area provides another possible alternate routing that avoids Alderwood Community Church. Please make more information public as to how the 33rd Avenue routing was decided and other potential alternatives were rejected. The new light rail is very important to Lynnwood and other communities on its way to Everett. Please do this in a way that maintains important community services such as Alderwood Community Church. Thank you for considering my request.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Topics or Challenges:

Dear Sound Transit, I wish to convey my concern about the plan to use government power to acquire the property currently owned by Alderwood Community Church so that it can be used to build the light rail extension. Prior to this moment, my experience with Sound Transit has been quite pleasant. For three years I took the Sounder Train from Edmonds to Seattle every day for work. I appreciated how the trains were clean, safe, and ran on time. It was a stark contrast to the experience I had with public transit when I lived in LA. And I also like the idea of extending the light rail all the way out to Everett, as that is where I now live. I could take it to the airport, or a Mariners game, or even to church. If the church is still there. Alderwood has been my home church my entire life. Even in the years when I lived in LA, whenever I came back for a visit Alderwood was still home. It is the place where I found hope in Jesus, and where I have walked through the seasons of life with many lifelong friends. The unique location of Alderwood allowed me to connect with people from all over the region. As a child my parents would take me there from our home in Snohomish, and, later, from Mill Creek. I grew up with friends in Everett, Mukilteo, Lynnwood, Edmonds, Mountlake Terrace, and even Kirkland, all because of Alderwood's central location. If the goal of Sound Transit is to help people connect, then consider that Alderwood Community Church has already been connecting people for over 100 years. In 1917 the Alderwood Manor area was nothing but a field of stumps. The land had been logged by the Puget Mill Company, and now they were looking for a way to sell it and reduce

their tax. So they developed the 'New Life of the Land' program, which recruited people from all over the country to move to the area, buy a plot of land, and become chicken farmers. A trade they would learn at the Puget Mill-owned Demonstration Farm. Many people moved here to take them up on the plan, and in the 1920's Alderwood Manor became the 2nd largest egg producer in the United States. These chicken farmers also planted a church, and it has been here ever since. The eggs were shipped out via the Interurban Rail Line, which at the time ran from Seattle all the way to Everett. The same path light rail now wishes to recreate. The line was dismantled in 1939 because it seemed no one needed it now that they had cars. I suppose no one back then could have guessed that one day there would be so much congestion from car traffic that a rail line would once again seem like the best option. In the 100+ years of Alderwood's existence the area has gone through massive changes. The chicken farms faded away but the community grew. Schools. Businesses. The freeway. The mall. Each change brought more and more people to the area. And Alderwood Community Church has always welcomed them with open arms. Which is exactly what we want to keep doing. We are excited about the opportunity for light rail to connect more people to the area. The word connect is even in our motto - "Connect. Grow. Go." But we can't connect with people if we're not there anymore. I understand that part of the plan would be to pay the church a fair price for the property. But it is impossible to put a monetary value on what Alderwood Community Church means to our community. And anyway we don't want the money. We want the ministry. We want to stay right where we've always been - in the heart of the community. Helping us all connect to each other and to God through the Gospel of our Lord Jesus Christ. For these reasons and more I ask that you find an alternative route for the light rail and leave our church property intact. Thank you for taking the time to consider my thoughts on these matters. Sincerely,  
Matthew Wilson

---

**Date Received:** February 21, 2023

**Source:** Online Survey

SW Industrial-Why?

Please build all three SWI options, or at least A and C. A cursory review of the image shows huge parking lots that indicate how many people work, or could work, near those locations, and who might take light rail instead.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Topics or Challenges:

The area that this project is being built is very dense. You are going to impact many people as their homes and businesses are taken to make room for the light rail. Have you considered sticking to I5 and not going into Paine Field/Boeing?

~

West Alderwood-Why?

I did not select any of these routes because they have a negative impact on Alderwood Community Church and its Compassion Center which services many of the underserved in our community. I don't think the project needs to go in by the mall.

~

West Alderwood-Benefits and Burdens:

All the routes will displace community organizations that help feed, clothe and educated low-income families. It will also make a very busy area around the mall even busier. Alderwood Community Church is one of the yellow dots on your map for services that people use but you

will be taking it out with your construction, meaning people no longer can access those services. Consider following Alderwood Mall Blvd instead of turning on 33rd street or going up the East Side of I-5.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

The B location doesn't make sense because it is between Boeing and Paine Field airport, making both groups need additional transportation to arrive at their final destination.

~

SW Industrial-Benefits and Burdens:

How will the construction of this project impact travel? These roads are heavily used by Boeing employees. There are wetlands in this area. How will the project impact those wetlands? The placement of all of these stations are not well located to benefit those going to Paine Field Airport or to Boeing. Has the transportation center already established for bus transportation been considered next to Boeing? Who is this being built for: the airport or Boeing employees?

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Benefits and Burdens:

There are a lot of trees on both sides of 526. What will be put in their place when they are cut down? Many homes, apartments and businesses are located on both sides of this route. None of these locations have parking at them, which makes it hard for people to get themselves to the light rail and then travel on it.

~

Broadway/I-5-Benefits and Burdens:

Have you considered going on the east side of I-5? I-5 is a heavily treed area on this route. How will the environment be protected?

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

There is already an established transportation station at A. Choice C is less busy than choice D.

~

Everett-Benefits and Burdens:

Broadway is a very busy road with businesses and apartments on both sides. How would this impact traffic and those people and their livelihood? Many of those businesses provide services to the community. Going to station C does not provide too much additional walking for people

and does not as heavily impact businesses and homes on Broadway.

~

Other comments:

If you want to make this project successful, you need to ensure there are buses to reach the destination or parking. Your plan says people will ride their bikes or walk to all these stations that don't have parking. I am not walking a couple of miles to reach my destination. If we want to make the system work, then we need to make it easy for people to use it. Reevaluate your stops and provide additional parking.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

I believe that it best serves an underserved community region..

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

I think it serves the community better to keep the station west of I-5.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

I think it provides a station closer to the residential population than option D.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

It seems generally less disruptive.

~

SR99/Airport Rd-Benefits and Burdens:

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

I think option SWI A provides a better connection to both the Boeing plant and the local underserved residential population.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-E

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5-Why?

It seems more logical to run the light rail line along I-5 here rather than tear into local housing.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

I believe that these alternatives provide a better connection to the actual heart of downtown Everett.

---

**Date Received:** February 21, 2023

**Source:** Online Survey

Purpose and Need:

Yes

~

Topics or Challenges:

I really think it is important to have a station at the Paine Field Airport terminal, along with one at the Boeing plant. With flights going out of Paine Field every day, I feel it is important to have a stop near the airport terminal so that people throughout the region can easily use the light rail to get to and from the airport. I think there should be two stops in the area, not just one. People traveling to and from the Boeing Plant will have the most traffic and use. Why can't you have a stop at both?

~

SW Industrial Favorite(s):

SWI-B

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?



I am a Boeing Employee that will most likely use this service. I also fly out of Payne Field quite a bit.

~

SW Industrial-Benefits and Burdens:

I think it is more beneficial to have the station to serve the Boeing plant at the Delivery Center (SWI-B). It is more center to the entire facility and surrounding area. It is easier to get to different locations throughout the Boeing facilities.

~

Other comments:

Just want to be clear that I think there should be one additional stop. One near the Paine Field Terminal off of 100th St SW and other other to serve Boeing employees at the Boeing Factory in Everett.

---

**Date Received:** February 22, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

No

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

D would be best for bringing outside residents to the Alderwood mall and also connect the most residents to the Link given it's close proximity to neighborhoods.

~

West Alderwood-Benefits and Burdens:

I see no benefit or burden by any of the alternatives as this appears to be a pretty developed area.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

A seems superior as building 2 bridges over the I5 seems needlessly expensive and disruptive, and the Park and Ride infrastructure is already in place at A.

~

Ash Way-Benefits and Burdens:

D seems like it could be a burden by disrupting the interurban trail and any surrounding vegetation that might be in that area.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

D seems really hard to get to and does not make sense as an alternative. I picked B over A as my favorite as B seems more centrally located in the Mariner community.

~

Mariner-Benefits and Burdens:

No burden or benefit

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Having direct access to the Swift Green seems like a really important advantage as we want a public transit system that is truly interconnected and accessible.

~

SR99/Airport Rd-Benefits and Burdens:

No burden or benefit.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

B seems like a poor choice as it seems to not really serve anyone. A was my favorite choice as it would directly support the factory which employs thousands of employees and would hopefully make the greatest impact on reducing traffic on the I5 and WA526. C was my second favorite as even though this would be most beneficial to me, it would serve less workers and make less of an impact on reducing traffic and emissions.

~

SW Industrial-Benefits and Burdens:

A would be a great benefit to the environment by reducing personal vehicle traffic in favor of the Link. Reduced emissions would have a positive impact on the environment and air quality for Everett residents.

~

Other comments:

I think it is critical to get the SWI-A station built to make the Everett Link truly impactful. A ton of employees in that area would benefit from having alternatives to personal vehicles to get to work. With commute times of over an hour from Northgate and downtown Seattle to Everett Industrial by existing public transit, the area would truly benefit from this project.

**Date Received:** February 22, 2023

**Source:** Online Survey

**Purpose and Need:**

This has been a need for our state for the last 40 years but is only getting more delayed due the lack of inclusion of those counties which the RTA feels lack resource to support the system. It is a fact that you've spent more money in King County and especially Bellevue area then in Snohomish county on a whole. I ask what is the ridership of those communities? The people that live there will continue to drive their cars while those that are impacted by traffic with greater commute times will have to wait even long to see this. I have supported this system since the beginning with High taxes on my vehicle tabs and sales tax but I will be retired before I can use the system in my our city of Everett.

~

**Topics or Challenges:**

This system should include a reasonable walk distance to the Airport at PaineField. It is only a 950 ft walk to airport from SEA-Tac station to terminal yet in Everett you are talking about more than a mile distance or with a transfer to another type of service like bus. Snohomish county growth is exploding with the Commerical airline service at Painefield. help with reducing the travel to airport.

~

**Mariner Favorite(s):**

MAR-A

~

**Mariner Second Favorite(s):**

MAR-B

~

**Mariner-Why?**

Slte MAR-A provides for direct transfer to other services and gives closer access to services like library and grocery while being centrally located to both sides of 128th street that have high density housing. Slte MAR-B would equally support this, while MAR-D would impact quality of life living for the density apartments close by and have a greater possibility for higher crime.

~

**Mariner-Benefits and Burdens:**

I see no real impact to enviroment based on any of these sites but impact to quality of life for those that live close to these.

~

**SR99/Airport Rd. Favorite(s):**

AIR-A

~

**SR99/Airport Rd. Second Favorite(s):**

AIR-A

~

**SR99/Airport Rd-Why?**

AIR-A is closer to a greater number of business that the community would need access to than AIR-B.

~

**SR99/Airport Rd-Benefits and Burdens:**

Either site would have low impact on enviroment but potential to support more Ridership and safety of commuter.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

SWI-C should be moved closer to 100th ST SW if not inside Airport Property to support airline travel in and out of region. SEATAC station is only 950ft away from terminal and covered walk. This station would also have connection to local bus service that would serve residents of neighborhoods in area. SWI-A is close to business but would impact those businesses by displacing some and SWI-C would not do this.

~

SW Industrial-Benefits and Burdens:

Low impact on environment but impact to business closer to SWI-B by displacing some.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

EGN-A would impact local traffic less than EGN-B but either support this goal of being central and less expense to complete.

~

Evergreen-Benefits and Burdens:

EGN-C-D-E would all impact local business and local residents and add to the all ready over congested traffic patterns of the area. Low environmental impact.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I-5 makes most sense as this wouldn't impact residents or businesses. but as far as system goes Broadway is straight and easy to runs tracks along.

~

Broadway/I-5-Benefits and Burdens:

Braodway run would impact residents with high noise and displacements which would add to costs of system. I-5 run would have small impact to environment and add a little to noise of area.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

EVT-A would continue the idea of growing a regional transit system that connect to other systems like Amtrak service to north end of state or east Snohomish county via bus service. EVT-D is closer to main downtown core and would support convention and event traffic but not easily direct connect to regional transit service, or would add commute time to support this.

~

Everett-Benefits and Burdens:

Low Impact on Enviroment but imapct on Businesses are greater with EVT-C and D.

~

OMF Favorite(s):

Site SR 99 & Gibson Rd

~

OMF Second Favorite(s):

Site Airport Rd & 100th St SW

~

OMF-Why?

SR99 would has the least impact on businesses and residents as the area is well developed. Airport Rd for same reasons but is closer to residents so impact could be greater noise to area.

~

OMF-Benefits and Burdens

Medium impact possible with either site as there is wetlands to support in area.

~

Other comments:

This system needs to move at a faster pace to lessen the costs of system. The longer we delay the more the costs of building this go up and don't support those of the community.

---

**Date Received:** February 22, 2023

**Source:** Online Survey

Evergreen Favorite(s):

EGN-A

~

Evergreen-Why?

fewer stops - I would use Link to get to/from work at Boeing (from Roosevelt station)

~

Other comments:

I strongly suggest routing to the transit center at 75th & Seaway - there really is no pedestrian access between the center and the proposed stop on the south side of 526, making it near impossible to access link using local transit. Also there is no pedestrian access to the Boeing plant.

---

**Date Received:** February 22, 2023

**Source:** Online Survey

Purpose and Need:

I think the purpose, to connect communities to business is great. I just see one large and growing community left out.

~

Topics or Challenges:

I would suggest looking at service of some type to the Silver Lake Everett area. It is a growing

area with increasing population density. It is largely homes, apartments, condos, and homes, with minimal retail in the community. My suggestion would be to look at a stop using the Eastmont Park and Ride lot. There is a good size section of empty land adjacent that used to be a shopping center years ago. It would add easy access without needing to cross I-5 and 526, or going south past the neighborhood to the 128th Street area.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Good access for those large communities to take advantage of the rail service

~

Evergreen-Benefits and Burdens:

I see that in some way the options are so different. In this case it is 526 that makes the options serve 1 of 2 very separate neighborhoods.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I think using the I-5 route is less disruptive as it is already a cut through corridor.

~

Broadway/I-5-Benefits and Burdens:

Broadway, well done, could potentially not feel like it is cutting the area in two.

~

Other comments:

My main comment is above, about the current plans really leaving the large Silver Lake neighborhood out of plan.

---

**Date Received:** February 22, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

I work at Boeing and would be more likely to use this if it took me directly to work.

~

SW Industrial-Benefits and Burdens:

The biggest need would be safe pedestrian access to the Boeing facility for me

~

Other comments:  
Nope. Just when will it hit Marysville!

---

**Date Received:** February 22, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Ald B is on the south of Alderwood mall in the parking lot area with easy access into all the mall and its benefits. The claim jumper building is vacant, and if this location is near there, that footprint is a good option to use that area and path without a lot of tenant or business mitigation. Option F is my second choice. It is in easy walking distance and access to the mall. There is also a newer residential area around there that is closer to.

~

West Alderwood-Benefits and Burdens:

Lynnwood has been impacted by a lot of construction over the years, which has really irritated a lot of the residents. Alderwood area already gets congested, so construction here may frustrate that issue more.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

~

Ash Way-Why?

Ash A currently is next to an existing park and ride. this makes sense for parking and ease of access to the train

~

Ash Way-Benefits and Burdens:

a station next to an existing park and ride makes sense

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Mariner D location is right next to a current Park and Ride, which makes a lot of sense for parking and taking the train.

~

Mariner-Benefits and Burdens:

Connect easily with an existing park and ride.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

there is no parking nearby these, so this is mostly going to be foot traffic. hwy99 is adjacent to this stop, which has some main bus routes, so potentially people can connect via transfer from a bus to the train station.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Airport Rd location C is near a Boeing employee parking lot, and an employee shuttle to get you in and around private Boeing employee property. C is also closer to the entrance of Paine Field Airport (PAE) where people can get access to flights.

~

SW Industrial-Benefits and Burdens:

this will help Boeing employees, and potentially people flying out of Paine Field. currently, someone will have to walk a ways across Airport road to get to Paine Field airport, or get a ride somehow.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Egn-A is on the north side of 526 where there is a larger parking lot and area to get onto the train. There is also a new residential complex being put in near A on the north side by Mcdonalds in the old Kmart building footprint. There are only a few buildings and businesses on that side. Whereas, on the south side where B, C, D, & E are located, there is a tangle of businesses and strip mall buildings near Casino road. Traffic congestion is already hard there at that light (Casino road and evergreen), and there would be a lot more road and building mitigation. If Egn-D is the location near the north side of Fred Meyer on Casino road, I would suggest that as an alternative since there is space on that north side of Fred meyer to connect a train station.

~

Evergreen-Benefits and Burdens:

Casino and Evergreen are a very congested intersection.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):



I-5

~

Broadway/I-5-Why?

I say Broadway only if a station is put in somewhere on Broadway. This may be a viable option to connect the residents off Broadway to the train. However, there are a lot of residential homes on Broadway that will really be impacted by the train running down it. Especially if no station benefit is put in.

~

Broadway/I-5-Benefits and Burdens:

Running down Broadway may impact a number of residential homes. As compared to running down I5 where the interstate already exists. However, working on this area of I5 will impact a lot of traffic. Working on Broadway will have less of an impact for traffic. If no station is put on Broadway, I prefer I5 option.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

A connects you with the existing Everett train station and parking lot. this will make it easier to park and ride the train to get wherever. This is the best option. The alternative D location is next to Angel of the Winds Arena (the Everett event arena for concerts, venue, ice skating, and hockey) and this could work well only for those trying to get to the Arena.

~

Everett-Benefits and Burdens:

Using the existing Everett Smith Station train park and ride and parking lot makes a lot of sense.

~

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

OMF-Why?

Depending on what an OMF needs, the 75th st and 16th ave location is northmost with access to main roads for service. It is also near major industrial and commercial connections, such as Snohomish PUD.

~

Other comments:

Where are the Parking locations? It is hard to discern on the map what areas will be parking to connect to the train. RTA and ST3 have really put a major damper to our finances with the HIGH sales tax rate it has caused for our community in unincorporated Snohomish county, of which many of us may not see the benefit of. I am really disappointed about the tax increase in our unincorporated areas, as opposed to some of the incorporated and city limits residents who don't have the tax increase, but are in the territory map where the rail stations connect. We voted against the tax increase, but standing judges and leaders went against the people's vote anyway.

**Date Received:** February 22, 2023

**Source:** Online Survey

**Purpose and Need:**

First I would like to state that I am a supporter of mass transit in general, and for the light rail expansion to Everett in particular. My family benefited from light rail when the Northgate station opened, and my son was able to ride mid-day (after riding a bus from Everett), to get to downtown Seattle for college. The continued expansion will give people more options, and as traffic gets heavier, will look more attractive as a commuting option.

~

**Topics or Challenges:**

My main concern is how the rail line as currently proposed, cuts through the buildings and property owned by Alderwood Community Church - specifically through the Compassion Center that is adjacent (east) of the main sanctuary/campus. The Compassion Center provides food bank services and other support systems to many low-income families - especially many of those located in the low-income housing directly across from the Lynnwood Convention Center. Alderwood Community Church's location - where it has been for the past 100 years - has become a strategic area for it to conduct its mission of serving its immediate community and beyond. I believe that one of transit's objectives and strengths is to knit communities together, not tear them apart. By planning a route through Alderwood Community Church's main campus and adjacent Compassion Center it does the opposite. I hope that during this planning phase Sound Transit is able to develop a route that does not require the uprooting of a congregation that is actively engaged in supporting its neighbors.

~

**West Alderwood Favorite(s):**

ALD-F

~

**West Alderwood Second Favorite(s):**

ALD-B

~

**West Alderwood-Why?**

I believe the ALD-F option, if it does not go through the Alderwood Community Church property or adjacent Compassion Center - could serve the apartments and condos located near the Lynnwood Costco. This station gets you close to the mall, or to Costco and those surrounding businesses and housing. ALD-B gets you right into the mall, which is bound to be a destination location, more so than anything ALD-D provides. Again, all three options as currently drawn appear to run through Alderwood Community Church's campus, which I do not support.

~

**West Alderwood-Benefits and Burdens:**

ALD-F and ALD-B seem to more naturally serve large destination businesses and neighborhoods vs. ALD-D.

~

**Other comments:**

I would like to reiterate that I support Sound Transit's long-term objectives to develop this light rail corridor. As traffic gets heavier, it will provide a better option than sitting in traffic. I would just urge Sound Transit to find a way around the Alderwood Community Church main campus and adjacent Compassion Center.

**Date Received:** February 22, 2023

**Source:** Online Survey

Purpose and Need:

The rail needs to stop at Paine field and at The Boeing Transit Center. Thousands would use that connection. Without it rail in Central County is basically useless. The state won't let Boeing build more parking and if transit won't support 30k commuters then what's the point?

~

Topics or Challenges:

It must come to Boeing.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Better airport access.

~

SR99/Airport Rd-Benefits and Burdens:

There is no natural environment in that area. The built i Boeing and we need it

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

It needs to go to Boeing

~

SW Industrial-Benefits and Burdens:

It'll help traffic around Boeing

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-A

~

Evergreen-Why?

It's the better corner

~

Evergreen-Benefits and Burdens:

It'll help traffic

~

Other comments:

Bring it to Boeing at all costs.

**Date Received:** February 23, 2023

**Source:** Online Survey

Other comments:

Please make a stop at Payne Field. It's incomplete if you don't. You'll miss an opportunity to enhance both of these great travel and access options.

---

**Date Received:** February 23, 2023

**Source:** Online Survey

Purpose and Need:

It seems like the light rail locations being proposed are going through densely populated or heavily used areas which will impact more people than it might help.

~

Topics or Challenges:

The amount of people and places that will be displaced, the environmental impact, if the project is even necessary.

~

West Alderwood-Why?

I do not feel any of these alternatives are viable. Have you considered going on the east side of I5 or closing Alderwood Mall Blvd to use for the light rail instead of going through existing buildings? I do not feel the light rail needs to go into the mall area.

~

West Alderwood-Benefits and Burdens:

In the proposed plans, Alderwood Community Church is an already identified yellow dot on your map. It is a large church that serves the historically underserved - low income, limited English speakers - to provide food, tutoring, counseling, supports for daily living etc. Is it true that recreation centers are exempt from being used as a transportation space? If so, the church needs to be evaluated as a facility that serves the local community every day with programming for youth through senior citizens from morning into the evening. This is in addition to the Compassion Center that the church also operates to serve the underserved of the area.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

Option A would provide an opportunity for Boeing employees to take light rail to work. Option C would provide the possibility for Paine Field employees and passengers to use light rail.

~

SW Industrial-Benefits and Burdens:

I believe there are some natural areas along this route that could potentially be impacted.

~

Other comments:

I think this project should be put back to a vote because people were not told that they could potentially lose their home. If they understood that, they might very well have voted differently. Same goes for businesses, churches and other facilities. I did not support this project before and feel like it is at least 60 years too late. It feels like it is being crammed into very busy areas

where lots will be sacrificed for a minimal amount of use. Also, if it has to go forward, parking needs to be considered at each location because it is folly to think that people are going to walk several miles or even bike, just to take the light rail. In summary, I believe this project should be aborted.

---

**Date Received:** February 23, 2023

**Source:** Online Survey

Purpose and Need:

I'd like to comment on the West Alderwood route

~

Topics or Challenges:

The possible eviction of Alderwood Community Church should be reconsidered and scrapped.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Because of the threat to Alderwood Church and the Compassion Center which is operated by the church.

~

West Alderwood-Benefits and Burdens:

Because of Alderwood's 100 year history in this Lynnwood neighborhood , forcing a change of location would be a huge burden to the community.

~

Other comments:

Please look at potential routes that would not impact the longevity of Alderwood Community Church.

---

**Date Received:** February 23, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Route siting when transiting between cities should follow interstate routing as it provides less disruption to the surrounding neighborhoods, but once arriving in a city (e.g., Lynnwood), the route should veer into the city maximizing its exposure to commuters and leaving more room for future interstate adjustments (e.g. ramp braiding, and overpass installation) that occurs there. ALD D does this, and locates the station west and away from what is already an extremely high traffic retail area (Alderwood / Costco / Home Depot).

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

As light rail is built out and provides a backbone of north/south transit, it's siting to allow for interconnection with other local ground transportation is vital – especially as many of the light rail stations are not built to include private vehicle parking. Running the Ashway route through the existing park and ride (ASH A) takes advantage of an existing resource and avoids the complication and expense of the rail passing over the interstate twice. The potential pedestrian I-5 overpass would provide a safer link (than the 164th St interchange) to the Interurban trail and communities east of I-5.

~

Mariner Favorite(s):

MAR-D

~

Mariner-Why?

MAR D station siting aligns with local planning, and ties in with a park and ride. It also removes the surface traffic congestion from 128th Street.

~

Mariner-Benefits and Burdens:

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

If the preferred route out of Mariner is on the east side of Airport road, it doesn't seem cost effective to cross briefly to the west side (AIR B)

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

~

SW Industrial-Why?

All of the SW Industrial Center stops are adjacent to Boeing property. Therefore SWI C would serve Boeing commuters and provide the most convenient connection to Paine Field businesses / travelers. The Paine Field connection will be even more important by 2037!

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5-Why?

I-5 route keeps the train out of the neighborhoods along Broadway and allows the commuters stuck in traffic a gentle reminder of the less stressful and quicker commute they could enjoy on the train.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

EVT D is a tempting route as it would provide a great book end to the other end of the system at the Tacoma Dome, but tying it into the existing Amtrak/Bus station with EVT A likely makes more sense.

~

Other comments:

The timelines are far too conservative. Hopefully there will be some federal infrastructure money available to move this forward faster. The schedule should be set up to allow for acceleration if the revenue grows faster than expected as new segments are put in service. This is a game changer - opening up not only routes for commuters, but also evenings of entertainment in Seattle and traveler access to SEATAC for those of us in the north end. Keep pushing north!

---

**Date Received:** February 23, 2023

**Source:** Online Survey

Topics or Challenges:

finding a different route that preserve Alderwood Community Church and Compassion Center. forcing this pillar of the community to move would be detrimental to those in need that the church serves

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

B would be at the food court and theaters and avoids more congestion on 184th

~

West Alderwood-Benefits and Burdens:

burden: no additional parking at the mall.

---

**Date Received:** February 24, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

D is close enough to the mall, a destination, and to residences, origins of transit users. B only satisfies the second, though it should be a less-expensive option and may be a shorter trip from points north, so I'd be OK with that. Option F is more to appease one development that's right next to it and shouldn't be any consideration.

~

West Alderwood-Benefits and Burdens:

D- closest to originating and terminating trips of residents and visitors. Little impact on natural environment, as it goes through a parking lot. Burdens: longer trips from points north, riders crossing the street to go to the mall (safety). B: disruption to traffic through mall during construction and potentially future, closest to the mall, but doesn't serve residents well. F: closest to one development, close to mall.

~

Other comments:

Your review was excellent. It appears that the heavy hand of the leadership group, most if not all don't even ride transit, kept some options that are of zero interest to the actual riders. This, plus the inflexibility to deviate from your rigid proposal is disheartening., but such is the nature of ST that, despite the fact that PAE is about to be named the region's secondary airport, Boeing has moved its HQ and has changed its employment levels, remote work is here to stay, etc., their plans don't change. Similarly, the money pit called ""Sounder North"" is retained despite it not serving anywhere that buses haven't for decades. Somebody is obviously being paid off for all of this.

**Date Received:** February 24, 2023

**Source:** Online Survey

Topics or Challenges:

I strongly believe that you are making a huge mistake to bypass what will soon be named the region's secondary airport by not having a terminal station at PAE. You're supposed to be the ""regional transit provider,"" yet the only areas that get STEX service to Sea-Tac are Bellevue and West Seattle. We can't get to Boeing/Everett on STEX. You bypass the low-income neighborhoods on West Casino Road, but stop frequently in the high-income neighborhoods in Bellevue. You continue to run a money pit called ""Sounder North"" that's duplicative and largely not accessible, e.g. there's no route to Sounder from even Seaway TC in the morning and the opposite in the evening. ""Equity"" doesn't matter for ST.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

D is closest to residents and the mall, though the safety of crossing the street would be of issue (unless the station could be on the east side). B avoids the safety issue, but doesn't serve the residents well. F only serves the one, relatively new development next to it, but does serve the mall well.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

It makes zero sense to appease Dave Somers and others who don't ride transit by putting this station east of I-5, as Ash Way and its vast parking lot and many, many multi-family housing developments are. ASH-D should not be on the table. If it's chosen, it's because of the politicians and their campaign contributors, not because it's best for the riders, who aren't of interest to them except for re-electing them.



~

Ash Way-Benefits and Burdens:

There are lots of trees and such for ASH-D, whereas ASH-A is cleared out. This comparison is like day (A) and night (D). It's obviously appeasement to the political class.

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

It's closer to a lot of low-income developments to the north of it and close to the Swift-Green station, which connects riders to/from Mill Creek and Canyon Park to the south and to Boeing to the northwest. I don't consider Swift/Green a connection to PAE, for it's a long uphill, weather-impacted walk...perhaps for the young and able-bodied that transit planners seem to covet. Option D is closest to the Mariner P&R, but it's a long walk, and the ""mall"" that it cuts through isn't a significant enough property to warrant tearing it up. That's why I picked B as second.

~

Mariner-Benefits and Burdens:

A and B stick to the ROW at the south, whereas D would involve a lot of costly removal and disruption.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Option B looks to be to the west of 99, which would be right on top of CVS and its large parking lot if so. If the station was positioned just to the NW of that, it would be a convenient transfer to Swift Blue going south. Location A is right on top of Swift Green, which largely goes to the same place, so why duplicate (but then, Sounder North is duplicative and a huge waste of taxpayer money). I would far prefer a PAE terminal station to either of these alternatives, which are well served by Swift Blue (N/S) and Swift Green (W/E), but the non-rider politicians always win in these matters.

~

SR99/Airport Rd-Benefits and Burdens:

It could be a mess for A, as a popular mini-mart gas station is on that site, whereas I think less disruption could be had if B was northwest of the large CVS store.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

A is the only option close to the low-income residents in many, many multi-family dwellings on

West Casino Road that STEX ignores, even though they have no problem stopping their buses many times throughout the wealthy downtown Bellevue area. Huge inequity, ST! West Casino residents have no single-seat transit to downtown Everet, PAE, Mukilteo Station, etc. Location A's low-income characteristic was used by politicians to keep this costly dogleg routing in place, let's not abandon them now that they got what they wanted, the dogleg to their Boeing friends! If the pedestrian overpass that Boeing is said to be building with this alternative facilitates going to Seaway TC (as opposed to Boeing's parking lot), it would approximately connect the West Casino neighborhood to Seaway TC AND to the Narbeck Wetland Sanctuary, a boon for more than just workers, many who are working remote for now and into the future. Location B is a weak choice, as it duplicates Swift Green's stops. Boeing does NOT need this location, as they have had shuttle buses since Seaway was opened (2019) to take their employees to their various gates. Location C is a terrible choice, obviously appeasing the politician's appeasement of their Boeing contributors, as this only serves employees at Gate 68 and to Bo-Marc, but nobody else, as Swift Green does not stop there-only the CT 105 and ET 8 do-and it's' too far away from PAE to be of any use. Choose C, that tells me that the politicians win.

~

SW Industrial-Benefits and Burdens:

A could perhaps be nestled in behind the WSIPC building. The other two locations would have minimal disruption.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

There are a TON of multi-family, low-income apartments next to and to the west of both B and D. It is also nearby the Swift Blue SB station, which residents north of this on Evergreen Way could use to connect to Link. Both are also near the popular Fred Meyer department and grocery store. There is an overpass, albeit littered with sleeping drug addicts, over SR-526 to the north. These two locations make the most sense. Both C and E are in a light industrial area and away from the long-time, multi-family, low-income residents. Location A would be in front of a large low-income development that's under construction.

~

Evergreen-Benefits and Burdens:

I'd like to think that B could fit in behind the strip mall there. If D, perhaps on the northwest corner of the Fred Meyer property. C and E are away from everything. A serves a very narrow set of future residents more than anybody else and is farthest away from other transit.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I-5 uses right of way and is of less disruption to the most residents.

~

Broadway/I-5-Benefits and Burdens:

Costly to go along Broadway.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Transit transfers and parking abound at A, whether from transit agencies from the north, e.g. SKAT, or from the local transit agencies and even STEX, since STEX doesn't go to Seaway TC in peak directions either way, which is terrible IMO (the 513 should be two-way and serve the 112th P&R if serving Boeing is so important to do., along with serving the major stops on W Casino Road en route to/from Seaway TC, e.g. 5th, Hall Park Road, and 19th) vs. swinging through the industrial area, empty....the buses typically skip that last part at the end of the day because they're empty, which should tell planners something.

~

Everett-Benefits and Burdens:

A stays in the ROW the most, the other two are disruptive.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

I'm still holding out hope that having an M&O site near the airport will someday facilitate a station there long after we're all dead, even though it should be in the running now, as the secondary airport with little transit service-that only from a neighboring city and none by either the county or the so-called regional transit provider seems unfathomable. It's also industrial land. The employment displacement is a valid concern, thus the 75th St SW & 16th Ave site is my second choice. The SR 99 site should not have made the final cut due to business disruptions, making it appear to be one that's the politician/non-rider's choice for their own agendas.

~

OMF-Benefits and Burdens

There is a lot of industrial for the first two choices, less for the 100th St SW, a lot of small businesses that perhaps the pols want to upgrade with the Gibson Road option.

~

Other comments:

As you can tell, I dislike the process, for the politicians, who are non-riders, have too much sway on the outcome. The community group had folks on it who were new to the area and/or unfamiliar with the proposed station and routing locations. The plan, as well as ST's planning in general, is inflexible. ST's choices favor the well-to-do, the able-bodied, and the powerful business and political groups over the low-income residents who are used by politicians to get what they want. The resultant Link trains, while nice inside, are slower than airport trains, have too many unplanned and extended stops = are unreliable, and have terrible wayfinding. It's close to bare bones. It's a long, weather-impacted walk at Sea-Tac, not even a moving sidewalk!

**Date Received:** February 24, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these alternatives work

~

Other comments:

I'm a member of Alderwood Community Church and have been involved or aware of many of its programs of positive impact to the Lynnwood and surrounding community for many years. ACC has found itself strategically placed in the center of a rapidly growing area and continues its over 100-year legacy of being a light to that community...especially true as the church has purposefully increased its efforts to serve the underprivileged in the Lynnwood area through our Compassion Center, which began as a food bank but has grown to serve other needs as well. The Alderwood Community Church property uniquely provides a location and facilities which simply could not be replaced elsewhere. About three years ago the building and property at 19400 33rd Ave. W became available for purchase at a price which made it possible for ACC to acquire the building, remodel it for the purpose of providing a facility through which the church could develop a community outreach program. ACC hired a full-time director for the Compassion Center and its programs and developed a workforce of volunteers who administer and execute these programs on a continuing basis. ACC is in partnership with Cedar Valley Elementary School, a Title I school, which has enabled us to learn of specific families and specific needs of people in our area. Initially the focus was on providing food to needy families on a weekly basis. We now serve approximately 140 families each week in that endeavor. Food is purchased or provided largely through generous donations of ACC members and friends. The weekly volunteer workforce numbers well over 100 people as well. The Compassion Center programs now include after-school reading for students and English as a second language classes for parents. These classes have been very well received. Much of our target community consists of families from other countries who are struggling to find their way in a new and strange culture and environment. The objective of our outreach programs is to provide a hand up, not just a hand-out, which is done through coming along side each family, forming personal relationships and offering both educational and spiritual growth opportunities for those we reach. ACC has also partnered with Lahai Health, a non-profit Christian organization which provides free medical and dental services to needy families at several locations in Snohomish County. The Compassion Center is the site of a weekly clinic provided by Lahai Health using classrooms in the building as well as with its Mobile Medical Unit, parked each Tuesday afternoon and evening in front of our building. These clinics are staffed by volunteer medical providers and serve up to 15 medical appointments each week for underserved patients from the nearby communities. ACC also hosts a Vietnamese church and provides a Sunday service in Spanish language, which is growing in popularity and now attended weekly by over 80 Hispanic people from the nearby area. Alderwood Community Church has a legacy of serving the Lynnwood Community for over 100 years. Our church congregation is strong, vibrant and growing, offering many programs for all ages. AWANA and Alderwood Student ministries programs are thriving and making a positive impact on young boys and girls and their families. These will serve to strengthen and provide hope to our community in years to come. It is my hope and prayer on behalf of Alderwood Community Church and its positive impact upon the Lynnwood community that Sound Transit not displace this church in its plans to develop the Everett Link Extension.

---

**Date Received:** February 24, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Easy access to mall

~

West Alderwood-Benefits and Burdens:

Closer to town. There's already a station by the highway and we don't need a 2nd one on the highway with limited access

---

**Date Received:** February 24, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

Ash Way Favorite(s):

ASH-D

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-D

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

Can this be closer to the BRT station in front of PAE?

~

Evergreen Favorite(s):

EGN-A

~

Broadway/I-5 Favorite(s):

I-5

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

---

**Date Received:** February 25, 2023

**Source:** Online Survey

Purpose and Need:

Yes.

~

Topics or Challenges:

Access to Boeing and downtown Everett.

~

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-F

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-A

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

Less disruption to on the ground Broadway.

---

**Date Received:** February 25, 2023

**Source:** Online Survey

**Purpose and Need:**

As a commuter from Everett to Seattle, I would prefer the route Lynnwood North was more focused on a direct route as opposed to including major destinations (mall, airport, Boeing, etc.)

~

**Topics or Challenges:**

Timing/Route - will not entice commuters to take regularly due to non-direct route between Lynnwood and Everett 2. Safety - stops along Casino/Airport Road would discourage people from taking the link 3. Alderwood Community Church on 164th St, Lynnwood is an amazing support to the Lynnwood Community (home to several ethnic churches, Compassion Center provides huge support to the community.) There doesn't appear to be any other options than losing the property.

---

**Date Received:** February 27, 2023

**Source:** Online Survey

**West Alderwood Favorite(s):**

ALD-D

~

**West Alderwood Second Favorite(s):**

ALD-F

~

**Ash Way Favorite(s):**

ASH-A

~

**Ash Way Second Favorite(s):**

ASH-D

~

**Ash Way-Why?**

Serve the park and ride firstly, unless if car capacity becomes an issue with Link construction + completion.

~

**Mariner Favorite(s):**

MAR-B

~

**Mariner Second Favorite(s):**

MAR-A

~

**Broadway/I-5 Favorite(s):**

I-5

~

**Broadway/I-5 Second Favorite(s):**

Broadway

~

**Broadway/I-5-Why?**

Closer to already established transportation infrastructure; less disruption to neighborhoods. I'm okay with sitting on the Link for an extra minute or two just so fewer people lose their homes.

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

EVT-A is the only option that makes sense here. Everett & Community Transit already provide multiple routes to and through downtown Everett. Connecting Link to Everett Station will directly connect Skagit, Whatcom, and Island residents with the Seattle metro area, without having to plan around an awkward connection to EVT-C & EVT-D.

~

Everett-Benefits and Burdens:

EVT-C & EVT-D would greatly disrupt or demolish much of Broadway Ave, including Everett's only LEED Platinum building (which also serves as low-income housing and job training).

~

Other comments:

Any routes I did not comment on I do not have enough knowledge to make a judgement call.

---

**Date Received:** February 27, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these alternatives are without effect on Alderwood Community Church. The church has been and remains a vital part of the Lynnwood community. It is a place to connect spiritually which in itself is a worthy contribution, but, in addition, offers strength and support to families, offers a place to belong, promotes stability, has an impact on reducing crime and deviance, and has an effect economically. The Compassion Center is able to provide much needed help to needy, vulnerable people. Removing that from the area would burden the other social organizations of Lynnwood. The unity and diversity of Alderwood Community Church's congregation has a positive effect on the city of Lynnwood and the surrounding area. Hopefully it will be able to maintain its valuable legacy.

~

West Alderwood-Benefits and Burdens:

These routes would be destructive to our congregation and what has been accomplished for the community for the last 100 years.

~

Other comments:

I would ask that you reconsider the routing to maintain the church and its compassion center which would have a detrimental effect on the community.

---

**Date Received:** February 27, 2023

**Source:** Online Survey

Purpose and Need:

I am a member of Alderwood Community Church and am really disappointed with the plan to disrupt and go through our church building. Our church has more history than most building/institutions in this area. Also, our church is important to many people in our community both attendees and non attendees. Please reconsider this route.

~

Topics or Challenges:

I am a member of Alderwood Community Church and am really disappointed with the plan to disrupt and go through our church building. Our church has more history than most



building/institutions in this area. Also, our church is important to many people in our community both attendees and non attendees. Please reconsider this route.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Benefits and Burdens:

I am a member of Alderwood Community Church and am really disappointed with the plan to disrupt and go through our church building. Our church has more history than most building/institutions in this area. Also, our church is important to many people in our community both attendees and non attendees. Please reconsider this route.

~

Other comments:

I am a member of Alderwood Community Church and am really disappointed with the plan to disrupt and go through our church building. Our church has more history than most building/institutions in this area. Also, our church is important to many people in our community both attendees and non attendees. Please reconsider this route.

**Date Received:** February 27, 2023

**Source:** Online Survey

West Alderwood-Why?

Alderwood Community Church (or Alderwood Manor Community Church) has been serving the people of Lynnwood for over 100 years. During those years we have taught the truths of the Bible, as we do now, to thousands of people, young and older. Alderwood Community Church also serves the congregation and others of the community who are in need - through The ""Support Seven"" ministry, our ""Compassion Center"", ""Food Bank"" ministry, and the ""School Children Tutoring"" ministry, and through the ""Lahai"" Medical ministry. We also support missionaries in many places in the world and a well water project called ""One Village Transformed"" in South Sudan. The Alderwood Community Church campus is located in what is now a well established, highly invisible place in close proximity to several large apartment complexes. Of course Alderwood Community Church is readily accessible by roads to those who come by car. We have a number of parking spaces and our spaces are augmented by neighboring businesses which allow use of their parking on Sundays. We have reciprocal arrangements with these businesses that allow them to benefit from our parking during the week. The map of the West Alderwood alternatives shows the Link Light Rail line going North East, parallel to I-5 and turning North onto or parallel to 33rd ave. This turn has a very large radius which causes the rail line to impact the church and the Compassion Center. If a smaller radius bend were used, such as the radius you are using on either side of Station ""B"" or between Stations ""D"" and ""F"" then the church might be able to remain and only some if its land might need to be purchased. This could reduce your cost for right of way. Another alternative would be to continue along Alderwood Mall Blvd, turn onto Alderwood Mall Pkwy, put a station on Alderwood Mall Pkwy, and turn onto the Brown alternative rail line as it continues toward Everett. Thank You for your consideration

**Date Received:** February 28, 2023

**Source:** Online Survey

**Purpose and Need:**

Hello, Regarding the project's draft purpose and need statement I see that the project is trying to help low income and minority residents in their transport needs. This is important to any community as a ability to travel to work, school, medical facilities, groceries etc are very important to our community. Unfortunately, with the offered alternatives, I believe there is a contradiction that in one sense you help low income and minority families in a modal sense but then negatively impact those same families in other basic needs, specifically in the west Alderwood section. It would appear to me that there must be an alternative that would not negatively impact those low income and minority families in both areas of improving the lives of those living in the area.

~

**Topics or Challenges:**

All alternatives in the West Alderwood section call for the elimination of Alderwood Community Church. Although I am not a member of this Church, I am aware of the positive impacts this organization has had on the surrounding community, specifically low income families and minorities. The ripple effect of eliminating this organization will be profound over time. This group assists with providing food for many families in the area and has for many years through both volunteers and financial support. This may be obvious but I will state it for the record, when families do not have a basic necessity such as food other concerns (i.e travel) become of less importance. Without basic necessities people will resort to other ways to meet those needs (leading to increased crime-increased demand on policing, jails, courts) to meet those needs. Not to mention other negative psychological/physiological impacts this will have on these people (depression, anxiety, illness, leading to a greater demand on hospitals and medical facilities). Alderwood Community Church works with nearby publics schools to improve education through school supplies and campus maintenance. I'm specifically referring to Cedar Elementary, which I believe is a school qualifying for federal assistance due to the number of low income families enrolled in the school. Alderwood Community Church also provides a Compassion center which gives assistance to low income families/minorities for both parents and student in reading and homework help. Again stating the obvious, the ripple effects of negatively impacting the education of children (which in most cases are the only option to overcome poverty without a life of crime) can have disastrous effects felt for many years to come. Alderwood Community Church also hosts a Vietnamese Congregation and many services and programs are offered in Spanish. Alderwood Community Church has shown it is adapting to the changing Community with open arms and the desire to help many of those in need. I believe that an alternative can be developed to allow this organization to continue with the work( they have done for many years) to positively impact our community and State.

~

**West Alderwood-Why?**

I do not believe any of the alternatives listed above serve the area/community in the best possible way.

~

**West Alderwood-Benefits and Burdens:**

Stated in previous comments

~

**Other comments:**

I appreciate your time in consideration of my comments and all the work that is going into the Everett link project. Thank you!

**Date Received:** February 28, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

HopeWorks Station North and South at 3315 and 3331 Broadway are important community assets servicing the living and training needs of homeless and very low income citizens. Putting an elevated track in front of these buildings would dramatically impact the living, meeting and working environments contained in these buildings. There is no questions these buildings need to be preserved. During light rail construction, the spaces need to preserved, regardless of the final location of Everett Station. HopeWorks Station North and Station Place provide 65 units of affordable housing, 57 of which are dedicated to families and individuals who are experiencing homelessness. Both HopeWorks Station North and South provide essential job training and social services to help residents get back to lives that are self-supporting, educated and successful in parenting and life skills These services are needed now more than ever and will continue to be an asset to our community for decades to come. Our community invested nearly \$32 million in the construction of HopeWorks Station North, from both public and private sources including Low Income Housing Tax Credits, New Market Tax Credits, State Housing Trust Fund, Building Communities Fund, Community Development Block Grant Funding, and generous contributions from neighbors who believe in the mission of this organization.

HopeWorks Station North is an Ultra-High Energy Efficient building that serves as a model for sustainable design. It was the first building in the City of Everett to be LEED Platinum certified and recently won the Urban Land Institute Americas Award for Excellence. It has gotten several grants and provisions from Snohomish PUD for energy sustainability. It is a location that can serve as a model for other buildings across the city and county. To place raised tracks either in front or the rear of the buildings would distract and detract from their abilities to be model home and retail projects.

~

Everett-Benefits and Burdens:

EVT-C would utilize the already developed area known as Everett Station. This light rail project would fit perfectly with the existing utlization of the Everett Station. The burdens laid out with EVT-C and D would directly impact the living area of the residents of HopeWorks Station and the businesses housed there.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Purpose and Need:

Comments on Everett Light Rail Link and Station Locations C D. I started my career at HopeWorks Station - one month before the Station Place building opened in October 2019. My job then was to develop resident engagement programs for the 95 families, individuals, and children who had just moved into the new facilities. Additional responsibilities included providing community tours, and operations support to let our friends and neighbors in Everett know of the investments in environmental sustainability, alleviation of homelessness and poverty, and a workforce development training center supported by the business located on

Broadway. (Kindred Kitchen Cafe & Catering, GroundWorks Landscaping, and Renew Home and Decor. The building locations at 3315 and 3331 Broadway are important to our community and as a nonprofit we were the first organization to make a significant investment in the Everett Station Development District. The community invested nearly \$32 Million dollars for this facility and it also has achieved and is the ONLY building in Everett the LEED platinum certification. I have seen the impact that our programs and services have on the residents who live at Station Place, and we have changed the lives of many individuals who have completed our training programs and launched their path to living wage incomes, going back to school, and making positive choices to care for themselves and their families. I do not believe that putting stops at C & D can be done without affecting the buildings and operations of HopeWorks Station, our administration offices, and the staff who support our residents and run our businesses in this location and urge you to consider the stop at the Everett Train Station. Thank you.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

This would make the most sense to access bus transportation within the area, Sounder Train access and other links to the greater Snohomish County are without affecting the businesses operated on Broadway

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Other comments:

None of these options work. Please do not build by tearing a church down there.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

Other comments:

Alderwood Community Church has been a blessing to me through the way they have built up their congregation. One of my closest friends has been given opportunities to volunteer and mentor children using his prodigious teaching abilities through Alderwood. It has also given his family a place to meet and mend relationships in a safe and supportive environment.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Purpose and Need:

It is important to mitigate construction impacts for existing park & rides and transit centers, as well as maximizing the ease of transfers at those locations between link service and buses/paratransit vans.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Minimizes impacts on bus service during construction, allows more service is current Ash Way location is maintained and utilized for future service growth.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

It is the closest site to Mariner P& R for customer transfers.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-C

~

Broadway/I-5 Favorite(s):

I-5

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Minimizes walking to downtown without the need for a bus connection.

~

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):  
Site SR 526 & 16th Ave

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

There is nothing to connect to if the link is built along I-5. Building along Broadway will allow for the addition of future stations closer to residents.

~

Broadway/I-5-Benefits and Burdens:

Building along Broadway does have the burden of displacing more people.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

The light rail absolutely needs to connect to Everett Station as directly as possible. Not connecting directly to Everett Station will greatly inhibit the ability for passengers to connect to ET, CT, ST, Skagit, and Island buses. For disabled passengers, this will cause an undue burden. Additionally, locating the stations in downtown Everett instead will severely disrupt traffic during construction and lead to further parking problems downtown. Instead of putting the Link downtown to increase economic activity downtown, the Link should be placed at Everett Station to help develop the Everett Station area into a vibrant, transit oriented development area.

~

Other comments:

This project should be accelerated as much as possible. From an equity perspective, why is Bellevue getting a light rail extension before Everett? Bellevue has many employers who already offer dedicated shuttles to their employees or WFH options. The lower income people that rely on transit make up a much more significant portion of the population in Everett than in Bellevue.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Please continue to consider the positive impact this service will have on underserved communities/neighborhoods and the potential to develop additional affordable housing.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

The light rail needs to be directly connected to existing parking and bus services, as well as future swift bus service. A safe walking path over I-5 must be provided--currently the route has very heavy traffic and the overpass is not conducive for walking safely.

~

Ash Way-Benefits and Burdens:

There is extensive high rise apartment housing near the existing Ash Way site. The new light rail will only increase the residents' use of public transit.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

Commercial and private traffic in and out of Paine Field is expected to grow substantially. Providing nearby public transit access will also be needed. This is one of the ways we can help take the pressure off of SeaTac airport--make access to Paine Field as easy as light rail has made access to SeaTac.

~

SW Industrial-Benefits and Burdens:

We want all Boeing workers at the Everett plant to take the light rail. There seems to be an implied either/or to this plan, while I feel we need to provide BOTH the access to Paine Field and to the assembly plant. Find a way to do that, please.

~

Other comments:

Thanks for asking for input.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Topics or Challenges:

I will be personally impacted since the ELS would involve the acquisition of both a church I attend (Alderwood Community Church) and its Compassion Center.

~

West Alderwood-Benefits and Burdens:

The challenge I stated above would remain regardless of which alternative was selected.

~

Other comments:

I would be saddened if the project were to be carried out, as ACC has been a wonderfully supportive, inclusive, and loving community. Many people there are akin to family for me, and I have been emotionally and spiritually edified through my time there. The church through its compassion center also strives to care and provide for the marginalized and underprivileged, and it would be a shame if the community and people were deprived of that social good.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Topics or Challenges:

Alderwood Community Church property and The Compassion Center next to it. Original church chapel is 100+ yrs old and part of Lynnwood's history. Thousands of worshippers attend ACC. My prayer is that a different route can be drawn that will not impact the church property OR the Compassion Center which is a community outreach with a food bank, spiritual support and other help for needy people.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Closest to Alderwood Mall

~

West Alderwood-Benefits and Burdens:

Alt B would be a burden in displacing worshippers of ACC; historical chapel over 100+ years old, part of Lynnwood's history; Compassion Center is outreach and food bank for needy community members

~

Other comments:

Praying for an alternative route in West Alderwood that does not impact Alderwood Community Church's property and the historical chapel there, and also The Compassion Center which provides a food bank and spiritual help for the needy.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

It makes sense to be closer to the airport because it will be growing rapidly at about the same time, there are not that many residents near location SWI-A and it is a long walk for Boeing personnel also to where most of the employees are located on-site.

~

SW Industrial-Benefits and Burdens:



There is a lot more room to build at SWI-C. The land is owned by the County/Airport. SWI-A is more confined space, will impact SR-526 and will require more private property acquisition.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I-5 has the least impacts to residential properties. I know you don't want to cross the freeway but along the east side of I-5 would be a better route. I still think Evergreen Way with an additional station midway to Everett Station would be the best shortest route and spur development near 52nd ST SE.

~

Broadway/I-5-Benefits and Burdens:

Broadway cuts through a very single-family residential area, but it does miss some of the transmission lines crossing I-5. The west side of I-5 is narrow and steep in places, with more curvature.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

This is the City of Everett preferred routes which end closer to the Angel of the Winds and fits better with their plans.

~

Everett-Benefits and Burdens:

Coordination with City of Everett Comp Plans

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 99 & Gibson Rd

~

OMF-Why?

Airport Rd & 100th ST is the most industrial area and least developed area. SR-99 & Gibson is a distant second and will require more land acquisition. The 16th Ave SW sites is industrial to but already highly developed.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

**Purpose and Need:**

Having ridden the Sound Light Rail multiple times, it seems that there are two types of riders- destination riders and non-destination riders. While I appreciate the effort security personnel

utilize to ensure appropriate welfare checks, any reasonable person would argue that none of these point-to-point activities are building community. In contrast the physical infrastructure at Alderwood Community Church, serves as a nidus for multiple communities. These communities include cross-generational, impoverished, and opportunity deprived people from different countries. Because of this emphasis on humanity and personal care in a way that respects community, Alderwood Community Church thrives as an epicenter of hope. I must say that it was a gut punch when I heard the news that Sound Transit was considering the sacrifice of a vibrant part of Snohomish County for a transient point to point gain. The Seattle Times has frequently bemoaned the decline of downtown Seattle. Whether these fears or predictions of a primary light rail destination are true or not, it begs the question- do we destroy an over one hundred-year-old proven community builder that grows families and character in an exponential fashion, for a machine that possibly will be obsolete by the time it is completed. Former HUD Secretary Julian Castro once said "...we should never let a zip code determine a child's future." I have heard proponents of Sound Transit posit that this justifies expansion to new areas. Ok, but then what? Those children still need human mentors and tutors to guide them. Those children still need food. They still need hope. That hope and promise exists at Alderwood Community Church. Please allow the City of Lynnwood and Alderwood Community Church to continue to be the vanguard of civic and private collaboration developing a better tomorrow, without sacrificing the generation of today.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

A is the only location that is really in a walkable area for both Boeing employees & residents.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

These both offer shorter walks to more locations (I work south of the Fred Meyer). Being near the pedestrian bridge is great for both D and B. Crossing Evergreen for C and E wouldn't be fun.

~

Evergreen-Benefits and Burdens:

As mentioned in the summary, the bus transfers at D would be very nice.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I don't see the disruption being worth the slightly shorter transit time.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

While A does make sense connection-wise, the access to DT Everett, D + C are the closest to where people currently live and work. A would put the light rail outside of a convenient walk for a decent amount of people North/West of DT, especially given the hill from Everett Station.

~

Everett-Benefits and Burdens:

The loss of housing for C + D would be unfortunate.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Purpose and Need:

Yes

~

Topics or Challenges:

Environmental justice - Serving historically marginalized communities and giving them the most benefit should be a top concern in planning.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Because it serves more historically marginalized groups. It is also closest to the swift, which will serve more riders.

~

West Alderwood-Benefits and Burdens:

Parking- The alderwood mall area is already burdened with a ton of parking lots. How will transit make sure there is enough parking in the area that doesn't compete with homes and businesses.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Because it serves more historically marginalized groups. It is also closest to the swift, which will serve more riders.

~

Ash Way-Benefits and Burdens:

I think the biggest burden is disruption to the trail system, that would be a shame.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Broadway is an important thruway for N. Everett with lots of low income folks, people of color, and homeless neighbors. Displacement due to transit would be highly unfavorable. Many people cannot afford to leave the area and forcing them out would be devastating. Please do not build the rail line on Broadway if it will harm the already disadvantaged people of the area.

~

Broadway/I-5-Benefits and Burdens:

Broadway is an important thruway for N. Everett with lots of low income folks, people of color, and homeless neighbors. Displacement due to transit would be highly unfavorable. Many people cannot afford to leave the area and forcing them out would be devastating. Please do not build the rail line on Broadway if it will harm the already disadvantaged people of the area.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

It makes most sense to place the link station by the already established bus station with the train and amtrak.

~

Everett-Benefits and Burdens:

It would allow commuters in North Everett the opportunity to get to work efficiently.

~

Other comments:

I hope the CAG and other governing bodies in this effort truly think about environmental justice and the communities affected by these decisions. Everett and surrounding areas have a decent population of people of color, low income, and otherwise marginalized folks who's needs are often forgotten or actively worked against. Please work to make transit plans that can help people in their transit needs in an equitable way.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Ash Way-Why?

Because ASH-D is far away from the parking. The most important thing for being able to use a train is being able to park your car by it. Since there is already a park and ride where you can

park on the West side of the freeway, it makes no sense to build the train station on the other side of the freeway if you want people to actually use it. Having to park and then take a bus to get to the train station seems to be a huge barrier to actually using it.

~

Ash Way-Benefits and Burdens:

You need the train where people can get to it. That area off of Meadow and 164 is already very congested and difficult to get around. Putting a train station there will only make it worse.

~

Other comments:

Crossing the freeway TWO times unnecessarily seems like a huge waste of taxpayer money. Let alone it's in a place that is extremely difficult to get to.

---

**Date Received:** February 28, 2023

**Source:** Online Survey

Other comments:

Im requesting Snohomish County implement "ZERO DRUG ZONE". This will invite people to get out of their vehicles and ride "SAFE TRANSPORTATION ". Reduce GREENHOUSE GASES and Ride SAFE TRANSPORTATION!

---

**Date Received:** February 28, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Closest walking distance

~

West Alderwood-Benefits and Burdens:

Non really there's roads already.

~

Other comments:

Thank you for all thy you do!"

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

ASH-A utilizes the current transit center. Buses are already there so another bus terminal would not have to be built.

~

Ash Way-Benefits and Burdens:

ASH-A eliminates the construction of two bridges over I-5. Building bridges over the freeway puts more lives at risk during construction. Not to mention all of the closures required to build bridges over the freeway.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

MAR-D utilizes existing facilities such as the current bus transit station.

~

Mariner-Benefits and Burdens:

I think the largest burden would be driver access to the station, especially from north of 128th Street.

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-A

~

Evergreen-Why?

EGN-E would be more convenient for access to schools and shopping. EGN-A would eliminate bridges across the Boeing freeway reducing construction hazards.

~

Other comments:

I am excited to see light rail come to the Everett area!!

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Purpose and Need:

Yes

~

Topics or Challenges:

Everett location of Station

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

Honestly?? It only makes sense to have it at the Everett Station where there is parking and all the existing bus routes (and Sounder) converge. It's only a few blocks from the anticipated



~

Other comments:

Let's get this done faster!!

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

HopeWorks Station Place on Broadway has 65 apartment units for homeless and low-income residents. It also houses a job training center. EVT-A is the only option that will avoid major disruption to the lives of these individuals both during and after construction. Imagine living with 10-20 yards of the tracks. Social equity demands placement of the station at the EVT-A location. EVT-A location also allows immediate transfer to buses. EVT-C and D do not.

~

Everett-Benefits and Burdens:

EVT-C or D will place major burdens on traffic on Broadway during construction. HopeWorks Station Place will be adversely impacted by noise and conceivably toxic dust during construction of EVT-C or D. Once completed, trains running on EVT-C or D will destroy the privacy of those living in the apartments looking out on the tracks . How would you like to live in one of those apartments?

~

Other comments:

Cost or convenience to downtown Everett or a possible future extension to Marysville should not be the major factor determining the siting of the light rail transit station in Everett. The major factors should be 1) supporting social equity in the community, and 2) easy access to transfers to other public transportation.

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Why?

Option A incurs the least amount of property/person displacement. Your comments about ""walking distance to existing transit lines"" is a lot of horse-poop - so what if A location is two blocks from existing bus stops at Casino and Evergreen??? Better this location than demolishing existing businesses for all the other options, and if it's ""too far to walk"" then move the stinking existing bus stops!

~

Evergreen-Benefits and Burdens:



Option A has the least impact to existing residents and businesses - that's what will sell this option to the most people.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

I have lived with an elevated mass transit train system running about 2 blocks away from my residence and let me tell you, you DO NOT WANT AN ELEVATED TRAIN ANYWHERE NEAR YOUR HOUSE !!! Ditch that Broadway option ASAP!!!

~

Broadway/I-5-Benefits and Burdens:

Prediction - every homeowner within 2 blocks of the Broadway option is going to sell as soon as this option is publicized as the preferred option.

~

Other comments:

I understand this is the scoping phase, but some of the ideas you people got are really idiotic.

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Purpose and Need:

I am supportive of a public transit system that can connect multiple economic centers and places of residence in the Puget Sound, especially north to areas that are growing in and around Everett so that workers can get to jobs.

~

Topics or Challenges:

The requirements of an EIS are so large and broad that it is impossible to meet every need or every expectation by stakeholders and the public. ST should have a broad approach to planning for and mitigating for potential environmental impacts because there are now access to resources and programs that can help mitigate for environmental aspects of the project.

Environmental impacts that can be adequately planned for or mitigated for SHOULD NOT limit the overall quality and suitability of this major project or force a less than ideal final project in the end. Environmental impacts should not limit potential cost savings with certain alignments or locations when mitigation can be done to offset those impacts.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Because it creates a location in DT where growth can happen around it and people can get on the train in downtown to go to straight from one hub to another

~

Everett-Benefits and Burdens:

None

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

~

OMF-Why?

Airport Road site is larger and potentially less expensive

~

OMF-Benefits and Burdens

All except for SR 99 site have environmental impacts but that can be mitigated for. SR99 site seems more logistically challenging and smaller.

~

Other comments:

The best possible project should be done with the least amount of money. If there are environmental impacts that can be offset or mitigated, then they should not impact the quality of the eventual product or create more cost by pushing the project to move forward with more costly options.

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Purpose and Need:

None

~

Topics or Challenges:

Proper investigations into how the link will impact nearby residents with sound and lights, especially at night.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR-B allows for the least amount of displacement of residents. While it may displace some businesses, they can be relocated, hopefully nearby, where they can benefit from increased customer mobility.

~

Mariner-Benefits and Burdens:

The least displacement, hopefully allowing for the smallest impact on the built environment. This

area is already fairly commercial and environmentally degraded, hopefully, the Link can help reduce single-occupancy vehicles in the area.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Following along I-5 allows for the least amount of impact on the current residents, especially if 6 intersections are closed, drastically impacting non-displaced residents even more with future congestion due to rerouted traffic. While I-5 would have more construction challenges, those are temporary at the least. The increased travel time is negligible, particularly if residents in the Broadway area would have their travel time drastically increased due to the Link.

~

Broadway/I-5-Benefits and Burdens:

Building along I-5 would have the least amount of impact on the built environment and would be utilizing the existing infrastructure that is already encroaching on the natural environment.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Has the least amount of displacement, especially for vulnerable populations. While the station may be harder to walk to, it is the most accessible by other transit options, possibly increasing the access radius of users who may not use the Link due to it being less accessible with the other two options.

~

Everett-Benefits and Burdens:

EVT-A would not displace businesses that help the vulnerable populations in Everett. The other options would impact the city's first LEED platinum-certified building used to better the community.

~

Other comments:

Waiting with bated breath for the link to expand and to increase access across the whole metro area. These proposed alternatives have some options that are greatly better than others, but either way, I am grateful and excited for more Link access.

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Evergreen Favorite(s):

EGN-A

~

Evergreen-Why?

Least amount of existing residential/business impact.

~

Evergreen-Benefits and Burdens:

You're going to cause a mess with whatever option you settle on.

~

Other comments:

A general comment is why don't you just run the rails from Lynnwood straight up I-5 to Everett Station, thus not impacting any existing businesses or residences, with a spur that runs down SR 526 to location AIR-C, instead of all this rigamarole about going down 128th and Airport road impacting lots of businesses and residences? The trains would run down the spur to the Paine Field location, then either reverse or switch to a parallel track to go back east to I-5, then curve and go north to Everett Station. Seems like this would be very much less costly, way less impact to the community, and still serve the same purpose - get people from south of Everett to either Paine Field/Industrial Center or to downtown Everett. I think this merits at least a couple minutes worth of review.

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

1- Parking for park and ride use is available, and space to develop more without demolishing existing structures is available. 2- Connections to other transit are there. 3 - Avoid the noise and vibration issues, and accompanying devaluation, of the residential developments otherwise impacted on the other routes

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Topics or Challenges:

HopeWorks Station North provides 65 units of affordable housing and social services for individuals with barriers to employment. In addition, Compass Health's Broadway facility serves the needs of homeless individuals. Running the light rail down Broadway (Option D) or down the alley (Option C) would have a detrimental impact on the most vulnerable populations in our community.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Purpose and Need:

Not sure this is the right section, but there should be less parking included with stations.

Walking, biking, and using other forms of transit should be encourage, while driving should not be subsidized with free parking.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

Option A and B provide the best access to jobs, while not blocking a future infill station for the airport, which option C does.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

The shorter travel time should be desired, given the slowness of the light rail trains, and the distance to Seattle. Additionally, the Broadway alignment would allow for an infill station to be built, hopefully accompanied by high density housing.

~

Broadway/I-5-Benefits and Burdens:

A potential benefit of the Broadway alignment, is the creation of a wide median on Broadway, allowing for a green walking trail.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

Option A makes the most sense. The benefits of transit are greatly increased by having additional connections to other modes of transit. By placing the station at the option A site, there would be connections to both local, regional, and national transit, something that just can't be done at any other proposed site.

~

Everett-Benefits and Burdens:

If all proposed parking spaces are built, the station would become an island in a sea of asphalt, discouraging walking.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):  
Site SR 526 & 16th Ave

~

OMF-Why?

A maintenance facility at 100th would increase the odds of an infill airport station being built.

---

**Date Received:** March 1, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

A best serves Boeing. It also serves disadvantaged community. C best serves Paine Field airport

~

Other comments:

Hurry please

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Fits into current transit

---

**Date Received:** March 1, 2023

**Source:** Online Survey

Purpose and Need:

Please stop the insanity of this project! I will never ever personally ride the above the ground subway King County choo choo train. Stupid waste of money! Lynnwood can't even pave Maple Road, yet we have the ridiculous mess on 44th avenue to destroy & ruin Lynnwood. Get ready for homeless bums everywhere in the city, since they will get to ride it for free anyways (did you know that). Why have the Taxpayers been forced to pay for this project endlessly for years? The taxpayers also voted for \$30 car tabs, which passed but your project stole that from us too! Washington state didn't care how the voters voted, because it wasn't what the Dems wanted. No respect for the voters in this state. We are sick of it! if I don't want to ride the train, why do I have to pay for it? My Mom who was 80 years old sold a mobile home and had to pay an additional \$500 in taxes for the bullshit train tax. Why don't ST add that tax to fake workers

from other countries on Visa's here stealing all the jobs? Then they get free education for their kids that my property taxes have to pay for!!! Lynnwood & Everett will become total hell hole of gangsters that will ride the choo choo train. It will be full of crime and dangerous to ride it, everyone knows that! What a complete joke! Why wasn't it built underground? Why was the project allowed to destroy the I-5 Trees? What a total driving distraction the ugly tracks are, it looks horrible! Can't even maintain roads that we are also taxed extra for as a resident in Lynnwood. Fix the roads, nobody wants the train but a bunch of freeloaders. Stop destroying the city and forcing the taxpayers to support it! Leave Alderwood Community Church alone and don't build anymore tracks until you know what a disaster awaits. Not to mention the last train idea that crashed on South I-5 & killed people, I have no faith in any project like this in Washington State & Supported by the joke Governor. SOUND TRANSIT SUCKS!!!!!!!

~

Topics or Challenges:

Stop building stupid low-income apartments everywhere in Lynnwood so losers can walk to the train, that cost too much to build in the first place. The city can't handle all this congestion and over population as it is now. Gross! Destroy Lynnwood to get the train through is that the motto of Sound Transit? Build Apartments, destroy all current existing buildings including churches, so the apartments can be close for Costco shoppers to haul their toilet paper on the train. The citizens of Snohomish County should have been able to vote if they wanted ST in this county! Not King County vote for us! The event held last Wednesday in Lynnwood regarding the Alderwood Church location, was held by ST during the week because ST knew if it was on a Saturday, another thousand or so people would have shown up to protest it! You didn't want that to happen, did you? FAKES. ST doesn't really care what the taxpayers think, it's obvious! Don't waste more \$\$\$ for the tracks to go to Everett and leave it ending at 44th now and do not have it go to the mall, to destroy more miles in Lynnwood. End the Project now! Stop destroying everything in its path! ST does not really care about the Community or our voice, the add in the Lynnwood flyer says that but it's not true. I dare ST to put a new Ballot out to voters in Snohomish County and see what the results are? If you want ""Voices"" heard do that! But ST won't because they know the SNO voters will not vote to pay more taxes for the King County train!

~

West Alderwood-Why?

Unfortunately, I live by the mall & hate this project! There is no favorite option, this is a farse! Is this survey a joke, really? There are no benefits to the project for anyone. Even the train to the seatac airport was never utilized as promoted, was it? ST has already ruined Lynnwood and the worthless choo choo train isn't even running here yet. 44th & 200th street looks like hell now. The project is a huge SCAM! This is what the average taxpayer person thinks about it really!

~

West Alderwood-Benefits and Burdens:

The train is supposed to connect to Seattle, but that city is so dangerous when you get off the train, your life will be in danger down there. Stop tearing down all the existing buildings in Lynnwood to accommodate the train please! The apartments are being built so that ST will have people to ride the train nearby, because dems don't want them driving in cars. It's all designed strategically, were not stupid! Fix existing roads, that everyone currently uses! That is what we pay taxes for! Get the HOA carpool lane \$\$\$ from I-405 to pay for the ST. Let Snohomish County voters, vote in a special election for the new tracks to Everett on a Ballot! Ask the SNO Voters, what they want?

~

Other comments:

SOUND TRANSIT HAS DESTROYED THE WEST SIDE OF WASHINGTON STATE &

SNOHOMISH COUNTY. Sickening how much taxpayer money has been wasted on the project. Better hire a lot of security inside the train, for the bums & gangs that will be taking it over, then camping overnight in neighbors near the train. Are you giving out free tents when you board Sound transit? The area around the Lynnwood Park n ride is already full of shopping carts stolen for the bums to use, will Sound Transit be doing anything about that when the choo choo train starts actually running? Does ST care about any of the citizens affected by this nightmare? the answer is NO! Keep your bullshit in King County, they voted for this crap! ST is ruining Lynnwood and now ST wants to ruin Everett. Seattle is already a dead city, and everyone knows that. Stop killing the Suburbs with this madness & stupidity! There should be a new election process to vote in SNO county, not this silly survey for thoughts.

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5-Why?

I'm concerned about the Broadway route. Even if this doesn't cause significant residential displacements, the closure of intersections would be disastrous as Broadway is already a traffic nightmare during rush hour. But the residential concerns is enough: I don't believe the trench-design is possible without significant impact to neighborhoods that can only be accessed via Broadway.

~

Other comments:

I'm very excited for the light rail to come to Everett. I'd love to not have a need to own a car anymore. I'm just worried about this extension cutting directly through my house.

---

**Date Received:** March 2, 2023

**Source:** Online Survey

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

I live on the bus route, and this would be very convenient for me.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Benefits and Burdens:

Broadway option would be too disruptive for Hopeworks.

~

Everett Favorite(s):



EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

It is easy for me to get to Everett Station on the bus.

---

**Date Received:** March 2, 2023

**Source:** Online Survey

West Alderwood-Why?

I would like to see another option considered which does not pass through Alderwood Community Church at 3403 Alderwood Mall Blvd.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church is a pillar of the community, serving many people in lots of different ways through its Compassion Center. My family in particular only started attending a couple of months ago and we've been quickly impacted as we have a special needs child and this church has the best service to special needs kids that we've seen. It would be a real shame to lose this beacon of light in our community.

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Topics or Challenges:

Everett Station is the logical location for the northern terminus at this time until an extension can be built north to either WSU Everett or all the way through to Marysville and north in the future. Displacement of affordable housing should be avoided, as there are multiple new projects for affordable housing around Everett Station.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

AIR-B is closer to the airport.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

With future growth of Paine Field Airport planned this is the best location for mass transit and multi-modal travel options.

~

SW Industrial-Benefits and Burdens:

There are urban wetlands and woods in the area that should be preserved and construction should avoid them.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-A

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site 75th St SW & 16th Ave

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Purpose and Need:

Thank you

~

Topics or Challenges:

How to keep pedestrians safe on the sections that are at ground level. Just having gates isn't sufficient - look at what's happened in Seattle.

~

Other comments:

Thank you

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Purpose and Need:

Make sure you account for how bad traffic is on Ashway currently. New transit options would only make it worse.

~

Topics or Challenges:

Either side it should ALWAYS be elevated, don't make the mistakes of other cities. The time to get from Tukwila to DT is sooo frustrating because the train goes ground level too much and obeys traffic lights. More people would use it, if it really reduced commute time.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

People who could loose their houses due to the construction can't afford to buy an equivalent house in this area AND most can't afford to hire movers so it is a huge economic impact.

~

Ash Way-Benefits and Burdens:

I think the D side would also allow for quicker construction because there are barely any homes near it. Plus Ashway and 164th are a nightmare at rush hour and there is nothing showing how this would reduce the existing bad traffic.

~

Other comments:

Look at High Point in West Seattle. They destroyed existing affordable apartment housing, displaced residents and the ""new"" affordable housing wasn't affordable at all. When highpoint opened the ""low"" price was 400k, and no apartments, where did the low income people go? I dont know...

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

---

**Date Received:** March 2, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-B

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

All are within walking distance to each other, but ALD-B is less disruptive to streets in the area and makes it way easier to park at the mall then take the light rail into Seattle

~

West Alderwood-Benefits and Burdens:

ALD-B fits in well with the mall itself, existing roadways, etc. without as much disruption as the other alternatives

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Way less potential for disruption to existing housing, but definitely needs a walkable overpass from the Ash Way Park & Ride

~

Ash Way-Benefits and Burdens:

ASH-D seems way less disruptive to the area and its residents

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR-D is best if the route follows ASH-D, MAR-B is best if the route follows ASH-A; I prefer ASH-D so I prefer MAR-D

~

Mariner-Benefits and Burdens:

All of these options are well within walking distance of each other, and all seem pretty disruptive to the area; MAR-D seems like the least disruptive, but really only works well if the route follows ASH-D before it gets there

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

AIR-A works best if the route follows MAR-D or MAR-A, AIR-B works best if the route follows MAR-B; I prefer ASH-D and therefore prefer MAR-D and therefore prefer AIR-A

~

SR99/Airport Rd-Benefits and Burdens:

These are right across the street from each other and seem fairly equal to each other, so the best route is really determined by the route that comes before this part

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

All of these options require a shuttle to get to Paine Field, so the best option is the one that's the most accessible and serves the most people

~

SW Industrial-Benefits and Burdens:

These all seem relatively equal but SWI-A seems to serve the most people the most easily

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

EGN-A seems like the least disruptive choice by far

~

Evergreen-Benefits and Burdens:

EGN-A seems like the clear best choice here, and these are all relatively close to each other so the extra walk isn't all that much

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I-5 route is the least disruptive due to far fewer displacements

~

Broadway/I-5-Benefits and Burdens:

I think it's important to displace/disrupt as little of the environment as possible, which is why I prefer the I-5 route

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Least disruptive, plus best connection to existing transit hub

~

Everett-Benefits and Burdens:

EVT-A requires more walking to get to it by foot, but it's next to the existing transit hub so it should be easier to get there by public transportation

~

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

OMF-Why?

No residential displacements, least potential to displace existing populations, lowest number of job displacements

~

OMF-Benefits and Burdens

Less displacement means less disruption

~

Other comments:

Thank you for the opportunity to provide feedback!

---

**Date Received:** March 2, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

Other comments:

The 3 options above are identical in their route toward Alderwood Mall. Please provide at least one alternative to 33rd Avenue (36th or 29th Ave?) for consideration.

---

**Date Received:** March 2, 2023

**Source:** Online Survey

Purpose and Need:

Consider the rail as a connection within Sno Co rather than a bridge to Seattle.

~

Topics or Challenges:

Take over vehicle infrastructure as much as necessary to save cost and speed construction

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-B

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Same side as park and ride

~

Mariner Favorite(s):

MAR-A

~

Mariner-Why?

Better accessibility to interurban

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

~

SR99/Airport Rd-Why?

Avoids crossing street from previous stop

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial-Why?

Accommodates largest employee and closer to Walter E Hall

~

SW Industrial-Benefits and Burdens:

Redevelop Walter E Hall for housing and public park space

~

Evergreen Favorite(s):

EGN-A

~

Evergreen-Why?

Easier access from Everett Transit 7 route southbound. Closer to grocery store. Preserves Casino Square. Pedestrian bridge already there.

~

Broadway/I-5 Favorite(s):

Broadway

~

Broadway/I-5-Why?

Could add another stop at Madison or 52nd one day.

~

Broadway/I-5-Benefits and Burdens:

Another stop could lead to redevelopment of Country Club

~

Everett Favorite(s):

EVT-D

~

Everett-Why?

Closest to downtown. Everett Station is already a hike as it is

~

OMF-Benefits and Burdens

Whichever choice leads to the least displacement of industry

~

Other comments:

Build with Everett in mind. Don't worry about connecting to Seattle.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

I would like to choose the Ash Way A alternative as it will be built near the already functioning bus system, the commuters will be able to get down and take the bus to their local Lynnwood residential area where they stay.

~

Ash Way-Benefits and Burdens:

The bus station won't have to be relocated to other side of the free way. The buses won't causing any traffic congestion as rail link station and park and ride will be located on the same side.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

Ash Way Favorite(s):

ASH-A

~

Mariner Favorite(s):

MAR-B

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SW Industrial Favorite(s):

SWI-B

~

Evergreen Favorite(s):

EGN-E

~

Broadway/I-5 Favorite(s):

I-5

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-D

~

OMF Favorite(s):



Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):  
Site SR 526 & 16th Ave

---

**Date Received:** March 3, 2023

**Source:** Online Survey

Topics or Challenges:

All routes going through Alderwood Community Church needs to be reconsidered. Alderwood Community Church in Lynnwood, WA, is an invaluable as a sacred space for over a 1000 people who call the church a home. Plus, the church has a classes, seminars, for the community throughout the week. It would be like asking a Community College to relocate. The church serves many who are poor. A Vietnamese and Spanish Speaking congregation use the church facility. The church serves many cultural and economically diverse families and individuals in our community. Suggest hiring the Boring Company to build a tunnel for this section. The Boring company claims it can build tunnels at very low costs compared to government funded infrastructure projects. The church's seminars and classes have added tremendous spiritual and intellectual capital into my life. Thank you for considering these suggestions.

~

West Alderwood-Why?

None of these alternatives work. No station location works.

~

West Alderwood-Benefits and Burdens:

None of these alternatives work. All routes go through Alderwood Community Church. The church is meaningful in the lives of tens of thousands of people in the Lynnwood area and beyond. I come to this church all the way from Bothell, WA because of the solid loving teaching and wisdom in the interpreting the Bible at this church.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

ALD-F is my favorite. People coming up to Lynnwood won't have to walk far to get to where they want to go (mall, hmart, Costco, Target etc etc). I think ALD-B is my least preferred because while it's close to the mall, it's farthest away from other points of interest. Also it's the farthest away from where people live so walking there would take longer. You can see in the map that most of the people from Lynnwood live on the NW area.

~

West Alderwood-Benefits and Burdens:

ALD-F has no nature really to speak of.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

Purpose and Need:

Yes on the West Alderwood project

~

Topics or Challenges:

Please do not tear down Alderwood Community Church

~

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

The burden would be tearing down ACC and the compassion center which feeds hundreds of under served families.

~

Other comments:

Please reconsider the path through West Alderwood. Please do not tear down ACC.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Connection to busses

~

West Alderwood-Benefits and Burdens:

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Closest to busses. Ease of car drop-off

~

Ash Way-Benefits and Burdens:

Less mitigation since cars and busses are accessible

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?  
Easier bus connections

~

SW Industrial Favorite(s):  
SWI-A

~

SW Industrial Second Favorite(s):  
SWI-C

~

SW Industrial-Why?

Closest to Boeing/Boeing bus station and since you need transport from the train to the airport terminal anyway since 3/4's mile is too far to walk outdoors with heavy/bulky luggage. Otherwise I would likely choose C - or have the option for both A and C as Boeing generates high volume

~

SW Industrial-Benefits and Burdens:

With A you have decreased car volume to Boeing which is thousands of car trips daily - helps environment, roads, traffic. Really need to work on making this section a win-win for both the airport and Boeing - work with Swift and busses to get things better connected

~

Evergreen Favorite(s):  
EGN-D

~

Evergreen Second Favorite(s):  
EGN-E

~

Evergreen-Why?

Shorter connection to busses. Proximity to shopping and restaurants.

With all the low income housing going into the area and crime that already riddles Casino Road, worry that low income/homeless will ride the train for shelter and there would be increased crime and drug use on the train and make the train unusable to commuters/anyone

Broadway

~

Broadway/I-5 Second Favorite(s):  
I-5

~

Broadway/I-5-Why?

Chose only because fastest as taking the train with all the stops and no express is going to take an insanely long time and is already the reason I don't use the existing trains.

~

Everett Favorite(s):  
EVT-A

~

Everett Second Favorite(s):  
EVT-D

~

Everett-Why?

Best connection to busses. Commuters use the train everyday whereas the event center only for events.

~

Everett-Benefits and Burdens:

Better connections for commuters from the north and east to make connections so more likely to get more cars off the roads and benefit environment.

~

Other comments:

If you don't make it commute friend and easy to connect, people won't use it. Please please please put in some express options. NO one wants to ride a train where there are so many stops that it takes double and triple the time to reach one's destination. I already see it and experience it personally with the existing link system. We need express service more like the busses have - use the trains to get between the hubs and then busses to do the local access part. Overseas they have trains that run express (very few stops) on the same routes as trains that stop often similar to how the Sound Transit busses do. Please please do something similar. No one likes to be stuck on a train for hours a day. Add to that, express is much safer because fewer druggies ride the express.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

closer to current housing. ALD-B is out of the way.

~

West Alderwood-Benefits and Burdens:

It is already a highly used area. ALD-D is away from housing so the noise issue would be less

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Traffic coming from Mill Creek would turn right after the I-5 bridge. That whole intersection is a nightmare. I see there is a new cross I-5 unit coming--needs to be well integrated with that.

~

Ash Way-Benefits and Burdens:

I hate to see construction activity near the wetlands but using the current P&R is good. People are lazy, so parking close would be good.

~

Other comments:

Hurry it up.

---

**Date Received:** March 3, 2023

**Source:** Online Survey

Purpose and Need:

Clear and precise.

~

Other comments:

let's get to work! Sound Transit has my support in building a light rail in our community! This project has Labor Agreements with Apprenticeship Utilization requirements, and has created job opportunities for locals like myself, making it a win-win situation for Snohomish. It's encouraging to see infrastructure projects being developed with the aim of not only improving transportation but also contributing to the economic growth of our community!

---

**Date Received:** March 3, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Allow students easy pedestrian and bicycle access to schools

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

A station on the west side of Evergreen makes more sense as it avoids getting in the way of pedestrian access to Cascade High School.

I don't understand this question

---

**Date Received:** March 4, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial-Why?

1 was chosen since all miss Seaway TC (nexus for both public transit and boeing shuttles) and all the others miss the airport. A slightly farther south option should considered with somewhere where a transit center with similar capabilities to Seaway.

~

SW Industrial-Benefits and Burdens:

Not mutch this is a industrial area

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

It has to serve Everett station to provide the hub between local public transit and intercity busses and trains.

~

Everett-Benefits and Burdens:

Connected multimodal hubs are essential to cities. Moving link away from the station is a negative for mobility in everett.

---

**Date Received:** March 4, 2023

**Source:** Online Survey

Purpose and Need:

No.

~

Topics or Challenges:

The list of topics in the EIS appears extensive and complete as is.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

I believe MAR-B is a better alternative because it appears to minimize the number of acquisitions/displacements required by routing through several parking lots. I like the location along 128th St SW better than option D because it ties into the bus system a bit better and is still conveniently close to the interurban trail.

~

Mariner-Benefits and Burdens:

I don't think there are substantial differences between any of these options in their impact to the natural environment. They are all fairly close together and in areas that are already heavily developed. My only concern would be congestion in the area with the existing car traffic.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

This is one of the most difficult choices. I like SWI-C the best because it is closest to Paine Field. Paine Field has a lot of potential as a commercial airport and a station near there will only boost it's use. I also think connecting Paine Field to Seatac via the Link has a lot of benefit for the flexibility it gives everyone trying to fly out of Western Washington. I would even argue that moving SWI-C further south to be closer to Paine Field has significant merit.

~

SW Industrial-Benefits and Burdens:

The largest burden I see to all of these options is their location relative to Boeing. As someone who travels from downtown Everett to Boeing every day, I believe that for ridership by Boeing

employees to be effective, additional systems will be required. None of these options are physically close enough to be convenient for Boeing employees on foot. A shuttle system is already run by Boeing on their property, so that seems like the easiest option to address this issue. Other riders could travel by bike or E-bike. In either case, moving the station south to be closer to Paine Field wouldn't impact the commute of Boeing employees significantly. Conversely, moving the station further North from Paine Field will only degrade the experience of someone attempting to carry their luggage to the airport.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

I think this option will displace the slightly less residential homes, and it places the station well for connections to existing bus lines, the interurban trail, and the existing pedestrian bridge. This area is very congested and heavily developed. Placing a station here is going to be difficult no matter which option is selected. An effective station cannot be placed here without greatly impacting the current environment. I do believe a station here is beneficial to all however. So, I would argue that more extensive or impactful options be considered, as to ensure the station functions properly and meets the needs of residents and riders. The burden here will be high no matter what is built, so we must ensure we build something that works.

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I think that continuing along I-5 will require less displacement of residential homes and be less environmentally impactful to the nearby wetlands.

~

Broadway/I-5-Benefits and Burdens:

The I-5 will require a bit more advanced construction due to the geography of the area, but I still think the benefits of this route outweigh those burdens. The only way I could see a Broadway route being viable is if there could be some underground or above ground way of installing the system, both of which seem too expensive.

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

Tying the northern end of the Link into the existing Everett bus station has always seemed like a great idea. The route requires less acquisitions, combining commuting hubs will allow riders from further north to use the Link easily, and the location is still close to the interurban trail.

~

Everett-Benefits and Burdens:

Options EVT-C and EVT-D don't seem viable because of the number of additional acquisitions they would require. They do place riders slightly closer to downtown Everett and the Angel of the Winds Arena. However moving the station a few blocks closer comes at too high a cost, and

I don't think it would provide substantial benefit. Additionally, I think it's important to consider that this station is the northern terminus of the Link system; it needs to be a hub for riders. There needs to be ample parking and heavily networked alternate transit options at this station to ensure residents in Marysville, Arlington, and beyond can and will use the Link.

~

Other comments:

Not currently.

---

**Date Received:** March 4, 2023

**Source:** Online Survey

Topics or Challenges:

Please reconsider changing the route to follow 99 (starting at airport way) or I5 (starting at 128tg) into Everett. The Boeing loop will not be used by Boeing employees and does not have nearly as many people who live near the proposed station as compared to 99 or I5.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Serves more residents

~

West Alderwood-Benefits and Burdens:

None

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

More development potential to the east of the freeway. Ash d isn't a bad alternative if a pedestrian bridge over the freeway is proposed

~

Ash Way-Benefits and Burdens:

More development potential to the east of the freeway. Ash d isn't a bad alternative if a pedestrian bridge over the freeway is proposed

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Closer to residential and commercial



~

Mariner-Benefits and Burdens:  
More ROW on 128th

~

SR99/Airport Rd. Favorite(s):  
AIR-B

~

SR99/Airport Rd. Second Favorite(s):  
AIR-B

~

SW Industrial-Why?  
Please delete these stations and put the alignment on 99 or I-5

~

SW Industrial-Benefits and Burdens:  
There's no shopping nor residential near these stations. Highly unlikely Boeing employees will take transit with the loads of parking currently available. These stations serve no one and increase travel time. Please change the alignment.

~

Evergreen Favorite(s):  
EGN-C

~

Evergreen Second Favorite(s):  
EGN-E

~

Evergreen-Why?  
Closer to shopping and schools  
Please change the alignment and only keep this station if the 99 alignment is used instead of I-5.

~

Broadway/I-5 Second Favorite(s):  
Broadway

~

Broadway/I-5-Why?  
Seems less impactful to residents

~

Broadway/I-5-Benefits and Burdens:  
I-5 seems less impactful to residents

~

Everett Favorite(s):  
EVT-A

~

Everett Second Favorite(s):  
EVT-C

~

Everett-Why?  
A has the most transit connections

~

Everett-Benefits and Burdens:  
None

~

OMF Favorite(s):  
Site SR 99 & Gibson Rd

~

OMF-Why?

Sr99 allows for a 99 alignment to the north. Please delete the Boeing loop and align on 99 or I-5

~

Other comments:

Please delete the Boeing portion and align on 99 or I-5. There's no shopping nor residential near the Boeing station. Highly unlikely Boeing employees will take transit with the loads of parking currently available. These stations serve no one and increase travel time. Please change the alignment.

---

**Date Received:** March 4, 2023

**Source:** Online Survey

Topics or Challenges:

The West Alderwood location proposal requires acquisition of the Alderwood Community Church and the Compassion Center on campus as well. Both of these organizations bring so much care and help to the community, and tearing them down would have a drastic negative impact on the people in the area. Please reconsider this zoning, there has to be a better way!

~

West Alderwood-Why?

None of these options work 5

---

**Date Received:** March 5, 2023

**Source:** Online Survey

Purpose and Need:

All I can say about this statement is that it was to be to Everett 15 years ago....not 30 years.

~

West Alderwood-Why?

You stated that CT provides service to Alderwood Mall area. Why would you have light rail go there if transit already serves that area? Scrap the Alderwood Mall plan.

~

West Alderwood-Benefits and Burdens:

Too much money. Cut this out.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

At Ashway, Plan A makes more sense for the use of the transit center plus most likely costs less. Sadly, all of your plans displace people.

~

Mariner-Why?

At Mariner, I do not agree with any plans. This project was originally to go straight to Everett. Since CT has Swift lines that intersect with light rail, why would you have a plan to go to Paine Field? The original idea (25+ years ago, may I remind you) was a spine from Everett to Tacoma. Now this is costing billions and billions more than you talked us into 20+ years ago. Build the

spine to Everett. Use CT's system to transport from these stations to other areas.

~

Mariner-Benefits and Burdens:

You will disrupt too many businesses and peoples homes. Stay along I-5.

~

Evergreen-Why?

Do not do this. Too much destruction of peoples homes and businesses.

I-5

~

Everett-Why?

The goal was to have light rail to directly to Everett Station. Less interference with displacing businesses and people. Everett did/does have plans for additional housing in that area which was talked about years ago. Everett Station was built where it is FOR light rail. Keep the plan. DO NOT traverse to Paine Field and displace hundreds of people in their community and their small businesses. THIS costs less too.

~

Other comments:

In addition, all your ins and outs to Alderwood Mall and Paine Field add additional time to the daily trip. Why would I take light rail if I can drive to Seattle in my personal vehicle in 30 minutes compared to 1 hour or more? Seriously.

---

**Date Received:** March 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

Other comments:

We are very concerned about the proposed acquisition of Alderwood Community Church's property. This has been a very special church to our family. Three generations in our family have called Alderwood home and its been a place of connection, growth, opportunity and blessing. Our church does a wonderful job in serving our community in so many ways including feeding families in the area each week. We've heard so many stories of how Alderwood Community Church (ACC) has provided for the physical, emotional, and spiritual needs of so many. Having to move locations would be a huge hindrance to the success of this ministry in keeping up with these needs. It would take the valuable resource of time away from the staff who already do so much. ACC has impacted our family in personal ways including being supporters of my in-laws and their mission work in Colorado, where my husband grew up, where we did our premarital counseling, where I connected with other new moms through their Mothers of Preschoolers program when our kids were young and I was in need of connection, where our children are going each week and growing in their faith and relationships, where our daughter was baptized, etc. This church means a lot to a lot of people and I ask that you consider another route to the lightrail. Thank you!

---

**Date Received:** March 5, 2023

**Source:** Online Survey

Purpose and Need:

I think the purpose and need statement should be to provide a service that is more frequent and quicker than existing service. A solution that serves downtown Everett, mariner, and Paine field

but offers a service more compelling than previous. Station areas should be planned with pedestrian and bus connections in mind as well as TOD

~

Topics or Challenges:

I think Sound Transit should view Everett link as a way of advancing certain predetermined goals. That being serving Paine field, downtown everett/everett station, and mariner by light rail. And from their the most affordable and most affective alignment option should be chosen to serve those areas

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Option D is closer to the center of downtown Everett being very close to Hewitt. I believe, if possible, sound transit should explore running down the very center of Broadway to reach this station to minimize property acquisition. Such an alignment also may have potential for future expansion to Everett community college

~

Everett-Benefits and Burdens:

The property acquisition that I've been told could take place would be a burden. I think sound transit should explore ways to not have to acquire as much property without sacrificing the alignment itself. Running elevated light rail down the very center of the road through acquisition of the turn lane seems like a favorable idea. Sound transit should explore if this is technically possible because it could have beneficial implications to the entire system to be able to run elevated down the center of the road

~

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

OMF-Why?

I believe these OMF sites would be easier to access under flexible alignment options

~

OMF-Benefits and Burdens

Working with existing manufacturing sector businesses to ensure just compensation and/or proper relocation somewhere else in Paine field

~

Other comments:

I think sound transit should identify internal goals of areas it believes it needs to serve and then choose an alignment that meets those goals but at a timely manner and at more practical cost in accordance to the constraints of our current funding gap. One idea that I believe sound transit should explore is continuing along I-5 and/or the interurban trail from mariner station at grade with a station adjacent to south Everett park and ride at grade to serve underserved residential areas along 112th St. From there an alignment could possibly continue northward to the Everett mall bus hub and then continue north to downtown Everett/Everett station area with a branch

line away from south everett/everett mall area to Paine field running at grade along boeing freeway. This alignment could also reach one of the proposed OMF sites This alignment could possibly contain less elevated sections and serve more residential areas while still serving Paine field (which is supposed to have one station) and downtown Everett/Everett station area. I believe such an alignment could balance the connectivity goals of Everett link while increasing reach to people living next to stations by going through and having stations in more residential areas vs industrial zones on the way to both Paine field and downtown Everett (assuming a branch down boeing freeway and another light rail line up to downtown Everett), and being faster for those traveling between Everett and Lynwood while possibly at a lower cost due to the potential of using more at grade right of way I think we can serve all these needs and at a possibly more affordable price. We just need to explore the options that would make it happen. I believe in serving Paine field and downtown Everett. I also believe in serving underserved communities. And I also strongly advocate for alignments that are more accessible by having stations in residential places where people live. By going along I-5 and serving Paine field with a light rail branch I believe this alignment would serve the needs and goals at the best and most affordable price while reaching the most people

---

**Date Received:** March 5, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I believe the light rail going through what seems like the campus of Alderwood Community Church will wipe out a congregation that has served the area for 100 years. The church has been a resource and support for many different age and interest groups over the years. It has been a provider of youth activities, international missions and fairs, mobile health and dental clinics, crisis counseling, tutoring, cancer and grief support groups to name a few. The facility hosts a food bank and community dinners attended by non-English speaking guests to better their language skills. It sits in a prime location to continue providing care and hospitality within walking distance for this rapidly-growing, high-density housing community.

~

Other comments:

Please consider alternatives that would leave Alderwood Community Church intact so it may continue providing spiritual, emotional, and physical care for our current and new neighbors. If there is no alternative route to work around this campus, I would implore Sound Transit to please procure and ready a new facility for the congregation to seamlessly continue serving the Lynwood community before you cause this congregation to vacate a well-designed and maintained church and grounds. Respectfully, Joni G

---

**Date Received:** March 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

Other comments:

Please don't put the light rail through our church (Alderwood Community Church). It is a wonderful church that is local to a lot of homes. I'd love to do ASM (Alderwood student ministries) in this church next year because it is super big for all the fun games we'll do. ASM is for 6th to 8th graders so for all these reasons PLEASE do not put the light rail through our church.

---

**Date Received:** March 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these would work.

~

Other comments:

I have been going to Alderwood Community Church for about three years and I have made many great memories and friends. It has encouraged me to take my faith more seriously and this is where I got baptized. Please don't take this Church and find another route for the light rail. :)

---

**Date Received:** March 5, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options would work

~

Other comments:

These routes interfere with our place of worship, our Compassion Center that feeds hundreds of families in our community, and it is home to thousands of Christians, locally and abroad. I grew up in this church, my faith was developed and has shaped who I am today. I currently attend on Sunday mornings with my wife and four kids. I serve on the worship team once a month, my wife and daughter serve in the children's ministry and my kids love the youth group and children ministries. This church has been here for over 100 years and is still going strong, still teaching the Bible and still reaching the lost for Jesus. I strongly urge you to consider a different route that does not disrupt what God is doing at Alderwood Community Church.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Evergreen-Why?

Broadway

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

Broadway may offer faster travel times and may have infill development potential because it's walkshed isn't cut off by freeway. I'd also wonder what the feasibility of using some of the interurban trail embankment for light rail could be as the right of way already exists. As a bike commuter I'd love to have easy access to a light rail station that sits right along the trail with possible transit oriented development around the station area

~

Broadway/I-5-Benefits and Burdens:

It may have more engineering challenges but the potential of serving primarily residential neighborhoods in the future make it seem enticing

~

Other comments:

I think sound transit should explore a branch line to the Paine field boeing freeway OMF site as

well as a station at Paine field. This could use the boeing freeway right of way at grade and could be a more affordable way to get light rail to the Paine field site while still maintains stations in residential areas like mariner and casino road. For those who primarily want to travel north south between Lynwood and downtown Everett this could be made faster as well under such an alignment. Because the interchange east of the Everett mall looks like it could present engineering challenges light rail running elevated past the west side of Everett mall and down Everett mall way and running at grade along the interurban trail where the line could branch off to serve Paine field and continue on under/over boeing freeway next to the interurban trail later connecting to Broadway to downtown Everett would be interesting. We don't get a lot of bus service from south Everett down Broadway so this could offer a non SR99 north south transit service which would be really nice for local travel convenience"

---

**Date Received:** March 6, 2023

**Source:** Online Survey

SW Industrial-Benefits and Burdens:

These do not serve residents along SR-99, please bring back the route 99 alternative.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Other comments:

Given the mix of low rise and underdeveloped properties in the area north of 196th St SW, it seems like a more creative approach could be found that avoids a full take on the Alderwood Community Church parcel.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Purpose and Need:

This is a wonderful (and overdue) project. Please continue to push for light rail options with urgency and determination. This is an important part of our regional transportation infrastructure, and should be as broad as possible to support the most people. Thank you.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

D and F will reach farther into the commercial sector for those traveling to/from the community.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

D seems less likely to interrupt the existing transit options

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

D and B will reach more varied (less congested) points for those traveling to/from the community.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

This whole intersection is unsafe, not sure this is the right place to support a station, so farther from the Home Depot seems better.

~

SW Industrial Favorite(s):

SWI-B

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

B and A will reach more varied (less congested) points for those traveling to/from the community.

~

Evergreen-Why?

Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Broadway will reach farther into the commercial sector for those traveling to/from the community.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

C and A will reach farther into the commercial sector for those traveling to/from the community.



**Date Received:** March 6, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?

Locate the station closer to airport.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Purpose and Need:

the transit needs of people walking need to be considered every bit as much as the transit needs of people driving, and the proposed station locations don't do a good job of recognizing the needs of people walking.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

Most easily accessible to the residential communities to the west of the mall.

~

West Alderwood-Benefits and Burdens:

all three possible locations are in heavily built up environments, so the impacts are fairly equal.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

ASH-D is closer to residential communities

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Most accessible to people walking

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

No real functional difference and neither is particularly pedestrian friendly

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

It is closest to the Paine Field passenger terminal, but none of the options are good - too far from connection points or other resources that would benefit the community and riders

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

Based on how the proposed location interacts with existing transportation options

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

Best point for future expansion, but doesn't connect to downtown everett very well

~

Other comments:

Focus more on people who aren't depending on cars to get to the stations!

---

**Date Received:** March 6, 2023

**Source:** Online Survey

West Alderwood-Why?

For all the listed alternatives, the pivot point south of Alderwood Mall needs work.

~

West Alderwood-Benefits and Burdens:

All three preferred alternatives require a full take of Alderwood Community Church. Having worked myself as a consultant on Lynnood Link through Conceptual and Preliminary Engineering (as well as through Final Design and Construction), I know there are ways designers can get creative to reduce property impacts (the Latvian church in North Seattle comes to mind). I know the transmission lines east of Alderwood Mall Parkway push the guideway west of that roadway, but just taking a smooth curve through Alderwood Community

Church is not OK. I have many friends who attend there and over many decades, that church has been a gathering point for residents all over Snohomish County. I urge Sound Transit to put more work into avoiding a full take on the Alderwood Community Church parcel.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Purpose and Need:

While very expensive, the light rail project will serve a small portion of the public. What consideration has been given to the many small business owners who rely on our roads to serve the masses?

~

Topics or Challenges:

Safety. The areas need to be safe around the station, wherever it is to safely walk to or drive to and walk to the station. The Interurban is a cesspool north of 128th and shouldn't be a factor in siting. How will station and resulting development affect taxes close to the station?

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Ash-A is closer to an exiting large parking area and apartment buildings and suitable for multiple story parking. Siting at B requires all parking at Ash Way PnRide to walk across the freeway and most affordable housing seems to be west and north of Alt A. B requires two freeway crossings

~

Ash Way-Benefits and Burdens:

Its a wash

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR - A is closer to the majority of underserved residents between 128th and Casino 112th. B has fewer utility issues to resolve, but both have the great built-in right-of-ways to take advantage of.

~

Mariner-Benefits and Burdens:

A and B disturb fewer existing facilities

~

Other comments:

Why are we not issuing bonds to get this done in my lifetime?? I am paying for it every year?

---

**Date Received:** March 6, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Best opportunity for TOD and walkshed

~

West Alderwood-Benefits and Burdens:

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Best walk/bike access and opportunities for long-term TOD

~

Mariner Favorite(s):

MAR-B

~

Mariner-Why?

Best walkshed

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Roads are horrific for people walking/biking, area desperately needs enforced speed reductions and protection for transit users

~

SW Industrial-Benefits and Burdens:

All options at SWI are fatally flawed. No \$ should be spent in this area without a serious change in zoning to allow mixed industrial/commercial/residential with a significant reduction in parking requirements.

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

Best walkshed, but area desperately needs safety enhancements for pedestrians  
Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

Best option for future expansion, TOD, and integration with existing transit

~

Other comments:

Everett Link must reconsider the decision to drop alternative alignments of the entire line along the 99 or I-5 corridors, avoiding the detour to Paine field. The current alignments will be under-utilized in the high car use zoning of the industrial areas and will be a long-term disaster for users.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Topics or Challenges:

Don't detour the entire line to provide a mediocre passenger experience for riders to Paine Field and Boeing. Between Mariner and Everett, please consider a direct mainline alignment along either I-5 or Evergreen Way. Use a BRANCH to serve OMF North, Boeing, and Paine Field --- and serve those destinations BETTER than the current plan can. The branch should run NW-SE along either Airport Rd or E-W along Casino Rd, depending on the chosen location for OMF North. In either case, a Paine Field station would be the end of the line and could serve the passenger terminal directly.

~

Other comments:

Ensure that any "at-grade" sections are fully separated from vehicle traffic. Do not repeat the mistakes of the Rainer Valley.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these option work because they result in the demolition of Alderwood Community Church.

~

West Alderwood-Benefits and Burdens:

None of these option work because they result in the demolition of Alderwood Community Church. I spent the first 18 years of my life being shaped, molded, and raised by the people attending and the events hosted by Alderwood Community Church. 7 years later I still attended every now and then and am closely connected with many people there. It's difficult to wrap my head around the idea of this second home being demolished especially when there is not an alternate place for this church to move to in the crowded city of Lynnwood. I strongly hope that alternate routes are considered even if they are longer or more expensive because the people here have created a legacy surrounded by love, grace, patience, and generosity. The church and foodbank is centered around serving the community in the city of Lynnwood in any possible way they can. I hope this community can remain in Lynnwood for another 100+ years at

Alderwood Community Church.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

West Alderwood-Why?

I did not select any of the options because they all go through the property of my church.

~

West Alderwood-Benefits and Burdens:

We have been attending church since 2014. It's been a big part of our lives. We help out with the children's program and we financially support the Compassion Center. The church's Compassion Center feeds over 150 underserved families in the area every week and also provides mentoring for minority children. In addition, our church gives space to a Hispanic and a Vietnamese church. Our Sunday school program for the kids welcomes many Hispanic kids. I believe our church makes a huge difference in the lives of all these people including my family. The community of Lynnwood cannot afford to lose this emotional and financial lifeline for all the families that attend here. Thank you!

~

Other comments:

Coming from Germany, I do support public transportation and see the benefits of the light rail system. However, I believe it would serve the community better if the track continues along the I-5 corridor.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Topics or Challenges:

A station at Paine Field for airline traffic seems like a no-brainer.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

I like that D has good balance of future development compared to the recent developments at F. Proximity to bus and residential is good.

~

West Alderwood-Benefits and Burdens:

That stretch is a car dependent strip malls. This would likely drive massive improvement.

~

Evergreen-Why?

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

Putting trains through neighborhoods is disruptive long-term, but next to freeway seems cleaner.

As long as you don't deforest like you did in Shoreline and Mountlake Terrace.

~

Broadway/I-5-Benefits and Burdens:

Messing up the forested area along I-5 would be a no-go.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

A makes the most sense because it's close to other transit. C still seems close, but it's closer to the arena which could be nice.

~

Everett-Benefits and Burdens:

Built environment could use some revitalization.

~

OMF Favorite(s):

Site SR 526 & 16th Ave

~

OMF Second Favorite(s):

Site Airport Rd & 100th St SW

~

OMF-Why?

Don't disrupt residential areas, and it feels like Boeing has one foot out the door anyways. So it would be useful to stop maintain some if that infrastructure.

~

OMF-Benefits and Burdens

This seems like the lowest impact options.

~

Other comments:

Speed up the timeline, please.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

Topics or Challenges:

Consider alternative alignments along I-5 and SR-99. They may or may not be the best option, but they absolutely should be studied alongside other options.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

Far from the highway, maximizing the number of people able to walk to the station (and places to walk to when arriving in the area).

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Again, far from the highway, maximizing the walkshed and general pleasantness of using the station. Stations adjacent to highways are a miserable experience, and receive fewer riders.

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

Good connections to other transit in the area.

~

Other comments:

Strongly consider removing existing car lanes as part of the project, placing Link along existing right of ways; this can save time, and cost as well as reduce displacement, in addition to the climate and budgetary benefits of reduced car infrastructure.

---

**Date Received:** March 6, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

F is more centrally located among shipping and residential

~

West Alderwood-Benefits and Burdens:

F is going thru a already burdened street.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

Connects to park and ride/ transit

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial Second Favorite(s):

SWI-A

~

SW Industrial-Why?



Choice between access to Paine field or Boeing. Both are needed.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Priority to schools and/or straight line. Must be easy to access from evergreen and 526 Broadway

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Broadway will make it more accessible to people to use. While I5 maybe faster it's more out of the way.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

D brings it into the city and feels less out of the way. A has advantage of tapping into existing riders but feels very disconnected.

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

---

**Date Received:** March 7, 2023

**Source:** Online Survey

**Purpose and Need:**

Work intensively with the Casino Road and South Everett communities to improve alternatives, genuinely make engagement with the Community Advisory Group valuable instead of performative, and clearly transmit community positions to the Elected Leadership Group; Study complete alternatives to the Boeing Deviation in South Everett that include alignment options on and near I-5 to SR 99 with multiple station locations, community enhancements like trails and public spaces, and new connecting bus services; Study elevated alignments running down streets located within existing right-of-way and permanently removing some existing car lanes to reduce project costs and improve the nature of streets; Use space under elevated alignments for multi-use paths, sidewalks, bike lanes, play and park spaces, and built-in retail/commercial activities; Develop station designs that locate platforms as close to surface level as possible to reduce stairs and travel time to and from the surface; Ensure station locations can be well

integrated with local bus service, walking, and biking facilities; and Ensure ample redundancy in any vertical conveyances at stations.

~

Topics or Challenges:

Please make sure that impact to pedestrian life is considered. Many of these stations are currently located along large wide fast moving streets. If the number of pedestrians increase we will see the number of deaths increase. Putting the light rail track elevated in the road would act as a road diet and thus reduce speeds.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

which maximizes walkshed and land use compatibility

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Maximizes future TOD, walkshed.

~

Ash Way-Benefits and Burdens:

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Put the station in the middle of the street with exits on both sides so people don't have to cross 128th to get to the station

~

SW Industrial-Why?

Either the stations needs to be right next to Paine field (i.e. move options C further south and further west) to make it easier for connections or this entire deviation would probably be better served by a bus with the light rail alignment going up SR99

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

Prefer EGN-D but can accept EGN-B for SR 526/Evergreen, tame the approaching roads, and consider pedestrian bridges across the intersection if streets are not tamed; and

Broadway

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

Choose EVT-A for Everett Station since it better connects with transit and does not result in such awkward station locations and excessive property takings, but ensure future expandability to the northwest, consider an option on the east side of the BNSF tracks, and work to fully integrate and improve the transit connection experience.

---

**Date Received:** March 7, 2023

**Source:** Online Survey

Purpose and Need:

The policy should prioritize stations near passenger airports, major employers, universities, and significant concentrations of residents. Buses should feed passengers to the stations if they are not within walking distance. The transit lines should be elevated or tunnels and not at street level with vehicles, pedestrians, and bikes, which is slow and dangerous. With the exception of SWI and EVT, the alternatives are relatively close together.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

ALD-F has the most potential for new development opportunities near the station and is closer to businesses where I shop.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

ASH-A While I would not use this station, I selected this station because of its listed advantages and ASH-D would cross I-5 twice. Also, neither alternative should run at street level as stated in my feedback on the project's draft purpose and need statement.

~

Ash Way-Benefits and Burdens:

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR-D is next to the Mariner Park and Ride with the most potential for new development and additional parking.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

SWI I expect Paine Field will become a major airport. As I stated above, stations near both airports and major employers should be prioritized. Funds should be found to tunnel and build a station at the airport. Therefore, both SWI-A and SWI-C should be built and not AIR-A and AIR-B.

~

Evergreen Favorite(s):

EGN-A

~

Evergreen-Why?

EGN-A has the fewest residential and business displacements/disruptions along Casino Road and does not close Casino Square. There are relatively short distances between alternatives. So, the advantages and disadvantages which are based on distances apply to all these alternatives, e.g. distance to the Swift Blue Line and local buses.

I-5

~

Broadway/I-5-Why?

I-5 has less disruptions to residential and businesses and is a major transportation corridor.

~

Everett Favorite(s):

EVT-A

~

Everett-Why?

EVT-A The Everett Station transit hub would feed light rail passengers directly to and from the Swift Blue Line, Amtrak, Sounder, local buses, Skagit transit and Greyhound. This option eliminates buses between EVT-C or EVT-D and the Everett Station. Local buses would transport North Everett passengers to the Everett Station. It is very important that the northern terminus of light rail in Everett is at this transit hub.

---

**Date Received:** March 7, 2023

**Source:** Online Survey

Topics or Challenges:

In speaking to my neighbors, we would really like to see some dedicated security teams for the station and surrounding neighborhood. Lots of lighting Also, plenty of bathrooms and trashcans for the area. Is it possible to have an attended bathroom with an attendant paid for by tips? Also I would like to see a sort of trolley bus that could run through the neighborhoods to take people to and from the station.

~

Evergreen-Why?

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

I live off Broadway. I don't want to see it overcrowded with traffic and crime.

~

Broadway/I-5-Benefits and Burdens:

I love the small businesses in the area. I would hate for high taxes and crime to drive them away. I believe they make this area unique and diverse and give this big city a small town feel.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

It's not directly on Broadway

~

Everett-Benefits and Burdens:

There are so many homes here. I don't really understand why they are only rented as low rents. I know that when people have an opportunity to own their own homes, they tend to care for them much more because they are invested in them. We need housing solutions, but I don't think keeping homes out of the housing market is the answer. We need to build affordable rental housing in separate areas that won't need to have homes torn down to accommodate them.

---

**Date Received:** March 7, 2023

**Source:** Online Survey

Purpose and Need:

This is a bit away from the intended route and alternate routes proposed in North Everett, but I was hopeful that the route might be extended up toward the large low income and relatively high density housing that is going in east of Broadway and north of 16th. It would be so convenient for the people living there as well as potentially serving the college, I was expecting/hoping the end of the route might be up there since it would serve many people who would utilize it the most and don't have easy transportation to get to the transit center.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Because it is very slightly closer to the center of downtown

---

**Date Received:** March 7, 2023

**Source:** Online Survey

Purpose and Need:

Does the different options for stations along evergreen way have different costs and different time scales. why not move the station closer to the swift line station?

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Why?

keeps communities withing walking distance.

Concerns about the amount of streams that will be effected, less concerned about the Interurban Trail as it is so disjointed.

~

Other comments:

Find a way to make it happen faster, start buying the necessary land don't wait 10 years (become landlords for 10 years if necessary).

---

**Date Received:** March 7, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Cost affective and maximize the park & Ride facility

---

**Date Received:** March 7, 2023

**Source:** Online Survey

Purpose and Need:

The Light Rail extension will add important infrastructure to Washington, however not at the cost of pillars in the community.

~

Topics or Challenges:

Please reconsider the West Alderwood routes.

~

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

There are no potential benefits to these routes as they all involve the demolition of Alderwood Community Church and the Compassion Center. Alderwood Community Church (ACC) has

been in Lynnwood for over 100 years and has impacted and transformed thousands of lives. In my own lifetime, this church has been my second home. I have been attending ACC my entire life; I grew up in these halls and have watched it grow and expand as more have come to call ACC home. The ministry and impact of the people attending ACC helped to form me into who I am today--all of my close friends I met at ACC, and my community is because of ACC. Life happens at ACC--weddings, funerals, baby dedications, counseling; ACC is a multi generational church that impacts people at all stages of life. We have a Spanish speaking congregation as well as a Vietnamese congregation that call ACC home. The Compassion Center was started in the last few years and provides food to families in need every week. We also provide programs to help children in need with school, whether that is reading or other subjects. All are welcome to these free programs and anyone can come and benefit. This shows that even those who do not attend ACC are positively impacted by the work and ministries of the church and Compassion Center. It would be a tragedy to demolish such an influential church that positively impacts the surrounding community. Please find an alternate route that would go around the campus of Alderwood Community Church.

~

Other comments:

The light rail will benefit citizens of Washington state for generations to come. Alderwood Community Church has changed the live of so many for generations. Please find an alternate path so that Alderwood Community Church can continue to impact for future generations.

---

**Date Received:** March 7, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

There are no benefits as Alderwood Community church would be destroyed. I am an attendee at this church and have been for the last 15 years. My heart is crushed that you would even consider demolishing a beautiful sanctuary where people of faith gather and have done so for over 100 years, which is a rarity on the West Coast. Forced relocation would disperse the church community. This is not just a building, it's a place where healing and restoration happens along with outreach to the Lynnwood area in the form of the Compassion Center. I would challenge you - would you do this to a Muslim Mosque, a Jewish Synagogue, a Mormon Tabernacle, a Sikh Temple? I would wager that the answer would be ""no."" Then, why a Christian sanctuary? It is just as sacred and imperative for the Christian community as these other places of worship. It is a travesty that I would beg you to reconsider. Thank you for hearing my plea. Onalee Schneider

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Topics or Challenges:

Study an alignment skipping SW Everett Industrial Center and travelling along SR99

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Evergreen-Why?

Broadway

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Topics or Challenges:

Please divert the route around Alderwood Community Church. It is a vital part of the community and has had a huge impact on the life of my family.

~

West Alderwood-Why?

We have attended Alderwood Community Church for 7 years. We are concerned it will be torn down.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church has been a community staple in the heart of the city for 100 years. The church has been preparing to be a part of the new city center. Through the compassion center, vacation, Bible school, Sunday services, food drives, trunk or treat, family camp, etc the church serves the community in the heart of the community. To lose it in its current location would be a huge loss to Lynnwood. It has made a huge impact on our family, allowing us to serve and also grow.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Purpose and Need:

I want to minimize residential displacement as much as possible. I also think that there needs to be a better station connection to paine field to incentivize using the light rail for travel.

~

Topics or Challenges:

Residential displacement. Also emphasize transit oriented development.

~

Ash Way Favorite(s):

ASH-D

~



Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Ash A requires much more residential displacement. We should limit that as much as possible. Additionally, there is more potential for development around Ash D. We should be focusing on making walkable neighborhoods around transit and not make it solely for commuting.

~

Ash Way-Benefits and Burdens:

Less disruption to existing neighborhoods.

**Date Received:** March 8, 2023

**Source:** Online Survey

Topics or Challenges:

I am not convinced that the stations in the industrial district are in an idea location to maximize ridership. Not to mention that many of them appear to require a fair amount of private acquisitions to build the route and the needed stations. I think that Sound Transit should consider stations or at least places for potential future stations in the I5/Broadway area since that area is significantly walkable, and could be a good source of future ridership. The Everett station section should consider potential future routes up to Everett CC and Providence, as that seems like a natural future extension that could connect the area to that important center of health, jobs, and education. Sound Transit should also look into how rights of way could be taken from some of the larger roads throughout the Everett extension instead of relying on private acquisition of land, this could greatly improve ridership and avoid displacing residents and businesses. Further, the previous rejection of studying alternatives along I-5 or HWY 99 seem to open up the whole process to potential lawsuits and delay. I strongly support looking into these alternatives that can serve and existing community before a theoretical one that might utilize the area around Boeing and Paine.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

I prefer station D because it has the most open space around it, keeping it away from I5. I value this because it provides the most opportunity for wide ridership. This gives easy access to the mall as well as straight forward access to the near by residents. Both D and F have a lot of nearby parking that has the potential to be developed in the future for more residential or business.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

D has a benefit of not having to contend with the nearby wetland complex for future development, allowing a slightly larger walk-shed. Though Martha Lake does provide some limitations, it's important to keep that wetland area free from development for wildlife. In general

I am not the biggest fan of pedestrian bridges over highways, we should prioritize local access from the community when considering access, not car oriented access from the park-and-ride.

~

Ash Way-Benefits and Burdens:

The nearby Martha Lake and Wetland complex are clear natural barriers that need to be considered, but the transition from polluting cars to the less polluting light-rail will be a bigger boon to them. Station D looks like it would require more acquisitions, but the increased ridership that isn't dependent on cars would be a huge benefit.

~

Mariner Favorite(s):

MAR-B

~

Mariner-Why?

MAR-B would put the station in a prime location for the near buy residents, while also providing easy access for the nearby commercial area without requiring the same amount of displacement and acquisitions that MAR-D would necessitate.

~

Mariner-Benefits and Burdens:

128th is a large road that can be unpleasant to cross at the best of times. Calming this road would be crucial to encourage ridership. The road conditions there could also be a deterrent to access, as walking along 128 at night is not particularly pleasant. The nearby complex on the south side of 128th could be disrupted, but in the long run, the area would have excellent access to transit.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

Either location seems fine, the main problem here is access across Airport rd and hwy 99. B seems like it could have better residential access, however the current storage facility there blocks off the appeal of this site.

~

SR99/Airport Rd-Benefits and Burdens:

Both of the major roads here are extremely unappealing, and make the general site rather uninviting. Calming and narrowing the roads would make access here much more inviting to residents and visitors alike.

~

SW Industrial-Why?

These all leave much to be desired

~

SW Industrial-Benefits and Burdens:

None of these are appealing and require anyone traveling here to either walk a long distance - not particularly desirable if you are getting on or off a plane with luggage in tow - or take an additional shuttle.

~

Evergreen-Why?

Broadway

~

**Broadway/I-5-Why?**

Broadway seems to have more favorable terrain for light rail which could improve construction costs. Though it does have more issues with rights of way and acquisition. However, Broadway has the most appeal for a potential future station, which should be studied

~

**Broadway/I-5-Benefits and Burdens:**

Both have potential issues with I-5 needing to accommodate more curves. And the Broadway route has a tighter right of way to negotiate, potentially requiring some acquisition of property. However, that could provide a benefit to the neighborhood by adding a possibility of a station. I'd also support other routes through this area that add a station. Such as along Colby, Beverly, and the Interurban. A route along Colby could be beneficial and add access to the Y.

~

**Everett Favorite(s):**

EVT-A

~

**Everett-Why?**

While I understand the want to put the station close to downtown, neither C or D really accomplish that much. Putting the northern end of the Link at Everett Station itself is such a benefit to both the Link and the local transit area, that it would be terrible to put it anywhere else. I also dislike the focus on a pedestrian bridge in the City's plan for options C and D. Option A also limits need to negotiate with different property holders as much.

~

**Everett-Benefits and Burdens:**

C and D both worsen access to local transit as they move the station away from the transit hub of Everett Station. C and D also require extensive negotiations with various rights of way and properties along Broadway and McDougall. Station A could be improved in my opinion by moving it to the parking lot east of Everett Station, providing more access to the Lowes' site north of Pacific, as there has been increased interest in further developing the site for mixed use residential in the future. And this site looks to improve potential access further north in the city.

~

**Other comments:**

It is a shame that Sound Transit kicked any discussion or study of the I-5 and hwy 99 routes. These look like options that could save money and improve travel times for many in the area. I hope that the study for the Everett Station stations consider future expansion of the Link in their consideration. Access to Everett CC and Everett Medical Center are natural additions to the Link in the future, and that should be given some consideration.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

**Purpose and Need:**

Please consider the impact that this will have on the residents and staff who work at HopeWorks Station.

~

**Topics or Challenges:**

Please consider the impact that this will have on the residents and staff who work at HopeWorks Station. This is a newer residential building and business place that is working to end homelessness.

~

Evergreen-Why?

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Broadway would impact Hopeworks Station

~

Broadway/I-5-Benefits and Burdens:

The residents and staff who work at HopeWorks Station will be impacted by the proximity, noise, increased people, may negatively impact people who want to go to the Kindred Kitchen, environment matters.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Purpose and Need:

As an employee of a HopeWorks station at 1315 Broadway Everett, WA 98201, where we house people with variety of struggles, from addiction to poverty and generational trauma. Two of the suggested routes, it would be either directly in front of our building or directly behind. I believe this would very negatively impact our resident's and our community in general. I believe that the route to the Everett Train/bus station.

~

Topics or Challenges:

If built near Broadway Ave in Everett, I believe it will negatively impact all of north Everett.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

D and C would negatively affect Broadway but I believe EVT-D would be good for college students that attend EVCC.

~

Everett-Benefits and Burdens:

Transients, crime, and more vehicle accidents.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

In regard to the ""Everett Station Station"" plan, I want to bring to your attention that it would be a disservice to our community if construction of this station interfered with the existing building sites of HopeWorks Station North and South. HopeWorks Stations must be preserved to ensure

the continued success of our social enterprises. HopeWorks, an affiliate of Housing Hope, helps to provide job training employment assistance to individuals from underserved populations - often times working with homeless or previously homeless individuals. Aside from the incredibly important work that is being done within HopeWorks Stations, HopeWorks Station North is home to 65 affordable apartments for disadvantaged veterans, families, and youth. Please take in to consideration the potential disarray and undesirable repercussions that would be caused by interfering with HopeWorks Stations locations.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

I chose the option A because this option interferes the least with existing businesses and housing on Broadway.

~

Everett-Benefits and Burdens:

Please see the information I provided under the question ""Are there any specific topics or challenges you believe should be considered or evaluated in the EIS?""

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Purpose and Need:

Hello, I'm writing in support of the HopeWorks Station buildings that would be interrupted by Everett Light Rail Link and Station locations C and D. This building represents \$32 million of community funding that was only completed a few years ago. This money was put forward by community members who saw the massive need for affordable housing to address homelessness in our community, and Housing Hope/HopeWorks are doing exactly that by providing over 60 affordable apartments at their Broadway site. In addition to the families who call this site their home, HopeWorks also operates social enterprises that benefit the whole community.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

I believe in using ESTABLISHED public transit infrastructure to expand public transit. Additionally, the Ash-D route greatly negatively affects the established trail and residences that

is vastly underrepresented in the above presentation.

~

Ash Way-Benefits and Burdens:

Building two bridges to cross I-5 in such a short distance will make commuting from our near-Everett homes to our Seattle jobs IMPOSSIBLE within any semblance reason.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Purpose and Need:

Use the existing park and ride, don't be wasteful

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Stop spending so much, use what you have already

---

**Date Received:** March 8, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-B

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

SWI-B provides best access to Boeing gate E-68. SWI-C provides best access to Paine Field.

SWI-A provides best access to nothing.

~

SW Industrial-Benefits and Burdens:

SWI-C will most likely require Sound Transit to condemn parking lots used by Boeing employees. Though to be honest that would probably improve the work environment at Boeing.

~

Evergreen Favorite(s):

EGN-E

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

EGN-E would be closest to my residence so that would mean less walking for me. EGN-D would condemn several unoccupied buildings which have recently become adhoc homeless shelters/drug dens thus their destruction would dramatically improve the living environment for housed individuals in the area.

EGN-C would require condemning my nearest and favorite hardware store. EGN-B would require condemning my favorite russian food deli without which I would have to find a new source of kvass. Please do not condemn my source of kvass.

~

## Other comments:

Please be more transparent with the taxpayers as to where Sound Transit is in the process of building this light rail line and when, with reasonable certainty, Sound Transit expects to complete it.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

## Purpose and Need:

I am surprised that ridership and connections to other transit are not more emphasized.

~

## Topics or Challenges:

Pedestrian safety - crossing major roads to access Link or connect to Swift and other transit could be a significant issue at many of the station locations. Also, Link tracks can create a barrier to east-west (or north-south) travel, similar to how I-5 has separated communities. That is important to note.

~

## West Alderwood-Why?

The alternative with the best transit connections is my preference. All locations are within a reasonable "walkshed" for nearby housing - provided adequate sidewalks and safe crossings are part of the project

~

## West Alderwood-Benefits and Burdens:

If you can get fewer people to drive to Alderwood, that is a huge benefit. So ensuring that any station has clear, well lighted walkways to shopping and destinations will be important.

~

## Ash Way Favorite(s):

ASH-A

~

## Ash Way-Why?

Seems more straightforward with existing transit service -and close to existing high density housing. Either station will require a safe way for pedestrians to cross I-5.

~

## Ash Way-Benefits and Burdens:

Why aren't connections to the Swift Orange line discussed? The line opens in 2024 and services 164th and Ash Way. The bike riders on the Interurban Trail can easily access either station location provided a bike-ped bridge over I-5 is part of the project.

~

## Mariner-Why?

Whichever location disrupts the least amount of low income housing is the best. All would be within walking distance of residential provided safe and preferential crossings of 128th / Airport Road are provided.

~

## Mariner-Benefits and Burdens:

There is an existing bike-ped bridge over I-5 at 124th. Too bad the station options can't utilize this bridge. Building another bike-ped bridge at 130th when there are so many impassable miles of I-5 without bridges seems unfortunate. But a safe crossing of I-5 near the station is essential.

~

## SR99/Airport Rd-Why?

This station location would be a huge benefit to ridership and value of light rail for low income

residents, access to housing and jobs. The connections to Swift Blue and Green should be safe vs. requiring hundreds of people each day to cross the busiest intersection in the county.

~

SW Industrial Favorite(s):

SWI-B

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

The A location is pointless if there is no bridge to Boeing. As for low income housing access, probably the station at Casino & Evergreen is better suited for that anyway. This station should focus on access to jobs.

~

SW Industrial-Benefits and Burdens:

There are certainly some sensitive areas - streams, wetlands, wildlife - in this area.

~

Evergreen-Why?

Whichever station has the least impact on existing housing and communities and the best, safest connections to Swift and other transit on Evergreen seems best. All seem equally in the "walkshed" of the low income housing in the area.

Concern about making the Casino-Evergreen intersection harder to cross for people on foot or bike. The Interurban Trail is close enough to all station options - provided one can cross the road safely.

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

The Broadway routing has too much impact on existing housing and travelways - the closed intersections are a big concern.

~

Everett-Why?

Sharing Wheels Community Bike Shop is mentioned as closed to only one station option. All 3 are easy biking distance. Easy walking access to the arena, county campus and downtown employment is key consideration.

~

Everett-Benefits and Burdens:

The hill from Everett Station to the downtown core is a big obstacle for pedestrians. Whatever station can mitigate that the best will have the best ridership and community value.

~

Other comments:

Why didn't you design this web page so people could comment about the particular station options right after reading about them? There's a lot to remember and the differences between the locations can be minimal and hard to remember.

---



**Date Received:** March 8, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Closer to where I live. Option B would be a traffic nightmare.

~

West Alderwood-Benefits and Burdens:

Option D will be the best location based on traffic flows and ease of use. Traffic down by Costco and the Home Depot on 184th is always bad so getting there will be difficult.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

Closer to where I live. The alternatives would be bogged down with traffic

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

MAR-A allows easier access to the shopping center where Safeway is as well as other businesses and the Sno-Isle Mariner branch library.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SW Industrial-Why?

It is closest to Paine Field passenger terminal. If travelers need to get to Seatac airport this location would facilitate that but in my opinion why build the light rail and not have a station with easier access to the passenger terminal like at Seatac?

---

**Date Received:** March 8, 2023

**Source:** Online Survey

Topics or Challenges:

Parking facilities at each of the stations needs to be addressed. These areas are low density and a lot of people will want to drive to the stations.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

The station should have a direct multimodal connection to make transfers convenient.

~

Other comments:

Please include this provisional station in the project! There is a great need for a station at this location. It will serve a large community that commutes to Seattle.

---

**Date Received:** March 8, 2023

**Source:** Online Survey

OMF Favorite(s):

Site 75th St SW & 16th Ave

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

OMF-Why?

This location is already impacted by the Boeing facility. It would be good to locate the OMF to be within this industrial area.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

No

~

Topics or Challenges:

Yes

~

West Alderwood-Why?

These options are not workable as they will eliminate a church which has stood in our community for decades. Personally, I have attended a conference at this church and know of the huge impact Alderwood Community Church has through their Compassion Center. This cannot be duplicated or replaced. The link should explore an alternate path that does not take over the church's space.

~

West Alderwood-Benefits and Burdens:

As stated above, all options listed will have an outsized negative impact on the community of the church is taken over by the link path.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

We would love for sound transit to have stations in our neighborhood of Lynnwood but the project has significant impact on the neighborhood by proposing 3 options that ultimately requires Alderwood Community Church to relocate.

~

Topics or Challenges:

Alderwood Community Church will have to relocate for the West Alderwood route, no matter which option is approved.

~

West Alderwood-Why?

There is no best option for us since all alternatives will entail the church and its Compassion Center to move.

~

Other comments:

The Church and it's services to the community, such as Compassion Center, greatly impacts the community, especially the underprivileged who needs the support extended by our church.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-B

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-A

~

Ash Way-Why?

Does not need expensive I-5 crossing by railway. Would rather see a less expense Overhead Pedestrian/bike connection to trail and 164th on east side of I-5. Should have parking garage as part of project to accommodate drivers who do not have convenient public transportation access.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Option D obviously assumes Ash Way option D which I do not favor due to cost of crossing I-5 twice.

~

Mariner-Benefits and Burdens:

Development of station here need to include planning for shuttles to Mariner Park and ride on east side of I-5.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SR99/Airport Rd-Why?

More space along Airport Rd. Station B should include overhead pedestrian access from bus stop on Everett city side of highway and overhead Pedestrian access from east side of HWY 99 which would reduce pedestrian-auto interface hazards.

~

SR99/Airport Rd-Benefits and Burdens:

I see less destruction to the existing built environment.

~

SW Industrial Favorite(s):

SWI-B

~

SW Industrial Second Favorite(s):

SWI-C

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

Whatever selection wins, there needs to be a complete redesign and implementation of the Casino Rd. / Evergreen/ HWY 526 n and off ramp configurations to eliminate the present nightmare.

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-C

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site Airport Rd & 100th St SW

~

Other comments:

Survey questions are incomplete in assessing the input of the public. I will never use this extravagant project as I will likely not see its completion in my lifetime.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

Yes-I think that other alternatives to transportation should be considered so that they do not negatively impact long-term residents of the community like Alderwood Community Church. I have been a member of this church since 2018 with my two young daughter. Alderwood Community Church (ACC) has been a family to us. They have helped us when we were in negative financial situations before. They have been pillars of mine and my daughters' lives, a source of stability, family, friends, and immense support for us. While Alderwood Community Church would still exist even if the plans go through, the location of ACC and the Compassion Center were specifically chosen to provide resources to the Snohomish County community. Beyond its easy accessibility for the community, it has been at the location for over 100 years. It is a place where so many have treasured memories. ACC has many positive things they contribute to the community and has provided to my children. A place to worship, summer camps for my children, a food bank, and this church is a resource for people who do not have English as their first language as well. I kindly ask reconsideration of the locations for Sound Transit so ACC is not impacted. It is beloved by so many and has touched so many people and families, myself and my children included.

~

Topics or Challenges:

Locations so they don't negatively impact longstanding locations in the community such as ACC.

~

West Alderwood-Why?

None of them are ideal, since all of them negatively impact ACC.

~

West Alderwood-Benefits and Burdens:

The immense financial and general burden placed on the church and other places in the area. It seems unfair to expect ACC to find another location that fits the size of our congregation, serves the Compassion center appropriately, and to rebuild and relocate completely. It has been there over 100 years. It is not just one building either. They serve our community by providing food, dental and Healthcare access, among many other things besides worship.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

this impacts my church and the community they serve greatly.

~

West Alderwood-Benefits and Burdens:

I love using the lightrail already and know it will continue to get better. However, I worry about the effects of moving a church that has been part of the community for over 100 years. Not to mention the underserved which they reach out to on a daily basis. Providing a food bank, homework help, dinners, friendship and community. If the church has to move farther from the community they currently reach out to (those that sound transit has said they do not want to impact) I worry that those people will not be able to seek the help and resources as easily and may give up on doing so.

~

Other comments:

Again, I love using the lightrail. I have friends on the south side that this makes it so easy to go and visit without having to drive through so much traffic. I can't wait to see the growth that's coming. I just pray we can find a way that works for not just the easiest build but also for the community that surrounds it.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Other comments:

Please do not take Alderwood Community Church away.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Topics or Challenges:

I have major concerns about the desire to take over land and buildings that have been fixtures in the community for over 100 years (Alderwood Community Church) and those that are being used to serve the community at large (Alderwood Compassion Center. It does not seem appropriate that all three of the suggested routes ALL utilize the necessity of taking over these properties. I believe that if this is a project that is continuing to be sought after (especially considering the major deficit that there is already on the project), that it should have multiple different options to be discussed, especially with those buildings/properties that are being discussed as locations to take over.

~

West Alderwood-Why?

I selected this location as all three of the proposed routes necessitate taking over the property and or buildings of the church that I have attended for the past 17 years.

~

West Alderwood-Benefits and Burdens:

I only see burdens to these route options as they are taking away buildings and properties that have been a fixture in the community for over 100+ years. Alderwood Community Church and the attached Compassion Center have given life (spiritually, physically, emotionally, and mentally) to so many in the community and beyond.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I attend Alderwood Community Church and would be personally devastated if the light rail destroyed a church that has been serving the community for over 100 years. I think a light rail is an amazing benefit for our community at large, but it shouldn't come at the expense of a

building that means so much to so many people. I hope there is an alternative route that can be found that will truly benefit everyone.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the Above. All 3 require Alderwood Community Church to be demolished.

~

Other comments:

Light rail is important to the local quality of life, but so is a church and food distribution program to the needy families.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the options work

~

West Alderwood-Benefits and Burdens:

All options use the current property of Alderwood Community Church which is vital to the Lynnwood community to remain intact in its current location.

~

Other comments:

Another route needs to be created that does not use the current location of Alderwood Community Church. This church has been essential to our family in building community and support. In addition, the church has been an essential support to other families in the community through their outreach projects and Compassion Center that provides food to families in need.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

I see this as a burden to both the natural and built environment and would be very sad to have the light rail project go through Alderwood Community Church. This church has an enormous impact on the community and has had a positive impact on my family and helped us through some very difficult times. Please do not impact the church with any of these plans.

~

Other comments:

I voted for the light rail project and am a regular user. However, I oppose any plan to impact Alderwood Community Church.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

~

Topics or Challenges:

I hope that electric vehicle charging stations were considered for the parking areas and if not that at least the backbone of the electrical systems are designed to accommodate them in the future so that it will not have to be a total re-do at a much higher cost in the future.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Other comments:

I live in Mill Creek, but I am regularly attending member of Alderwood Community Church. I voted yes and pledged to financially support to purchase the building adjacent to the church and convert it to the Compassion Center. The Center is much more than a Food Bank, though they provide food for several hundred families a week. They also teach English as a second language and provide space for church services in Spanish. The plan at the time of purchasing the building called for the church to close one entrance/exit on Alderwood Mall Blvd. The proposals now would require closure of both the Compassion Center and Alderwood Community Church. The church has been on this site for 100 years! The impact on both the congregation and all those in the Lynnwood area that count on the support from the Compassion Center would be hard to overcome. Thank you for your consideration, Hal Haigh

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options are preferred. Bringing the route up 36th then across 184th seems less impactful and would provider greater access to the communities.

~

West Alderwood-Benefits and Burdens:

None of these options are preferred. Bringing the route up 36th then across 184th seems less impactful and would provider greater access to the communities.

~

Other comments:

None of these options are preferred. Bringing the route up 36th then across 184th seems less impactful and would provider greater access to the communities.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

Yes. The Alternative Considered outline Neighborhood / community as being important. How important is that factor?

~

West Alderwood-Why?

All these alternatives are unwanted. It would be better to run up 36th Ave. W, then connect to "F" from there.



~

**West Alderwood-Benefits and Burdens:**

The removal of Alderwood Community Church and their Compassion Center would be a great negative impact on the city of Lynwood and the Alderwood community.

~

**Other comments:**

Alderwood Community Church is more than just another business in the potential path of the Light Rail Project. It is a food bank that served hundreds of families in need every week; it is a place for young mothers of preschoolers to get a rest and meet other mothers; it is a place of worship that serves thousands every month; it is a place where Vietnamese and Latino people worship every Sunday; it is a place where people from all different walks of life have come together for over 100 years to make the community a better place. It is a place that has served 10's of thousands of people every year for generations. It is a place that needs to be where it is at to continue serving Lynwood and the Alderwood community. Disconnecting thousands of people from the services and community they need seems contrary to Sound Transit's goal and purpose. I'm asking that you alter the path of the project to save this valuable resource to the Alderwood community and all of Lynnwood.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

**Purpose and Need:**

Yes. The Alternative Considered section outlines Neighborhood / community as being important. How important is that factor?

~

**West Alderwood-Why?**

None of the above. All these alternatives are unwanted. It would be better to run up 36th Ave. W, then connect to "F" from there.

~

**West Alderwood-Benefits and Burdens:**

The removal of Alderwood Community Church and their Compassion Center would be a great negative impact on the city of Lynwood and the Alderwood community.

~

**Other comments:**

Alderwood Community Church is more than just another business in the potential path of the Light Rail Project. It is a food bank that served hundreds of families in need every week; it is a place for young mothers of preschoolers to get a rest and meet other mothers; it is a place of worship that serves thousands every month; it is a place where Vietnamese and Latino people worship every Sunday; it is a place where people from all different walks of life have come together for over 100 years to make the community a better place. It is a place that has served 10's of thousands of people every year for generations. It is a place that needs to be where it is at to continue serving Lynwood and the Alderwood community. Disconnecting thousands of people from the services and community they need seems contrary to Sound Transit's goal and purpose. I'm asking that you alter the path of the project to save this valuable resource to the Alderwood community and all of Lynnwood.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options are a good idea. We have attended Alderwood Community Church for 33 years. Our children were raised there and benefited immensely from the children's ministry and youth ministry. My husband has volunteered as a bus driver for numerous functions over the years, We have all benefited from the teaching and fellowship of this church. I volunteer as the inventory lead for the Compassion Center and have seen first hand the impact that ministry is having on the community, from food distribution to tutoring and reading instruction. We really need to stay in this neighborhood to continue that work that has been forged for so long.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

Better access

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Located by existing bus terminal

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd. Second Favorite(s):

AIR-B

~

SW Industrial Favorite(s):

SWI-B

~

SW Industrial Second Favorite(s):

SWI-A

~

Evergreen Favorite(s):

EGN-A

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-D

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF Second Favorite(s):

Site SR 526 & 16th Ave

~

Other comments:

Would like to see long term parking at some location for travel to SeaTac airport

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

Hi there, I am an employee of Housing Hope. Our subsidiary, HopeWorks, owns a 5-story building, HopeWorks Station North, which was constructed in 2019. This building is right off Broadway and would be impacted by several of the proposed routes. While I am very excited for the light rail expansion (I live in south Everett), I am hoping that the designers will consider the impact to this building, which is providing 65 units of housing for families, veterans, and people who have experienced homelessness. It is also instrumental for our job training program and Kindred Kitchen, a social enterprise which consists of a café and catering service. I appreciate your time and consideration to this matter.

~

Topics or Challenges:

See above response

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

I think it makes a lot of sense for the light rail to end up at a transit hub like Everett Station. This allows it to bypass business and residential housing along Broadway, and go through an industrial area where the impact will be lessened.

~

Everett-Benefits and Burdens:

See above response

~

Other comments:

See above response

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the above

~

West Alderwood-Benefits and Burdens:

The proposed route go right through our church property, Alderwood Community Church. The church has been a part of the Lynnwood community for over 100 years!. Not only does the church minister to those in attendance each week but also to the local community. We have outreach and support groups, moms groups and a food resource for those in need.. For years it has been there to help one of our low income schools in the district. Alderwood Community Church has had a calling over these many years to be a light in bringing help and support wherever we are needed! To ignore the value and importance of that contribution would be harmful to the whole Lynnwood area! Please find an alternative route!

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

none of these options work.

~

Other comments:

I have been spiritually fed by this church for many years and to lose it would be akin to losing a family member. As an 80+ year old I rely on this church not only for spiritual guidance but also for a social connection. Please develop another plan and save my church.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-B

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None work

~

West Alderwood-Benefits and Burdens:

None work

Other comments:

The current path proposed, requires the acquisition of Alderwood Community Church's property to include that of the Alderwood Compassion Center. We are a 100 year old church that has a direct impact on the lives of our community spiritually, emotionally, & physically. Roughly 4 years ago we purchased the building that now houses the Alderwood Compassion Center. In this building we provide much needed food service to roughly 4,000 families each year. Additionally we partner very closely with the Edmonds School District and Cedar Valley Elementary School, by providing a reading comprehension program and tutoring. While I support the Light Rail project, I respectfully ask that an alternative route that does not include the acquisition of the church, and Compassion Center property be made.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

I strongly urge you to consider a different route that does not effect Alderwood Community Church and the Compassion Center. I have attended this church for 6 years. We are there multiple times a week for different activities. Alderwood is a great place for kids to connect socially and learn. They have so many diverse classes and activities for all ages. Having to find a new location would be detrimental as people are coming from all over our state. If the space needs to be use for the sound transit then thousands of people would lose this space. There are better options that effect less people.

~

West Alderwood-Why?

None of these options work

~

West Alderwood-Benefits and Burdens:

All of these options effect Alderwood Community Church.

~

Other comments:

Alderwood Community Church has been in place for over a hundred years, they should be grandfathered in that location. I feel no-one should be able to come in and take the land away from the church, it by far should have seniority, as when the church was built it was surrounded by chicken farms.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

Please do not try to dismantle or use eminent domain against Alderwood Community Church in Lynnwood WA. This more than 100 year old Church is instrumental to the community. It provides services to those who are struggling in the community and food help. It is a Church

home for thousands of citizens in the community. I am appalled that my tax dollars are being used for this. I know that many other voters are likewise appalled at this abuse of power.

~

Topics or Challenges:

Please do not try to dismantle or use eminent domain against Alderwood Community Church in Lynnwood WA. This more than 100 year old Church is instrumental to the community. It provides services to those who are struggling in the community and food help. It is a Church home for thousands of citizens in the community. I am appalled that my tax dollars are being used for this. I know that many other voters are likewise appalled at this abuse of power.

~

Other comments:

Please find somewhere else instead of Alderwood Community Church. It makes me want to get involved in politics just to oppose your plan. I know I will have the support of thousands.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

I support this project.

~

Topics or Challenges:

Everett Link must provide a convenient transfer opportunity to Amtrak and Sounder at the Everett station.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Convenient connections to Sounder and Amtrak are very important.

~

Everett-Benefits and Burdens:

Benefit: Smaller impact on property. Benefit: More space for parking. Benefit: Good transit connections.

~

Other comments:

I support the project as a whole, as long as it provides connections to other rail services, such as Amtrak and Sounder, at the Everett Station. Thank you.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

Other comments:

The current routes being considered unnecessarily displaces a church that has stood in the community for over 100 years and other buildings. It is fiscally irresponsible to run the rail in

through the Alderwood mall area. The route up to that point has largely run along the I5 corridor. We should be responsible enough to know that we have to go to the train station to get on board. The train shouldn't have to come to our doorstep. Please reconsider a previous route that allowed the tracks and station to parallel Interstate 5. There is currently a vacant building and land between Alderwood Mall Parkway and Beech Road. Please consider the taxpayer and their hard work to get this funding. Please provide a reasonably priced efficient rail system for our community.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Me and my family are members at Alderwood Community Church (ACC). The suggested path above would include the complete acquisition of the ACC campus, as well as the Compassion Center. Since our family moved to Washington in 2016, ACC has been our home, not just our church. ACC has changed our lives, and it has a great impact on the community. Please reconsider these routes.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these options work

~

Other comments:

Alderwood Community Church has been where it is for over 100 years. This church serves our community in so many ways. I've witnessed the way they serve and the community and Alderwood Community Church would be too valuable for our community to lose. I've been with Alderwood Community Church for over 20 years now. In that amount of time I've watched it grow, the community grow and the lives they've changed by being where they are. Alderwood Community Church IS THE HEART OF LYNNWOOD! From the Compassion Center to the Sanctuary to the Youth Groups to the childcare and Sunday School classes - this church has it all and for anyone in need they're there. The neighbors on my street encouraged us to join Alderwood Community Church all those years ago. To this day, those neighbors are all still part of this church and part of the life force that keeps the church and humanity alive and thriving in Lynnwood. My family has gone to church at Alderwood Community and found peace. We've brought many friends to Alderwood Community, who needed to feel the love of our church, who needed to engage with the church family, and grow. I've spent time helping at Alderwood Community and their programs, and watched as children learned the bible and values of church, family and the community in which they live. One of the greatest gifts is watching children grow in the church at Alderwood. Over the years, I've seen baptisms, mission trips, speakers, and funerals there at our church. Alderwood Community Church is a tremendous value to our community and must stay where it is, for the next many generations to come. How many churches can you say that have stood the test of time and are still standing over 100 years later? Lynnwood and the community NEEDS Alderwood Community Church to be there ... right there where they are now, serving our community and those in need, for the people in need, hurting, heartbroken, and those suffering. To keep love and caring in our community. Simply

put, the choices proposed for the lightrail for West Alderwood, would do so much more damage to the community than good. This church is my home, the home of my family, my neighbors, and so many others, with more that we keep making room for at our church. Please find other options. Thank you.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

Purpose and Need:

None of the proposed options work. Certainly the talented and creative people drafting these proposals can come up with alternative routes for the LightRail, including, but not limited to, having the rail cross over the freeway.

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

Alderwood Community Church has been part of the community for 100 years. What began as a church for farmers, has grown to a thriving congregation of 1,200 attendees. My family has benefitted from the youth and adult programs offered by the church, as well as being part of a close-knit community group where members have become friends. We have participated in multiple Bible studies, retreats, and community events during the past 10 years that have taken place at the church. Recently, Alderwood Community Church has purchased an adjacent building on the property that houses the Alderwood Compassion Center. This building serves the working poor in our area providing groceries, conversation, connection, prayer support, homework help, household supplies and meals to those in need in our community.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these work. Thank you for giving us the opportunity to comment on Sound Transit expansion. It is our hope that you will consider a different route. Alderwood Church and compassion center are much more than just buildings. They are part of the community. Many people are reached by the church and Compassion Center this is all part of a large community. How do you move a community? Please reconsider a different route. Respectfully, Robert and Judy Collins. [Redacted]

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood-Why?

none of these options work

~

West Alderwood-Benefits and Burdens:

none of these options work as it would take over Alderwood Community Church building. This church has been a blessing for me and my family we have been looking for a home church and finally found it. Please do not take away this church building. It is doing a lot for the community through Compassion Center, Halloween event for the community etc.

---



**Date Received:** March 9, 2023

**Source:** Online Survey

**Purpose and Need:**

Thank you for allowing feed back. I very much want to express my thoughts concerning the route that takes away Alderwood Community Church and the Compassion Center. For 100 years the Church has been a vital pillar in the Lynnwood/Alderwood community. Most recently the compassion Center has reached out and helped 100's of surrounding very needy residents in the area. I beg of you to NOT consider the proposed route that takes out this VITAL ""Lighthouse"" !!

~

**Topics or Challenges:**

The needs of hundreds of families that Alderwood Community Church is currently ministering and has ministered to for over 100 years.

~

**Other comments:**

PLEASE SAVE ALDERWOOD COMMUNITY CHURCH FROM DESTRUCTION.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

**Ash Way Favorite(s):**

ASH-D

~

**Ash Way Second Favorite(s):**

ASH-A

~

**Ash Way-Why?**

Because it's the best option for the future, ties in with planning, and ties in with other ways to get around. I used to use the Tukwila Intl Blvd station daily to ride light rail to work when I lived down there. Loved the actual commute. Hated the station—so boxed in, so cramped, nothing to do at all around it unless you wanted to loiter at McDonald's. Building a station in an area where development is possible, and near the Interurban Trail and Martha Lake and up the hill from Mill Creek Town Center if you bring a bike—the Ash D option would be not just a station but an opportunity. Not just used by commuters but by people who want to spend time in the community. It's a fantastic opportunity to take advantage of the space and site and encourage growth and activities for all types of people.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

**Purpose and Need:**

There is effective bus service from Everett to Lynnwood with no need for a Light Rail Link from Lynnwood. The light rail system will be the same as the Alaska viaduct, making it an eyesore and polluting the visual environment of Lynnwood.

~

**Topics or Challenges:**

The high rise light rail system will be the same as was the Alaska viaduct, making it an eyesore and polluting the visual environment of Lynnwood.

~

**West Alderwood-Why?**

None of the above. If using Alderwood Mall Blvd, The route should go north at 36th Ave by the Event Center and east on 184th. The current proposed route impacts or forces closure of the Community Church at 33rd which does a great outreach in the community. The Link will not have such a positive legacy.

~

**West Alderwood-Benefits and Burdens:**

The light rail system will be the same as the Alaska viaduct, making it an eyesore and polluting the visual environment of Lynnwood. Alderwood Mall seems like a likely stopping place for planners, but it will make that area too congested and detract shoppers.

~

**Other comments:**

There is effective bus service from Everett to Lynnwood with no need for a Light Rail Link from Lynnwood. The better alternative is to run the Light Rail from the Lynnwood Transit Center back to the east side of I-5 at 44th Ave, then cross over at Alderwood Mall Blvd further north.

**Date Received:** March 9, 2023

**Source:** Online Survey

**Purpose and Need:**

I have concerns over the cost and scope of this project. ST is looking to spend a significant portion of its budget on purchasing very expensive properties so a line can go to the Alderwood Mall. I find this option to be a waste of federal dollars. I've read about the three different options for running a line to the Mall and all three have flaws. The first is believing that anyone is going to walk or bike to a bus stop or train station. Let's be realistic. 8 months out of the year the weather is unpleasant for any kind of outdoor activity. Very few people are going to walk or bike to a bus station or train station in order to access public transportation. It isn't happening now and it won't happen in the future. Next is the cost of acquiring the properties to make this expansion possible. I haven't found any logical explanation for why you would want to spend money on buying up properties to send a train to the mall when you can run a train down the interurban trail for next to nothing. Doesn't the government own the easement on that property anyway? Furthermore, the sheer amount of waste in demolishing existing buildings for the sake of a train that will not be used is appalling. Your best option is to skip the Alderwood Mall and continue the line from the Lynnwood Park & Ride, along the interurban trail, to the Ash Way Park & Ride., following I-5 the whole way. If you truly believe that the Alderwood Mall and the businesses surrounding it are a ""destination"", then run rapid transit busses from stops around the mall to the Lynnwood Park & Ride. If you believe that people will walk and bike to a train station, then you must believe that people will walk and bike to a bus stop as well. I would also like to point out that there is empty property on the East side of the Alderwood Mall next to Ashley furniture. This land has been sitting vacant for years. Perhaps, if you are set in your thinking of building a train to service the mall, that would be a better place to set up a station. Since it appears that you have ample money to spend on buying up properties in the area, why not purchase property that does not currently disrupt other businesses and organizations in the area. Demolishing the empty bank building on the East side of the mall next to the empty lot South of Ashley furniture is certainly cheaper than taking down a church and community center and affordable housing for the disadvantaged and low income demographic.

~

**Topics or Challenges:**

I am not familiar enough with the Environmental Impact Study to comment at this time.

~

West Alderwood-Why?

I chose none of the options above because these options appear to be the most costly and inefficient use of tax pay dollars.

~

West Alderwood-Benefits and Burdens:

There is no benefit to running a train to the Alderwood Mall. Your best bet is to improve bus service to and from the mall via the Lynnwood Park & Ride.

~

Other comments:

Please stop tearing down existing buildings in our communities and start using the land that is empty and available. The interurban train is a great option for you to build the train over. Down the center of the freeway is a logical choice as well.

---

**Date Received:** March 9, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

I suggest a route that doesn't interfere with Alderwood Church premises.

~

West Alderwood-Benefits and Burdens:

The don't violate the community service provided at Alderwood Community Church.

~

Other comments:

The route should avoid interfering with Alderwood Church premises because the church has assisted me to transition in USA by helping provide food, shelter and transportation. The church has helped many other families from across the world , including Afghanistan, Ukraine, Africa and elsewhere.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

I think wherever the light rail ends up being that it will serve good purposes in our community. I do think Sound transit should work to preserve the communities that will be effected, especially the established businesses, churches, and community groups that serve to better the community.

~

Topics or Challenges:

I have lived in or near the Lynnwood/Seattle cities since I was in fourth grade. I love this area and feel like it is a beautiful place to live. I think it would be wise for Sound transit to look at the environmental impact and well as the societal impact. I'm sure you will consider many factors moving forward and will thoughtfully make decisions that better our community as well as provide more equitable transportation for all.

~

### West Alderwood-Why?

I choose this because I live in the city of Lynnwood and attend Alderwood Community church every Sunday. I met my spouse at Alderwood Community church in the late 1980's and was married in early 90's at Alderwood community church. My husband has been attending Alderwood with his family since he was 12 years old. As a child I regularly traveled to the mall from Everett and went to many stores on 196th street. I currently support the Alderwood Community Church food distribution and community support Compassion program and have volunteered to serve many families there. Many families from Cedar Way and Lynndale elementary benefit from the Compassion center's services. I live near the Lynnwood fire station and my mother in law lives just outside the city limits near Whole Foods. All my children currently call Lynnwood their home. They attended the Edmonds School District and are proud graduates of Meadowdale High School. We hope to continue living in this area for many years to come. I am a teacher as well. Therefore the addition of the light rail has a personal significant impact to my family, my career, and my friends.

~

### West Alderwood-Benefits and Burdens:

Potential benefits: quality fast transportation for all. Perhaps helping the environment in the future because it will limit the need for vehicles. This is only if it provides a safe, speedy, and reliable transportation into the city and around our community. It should work to reduce traffic if people actually use it. It may increase sales at businesses in the area. It may help people with their daily commutes. Burden: It will have a negative impact on the environment, businesses, schools, churches and communities it travels through in various ways. If the plan is to travel through two or more established businesses/churches and to overtake or acquire their property without providing a place for them to go, or proper compensation, that could have a huge negative impact on our community. A business, such as a bike shop, that needs to relocate might suffer potential huge losses. Any businesses that are overtaken must be reestablished to different locations which might not be great locations. Having a church or business in the center of the town and moving that church or business elsewhere could be devastating. The sound the Light Rail will produce and the noise that it will make to nearby communities will be potentially destructive and challenging to the community as well. Does Sound transit have plans to deal with the noise issues? If a church or business has a positive effect on the community, removing that church or business to a different location may lessen its effectiveness on the community. Animals and wildlife will be negatively impacted as well. The bike path and parks that are near this plan are sources of joy for many individuals. What plans does Sound Transit have to replace the bike path? What plans does sound transit have to relocate or replace the businesses and churches that it plans to go through? If sound transit goes through a portion of the church's property and doesn't actually acquire all of the property, what plans does sound Transit have to figure out parking and building replacements for the church?

~

### Other comments:

Alderwood Community church is an established 100 year old church that has and is currently serving the community in significantly profound ways. They provide a Trunk n Treat in October that services over 1,000-1,500 children and families by providing a safe place for kids to trick or treat. They provide food and resources to over 200 needy families throughout the week/year by giving much needed groceries, dental, clothing, household supplies, and medical resources. They service and partner with Cedar Valley and Lynndale schools and provide reading support, clothing, back packs, and other resources. They have hosted the school districts summer programs. They host kids orchestra camps during the summer months. They provide support groups for single moms to meet and grow and get the resources and strategies they need. They give a place for families to get counseling and mentorship. They do service projects and help

support a village in Africa by providing them with resources, medical supplies, food, and education. They send dental and medical teams into areas that are in need. Alderwood founded, works with, and supports ""Support 7"" ministries which help families that are experiencing traumatic events in our community and worldwide. The church provides marriage seminars for families to strengthen the families in our community. The children's programming has been strong and growing and helps kids feel a sense of belonging. They offer Wednesday evening programming and also a weeklong camp in the summer. Overall the hope and spiritual guidance that a church of over 1,000 members can provide to and throughout the community penetrated deeper than meets the eye. If Alderwood left this community and had to relocate, the loss would be felt on many levels and the fractures that would be created in our community would not easily be repaired. Personally, Alderwood has been such a blessing to me and my family. My daughter currently leads a young adult group which has 50 members and meets once or twice a week. She also leads a small high school group and mentors the girls in the group. My kids have been involved in short term trips to Mexico to build houses there and to Albania to teach High School students English. In 2020, I lost my father in law suddenly and the pastor of Alderwood came to my house to comfort me and my family. The ""Support 7"" chaplain came as well to provide hope to my kids and to help us during this most difficult time. It was as if the voice of God was speaking through him to us when it was most needed. I personally have served the church and brought countless meals and provided financial help to families in crisis and need. In particular there have been numerous visits to hospitals, meals brought to sick families, and gift cards given to needy families. Hope for teens in distress and counsel for families going through rough times have been provided. There have been visits to women's shelters to paint and construct the needed buildings. We have partnered with homeless shelters and provided much needed resources. It has been delightful to sing to and serve in the nursing homes in the areas. We have done yard work at middle schools and elementary schools in the area. We have partnered to provide books for elementary schools in the areas. Our church also has a Spanish speaking and Vietnamese church within it. Our church has worked hard to help acclimate refugee and immigrant families into the community. I have personally been involved on teams that helped families acclimate into our community and schools after fleeing a dangerous country. It helped me gain compassion for those who speak a different language and understand just how difficult it is to learn another culture. Our church is filled with diversity and amazing individuals. We have worked tirelessly to provide for widows, orphans, and those in poverty to bring justice and lift them up. This is only a fraction of what our church has accomplished. It is our hope to continue serving and loving the community of Lynnwood and we are excited to have the light rail come near our building. We think this will give us more opportunities to love, help, and give to those in need. Not many churches are thriving after 100 years. It is only because the people who are faithful supporters of Alderwood Community church love God and love the people in this community. We are hoping to be able to serve and help the community for another 100 or more years. Please allow us to stay in the heart of Lynnwood. A church is not just a building, it is a group of people who have a common purpose to love others while serving God, but the building provides the hub for all of this to happen. Please revise your plan to go near our property but not through our buildings as was originally proposed to our church. We hope to be able to work with you to find a solution that meets both our needs.

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

The route through Alderwood community Church would hurt Lynnwood . This place helped me 44 years ago it gave me direction and support when I needed it most. And has been continuing

to do that ever sense

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

We need Alderwood Community Church to continue to exist in the same location.

~

Topics or Challenges:

I had been attending Alderwood community church for over 9 years now. My first few years that I lived in Lynnwood, I was robbed twice where I lost everything. I locked the house and went out, by the time I got back, there was nothing at home. I raised a complaint with the police department too. By God grace I had my wallet in my pocket and the money in my accounts supported me to get back and start from square one. However, I will never forget those sleepless nights where I was bursting with outrageous anger on the systems, and walked into this church the following Sunday. Alderwood church helped me to focus on God and helped me to choose the fruits of the Spirit instead of outrageous anger on systems. I keep hearing the stories of the precious people on streets requesting help. Few of their stories are similar to mine, I wish there was a church in their life too to help them choose life in their toughest days. If not for Alderwood church, I would have ended up on the streets and been a burden to the society. Sound Transit - Please don't create the problems you can't solve. Thank you for your time in reading my comments ?????????????? ""But the fruit of the Spirit is love, joy, peace, patience, kindness, goodness, faithfulness, gentleness, and self-control. The law is not against such things."" ??Galatians? ?5?:?22?-?23? ?CSB?? <https://bible.com/bible/1713/gal.5.22-23.CSB>

~

West Alderwood-Why?

None of these options work.

~

West Alderwood-Benefits and Burdens:

No issues as long as the new project doesn't affect the existing Alderwood Community Church location. Please re route.

~

Other comments:

I had been attending Alderwood community church for over 9 years now. My first few years that I lived in Lynnwood, I was robbed twice where I lost everything. I locked the house and went out, by the time I got back, there was nothing at home. I raised a complaint with the police department too. By God grace I had my wallet in my pocket and the money in my accounts supported me to get back and start from square one. However, I will never forget those sleepless nights where I was bursting with outrageous anger on the systems, and walked into this church the following Sunday. Alderwood church helped me to focus on God and helped me to choose the fruits of the Spirit instead of outrageous anger on systems. I keep hearing the stories of the precious people on streets requesting help. Few of their stories are similar to mine, I wish there was a church in their life too to help them choose life in their toughest days. If not for Alderwood church, I would have ended up on the streets and been a burden to the society. Sound Transit - Please don't create the problems you can't solve. Thank you for your time in reading my comments ?????????????? ""But the fruit of the Spirit is love, joy, peace, patience, kindness, goodness, faithfulness, gentleness, and self-control. The law is not against such things."" ??Galatians? ?5?:?22?-?23? ?CSB?? <https://bible.com/bible/1713/gal.5.22-23.CSB>

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**Date Received:** March 10, 2023

**Source:** Online Survey

**Purpose and Need:**

Still would like to see the light rail be routed via SR525 into North Lynnwood and Mukilteo before routing over 526. The 128th/airport road route doesn't seem to make any sense when there is a swift line already on it... Also would like to see ""long term-airport commuter"" parking permits available in places like Lynnwood.

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**Date Received:** March 10, 2023

**Source:** Online Survey

**Purpose and Need:**

Hopefully the statement will reflect the benefits of and to the community at large. That it will recognize that there is so much more than simply transportation in affecting the lives of citizens in the area.

~

**Topics or Challenges:**

In consideration of the needs in the area, apart from light rail, the EIS should reflect that those essentials are recognized, appreciated and highly valued.

~

**West Alderwood-Why?**

None of these options work

~

**West Alderwood-Benefits and Burdens:**

The burdens of these alternatives would out way the benefits. As an already highly populated area the needs of many people go beyond transportation. The current options have the potential to negatively impact persons in crisis with a high degree of needs ranging from food to community. The alternatives as presented would remove a long standing and present solution for scores of people.

~

**Other comments:**

Yes. As a member of Alderwood Community Church my heart is broken at the mere thought of a beautiful, resplendent and significant building being torn down and replaced by light rail. The building itself stands as a beacon that can be seen from I-5. That is how I came to find it when in the darkest shadow days of my life. So for me it is a symbol of refuge and rescue. Now that I attend there and volunteer I am keenly aware of just how deep that rescue goes for others. The ACC Compassion Center fills a multidimensional and desperate gap in services for many that call Lynnwood home. For myself I can't and don't want to imagine what would have become of me if ACC had not been there, visible from the freeway, to catch me when I was falling into despair. They caught my family, help save my marriage and today provides so much meaning and hope for me. I am part of the quilting group that meets in the ACC building to make quilts for Support 7, Snohomish County Domestic Violence Shelter, Camp Phoenix, and our own Compassion Center. I shutter at the thought of all that will be lost if another alternative won't be found that enables ACC to continue in its current location. It's like Lynnwood's own little statue of liberty; calling to the ""huddled masses yearning to breathe free"". To some it's just a church; just a building. To me (and many more) it is home, a haven and safe harbor. All of those are precious commodities in our current age and no doubt far more valuable in the future. I dearly hope that Alderwood Community Church will continue to be that beacon; like a lighthouse in the storms.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

Ash D is the better choice. Allows for better development and less residential displacement. Better bike access too.

~

Ash Way-Benefits and Burdens:

Not displacing as many residents is a huge benefit. Build a pedestrian bridge to the park and ride and it will be a great location at ash D

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**Date Received:** March 10, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

It makes sense to to deliver the light rail directly to the business that riders want to enjoy.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

The draft purpose statement contains needs that may be in conflict. Sound Transit must prioritize the provision of high quality, rapid, reliable, accessible, and efficient light rail transit service above all others. That must include convenient links with existing multi-modal transit that makes it easy and effective for riders to use. Otherwise, what's the point in building out such an expensive investment? Addressing the project's needs cannot be permitted to compromise the transit function of the new infrastructure. Everett needs the site of the new station at SR-526/Evergreen to be a better transit option than driving. Please don't forget that as you make your decision.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-D

~

Evergreen-Why?

I think ST should dedicate the time and expense of studying options, B, D, or E for the SR



526/Evergreen station, in that order of preference. If Everett can get service faster or avoid future delays by only picking one or two of those options to study, then ST should do that. The fewer the better, the faster the better. Option A should be discarded and not further studied for the simple reason that it fails to be an effective transit station. Most transit ridership and infrastructure in this area is south of SR 526. Multi-modal design means the station should be placed as close as possible to the existing infrastructure and ridership. Option A is unfixably flawed because it is really difficult for riders to get it, and it is disconnected from infrastructure and services that this stop is intended to serve. It would be sited on a dead end residential street in an area that is not planned, designed, or developed to address the needs of the thousands of people a day who the station is intended for. As ST notes, there are limited redevelopment options for the land use and existing infrastructure, which would forever be a problem with this site. In particular, Option A would be disconnected from current transit infrastructure. It would force riders to be exposed to the elements for no good reason, which will incentivize many people to just take cars. It's rainy in Everett and riders expect transit to shelter them from the elements. Who will want to wander around to or from a distant light rail station to make the bus-train connections that will be necessary for the light rail to make sense for a rider? People will just drive instead. There may be congestion by taking the car, but at least they'll be dry. Option A will never have the transit-oriented development that must occur for the project to make sense. It will never work in the way it must, so continuing to study option A is not a good use of time and money and will risk harming the overall project. Option A seems to still be under discussion because it is perceived to address displacement concerns with the other sites. ST correctly points out that that isn't true. Furthermore, saddling the community with an obviously terrible location for expensive high-capacity infrastructure will waste the investment, and means the community will never get the core promise of the project: a high-capacity multi-modal transit system. ST must address those displacement concerns, but not by putting the station in such a bad location. Option A is an unsalvageable design and siting failure from the start. There is no point in diverting limited time and money to further study it. Option A should be removed from the scope of further work and ST should instead have the Environmental Impact Statement address sites B, D, or E, in that order.

**Date Received:** March 10, 2023

**Source:** Online Survey

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

Evergreen-Why?

I-5

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

OMF Favorite(s):

Site SR 99 & Gibson Rd

~

OMF Second Favorite(s):  
Site Airport Rd & 100th St SW

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**Date Received:** March 10, 2023

**Source:** Online Survey

Ash Way Favorite(s):  
ASH-A

~

Ash Way-Why?

Thank you for considering my view point! Option ASH-A does not require additional I-5 crossings, thereby decreasing daily risk for riders and drivers from having trains running across the freeway. Crossings require substantial maintenance, and limit the possibilities for future modification to I-5. With Option ASH-D, I believe the substantial distance between bus and light rail stations will discourage many from using public transportation, either due to the added time for transfers, or due to personal mobility limitations preventing some from walking between stations. Option ASH-D will also interfere with, interrupt, and possibly remove Mill Creek Foursquare Church, which is providing support and services not only to the immediate community, but to the area at large. Thank you again for your consideration! Sincerely, Jeff Birney

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Everett Favorite(s):  
EVT-A

~

Everett Second Favorite(s):  
EVT-D

~

Everett-Why?

Locating at current Everett Station allows lots of parking and connections to other destinations by bus.

~

Everett-Benefits and Burdens:

It's easy to catch a City bus and get to Everett Station. I'm a senior citizen and I easily maneuver the greater transportation system (city busses, Community Transit, Swift Blue, Link light rail).

~

Other comments:

I'm excited for the Link to come to Everett, but I'll be 80+ years old by the time it comes! God willing, I'll be able to use it...

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

Please reconsider the 36th Ave West Alternative. Reasons are stated in below comments. In researching this project I found that there was a PREVIOUS route considered, running north of

Alderwood Mall Boulevard (AMB) along 36th Ave West to Station Alternatives "B", "D" & "F". [Exhibit #1] I would like to propose that that route be reconsidered, for the following reasons: 1. The route segment from the present ST termination unto and including the crossing of 36th (I5 on ramp) is an identical path. 2. There are considerable RoW constraints at 3801 AMB (the West corner of the Hilton Garden Inn). [Exhibit #2] 3. I understand the need to stay away from the SnoPUD T/L running along the South and East side of AMB. 4. The crossing of 196th at 36th is almost perpendicular vs the crossing of 196 adjacent to AMB where it would be longer and more diagonal. [Exhibit #3] 5. The potential RoW along the East side of 36th from AMB to the Countryside Apartment is much wider than the potential RoW along AMB to the intersection of 33rd and along 33rd. 6. The path along 36th Ave West appears to have far less impact along the RoW. 7. The required relocation of SnoPud Distribution lines along 36th is essentially the same as 33rd. 8. There appears to be only a part of one apartment building (Countryside Apartment opposite from the Best Western Hotel) that might crowd the needed ST RoW. 9. Most of the rest of 36th is limited to parking without the need to remove any structures, with an elevated ST, significant parking could be replaced.

~

West Alderwood-Why?

Primary zone of impact

~

Other comments:

From the Desk of John and Mary Barnett [Redacted] To Whom it may concern. My thoughts and comments are confined to the "West Alderwood" Segment of the Everett Link Extension.

Specifically the impact to the Alderwood Community Church (ACC) and Compassion Center Campus (including, the required RoW East of 36th Ave West). In researching this project I found that there was a PREVIOUS route considered, running north of Alderwood Mall Boulevard (AMB) along 36th Ave West to Station Alternatives "B", "D" & "F". [Exhibit #1] I would like to propose that that route be reconsidered, for the following reasons: 1. The route segment from the present ST termination unto and including the crossing of 36th (I5 on ramp) is an identical path. 2. There are considerable RoW constraints at 3801 AMB (the West corner of the Hilton Garden Inn). [Exhibit #2] 3. I understand the need to stay away from the SnoPUD T/L running along the South and East side of AMB. 4. The crossing of 196th at 36th is almost perpendicular vs the crossing of 196 adjacent to AMB where it would be longer and more diagonal. [Exhibit #3] 5. The potential RoW along the East side of 36th from AMB to the Countryside Apartment is much wider than the potential RoW along AMB to the intersection of 33rd and along 33rd. 6. The path along 36th Ave West appears to have far less impact along the RoW. 7. The required relocation of SnoPud Distribution lines along 36th is essentially the same as 33rd. 8. There appears to be only a part of one apartment building (Countryside Apartment opposite from the Best Western Hotel) that might crowd the needed ST RoW. 9. Most of the rest of 36th is limited to parking without the need to remove any structures, with an elevated ST, significant parking could be replaced. Your present proposed route includes a corner at AMB & 33rd Ave West that SIGNIFICANTLY impacts Alderwood Community Church and its Compassion Center for the following reasons. [Exhibit #4] 1. Once the Poplar Bridge extension is completed (prior to the ST project at this location) the traffic on 33rd AND the addition of the Orange Line will increase it tremendously. 2. The CONSTRUCTION of that section of the ST Rail will significantly impact one of the busiest roads in Lynnwood. 3. To force the Alderwood Community Church and its Compassion Center to be moved or constrained in its access for/by the Lynnwood community would be a travesty 4. On this campus, the Church has provided Christian Worship Services and Community Support Services to the Lynnwood Community for over 100 Years. 5. We are one of the most dynamic Churches in all of Lynnwood, our Compassion Center presently serve well over a 100 families weekly with food, counseling and health services. This one ministry is

supported by approximately 200 volunteers. 6. We have multiple opportunities (and services) for Men, Women, children of all ages to help make Lynnwood a better place to live. 7. While the church is obviously quite busy on Sundays, there are multiple services and gatherings of all ages on almost every day of the week. Both my wife and I are personally there 3 - 4 days or evenings every week. 8. We are diligently working to find more effective ways to serve both our successful members and our under privileged neighbors/members of our community. 9. We continue to grow as a congregation, through extensive outreach to our community, our membership is getting younger every year. 10. ACC actively serves all people in our community from infant to seniors, meeting the needs of the underprivileged and homeless in our community. If this route must remain the preferred route: 1. Please design the route adjacent to the Alderwood Church Campus to minimize the RoW width, from Google earth photography the ST track and supporting structure is walls is less than 30' Wide along most of its present route. 2. In many areas the Elevated Rail is built adjacent to the roadway, even above the sidewalk. [Exhibit #X] 3. The Radius of the elevated rail at I5 and 518 approaching SeaTac is approximately 650'. [Exhibit #B] 4. Assuming that these design constraints are still viable, the impact to Our campus could be minimized significantly and that much of the parking with consideration to ST structures could be restored after construction. [Exhibit #7] Note: All of the exhibits are based upon publicly available documents, drawings and maps. Dimensions were measured in Google Earth Pro using the best vertical image available. Overlaid images of the ST track were existing structured (cropped) at exactly the same scale. From Your Requesting Document: • All routes and stations would be elevated. • Station alternatives are located in or around Alderwood Mall. • Community Transit serves this area with local buses and future Swift Orange Line service is planned. • No new parking is planned here as part of this project.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett-Why?

It is very important to create a convenient connection to Amtrak and Sounder at the northern end of the line.

~

Everett-Benefits and Burdens:

Alternative A is the ONLY alternative that creates connectivity with other rail modes. All other alternatives should be discarded.

~

Other comments:

I support the project.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

Noise! My main concern is NOISE! We live in Lowell between I5 and the railroad tracks. It's already very noisy. The trains even wake us up at night. I'm worried this will make the noise level unbearable.

~

Topics or Challenges:

Noise level in the area. With I5, the railroad tracks, and now the light rail, what will the noise level be?

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

None of the 3 alternatives for West Alderwood are good choices in my opinion because it would completely remove Alderwood Community Church and the Compassion Center. It would dramatically change the lives of at least 1500 families

~

Topics or Challenges:

Please find a way around the Alderwood Community Church and Compassion Center properties.

~

West Alderwood-Why?

I did not select any of the alternatives for West Alderwood because it will take away my home Church, Alderwood Community and the Compassion Center. This church is a ROCK for our community. We provide resources for the people in the Lynnwood area that are so vital for low income people to survive. The church has provided spiritual support and guidance for all ages and it is a place of rest and hope for all people who attend. We receive spiritual nourishment for growth to become better people following Christ's example of love. This is a strategic location for low income individuals and families to receive food, learn English, receive help to find jobs and for immigrants to get resources and learn how to manage in a culture foreign to them and survive.

~

West Alderwood-Benefits and Burdens:

It would be a huge loss to lose our church buildings. It would take so long to rebuild and we might not find property in the core of Lynnwood where we serve the community. The community of Lynnwood, police department, social services and our church body would lose so much. Please reconsider the route and find a way around the property of Alderwood Community Church.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these alternatives are preferable

~

West Alderwood-Benefits and Burdens:

Disruption to established businesses and organizations. Please keep the light rail along the freeway where there is less business disruption. No need to run it into the mall/shopping district.

~

Other comments:

As an attendee of Alderwood Community Church I am saddened at the prospect of the church's physical location having to relocate due to the light rail. First, the church has ties to historical Lynnwood and in an area that has so much new growth and development, it saddens me to think of even more history being removed from the area. Second (though related), the church is committed to Lynnwood, its growth, and serving the community. The leadership and congregation were ecstatic to learn about light rail coming so closely to our area and have

poised ourselves to serve the needs of the physical community. This has come at great financial investment in infrastructure such as the Compassion Center, and intentional relational investment with local schools to meet the physical needs of students. We would love to see the church building remain to continue the work we're committed to and have already made substantial investments in. I know that no plan will be perfect and whatever choice is made will have opponents. Your job is impossible but thank you for listening, taking everything into consideration, and making the best decision for our community. Personally I love light rail, use it regularly to go downtown or to the airport, and cannot WAIT for it to come further north. However, I do think running it into the mall/shopping district is unnecessary and just running parallel to the freeway is sufficient for the vast majority of riders. Thank you for your consideration!

---

**Date Received:** March 10, 2023

**Source:** Online Survey

**Purpose and Need:**

I am concerned by the impact of the West Alderwood alternative because it will affect 1500 families that attend Alderwood Community Church.

~

**Topics or Challenges:**

The west Alderwood alternative would completely remove the Alderwood Community Church and the Compassion Center.

~

**West Alderwood-Why?**

I did not choose any of the three alternatives for West Alderwood because it includes destroying my home church, Alderwood Community Church.

~

**West Alderwood-Benefits and Burdens:**

Alderwood Community Church and the Compassion Center serves over 1500 families and the neighborhood community. This would be a huge loss. It would take away the resources for low income people needing food, shelter and resources for jobs, and learning English. This church is a foundation for my life and my wife. It is a place of security and a well of hope. Taking away the property would alleviate this positive impact in our lives and the other attendees for the same purpose.

~

**Other comments:**

Please consider a route around Alderwood Community Church and the Compassion Center that does not remove our property.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

**Purpose and Need:**

Please make it not go through the church.

~

**Topics or Challenges:**

Maybe go in the center of the 5?

~

**West Alderwood Favorite(s):**

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

I think those won't remove the church/compassion center

~

West Alderwood-Benefits and Burdens:

I think they shouldn't remove the church/compassion center

~

Other comments:

Please don't remove the church

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

I would like it if you could keep Alderwood Community Church. It is an important place for our family and community.

~

Topics or Challenges:

The church is doing good work to help the people of Lynnwood, especially through the Compassion Center.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

Automobile traffic is unsafe for drivers and for pedestrians, causing many injuries and deaths each year. Providing safer alternatives to driving serves a public safety need.

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

The improved connection with Swift Orange and other busses is very compelling for ALD-D, in a way that is difficult for ALD-F to match.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

The improved connection with Swift Orange and other busses is very compelling for ASH-A, in a way that is difficult for ASH-D to match. Much of the Transit Oriented Development around the

station is already in place with lots of multifamily housing in close proximity.

~

Mariner Favorite(s):

MAR-B

~

Mariner-Why?

Stations are very comparable but this MAR-B appears to have the fewest residential displacements compared with the other so go with that. Distance from Park and Ride is acceptable. This station can anchor a neighborhood and become a destination over time, doesn't need to sell out completely to the Park and Ride, and busses going to the P&R - if the county wants to keep it - can always swing past the Link station to serve as a connection.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

Greater potential to develop around the station AIR-B is more important than a better connection to Swift Green on AIR-A, whose nearby Swift stop could always be moved across the road to better serve Link if needed.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-C

~

SW Industrial-Why?

At least some people live kind of near SWI-A, so let's go with that. Maybe with some zippy e-bike/scooter type sharing, coupled with zippy e-bike/scooter lanes through the Boeing Campus, the significant last mile issues can be addressed for this alternative. Airport is going to need shuttle service anyway, and the extra distance isn't as big a deal for air travellers as it would be for regular commuters to Boeing and residences.

~

SW Industrial-Benefits and Burdens:

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-E

~

Evergreen-Why?

With the elimination of the Airport Road/99 stop, SR 525/Evergreen is the Link extension's one shot at serving a broad section of the Highway 99/Evergreen population corridor. EGN-D and EGN-E best integrate for transfers with with the excellent Swift Blue Line BRT serving that corridor. These alternatives also have useful buildings on all sides, improving walk shed compared to the the alternatives crammed up against SR 526. If the jog onto and off of Casino



Road improves the immediate walk shed of the stations, is worth it.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

Fewer residential displacements.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

#1 option EVT-D: Downtown Everett would be a fantastic light rail destination and is primed for multifamily residential growth as well. The other two alternatives do not serve downtown Everett particularly well, requiring riders to travel the greatest distance and cross two arterials on foot. Best serving a turn-key walkable downtown should be a priority for Link. Especially important is best serving the County Campus. Many are unable to drive but are compelled to go there for various reasons. The campus is also a major commuter destination for its many employees. Buses can stop at the Link station before using the existing Everett Station transfer areas. #2 option EVT-C: Next closest to downtown, but doesn't really serve Downtown well as it requires crossing two arterials on foot. The superior transit connections are noted, as is the residential access and potential for redevelopment, but ideally Everett should be building up and densifying its existing downtown, not further sprawling it out.

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

To be honest, as an engineering student, the needs and purpose statement seems too long. Those seem to be all specifications, CTC (critical to customer), and QTQs (critical to quality). I'm surprised that ST hasn't used a QFD or other decision matrix. The EIS seems to be doing a proper stakeholder analysis, but I think for this Online Survey and other presentations all should include an effect/benefits table to the following stakeholders: - Passengers - Residential Community - Commercial Community - Local/Regional Transit and Governments - Voters and Elected Leaders - Sound Transit I think there should be more emphasis on TODs rather than parking garages or preserving existing transit center bus bays. I'd rather buses run parallel to the street and closer to the entrance of a station and using that land for TOD. I also think the region needed this rail extension yesterday, so although "building a quality system takes time," I would implore ST to find ways to cut down time to construction and not let the opening date be 14 years from now. I would like a goal of the opening date to be within 6 years from today. If that takes lobbying both federal and state governments to relax certain EIS or permitting rules, do it. I'm beyond frustrated that this voter approved system is taking so long to build when I see skyscrapers and Chick Fil As built at record speed; not to mention other governments are able to build nationwide high speed rail within ten years. I also don't see why it takes so long for ST

to acquire land. In my eyes, I think ST should acquire land as soon as possible, and if that land doesn't end up being used for a project, use it for TOD or resell it (I can't imagine it losing value in the current real estate market).

~

Topics or Challenges:

I severely suggest that any extension to the light rail have right-of-way and ideally be grade-separated. We've learned from how the Link operates on MLK way in Seattle that the Link system is vulnerable to service disruptions and a safety hazard to the area. Especially when building in underserved communities, we need to ensure that they still get the same high quality experience someone would get from, for example, U District station. I also would like the entire system, including this extension, to have a wayside communication network to enable trains to run completely autonomously. Doing so would add to the reliability to the system and not be as human dependent (which we've also seen as a challenge with operator shortages since at least 2022). All stations should be required to have three escalators for vertical conveyance. We've seen how having only two at an entrances is not reliable enough to serve the station. With having three, one escalator can be directional depending on the time of day when operating normally, but when an escalator fails, be the redundancy needed. The same ideally goes for elevators. This redundancy as proven to be critical as we've seen brand new escalators fail within the system. Any and all alternatives work towards reduce the largest statewide contributor to climate change: transportation. I think the net positive of reduce climate change impact, albeit at the cost of trees or wetlands, is more important. Ideally we build a system that has a minimal impact on the natural environment, but keeping a few trees vs offsetting how many cars pollution, I'd take out the trees. That being said, I would replace or plant new trees where possible to ensure we prevent creating heat islands. I also would like ST to explore innovative ideas to make positive impacts on the natural environment as well. For example, instead of gravel or other non-porous material, can it be replaced with a greener alternative? For example, I've seen rail placed on grass in Europe. Can some of any extra at-grade space be used to plant trees or other less interfering plants like wildflowers? Can we introduce natural non-invasive ivy to the concrete pillars (both for aesthetics and to prevent graffiti)? Can stations have green roofs or incorporate less concrete and more renewable materials such as wood?

~

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-F

~

West Alderwood-Why?

33rd avenue is already a major thru to the area and is often the street I use to access anything in that area. Although F would be nearest to new development, I think D is ultimately the best choice as it balances new and older development. I also disagree with the assessment that D has less opportunity for development, the strip mall it is across from I've seen loose stores and that area in general redevelop entirely (i.e. Buffalo Wild Wings). Not to mention all the space dedicated to parking. I think that area is very likely to develop further, especially as we've seen the Alderwood mall even become mixed use with new apartments.

~

West Alderwood-Benefits and Burdens:

I think there's advantage with D to eliminate a lot of parking spots, which to be clear I think is a positive outcome.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

I don't see a reason to have the station so far away from an already pretty well developed area and integrated into the existing park and ride.

~

Mariner Favorite(s):

MAR-B

~

Mariner Second Favorite(s):

MAR-A

~

Mariner-Why?

Makes way more sense to me to incorporate it parallel to 128th and serve underrepresented populations more.

~

SR99/Airport Rd. Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

I think this station should be swapped with another for it's provincial status personally. I think making the Paine Field station provincial and asking Boeing and/or the commercial passenger terminal to partially fund a station there instead. Personally, I'm tired of Boeing holding the state and county hostage essentially and making the tax payer fund a station that largely benefit their workforce. If using public transit is so important to Boeing, they should fund that station or fund a shuttle from another closer station.

~

SW Industrial Favorite(s):

SWI-A

~

SW Industrial Second Favorite(s):

SWI-B

~

SW Industrial-Why?

I think A strikes a good balance near residential communities but still close to industrial parks.

~

Evergreen Favorite(s):

EGN-E

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

Broadway

~

Broadway/I-5-Why?

Less disruption to residential community. If there were plans to put a station on Broadway, then I would consider doing Broadway. Otherwise I don't see the point of making it harder to complete.

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-A

~

OMF Favorite(s):

Site Airport Rd & 100th St SW

~

OMF-Why?

Close to industrial parks, low land cost, and close to Sno-Isle Tech. Could foster a really interesting and mutually beneficial relationship between Sno-Isle tech and OMF North.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the options listed work well, as they all show the railway passing through the Alderwood Community Church and its Compassion Center property. That church is an anchor in the community here and a huge help to those in need. Its current central location make it accessible to the Lynnwood community, including those of us who need help. The church has made a huge impact on my own life and that of my family. When I was laid off from my job due to the pandemic, Alderwood Church generously helped us to be able to pay our rent and meet our grocery needs. Not sure we would have survived without them. They have been an encouragement to our family through several rough patches. I love that the Link light rail service is coming to this area, as it will be a convenience to many. However, please find a way to do it without making the church move. Thank you!

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

West Alderwood Second Favorite(s):

ALD-B

~

West Alderwood-Why?

An earlier plan showed a potential route going up 36th Ave W. The line could then follow 36 Ave W to 188th St SW before turning east to the mall. The line could then either turn north on 33rd with a stop at option D or continue east with the stop at option B. Another alternative (which has probably already been discounted) is to continue along the Interurban Trail (after leaving the Lynnwood P&R) past the mall and put the station on Beech Rd, south of the Ashley Furniture Store.

~

West Alderwood-Benefits and Burdens:

This route would eliminate the need to go through the property of Alderwood Community Church which has served the community for over 100 years.

~

Ash Way Favorite(s):

ASH-A

~

Ash Way-Why?

More convenient for commuters who travel to downtown Seattle. and who would be using the P&R.

~

Ash Way-Benefits and Burdens:

Would align with the Mar-A & Mar-B options for Mariner.

~

Mariner Favorite(s):

MAR-A

~

Mariner Second Favorite(s):

MAR-B

~

Mariner-Why?

Closer to the P&R and Swift G line.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Everett Favorite(s):

EVT-A

~

Everett-Why?

Please place the Everett station next to the existing train station! Transfers would be simplified, and many combined ""light rail + train"" journeys would be possible. Thanks!

~

Everett-Benefits and Burdens:

Transfers would be simplified, and many combined ""light rail + train"" journeys would be possible. It means greater ridership, which is better for environment.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

no comment

~

Topics or Challenges:

disruption to utilities, traffic patterns, housing, and local businesses. Traffic is already bad along Broadway at certain times of the day

~

Everett Favorite(s):

EVT-C

~

Everett Second Favorite(s):

EVT-D

~

Everett-Why?

I chose C because of fewer displacements and less impact on Broadway and more options for development. less residential displacements

~

Everett-Benefits and Burdens:

Benefits- close to downtown, more walkable and biking. Burden- lose businesses, traffic impact on Broadway, issues with parking and pick up/drop off

~

Other comments:

I want to see how we could make this move forward quicker. By the time this happens, I will be too old to use it.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

None of the above routes are good choices.

~

West Alderwood-Benefits and Burdens:

The above selected routes cause a huge disturbance to the community along with overburdening all the taxpayers. It does not make sense to tear down a church that has been serving the community for over 100 years. Along with the other businesses that will be disrupted. It would make more economic sense to have the light rail follow the I-5 corridor and have a station along there. It would be less of an eyesore to have it along I-5 than to have it come in on surface streets and disrupt traffic patterns and make it even harder to get around in the community which is already congested. It would not be a benefit to those of us who live in Lynnwood it would just be more of a burden to have it come into the city. Keep it along I-5 and utilize already existing Park and Rides where there are Community Transit buses that can serve the riders from there.

~

Other comments:

Taxpayers are already overburdened in our society. Please be fiscally responsible with our money.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

No.

~

Evergreen Favorite(s):

EGN-B

~

Evergreen Second Favorite(s):

EGN-C

~

Evergreen-Why?

Better vehicle access to/from Evergreen Way and lower cost from not crossing Casino Rd. twice and avoiding massive utility relocation at the Ziplay Fiber central office south side of Casino Rd.

~

Evergreen-Benefits and Burdens:

May be spendy to move Dunn Lumber.

~

Broadway/I-5 Favorite(s):

I-5

~

Broadway/I-5 Second Favorite(s):

I-5

~

Broadway/I-5-Why?

This segment runs through my neighborhood. This part of Broadway is heavily populated and minimizing residential displacement is crucial.

~

Broadway/I-5-Benefits and Burdens:

Grading necessary for this alternative will help shore up the cliff between Broadway and I-5. Drainage may be a big deal, especially through the ravine just north of Route 526.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

A, because that is already a transit hub with access to ample parking across the railroad tracks.

C, because D displaces a lot of newly built housing and community services.

~

Everett-Benefits and Burdens:

C: The big elevation change between McDougal and Broadway may work to the builders' advantage, if track level is approximately equal to street level on Broadway.

~

Other comments:

There should be more effort made to secure federal funding as the project continues so the end date can be accelerated.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

Alternative A is the only reasonable option for the Everett station.

~

Topics or Challenges:

Alternative A is the only reasonable option for the Everett station.

~

Everett Favorite(s):

EVT-A

~

Everett Second Favorite(s):

EVT-A

~

Everett-Why?

Alternative A is the only reasonable option for the Everett station. This is the only option that will make it possible to transfer to commuter-rail and long-distance trains.

~

Everett-Benefits and Burdens:

Less property needs to be taken for Alternative A. More space to construct the station.

Connectivity of the transit system as a result of locating the light rail station next to the existing train station in Everett. All of these are benefits of Alternative A.

~

Other comments:

Alternative A is the only reasonable option for the Everett station.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

better opportunity for adjacent development and long term integration into community.

~

Mariner Favorite(s):

MAR-A

~

Mariner-Why?

much less traffic impact and better opportunity for adjacent development

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

this is a wasteful project with very little potential to improve traffic. I ride Link light rail all the time on existing routes and find it to be a poor contribution to traffic solution.

~

West Alderwood Favorite(s):

ALD-B

~

Ash Way Favorite(s):

ASH-D

~

Mariner Favorite(s):

MAR-A

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

I believe the proximity, specifically in terms of clearances, from homes relative to the proposed route alternatives should be evaluated. Total quantity of parking spots should also be considered.

~



Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

There is significantly more available clearance on the east side of I-5 to build the light rail. If the light rail was constructed on the west side of I-5, it would be too close to residential areas.

~

Ash Way-Benefits and Burdens:

The benefit of having the station on the east side of I-5 would be that the total parking spots of the Ash Way Park & Ride will not need to be reduced to make space for the station. If the bridge (by others) connecting the Ash Way Park & Ride and the station will be built, option ASH-D would gain the advantages of option ASH-A. I believe walking from the Park & Ride to the station via the bridge is not much of a disadvantage when considering how much parking spots may be lost if the station was built at the Park & Ride.

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

There is significantly more available clearance on the east side of I-5 to build the light rail. If the light rail was constructed on the west side of I-5, it would be too close to residential areas.

~

Mariner-Benefits and Burdens:

MAR-D would provide the shortest walking distance (advantage) to the existing Mariner Park & Ride when compared to the other options. MAR-A and MAR-B options appear to require removal of some parking spots of the existing Park & Ride (disadvantage).

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

All three of the proposed West Alderwood alternatives go right through Alderwood community church property. Alderwood Community Church has been a part of the Alderwood and Lynnwood area for over 100 years. It has been and still is a pillar in the area of Lynnwood and the surrounding area. It has reached out and met the needs of many people that are at disadvantage. I have been a part of Alderwood community Church are over 25 years. My family has benefited greatly from this church. We have had opportunities to help share and meet the needs of the underserved in our community through helping at Alderwood middle school and helping new immigrants become a part of the community. Currently we have a Compassion Center that is designed to reach out to families that are on the verge of homelessness being proximately only one paycheck away. This is especially reaching out to the community with Spanish as their main language. This is meeting a very important need of Lynnwood, which the Lynnwood city council fully agrees with. I would recommend that a new route that did not go through The Alderwood community church property be used instead. Possibly the route could

go up 36th Ave instead and then a possibly cut over to the Alderwood mall further north to reach one of the 3 proposed West Alderwood transfer station sites. Thanks you for considering saving Alderwood Community Church so that it can continue to reach hundreds of families each year.  
Brian Shull

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

Clearances from homes and parking spots

~

Ash Way Favorite(s):

ASH-D

~

Ash Way Second Favorite(s):

ASH-D

~

Ash Way-Why?

More available clearance on the east side

~

Mariner Favorite(s):

MAR-D

~

Mariner Second Favorite(s):

MAR-D

~

Mariner-Why?

More clearance on east side

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

The pedestrian bridge as it now stands is not sufficient to accommodate the increase in pedestrian traffic which would come about with the new station.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

Alderwood Church

~

West Alderwood-Why?

Alderwood church

~

West Alderwood-Benefits and Burdens:

Alderwood Church is one of the last bedrock Lynnwood establishments with a long history and deep tie to the community. I personally have been attending for 62 years (since birth) and would loose part of who I am if our history and legacy was simply paved over.

~

Other comments:  
Please no!"

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

Connectivity, and stations in areas next to places people can walk to would provide the most impact for our diverse region. We want stations near destinations, not near freeways.

~

West Alderwood Favorite(s):

ALD-F

~

West Alderwood Second Favorite(s):

ALD-D

~

West Alderwood-Why?

ALD-F. the station is located on the far side of the mall, away from the noisy freeway and providing access to the mall and the hotels, movie theatre, making it a real destination.

~

West Alderwood-Benefits and Burdens:

ALD-F is located furthest from the freeway and will be the most pleasant and have the most destinations. It will be a huge boost to the businesses at the mall.

~

Ash Way Favorite(s):

ASH-D

~

Ash Way-Why?

Although the park and ride is on the west side of the freeway, the area to the east, Mill Creek has the greatest potential for dense housing as it already has a thriving downtown. The area to the west is sandwiched between the 525 and I5 which is going to produce less riders in the long term.

~

Ash Way-Benefits and Burdens:

From an environmental perspective, easier access to density in Mill Creek will be better than being at a park and ride, which will encourage car uses and only offer limited parking.

~

SW Industrial Favorite(s):

SWI-C

~

SW Industrial-Why?

This airport is small, but it will grow and will one day be a huge destination. The station should be as close to the terminal as possible, if not closer than this option. The location should be built at the terminal. This station should be called Paine Field.

~

SW Industrial-Benefits and Burdens:

By providing a link to Paine Field we will substantially reduce carbon emissions as less people will drive to the airport long term. Long term this airport could become very popular and we need to be prepared.

~

Everett Favorite(s):

EVT-D

~

Everett Second Favorite(s):

EVT-C

~

Everett-Why?

Link stations are best when located more centrally. This could be an amazing station location to serve Everett because it would spur growth in central Everett and there's enormous potential for development.

~

Other comments:

It looks better than Lynnwood as the station locations are all superior. Lynnwood has some freeway adjacent stations that will not be good for our planets climate, the health of riders, or the comfort (and low noise) for riders.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

None of these proposals are favorable or desired.

~

Other comments:

As a concerned resident of Lynnwood, active member of Alderwood Community Church, and volunteer of the Alderwood Compassion Center, I find these proposals of deep concern to the impact they would have on the community. The longevity of the Alderwood Church at its current location as well as its impact to the community it serves should be of utmost importance when considering any proposal that would require re-location of the church buildings. Alderwood Church has served its community well by providing a resource for spiritual help as well as family-oriented activities and support. The youth ministry is strong and growing and offers a healthy balanced alternative to other activities that could cause detrimental consequences to their health as well as their future. I must speak to the impact that the Alderwood Compassion Center has had on those families experiencing food insecurity, unstable work history, health issues as well as acclimating to an English speaking environment both in the work place and at school. It has been our privilege to serve over 100 neighbors (families) most weeks with food assistance, tutoring and reading help, medical treatment thru our partnership with Lahai, as well as offering support and encouragement during some of life's most challenging moments. We have become a refuge for many and our outreach into the community only continues to grow as we partner with other organizations that can offer resources that can improve less than desirable circumstances. To remove this center from its current location would put many families at greater risk and less opportunities for success as a contributing resident of the city of Lynnwood. Many of our families come from Cedar Valley Elementary which is a Title 1 school and we have partnered with them offering resources to better equip their families and students to be successful with academics and life skills. I respectfully ask you to consider another route for the West Alderwood segment. Most sincerely, Anne McDermott

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Topics or Challenges:

The current options run right through Alderwood Community Church and Alderwood Compassion Center. This would be a major devastation to the city of Lynnwood and surrounding communities. ACC provides many helpful ministries and resources to the its congregants and community members. For example, I co-lead Seen: A Ministry for Single Moms. Seen is a place where single moms are seen, known, and loved by the body of Christ. We provide a weekly dinner for these women and their children. Seen is a place for them to connect with one another and the church, receive bible teaching, and pray together. The current location and facility of ACC could not be easily replicated. Please find another route that does not travel through this important place of worship for so many.

~

West Alderwood-Why?

There are currently no alternative options available.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

It appears that all of the alternatives will condemn Alderwood Community Church and building that it purchased to be used as an outreach tool for the Lynnwood community. The decision to develop the community center or "Compassion Center" was brought before the entire congregation and approved by all three services. Some of what motivated that decision was hearing that the Lite Rail would be passing near our location, and that a station would be close by, providing provide access to the Compassion Center and church resources for many in need who may not have cars. There is also a growing homeless population in our city and the surrounds who will be brought together by the station and mall combination. More people means more with needs. We are excited about our location with all of the changes coming. We hope and pray that we can stay and help. putting us in contact with more people on footWe have been watching Lynnwood and it's population grow.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Why?

It appears that all of the alternatives will condemn Alderwood Community Church and building that it purchased to be used as an outreach tool for the Lynnwood community. The decision to develop the community center or "Compassion Center" was brought before the entire congregation and approved by all three services. Some of what motivated that decision was hearing that the Lite Rail would be passing near our location, and that a station would be close by, providing provide access to the Compassion Center and church resources for many in need who may not have cars. There is also a growing homeless population in our city and the surrounds who will be brought together by the station and mall combination. More people means more with needs. We are excited about our location with all of the changes coming. We hope and pray that we can stay and help. putting us in contact with more people on footWe have been watching Lynnwood and it's population grow.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood-Benefits and Burdens:

I really want to see difference alternative routes altogether; although I am excited for the light rail to be accessible this far north, all of these presented options will take out a one-hundred-year-old building and location that personally has meant so much to me. I am an attendee Alderwood Community Church (What used to be Alderwood Manor Community Church) since I was a child; this location and community has helped me through many parts of life. It was where I was supported by kind people when I was diagnosed with an autoimmune condition as a teenager- their lovingkindness got me through some of my most difficult struggles. I got my first job because of the people I was in Christmas plays with- which are amazing moments when all sorts of different faces come together to do something bigger than any one person could do!. While I was volunteering with students, the youth pastor introduced me to my now husband. It may look like just a building or a plot of land, but please reconsider the impact you are having on a community that also needs a central home location to come together in- a community I think that changes lives for the better.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

West Alderwood Favorite(s):

ALD-D

~

Other comments:

Remove parking facilities to meet state climate goals. Work intensively with the Casino Road and South Everett communities to improve alternatives, genuinely make engagement with the Community Advisory Group valuable instead of performative, and clearly transmit community positions to the Elected Leadership Group; Study complete alternatives to the Boeing Deviation in South Everett that include alignment options on and near I-5 to SR 99 with multiple station locations, community enhancements like trails and public spaces, and new connecting bus services; Study elevated alignments running down streets located within existing right-of-way and permanently removing some existing car lanes to reduce project costs and improve the nature of streets; Use space under elevated alignments for multi-use paths, sidewalks, bike lanes, play and park spaces, and built-in retail/commercial activities; Develop station designs that locate platforms as close to surface level as possible to reduce stairs and travel time to and from the surface; Ensure station locations can be well integrated with local bus service, walking, and biking facilities; and Ensure ample redundancy in any vertical conveyances at stations.

---

**Date Received:** March 10, 2023

**Source:** Online Survey

Other comments:

I've been a member of Alderwood Community Church for 25 years. I would like to bring your attention to its impact on our family and the community. We have raised our six children with the friends that have become family through this church. This has been especially important as we do not have our own families nearby.. It has also provided the opportunity to use my musical training and given the ability to connect and perform with many local musicians. I am very excited about the Compassion Center and the ways ACC is looking to serve and support the people of Lynnwood. Please reconsider the impact removing this church would have on the city.

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**Date Received:** March 10, 2023

**Source:** Online Survey

Purpose and Need:

No, it is good.

~

Topics or Challenges:

An alternative alignment along SR 99 must be given further study and consideration. The winding deviation to serve Boeing goes against many principles of good transit planning, such as providing a direct route, serving transit-oriented areas and walkable communities. An industrial center station will have less ridership because it is sprawling, decentralized, and not walkable. This is a huge generational mistake that must be avoided. Please rise above the corrupt decision making of a couple SnoCo elected officials.

~

SR99/Airport Rd. Favorite(s):

AIR-B

~

SR99/Airport Rd. Second Favorite(s):

AIR-A

~

SR99/Airport Rd-Why?

It provides better opportunities to access the strain and destinations.

~

SW Industrial-Why?

Do not build this station. It is a massive nuisance to riders traveling to and from Everett, neglects TOD potential asking SR 99, and is a horrific waste of public money.

~

SW Industrial-Benefits and Burdens:

Environmental destruction for so little benefit

~

Evergreen Favorite(s):

EGN-D

~

Evergreen Second Favorite(s):

EGN-B

~

Evergreen-Why?

Best access to/from station

~

Other comments:

Please reconsider and further study an SR 99 alignment

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We just found out that the plan is to bulldoze our church and to put the light rail through our church, and our church is about a hundred years old. There are over a thousand people. It's a psychological lifeline for a lot of people, not only for American or English speaking congregations, but also Spanish, a Hispanic church. There are actually immigrants from South America, from Mexico, from all over the world, all over the southern hemisphere. We have a

Compassion Center where every week we're feeding about 150 families. There are people in that Compassion Center who are mentoring kids who are behind in school. What else do we do? I mean, I think we're also having either a medical or a dental clinic, but I'm not a hundred percent sure on that. We're really trying to make an impact on our neighborhood, the city of Lynnwood. I've been going to this church since 2014, and it's really strengthened my faith, and I build up connections and so on and so forth. It would be a severe loss for us personally and for the church in general, for the community in general to lose this church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are pleading with Sound Transit not to destroy our church. Alderwood Community Church has been a place of worship at this location for over 100 years. We are serving the needy with our Compassion Center. Quite a while ago, Sound Transit gave us an initial construction plan that was acceptable. Only a couple weeks ago, they gave us three new plans. All of them involved tearing down our church and our Compassion Center. Please use your initial construction plan. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I understand about the light rail. I understand it's the progress. It's needed. I understand. On the other hand, coming from a country with a lot of history like Europe, to preserve an old building and the church, I know the church isn't people, but a lot of memories the people have with the church. If we go to the church we are believers. Everything is about God. It's a place where we are happy, and people have memories like baptizing or weddings and everything, meeting every Sunday. There's a Compassion Center where I am a volunteer, and I understand that to be taken too, the Compassion Center for the people. I understand the progress. It's needed. What I would like, I don't know if I can do that, but to find another way and to leave the church in the place. I don't know if it's possible, but not to destroy the old buildings even if it wasn't a church, if it was an old building. I am an old lady, not maybe old fashioned, but cellphones and everything, computers, I work in engineering, a lot of software. I am with let's say the technology, but I like the old stuff because in a hundred years we don't know how we'll be here. The church makes a huge impact in people's lives. They change a lot. Even going through a bad experience or good, it's a place -- I don't know if you go to church or not, but I went through cancer, so I know what prayer and everything, how much they helped me. I want the building to stay and the Compassion Center, maybe another route through the woods, but I don't want the woods to go because I love the trees. We have a house, and we have the greenbelt in front of my house. You cannot even imagine how happy I am. I don't want to see trees down just to build houses I mostly cry when I see those, and now everywhere houses and houses, and again green space taken by the houses. It's because maybe the population or maybe the people want bigger houses, and we don't need bigger houses

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I just think our church has -- we're in the center of Lynnwood, and we work pretty close with the city all the time, and I think our church and our Compassion Center have to be in the center to communicate with the city. You can't move us out away. Then you lose communication with all the people right in the area and our Compassion Center where we serve 85 poor people,



families in the community as it sits right now. Eventually, we're going to be providing beds and this kind of stuff, which that building is right on our campus with the church right there. That's part of the thing that they're talking about getting rid of. I think in that respect, it's important that it's right in the center of Lynnwood, so that's what I would have to say.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for giving us the opportunity to provide community feedback. Two weeks ago I rode light rail when my best friend was visiting. We loved parking at Northgate and going downtown. We went to the Kraken game, and it was so convenient getting on the monorail, really enjoyed it. We just wish that the route does not go through Alderwood Community Church, and we're glad to be here.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

This is Patrick Howard. My wife and I moved up here 15 years ago, found Alderwood Community Church, the first church we visited. We didn't want to go anywhere else. The church has been there over a hundred years and has a great outreach to the community. With the Compassion Center, the last five years we're feeding over a hundred people a week. Just looking at the area, we only live a couple miles from the church. It seems like to me an alternate route might be to come straight up next to the highway, the Urban Trail. It seems like that would be the natural curve from where the train currently is, just bring it straight up Alderwood Mall Parkway and along the Urban Trail, and then turn in to Alderwood Mall further up north where it wouldn't be impacting the church or the apartments on either side of it. We've got apartments directly to the south of us, the City Center. There are new apartments directly to the north of us. I understand the desire to try to accommodate the new apartments that are going up in and around Alderwood Mall, but it just seems like there might be another way to do that without impacting some of the developments that have been there for a long time and serving the community in a lot of different ways from infants on up to seniors. I hope that Sound Transit will be able to reconsider and maybe work something out with WSDOT that would provide an alternate that would impact fewer people as far as a condemnation-type procedure. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, my name is Theodore. I am six years old, and I attend Alderwood Community Church. I have asked my mom to read my letter for you all. There are a lot of fun things at my church, Alderwood Community, things my church Alderwood community does. Here are some of my favorite activities:

Church service: I don't want to miss a single Sunday. I love learning about God. We play fun games to help us learn how it was in the Bible.

Awana: My sisters and I go to Awana almost every week. It is fun, and I get to be together with other people I know and sometimes get to know new people. I also get to see people I know from my home school co-op there.

Vacation Bible school (VBS): There are a lot of kids who come to VBS in the summer. We sing songs to the Lord, have a good time, play outside and sometimes even get to play water games. My family and I listen to last summer's VBS songs all the time. I am looking forward to VBS this

summer and plan on inviting my friend Ava.

Cards: Our church home school group met in Room W200 to make cards for the windows in our church. It was fun making the 80 cards and ornaments for the windows. We listened to Christmas music and ate pizza. I'm looking forward to making Easter cards soon.

Family nights: They are so fun, and sometimes they have bouncy houses and a ginormous blow-up slide. I would feel sad and frustrated if our church has to move. I am so used to this church that it would be hard for me to transition into a new building, plus I am worried that it will take a long time for my church to find a building they can use. I don't want to miss out on anything I do with my church. It might take a longer time for my family and I to drive to a different church building, plus it would take a lot of hard work to pack up all the things the church needs. I want and hope that you will find another place for the bus center.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My family and I are a part of Alderwood Community Church in Lynnwood and are grateful for the opportunity to be a part of a church that is such a vital part of the life and health of our city. We also appreciate what Sound Transit is trying to do for our region, specifically Snohomish County and hope to see everyone work together to see the growth met in the best way. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm nine. I have a lot of friends here, and I really don't want this building to be ripped up, Alderwood Community Church. It's really special to us.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm looking at her little sign. They had A, B and C proposed, and I -- no. They didn't have a B. They had an A, C or was it B? There was no B. I was asking where the B was. I guess they got rid of it. A was the one that I think ended at the Greyhound Station, which makes no point. It doesn't really seem like it would work because like I was telling her, when's the last time you rode a Greyhound? I could ask you the same question, and I'm sure it was many years ago. The last time I got on a bus was a boat bus to go from here to Canada or here to Portland. Other than that, nobody really gets on a Greyhound. I'm not denigrating poor people, but I know businesses don't really care. They're there to make money, so they don't care about poor people. They ain't going to spend it. You're going to subsidize them anyway, so there's no point going to A. There's another one that stopped at I want to say McDougall or somewhere around there. It was well short of the arena, the sports arena, and that one didn't make a whole lot of sense to me. If your main driver of business or bringing people in is entertainment at that arena, hockey or any sport, any concert, Disney on Ice, whatever, why would you be two miles back that way and then make them cross the street? We're a fat country for the most part. Most people don't like walking and walking long distances, so you're better off where it ends right at the stadium or close to it, but then again I didn't see it on the thing. It'd be difficult to go along that route, but I guess there's nothing on here. They'd have to create a bridge I guess to go over the street so you don't get hit on Broadway. Then I'm thinking more long term, which they don't have yet, and they aren't thinking about it. Why stop at Everett? You're already on this side of the freeway. If you keep going, you run right into the casino in Marysville. Since most everybody who works in Seattle tends to live in Arlington anyway, take it all the way up to Costco, and then

there's your cutoff point, and then we'd be good, Arlington clear down to Seattle. Nobody would really have to get in their car. Well, people still would, but it'd be a lot easier to drive around because I know a lot of traffic starts way up there. There's a bottleneck in Marysville. There's always an accident, always an accident right at Boeing freeway, always a little jam up at Lynnwood, 164th, 196ish, and then you're smooth sailing to the county line.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

A question, what would a transit that is there to serve and enrich the community chose a route that would destroy and misplace so many more when the easy choice is not and stay on a less occupied less expensive side of the freeway. Where the wisdom and concern for our community in that. I hope you are better than that and keep it on the west side of the freeway. Hoping your wisdom and care for community wins. Thanks for reading this if you have.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is in the path of the light rail and is very important to the community because they help people in need. It's better for the community. The compassion center helps people with food and serves area schools.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I encourage Sound Transit (ST) to not only consider the impact to the local communities of the light rail infrastructure, but also the impact of displacing organizations that serve the local community. One such location is Alderwood Community Church and the Compassion Center. This church loves and serves the Lynnwood community and all efforts should be taken to allow them to remain where they are.

For any station that takes up existing parking at Alderwood Mall, I strongly encourage ST to somehow replace/offset the parking loss since mall parking is already very limited. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I support the light rail project – it's very convenient. But putting Alderwood Community Church in jeopardy is frightening. The church serves and has served tens of thousands of people in our 100-year history. Personally, my 2 daughters grew up there and the youth group kept them busy and engaged throughout high school Vacation Bible School provides a warm, welcoming place to learn and grow every summer. My oldest daughter was married in the church, along with (tens of?) thousands of others over the years. When my husband passed away, his memorial service was held there. Baby dedications, baptisms, Bible studies, youth group, Sunday school... this church is an important spiritual and social center for so many. The outreaches to our community are many – and are so important. Please find an alternate route!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

While I am optimistic about the expansion of light rail further north, I am deeply concerned about the negative impact to the Alderwood/Lynnwood community that the current route possibilities represent.

Alderwood Community Church has been a tremendous blessing to this area for many, many years and I am greatly concerned that displacing them will cause unforeseen negative impacts as they would be focused on moving and rebuilding rather than continuing current programs that benefit so many. If this displacement can be avoided by an alternate route, I believe it would be better for the city and community.

I also believe this is true of Mill Creek Foursquare in Snohomish community and every effort should be made to use the alternate plan which is already in planning stages (Ash Way) and actually endorsed by other parties.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am excited about many possibilities of light rail. However, I am deeply concerned about the route planned that displaces two churches in Lynnwood, Alderwood Community Church and Mill Creek Foursquare. Alderwood Community Church in particular has helped me personally in time of need, and untold numbers like me. Both of these churches are pillars of this community and vital to the life, health and vitality of Lynnwood. Sound Transit should not put an "artery" that helps the city flow through its very "heart." Please route transit accordingly so these community linchpins are not uprooted. Thanks for your consideration of these matters. -JCH

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please don't tear down are church. OR WE WON'T A PLACE TO GO ON SUNDAY TO WORSHIP GOD!! Andrew, 9 years old

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please don't tear down my church because I make lots of friends there and I like it because it is so much fun. Lindsay, 6 years old

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been part of the Lynnwood and Alderwood community for 100 years. We provide community events that take lots of space and serve our community through service and food. We value our city and want to continue serving the community.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, I appreciate the light rail and use it to get to SeaTac. However, this proposal for the

Everett extension goes through Alderwood Community Church. The church, a 100 year old institution, also provides community service through the compassion center and other outreach and tutoring programs. The congregation is engaged in developing the community, and loss of the church property would hamper the efforts and growth over the years. Please consider this as you evaluate proposed alternatives. It's not just a cost of money to the community, but a negative impact to 1000s within the congregation and those helped by the support the church provides.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for allowing the opportunity to give feedback. Since it's inception I have been a strong supporter of the link light rail. Little did I know that years later I would find myself possibly losing my church of many years. A frequent rider of transit at the Ash Way P&R, I had always assumed there would be a rail station adjacent to this property. Instead, the popular route would be to cross the freeway and the alternative is to stay on the P&R side. This route will cause my church to relocate, a location that serves the local community and outreach. I will pray that you will reconsider and use the P&R alternative, crossing the freeway to the north along the urban trail at it closest path along the freeway. We need churches like ours to address the problems in this immediate area. God bless you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for listening.  
Please reroute from Alderwood Church property  
Historical site... we are pretty awesome church. We provide food and needed supplies for families that's low income. Bring families together, help build families. The building is life!  
Please take the 196th to the stores that rarely have shoppers.  
Build another a bridge to the Alderwood mall.  
We thank you for leaving our church alone!  
Please keep Alderwood church untouched and live. Thank you for understanding.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am so glad to have light rail come through the area. I am a long time member of Alderwood Community Church and would hate to see the church moved or torn down. It's contribution to the community is incredible. Please consider another route for the light rail to go. I do think that having stations nearby would be advantageous to bringing people to the church. At the same time, I would fear higher crime rate.  
Thank you for your consideration.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am writing to express my concern over the potential plan to put a light rail path thru where our current church (Alderwood Community) has been part of the community for over 100 years! It would be an extremely negative impact on our community of Lynnwood, disrupting many people's community and sense of purpose. There are numerous events that are held reaching

out to the community from all backgrounds/diversity. In addition, we have the Compassion Center next door which feeds over 100+ families per week and provides free medical care. I believe that various other options should be considered for the light rail to run thru, and not one that would so severely impact the comm. At large and severely alter others lives.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please consider the impact on the community at Alderwood Community Church. Many lives are changed here and supported; raising families that support each other and the community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I think you should find another route around Alderwood Community Church that's been there for about 100 years. I also think that building permits should not be given until your route has been established. All these apartments are going up in the same area you want to travel.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have been attending Alderwood Community Church in Lynnwood for 17 years. It would be a big disappointment to me as well as the community which benefits from the outreach to tear down this wonderful church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello – My name is Brynn and I grew up at Alderwood Community Church for 29 years. As a community, we really are grateful for the link project and what it is coming to our community. However, the three routes proposed through West Alderwood – they are proposed to go through the church. I care so much for Lynnwood and the growth that our city is going to see. However, I also see Alderwood Community Church as a VITAL part of this community. Please replan routes that don't impact the property.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

While I agree that it is beneficial to grow economic centers and decrease auto traffic in the Alderwood region, it would be a detriment to the community to destroy a church that has been a life line and public servant for the entire community for over a century. Our church has been assisting people to an even greater degree the last few years with the Compassion Center that has had a direct impact for the working poor in the area, something that a light rail will not replace. Instead of tearing down a church home of several hundred followers of Chris, there need to be other solutions such as moving the rail to the other side of I-5 for that stretch which appears to have a fair amount of green belt to develop.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please do not take the route through the property of Alderwood Community Church. I have built strong friendships and relationships with people in the Alderwood community. If the Sound Transit route goes through the property of ACC, then people like me cannot build relationships in this community like I have.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Considering the amount of residential construction recently and currently occurring nearby to Alderwood Mall and Alderwood Community Church (Acc), it would seem that a major adverse impact would occur for those in the new (especially senior) housing where the Lynnwood link to cause ACC property to be sacrificed. While Sound Transit would also like to serve and benefit those in new high-rise/city-center housing, in Lynnwood, in terms of transportation convenience it seems that the comparison and contrast of community services needs to be heavily weighed between what the historical church will continue to provide against what the transportation options will provide. Given school districts impacts due to new housing, and given the services to “under supported neighbors” the church provides, is it possible that the cost of relocating the church is comparatively too high? Too “expensive” of a sacrifice (financially and in terms of community wholeness) for an already changing city as Lynnwood?

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I love alderwood because they teach you about Jesus and they are so kind and loving to you and I want our church to stay. I am a boy named Liam, 11

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Concerning the Lynnwood route north of the current 44th Ave West Station, sparing Alderwood Community Church should be a priority as it brings many services to needy families and individuals in central Lynnwood. Services include food bank, health care, counseling and support of Cedar Valley Elementary.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church (ACC) is a 103-year old church that is a house of worship to over 1,000 people, along with housing Spanish and Vietnamese congregations. Along with this, their compassion center feeds and clothes the needy in our community (over 100 families every week) and does global missions and relief work thru providing dental assistance in east Asia and wells for water in Africa. ACC also provides space for counseling for those with mental illness and will hopefully look to expand in the future. All of this to say, this church is pivotal to the community of Lynnwood. We love and are excited about light rail and would only ask that the train go back to the original lines planned to go around the church. Thanks for hearing us!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We do not want the church tear down because every community needs and church and compassion center. The church and compassion serve the community by meeting the spiritual and physical needs of the people. The ACC keeps Lynnwood a livable community where the next generation will learn and grow up.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for asking for our feedback. I certainly appreciate to benefit that the light rail will have in our community. I would like you to really consider the dramatic effect taking over 2 thriving churches in the Lynnwood community. I have lived in Lynnwood my entire life and there has never before been the homelessness, drug problems, and hopelessness there is today. Our church and the other church in the area you are thinking of shutting down are a huge source of help and hope to our Lynnwood community. We hope you will consider our community our families and our children growing in this area. Financial cost is not the only cost for consideration here. Thank you for consideration knowing you will have an alternative to tearing down our church and displacing many members makes me hope you will choose to do the thing that best serves our community. Thank you!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I think the light rail provides an alternate route to downtown Seattle and airport, which I can appreciate. If it costs \$15 to park and take the light rail like it does at Northgate, I think it's a waste. Too expensive. Not a great incentive to just drive downtown and park. I sincerely hope that Sound Transit doesn't decide to knock down Alderwood Community Church. This 100 year old church provides the foundation to my family's community, friend group, and support system. I pray that an alternate route can be found.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is too important for the community to appropriated for the light rail. I have been a part of the church since I was 5 years old, and I have seen the positive impact it has on the community. I serve the children's ministry, which during COVID was often the only church for children to gather and play and worship together. In fact, churches as a whole are invaluable as they create space for the community to come together despite political or ethnic differences, which is becoming more and more rare in this day and age. It would be a terrible loss to the community of Lynnwood if Alderwood Community Church was demolished for the light rail, leaving a large and diverse congregation with no place to go. I personally would be devastated to lose the place that is like a second home to me and I know countless others would feel the same. Please don't take our church!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please take into deep consideration the ramifications of demolishing any building like a church.



Alderwood Community Church is not just a place of worship, but a place for healing in our community. People come here to heal from trauma, abuse, fear, pain and depression – and this build is a sacred place for them. The light rail is a valuable asset to the community, but at the cost of removing another pre-established asset?

Thank you for your time, I ask you consider options which do not include the demolition of the Alderwood campus.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

By destroying Alderwood Church you are creating a large amount of people who will be left w/o a church home. Alderwood stands for hope, inclusivity and everyone is welcome – just what this whole country needs. Don't impact an area where people love each other, support each other and love to love. We have a Compassion Center that helps 150 families a week with food, etc. It needs to stay right where it is. Please don't break the hearts of 1000s of people. There is no where else we can move our church that is close enough to the people we help

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

The transit really has to pay attention with hat building and businesses they are taking out. You want to make sure that you provide places for lower income to show (Walmart, Goodwill, Churches) and also promote more affordable businesses to come in. There also needs to be better local transportation to get into the neighborhoods. As a parent, I would not take a bus to transit, transit, and bus to work. The transit has been incapable to be built like a subway as well. It can't get "into" the neighborhoods. I feel the transit does not add very much value but a weekend trip to Seattle.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I belong to Alderwood Community Church and I am sadden that light rail is considering going thru the 100 year old church. There are other ways you could route the light rail, I'm sure w/o ruining a landmark that has been around for years. I pray you reconsider changing your route. Alderwood Community Church isn't the only landmark in that area; so is the other church that is right next to ACC. This church is very important to me because w/o it I would be lost!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please don't take alderwood church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Connor Woods. I think that this is a good idea but Alderwood Church is my home spiritually. This is as I said a good idea but I think you should place the light rail somewhere else.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church came into my life almost two years ago, since then, my life has been brought so much community. I feel supported, seen, loved, and connected. All supports the community through all their programs and are currently in the most ideal locations to best serve the community. There is so much history in the halls that is special to so many.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I feel that it is important to look at some different routes for the light rail to Everett. I am concerned about the current possible routes going through Alderwood Community Church. Our church is a tremendous resource for the community. Our compassion center provides food, meals, tutoring, and encouragement to over 100 families a week

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please do not break down the church. It is over 102 years old. Just leave it go over the freeway its not fare to break it down so stop and think about it because we love this church.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Regarding light rail route by 196th and I-5s you have approached Alderwood Community Church and discussed use of eminent domain to buy the church property, and adjacent compassion center. These both provide community wide services. It seems to me that you should take a hard look at fitting the rail between I-5 and the church  
A church of this size and importance should be designed around if at all possible. This is not a 7-11 that can easily be relocated. This church is over 100 years old, and predates I-5. Your alignment does not show enough detail to see if you can squeeze your route in, without taking the church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please don't demolish the church. It's a very nice church. I love it so mutch. It's a very good church and it's king. I've went there my holl life. It's going to be sad.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Church has been there for 102 years. It is my favorite church I have ever attended to because it is super kid friendly and fun. I am 10 years old and 5th grade next year. I am going to be in ASM, which stands for Alderwood Student Ministries, which is a super fun community for 6th to 8th grade kids. I really hope you don't break our church, because I just started attending to it 2 years ago and I love it! From Beckham

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been a staple to the Lynnwood area for over 100 years. With our Compassion Center serving the under privileged with food and other resources it would be a huge hole for them. I don't believe that it is very intelligent on Sound Transit's part. Don't throw away God's Business.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been a major part of our family for many years. A continual theme we've heard over the years from the church leadership is the focus on meeting the needs of our community. We have seen wonderful, well attended events that are enjoyed by many in the Lynnwood area. The Compassion Center has added to this effort immensely, with multiple programs geared toward low-income families, this is a valuable asset to the downtown Lynnwood arch. Please reconsider the proposed building site.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

While having light rail in the north sound will be beneficial, additional though should be taken as to the impact the light rail locations will have to the local community. Alderwood Community Church has existed in the heart of Lynnwood for over 100 years and has impacted the greater Lynnwood community via its programs and services not lonely to its congregation, but especially to those in need. It would be a disservice to thousands in the community to allow the light rail to go through this church's property. Please consider any and all alternatives – the city of Lynnwood and the great Snohomish County will be better for it. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Light Rail routing considerations

There will be many people saying how much this Church means to them. I have similar feelings, but more important to me is the help we have been providing to the community. Especially the Cedar Valley Elementary School people. Our Compassion Center is providing food and tutoring help to some of the school's families. Even the city of Lynnwood, so I hear, has thanked us for our services to those families. Our proximity to the school makes it easier for those families to access our services than if we were miles further away. I suspect that if we had to relocate, we would be too far away to be of service to those people. If we do have to move, perhaps the city of Lynnwood could facilitate our move to some location nearby that would not be available to us in other circumstances.

[Redacted]

God will determine what happens to Alderwood Community Church and its current buildings. But I would like to let you know how I use those buildings: I attend Bible studies in the main building on Tuesday and Wednesday; I tutor a student in the compassion center on Tuesday evening. These activities are in addition to any weekend activities. To move the church building from where it is would hamper the connection the Compassion Center has with Cedar Valley Elementary School. Alderwood Community Church wants to serve Lynnwood, and its present

location works well for that.  
[Redacted]

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I appreciate the opportunities that Sound Transit offers by extending the lightrail further north, however, I would like to express my concern about the current path. I worry about the disruption of Alderwood Community Church, which is a backbone of the community. Currently, the location provides opportunities to serve underprivileged communities and provides a safety net for community members that might otherwise go unnoticed. Please consider a path that does not require us to move. Please help us stay in our current location so that we can continue to help our community. Thank you for considering.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Regarding the West Alderwood Link Extension. I believe that this project will be beneficial to the community long-term, but I think that immense precaution should be taken in order to maintain the community as it is to the best of Sound Transit's ability. This means to try and prevent taking business and historical property in order to complete this project. It is better to build on natural property rather than on currently private-owned property. Lynnwood has many parks and trees already in protected areas, so as long as this project does not build on those areas, building on places with other trees will not greatly negatively impact the environment. One of these places could be between Beech Rd. and the Interurban trail. If precaution is taken, this area would impact the least amount of established businesses, while also providing access to the station to a high number of people, to a high number of businesses. If the West Alderwood Station is placed here, many people living in the mall apartments would be less than a 5 minute walk away, maybe even a 1-2 minute walk. Overall, the businesses of Lynnwood, including historical sites, should be protected to the best of your ability. If not, the very livelihood of Lynnwoodians is at risk, not only will jobs be lost, if the lightrail goes through property, but places like Alderwood Community Church's Compassion Center will not be able to provide weekly groceries to underprivileged families in the area. If the current routes are chosen, then the community members that you are trying to serve will suffer for their basic needs. I do believe, though, that the lightrail will greatly benefit the community when properties like these are attempted to be preserved in their current state.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thanks for hosting – it's exciting to see LRT come to Lynnwood/Everett. The proposed transit frequencies are great and will hopefully make LRT a viable option for many residents and commuters. I'd like to express some preferences: ASH-A and ALD-F. In my opinion, ASH-A would provide for easier access to the station from the existing park and ride and bus terminal, reducing transfer times for many commuters. If a pedestrian/mixed use access is built across I-5 it will still provide easy access for new developments east of I-5. Regarding ALD-F, in my opinion, it is the best suited access to destinations in that area – the mall to the south and more retail and denser housing developments to the north of 184th St. Thanks for taking feedback!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been my second home/family for the past 10 years. I am excited to see the growth of Lynnwood and the Sound Transit plan, but please do not tear our building down. This church has been a positive impact to the Lynnwood and surrounding community. It has been for the past 100 years and I hope it will continue to be in the next 100+ years. This church has personally touched my life and helped me through my darkest times as I fight my battle with anxiety. God has used this church as a spiritual help for me and I believe that there are many more others who have the same experience. My kids have grown up in this church and they have made so many good friends and find their community here. Through the many programs of this church (kids programs, food banks, etc) Alderwood Community Church is a place where people can find hope, strength, friendships, and a good loving community to belong. Please let Alderwood Community Church continue to be a blessing to the community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please don't break are church down. I love the church soooooo much. Wade

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Our church building is very special to our congregation and we don't want to lose it. Having to move and find or build a different building would take so much time and energy away from our church staff that could be used to serve our community. Alderwood Community Church is in just the right location to serve the needs of Lynnwood and surrounding areas. So many families benefit and rely on the generosity of our church and having to move would disrupt that greatly. Please consider an alternate route. Thank you and God Bless!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

The church is the place where I made my only friend. It means a lot to me. I am 7 and my name is Jake.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Sound Transit should not take any of the proposed routes through the West Alderwood area as all routes go through the Alderwood Community Church and compassion center properties. This church and its compassion center serve the needs of Lynnwood's community every week, giving community and purpose to thousands, as we as food and other support to hundreds. Alderwood has been a vital community center at the heart of Lynnwood, and it would really be a shame to take it away in the midst of its growth. The church has meant a lot to me personally, as I've gotten involved in the last few years both finding a new life and the opportunity to serve others in the community offering the same thing. I have gotten to see first hand the power that the church's operation has had on my life, those I've had the pleasure of knowing and many others even if only for a monetary exchange. The impact that would be left if ACC and the CC were to be taken away would be extremely detrimental to people of all classes and kinds, and

would leave a sorrowed hole in the heart of the city. The light rail will bring a lot of exciting growth, but it would be unwise to include ACC/CC in the cost of the project.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been a center of steady community gathering, growing, and learning for a long standing time. The compassion serving more than 50 families every week with free groceries, diapers, wipes and other life essentials.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please do not run the light rail system through the campus of Alderwood Community Church. We are a thriving community committed to helping the area of Lynnwood. We have a compassion center that works with a local school to meet the needs of the low income persons in our community.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been serving the community for the past 100 years. It has been a blessing to the community and it has an outsized impact to many people. We would like Sound Transit to consider other options to avoid the church property. The church is an important part of the community and to not have it in the city of Lynnwood would be devastating. In addition, we operate compassion center to serve the community and we would appreciate if Sound Transit can find an alternate route.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am here to urge ST to partner with Alderwood Community Church in planning the detailed route in Alderwood. Both groups have very complementary missions. Alderwood CC is a church that cares deeply about the community and strives to meet the needs of the underserved around us. We ask that you plan the route so it won't disrupt that mission. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Everyone from Sound Transit here tonight have been so helpful. Very bright people with helpful information and professionalism. I have been a proponent of light rail since I moved to the area in 1977. Lynnwood is coming to its own at last and we want to see it served in more ways than only by cars for commuters and shoppers/event going. With the good comes some sacrifice. I know. Hoping the line from Lynnwood station could miss the established Alderwood Community Church and its support center. Perhaps turn due north from the station then left to the mall. Some of those lots has recently been unused.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

If you forget the church, you are stopping people from learning about Jesus. My friend from school is learning about Jesus because of the church. So you better not take it away. Oh, and next time, do your research

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We love being a part of the Lynnwood community through being a part of Alderwood Community Church! Our kids are building relationships and inviting friends from school to join them at church and this has become a critical place to meeting and build relationships. We also love being able to serve the community through the compassion center as we contribute food and money to help our neighbors in need. We hope that you will reconsider the proposed light rail route so that Alderwood Community Church can continue to exist as it is in Lynnwood.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are glad to see transit services extended and provide better transportation options and less individual car use. But... we ask that you please find an alternative route that does not go thru our church. Alderwood Community Church – Lynnwood. ACC provides much community support to individuals thru services they provide spiritually, socially, and emotionally. And recently, to many families in need thru the compassion center services. Please please reconsider an alternative. ACC has been a consistent beacon for many many years and needs to remain so. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

The route should not go through Alderwood Community Church property. ACC has been an institution in Lynnwood for 100 years. They help support the community in many ways, making them move or lose buildings would adversely affect Lynnwood.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please consider a path for the link extension that does not go through Alderwood Community Church. The church and the Compassion Center that it runs does a lot to help the community they are a part of. Besides the spiritual benefits, they also provide food for the community. They help local schools with tutoring and donations for those who have problems getting things like school supplies. There are other ad hoc assistance services too. They have helped people move and given assistance to families that need short term help to keep power on or pay utilities. We support the train but request a reevaluation of the route to a location that doesn't destroy Alderwood Community Church. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I think the church should stay because it is a vital piece of community. A church can bring people together make the community a better place. For the past 100ish years, Lynwood has been ACC's home, it's family. It is the only church that I have ever attended, and hope it can stay.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please study the impact on Alderwood Community Church and it's Compassion Center. I tutor a middle school girl at the Compassion Center. Because English is her second language, sometimes even math and science understanding are affected by unusual use of words. Others are tutoring elementary students.

The church building has been part of the community for over 100 years.

My daughter is 17 years old and has grown up in the church. It has provided a consistent welcoming environment where she can feel like she belongs. She is served and also serves on Sundays and Wednesdays. There are adults that mentor small groups of students through the school groups. This has been a stable source even remotely during COVID. She has joy when other teens have mental health issues.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

If you cannot go around the church. Do not go at all.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I church needs to stay. It's family. It's part of my family. Keep the church!!!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I don't agree with taking our church down at all! A lot of us grew up with this church from babies to adults. So for me and my family you can work around it my not take our home down at all!

There is way too many of families go to this church.

Either work around the church and leave our family church alone! Same as the whole parking lot.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Keep the church!!!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I don't think that Snohomish County has the same needs as King County –including the fact that the light rail is unnecessary and was rejected by voters. Additionally, the potential impacts to the community, including Alderwood Community Church and surrounding small businesses is unnecessary and tantamount. Please reconsider the necessity and scope of this project. Light rail would be a success for the Seattle metro area if it stopped in Lynnwood at the Park and Ride.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am curious to know why the original plan (if it was) to skirt the property of Alderwood Community Church was dropped?

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We attend Alderwood Community Church which has been around for over 100 years. It has been my home church for 30 years. I am concerned with the plans to place the light rail path directly through our campus and therefore displacing us all. The church is a huge positive impact on the community of Lynnwood and surrounding areas. It would be a huge shame to have to relocate. A three plans for routes are not tenable, please reconsider and plan a new path.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

The current light rail path that tears down Alderwood Community Church needs to be reevaluated. This church has a profound positive impact on the community of Lynnwood. To ensure a positive Lynnwood in the future services like the Compassion Center should be preserved at the heart of the community. New routes should be considered.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

For the stop at Alderwood Mall please do not run the train in front of the AMD theatre and in the process taking down to restaurants and I believe mall parking would be taken away. Please have the stop on the outside road around the mall.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please rewind to Alternative E and go up 36th Ave. There is no need to bulldoze more of Lynnwood than absolutely necessary.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please study the south end near Alderwood Community Church again. The church has been in the area for over 100 years and affects thousands of people, including multilingual and low-income folks. If you cannot consider other alternatives, please figure out a way that you do not need to affect the building so that our church can stay where it is. We are excited for Sound transit to come to the Lynnwood and Everett area but please do not take our property or our church. I work in the civil engineering industry so I know there are ways that you can require the design builder to be creative and give them an incentive not to affect our church. Thank you and may God bless you in the next steps of this project.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I love our church! I love getting to see my friends. I don't want our church to get torn down! I wish they could make the rails go around the church if they can. I hope our church stays how it is. So then our church won't get took down. I love church, we went to a different church when I was little. Then we moved to that church, we've for there for about a year. My wish is that they won't touch our church at all. It will be so, so sad if they have to take it down. I learned a lot from it, a lot! It has been the best church I've ever had they really, really! Can not take it down. If they can, just change the rail path away from the church.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

From a patron of Alderwood Community Church. I have gone through almost all my teenage years with the people of Alderwood Church. Alderwood Student Ministries has given me some of my most treasured friends and memories. I am turning 18 this year which means I'm almost to the end of my time at ASM, but I'm looking forward to joining the adult congregation. I spend two days a week at this church which says a lot because I am really busy with college and high school. There is also the matter of the Compassion Center that feeds 100 or more families every week, can you really just take that away. My plea to you is to think of us as people and not just a piece of property to be torn down, because the Bible says the people ARE the church, but we need our building too.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would encourage Sound Transit to consider alternative routes to any that would harm property belonging to Alderwood Community Church. This church community extends into the greater Alderwood area in ways that serve and love Alderwoods community members; providing food, care, fellowship, and life-resources freely with every area of their organization. Please consider not only the members of this church but the many who are positively affected within the greater Alderwood community as you make the decisions regarding light rail expansion.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I want to comment about my concern for the Alderwood Community Church spaces proposed to

have the link run through. We are happy about the Link but cannot lose our church or its spaces. We are at our church multiple times a week using the building and facilities. I bring my 2 kids (ages 4 and 7) and my 3 nephews (ages 3, 5, 7) weekly for community and church events. Please reroute the link around, not through, church and parking lot. We use and love those spaces.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

None of the routes work because they destroy Alderwood Community Church. Our church is important because it provides for the community for food and home supplies for needy people in the community. It's over 100 people! Then it also teaches the children to not be selfish, love other, respect all people because they have value. Also we have support with friends that are similar life stages. It makes us feel not alone and cared for. Also we learn more about the Bible and our faith with quality leadership and fun music to worship with. It gives us the opportunity to volunteer and share our skills with other –I'm a teacher and I help with the 2nd grade students at church. ?? Please reconsider.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

None of the routes work because they all go through Alderwood Community Church. This matters because my church provides me with friends and studying opportunities like youth group. I love the church. It's like my second home, 100% more important to me than school and other activities. Please think about this. I'm a thirteen year old and I love the church. Thank you for thinking about this.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Dear Staff of Sound Transit –As you work hard to create a transit system that serves our community please be very careful not to negatively impact we who are already in a legacy of serving our community both their spirit and their physical needs. We believe in you!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My comment is that the route should not go through Alderwood Community Church because it builds community, feeds low income people via food bank called Compassion Center, and offer services like counseling, kids activities! Acquiring church would hurt the community.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am a teacher at Cedar Valley Community School. Alderwood Community Church benefits the students at my school through reading support, community events like trunk or treat, and providing school supplies. A lot of our families also get support from their Compassion Center. With the removal of this church it would be uncertain if they would still be able to provide the same support they do now. The benefits they provide make such a tangible impact on the

students in our community. I hope your team can consider the students and their families when deciding the future of the light rail.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We attend at ACC and we serve the Vietnamese community in Lynnwood and hope to continue to serve the Vietnamese people through the facilities of ACC.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Dear Sound Transit. Alderwood Community Church is where our family come every week. Our kids were grow up there and become good citizenships because they learned and practiced from teaching by the church. The location is dear and memorial for us. Please choose different location for the train. Take care, Anh Dao

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please find the PATH w/ the least resistance. (or Impact) Churches are deparstly needed in these times. People who hurt come to MC4S This is a very caring group of people who pool their time money ministry for others. Thank you for your consideration. Sherry Smart

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

The Everett Link extension that include obtaining the property of Alderwood community church and the compassion center would be to the detriment of the [illegible] and community of Lynnwood. Alderwood CC has had a massive impact on me personally in terms of my emotional mental & spiritual growth. This community has been a source of light, truth and support. They have been a steadfast pillar of what it looks like to serve one another and provide a safe space and be challenged personally in the most meaningful ways. I have been one part of Alderwood for 10 years and I can say with confidence that being a part of this church has been one of the most impactful aspects of my whole life. Please do not take this building, this community away from me, away from Lynnwood. This city will not be the same now, and even more so in the future.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please reconsider your plans to route lightrail through Alderwood Church and the compassion center. ACC has been at its present location for 102 years, and the Compassion Center serves the needs of the less fortunate, with love and compassion, in our community. Alderwood church has been my home church for over 39 years, and needs to continue to stand for Christian values in its location – the [illegible] of a very busy and growing community.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Planning and development needs to understand the impact it will have going through the property of Alderwood Community Church and its other property, the Compassion Center. I've called ACC my home for the last 15 years, and even though church is not a building – taking the actual building down is absolutely devastating. ACC houses so many programs and encourages and serves the community so faithfully. Please don't take that away. Please don't take that away. Don't take away the place where hearts are saved, fulfilled and loved.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Having the lightrail come to high interest area would be great! Alderwood Mall, Angel of the Winds Casino, and currently established park-n-rides. Obviously, the rail has to go somewhere. Please look at the impact of losing small buildings versus large buildings. A restaurant can more easily find a new location than a 1000+ member church. If we lose Alderwood Community Church, where would we re-establish? This church has been in that place for over 100 years! Take a corner of the parking lot, but please do not take the actual buildings. Also, for 164th – going next to the Park n Ride and Ash way makes much more sense than crossing the freeway and taking businesses and another church. Thank you for considering the spiritual impact as well as environmental.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please consider the impact the local churches have in our community when determining the route of the rail. As a member of Mill Creek Foursquare where we support (through finances and participation) the vulnerable in our community with programs for youth, single mothers, supplying food for kids and other important services. Please select another alternative or if we must leave the facility provide a site so our important service to the underserved can continue to make our community a healthier safe haven for all.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Chindrens cherch is so fun and it gose by so fast and I am usually in the midle of a game when I get piked up and I love playing whith fernds.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Being a Disabled Military Veteran w/ severe PTSD and a shut in for several years...This Alderwood Community Church and Compassion Center has literally saved my life!!! It's close to my residence which is crucial for safety! The Church is 100 yrs old and I would not be alive today without it. Please consider and choose an alternate route!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

To whom this may concern, ACC has become a very big part of my life as I had turned away from my faith in my 20's. This church has given me a sense of purpose as I volunteer regularly to give back to the community. I hope to raise my future family at our current location. Please consider some of our stories as you continue to make your decisions.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I want to be clear that I am excited for and supportive of the light rail extension. My husband and I live in the area and are excited about the growth that this will bring in population and opportunities for our kids one day. However, we're also passionate about raising our children at Alderwood community church. The opportunity to grow up in a strong, supportive community as well as serving the community through the compassion center is not something I want to give up. I've grown up at ACC and the thought of that part of my life being stripped away is heartbreaking. We really want to embrace the opportunity to love more people through the expansion of the light rail but we beg you to find another route. Thank you for your work in gathering our stories.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Dear Sound Transit please please do not tear down the church. I have been here since I was little and have many good memories. It would do the church no good to tear it down. I have lots of friends at church and tearing it down would make us not be able to see each other every Sunday. The church has a very beautiful auditorium that they remodeled around 4 years ago and it is new and would be very sad to take that down. Sincerely a Alderwood Kid.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hi – thanks for opportunity to opine – Not certain plans can be changed at this junction. However please realize 1000s of people are affected. Please pay Alderwood fairly for the land so they can relocate 110 year old church reasonably. Thank you!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Don't eliminate Alderwood Community Church. This facility serves underprivileged and underserved families and individuals in Snohomish County, by providing spiritual, educational, physical (via food bank compassion center), health care, and counseling. This facility impacts the community in a positive-healthy-educational way. Thank you for considering this request.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would like to comment on the proposed route for the light rail in Lynnwood. If possible, I would

prefer a route that does not impact Alderwood Community Church in its current location. For more than a decade I have volunteered at this church, providing assistance to members of the community in need. My volunteer work has helped people with meals, food provisions and support for parents in need. This work through the church has been meaningful and I hope to continue to help those in need through Alderwood Community Church. Preserving the church in its current location would be beneficial to the community – as it has been for more than a century. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

This comment is to request that Sound Transit remove the option of routing through the Alderwood Community Church property. My family has been involved with this church since 2007. It has provided our transracial family with a positive, diverse community space. It has also served as an organizational way for our family to serve community neighbors who are of different socioeconomic backgrounds through many youth services and family services. We are also volunteers with Lahai Health, which partners with the church to provide free medical services to underserved and underrepresented people. Please find another route which would not stop these valuable services to our community. Thank you for your consideration.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We attend Alderwood Community Church in Lynnwood WA. We are very concerned with the current plan of our church being taken down for the Sound Transit route. Our church is positively impacting Lynnwood WA through our church services, compassion center, and community events. We have been here for 100 years. My husband was born and raised at Alderwood Community Church, our children as well. Please move the line on the map in your current plan. Please let our church continue to make a positive impact.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am an immigrant who came to this country in 1979 and have attended this church (ACC) since then. This is a historic site with many valuable impacts to the community. Please consider alternative with minimal impact to ACC.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

From a patron of Alderwood Community Church. I've seen so much growth to this church over the years I've spent here. This was the first church that I was able to grow up at and grow my faith. This church and buildings have a deep meaning. To most people they just see a church, or a building with no importance. This church and community made me fall in love with where I live. We have a "compassion" center that's main focus is to help the community and families that are in need. This leaves a huge impact on all of our church. This church was one of the first buildings here, over a 100 years old. It saddens me to see such a meaningful place possibly be replaced.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I very strongly disagree with this choice. You are destroying 100+ years of religion and culture. It sad to even think you would go after a church like why...? I think if you took your time and found better alternatives you would not crush a community of thousands. I will pray that God will change your mind and take the devil out of it. Please choose wisly every choice has a consequence.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

From a patron of Alderwood Church. This church is important to many of us. I've grown up at this church at a very young age, and so have many others that I've known. Our church is over 100 years in age and has so many amazing memories and carries such importance. We have a building right next to the church and many young adults like me attend this building called the compassion center. Every week we hand out food, and things for hygiene (basic necessities). I have a concern that this will heavily impact our church and separate us as a group. This is not okay and there needs to be a second choice. Our church leaves an amazing impact on students who are my age. Recently I've never seen more people turn up and it's fascinating for us to see.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Moving the rail on the east side or parallel to the property of Alderwood community church, this impacts our community greatly

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We serve the underpriveledge community of Lynnwood, especially the Vietnamese Community. We hope to continue serving our people here and help those in need through ACC facilities. We hope and ask that you consider alternative routes with less/minimal impact to ACC.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

The current routes through West Alderwood that include the demolition of Alderwood Community Church and the compassion center are not good options for the city. ACC has thrived in Lynnwood for nearly 100 years and has impacted thousands of people. The compassion center serves 50 families a week, providing groceries and help for reading/school activities. If ACC is taken it would be devestating and many would be negatively impacted. I grew up at ACC and it is my home, my community, my life. Please find an alternate route.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been a very caring resource for me and my family during very difficult times. During a long unemployment the church helped us with bills and groceries.



Now that my family is on stable ground, and the kids have moved out, my wife and I give back through service at the church. The church is a valuable partner in the community! The compassion center helps 150 people a week, and the Stephen Ministry comes alongside people who are experiencing trials, whether relational, financial or health. The church provides worship services in 3 different languages. The church building is used throughout the week, not just on Sundays; drive by any night of the week and you will see lots of cars. Thank you for making sure the church remains at the center of the city for another 100 years!

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**Date Received:** February 15, 2023  
**Source:** In-Person Open House

It is my sincere belief that the presence of Alderwood Community Church is a vital part of the Lynnwood Community. Your organization has had over 20 years to inform the community of your plans. Now you “spring” this on us. If we were Seattle, you would spend billions tunneling under the city, but I guess we don’t matter as much as the rich people down there. Show some proverbial goodwill and find a route that doesn’t tear apart a community that is thriving. Take over Bed Bath and Beyond. No one shops there, anyway. Thank you, Luke Determan  
 Lynnwood WA

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**Date Received:** February 15, 2023  
**Source:** In-Person Open House

I LOVE MY CHURCH! (Alderwood Community Church) I WOULD BE SAD!!!!!!!!!!!!!!

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**Date Received:** February 15, 2023  
**Source:** In-Person Open House

The combination of a reduced need for lightrail combined with the extended impact the additional course will have on specific areas along the path make the project unjustifiable. When you force an unwanted project on a community while taking out large community centers like Alderwood community Church and Mill Creek FourSquare you will significantly impact these communities. I also think it is highly suspicious that this project has unfairly targeted the Christian community. Joel Rowles

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**Date Received:** February 15, 2023  
**Source:** In-Person Open House

Alderwood Community Church has had a huge impact on me and my family. I started attending the church when I was in high school and now attend with my husband and three young kids. It is hard to put into words the devastation our family would experience if our building and community was broken up. I urge, beg and plead that other plans would be made that would allow our church to stand and continue to impact generations to come!

---

**Date Received:** February 15, 2023  
**Source:** In-Person Open House

Please don’t demolish Alderwood Community Church – which serves both Lynnwood and the region. Bring more creativity to the design, looking for ways to not impact a 100 yr. old service to our area.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I ask you to please consider the negative impact on the city of Lynnwood for the proposed displacement of Alderwood Community Church with the routes in West Alderwood. ACC serves many communities in the surrounding cities through various ministries and volunteer work. If the church building is forced to be moved, you would be putting many of these community resources at risk. Hundreds of lives have been positively impacted through the programs and ministries of ACC. Please also consider the historical significance of the church location. ACC has been a crucial part of the city for 100 years. We hope it will still be here just as strong in another 100 years. Thank you for reading my plea! Corey McDaniel

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We want you to study the indirect impacts like rising property values, speculation that impacts our community too.

We want you to study how you can make investments in affordable housing.

Option "A" station would avoid running through the critical intersection of Casino Rd. and Evergreen Way. Because of that, the EIS needs to be studied more.

We want to know why are you not considering a tunnel, if you are really concerned about preventing displacement.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are excited for all that this project will do for our community and we are fully supportive of improving access to transportation but we are very saddened that the current plan is to use Alderwood community church's property leaving us without a place to worship and serve the community. There are hundreds of kids who are served weekly with every programs, food services, child care during school breaks etc. Additionally the compassion center is a vital service to the community serve the very population who will benefit from the improved transportation via light rail. Please consider alternatives to taking away our church thank you. July Rose

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please don't remove Alderwood Community Church and the compassion center from Lynnwood. It means so much to the community please don't take away buildings that bring us together as a community. I have been going to Alderwood for a long time and made many memories. To remove this church would be unfair to all of the people who go there and to the community. We love Alderwood please don't take it away.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Dear Sound Transit, I like it if you could please save Alderwood church because a lot of people have fun at Alderwood again. I will ask you to please not destroy Alderwood.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please let us keep Alderwood church for it has helped me grow and learn to live and thrive in a way that has changed my life. I am now a new person because of this church. So please let this church stand in the place that it is now and hopefully forever

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I hope you keep alderwood church because it is the best church ever I hope you agree

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is a long-standing, outrageously generous member of the Lynnwood community. It goes far beyond the traditional Sunday service, extending into immediate surrounding community (which I believe is labeled as a historically underserved community on all the maps I've seen tonite). Alderwood offers a weekly meal + grocery pickup every Tuesday for families in need. We also offer tutoring in math + English for kids who need it, usually they are young, first generation children whose parents are not native speakers of English. We support several nonprofits in the area, such as Support Seven, Samaritans [illegible] Pregnancy Resource Center, and backpack drives for Cedarwood Elementary. The list goes on - our church is an integral part of Lynnwood.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for this public comment and informational event as the next stage of light rail is planned. Alderwood Community Church has been a very important place of community, connection and spiritual growth for my family since we started attending about a year and a half ago. All four of us -two adults- and two teenagers- have been welcomed and many volunteers have invested in us through parenting groups, bible studies where we've made friends, and especially the youth group for middle and highschoolers where my kids have a positive and safe place and mentors who invest a lot of time in them. ACC is about 4-5 minutes from our home, making connection and involvement many times a week possible for a busy family. Thank you for considering alternative routes that don't require the church's property. We appreciate this meeting at Cascade H.S.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I attend Alderwood Community Church along with my husband and 3 boys, ages 6,4, and 1. Alderwood Community Church is a light to the Lynnwood community and serves the community in many ways, especially through the compassion center which feeds and gives resources to people of the community each week. We ask you to reconsider putting the Light Rail on our property and save our current church location. Thank you and God Bless.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have been going to Alderwood Community Church for about 3 years and I have made many good friends. This church means a lot to me and I know it means a lot to many other people. I have learned a lot here. This is where I made the decision to get baptized. This project will impact hundreds of people. Please take into consideration the damage and heart-break this will bring to the Lynwood community.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I don't like the current Alderwood West current location. The light rail is planned to go through the Alderwood Community Church property. This church has been involved in this community for over 100 years affecting thousands of lives. The light rail could easily move the route instead of the current plan. Please reconsider making this move.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are concerned about the routing that may impact the Alderwood Community Church. Would appreciate an alternate route.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We would love for you to consider a different route that does not go through Alderwood Community Church. I serve in the youth group that serves 50-100 high school students a week. The impact we have in THIS location is huge. I myself grew up through this church and went through their youth program and know how influential it can be. Please consider a route that does not go through Alderwood Community Church or our compassion center that feeds around 100 families per week. Thank you for reading my comment.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am strongly opposed to any plan that impacts Alderwood Community Church. This is a historical site and also a significantly relevant institution in Lynwood and beyond. It serves thousands of people in the community and is impactful because of its location. Any displacement of the church is a big, damaging disruption to the community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The current rail plan is set to force the community of Alderwood Community Church to look for a new location. This current location is such a positive force in the heart of Lynwood with serving members, the compassion center and people who love to serve the community in a positive, loving way. As a ACC attendee I would for our building to continue to be in the heart of the city so we may continue to help and uplift the community. Thank you!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We love their service they teach us good we just don't want you to take it away please don't take it away.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I was encouraged to hear that Sound Transit is reviewing options to leave Alderwood Church in tact. I am a Lynnwood community member and regular public transit rider on my commute from the Lynnwood Transit Center to my job at the UW. My family has been attending Alderwood Community Church for over a year, and it has been so important for us to be able to attend a church in our own neighborhood that is so involved in the community. Alderwood has been a real lifeline for our kids to connect, especially through the challenges of these last few years, with other kids and positive adults. Alderwood Community Church is truly a unique place providing an important role in the community, and its location in the center of Lynnwood is a key part of its uniqueness and mission. Ben Newton

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am very excited for this project! I wish it had been done 50 years ago! But I hope you will see the need to retain important and useful services in the city that benefit many people such as Alderwood Community Church and the Compassion Center. There are routes that would not require taking that land, those places are needed in Lynnwood and could not be moved to another spot in such a way that would still serve people in the city. I have lived in Lynnwood for 30 years.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is very much needed where it is it is centrally located in the heart of Lynnwood and has a large community focus having outreaches all the time moving the light rail some place else would be very much appreciated. Having a large church in the center of Lynnwood is very important. Thank you for considering leaving Alderwood Community Church where it is and route the light rail someplace else. Thank you Bob Lawrence

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm writing to express support for Alderwood Community Church. The church has been a strong supportive force for the Lynnwood and surrounding communities for over 100 years. It predates I-5 and part of the original building still exists. In the past few years the Compassion Center has become a solid support for people who need help combating hunger and helping support child literacy. It seems as though the future growth of Lynnwood as a result of the light rail project make Alderwood C.C.'s mission all the more important in the community. Please consider alternatives to this critical institution and community serving force for good. Thanks for your consideration. Eric Bolstad

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I deserve to express my firm opposition to the currently listed route for the West Alderwood section. Currently all of the proposed routes would involve going through Alderwood Community Church. I must clearly say that Alderwood Community Church is a key organization in our area. Not only does it spiritually enrich the lives of those who attend, but it has assisted those who have been affected by the COVID pandemic. In 2020 it opened the doors of the Compassion Center and distributed food, toiletries, and other supplies to our neighbors. It brought many folks together in service & connection, bringing folks from various socioeconomic backgrounds together over community meals. Alderwood's Compassion Center has also taught students from our area; most notably teaching students from Cedar Valley Elementary and others with its literacy [illegible] program. I hope I effectively conveyed all the good Alderwood Community Church has accomplished in Snohomish County. Please find other plans that will not disrupt the work of Alderwood Community Church. The work the church does is critical and any disruption would irreparably harm the efforts of the congregation.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have been a part of Alderwood for quite some time and have a father and husband employed there. Sound Transit brings great benefit to the community by allowing low cost easy transportation to the community. A great benefit to the Lynnwood community is also the Alderwood Community Church. The church brings people from all walks of life and allows them to feel safe, cared for, and not alone. The community surrounding Alderwood has become not just neighbors, but friends. We walk alongside each other. The compassion center serves over 100 families every week with food and goods so that families can focus on being a family. ASM (student ministries) is home to hundreds of kids who find solace in the friends and leaders they are with every week. The Spanish and Vietnamese ministries serve those who enjoy and commune in their native language. Without church there is no community. Light rail can have the opportunity to partner with Alderwood to impact the community positively for generations to come.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I understand the purpose and need and the great opportunities this project will provide. However, I have been attending Alderwood Community Church for 35 years and I'm heartbroken over the idea that the only options being reviewed will mean demolishing the church. Where generations have grown up and found purpose and connection and love. Where they have used that love to have a positive impact on the community in this city. I know this is in the beginning stages and surely another option could be found. Thank you for giving us the opportunity to fight for our church we love.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please reconsider route to minimize/eliminate impact to Alderwood Community Church campus. I've been attending the church since 1996, and have contributed to various programs my church has offered/provided the community. I sense that current routes that affect Alderwood Comm

Church campus will have negative impacts to the community. Thanks.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

None of these routes work because they destroy the Alderwood Community Church. The church is important because the church is a safe and fun place to be at and they are kind and we have a big church to have comfort in. I love this big Alderwood Community Church because I've been in the church for a long time and loved the fun they offer the second I come in.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

None of these work because they destroy Alderwood Community Church. The church is important because it boosts the city around us and it is a fun place to be. Also, I get to bring my friends that are not christians but also people who are christians. Everyone at this church has worked hard to make it a safe place and somewhere we can learn about Jesus and how he lived. I hope you will put this into consideration.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I was informed of plans to seize Alderwood Community Church for the light rail. I think this would be ill advised. This church, and the related compassion center. The compassion center gives out free food to the homeless and struggling. The church by extension does this, as well as providing many with a strong community and environment. I have spent half my life serving and attending this church and I cannot bear to see it go. All the many benefits to this community would be lost, food for the needy, support for the broken, all gone.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Dear Lightrail Extension Management, as a member of Alderwood Community Church, it's become a big part of my life. It's in a perfect for me location and I love the community and the leadership of it. It took my husband and I 2.5 years to find a good church in Seattle and based on its location we will be considering our future house and family. With much respect, please consider a different route for the lightrail, I wish I could suggest where but I am not an expert. Thank you for understanding, this means a lot to us . All the best. God bless you!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Matthew Sleipness, I am a freshman at Meadowhail High School. The alderwood Community Church means a lot to me. I have attended alderwood church since I was six years old period I have met many of my friends there, grew in my religion there, and I hope that you reconsider your plans for the Everett Link Extension

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I understand the importance of adding a lightrail to the Lynnwood/Everett area. But, I'm afraid I'm not too psyched about it going through my church (Alderwood Community Church.) I am grateful though, for Sound Transit's willingness to hear people's thoughts, so I have some things to share, I know first hand how much this church (and the others near it) have influenced and bettered people's lives. My hope is that Sound Transit would take that into consideration. Alderwood Community Church has been here for a century, and we would like to keep it so. I wholeheartedly believe that ACC and other nearby churches work only to benefit this city-and that's exactly what they've been doing. My life and many others have been so blessed by the work they do, and the positivity they bring. We care! Thank you so much for taking this all so seriously and understanding our position.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am a member of Alderwood Community Church and would greatly appreciate the route that would have the least impact on our church which has been its location for 100 years. The church has been providing support to the local Lynnwood community for decades with various outreach events directed especially at the underprivileged + those in poverty. I also live between 164th and 128th on the east side of freeway and our house backs up to the Interurban Trail. Option A on West side would be our preference as it provides less disruption to the residential neighborhood of Martha Lake and Mill Creek. It would also keep the light rail on the West side where the 164th and 128th Park and Rides are already located.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

ACC is over 100 years old. It has been a positive organization for many years, it brings people together for service to our community and the compassion center serves many neighborhood people in need of help with food and basic needs. Please consider a route that saves our church and compassion center.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Asking you to reconsider the route that runs through Alderwood Community Church and find an alternative route – possibly even the road running behind that is not used as often instead. Alderwood has been an integral part of the community of Lynnwood and our family. It has provided support during financial crisis, counseling, a place for our youth to meet friends and create communities of their own – a safe place to learn and serve others. The churches many outreaches to those outside the church – widows, single mothers, moms, families, older & younger generations, our compassion center and the food and support of those in need in our community. Alderwood also brings together those of different ethnicities with its 3 churches housing services in its building. It would be a shame to lose such a vital church community meeting place & service building by tearing it down to place the route through it. Thank you!

---



**Date Received:** February 15, 2023

**Source:** In-Person Open House

With work from home, I wonder the [illegible] vs use? Do we need it further north? Can we get more creative with the "how"? Has anyone on the project traveled to other countries to explore options? Seems like we are only thinking linear vs creatively. I'm pro public transit. But let's get creative.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

This church has been wonderful for our family of 5. We have 3 young kids and its fulfilled spiritual needs, emotional health & community after moving. It's more than a building to us and our kids it's provided so much enrichment in the community as well. Thank you for reading this and considering the words and testimonies of those affected. God bless!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Light Rail is a welcomed addition to the Lynwood and surrounding areas. However, expansion should not be at the cost of a "building and ministry" that has served its community for 100 years. The Alderwood Compassion Center has become a vital resource for a diverse community that is in much need of relational as well as physical assistance. The neighbors that are served weekly trust the volunteers and know that they can receive support and resources that go beyond just the food distribution. To lose this ability to serve in this location would be a negative and detrimental impact to the community that Sound Transit wishes to serve. Respectfully, Anne McDermott. Resident for over 60 years.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

If the cost is the same between the current plan vs following Alderwood Mall Parkway, this was stated to me tonight (same cost) so then why go through a 100 year old community supporting church.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I attend Alderwood Com. Church and am concerned that the train project would destroy our church. We, ACC, have a large community of Christian attendees. The church is the core of the community that binds us together. There are Sunday Services, bible studies, life groups and community outreach programs run through the church. Please don't destroy our church. Thank you, Martin Mccauley

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have lived in the Lynnwood area my entire life. I have attended the Alderwood Community Church for 25+ years. Its impact on my life is immense. Unquantifiable. I learned who I was and

who I wanted to be. I met my wife there. Most of my friends I have directly from ACC. Some I have had since I was in diapers. Tearing down that historical building would be a mistake. It serves the community in both tangible as well as intangible ways.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

A lot of your current plans for the lightrail go through Alderwood Community Church. These last couple of years, that has been a very important place to me. I've gotten connected there, made friends, found mentors, all of which has been so good coming out of the pandemic. Because it's so close to my house I've been able to make it to youth group and church every week, something that would be a lot harder if it were in another location. I've also met people there who have become my friends at school, another benefit to having a community in my neighborhood. Especially starting at a new school, the friends and support ACC has given me have made a huge difference in my life, and I hope ACC will be able to continue to be my community for a long time yet! Please consider another route that doesn't require our campus. Thank you so much for all of your work to get this project off the ground!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for hosting this most informative event for Alderwood Community Church with a history of serving this community for over 100 years, Alderwood Community Church has consistently showed a giving and compassion heart and presence to all members of the community. Our next effort to expand on this service to the Lynnwood community is through our Compassion Center. The Compassion Center serves free food to over 500 plus families every week and that program continues to grow. We have volunteers who assist those in impoverished schools locally and offer free dental work via parking lot vans and volunteer dentists. Other programs work with other local community leaders to make lives better for all the Lynnwood Community. Thank you for listening and sorry for poor penmanship.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been my church home for 30 of 31 years of life. What this church has meant to me over the years cannot be described in words. It has been and continues to be my safe place, where my best friends are, and my home. It is very disappointing to me that you would even consider taking this land for this project. The lives ACC has touched and changed in the 100 years it has been there is countless. My parents attend, all my siblings and their growing families attend and all of my best friends attend Alderwood. We love the connection we have with the community in the services we provide. Please please consider another route.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am a regular attendee at Alderwood Community Church – I started attending just before COVID shut everything down – and it was within a couple of months the Compassion Center started serving the community. That was where I got involved, helping with the food distribution on Tuesday evenings. When I started helping, there were a few dozen people who were helped.

And before long we were well over a hundred families that received food each week. As a volunteer I felt as impacted as any family we served. The Compassion Center was the place where I got to meet people and make connections with my new friends. So even though I started as a volunteer serving, I ended up being served by the love and community that was developed by the volunteers. I got plugged in and now help Youth Ministries – where work with 8th grade girls – ACC has turned my life around.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church means a lot for many people, including me. I know that the church is more than just a building, but the community would be worse off if the building was gone, and the help it gives was somewhere else. My youth group at Alderwood means a lot to me. Thank you!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is David Cardwell, I live in Mountlake Terrace. I go to Mountlake Terrace High School. I strongly request you not to route the light rail path through Alderwood community church. The church has had a lasting positive impact on my life, on my families lives, and the lives of many others. It strongly benefits my community and provides important services to those in need.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Griffin Theel, I live in Bothell and the school I attend is Cedar Park Christian as a freshman. I've been going to Alderwood for 8 years and it has been my home church. Alderwood has impacted me a lot and I've met a lot of good people there and have learned a lot too.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been located in its area for over 100 years and has provided services and outreach to thousands. Currently the Compassion Center provides meals and groceries to about 1pp working poor families. We also provide a Joy of Reading program and tutoring. I personally think because of ACC's location, it is ideal for the outreach it does and wants to continue to expand. Thank you!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I don't want them to tear down our church because I like Sunday school, and Awana and, Mops and, DPK and, the events.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Ben and I have been at this church for all my life and I have made many connections at this church (Alderwood Community Church). Please protect this church. West Alderwood Extension Church.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I believe our area truly need the Link, and I am excited to know about the extension. Traffic is horrible and consumes a lot of our time with our family. Although I am certain the extension will improve quality of life of people in the Lynnwood/Everett area, it is coming with a great risk. The Compassion Center is also a place for people that need the most. These people are not only underserved in terms of transportation, but mostly food, and mainly family. Please find a way to help everyone! We need the Link to serve people as well as we need the Compassion Center!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please find another route that does not impact Alderwood Community Church. Moving this historical church/landmark would have a huge negative impact on so many lives. My wife and I have been attendees for many years and would be devastated by a decision that would destroy our church. This church and community and compassion center play a huge vital role in the lives of the thousands of families from all over the area. I want to thank you for the opportunity to let my voice be heard. Please feel free to reach out and ask any questions. Thank you and God bless!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church and the Compassion Center are staples of the Lynnwood Community. Please do not build the light rail through the church campus.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I hope there can be an answer to the route regarding where Alderwood community Church is located and where Sound Transit wants to develop that works for both the church and Sound Transit. The church has been established in the area for around 100 years. It serves the area and abroad. Please consider this in your decision moving forward. Its location serves more than just the lord itself. People come from all around the area to attend and serve. Thank you for your time!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am here to support our ACC to change the route to avoid the community. This church has an impact on our community supporting spiritual, physical and community resources. We have an

amazing diverse community that is a positive impact on Lynnwood citizens. Specifically single moms, poverty and those who want to serve others. Alderwood west specific location.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are so lucky to have Alderwood Community Church and have been so blessed to have it at the heart of Lynnwood. We are a family with young kids and still growing our family and Alderwood is a great place to partner with in raising our kids. They also offer a lot of resources, events, and gatherings we can tap into that really furthers community. Alderwood Community church is our home and we are praying hard we can keep it.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would like to address the light rail route through West Alderwood. It goes right through my childhood church Alderwood Community Church which has been around for 100+ years. This church has been a central piece of this community longer than most of these buildings have been here. More than that it is still growing in number and stronger than ever with Vietnamese services, Spanish services, and a compassion center that serves underserved communities. Please reconsider the route. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Taking down the Alderwood Community Church that has served and been in Lynnwood for 100 years would be a disservice to Lynnwood. Lots of people depend on our services provided for free. One example is the compassion center who helps weekly supply people with food. People need a safe place to go worship and feel people care. We can't just have building without places people can go for spiritual and support. Please reconsider going another route and keep Alderwood Church where it belongs. Right where it's been 100 years.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I ask that you please consider other routes for the lightrail that do not so dramatically affect Alderwood Community Church. A church that has been a part of the Alderwood/Lynnwood community for over 100 years. We understand the need for the lightrail and the need to serve the community and our hopeful that we can work together to serve our community and their ongoing needs. On a personal note - this is the church where I met and married my husband, so it is near and dear to my heart. My family has been a part of this church for more than 35 years. We've established and continue to have long term friendships. This church has helped me continue to grow in my faith. Thank you for allowing me to share.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I highly recommend that you do not use Alderwood Community Church for this Everett link extension. My wife and I work with high schoolers who come for community, bonding, and to

learn more about their relationship with Jesus Christ. This church also has a compassion center that the community w/ food bank and other great resource. Please don't take Alderwood Community Church away from this community!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Like said my email the church service our community for over 100. It be a shame if it could not do this

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Just wanted to express the good Alderwood Community Church does for the Lynnwood community and surrounding areas. We have a community feeding & clothing program out of our compassion center. We also reach out to the schools. We also have many activities for school kids all through the year, which keeps them off the street and out of trouble. We have ministries to prisoners, women, and men of all races. We share our building with a Vietnamese church. The location is very good easy access from every direction. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I live around my church, Alderwood Community Church. I am their congregations for over 15 years. A lot of my friend and their kids come to ACC. Most them grown from ACC health, & good friends environment. Losing ACC will broken/a lot of people. Especially our Compassion Center support needy people in the area. I even support PTC (Prisoners for Christ) to learn bible. I attend life group every Monday, a small group ± 14 people discuss last Sunday our pastor teaching. Bible/God's word is part of my life for long time since I join ACC in 2007. I pray the community won't take our church for their purpose. Both the light rail and my church support the community in different way. In people spirit and people body. God will give the best way to His children.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Although ease of access to and from cities and potentially reducing traffic, it would be a disservice to the Lynnwood community to remove Alderwood Community Church (and the multiple churches it hosts) and the Compassion Center. Please know we have been serving Lynnwood's residents and neighboring communities and removing our church would create a huge void.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is located in the center of Lynnwood and the current building 800 M of several thousand apartment dwelling. The church is not only a house of worship, but maintains an important and needed outreach to provide/facilitate the delivery of low/no cost health and dental care, a tutoring program, food distribution to nearly 100 families a week and

free community dinner for neighbors that are served. It is a resource for the underserved in our community. In addition, it has a long history (over 100 years) in Lynnwood and has grown not only in number of congregants, but in involvement with and in the city of Lynnwood. It also has a long history of working with the Edmonds School District to serve students in [illegible] support and school supplies.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am concerned that there will be a negative impact on our community if the Alderwood Community Church is demolished. Right now the Compassion Center which is part of the church property being proposed services low income working families by providing food on Tuesday evenings and reading support for families who have English as a second language. Also available are clothing, quilts, and other miscelanace items. A dental clinic and health clinic come to service uninsured families. Support 7, Women's Domestic Violence in Everett, The Children's Burn Center also benifit from the quilt ministry as well. These quilts are put together by a group of ladies that meet at the church proper. This church has been an integral park of Lynnwood for over 100 yrs. Please be aware that the Lynnwood Convention Center uses the church parking lot for overflow parking during the week. I could share more but have run out of room.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

As a single mom I have relied heavily on Alderwood church to be my community and support over the years. They have amazing youth programs that supply a safe and friendly environment for my children to attend to and build healthy relationships. Within the church youth programs my son and daughter have been exposed to what a healthy male role model should look like and many adults have shown us love and support as my children grow. Change is already a hard thing for children who live in split homes and changing their childhood church home is not a change that they should have to experience. I hope the city takes into consideration all of the wonderful things that Alderwood church creates and puts on for the community to enjoy and support it's city. Thank you for your time.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

My husband + I have had Alderwood Community Church in our lives for many years, for funerals, high school graduations + church attendance. This church is very active and impacts the lives of hundreds, actually thousands (of course over the years) of people in the Lynnwood + beyond community. The church offers numerous ministries to people of all ages. To lose it's spot would be a travesty of great proportions. Please find another place for your Sound Transit route. Thank-you! P.S. Alderwood Church has a very positive impact on the neighborhood :)

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

To start I like Sound Transit. It is great to take lightrail from Northgate to the airport. My heart is heavy at the thought of a possibility of Alderwood Community Church being overtaken by Sound Transit. The church is a very special place for all who attend. Many awesome things happened

& will continue to happen here. All who attend are extremely blessed by our church. Please try to be mindful of how important this facility is to all.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I came to the 2/15/23 forum as a member of Alderwood Community Church regarding how the lightrail plans negatively impact my church community. My husband and I started attending Alderwood CC searching for a community of people who shared our religious beliefs yes, but also that cared about and actively participated in the community around us. We have stayed because Alderwood does just that. This church and location are a large and vital piece of the Lynnwood community would be felt for years to come. Please consider alternative options that would preserve the church building and campus. Thank you for hearing our concerns and providing an opportunity for us to voice them.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I go to Alderwood Community Church in Lynnwood. It is astonishing to me that all 3 choices go straight through a church that has been serving the community for over 100 years! We have a food bank that will be torn down as well with all 3 plans. ACC also helps the local low-income schools as well. I know that the Transit doesn't want to hurt \$ that comes in through retail but community help should be considered as well. Please go back to the drawing board and make a plan that will not destroy a church that has been such an integral part in the community and in helping others. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The West Alderwood extension currently has options that would go directly through the property of Alderwood Community Church. This church is over 100 years old, serving so many areas of our community. We have multiple ethnic groups who have communities within our church, including a specific Vietnamese in Spanish congregations. But personally, this church has become my home. My husband and I found Alderwood Community Church the week we moved here from Texas 16 years ago. We found connection, friends, community, service opportunities, growth in my faith and well-being. I love my church and love the ways it helps me connect with others and serve others. Please protect our church by finding another way to route the extension around our property. We are excited for what Sound Transit can bring to our community and hope it allows our building to stay.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would love to see Alderwood Community Church (ACC) spared for the upcoming expansion. However, it doesn't appear that it is possible, isn't that right? If ACC cannot be spared, then I would like to see the maximum amount be paid to ACC to enable them to rebuild at another location nearby. This would be the fairest results for our beloved church which is 103 years old this year. I also praise the people involved in the Everett Link Extension for their love and care of ACC. It really does show for all to see. Ronald D. Smith.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I feel that other considerations should be made to the path of the light rail. The current path would cause Alderwood to close. This would have a very negative impact to the community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We have been members of Alderwood Community Church for over 15 years. The church is an integral part of the Lynnwood community. The Compassion Center alone serves so many in the area and people from all walks of life – all cultural backgrounds – and all around the Western Washington area love the church. We have personally invited many many people over the years to attend Alderwood – so many have visited and then stayed. Lynnwood would not be the same without the presence of Alderwood Community Church. Please find other plans for the light rail so that Alderwood can stay put for many years to come.

Thank you!

Paul and Janelle Narancic

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Purpose & Need: I see the need for transit options however the current transit programs have done very little to alleviate the traffic during peak commuting hours. Even with the Northgate to Seattle line working, I-5 traffic is at a standstill daily. Large corporations are not renewing their leases in Seattle, instead, choosing to have their employees work from home in the future. Lack of parking at transit centers and minimal bus options make driving to and from work appealing for those of us that commute.

EIS: I would like to know why you would want to tear down buildings and build a train at the cost of millions of dollars just to buy the land. The Interurban Trail is already publicly owned and there is no privately owned buildings to tear down along that route. Perhaps running more buses to the train stations instead of buying, tearing down, and building a train on those properties.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The last church i was in they swiched bildings and the hole community broke apart! And i dont want it to hapen hear i dont want to lose my church agen. So...pleas dont do it!!!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, please consider tunnels instead of tearing down our churches, Alderwood Community Church, and 4 Square Church in Mill Creek. Tunnels are said to be safer in the event of an earthquake, and that way you would not have to tear down these two pillars of their communities. We love our church (Alderwood Community Church, Lynnwood, WA), please leave it be.

Thank you for your consideration,  
Abraham White

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We have belonged to Alderwood Community Church for 20 years now. This church changes lives every day. We welcome everyone and really try to reach the Lynnwood community. My family is involved with an Afghan family through World Relief. This effort was directly supported through our church. Alderwood Community Church reaches so many people in so many ways and has been for 100+ years. It would be an absolute shame for our beloved church to be torn down. Please rethink this decision!! Thank you and God Bless!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm excited about what Sound Transit is providing to the Lynnwood community + know that many good things will come! I am very concerned if it means I lose my church. ACC has been an integral part of the Lynnwood area for over 100 years. The care, love, + support ACC provides our community can't be over-stated. I love the food program our compassion center started – during COVID even! If we had to move away from the area, our absence would leave a giant gap. Thank you for your consideration.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I think bringing the light rail to Lynnwood is a great idea, however, I think an alternate route should be considered. Alderwood Community Church is such a big part of the city of Lynnwood, to tear it down for the light rail would negatively impact the community. My family started attending 8 years ago and it really has become a second family for us. The location is central and has easy access which has been so important for all the community out reaches our church does. From feeding struggling families (over 100 families a week) with the Compassion Center, to hosting Trunk or Treat giving families in the community a safe place to bring their kids for trick-or-treating. ACC has been a pillar in the community for 100 years, this church has been around longer than the city of Lynnwood itself and I would think should be afforded some level of protection from a project like this for its community impact and historical significance in Lynnwood.

Thank you for listening,  
Phil Parks

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have attended Alderwood Community Church for around 15+ years. It has provided a safe place for me to worship, a constant support system and friendships, and counseling that has been invaluable in my life and I know in the life of countless others. The impact and outreach ACC has is immense through the compassion center helping those in need in Lynnwood and globally through many mission & humanitarian trips and missionaries around the world. Please reconsider tearing down my church's campus and outreach buildings for the sake of

transportation. Building the link extension through our church (and another separate church next to us) would I believe have a huge negative impact in my life, the people in my church and those my church helps. If there is any alternative option, I please urge you to seriously consider it. Thank you for your time and consideration!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Everett Extension is VERY welcome. Will be great to easily ride light rail to important points. I think it will be highly used.

Sadly, the current routes go through my church's property: Alderwood Community Church. We would like our church to continue to exist fully intact at it's present location. We fervently hope an acceptable alternative route works that does not take our church property.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood is a great church and i like playing with freands and i really like it and i respectfully ask that you would not be required to tear down the church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The project is currently planned to go through the Alderwood Community Church and remove the church in doing so. This would be a huge negative impact on the city, community and personally. This church has been an important part of my life and everyone who goes or is supported by its programs. Please do not build this way. Please make a different plan. ACC has been a constant in my life for over a decade when most everything has changed.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

OMF North: I prefer Airport Rd. & `00th St. SW because lowest cost property [illegible] potential to displace underserved populations. 2. Everett Station D: preferred because easier to walk to, low income underserved communities can afford accessing this site better. 3. I-5 and [illegible] route preferred because fewer residential displacements. 4. SW [illegible] IndustrCenter - prefer SW-A because serves underserved communities and fewer disadvantages. 5. West Alderwood: prefer Ald-D: because more advantages support for preserving Alderwood Community Church and Compassion Center sites: This congregation highly values supporting local communities and intentionally investing in underserved and low income neighbors and neighborhoods through the weekly foodbank program/medical van site services; our church also [illegible] invests [illegible] funds and volunteers hours to local elementary and junior high school support programs ( [illegible], new backpacks and supplies etc.) If our church has to move due to the lightrail track, the Compassion Center would no longer provide critically needed practical support to underserved minority groups permanently. God positioned this church location over 100 years ago knowing we would be needed for future generations to depend on for support and belonging. I volunteer at Compassion Center and medical van as a registered nurse and as part of the MOPS program (motherhood preschoolers) mentor [illegible].

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alternate routes should be evaluated to reduce the community impact. The decision to route the lightrail through Alderwood Community Church would significantly affect the community. The compassion center feeds over 130 families a week. By forcing the center of the church to relocate, these families would have less accessibility to resources they need.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

As a minor living in Lynwood, I understand the importance and need for efficient public transportation in the Greater Seattle area. However, I am also a Christian and a member of Alderwood Community Church. Because of this, I cannot agree with the suggested routes for the West Alderwood Track - as well as whichever tracks and routes may affect churches. I don't believe that I can confidently offer alternatives as I don't have the resources or expertise to make calls like that, but I can say with my whole heart and knowledge that relocating or removing Alderwood Community Church would be wholly detrimental to not only the congregants and the people who rely on the church's ministries, but to Lynwood residents and [illegible] a historical and cultural significance. At Alderwood, there's something that the church stands by; The phrase "Connect, Grow, Go". If you think about the state of the concept of community in America today, you can realize how rare this mindset is. I've attended many churches, but the most atmosphere in Alderwood - particularly because of the way they bring people together, teach them and raise them up and then send them out to improve their communities and the lives of the people they interact with. Beyond the church itself, the planned route would also impact a ministry of Alderwood's known as the Compassion Center. The Compassion Center is an integral player in the treatment of the financially struggling in Lynwood, and I sincerely believe that without it Lynwood would have a hole in their public service affairs. Because of these and other concerns I can not agree with the West Alderwood routes. Thank you for taking public feedback.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The Alderwood Community Church and Compassion Center are valuable and vital to the Lynwood community. The Compassion Center serves over 100 families a week and works to help the underprivileged in the Lynwood area. Moving the route of the light rail would allow the Alderwood Church and Compassion Center to continue serving and helping the Lynwood area.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

My complaint is to not go through our church. I think you should consider going along side I-5 freeway and turn at the east side of Alderwood Mall. To consider taking out an established church of 102 years old is inconsistent of the best things for the community of Lynwood. Thank you for this meeting.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am a senior in highschool. I grew up going to Alderwood Community Church and am in the youth programs there. Students are grouped into small groups which provide supportive community and there are small group leaders who mentor the students. The Alderwood Community Church has been very important to me. Please select a route for the Everett Link Extension that does not go through Alderwood Community Church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Sound Transit Board members: As much as I am excited for Link light rail to arrive at Mariner Park & Ride (right across the freeway from my house) I was really disappointed to learn that my church of +10 years, Alderwood Community Church, was being threatened with demolition. This would be a great tragedy for the community. The route must be altered, either along 36th or along the east side where the Interurban Trail is. As such, it avoids running through several apartment buildings and a hotel. But, ACC and the Compassion Center are much more important parts of the community. If the light rail and Interurban Trail can accommodate these businesses, surely ACC and the Compassion Center can be accommodated. Thank you for doing everything in your power to serve the community of Lynwood and the northern metro area. - Larson

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church and the Alderwood Compassion Center contribute significantly to the health of the Lynwood Community. Please ensure that any plans for light rail allow [illegible] [illegible] the center of Lynwood and continue to make the city a strong healthy community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please do everything in your power to not destroy Alderwood Community Church as this community church meets so many needs of the residents of Lynwood and has done so for the past 100 years and intends to do so for another 100 years. We as a community want to continue to make an impact and a difference in our neighbor's and community's lives and well being to help in times of need and to help others thrive. Please see that we are a people who truly engage in making Lynwood a better place. I hope you hear out pleas. Thank you, Elaine White, Alderwood Community Church member.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello my name is Kyler Bishop as of the plan you have you will be going to be taking the building and the property of a place and a home that I have been going to since I have moved from California and the reason I moved is my dad works at the church and it is where I came to know my beliefs and realise that I am part of something great. It is the place where I have met life time friends and a building that I confessed my sins and have started to believe of my lord and savior and although I am in middle school I have some things to say about your plans.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

As of the current plans the light rail will be on course to take out the church I attend, Alderwood CC. I have attended for over 4 years now and the impacts on my life and those around me have been tremendous. Through Alderwood I have connected with friends, mentors, leaders and ended up becoming a mentor and leader myself. Alderwood is a safe and loving place welcoming the community of Lynwood for now over 100 years. I spend time there multiple times a week with others having fun and also serving the community. The positive effect Alderwood individuals and the community as a whole cannot be underestimated. Especially considering the Compassion Center which provides [illegible] for underprivileged community. Sound Transit cares about the church means a lot to me and my life. I hope you take this into consideration.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Megan and I have been going to Alderwood Community church since I was born. I love my church and I never want to change because the people there are so welcoming and I have great friends too. Please save our church.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is a fixture in our community and impacts thousands of lives on a weekly basis. Sound Transit must find a solution for West Alderwood that will not impact ACC's ability to minister people right where it is in the heart of our city. Lynwood would be far worse off if Alderwood were to move.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please reconsider the route through ACC church & compassion center. The church has had a long 100+ year footprint in the community. The church is open to all and provides Christ based outreaches meeting people and familiar where they are at and provide friendships and a spirit of community. The compassion center partial acts as a food bank to the surrounding community meeting food and well being needs. Our church is is diverse having 3 regular services Sunday morning followed by a Spanish speaking service. The sad thing for the community of loosing the church is the longterm effect 10,20,50 100 years of not having a church in this location. Thanks!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Your proposed route through Lynwood will eliminate all buildings of Alderwood Community Church (ACC). Please change the route to avoid ACC and allow us to continue to serve the community from our current location. ACC has a major impact on the people of Lynwood and surrounding communities. The people oriented services from ACC include spiritual, health, care, education, counseling, food and more - all for free. My wife and I, for example, are tutoring under privileged and underserved children ( whose parents are from the Middle East) in learning to read and speak English and to learn math. Please help us to continue to serve people in our

current well-known location. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have attended Alderwood Community Church for 13 years. It is a source of community, space to grow my faith and where I serve my community. For over 100 years this church has had major impact and benefit to Lynwood, it would be a shame to remove it. It is conveniently located for people to walk to and close to local shops. I strongly advise a route for the light rail that preserves this church and its property. This will have an eternal impact on the lives of those who call Lynwood and surrounding cities, home. Thank you for your consideration. Sincerely, Jud Lentz

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, I'm a member of ACC, and I'm concern about the transit coming through our church area. Wondering as if you can cross the transit to the other side of Alderwood mall street? Or maybe go underneath maybe tunnels? Or how you can build in the middle of I5. I know the concerns in case of emergencies. But maybe if you get other states ideas it could help. Concern member of ACC

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am in favor of light rail, but would also hate to see Alderwood Community Church be torn down. One area I have helped with at church is the Compassion Center. This food bank has impacted so many of our neighbors in a positive way. Many of those we help do not attend our church. It is truly a community outreach.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We love to see that the Light Rail is coming to Lynwood. It will bring so much for the population. We are very concerned for our Church - Alderwood Community. It's not just a building where people gather on Sundays. We have 3 congregations that meet in the Church. We have a children's ministry on Wednesday nights. We have a very large and important Youth Ministry. On Tuesdays there are moms that gather for a Bible Study. Tuesday mornings the Compassion Center comes alive and we get groceries and donations, in the afternoon all is bagged so that in the evening it's distributed. Also, we have students that help students with homework; teach readings. There are a lot of future plans for the center. This church is also a historic building, over 100 years old. So many people will be affected by this. Please consider a different route. We also help an elementary school.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for considering other options in the place of going directly through the Alderwood Community Church. I realize there are many circumstances to consider, but this church has

meant so much to so many thousands of people for over 100 years. The compassion Center services countless families for meals and groceries on a weekly basis, and the families in this church feel called to serve the Lynwood community. There is so much value in being in the heart of the city as we serve this community. Thank you for reconsidering your route plan between Lynwood City Center and the Alderwood Mall.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

This church is important to the community. Many of my friends and myself were married at this church. It is a landmark for the community. My dad has attended this church since 1942. Show us that the peoples voices in this community matter. There is room on the other side of the street, I do not understand why that can not be used. This is just a travesty to take away, even if you compensate a church that has serviced this community over 100 years. [illegible] for us that have watched Lynwood grow, not just the people causing the growth.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

(Light Rail) Transit has taken over Lynwood, Alderwood. Save our church. I have lived here since 1963 and attend Alderwood Community Church long time. Please find other means so our beloved church (1916) and new center, Compassion Center can serve the community like they were meant to do. Please save our church.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I appreciate the ultimate purpose and need for the light rail system. I am confident it will sere the community well by reducing congestion on our roads as well as protecting the environment. I know there are and will be many different decisions to make in order to accomplish this project. With that being said, I strongly encourage you to consider the impact your decisions will make upon communities in ways beyond transportation. Alderwood Community Church has faithfully served Lynwood for over 100 years. It has positively impacted countless thousands in the community both socially and physically in that time, not to mention the thousands that currently worship and serve there. It also faithfully serves the needy families with food, tutoring, counseling, etc. To remove this church from this community would be a terrible mistake. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The Light Rail plan is an important part of the Growth of the state. But the route plans that include the usage of Alderwood Community Church property Are Risking the Destruction of a pillar of the community. Our church has provided so many services for the community at large. through our Compassion Center. Has provided food and support to lower income families. Our church puts on Events for youth and create a safe place for kids to hang out. Our church is a pillar that has made a significant impact in the community and the willingness of Sound Transit to find an alternative Route that Does Not cause the Relocation and Destruction of this pillar will play an Important Role for years to come.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

While we are excited about the benefits of the light rail extension I truly hope an alternative can be found that does not lead to the demolition and relocation of Alderwood Community Church. The relationships we've formed at the church have altered the course of our lives and we want our children and friends to be able to experience the same benefits. ACC has also been a light of hope and support to the community, esp. with the Compassion Center, providing meals and care to local Lynwood families in need. Moving the church from its current location would be a major detriment to the community and those involved in the church. Thank you, Sound Transit, for all your work, just please save our church for the sake of our families, friends, and those who rely on ACC as their main community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am a member of Mill Creek Four Square and I truly hope you will consider the route on the west side of I-5 and do not take our church away in the construction. We has so many good things we do for the community @ 164th and the removal of our church would be so detrimental to those attending and those we help in the area - schools and the less fortunate. Thank you Carol Wical

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please reconsider taking down the church. I have been going since 2016 and it is the best church I know. There is a great church community and some great groups. Please don't take the church down by Liam Valdes

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'd like to comment on the potential effect the current route to the Alderwood station would have on the Alderwood Community Church and Compassion Center's campus. I see this church having a great, positive influence on many people, spanning multiple generations and socioeconomic statuses. This church provides community for young families, students, the widowed, and elderly. People who might otherwise be very isolated. In the past few years I have seen how the compassion center provides extra help to people in need via free food, reading help and tutoring for students, and a chance to hear and pray for the needs of those who come. Thank you for the care being taken to understand the Everett Link Extension's impact. I hope there is a way to minimize the burden of it such that this valuable part of the community can continue to operate.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I love Alderwood because it is a great community for me. I am a freshman at Meadowdale High School. I have lots of school friends that I can bring to Alderwood and that I can share the gospel with. Alderwood gives me a great place to do that. I love the people here and it all means

a lot to me.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I recently moved to Alderwood from a dying church. Before I came to Alderwood I felt a lack of community and fellowship. But now I feel like I am in a stable and supportive community. We meet at Alderwood two times a week and its at a very convenient location and it is big enough for everyone. Caz Huebner, Freshman, CPCS

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is located in the heart of Lynnwood, because of that we have become "the heart of Lynnwood". If we have to move, or worse close our doors that would be a huge disservice to our community. Our church has been on this property for over 100 years we know God has our plans, this does not surprise him. We can only hope & pray we can remain in our location for the next 100 years & beyond if the Lord is to tary. Thank you.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Member of Alderwood Comm Church and really don't believe there are no alternatives to destroying the church to be used as a temporary staging area. This church has been in this location for over 100 years and is still and a community [illegible]. Please reconsider another place for the staging area. Thanks

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, Thanks for giving us the oppportunity to have our voices heard. I believe that there must be a way to re-route the dev plans. Please consider us as a church and what this means for us.  
Will A

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I understand Sound Transit's purpose in creating a better system for community members to travel from Seattle to Everett. As the area grows in Snohomish county a need to relieve traffic is needed. However in the planning of this system I would hope that Sound Transit also looks at the community services that can & will be effected. Alderwood Community Church has been at its current location for over 100 years. It is an active community service that gives many Lynnwood residences a place to come for assistance, whether it be for counseling, food, a place for youth, english classes, etc...It would benefit all if Sound Transit finds an alternative way to provide both services.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

West Alderwood - No to anything associated with this site. Alderwood Community Church (ACC) is a Lynnwood focal point & has been for over 100 years. At the church & compassion center free of charge services such as a food bank, help with job opportunities, and free medical care and check ups all done by volunteers in the neighborhood & church. Please leave this wonderful church where it is & where we believe God wants it to be. Thank you. Ira Gross

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you so much for the various forums for feedback. As a member of Alderwood Community Church of course I have a strong desire for that property and the Compassion Center (that provides such needed services to the underserved in our community) to not be repurposed. I also am very concerned with the state of the existing light rail line from Northgate to the airport. It is quickly becoming very unpleasant to ride because of the filth left behind and vagrants riding back and forth all day. Normal, paying commuters are feeling less and less safe, and I fear community support for these transportation projects will dwindle because of it. Please ensure there are turnstiles or some other mechanism by which only paying customers can ride. Otherwise billions will be spent to provide a place for non-paying vagrants to sleep all day. I really want this project to succeed and to deliver the solution we all want and need. Thank you!!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would like to ask for the rail to stay on the west side by Ash way. I attend Mill Creek Church and the loss to our community would be huge. Mill Creek Church serves the poor and needy in so many ways. Our future is our children and children are loved and prepared to be citizens that will impact the future. If the light rail is to better serve our community we need to keep institutions that support responsible life. Thank you for hearing me John Langsev

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Questions: For Everett Link Extension, will it run at the same interval or scheduled frequency as the main line from Angle Lake to Northgate? Every 10 min on rush hours and 15 min otherwise? Do we plan more bus routes into the SR-526 Evergreen Station? I'm asking this because there is no parking facility planned for it.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Since I was young I have been attending Alderwood. Throughout my life this place has meant a lot to me. The community of this church is amazing and has continued to grow. Alderwood is my second home and to think about not being able to attend this place saddens me. We have many different groups that help others become more connected which has made a huge impact. The tearing down of this church would affect a lot of people, myself included. It is my belief that this church should not be used as a route for the light rail. This church has been such a blessing

and has remained faithful to community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for serving our community and its needs. My concern is regarding the current plans to build through Alderwood Community Church in Lynnwood. This church has served and loved the Lynnwood area for over 100 years. I humbly ask that you change the current plans so that Alderwood Community Church can continue to serve Lynnwood. Our communities need generous and loving establishments like this more than ever. I have faith you can make this happen! Thank you!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I love our church. Please don't take it away. Thank you Love Cooper, Theo, Ayla

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am concerned about the impact this project will have on both Alderwood Church and the Mill Creek Foursquare Church. I would hate to see either one adversely impacted. I hope measures are taken to preserve both these sites. They are an asset to the community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I've been going to this church for a bit over 3 years now and there's been a couple things that stand out from other churches. One being the great youth program. I also haven't seen anything as large or as important as the compassion center in all of the churches I've been to.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I grew up at Alderwood Community Church and have gone there for the past 18 years. Through that time I have been able to see the church grow. It is sad to hear that Alderwood may be taken down in order for the light rail because I believe the church has more value. The Compassion Center has had a huge effect on the community as well and it would hurt the community to take it away

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church means so much to the community in Lynnwood, if there is any way to keep it, let it be so, it is our home

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

All 3 Alderwood routes run through Alderwood Community Church and its buildings. None of the routes are acceptable. Alderwood Community Church has been in this location for over 100 years. Our church has grown immensely over the century. We have wonderful congregation that works with and in the community. We have an outreach program called the Compassion Center that feeds the hungry, helps the homeless, serves the needy and local schools and provides medical services to those in need. Taking/destroying our church will put a huge hole in our community and devastatingly harm those we serve. You must find a route that does not go through Alderwood Community Church, its property and buildings!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I don't like this, please don't take ACC away.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I've been at alderwood for over my life and it has made such an impact on not only me, but on this community as well. To see alderwood go would certainly have a huge negative impact on me.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

It's exciting to see the future plans for the Everett Link. I wish it were finished in time before I retire from Boeing so I could use it to commute. The expansion will be a great asset to the community. I am concerned about the possibility of taking the Alderwood Community Church building. The church has served the community for over 100 years, and continues to serve Lynnwood. It would be difficult if not impossible for the church to relocate in the immediate area where are serving local people. Thanks for allowing our feedback.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

First of all, I greatly appreciate you guys lending an ear to the members of Alderwood Community Church. We are all very grateful that you are considering our concerns. While the purpose and need of the light rail is evident, I would ask that you consider an alternate route. Not many buildings have significant spiritual and emotional meaning to the citizens of Lynnwood, but I can tell you for sure that ACC is one of them. And I hope that your group realizes this after seeing the sheer amount of people that showed up for this conference. Acc means something to the people of Lynnwood, and I hope and pray that you will realize that the church is far too important of a building to destroy.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I want to list some of the many ways Alderwood Church benefits our community. 1. Free tutoring for children who otherwise would not get necessary help. 2. Free dental care for needy families. 3. The church feeds 150 families every week. 4. The adult and children classes benefit the entire community by teaching values regarding helping less fortunate.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I don't specifically have a better route alternative, but I am sure there must be other options rather than tearing down our church that has remained in the same location for over 100 years. We are a huge congregation that resides in the heart of Lynnwood, but come from all over. Prayers are all around for a better alternative route.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, my name is Eduardo, pastor of the Spanish congregation. I really hope you can find another alternative for the rail light. Alderwood Community Church is very important for our church family and our growing Spanish community in Lynnwood and Everett. It also serves and loves on many families through Compassion Center.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Mill Creek 4S provides service to our people. Comments: the park and ride would make more sense because due to covid most people work from home and the lot seems to be empty. Plus most of the people that park there and ride the bus now will use the light rail.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am concerned about the path of the light rail and that it will demolish a church that has been at the heart of Lynnwood for over 100 years, even before there was a Lynnwood. Please do not demolish Alderwood Community Church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, my name is Jeffrey Iliff. I'm a Professor of Psychiatry at the UW, and lead a PTSD Research Center at the VA Puget Sound on Beacon Hill. My family lives in Lynnwood, near Lynndale Park. I'm excited for the Light Rail to be extended north, and plan to use it for my commute once the Lynnwood stations are complete. I also serve as the Group leader for the 9th grade boys in the youth group at Alderwood Community Church. This is a very important place both for my own family, and for the 15 9th grade boys from local high schools that I lead. This is a place where our youth are learning about serving their neighbors and community, including through the compassion center. For these reasons, I would ask the Planning Group to consider

pathways for the train that leave the Alderwood Community Church properties intact.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Our compassion center serves the underprivileged. We have a dedicated group of workers who work every Tuesday to help anyone who comes to us. We are a diversified church serving a Vietnamese Church and a Hispanic Church. Plus we are serving mothers of preschoolers, and a large senior population.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

This church, Alderwood Community Church, is my family. It is where I have made my home. It is where my children grew up. It is my support. It is my lifeline. I have grown leaps and bounds at Alderwood Community Church. It would separate my community. I also help at the Compassion Center and have enjoyed helping and learning about our Lynnwood Community.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

The church is good place to bring community together. This is the only place I can see people I love once a week. My grandparents died last week and people here are helping me get through it.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am so excited about ST plan to extend the Lightrail to Everett. It's a long time coming and I can't wait to get to ride it to Seattle, SeaTac and beyond. My only concern about the plan is the potential loss of the Alderwood Community Church campus. This church has been here for a long time and has a rich history of its presence and positive impacts to the community. The loss of ACC at this location will be huge to Lynnwood and the surrounding areas. There are so many different ethnicities use ACC as a place to serve their members and this loss will have significant impacts on the minorities in the region. I sincerely hope ST will reconsider the current route through the ACC campus and allow the church to continue to function at its current location for another 100+ years. Thank you for listening and your seeking of public comments.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Sound Transit provides transportation opportunities and will continue to impact more people as it expands. Alderwood Community Church and Alderwood Compassion Center have a big impact as well. Our 1500 + member church also houses a Vietnamese church + Spanish church. Our Compassion center serves/feeds over 100 underserved and immigrant families weekly. We also have a reading program that partners with families from Cedar Valley Elementary. So many families and lives have been impacted by ACC for the past 100+ years. Please allow us to continue to do so and choose a different route for Sound Transit.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I believe there is great need for this transportation, however, my concern is the safety of the ridership and what measures are going to be taken – lots of drugs and homeless people that may be the ridership and misusing the transit. Also, my passion is saving the Alderwood Community Church and their direct ministry to the Alderwood-Lynnwood community of the aforementioned people. With other routes and directions this transit can take – please save Alderwood Community Church. Praying for our community and your leadership and discernment.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Quote from my 3 year old: “It would make me sad if we couldn’t walk there (Alderwood Community Church) to go to Church” \*talking about the proposed relocation of Alderwood Community Church

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church plays a significant, positive roll in the lives of thousands of people who, not only attend the church, but also members of the community who use the compassion center. If any alternative routes could be used, that don’t involve tearing down ACC or the Compassion Center, please explore those routes

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I think the needs of Snohomish County are vastly different than King County. The Lynnwood area in particular needs organizations that will continue to support the underprivileged and unhomed. Churches like Alderwood Community Church and Mill Creek Foursquare church do just that. Alderwood specifically serves over 150 families weekly with food needs. Please consider different options that do not affect churches.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm here to support our ACC to the best for the community, (we are reaching out) to [illegible] center [illegible]

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I highly recommend considering another route as ACC is a key location to reach the community of Lynnwood. We provide many families with a safe place to gather and find community. Our Compassion Center reaches hundreds of families and our student and kids ministries reach low income families. I serve in student high school ministries and we volunteer in the community often. We love our church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I have been a part of Alderwood Community Church for 17 years. The church has a big impact on my life and the lives of thousands of people in Lynnwood and the surrounding area. Our hearts are transformed by the love of God in Christ. Hearts are set free from greed, revenge, deception and lust to love God and to love others and to do what is right. We pray to God that there will be a way to keep Alderwood Community Church in Lynnwood, enriching lives and relationships now and for eternity.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm mostly interested in the deep community impact this project poses to the communities of faith that will potentially be uprooted due to the light-rails plan. Alderwood Community Church & Mill Creek Foursquare. I have attended MC4S for more than 9 years and also serve on staff part-time. These communities of faith greatly positively impact thousands of lives in the greater Lynnwood, Everett, Millcreek, Bothell & surrounding areas. From serving the underprivileged, marginalized and needy members of our community to promoting generosity and goodwill to all. The services provided are essential and pivotal to all of us. Please consider the tens of thousands of lives impacted by those bodies of faith. Thank you with the deepest respect and sincerity, Lynnette Hester.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I'm concerned about the lightrail plans that go through the Alderwood Community Church campus. The church has a significant impact on the community of Lynnwood. The campus, which includes a community outreach center, is strategically located in the heart of Lynnwood. The church was excited to have the lightrail come, so it would have even more opportunity to serve due to the growth. However, having to relocate would tremendously impact the church's ability to serve. There would be limited or no options at all for a church of that size to relocate in the Lynnwood area. I hope the Sound Transit can find an alternate route.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Ava I am 17 years old and I am part of the Alderwood Community Church. Hearing the news that our church that has been helping people for the last 100 years may be taken down. My church had recently finished the final touches on our sanctuary and compassion center. My family and I have been attending the church for as long as I can remember plus more. Our church has gifted to the homeless, provided for the less fortunate, raised funds for missionaries, spread faith to those in need, and many many more. This church has shown me how big of impact we can make as a community. Seeing how strong and generous the community of the church is, is touching. I really hope that this community we've worked so hard for won't have to be taken away from us. Alderwood Church has helped so many and if given the opportunity can help so many more.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hello, I would like to address my concern over the possibility of Alderwood Community Church being forced to move to a different location to accommodate the West Alderwood line. None of the 3 options proposed work! Because they all require Alderwood Community Church to move! Alderwood Church has had a HUGE impact in our lives during a tough time and we would be devastated if they are forced to move. Thank you for your consideration. God bless.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We'd like to see an alternative to moving Alderwood Comm. Church + compassion center

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Jorge Fernandez, I've been going to Alderwood Community Church since 2000. It's been a big part of our family for many years. It's a place that we are looking forward to go to every Sunday. It would be really bad for us to know that's moving. I really hope that you guys can find a different way to build the light rail. Thank you

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Veronica and my family has attended Alderwood Community Church for over 20 yrs. My family and I oppose the teardown of our church & resource center for the extension of the light rail. Alderwood Community Church has existed for a 100 yrs serving & helping our city/community. Our compassion center has been serving the community since 2020. Our church and compassion center reaches out to the Asian and Latin communities too. We offer dental care, food, multi-lingual services and tutoring. We also offer church services for Latin and Asian communities too. Please consider the impact you'll have when removing these services from the community. You'll take away – 1) local food from low-income families 2) positive social relationships 3) emotional support 4) free educational support. Thank you for taking the time to read this. Veronica Monroe.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am a member of Alderwood Community Church and I ask that you please find an alternative route for the light rail. My church means the world to me and my family. It gives us a sense of community and belonging. This is more than just a building to us, we look forward to celebrations, get togethers, and opportunities for us to connect with our neighbors. We have reached out to multiple communities and now hold services in three languages. Also connected to our church is the compassion center, where families in need can come and receive much needed care for physical and emotional needs. Again, I please ask that you find a different route that doesn't go through our church. Thank you so much, James Markert.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

This light rail extension is going to cut right through our church, Alderwood Community Church. Please find an alternative route. Our church is our refuge, it is our home. There are other possible solutions that can be found that won't require the demolition of our house of worship. Please choose one of those. This church is a source for good. A place that serves and a place that benefits not only the city of Lynnwood but so many people outside Lynnwood. We travel specifically to Lynnwood for this church. It is inappropriate and not right to tear down a place that does so much good and has stood for 100 years. There are other ways. My family needs this church and needs it in its current location.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Dear All,

Please do not run the Everett Link through Alderwood Community Church. My church is over a hundred years old and I have been attending since the summer of 2008. My husband and I became members in 2018 and it is a huge part of our lives. We actually met at ACC! We also recently had our first baby boy and going to church as a family is something we look forward to each and every week. I completed my biblical counseling certification and plan to continue to counsel women in need. This church is my home and our Compassion Center helps meet the needs of our community. Please reconsider the Everett Link route as it will not be easy to relocate our church. Thank you!

Sincerely His,  
Dayna McDaniel

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are asking that you reconsider your route so that it does not go through Alderwood Community Church. This church has been here for more than a century and has served the city of Lynnwood in so many valuable and significant ways. The compassion center is part of our church which serves hundreds of families weekly that need extra food and other household items (diapers etc.) This church is the home church of our family of 5 and it has literally taken my husband and I 15+ years to find a church that we can call home. This church serves us and thousands of people weekly and throughout the week with all the services and activities they offer. Please please kindly change the route to one that does not go through Alderwood Community Church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Routing thru Alderwood Community Church (church member)

This church is a religious establishment that has served the community of Lynnwood & surrounding communities for 100 yrs.

Our newly established compassion center is feeding the underprivileged and homeless in the city of Lynnwood right now. This didn't exist just a few years ago.

If the gov't compensated Alderwood Community Church for a new modern building that performed ALL the functions of the existing bldg & compassion ctr food bank + property; that would be an attractive alternative.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

My name is Toren Vaughan & I live in Mountlake Teris. I go to Kings as a freashman, while technicy a little school inside of Kings. Most if not all of my frainds are and Alderwood Community Church. I grew up in this church, my family is in this church...no my famoly is this church!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am dismayed that Sound Transit would eliminate a historic church, when you should first make the route you have safe and efficient.

The drug use on the train, the lack of fair enforcement, and the concern of hazardous materials as litter (eg, used needles and body fluids and feces) make the lightrail a bad bet for transport for the reasonable person.

Additionally, the Alderwood Church Compassion Center, serves 100-150 families every week, giving food and household supplies to the vulnerable. It is well known that even a small move could cause these families to lose this help. That would be devastating to them.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church has been together for about 100 years, BUT it has become more than a building. It has become a community! People have been saved and helped because of the church. Personally this church helped me through thick and thin. I have made many, many good memories here mainly because of the people. If you take it away now, lots of people will get even more lost and confused. And as you can see there are an enormous amont of people her today.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

An October 2021 map shows a green route labeled ALD-E that procedes north on 36th Ave W. This alignment avoids the ACC campus and connects to the gold and brown routes on the southwest corner of Alderwood Mall. The station labeled ALD-D (brown) could be shifted slightly south and become the main mall station. Please explain the rationale for eliminating the green line in view of the proposed taking of the ACC campus. ALD-E appears to utilize existing streets and avoid the removal of structures.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Hey, my name is Tim Ellis. I am a sophomore in high school and have been going to Alderwood Community Church since I was a baby. Alderwood Community Church has been a huge part of my life. I have made tons of memories, lots of friends, and grown closer to the Lord. As you probably know, this transit is currently planned to intersect ACC sometime around 2027. I actually am a really big fan of the transit, and am super excited to ride it when it's done. I just ask that the team working on its planning would consider relocating its path. I say this because I want my kids to be able to have the experiences I had and I want everyone else who will be going to ACC in the future to be able to make memories that will stick with them, while developing their connection with God. I know I am one of many voices making this plea, and this decision is way bigger than I realize. But I hope that this message would at least aid in the tough choice the Everett transit people are trying to make. Thank you for reading this, and good luck in your decision!!!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Do not move Alderwood Community Church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Sound Transit please reconsider the current route Alderwood Community Church provides a valuable community service helping address food insecurity through the compassion center and meeting some of the health needs through mobile [illegible] program. We want to meet both the physical and spiritual needs of those around us. Multiple groups worship at Alderwood – Spanish, Vietnamese, and English. This allows those that cannot speak English an opportunity to socially connect with others. We need more houses of worship to be closer to downtown and care for people as [illegible]. Lynnwood would lose the social connection that Alderwood is trying to build if it were to move. Vergil.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We have lived in Lynnwood for 18 years. Our church building has been a beacon in Lynnwood for over 100 years. Seven years ago we switched churches and found our way to Alderwood Community Church. Our previous church did not have the Sunday school / youth groups that Alderwood offers. Our youngest daughter started Jr. High groups led by Pastor Wyatt. She attended Sr. High youth group / Sunday school. She was baptized at Alderwood. My husband and I have attended classes at the church, have attended and led small groups, and endured an extensive remodel of the sanctuary. Our sanctuary is beautiful, functional, and is able to seat many more attendees (worshippers) than before. The Compassion Center houses not only the church offices, but serves hundreds of families who need food, prayer, and encouragement. Please revise your plans because it would be a huge deficit to our community if you plow down our buildings. You would be plowing down a loving and meaningful congregation as well. Thank you for taking the time to read this. Leigh Putrick.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please consider a route that would not require Alderwood Community Church to be relocated or eliminated. Alderwood Community Church has transformed literally thousands of lives in its 102 years at its present site. It has sustained thousands more, including me spiritually, emotionally & materially. Its compassion center has greatly increased the church's help to low income & immigrants in the area lately. It looks like there is quite a bit of room to go north on 36th Ave, then east on 188th St. or 184th St. which would avoid the church property. Even on Alderwood Mall Parkway there's room without removing the church. Thanks for all your efforts to give us excellent transit.

Richard Larson

ACC member since 2001

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is a very important establishment for a large group of people. The Compassion Center feeds 150 families a week which would be devastating to loose. Thanks for your consideration!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

SRI526 - Mariner: I think that this loop without a direct connection along I-5 will drastically reduce the use of ridership as it will take longer and in this area there is no parking. In addition most people do have to have a car to get from their homes so there is no benefit to using the light rail. This would make the tax payer money almost a complete waste. The concern about homeless and safety is also of grave concern. West Alderwood - this is of concern due to the adverse impact that the church serves to the underserved population in the Compassion Center which helps provide services income [illegible] population. Save Alderwood Church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

As an immigrant member of Alderwood Community Church for 10+ years, I would like to ask that the Church and Compassion Center be spared destruction. Thank you, Netsant Larson

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

No current station concepts of SR526/Evergreen Way were available for viewing for concepts: EGN - A, EGN-B and EGN-E were available for review. When will they be available prior to March 10, 2023 comment deadline? If so, will we be notified with enough time to comment? How will we be notified? Without providing these other concepts it gives the public a perception that Sound Transit prers concepts EGN-B and EGN-E only. Please correct this perception so that Sound Transit can receive meaningful feedback on all concepts, not the perceived preferred.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

To whom it may concern, I'm a member at Alderwood Community Church in Lynwood Washington and I recently heard about the possibility of the rail extension passing through the property of the church. As a recent member of the church I believe it is important to maintain the location of the church and preserve the integrity of the community that has been established here for several generations. The importance of this community reflects the future of Lynwood because this church plays a central role in the lives of so many people. Please consider this in your future [illegible] and construction plans. Thank you! -Tor Erickson

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I love the church so much and we support the church. We love the church so much that we can't let the church get destroyed. God will be with the church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are so happy that we get to learn about Sound Transit plans. We understand the lightrail project is an important one because it expands access for all the swift Blue, Orange and Red. We admire all the efforts to replace Northgate and downtown Seattle. but service with light speed routes. On the other hands, we love our church and community. Many lives have changed here. It's a gathering place and most importantly it's a sacred place. Yes, we can move our church but it's not going to be the same. Alderwood Compassion Center is another beautiful part of the church. In these uncertain times pandemic and economic downtown, our church is there to be the main place/home church for all people. Any color. Any race. Anytime. We do everything because we love people. We love God and we love Sound Transit. Please keep our Alderwood Community Church where it is now. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

We are member of the Alderwood Community Church. This church has been our place of worship, friendship, making connections and a place where our family (kids and us) belong. The compassion Center building that is part of ACC also been a huge part helping people in need around that area. We feel Alderwood Community Church and the Compassion Center will be a total lost to the community should these places being removed.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am writing today to express how the proposed route that cuts over to Alderwood Mall wil have a negative impact on my community and myself. Currently, there is a proposal to [illegible] the campus of Alderwood Community Church, ACC and it's outreach building, The Compassion Center. This distresses me greatly as a near life-long member of the church and Lynwood resident. The church has greatly enriched my life, especially in hard times, through fellowship with other members , events held, opportunities to serve my community and much more. It's more than 100 year residence has provided a forum for more personal growth and community

building. Flawed though it's members may be, including myself, we are able to impact our community and the broader world through these buildings. Did I mention that medical aid, building schools and more in Asia and Africa? ACC also provides a family oriented event every Halloween with its "Trunk-n Treat". Beyond all this, in recent years we acquired the neighbors building to turn into The Compassion Center. This is excellent vehicle for outreach with food, home goods, hot meals, and medical help for the working poor in our area. Many local residents who are not fluent in English find people eager and willing to lend a hand and converse in their native tongue. There is so much more to tell, but more importantly, there is so much more we can do in our community and beyond with the foundation these buildings provide us at ACC, so much more than a slight bend in a train line ever could. Please reconsider the route planning. Thank you, Mark W. Little

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Regarding the route near Alderwood Mall, I support Option D for the station, but I have concerns about the route. I attend Alderwood Community Church which would be significantly affected by all the potential route options. This church is very important to the community and serves people who are underprivileged and marginalized through the Compassion Center. The route should be moved so that it stays between Alderwood Mall Blvd. and I-5 until it gets to where it needs to curve to 33rd Ave. W. instead of making an S. curve to the northside of Ald. Mall Blvd. south of 196th. Although I recognize that this would get in the way of powerlines as well as affecting the freeway ramps, these powerlines can be moved or put underground (you moved powerlines at Northgate) and it shouldn't be that much of an issue to close freeway ramps at night to do work there. I understand that you chose this route to make construction a bit easier, but this shouldn't be done at the expense of a church that has been here for over 100 years. The original interurban contributed to this church's funding. The new interurban that is this light rail line shouldn't result in this church being closed. In Everett, I support Option D (C would be my 2nd choice) because it's closest [illegible].

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Comment on the West Alderwood project. Taking out the Alderwood community church would have a negative impact to the community. The church has been a pillar to the community for 100 yrs. It sits in the heart of Lynwood and provides food for the needy, tutoring for the less fortunate, and meaning purpose for everyone else. By removing the church in the heart you will lose these tax free services that serve the community.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

ACC's location is advantageous for the work and impact it brings to the community. For the Compassion Center to alone have to relocate would reduce its ability to serve the community both in the short and long term. This is the primary concern I have with the plan to acquire the land currently occupied by the church.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Greatly appreciative of the desire to provide effective + accessible transportation for our community. Concerned for the current plan to go through the property of the Alderwood Community Church. I believe that as a church that has faithfully served my family for 3 generations, it is well placed to serve future generations. 45 years ago our family arrived in the States and made me and our entire family welcome. Now I am in a position to serve those newly arriving from Latin America communities and enable them to integrate more fully and effectively in the community. I sincerely hope that a way can be found to have the route of ACC + Sound Transit together in order to serve the community more efficiently in the future.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I currently attend services at Alderwood church in Lynwood. This church has been a big blessing to me and my family. It allows my children to attend fun and positive events every Wednesday and Sunday, and often holds events for kids on Fridays. The lessons of friendship, love and compassion are impacting not only my children, but everyone they interact with. We also appreciate how this church serves the community through the compassion center. Teaching adults to read and offering church services for 3 different languages. The church is in a prime centralized, easily accessible location. It's loss would have a large negative impact on the community

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

We strongly request that Sound Transit reconsider any plans which would require relocation of Alderwood Community Center ACC. ACC has served the people of Lynwood for more than a century. And my family and I have attended ACC for almost 40 years. ACC continues to have a positive effect on the local community. And requiring ACC to move would harm my family and many others. The people of South Snohomish County will be better served by a different route. - Dan and Lauren Bentson

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

As a member of the Mill Creek community, I am offering my thoughts on the Ash Way options. The voice of the people being served by Sound Transit should trump the desire for "economic" development.

Option A - serves people, underserved communities

Option D - serves the "economic" desires of the county execs who get pockets filled.

Sound Transit should serve the people.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Alderwood Community Church is a great resource for those in the local community to get connected with others, even if they don't share the same faith and beliefs. When I first came to

the church, they were very welcoming and gave me information on how to join the Young Adults group. where we meet at the church every Thursday to study the Bible and converse with others. I also plan to serve in the Compassion Center this summer so I can help deliver groceries to those in our community in need. I have seen many people come to the church to receive food and other things to help them. If the light rail were to go over the church, many people would be impacted. Please consider re-routing the light rail line.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I plead with Sound Transit to NOT put the rail through the property of Alderwood Community Church. The church is a historical landmark - over 100 years old. We are very established and the rail needs to find another route! Many ministries serving young single mothers, immigrants, food bank, English, Chinese, Spanish and Vietnamese congregations, just to name a few are established and rebuilding somewhere else would be VERY difficult. PLEASE find rail route somewhere else. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

This comment is in regard to the route that compromises Alderwood Community Church. This church has been part of my family's life for 4 generations since 1940's. On top of the historical piece it is very vital to the community ACC provides many services to our community and is much more than a church. It's a family. ACC is such an important part of my family and the community. 100 years of trying to make love and peace amongst all people. Please save our church from the biggest loss it could bare. Loss of home and ability to spread the love, peace and help across the community. Thankyou, Kyleigh Rogers Everett, WA

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I love ACC and I bet a lot of people love ACC too. If you tear down ACC people might have to move to find another church plus I would lose most of my friends. ACC provides a lot of fun activities like Vbs, Awana, Trunk and Treat, food for those who need food. If Sound Transit tore down ACC. you could go to ACC too! It is never too late to come to ACC. ACC is awesome , amazing, fun!

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would like you to reroute the train because ACC means a lot to me. My name is Divine J. Im 14 years old every week on Wednesday I go and meet with my church small group those girls are my favorite friends and I love hanging out with them and study the bible. I also volunteer at the Compassion Center behind the church helping hand out fresh groceries to family's in need. I love doing this and being able to make a difference in the community at a young age. ACC always helps involve and is a wonderful church and I love it so much so not the building but the people. Because that is the church. But you would be taking away the place that makes able to hold events for my youth group and feed hundreds of families. Please dont take down our church. Sincerely Divine.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Ash Way Station. Property that my home Church, Mill Creek Forsquare Church owns is being considered for this project. We are looking forward to having the Everett line extension available to us and the community we serve. However, we would prefer to remain on our property so we can continue to serve our community. If it turns out that you needs to use our property for this project, we ask that we be relocated within a reasonable distance so we can stay connected to our ministry partners to continue to serve our community as God calls us to do. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I am writing on behalf of Mill Creek Foursquare Church. I have attended MC4S for 30 years. The Church has taught me the importance of community. It has given my family opportunities to serve the schools, senior centers and community. MC4S has served the 3 schools surrounding our church. We have worked in Homework clubs, provided and handed out food to the families and students, we have provided back to school supplies and Christmas gifts to needy families. We have gone to senior living and provided community. MC4S serves the local community. It is part of our mission – to serve those around us who need a helping hand. Being a member of MC4S Church has made me a better community member and has taught my children to serve the community in which they live. Thank you.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I was the former lead pastor of Alderwood Community Church located at 3403 Alderwood Mall Blvd. for 13 years from Aug 1998 to Oct. 2021. I have seen first hand the impact that the service this church provides that makes its members better. Citizens and neighbors, fathers and mothers, this church is not simply a religious organization, rather it is a vital training center to shape men women boys and girls to positively impact the Lynnwood community. Its location and history has played a pivial role for 100 years. Our Compassion Center feeds many families each week and our vision is to grow in its impact and feed more families, traning for job skills and provide great discounted medical and dental. Teaching English as a second language - the ist goes on. I ask that you re-route the light travel around the church and leave this church in its prime location to [illegible] and grow its positive impact in this community. This church has and will continue to impact social, physical, emotional, personal as well as spiritual well being of the city of Lynnwood.

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

I would like to recommend the light rail link not use the property belonging to Mill Creek Four Square Church. Instead use the Ash Way Park and Ride which post-COVID appears to be under utilized.

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**Date Received:** February 15, 2023

**Source:** In-Person Open House

Thank you for hearing our input. I am a part of the village on Casino Road and am the pastor of

South Everett Foursquare Church. We advocate for families and local businesses in our community. If the lightrail is indeed going to detour off I-5 to provide access for Boeing, we MUST consider the impact on low income families on Casino Road. I am concerned about displacement due to:

Displacement of businesses, faith communities and families because of construction.  
Gentrification due to increasing property values.

Please consider a tunnel or Option A. Why was there no mock up for Option A?

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Please consider routing the Lightrail on the West side of I-5. As a member of Mill Creek Foursquare Church, I feel it is important that the church remain where it is, as it is an integral part of the Lynnwood Community serving the community of Lynnwood. Thank you for your consideration!

---

**Date Received:** February 15, 2023

**Source:** In-Person Open House

Original Spanish comment:

Mi nombre es ""Olivar Pisela,"" Venezolana y desde que llegue a Seattle, ha sido una bendición congregarte en nuestra Iglesia de Alderwood y no puedo imaginarse que demuelen el templo que es nuestra casa de oración un lugar donde [illegible] a Dio, in lugar donde aprendemos de Dios y un lugar que llena de Bendición a mujeres, hombres, y niños, un lugar que muestra el amor de Dios a todos quienes llegamos; no puede imaginar ese lugar demolido po un tren. :(

Dios bendiga a nuestra iglesia.

English translation:

My name is Olivar Pisela, Venezuelan, and since I arrived in Seattle it has been a blessing to congregate in our Alderwood Church and I can't imagine they would demolish a temple that is our house of prayer, a place where [illegible] with God; a place where we learn about God, that fills women, men, and children with blessings; a place which shows the love of God to everyone who comes; I can't imagine this place demolished for a train.

God's blessings on our church

Oliver de Pisela

---

### Casino Road Resident Petition to Sound Transit

We are residents of the Casino Road neighborhood. We are concerned about the gentrification and displacement impacts that a new light rail station could have on our neighborhood. We urge Sound Transit to take these concerns seriously. This should include removing from consideration station location options B and C that most directly displace valued community assets like the Casino Square shopping center. When Sound Transit conducts an analysis of which of the remaining station locations to select, they should focus on understanding and addressing the direct displacement impacts. Sound Transit should also develop proposals to invest in affordable housing and equitable development strategies in the Casino Road neighborhood that would allow residents, businesses, and cultural institutions to remain in the neighborhood and thrive.

### Petición de residentes de Casino Road para Sound Transit

Somos residentes del vecindario de Casino Road. Nos preocupan los impactos de gentrificación y desplazamiento que una nueva estación de tren ligero podría tener en nuestro vecindario. Instamos a Sound Transit a tomar en serio estas preocupaciones. Esto debería incluir eliminar de la consideración las opciones de ubicación de estaciones B y C que más directamente desplazan bienes y activos comunitarios valiosos como el centro comercial Casino Square. Cuando Sound Transit realice el análisis de cuál de las ubicaciones de las estaciones restantes seleccionar, debe centrarse en comprender y abordar los impactos de desplazamiento directo. Sound Transit también debe desarrollar propuestas para invertir en viviendas asequibles y estrategias de desarrollo equitativas en el vecindario de Casino Road que permitan a los residentes, las empresas y las instituciones culturales permanecer en el vecindario y prosperar.

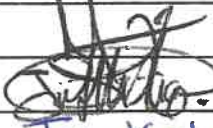


FIRST NAME	LAST NAME	SIGNATURE	DATE
Nicola	Anderson		Jan 24, 2022
Andres	Urdaneta		Jan 24, 2022
Andrea	Gonzalez		Jan 24/01/2023
Wendy	Antu		Jan 24, 2023.
Leonel	Grenados		Jan 24/2023

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FIRST NAME	LAST NAME	SIGNATURE	DATE
Jennifer	Martinez		01/30/23
Jackelin	Morales		1/30/23
Jackelin	Escobar	Jackelin	2/1/23
Vicente	Castro	Vicente C	1/30/23
ZULEYMA	TORRES		2/11/23

Diana	Agoirre	<del>Alto</del>	01-26-23
Tatiana	Chaves	<del>Chaves</del>	01-31-23
Jimena	Pincay	<del>Pincay</del>	1/31/23
Milton	=	<del>Milton</del>	1/31/23
Anallely	Blanchetto	<del>Anallely</del>	1/31/23
Gisela	Flores	<del>Gisela</del>	1/31/23
Adriana	Oroño	<del>Adriana</del>	1/31/23
MARISOL	PALAZAR	<del>Marisol</del>	1/31/23
Martha	Lozano	<del>Martha</del>	1/31/23
Carlos	Ramirez 2	Carlos Ramirez 2	1/31/23
Beatriz	Rangel	Beatriz Rangel	2/2/23
Ignacio	Guzman	Ignacio Guzman	2/2/23
Frika	San-lago	<del>Frika</del>	2/2/23
Leticia	Lorenzo	<del>Leticia</del>	2-2-23
Rocio	Guarido	Rocio Guarido 2	2-2-23
Beatriz	Del Villar	Beatriz Del Villar	2-2-23
Ana	Garcia	<del>Ana</del>	2-2-23
Gabriela	Gutierrez	<del>Gabriela</del>	2-2-23
Veronica Carmona	Carmona	Veronica Carmona	2-03-23
Claudia	Alvarez	Claudia Alvarez 1	2-03-23
Karin	Ciprian	<del>Karin</del>	02/02/23
Dulce	Estrada	Dulce E.M	2/3/23
Wadilpe	Apala	<del>Wadilpe</del>	2/3/23
Patricia	Escolero	<del>Patricia</del>	2/3/23
Aylin <del>Manuel</del>	Manuel	<del>Aylin</del>	2/3/23
Andrea	Arenas	Andrea A.	2/3/2023
YESSENIA VICESA		YESSENIA V	2/3/2023
Ariana Villegas		<del>Ariana</del>	2/3/2023
Karin	Pescun	<del>Karin</del>	2/3/2023
Rocio Garcia	Garcia	<del>Rocio</del>	2/3/2023
Andrea	Valencia	Rm An Val V	2/3/2023
Jordy	Oriollo	<del>Jordy</del>	2/3/2023

MARIA GI	Campos		02/3/23
Miguel	Santos		02/3/23
Carlos	Vargas		02/3/23
Alondra	Sanchez	Alondra S.	02/3/23
MARIA	RAMOS		02/3/23
Pedro	Contreras		07/31/23
Demis	Sabillon		02/3/23
Estefani	Monjos		02/3/23
Mia	Monjes		02/3/23
Kirica	Antonio		02/3/23
Lupita	Guzman		02/03/23
Leonardo	Macias		02/03/23
Roque	Alcantar		02/01/23
Daniela	Angeles	Daniela Angeles	02/03/23
Luna	Alcantar	Luna Alcantar	02/03/23
Maria	Vargas	Maria Vargass	07/03/23
Melody	Vergas	Melody vergas	02/03/23
Claudia	Garcia		02/03/23
Cesar	Alegria		03/12/23
Nancy	Gomez		04/2/23
Beatriz	Sola		02/05/23
Tito Linara	Linara	Tito Linara	2-05-23
Rosa M. del Castillo		Rosa M. del Castillo	2-05-23
Era Linara		Era Linara	2/5/23
Nicholas	Taylor	Nicholas	2/5/23
Raquel	Rodriguez		2/5/23
Kimberly	Kennedy		2/5/23
Kianaum	Arenales		2/5/23
Yesenia	Menendez		2/05/23
Valery	Robas	V.R.O.H	2/5/23
Marcos	Martinez	M.M.M.	2/5/23
J. Luis	Martinez		2/5/23



Rocio	Lara	<del>P</del>	02/11/23
Yolanda	Duarte	Yolanda	02/11/23
Rosa	García	<del>Rosa</del>	02/11/23
Jennifer	Ortiz	<del>Jennifer</del>	2/11/23
Mayra	Carrillo	<del>Mayra</del>	2/11/23
Hortencia	GAYTON	H G	2-11-23
Luis Galvez	Gunn	Luis Gunn	2-11-23
Luke Olmo	Olmos	<del>Luke</del>	2-11-23
Pedro	Lopez	<del>Pedro</del>	2-11-23
Beatriz	Guiller	BGA	2-11-23
Johnathan	Leiman	<del>Johnathan</del>	2/11/23
Hien	Tang	<del>Hien</del>	2/11/2023
Carlos	Carlos	C.R.O.	2-11-23
Edwiger	Santillan	<del>Edwiger</del>	2-11-23
Sergio	Cervantes	Sergio Cervantes	2-11-23
Ana Yesenia	Jerónimo	Jerónimo	2-11-23
Daniel	Lopez	<del>Daniel</del>	2-11-23
LUAN	Gutiérrez	<del>LUAN</del>	2-11-23
Edoardo	Rosario	<del>Edoardo</del>	2-11-23
José L.	Martinez	José M.	2/11/23
Enrique	Olivera	<del>Enrique</del>	2-11-23
Mario	Fernick	Mario Fernick	2/11/23
Carmen	Angeles	<del>Carmen</del>	2/11/23
Hanna	Gracia	<del>Hanna</del>	2/11/23
Rosa Rodriguez		Rosa	2/11/23
Osma Martinez		<del>Osma</del>	2/11/23
Stefano Jira	Abrias	<del>Stefano</del>	2/11/23
Alex	Lima	<del>Alex</del>	02-11-23
Regelica	DePaz	<del>Regelica</del>	02/11/23
Florencia	Hernandez	<del>Florencia</del>	2/11/23
Alfredo	Ayala	<del>Alfredo</del>	2/11/23


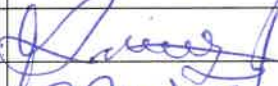

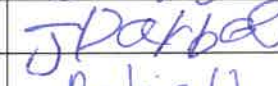
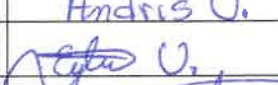



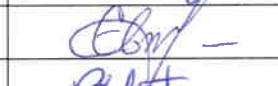
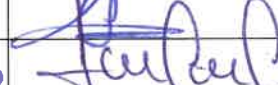
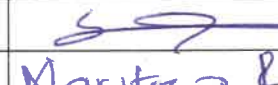



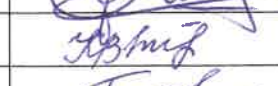

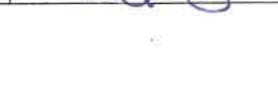


Maria	Enciso	Maria Enciso	02-11-23
Brenda	Perez	<del>Brenda</del>	02/11/23
Lucero	Alonso	<del>Lucero</del>	02/11/23
Oscar	Melchior	<del>Oscar</del>	02/11/23
Ugco	Salazar	Marco Antonio	02/11/23
Sara	Elliott	<del>Sara</del>	2/11/23
Federico	Juarez	<del>Federico</del>	2/11/23
Emilia	Cervantes	Emilia A. Cervantes	02-11-23
Roy	Cardona	<del>Roy</del>	02-11-23
Yelno	<del>Yelno</del> Soto	<del>Yelno</del>	02-11-23
Lourdes	<del>Lourdes</del>		02-11-23
Maria	Alvarez	Maria A. A	2-11-23
Sofia Beteman		<del>Sofia</del>	2/11/23
Fernando Matine		<del>Fernando</del>	2/11/23
Ana Montoya	<del>Ana</del>	<del>Ana</del>	2/11/23
Antonio Sotelo	Accal		02/11/23
Efraim Postillo	Sfranz P		2/11/23
José Félix	Medina	<del>José</del>	2-11-23
Maria	Silva	no Jose Silva	2/11/23
Cros	Rivera	Cor Rivera	2/11/23
William	Ramirez	Felix Ramirez	2/11/23
Aurelio	Santos	Ramirez	2/11/23
Teresa	Castro	Ulazco	2/11/23
Jean	Jacobo		2/11/23
Gerbio G.	Guiller		2-11-23
Polo	Hernandez	<del>Polo</del>	2/11/23
Alexandra	Sanchez	<del>Alexandra</del>	2-11-23
Crystal	Sanchez	<del>Crystal</del>	2-11-23
Jandy B	Benitez	Jandy Benitez	2/11/23
Juan Carlos T	Hernandez	<del>Juan</del>	2/11/23
Javier Mendoza		<del>Javier</del>	2-11-23
Veronica Acas		<del>Veronica</del>	2-11-23

Cosme	Solorio	<del>CS</del>	02-11-2023
GOFFA	Corona	<del>CS</del>	02-11-23
Abito	Luna	<del>CS</del>	02-11-23
Ana	Bonilla	<del>CS</del>	02/11/23
Janet	Blanco	Janet Blac	2-11-23
Allan	LOPEZ	<del>CS</del>	2-11-23
Silvia	valdovino	Silvia V.	2-11/23
Lisbeth	De Leon	<del>CS</del>	2-11-23
Selvin	Orellana	<del>CS</del>	1-22-95/2-11-2
Luis A	Rubres	<del>CS</del>	2-11-23
Sara carrillo		Sara Carrillo	2-11-23
Maria	ginede	<del>CS</del>	2-11-23
Maria	Carrasco	<del>CS</del>	2-11-23
Kenia	Guzman	<del>CS</del>	2-11-23
Alejandra	Barcia	<del>CS</del>	2-11-23
Jean	Garcia	<del>CS</del>	2/11/23
Olivia	Escobedo	<del>CS</del>	2/11/23
FRANCISCO	Miguelín	Francisco Mesera	2/11/23
Juana	Perez	Juana Perez	2/11/23
Octavio Ramirez	Ramirez	O.A.R.	2/11/23
JUAN	Equihua	Juan Equihua	2-11/23
Francisco	Oxla	<del>CS</del>	2-11/23
Juan	Gomez	<del>CS</del>	2-11-23
FUSAPIO	Gonzalez	Fusapia Gonzalez	2-11-23
Hernando	Martinez	<del>CS</del>	2-11-23
Clementina	Rubio	<del>CS</del>	2/11/23
Gregorio	Vega	<del>CS</del>	2/11/23
Mario	Verdusco	<del>CS</del>	2/11/23
Miguel An	Rubio	<del>CS</del>	2-11-23
Jessicama		<del>CS</del>	0/11/23
libel Margari	Vega	<del>CS</del>	2-11-23

B1			
Cadli	de León	<del>Cadli</del>	02/11/23
Bocio	Mora	<del>Bocio</del>	02/11/23
Maria	Manzano	<del>Maria</del>	02/11/23
Adriana	Jimenes	<del>Adriana</del>	02/11/23
Jeanne	Pedente	<del>Jeanne</del>	02/11/23
Feliza	Huerta	Feliza Huerta	2/11/23
Cristina	Conzalez	<del>Cristina</del>	2/11/23
Francisca	Torres	<del>Francisca</del>	2/11/23
Fernanda	Gonzalez	<del>Fernanda</del>	2/11/23
Cadli	Dyodo	<del>Cadli</del>	2/11/23
Mario Lopez	Lopez	Mario Lopez	2-11-23
Maria	Sandovar	Maria	1-11-23
Erick	Escobar	<del>Erick</del>	1-11-23
Marco A	Ariza	<del>Marco A</del>	1-11-23
Jocelyn Ibarra	Ibarra	Jocelyn Ibarra	01.11.2023
Kimberly	Ibarra	<del>Kimberly</del>	1.11.2023
Jose	Rojas	<del>Jose</del>	2/11/23
Alajo	Escobar B	<del>Alajo</del>	2/11/23
Jose A.	Bulco	<del>Jose A.</del>	2-11-23
Dario	Naranja	<del>Dario</del>	2-11-23
Dario	Escobar	<del>Dario</del>	2-11-23
Wiquel	Harandez	<del>Wiquel</del>	2-11-23
Diana Castillo	Castillo	<del>Diana Castillo</del>	2-11-23
Karon	Carvantes	Karon Carvantes	2-11-23
Edelmira	Palacios	<del>Edelmira</del>	2/11/23
Donatilo Adamos		<del>Donatilo Adamos</del>	2/11/23
Rogelio	Martinez	Rogelio Martinez	02-11-2023
Mario	Martinez	<del>Mario</del>	2-11-2023
PAUL RODRIGUEZ	RODRIGUEZ	<del>PAUL RODRIGUEZ</del>	2-11-2023

First Name	Last Name	Signature	Date
Fidencio	Mendoza		2-11-23
Gonzalo I	Rivera	Gonzalo R M	2-11-23
José Morales	Morales	José Morales	2-11-23
<del>José</del>	Rivera	José Antonio	2-11-23
<del>OSVALDO</del>	<del>ALVAREZ</del>	<del>OSVALDO</del>	<del>2-11-23</del>
Domingo	Salazar	Domingo S.L	2-11-23
Kevin	Morales	Kevin Morales	2-11-23
Ismael	Ramirez		02-11-23
Octavio	Arce		02/11/23
Conthia	Gálvez	Conthia	2-11-23
Diego	Rodriguez		02-11-23
Andrés	Morales		02-11-23
José	Reyes		02-11-23
David	Lazares		02-11-23
Leonidas	Roberto		02-11-23
Diana	Martinez		02-11-23
ARMANDO	GARCIA		02/11-23
Andrés	Colchado		02/11-23
Jesús	Huerta		02/11/23
Fabian	Aula	Fabian Aula	02/11/23
Edgar	Zavala		02/11/23
Isabelia	Casmona		02-11-23
Jose salomon	casmona m		02-11-23
LUIS	CASTILLO	LUIS CASTILLO MARTINEZ	02-11-23
Nexander Marin Bonas	MARIN BONAS		02-11-23
ADALBERTO	PONCE	ADALBERTO	02-11-23
FELIX	BRUNO	FELIX	02-11-23
Redex	DIAS	Redex	02-11-23
Elcazar	REYES	Elcazar	2-11-23
Angel	Rodriguez	Angel Rodriguez	2-13-23
Teresa Castañeda	Nazarino		2-18-23
Alejandra	Cabrera		02/19/23

NATIE	LAST NAME	SIGNATURE	DATE
Svetlana	Dekhtiarenko		01/24/2023
Lidia	Shliaktenko		01/24/2023
Ana	Prieto		01/24/2023
Svetlana	Kotlova		01/24/2023
Suhail	Al Sssa		01/22/2023
Sana	Salih		11/24/2023
Norma	Ramos		01-24-2023
Cynthia	Rodriguez		01-24-2023
Martina	Lando		01-24-2023
Francelia	Tolentino	Francelia Tolentino	01-24-2023
Ana	Solorio		01-24-2023
Sherry	Munshka Rosales	Sherry Munshka Rosales	1-24-23
Cand	gherwood		1/24/23
Vasil	VOIOSVIC 19		1/24/23
Esne	Esmeralda	Esmeralda	1-24-23
Elda	Elda Rivera	Elda Rivera	1-24-23
Maria	Ramirez	Hdez	1/24/23
Wendy	Shug		1/24/23
Rachel	Azcuna		1/21/23
Micuelo	Meza		01/24/23
Griselda	maldonado	Griselda	01-24-23
Lu Maria	Hernandez		01-24-23
Teresa	Luna Cruz		01/29-31
Manuel	Gonzalez Diaz		01/24/23
Pamela	Jimenez		1/24/23
Jely	Ibasco	Ibasco	1-24-23
Kate	Hansen		1-24-23
JUSTIN	Weese	JW	1-24-23
Tyler	Arkell	T.A	1-24-23
wendy	Amador	WA	1-24-23
Edwin	Blass Rodriguez	E.R	1-24-23
Isabella	Dallan		1-24-23

Gloria wahby	Becerril MUSTAFÁ		Jan/24/2023 Jan/24/2023
Monica	Ramirez		Jan/24/2023
María	ZUNIGA		Jan/24/2023
Amarany	Avendado		Jan/24/2023
JAKONG	Darboe		Jan/24/2023
Andris	Urdaneta	Andris U.	Jan/24/2023
Eylin Aqeel	Urdaneta ALGHZIL		Jan/24/2023 Jan/24/2023
Emmanuel	Acavedo		Jan/24/2022
Miriam	Barberena		01/24/2023
Luisa WUOOD	Sanchez CHOO	Luisa Sanchez WUOOD	01/24/23 01/24/2023
Ludmyla	KRAVCHUK		01/24/2023
Bellkis	URDANETA	Bellkis	01/24/2023
Grinaldo	Urdaneta	Grinaldo	01/24/2023
ZASKA	HAZIL	ZASKA	01/24/2023
David PAULO	ANAYA CENTRENAS		01/24/2023 01/24/23
Katia M.	Martinez	Katia Martinez	01/24/23
Sarah Shabca	Shabca		01/24/2023
Maritza	RICO	Maritza RICO	01/24/23
Fernando	MORENO	Fernando MORENO	01/24/23
Mayra Herrera	Herrera	Mayra Herrera	01/24/23
Marisela	Valenciano		01/24/23
Fally	Martín		01/24/23
Fernando Aniel	Anieta Y		01/24/23
Kabael de Sena	Tania Epinel		01/24/23
Brenda Vines	Sorez		01/24/23
Kateryna	Kardash		01/24/23
Olene	Parlovych		01/24/23
Maricel	Samaniego		01/24/23













January 31, 2023

Attn: Jaclyn Gault  
Senior Community Engagement Specialist  
Sound Transit  
206-370-5533  
everettlink@soundtransit.org

***Re: Casino Square Business Owners Comment on Everett Link Extension Scoping***

Dear Sound Transit:

Thank you for the opportunity to comment on the scope of the environmental impact statement ("EIS") for the Everett Link Light Rail Extension. We, the businesses of Casino Square, will be directly impacted by Sound Transit's decisions. This letter provides comments on station location, routing, impacts, and mitigation with a focus on the proposed SR 526/Evergreen Station where we are located.

**About Casino Square**

Casino Square is a cultural anchor for the Casino Road neighborhood and a unique and irreplaceable asset within the Everett Link Extension corridor. We, the undersigned businesses that lease space in Casino Square, provide a wide range of services for the Latino community and all neighborhood residents. Together, we employ over 150 people. Our businesses thrive because we are located together and create a destination for local customers, many of whom arrive on foot. If we are forced to relocate, we will lose both our local customers and the benefits of co-location. If the local residents that frequent our businesses are displaced, directly or indirectly, we will also eventually be displaced. We are writing these comments with one united voice to emphasize our solidarity and the importance of addressing our concerns.

**Station Location**

We strongly encourage Sound Transit to remove Station Options B and C from consideration in the EIS. Both of these options would lead to acquisition and demolition of Casino Square. This outcome would be devastating, not just for our businesses, but for the entire Casino Road neighborhood. No amount of relocation assistance will allow us to recreate the unique business community we have today. Regarding the Sound Transit's own selection criteria Options B and C would:

- Community Assets – destroy an important community asset.
- Equity: Race, Income, English Proficiency – disproportionately harm the primarily Latino and Latina business owners and customers of Casino Square, including many low-income customers who do not speak English.

- **Quality of Pedestrian Connections** – eliminate one of the primary drivers of pedestrian traffic to the area.
- **Acquisitions and Displacements** – cause the displacement of the Casino Square business community.
- **Burdens to Underserved Communities** – while Sound Transit’s preliminary analysis prioritized options B, C, D, and E under this criteria for being closer to underserved residential communities southwest of the station, that analysis did not take into account the impact of demolishing the local businesses that this same underserved community relies on; this impact needs to be incorporated into this assessment.

We recommend selecting Station Option A as the preferred alternative. As Sound Transit has already acknowledged, Option A would have the fewest residential and commercial displacements and avoids all displacements along Casino Rd. In addition to the displacement of Casino Square under Options B and C, Options D and E would displace businesses on the south side of Casino Rd. Options D and E would also cause significant traffic disruptions on Casino Rd during construction. Option A has none of these impacts. Option A would also allow a straighter, less expensive track alignment. We believe that creative solutions are possible to improve pedestrian access to Option A from the south side of SR 526 and from bus rapid transit connections on Evergreen Way.

### **Impacts and Mitigation**

It is important that Sound Transit study the direct and indirect displacement impacts that station location and routing will have on the displacement of businesses, residents, cultural institutions and the entire community of the Casino Road neighborhood. Even with our preferred Station Option A, there will be impacts. The EIS should study ways that Sound Transit can mitigate these impacts. The earlier that mitigation strategies can be identified and committed to, the better our community will be able to confirm our preferred options and work with Sound Transit to develop solutions to impacts. There are several areas of mitigation that are particularly relevant to our business community.

#### *Mitigation for Construction Impacts on Businesses*

We appreciate that Sound Transit already offers important mitigations as standard practice including, signage, advertising and promotions, and technical assistance services for impacted businesses. We encourage Sound Transit to consider measures that go beyond these practices to include culturally appropriate local marketing events and targeted local purchasing of goods and services from affected businesses.

#### *Mitigation for Acquisition and Direct Displacement*

We appreciate that Sound Transit already offers relocation assistance and reimbursement as part of its standard practice. We encourage Sound Transit to consider measures that go beyond these practices including investments in nearby co-location opportunities for displaced businesses. It is so important that our businesses are located together. Sound

Transit should consider agreements with existing commercial landlords as well as long term investments in affordable small business space, with priority for displaced businesses, as part of equitable transit oriented development on any surplus Sound Transit property.

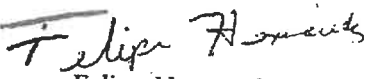
*Mitigation for Indirect Residential Displacement*

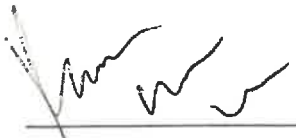
Residential displacement affects our business community as well. Casino Road residents are our customers, as well as our friends, family, and neighbors. While the location of a light rail station in Casino Road will improve transportation access for local residents, it will also likely increase rents. Many residents with fewer resources may not be able to stay and enjoy the benefits of the new transit service. To mitigate this, Sound Transit should invest in affordable housing, both new construction and acquisition of existing buildings. Preventing residential displacement is also a valuable way to increase ridership by helping current residents, many of whom do not own a car, stay in place.

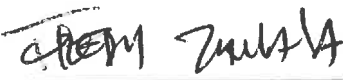
Thank you for considering our comments. We look forward to working closely with the Sound Transit staff and board and our many community partners, to develop strategies that address our concerns.

Sincerely,

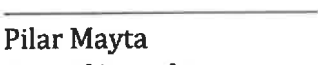
The Businesses of Casino Square

  
Felipe Hernandez  
Felipe Hernandez  
Los Gavilanes

  
Blanca Jimenez  
Salon del Sol

  
Fredy Zavala  
Birrieria Tijuana


  
Duyen Lee  
Nail Spa

  
Pilar Mayta  
Casa El Dorado


  
Raul Bringas  
Bringas Insurance

  
Dani Morera  
El Dorado


  
Vicente Perez  
La Mixteca

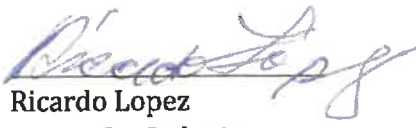
  
Brenda Garcia  
Money Tree

  
Tricia Torralba - Josue Torralba  
Addictive Ink Tattoo

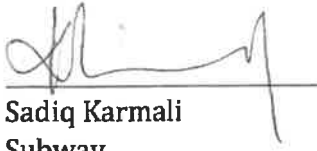
  
Eduardo Luna  
Pollo Rico


  
Aaron Flores  
Mayas


  
Karrar Al-Tamimi  
Gyros Plus


  
Ricardo Lopez  
Joyeria La Cadenita

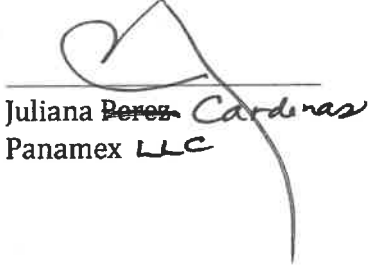


  
Sadiq Karmali  
Subway

  
PHO TO LIEN

  
Jason Lee  
Manna Teriyaki

  
Ramon Barajas  
Besserro Boots

  
Juliana ~~Perez~~ Cardenas  
Panamex LLC

Cecilia Benjume  
Manager Estafeta

Alejandro Quezada  
Repartidor de Productos

Angelita V. Gonzalez  
ho Ao HAIR  
Au-G

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

February 17<sup>th</sup>, 2023

Attn: Jaclyn Gault  
Senior Community Engagement Specialist  
Sound Transit  
206-370-5533  
everettlink@soundtransit.org

**Re: Casino Square Business Owners Comment on Everett Link Extension Scoping**

Dear Sound Transit:

Thanks for the opportunity to comment on the scope of the Everett Link Light Rail Extension environmental impact statement. We, Casino Square business owners will be directly impacted by Sound Transit's decisions at the proposed SR 526/Evergreen Station. We do not want to be displaced by the construction of the light rail line or the new station, so **we ask that your agency study a new option for this station area that would minimize displace impacts while still directly serving the Casino Road community.**

**About Us**

Casino Square is a cultural anchor for the Casino Road neighborhood and a unique and irreplaceable asset within the Everett Link Extension corridor. We, the undersigned businesses that lease space in Casino Square, provide a wide range of services for the Latino community and all neighborhood residents. Together, we employ over 150 people. Our businesses thrive because we are located together and create a destination for local customers, many of whom arrive on foot. If we are forced to relocate, we will lose both our local customers and the benefits of co-location. If the local residents that frequent our businesses are displaced, directly or indirectly, we will also eventually be displaced. We are writing these comments with one united voice to emphasize our solidarity and the importance of addressing our concerns.

**Our Comments**

- **Study a bored tunnel alignment for the SR-526 & Evergreen Way station area.** We are concerned that four out of the five station options will directly impact our community. We are also concerned that alternatives which would not impact our community (like the one that would run along I-5) are not going to be studied. If you are only going to study light rail alignments that run along SR-526, then you should

study a bored tunnel option for this segment of the EVLE.

- **Study Station Options C, D and E with a bored tunnel alignment.**


Your agency should study the impacts of stations at Options C, D, and E with a bored tunnel running beneath them. You should provide a comparison between a station connecting to a tunnel railway and a station connecting to an elevated railway. You should also compare the opportunity for developing community-serving affordable housing on top of these two types of stations.

- **Do not study Option B any further.**

Option B would demolish Casino Square and displace our businesses. This would be a major loss to us as business owners, to the other Casino Square businesses, and to the communities that we all serve. We ask you to remove this option from the scope of the environmental impact statement.

Thank you for considering our comments. We look forward to working closely with the Sound Transit staff and board and our many community partners, to develop strategies that address our concerns.

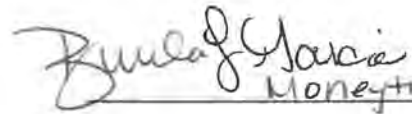
Sincerely,

  
PTA TO LIEM  
RICARDO LOPEZ

Alejandra Perez

Jose Barajas

  
Predefina

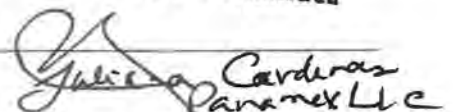
  
Zuley Garcia  
Moneytree Inc.







  
Felipe Hernandez

  
Yuliana Cardenas  
Paramex LLC



March 9, 2023

Sound Transit  
401 Jackson Street  
Seattle, WA 98104

Re: "Level 2" Scoping Comments for Everett Link Light Rail Extension

Downtown Everett is the heart and soul of Snohomish County. It is the center of social, cultural, political, and economic life of the north Puget Sound region. With a projected influx of 60,000 new residents moving to Everett over the next two decades, Downtown Everett is, and will continue to be, an important regional urban center worthy of high capacity, efficient, transit service. We strongly advocate that Link Light Rail be brought to Downtown Everett as soon as possible to provide access and mobility to workers, shoppers, residents, and visitors.

In preparation for the next phases of Everett Link extension, Sound Transit will draft an environmental impact statement (EIS) required under the Washington State Environmental Policy Act (SEPA); Sound Transit performed scoping analysis which is summarized in the "Level 2 Alternatives Development Report" (Level 2 Report) issued in January 2023. The Level 2 Report, along with input from the public, agencies, and organizations around Snohomish County will help inform Sound Transit in identifying "preferred station alternatives" to evaluate under the EIS.

After review of the Level 2 Report, Downtown Everett Association (DEA) offers the following recommendations to be considered by Sound Transit while identifying a preferred alternative for a station serving Downtown Everett: The DEA supports the McDougall Avenue alley alignment. The DEA also supports station alternatives "EVT-C" and "EVT-D" because they provide the best all-day transit and pedestrian connections to and from the downtown core. These station alternative areas also best take advantage of existing zoning that encourages high-density housing, mixed-use development, and easy access to existing civic institutions and event venues.

### **Downtown Everett Association**

We are the DEA, a 501(c)(6) nonprofit organization. We champion our downtown community by supporting economic vitality, stewarding public spaces and historic places, promoting local experiences, and cultivating a strong organizational network. For 26 years, we have collaborated with businesses, residents, governments, community organizations, investors, and developers.

In January 2021, DEA became a designated Washington Main Street Community, joining 35 other Main Streets across the state. Washington Main Street helps communities revitalize the economy, appearance, and image of their downtown districts. The Main Street Approach is a comprehensive revitalization strategy built around a community's unique heritage and attributes. The Main Street Approach has four focus areas which drive our revitalization efforts: Economic Vitality, Design, Promotion, and Organization. In addition, the DEA advocates for issues regarding parking and transportation.



## Metro Everett

In 2016, the City of Everett initiated Metro Everett, a sub-area planning process for the central core of Everett. That plan, approved in 2018, included policies and plans for land use, zoning, transportation, and urban design. A key component of Metro Everett was an extensive redevelopment study of the Everett Station area and Link Light Rail alternatives. Metro Everett has provisions that ensure that streetscape, pedestrian, bicycle, and transit connections are developed. The alternatives that most align with the Metro Everett Plan are alternatives EVT-C and EVT-D. Based on this plan, it is the position of the City of Everett that these station alternatives are the preferred alternatives. This aligns with DEA's recommendation.

## Level 2 Scoping Analysis

The Level 2 Report identified three station alternatives for the Downtown/Everett Station light rail station. Two station alternatives, EVT-C and EVT D, would site the light rail station near Broadway Avenue and the Downtown Everett core. The third alternative, EVT-A, would locate the light rail station at Everett Station. The following is a review of each station alternative from the perspective of DEA:

### Alternative EVT-A: "Everett Station"

As noted in the Level 2 Report, this alternative would cost the least amount of money. This station would also align best with existing bus and rail infrastructure. However, this alternative is the furthest from the Downtown Everett core. Based on current zoning and land use approved as part of the Metro Everett Plan, this area is the least likely to see dense, transit-oriented development (TOD). Additionally, alternative EVT-A is outside the 15-minute walkshed of most of downtown Everett. This alternative is also located the furthest from existing dense development, low-income housing, and major destinations. If EVT-A is chosen, the DEA fears it would discourage TOD, fail to serve downtown, and promote personal vehicle travel to and from Link Light Rail.

### Alternatives EVT-C/D: "Broadway Stations"

At this stage a broad assessment of the EVT-C and EVT-D station alternatives is warranted. Final alignment could very well be a hybrid of the two. The "Broadway Station" alternatives would likely cost more, and initially create more displacement due to ROW procurement. However, long term, these station location alternatives make the most sense; and the timeline for construction of this station is of a duration that allows existing businesses to plan for a future move. These alternatives would be the furthest from the existing Everett Station, but transit route integration is possible as is evidenced in many of the regional bus lines coming from Everett Station making a stop along 34<sup>th</sup> Street and Broadway Avenue.

The benefits of having a station closer to Downtown Everett are twofold. First, it would put the station in the walkshed of established businesses, housing, and major destinations (such as the arena, County and Municipal buildings, and the Imagine Children's Museum) in and around the downtown core. Second, these locations are within close proximity of properties zoned through the Metro Everett plan to encourage dense, transit-oriented and mixed-use development. Any future development in or near the EVT-C and EVT-D station area would be immediately served by high-capacity Link Light Rail. See *Attachment A*.



The rail alignment has a significant impact on the present and future of the station area. Currently, alternative EVT-C utilizes a McDougall Avenue alignment while EVT -D utilizes a Broadway Avenue alignment. A McDougall Avenue (alley) rail alignment is preferred over a Broadway Avenue rail alignment because the McDougall Alternative prevents further disconnection of business and residences across the five lanes plus parking on Broadway Avenue. Additionally, a McDougall Avenue alignment could avoid removal of existing high-density transitional and low-income development such as Hopeworks Station North.

Separately the stations have some differences. However, as already noted, these are minor differences when compared to the differences these alternatives have with alternative EVT-A.

### EVT-C

This alternative most closely aligns with what the City of Everett envisions in the Metro Everett plan. Additionally, EVT-C is the best alternative for future redevelopment projects in the Metro Everett plan. EVT-C also requires less ROW procurement than EVT-D. This alternative would also better serve future development and neighborhoods to the west of Broadway. EVT-C would bridge a gap between Everett Station and downtown, and transit service originating from Everett Station would integrate well with a light rail station located at EVT-C. This site is further from the Downtown Everett core than EVT-D thus reducing slightly its effectiveness in serving existing assets and business downtown.

### EVT-D

This alternative would best serve the downtown core as well as communities immediately northeast of Downtown Everett. The railroad right-of-way and the arena to the west could limit the possibility of future TOD near this site. EVT-D requires more ROW procurement than EVT-C. It would also bridge a gap between Everett Station and Downtown Everett, but integration of transit service may prove more difficult than EVT-C.

## **Conclusion**

Alternatives EVT-C, EVT-D or an EVT-C/D compromise, with a McDougall Avenue rail alignment, best serves Downtown Everett and adjacent communities which are already transit-oriented, dense, walkable, mixed-use areas with light-rail friendly zoning to encourage transit friendly redevelopment. Location EVT-A sacrifices too much usefulness in pursuit of cost savings. EVT-A also gives up all-day, bi-directional demand generated by the Downtown Everett core in exchange for slightly better serving commuters at Everett Station. The EVT-C/D alternatives serve the established urban center of the City of Everett and Snohomish County, integrate well with existing transit facilities at Everett Station, and would enhance the livability and employment potential of Downtown Everett. Downtown Everett, not Everett Station, is the best anchor for the Link Light Rail system in Snohomish County.

The Downtown Everett Association supports further exploration and development of station locations EVT-C and EVT-D. Of the potential track alignments, the McDougall Avenue alignment is strongly preferred.

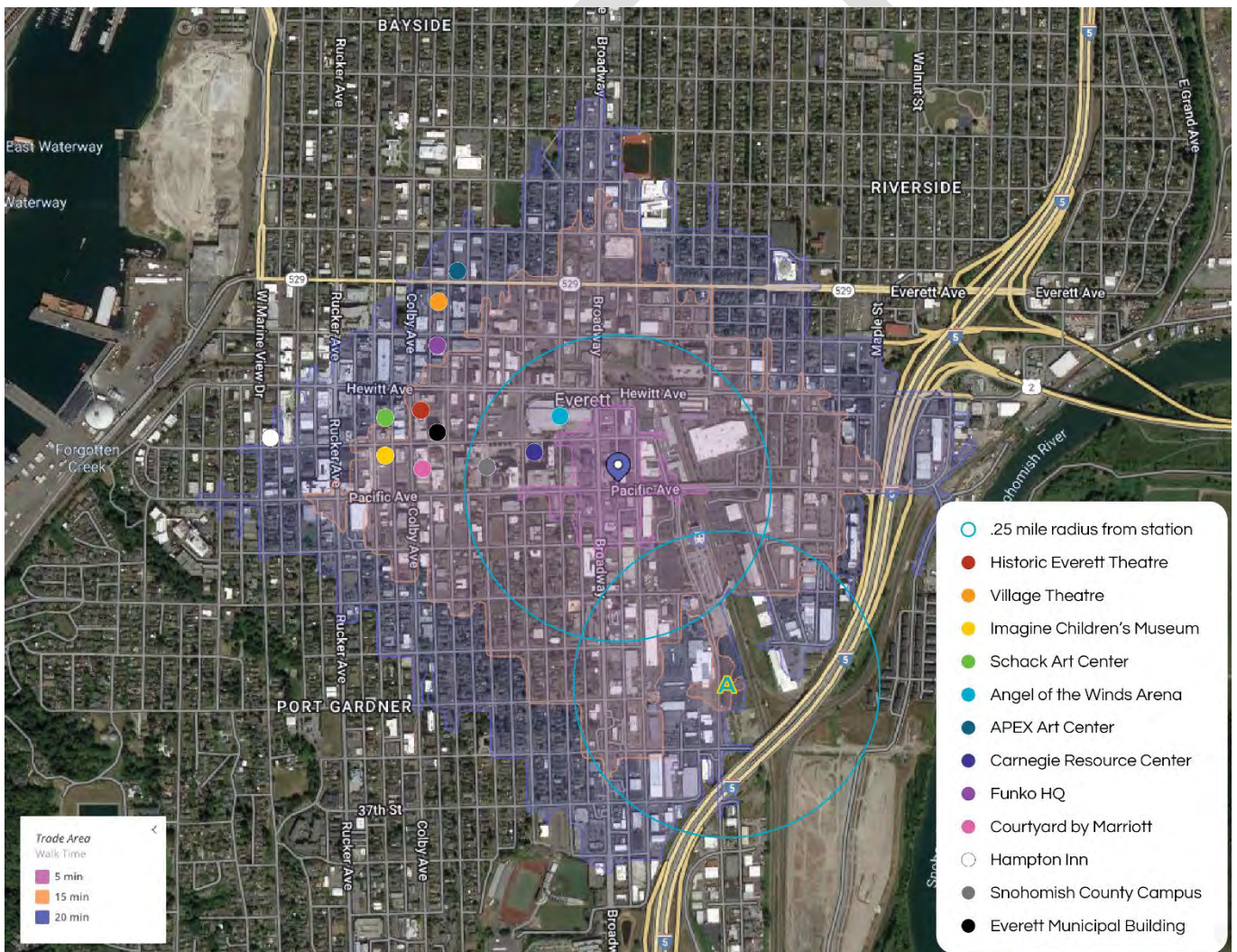


Thank you for providing this opportunity to comment as part of the scoping and preliminary EIS process. If you have any questions, our contact information is listed below.

Respectfully,

Liz Stenning  
Executive Director  
Downtown Everett Association

### Attachment A



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March 10, 2022

Everett Link Extension Project  
c/o Kathy Fendt  
Sound Transit  
401 S Jackson St  
Seattle, WA 98104

Dear Kathy Fendt:

The Everett Station District Alliance (ESDA) provides this comment letter on the EIS Scoping of the alternatives analysis for the Everett Link Extension (EVLE). The completion of the Everett Link Extension is critical to our neighborhood's and city's growth.

The ESDA is a nonprofit organization that works to enhance the neighborhood around Everett Station by partnering with businesses, property owners, residents, associations, public agencies, and other stakeholders to make the neighborhood safer, cleaner, and more inviting to do business, work, commute, and live for all people.

We envision our neighborhood will be a vital economic engine for the region; a major regional transit hub; a home for industry and residents; a great place to live, work, and play; and a model for how natural systems can flourish in an urban context, supporting human health and resilience.

ESDA does not take a position on a preferred location of the future EVLE northern terminus. For this comment letter, we mostly update the comments from our comment letter during Level 1 Scoping (dated April 2, 2022), based on the progression of Sound Transit's analysis and decision-making.

In our Level 1 letter, we asked Sound Transit to study a new northern terminus location along the east side of the BNSF tracks at Pacific Avenue, and an I-5 alignment of EVLE from Mariner to Everett Station.

We are disappointed that Sound Transit decided to not follow the advice of the EVLE Community Advisory Group and removed the I-5 alignment from further consideration. The analysis presented to the EVLE Elected Leadership Group did not provide sufficient detail to fully understand the ridership impacts, cost savings, and greenhouse reduction impacts of the Airport Road, SR99, and I-5 alignments.

We understand that Sound Transit staff and consultants conducted more robust analysis for the "Option X" northern terminus station location, and we are greatly appreciative. The analysis identified several potential issues, so we understand why Option X will not progress further in the analysis.

While the issues with Option X are substantial, there are also substantial issues with the alignments along Broadway, Broadway/McDougall Alley, McDougall, and Smith. It's not clear which alignment, including that for Option X, has the fewest problems. Although we understand why the agency has not proactively added Option X into the next round of study, we still would have liked to have seen Option X proceed forward so the agency could conduct an apples-to-apples comparison of it against the other alignment options.



As the agency proceeds with station location options A, C, and D for the northern terminus and their respective guideway alignments, we continue to urge the agency to more deeply evaluate the following:

- The **development potential within a quarter-mile** of each of the proposed station locations.
- The potential **traffic, freight, noise, vibration, and visual impacts** of the guideway and support pillars for businesses, residents, and other community members, especially for options C and D which would put the guideway and station on Broadway, Broadway/McDougall Alley, or McDougall Ave.
- The potential **impact of construction of the station and guideway on adjacent business operations.**
- Whether the guideway alignment and station location is consistent with maintaining light industrial businesses south of 33rd Street along McDougall Ave and Smith Ave. Notwithstanding the transit-oriented development zoning of the Metro Everett Plan, the City of Everett and ESDA have expressed a desire for **maintaining and strengthening the light industrial businesses south of 33rd Street.**
- The cost and other impacts associated with relocating power lines and utility infrastructure.
- Proximity to Everett Station, Kaiser Permanente, Delta Marriott Hotel, and redevelopment of the city's public works campus along Cedar Street.

#### **Analysis should be consistent with Sound Transit's Realignment Policies**

In evaluating the alternatives, we urge a focus on delivering EVLE on the target schedule through significant cost savings. In doing so, the EVLE analysis should be focused on affordability, climate, ridership, and completing the spine to connect centers, as outlined in the Sound Transit Board's M2020-36 and R2021-05.

#### **Transit-Oriented Development**

We urge Sound Transit to use a quarter-mile (or 5 minute walk), radius in analyzing the transit-oriented development potential around each station. With the station location options in such close proximity, using a 10-minute walkshed (which equates to roughly a half-mile), results in substantial overlap in the geographies for each station. While a half-mile radius is a generally accepted metric for TOD analysis, it's too big for any meaningful comparison between the potential locations.

One option would be to weight the TOD potential by distance, weighting development opportunities within a quarter-mile at 2x or 3x that of opportunities farther out. This would be consistent with, and a refinement of, the current analysis, which weights TOD within a 10-minute walkshed as 1x, and TOD outside of that radius as 0x. It is likewise logical to give greater weight to TOD that is nearer to the station.

We would also like to see what properties are considered as TOD opportunities in Sound Transit's analysis. We urge Sound Transit to consider all existing park & ride facilities and the City of Everett's Cedar Street campus as development opportunities.

### Quarter-Mile vs. Half-Mile Radii of Option C & D



*There is a much higher percentage of overlap when analyzing using a half-mile radius (right) versus a quarter-mile radius (left). The more overlap, the less useful the analysis.*

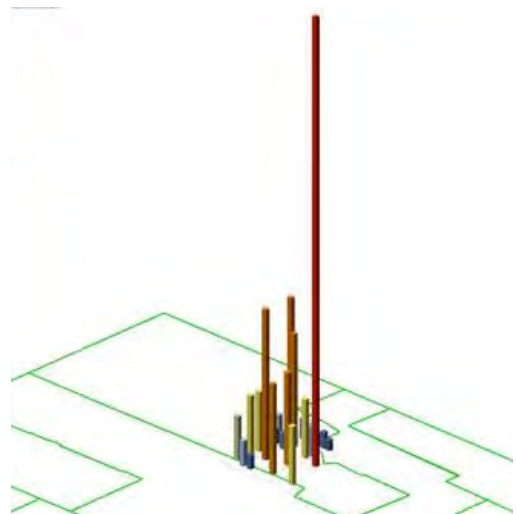
### Design of Stations

The renderings shown for the northern terminus station suggest that it will be a classic suburban station design with a layout for transit security vehicles and paratransit bus bays. These designs impact the potential for transit-oriented development adjacent to the station. Instead, we urge Sound Transit to design the station in a manner consistent with the Roosevelt and U District light rail stations, and as envisioned by the City of Everett's station concept illustrated in the Metro Everett Plan. The station should support a dense, walkable environment.

### Aquasox Stadium

We do not know the likelihood that the future Aquasox Stadium will be located within our neighborhood. If it is located within our neighborhood, it could have impacts both on TOD potential and on the physical location of the station and guideway.

Our analysis indicates that the area bordered by Pacific, Broadway, Hewitt, and BNSF tracks has a development potential of 3 million gross square feet. This area is zoned for buildings up to 25 floors. If this area is chosen for the stadium, the impact to potential housing and job opportunities (reflecting VISION 2050's Regional Growth Strategy #8), needs to be accounted for in the analysis.



## Guideway Impacts

Broadway: In addition to traffic impacts both during construction and long-term capacity, also consider how the design of the guideway could improve conditions for people walking and bicycling at the ground level.



*Image of pedestrianized space under structure in [Mumbai](#).*

Broadway/McDougall Alley: The newest maps of the Option C alignment shows the guideway utilizing the north-south alley between Broadway and McDougall from I-5 to the station location. We're not sure this is physically possible. The alley is approximately 25 feet wide. Even if the guideway could fit, it'd put the trains mere feet from adjacent buildings. Some of these blocks are zoned for up to 12-story residential and commercial buildings. In addition, the alley has transmission lines.

McDougall: McDougall facilitates freight and delivery movements for several important light industrial and related commercial businesses of the Everett Station District. The guideway support pillars could have a major impact on these businesses' operations. In addition, there are major transmission lines on McDougall. The Lowe's site plus the City properties east of the BNSF tracks combine for more than 6 million gross square feet of potential development.

## Cost

Initial cost estimates for Option D would add \$150 million to the project, and Option C would add \$100 million. While both of these options are likely preferable to Option A in terms of TOD opportunities and access to downtown, the increased costs give us pause. Combined with the existing \$500 million funding gap to complete EVLE on-time in 2037, the overall EVLE project has serious financial risk.

We urge Sound Transit, in partnership with the City of Everett and Snohomish County, to develop an action plan to close this financial gap so the entire EVLE project can be completed on-time in 2037.

## Transit Connectivity

We believe Option C, as demonstrated by the City of Everett's prior conceptual work as part of its Metro Everett Plan, offers the best potential for creating a high-quality transit hub. We urge Sound Transit to work with Community Transit and Everett Transit to iterate on its prior designs.

As part of our 2020 Future Concepts Report and our Option X proposal, we offered a concept for how the bus routes could be restructured to provide direct service to the light rail station utilizing a grid-based network rather than the existing hub-and-spoke bus bay model at Everett Station. We encourage the agencies to explore this approach.

## Pacific Avenue Bridge

Option C would greatly benefit from the extension of the Pacific Avenue Bridge to extend over McDougall. This would eliminate potential conflicts at the McDougall & Pacific intersection, enable Pacific and McDougall to become major bus malls. We encourage Sound Transit to financially contribute to the completion of this bridge extension and to work with the City of Everett to find additional state or federal funding.



## Purpose & Needs Statement

As we've written before, we are strongly supportive of the project's purpose and needs statement.

We do recommend refining the third bullet of the project purpose statement to clarify that the region's plans prioritize 65% of residential growth and 75% of employment growth to occur within a walking distance of regional *growth* centers and high-capacity transit stations (VISION 2050 RGS-8). For this reason, we recommend inserting the word "growth" between region and center. A priority of Sound Transit should be completing the entire EVLE project to its northern terminus by the target year of 2037.

Thank you for the opportunity to again provide comments on the EIS scoping.

Sincerely,

Brock Howell, Executive Director  
Everett Station District Alliance  
[brock@everettstationdistrict.com](mailto:brock@everettstationdistrict.com)

## Sound Transit - Everett Link

Crystal Simpson <CrystalSimpson@housinghope.org>

Fri 1/27/2023 10:53 AM

To: Everett Link Comments <everettlinkcomments@soundtransit.org>

**CAUTION:** This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Good Morning,

I would like to share my concerns with proposed routes C & D of the Everett link sound transit line.

- HopeWorks Station North and South at 3315 and 3331 Broadway are important community assets that need to be preserved during light rail construction, regardless of the final alignment chosen.
- HopeWorks Station North/Station Place provides 65 units of affordable housing, 57 of which are dedicated to families and individuals who are experiencing homelessness.
- Both HopeWorks Station North and South provide essential job training and social services to help individuals with barriers to employment get back on their feet and into the workforce.
- HopeWorks' job training programs offer participants real pathways out of poverty by helping them advance their education and be successful in the workforce. These services are needed now more than ever and will continue to be an asset to our community for decades to come.
- Our community invested nearly \$32 million in the construction of HopeWorks Station North, from both public and private sources including Low Income Housing Tax Credits, New Market Tax Credits, State Housing Trust Fund, Building Communities Fund, Community Development Block Grant Funding, and generous contributions from our neighbors who believe in the mission of this organization.
- HopeWorks Station North is an Ultra-High Energy Efficient building that serves as a model for sustainable design. It was the first building in the City of Everett to be LEED Platinum certified and recently won the Urban Land Institute Americas Award for Excellence.

Thank you  
Crystal



**Crystal Simpson, ARM** (she/her)  
Director of Property Management

Tel: 425.381.2994 | Fax: 425.405.3117  
5830 Evergreen Way, Everett, WA 98203  
[www.housinghope.org](http://www.housinghope.org)

\*My working hours may not reflect yours. Please protect your time and respond when you are working.



March 1, 2023

Everett Link Extension, c/o Kathy Fendt  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Dear Ms. Fendt and Everett Link Extension Staff,

Thank you for your thoughtful efforts to design an Everett Link Extension system that will provide improved transportation and economic opportunity throughout Snohomish County. Housing Hope and HopeWorks Social Enterprises appreciate your community engagement efforts, including your commitment to hearing from the families that our agency serves.

As the scoping and design process progresses, Housing Hope and HopeWorks urge you to preserve affordable housing and social services at each station location, from West Alderwood to Everett Station. The Everett Station location is of particular interest to our agency, as Station Alternatives C and D would likely have significant negative impacts on our HopeWorks Station South and North facilities at 3315 and 3331 Broadway.

HopeWorks Station South and North are important community assets that need to be preserved, regardless of the final alignment selected. HopeWorks Station North provides 65 units of affordable housing, 57 of which are dedicated to families coming directly from experiencing homelessness. Both North and South also provide job training and social services for individuals with barriers to employment, helping dozens of individuals each year re-enter the workforce on a career pathway toward escaping poverty. Furthermore, HopeWorks Station North, which opened in late 2019, is a shining example of affordable and environmentally sustainable Transit Oriented Development. Our community invested nearly \$32,000,000 in the construction of this facility from both public and private sources, including Low Income Housing Tax Credits, New Market Tax Credits, State Housing Trust Fund, and generous contributions from our neighbors who believe in the mission and impact of this agency. This facility is an Ultra-High Energy Efficient building that was the first building in the City of Everett to be LEED Platinum certified and recently won the Urban Land Institute Americas Award for Excellence.

HopeWorks Station North and South provide vital community services for families and individuals who have experienced homelessness and poverty. Our agency is excited about the opportunities that Everett Link will bring and urges Sound Transit to select station and track alignments that preserve both HopeWorks Station North and South.

Sincerely,

Donna Moulton

Chief Executive Officer, Housing Hope and HopeWorks Social Enterprises



February 15, 2023

Dear Ms. Fendt and Sound Transit Leadership,

I am writing this letter to express my concern about the proposed re-routing of the West Alderwood line for the Everett Link Extension project.

I work as a Registered Nurse at Lahai Health, a non-profit medical clinic that provides healthcare to low-income and uninsured patients in King and Snohomish counties. I lead the Tuesday Alderwood clinic that has been operating on a weekly basis through a very special and vital partnership with the Alderwood Community Church. Each Tuesday, Alderwood welcomes our team into their facility with our fully-equipped Mobile Medical Clinic set up to serve patients in the parking lot at the Compassion Center. Our underserved patients receive comprehensive medical care, food, clothing, and household items through the Compassion Center. In 2022, we had the ability to provide health care to over 176 individual patients through 323 clinic visits at this clinic site alone. These are patients, of whom 95% are people of color, that tell us they would have nowhere else to turn to for their care and basic needs. Many are suffering from chronic illnesses such as diabetes and high blood pressure. Many live with chronic pain, and suffer on a daily basis with anxiety and depression. The Alderwood Compassion Center clinic has become a home to them – a safe place of hope where they feel “seen”, where people truly care, and will go above and beyond to help.

Many of our patients lack transportation and live in the community immediately surrounding the Alderwood Compassion Center. If the Alderwood Compassion Center ceased to exist in its current location near I-5 and in the heart of Lynnwood, a considerable number of our vulnerable patients would go without medical care, and the burden would fall on the surrounding Emergency Rooms in Lynnwood and Everett.

In light of these consequences, I urge you to please re-consider the possible light rail routes so that the Alderwood Community Church and Compassion Center can continue to remain in its current location. Please do not hesitate to contact me if I can provide any further information about our clinic and the services we provide in close partnership with Alderwood Community Church. Thank you on behalf of our patients.

Sincerely,

Elizabeth Kim, MN, RN  
Nurse Case Manager  
Lahai Health  
[elizabethk@lahai.org](mailto:elizabethk@lahai.org)  
(206) 363-4105, ext. 228

March 10, 2023

Everett Link Extension Project  
c/o Kathy Fendt  
Sound Transit  
401 S Jackson St  
Seattle, WA 98104

Dear Kathy Fendt:

The Snohomish County Transportation Coalition (Snotrac) provides this comment letter on the EIS Scoping for the Everett Link Extension (EVLE). The completion of the Everett Link Extension is critical to our county's ability to address climate change and improve mobility options for priority populations.

Snotrac is a state/federally-funded mobility management coalition that advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. To do this, we convene public, nonprofit, and private transportation and human service agencies to identify mobility gaps and opportunities, especially for people with disabilities, older adults, youth, low income households, people of color, tribes, veterans, and people born in foreign countries or otherwise speak English as a second language.

Longer than 16 miles, the Everett Link will be the most expensive extension in the Sound Transit system at approximately \$7 billion. The last portion of the extension, from SW Everett Industrial Center to Downtown Everett, is estimated to be \$500 million over budget. Based on ridership analysis conducted in 2016, the Everett Link Extension could boost transit ridership by 17,000 riders per day.<sup>1</sup>

Snotrac staff offer our recommendations with no preference on the station location or guideway alignment options. Our recommendations are merely aimed to refine and improve the agency's analysis to arrive at the best decision for the county and the mobility needs of priority populations that Snotrac focuses on.

### **Snotrac staff recommends Sound Transit:**

1. Include the Realignment criteria as a specific bullet point in the Purpose Statement, and clarify the regional growth strategy is for regional growth centers to be places for residential and employment growth and to be connected by light rail.
2. Analyze the needs and impacts of priority populations, and consider how the alternative stations and station-areas can be planned and designed for them.
3. Adjust the analysis of transit-oriented development opportunities to a quarter-mile.

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<sup>1</sup> "Transit Ridership Forecast Results Report," *Sound Transit 3: The Regional Transit System Plan for Central Puget Sound*, Sound Transit (Sept. 2016).



4. Update ridership projections for station alternatives, and present cost-per-rider estimates.
5. Develop an action plan to close the \$500 million financial gap so the entire EVLE project can be completed on-time in 2037.

## Purpose & Needs Statements

Snotrac staff support the Purpose & Needs Statements. Snotrac staff also recommend the following improvements to the statements.

First is to directly embed the “realignment” criteria into the purpose statement. Sound Transit Board’s [M2020-36](#) and [M2020-37](#) outline the factors for determining when to scale back projects as financial challenges arise, including: Completing the spine, Connecting regional growth centers, Ridership potential, Socio-economic equity, and Advancing logically beyond the spine. In addition, the Board’s ST3 Realignment Plan resolution also sets addressing climate change as a core focus, and both the region’s VISION 2050 Plan and Sound Transit policy clearly set transit-oriented development as a key priority. Even though the concepts are embedded in several of the bullet points, these seven Realignment factors should be listed as a single bullet within the purpose statement in order to raise their profile.

Second is to clarify the third bullet of the purpose statement that the region’s plans prioritize 65% of residential growth and 75% of employment growth to occur within a walking distance of regional *growth* centers and high-capacity transit stations (VISION 2050 RGS-8). For this reason, Snotrac staff recommend inserting the word “growth” between “regional” and “center.”

## Impacts & Needs of Priority Populations

As Sound Transit chooses which alignments to study and then analyzes the potential beneficial and negative impacts of each alignment and station location, Snotrac staff encourage the agency to consider the needs and impacts to specific priority populations at the census block group level. In addition, Snotrac staff encourage the agency to consider the barriers and opportunities at each station to meet the needs of the priority populations at each station.

As a mobility management coalition, Snotrac is focused on the specific mobility gaps and opportunities for:

- People with disabilities<sup>2</sup>
- Older adults<sup>3</sup>
- Youth
- Low income households
- People of color
- Tribes and tribal members
- People born in foreign countries
- People who do not speak English, or speak it as a second language
- Veterans

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<sup>2</sup> In Snohomish County, 8.2% of people under age 65 have a disability.

<sup>3</sup> Fifteen percent of county residents are older than 65, and the state Office of Financial Management projects the county’s 65+ population to increase to more than 22% by 2040. This is faster than the statewide average.

Snotrac staff encourage Sound Transit to also prioritize these population groups through its community engagement efforts and technical analyses of the alternative alignments and station locations.

When considering priority population groups, Snotrac staff recommend the agency pay special attention to the following issues:

- The potential physical and economic residential displacement concerns of specific station locations and alignments.
- The potential for residential and employment growth within a walking distance of the stations, including for a range of household incomes.
- Opportunities for new walking and biking infrastructure investments for access to the stations, including networks of protected bike lanes and 15 mph neighborhood greenways, “trail with rail,” and connections to regional trails.
- The ability for the station areas to support people to be age-friendly and ability-friendly due to land use policies, the ADA accessibility of sidewalks and streets within a walkshed/rollshed of the stations, and the nearby services and amenities.
- The ability for the station area to support families through dense development capacity for family-sized units and with schools, childcare, and playgrounds within a walking distance.
- The ability for the station area to support socio-economic ability through the ability of the station area to support an *increase* in employment opportunities at a range of wages and skill levels.
- The station areas’ environmental health concerns, especially as it relates to residential development near high traffic volume streets, highways, and freeways.
- The station areas’ traffic safety issues of people walking/rolling along 30+ mph streets or crossing more than two lanes of traffic at intersections.
- The relative square-footage of space that is prioritized to vehicles (both parking and roadways) versus people (living, working, shopping, playing).

The EIS consultant team is likely sufficiently skilled to pull data from U.S. Census Bureau databases to understand how many of these population groups live within the census blocks within a quarter- and half-mile of each station. If not, Snotrac staff recommend the consultant use the tools of WSDOH’s [Environmental Health Disparities](#), EPA’s [EJ Screen](#), and PSRC’s [Opportunity](#) and [Displacement Risk](#) maps. Snotrac’s [2021-2025 Strategic Plan](#) also provides detailed background information compiled from other sources on Snohomish County demographics and mobility issues.

Traffic collision and fatality data could help identify known streets that will be especially difficult or dangerous for people to walk, roll, or bike to get to the stations. Lynnwood, Everett, and Snohomish County have ADA Transition Plans and active transportation plans that could also help Sound Transit identify known problem areas and infrastructure opportunities to improve conditions for people who walk, roll, or bike.

## Quarter-Mile Analysis for Transit-Oriented Development

Snotrac staff urges Sound Transit to use a quarter-mile (or 5 minute walk) radius in analyzing the transit-oriented development potential around each station. With the station location options in such close proximity at each neighborhood, using a 10-minute walkshed (which equates to roughly a half-mile), results in substantial overlap in the geographies for each station. While a half-mile radius is a generally accepted metric for TOD analysis, it's too big for any meaningful TOD opportunity comparison between the potential locations.

One option would be to weight the TOD potential by distance, weighting development opportunities within a quarter-mile at 2x or 3x that of opportunities farther out. This would be consistent with, and a refinement of, the current analysis, which weights TOD within a 10-minute walkshed as 1x, and TOD outside of that radius as 0x. It is likewise logical to give greater weight to TOD that is nearer to the station.

## Ridership and Cost-Per-Rider Estimates

In preparing ST3 for the ballot in 2015 and 2016, Sound Transit conducted a ridership estimate for every representative station in the proposed system. As Sound Transit evaluates the pros and cons for station locations and guideway alignments, it is incumbent upon the agency to make sure billions of dollars are being spent in a way to maximize ridership.

For most of the locations, the ridership potential is probably pretty similar for the available options. However, notable differences might exist at Ash Way, Southwest Everett Industrial Center, and SR526/Evergreen.

At Ash Way, a station on the east versus west side of I-5 could draw dramatically different people to ride transit. Snohomish County's plans for transit-oriented development, as well as improving the "Texas T" bridge for *Swift* and direct access for buses to the north of the bridge, should also be fully accounted for.

The potential station locations at the Southwest Everett Industrial Center are dramatically different, although all three likely require the creation of new shuttle or microtransit operations for the airport, Boeing, and other businesses. A promised pedestrian bridge over SR526 from Option A to Boeing's main facility would still leave a substantial walk from the station to the Boeing building entrances; in addition, security access issues still need to be resolved.

In addition, Boeing CTR data for its Everett campus indicates that the percentage of its CTR-affected workers who use transit to get to work dropped from slightly above 4% in 2011/12 to below 2% in 2017/18. A recent presentation to Everett City Council indicated that Boeing's transit mode share would increase to 10% with light rail, but it's unclear how that would happen. Seaway Transit Center, which opened in 2018, is a central hub for many transit lines that provide direct access from many suburban Snohomish County cities directly into Boeing's front door. It's hard to see how the Link light rail will increase overall ridership; indeed, it's likely to partially cannibalize ridership from the *Swift* Blue and Silver lines.

In order to pick the right station location, as well as to figure out the right investment strategy in station access (SR526 pedestrian bridge, shuttles, microtransit, improved bikeways & sidewalks, etc.), updated, realistic ridership estimates for the Southwest Everett Industrial Center stations is critical.

At SR526/Evergreen, there is likely substantially different ridership potential between north and south of SR526, and between west and east of Evergreen Way. The transit-oriented development opportunities between the sites will also impact the ridership potential.

## Action Plan to Close Financial Gap

When voters approved ST3, they voted on both representative alignments and timetables by which projects would be completed. Just like skipping a representative station location misses a population group, missing a timetable misses population groups who could benefit from transit in those earlier years.

Sound Transit promised to voters that EVLE would be completed by 2036. If it slips to 2041, that means an eighth grader in 2036 will miss the benefit of riding light rail for all of high school. Even if most of the alignment is built by 2037 except for the two northernmost stations, that's still millions of light rail trips lost. This affects climate change, socio-economic mobility, and transit-oriented development opportunities.

Although not directly tied to the EIS Scoping, it's critical that Sound Transit work with local partners to create an action plan to close the financial gap. If it's clear that the necessary financial resources will not be available to close the gap, Sound Transit should present this information, along with cost-per-rider estimates for the alignments and station locations, transparently to the EVLE Elected Leadership Group at the earliest possible date so that the ELG has the possibility to reconsider its priorities.

### A final note

In our prior comment letters, Snotrac staff asked Sound Transit to include an "affordable alignment" that would intrinsically eliminate the \$500 to \$600 million funding gap for EVLE to be completed by 2037. Snotrac staff were heartened that Sound Transit initially decided to include an I-5 alignment for further study, and then disheartened that it was removed.

As our letters had indicated, Snotrac staff had felt that an I-5 alignment *might* perform favorably when analyzed against the agency's "Realignment Plan" criteria outlined in [M2020-36](#) and [M2020-37](#). Snotrac staff feel the analysis presented to the Elected Leadership Group was insufficient to adequately determine the merits of the I-5 and SR99 alignments, especially the lack of cost per ridership estimates.

The decision to not include an I-5 alignment is now forcing an uncomfortable decision about whether to pave over a critical ecological area or lose highly specialized jobs/businesses in the siting of the Operations & Maintenance Facility. It also means decision-makers and the public may never know the true cost-per-rider tradeoffs between the alignments, and EVLE may get delayed from 2037 to 2041 or later.

Snotrac staff accept the outcome, but remain concerned by the agency's analytical rigor in presenting information to key decision-making bodies. In addition, the studying of the I-5 alignment had been a key recommendation of the Community Advisory Group and was strongly supported by constituents in the Casino Road neighborhood. The agency had promised to implement equitable engagement efforts, including the establishment of the CAG and extra focus on equitable outreach to the community. By reversing itself on the study of the I-5 alignment, the agency's engagement has wasted the CAG's time and broken trust with the community.

As the agency moves forward, Snotrac staff are hopeful that Sound Transit will work harder to build trust with the community and ensure the CAG is not merely a checkbox on a listening tour.

Actionable steps the agency can take include being more proactive in addressing residential and commercial displacement concerns, funding the construction of additional affordable housing, and supporting increased walking and biking access to the future light rail stations. Some elected leaders have emphasized that EVLE is a once in a generational opportunity for billions of dollars of investment in a relatively poor area of the City of Everett. Let's make sure that those billions of dollars won't displace the people who need transit the most, and will actually improve transit and socio-economic opportunities for them.

Thank you for the opportunity to provide these comments and recommendations.

Sincerely,

A handwritten signature in blue ink that reads "Brock".

Brock Howell, Director  
Snohomish County Transportation Coalition  
[brock@gosnotrac.org](mailto:brock@gosnotrac.org)  
206-856-4788

March 10, 2023

Attn: Jaclyn Gault  
Senior Community Engagement Specialist  
Sound Transit  
206-370-5533  
everettlink@soundtransit.org

**Re: Partners of Village At Casino Road comments on Everett Link Extension EIS Scoping**

Dear Sound Transit:

Thanks for the opportunity to comment on the scope of the Everett Link Light Rail Extension (EVLE) environmental impact statement (EIS).

**About The Village At Casino Road**

The Village At Casino Road is a community center dedicated to serving the Casino Road community. Our mission is to provide Casino Road neighbors with access to resources, connection with their communities, and a place to pursue their dreams and aspirations.

The Casino Road neighborhood is the home of some of Snohomish County’s largest populations of Spanish-speaking households, low-income families, and undocumented people.<sup>1</sup> Our community gives the neighborhood its distinct cultural identity, which is valuable and irreplaceable. At our center, we provide clients with access to a wide variety of services, including: early learning, mental health support, prepared meals, groceries, youth services, parenting education, family development, childcare, job training, English as a Second Language (ESL) instruction, and more.<sup>2</sup> The Village At Casino Square allows many different community-serving organizations to cluster together, which in turn allows community members to access all our services in one trip. Together, we work to provide the Casino Road community with access to resources, connect to their community, and a unique platform for achieving their aspirations.

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<sup>1</sup> LISC Puget Sound, “Casino Road”, pp.9-10, <https://www.futurewise.org/assets/reports/LISC-Casino-Road-Final.pdf>

<sup>2</sup> A full list of services provided by Village At Casino Road partner organizations is available on our website: <https://villageoncasinoroad.org/about/>

## Our Comments

We ask you to consider the following comments as you decide the scope of EVLE EIS:

### *Station Location & Track Alignment Alternatives*

- **Do not study EGN-D.**

Do not study station locations or track alignments that would directly impact or displace our community center.<sup>3</sup> The EGN-D alignment shown in the ELVE Level 2 Alternatives Development Report<sup>4</sup> appears to cross over the parcel of land that our center is built on. Any level of direct disruption to our property could prevent our clients from accessing our services. We are also concerned that this option could result in the acquisition and demolition of our property, which would cause incredible damage to the community we serve and to our businesses themselves. The negative impacts of this alternative are already clear and we ask you to remove it from the scope of the EIS and study it no further.

- **Do not study EGN-B or EGN-C.**

Do not study station locations or track alignments that would directly displace Casino Square. While Casino Square is not directly connected to The Village At Casino Road or our partners, this shopping plaza plays an essential role in the commerce and culture of the Casino Road neighborhood. The small business community that exists at Casino Square is unique and irreplaceable. They provide products and services that our clients cannot find anywhere else in Everett. Displacing them would deprive the Casino Road community of culturally-specific essential goods and services. We ask you to remove EGN-B and EGN-C from the scope of the EIS and study them no further.

- **Study EGN-A.**

Continue studying EGN-A—the only station alternative that would not cause major disruptive impacts to the Casino Road community. EGN-A is located on the north side of SR-526, which means that the construction of the track and station would not directly affect Casino Road. Analysis of this alternative indicates that it outperforms the other station locations in key metrics, including: comparative cost estimates, technical challenges, acquisitions and displacements, and burdens to under-served communities.<sup>5</sup> **Sound Transit must fully study the environmental impacts of EGN-A in order for the agency and its stakeholders to meaningfully compare the impacts of alternatives located within and outside of the Casino Road neighborhood.** This alternative would also require the replacement of the

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<sup>3</sup> The street address of the Village At Casino Road is 14 E. Casino Road, Everett, WA 98208

<sup>4</sup> Sound Transit, “Everett Link Extension: Level 2 Alternatives Development Report”, January 2023, <https://www.soundtransit.org/sites/default/files/documents/evle-level-2-alternatives-development-report.pdf>

<sup>5</sup> Sound Transit, “Everett Link Extension: Level 2 Alternatives Development Report”, p.50, January 2023, <https://www.soundtransit.org/sites/default/files/documents/evle-level-2-alternatives-development-report.pdf>

pedestrian bridge that currently spans SR-526; rebuilding this bridge would improve the experience of Casino Road community members who walk to the amenities located on the north side of the highway. We also ask you to study the southern landing of this pedestrian bridge, which could impact some of Casino Square.

- **Study a bored tunnel alignment that could serve the stations included in EGN-D or EGN-E.**

We have heard that some Casino Square business owners have requested the study of a bored tunnel alignment for this segment of the EVLE line. We understand that while Sound Transit has conducted a limited study of a cut-and-cover tunnel, it has not considered a bored tunnel. We know that a bored tunnel option would be expensive, but we believe that Sound Transit should explore all options that would reduce the disruptive impacts on our community. We believe that cost alone should not disqualify an option from inclusion in the EIS.

### ***Environmental Impacts***

- **Study direct displacement and construction disruption impacts on residents and businesses.**

Sound Transit has already included a metric titled “Acquisitions and Displacements” in its analysis of Level 2 alternatives. In the EIS, we urge the agency to provide detailed information on the type of direct displacement, including: number of residents displaced, demographics of displaced households, types of businesses or organizations displaced, number of customers impacted by displacement, types of jobs displaced, number of workers displaced, and whether owners of displaced properties are based in Everett or elsewhere.

- **Study indirect displacement impacts on residents and businesses.**

Sound transit should study the *indirect* displacement impacts that each station alternative might have on the Casino Road neighborhood. While we are eager for our clients to gain access to the frequent and reliable transit service of light rail, we are also concerned that they may not be able to afford to live here by the time it opens. Sound Transit should study the community and economic impacts of these alternatives<sup>6</sup>, including changes to land use patterns, effects on property values, effects on residential and commercial rent prices, effects on affordable housing and essential service providers, and effects on neighborhood cohesiveness.

### ***Mitigation Strategies***

- Study the effectiveness of previous displacement mitigation strategies and the lessons learned by the agency.

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<sup>6</sup> Federal Transit Administration, “Environmental Resources: What environmental resources are considered under NEPA?”, [transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-resources-information](https://transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-resources-information)



- Study strategies for mitigating impacts on different types of community members, including: residents, visitors, service providers, cultural institutions, small businesses, and major employers.
- Study strategies for funding and providing technical assistance for community-led land acquisition and development.
- Study strategies for maximizing affordable housing development on construction staging properties.
- Study local-hire agreements between Sound Transit and labor markets impacted by the light rail.
- Study urban design and “placekeeping” opportunities that would incorporate community-led design into light rail infrastructure, buildings, and public spaces.

Thank you for considering our comments. We look forward to continuing to work closely with Sound Transit staff and board and our many community partners throughout the light rail planning process.

Sincerely,

The Partners of Village At Casino Road



## OMF North Location Options

Chad Turner <cturner@achillesusa.com>

Tue 1/24/2023 10:32 AM

To: Everett Link Comments <everettlinkcomments@soundtransit.org>

Cc: Ashlie-Vinke, Erik <erik.ashlie-vinke@soundtransit.org>

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To whom it may concern,

My name is Chad Turner and I am the President of Achilles USA. We are a large manufacturing operation located on both OMF-North site options connected with 16<sup>th</sup> ave. in S. Everett. Achilles has been at this location for nearly 50 years. We manufacture large volumes of specialized plastic films, primarily used in the manufacturing of Medical Device products (I.V. bags, drainage bags, dialysis bags, Bioprocessing bags, etc.). Achilles is one of the country's largest supplier of films for the Medical/Healthcare Industry. Our films are used to make Bio-processing bags for the top pharmaceutical companies in the U.S. These products are used to manufacture about 40% of the country's vaccines and medications, including the COVID-19 vaccines. Achilles supplies approximately one million pounds of plastic film per week to various industries throughout the U.S.

An interruption in the supply of these films lasting longer than 2-3 weeks, could cause a serious disruption within the Medical/Healthcare Industry. We have witnessed this scenario a few times in the past, when we have a major machine breakdown. Our films are manufactured on large production lines, about the size of a football field and we have six of these lines in our manufacturing process. It would be impossible to relocate these lines, as they are cemented into the factory floor. In order to replicate our facility at another location, it would cost \$400-\$500 million and would require 6-8 years to acquire the equipment and build a similar facility. A change in manufacturing location and equipment would require that all of our medical films receive new FDA certification, which would also take years to achieve and would add millions of dollars in cost for our downstream customers.

Due to the cost, complexity, and potential market disruption, we request that Sound Transit and our elected leadership focus on other locations for the OMF-North location. We are confident that the other locations would be less expensive and much easier to replace, compared to acquiring and relocating our business.

Sincerely,

Chad A. Turner

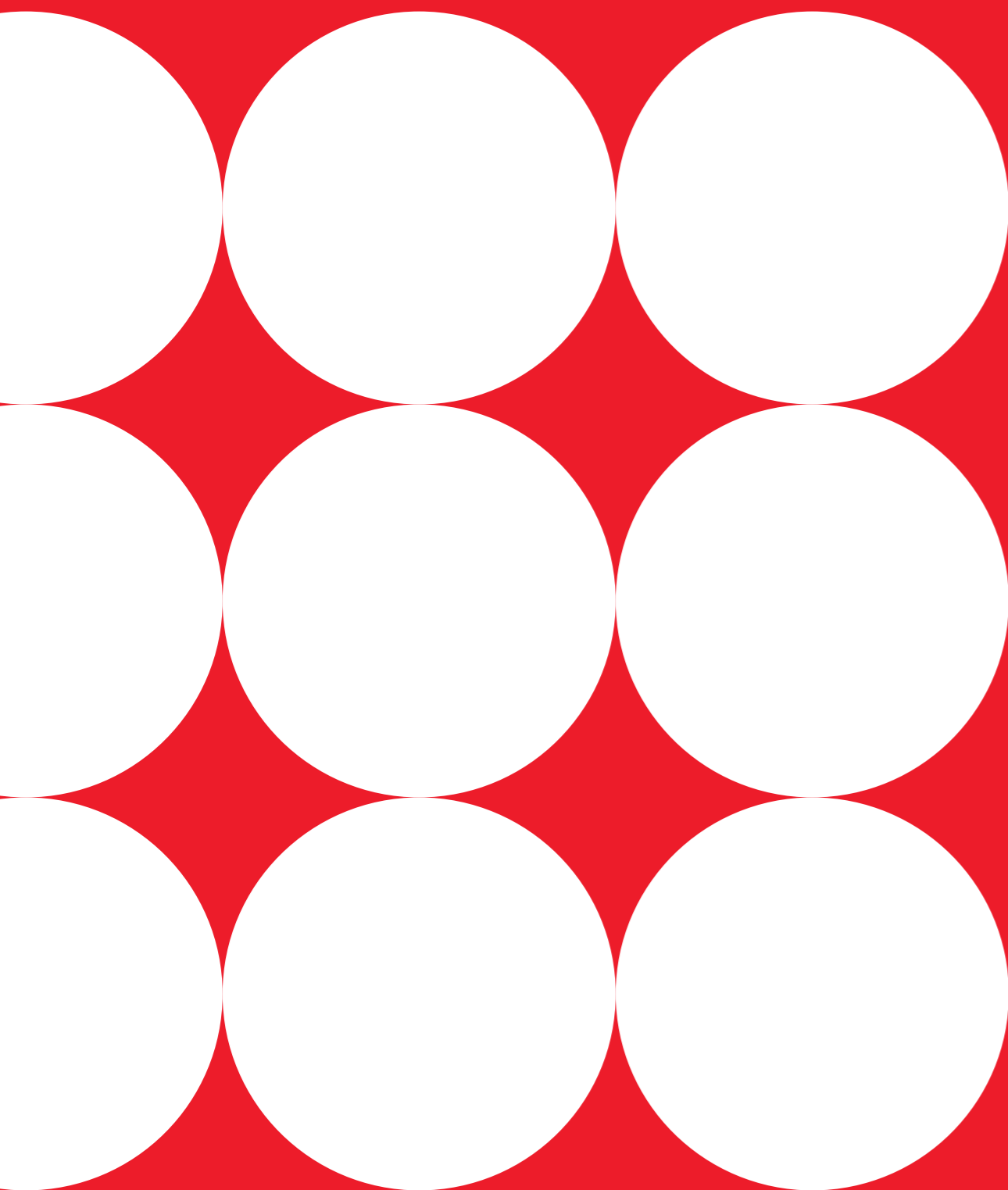


**Chad Turner**  
President & Executive Officer

P: 425-513-6439  
[Achilles USA, Inc.](https://www.achillesusa.com) 1407 80th Street S.W. | Everett, WA | 98203

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Welcome to  **Achilles**

# Welcome!

Thank you all for being here today.

In attendance at this meeting,  
we have representatives from the  
**City of Everett,**  
**Snohomish County,**  
**Snohomish County Economic Development,**  
**Sound Transit,**  
**Jamco, Smartcap, and Achilles.**



# Why are we here?

Achilles, Jamco, and Smartcap are on the short list of potential locations for the **Sound Transit Operations and Maintenance facility**.

The goal of this meeting is to demonstrate why we don't feel this location is the best option for our taxpayer dollars, for our local business community, and for the general public of the USA.

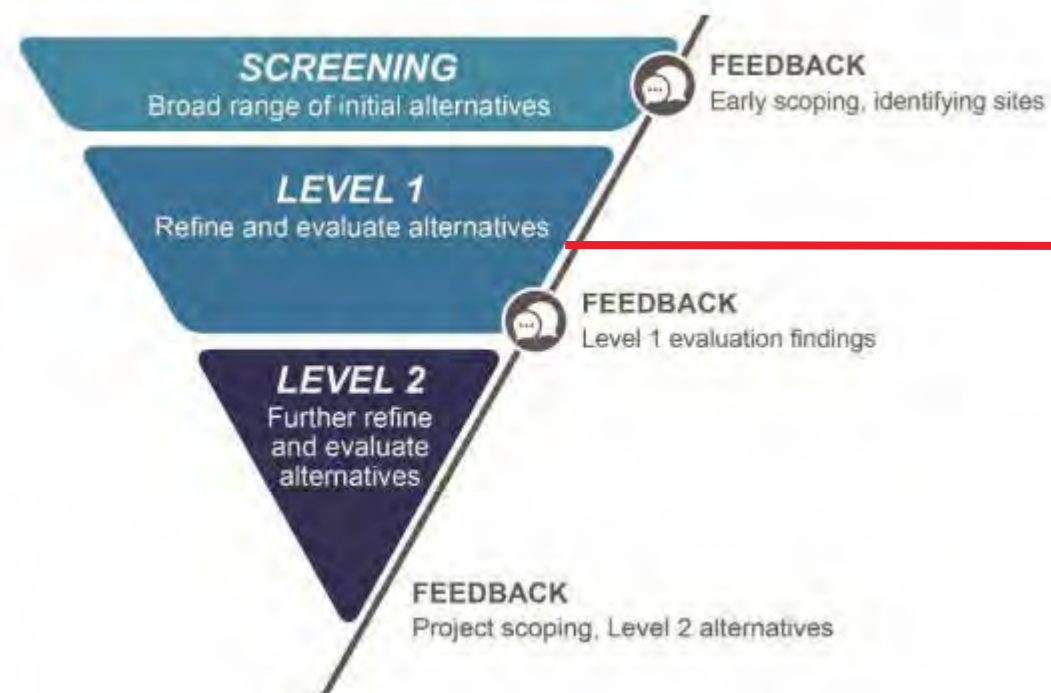


# Our agenda today

We want to provide a brief overview of Achilles USA, Jamco, and Smartcap (approx. 20 minutes)  
Take a streamlined tour of the Achilles facility (approximately 45-60 minutes). Have a short recap after the tour, back in this conference room.



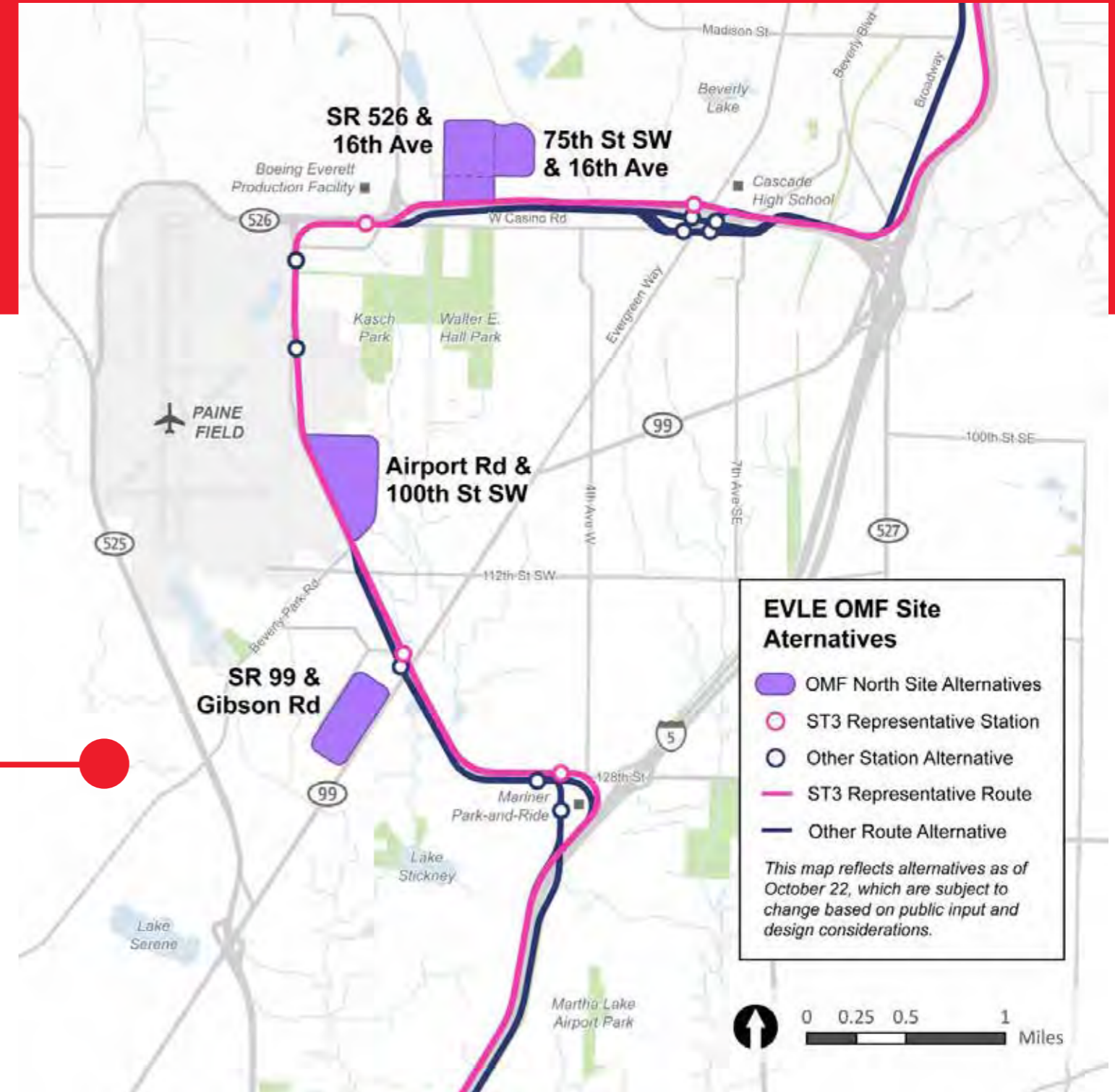
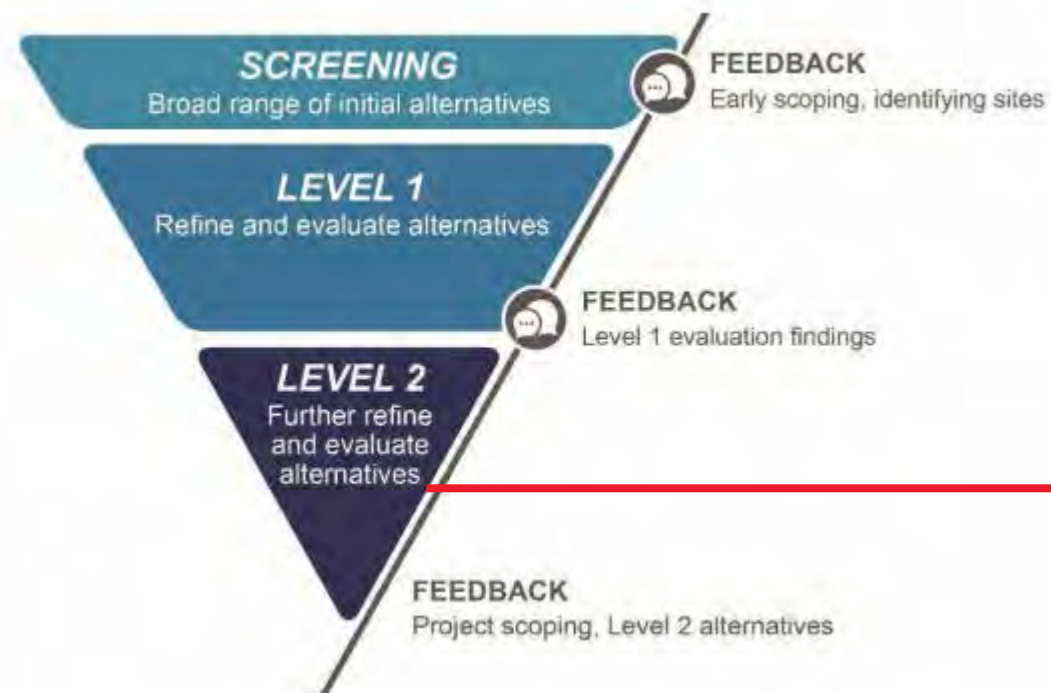
# Original 8 Location Options for the OMF



During the Level 1 of the process, the eight alternatives brought up are shown in this map.



# Current 4 Location Options for the OMF

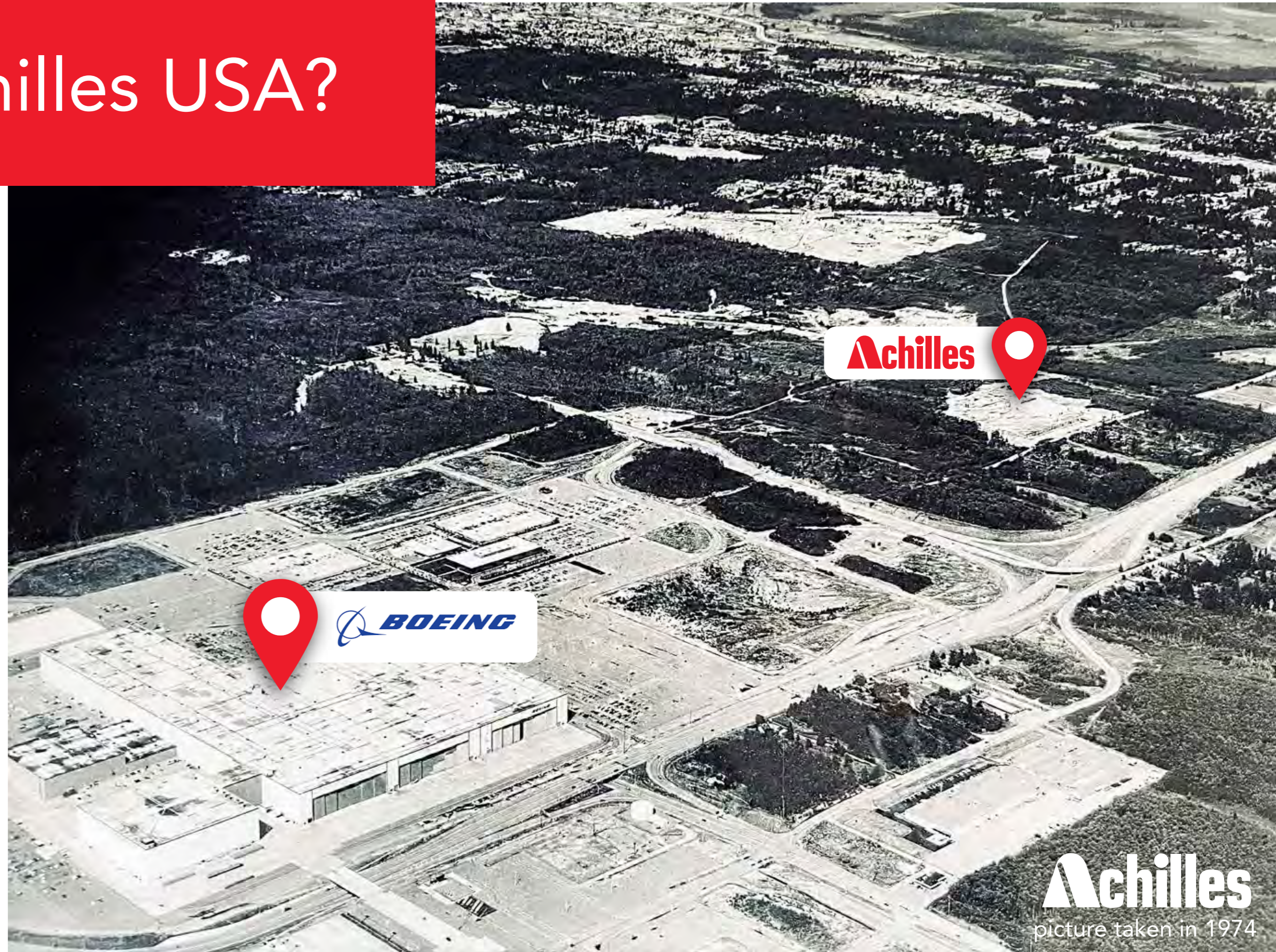


During the Level 2 of the process, the four alternatives brought up are shown in this map.



# Who is Achilles USA?

Achilles is part of the city of Everett since 1973, and one of the first industrial complexes built around Boeing.



# Who is Achilles USA?



**Achilles**  
1407 USA, INC.

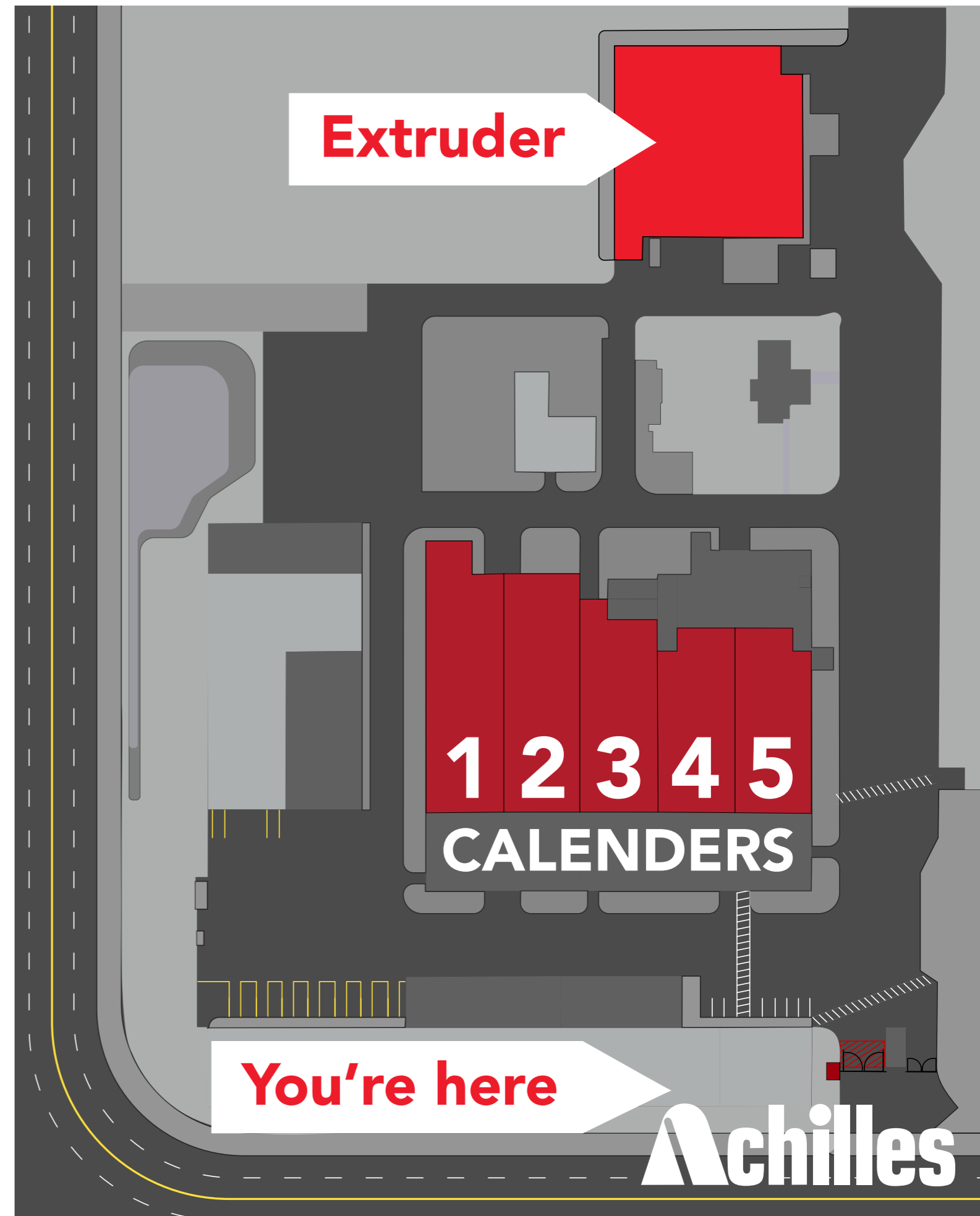
The sign is white with a red logo consisting of a stylized 'A' followed by the word 'Achilles' in red. Below the logo, the address '1407 USA, INC.' is printed in black. The sign is positioned in front of a large, light-colored industrial building with several windows. A green bush is visible to the right of the sign, and a set of stairs is visible on the left side of the building.

Achilles is a nationwide leader in the manufacturing of specialized PVC, Polypropylene, and Polyethylene films, for use in a wide range of products and industries.

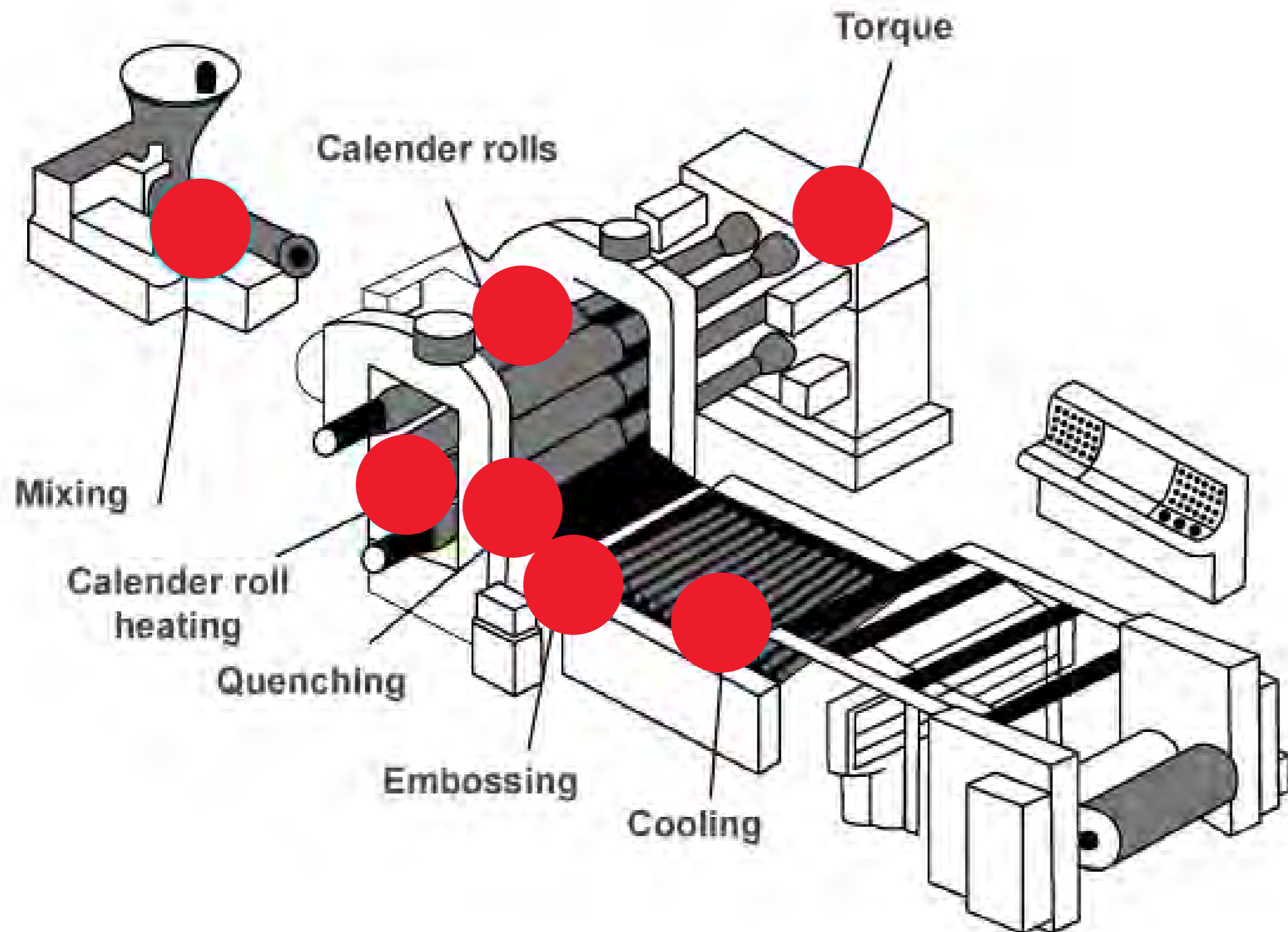
# Our facility

Since 1973, Achilles has been working on building and expanding it's facility.

Today, with a total of **five calender lines and a new cast extrusion line**, Achilles supplies around one million pounds of plastic films a week for many large U.S. companies.



# Our calenders



Achilles films are manufactured on either calendaring lines or extrusion lines. These lines are built into the concrete floors and are not movable or relocatable. We currently have six production lines and multiple silos.

# Products made with our films

Achilles manufactures 80% of the North American demand for Static Cling Vinyl film.

This film is used for advertising on retail store fronts (fast food chains, clothing stores, auto parts, etc.)



# Products made with our films

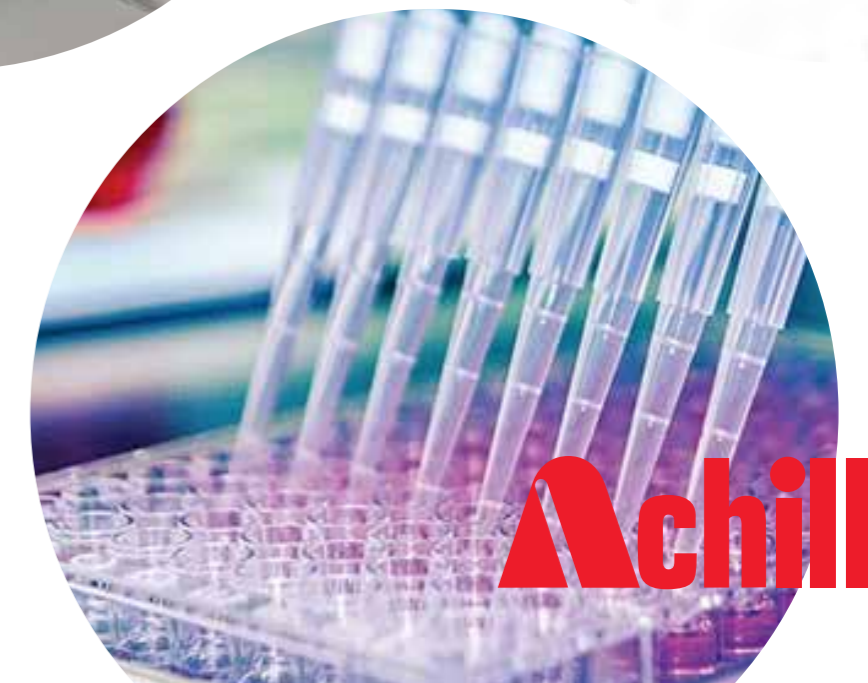
Achilles manufactures other proprietary products for companies such as 3M and other large industrial manufactures. Achilles is the only manufacturer in North America of florescent films for reflective signs, safety vests, and a variety of safety equipment.



**Achilles**

# Products made with our films

Achilles is one of the largest supplier of plastic films to the U.S. Medical/Healthcare industry. These core products are used in the manufacturing of vaccines (including COVID-19), medications, kidney dialysis, fluid collection, internal feeding bags, inflatable leg casts and hospital mattresses.



**Achilles**

# Medical and Healthcare

A large percentage of our Medical and Healthcare products require **FDA medical device certification**. This is a lengthy and expensive process that our customers go through to qualify our films.





# Medical and Healthcare

A change in manufacturing equipment or location would require **complete re-qualification** of all films and finished products downstream.

Currently Achilles has **519 active films** that are FDA qualified and would need requalification.



519

**Achilles**

# Medical and Healthcare

Any production disruption lasting more than 3-4 weeks would create a ripple effect through hospitals and other medical facilities, including a shortage of kidney dialysis equipment for office and home treatment.

# Bioprocessing Production

Achilles is one of only two manufacturers of specialized film used in bioprocessing production. This type of production is the new method for manufacturing **vaccines and medications**.



**Achilles**

# Bioprocessing Production

Growth projections for this industry will require us to install **2 additional production lines between now and 2027**. The supply of bioprocessing film includes “rated” orders for the U.S. Department of Defense.



**Achilles**

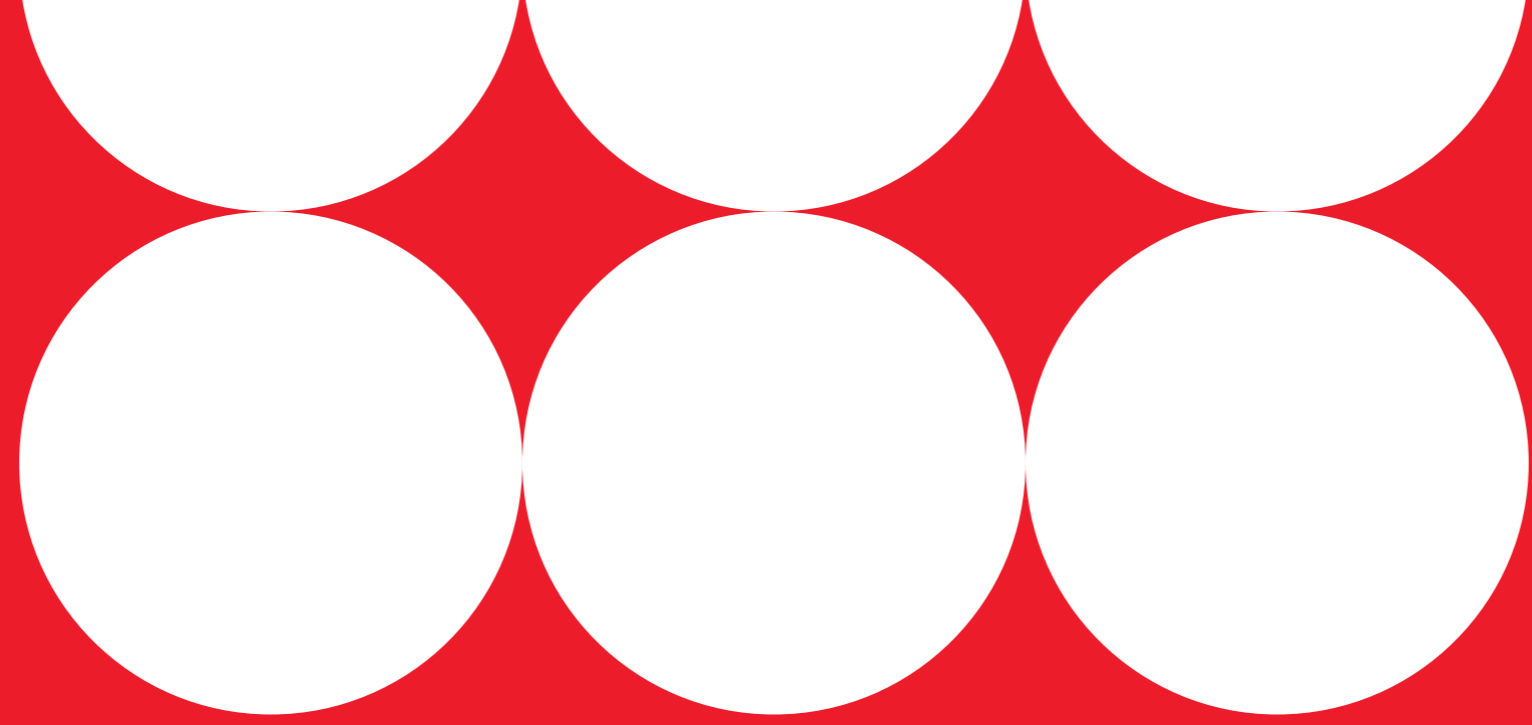
# SUMMARY

Each line is about the size of a football field and costs about **\$30 million**. These lines are built into the concrete floors and are not movable or relocatable. We currently have **six** production lines.

Estimated **6-8 years** to acquire new (similar) equipment and construct a new facility. Total factory replacement cost estimated to be **\$400 million**.

Downstream medical customers would need to requalify all of our medical films, costing **over \$100 million and 5-7 years** of FDA qualification procedures.





Thank you!



BJJ Investments LLC  
c/o JSH Properties Inc.  
14900 Interurban Ave S., Ste 130  
Tukwila, WA 98168  
(425)283-5470

Via Email: [everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org)

March 9, 2023

Kathy Fendt - Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Re: Scoping Comments – SR 526 / Evergreen

As the property owner for Casino Square East shopping center at 209 & 309 E. Casino Rd, we have many concerns about the alternative routes/station locations being considered at SR 526/Evergreen. Obviously, EGN-B and EGN-C are not desired locations because they would directly impact the value of our real estate investment (it is not likely we would get true market value in a condemnation) and the many tenants and business that we lease to at this property would be displaced. We understand that funds will be available to assist with relocations but this particular location for many of these businesses is what makes them successful. A majority of our Tenants have been at this location for many years, establishing their family businesses. Relocation would be hurtful financially for many of these small business owners, many of which are part of the historically underserved communities you aim to support with this project. And EGN-D and EGN-E would also greatly impact those tenants and businesses during the construction phase, directly impacting their financial stability after working so hard to get through a recession and then a pandemic. Not only would the removal of the shopping center (EGN B or EGN C), or the construction impacts of EGN D and EGN E, directly impact those businesses but also the greater surrounding communities that their businesses serve. The shopping centers at Casino Square and Casino Square East are a hub for the community surrounding it (and some of them are part of that historically underserved community). These alternative routes/stations would impact the businesses and the surrounding community by displacing critical services and businesses they rely on and the livelihood of the business owners.

As a property owner and the Landlord to these crucial businesses, we believe EGN-A to be the most preferred and the least disruptive for not only our tenants but the surrounding community, and with the least displacements we prefer that alternative over all the others. Our second preference would be EGN-E (although we have great concerns for the impacts on the businesses and access during construction and will be looking for support and assistance from Sound Transit. The overpass that drops into our property is in dire need of renovation and management. It is our hope that this be addressed as part of the project, to redirect people more effectively. We hope to be part of that process.

Thank you for your consideration. We look forward to working with Sound Transit throughout the Everett Link Extension project to best support our Tenants and their businesses, and the surrounding community.

- *Hee Young Kim*, Property Owner - BJJ Investments LLC

## Everett Link Extension comments

Blank, Mike <Michael.Blank@bpretail.com>

Fri 2/17/2023 9:15 AM

To: Everett Link Comments <everettlinkcomments@soundtransit.org>

Cc: Irwin, Jerry <Gerald.Irwin@bpretail.com>; Varsamis, Jim <James.Varsamis@bpretail.com>

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Representing the owner of Alderwood Mall in Lynnwood, WA, I am writing to provide our comments on the Everett Link Extension.

In general, we are supportive of the light rail extension project, and of a station near Alderwood Mall. We have some concerns though about the location of the station:

- We are opposed to alignments ALD-pink, ALD-gold, & ALD-green as these alignments would cause elevated track to be constructed through the Alderwood Mall property and greatly limit the future mixed-use densification of the site.
- ALD-brown is our preferred alignment as it brings the transit line closest to the mall to best serve the customers and employees of Alderwood Mall, without the negative impacts of ALD-pink, ALD-gold, & ALD-green.
- Along alignment ALD-brown, ALD-D is our preferred station location. We would not like to see ALD-F chosen as the station location as that is in an area that is heavily congested today and eliminating mall parking in this area for the construction of a station would be detrimental.
- We are concerned that for any West Alderwood station location, commuters may park vehicles in existing mall parking lots. This is not acceptable, and we would like to know how Sound Transit proposes to keep this from happening.

### Mike Blank

VP | Development

Retail

Brookfield Properties

350 N Orleans St. Suite 300, Chicago, IL 60654

T [312.960.5951](tel:312.960.5951) | M [847.971.3192](tel:847.971.3192)

[michael.blank@bpretail.com](mailto:michael.blank@bpretail.com)

[www.brookfieldproperties.com/retail](http://www.brookfieldproperties.com/retail)

**Brookfield**  
Properties





CCW Ventures LLC  
c/o JSH Properties Inc.  
14900 Interurban Ave S., Ste 130  
Tukwila, WA 98168  
(425)283-5470

Via Email: [everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org)

March 10, 2023

Kathy Fendt  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

Re: Scoping Comments – SR 526 / Evergreen

As the property owner for Casino Square shopping center at 205 E. Casino Rd, we'd like to express our concerns about the potential routes/station locations being considered at SR 526/Evergreen.


EGN-B and EGN-C are not desirable options because they would result in the removal of the vibrant shopping center at Casino Square and Casino Square East which serves as an important hub for the businesses and surrounding community. This hub for the community surrounding it includes a very sizable historically underserved community that Sound Transit aims to support with this project. While we understand that funds will be available to assist with relocations, for many of these businesses this particular location is what makes them successful. Relocation would be hurtful financially for many of these small business owners, due to the nature of disruption and potential loss of clientele which could directly risk their livelihood. The loss of such a vital hub not only displaces critical services and businesses the community rely on, but also destroys a sense of identity built around the community center in this location. We also have great concerns about the financial impact of our real estate investment and if we can get true market value in the event of a condemnation.

EGN-D and EGN-E would also impact our tenants and businesses during the construction phase, with the disruptions directly hurting their financial stability. The same concerns expressed earlier about the impact on the surrounding community applies not only during this period of construction, but also to the aftermath if businesses close under the financial strain of lost business during construction.

As a property owner and the Landlord to these crucial businesses, we believe EGN-A to be the most preferred and the least disruptive for the surrounding community and our tenants. Our second preference would be EGN-E (although we do have concerns as mentioned earlier).

Thank you for your consideration. We are excited about what Everett Link Extension project can bring to support our surrounding community and look forward to working with Sound Transit closely to ensure the project achieve its objectives and to reach its fruition.

CCW Ventures LLC,



Ling Tony Chen, Partner

## Everett Link Extension Scoping Comment

Chasten Fulbright <cfulbright@blantonturner.com>

Fri 3/10/2023 1:53 PM

To: Everett Link Comments <everettlinkcomments@soundtransit.org>

Cc: Dan Eernisse <DEernisse@everettwa.gov>

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Dear Sound Transit Board,

I am writing to express my support for Station C as an alternate route for Everett Link Downtown light rail alignment. I believe this route is a better option for the city of Everett and the downtown core because the topography on McDougall Alley lessens visual impact of the light rail, Broadway remains a two-sided street, and riders are able to exit the train in the downtown core.

As a property manager in Everett, we know our tenants value fast, reliable, and accessible transit service that connects them to jobs, education, health care, and recreation opportunities in Snohomish County and beyond.

I urge you to select Station C as your preferred alternative for Everett Link light rail in your upcoming decision. This route would best serve the needs and interests of our community.

Thank you for your consideration.

Sincerely,

Chasten Fulbright

Property Manager

Nimbus Apartments | 2701 Rockefeller Avenue, Everett, WA

Creative Innovator | Principal

Blanton Turner | 159 S Jackson Street, Suite 320

206.963.9213 direct

3/6/2023

**Attn: Mayor Cassie Franklin, Dan Ernisee, and Sound Transit**  
**Re: Everett Link Extension, Operation Maintenance Facility North Site Selection**

On behalf of SMARTCAP, Inc. (SMARTCAP) we are writing to express our opposition to selecting site(s) B-1 & B-2 as locations for Sound Transit's Operation Maintenance Facility North. Within both B1 & B2 site options, SMARTCAP owns a development site. SMARTCAP is one of the largest developers in Snohomish County and specializes in ground-up development of industrial assets. The owned parcel is fully permitted for a 166,590 square foot industrial building with a project start date scheduled in April 2023. See land address, Tax ID and issued building permit below:

Project Name	Baker View Logistics Center
Address	1215 80 <sup>th</sup> St. SW, Everett, WA
Tax ID	00392200001500
Associated Building Permit (City of Everett)	B2204-048 (issued December 29 <sup>th</sup> , 2022)

The selection of either B-1 or B-2 options will have significant financial impacts on Sound Transit, local workforce, and SMARTCAP. Please see additional commentary below.

- **Impact to Sound Transit:**
  - In the cost analysis completed by Sound Transit (ST), just the value for the vacant land is considered in the cost assumptions, shown as the tax assessed value of \$8,515,700.
  - The future buyout value of our property will include a brand-new building that is scheduled to be delivered in Q1 of 2024. As a result, the future buyout value will be approximately \$67,000,000 to \$75,000,000. This value accounts for a newly delivered, stabilized industrial building. The property will be much more valuable than the vacant land is today.
  - For the cost analysis to be accurate, the full value of the building will need to be considered. As a result, an additional \$58.5 - \$66.5 million dollars needs to be added to the B-1 & B-2 cost analysis for our site alone.
  - The cost analysis above would not include any cost to move the tenant that will be leasing our building. Moving a tenant will add a substantial amount of cost that we cannot currently validate. I would estimate a minimum of \$5 million to \$10 million additional dollars to relocate our future tenant.
  - The SMARTCAP development team has been working on this project for four years, and the loss of this investment would significantly impact our reputation and our ability to create more jobs in Snohomish County through developing new assets in the future.
  
- **Impact to Local Community:**
  - SMARTCAP has designed the industrial building to target both manufacturing and distribution uses.
  - There is currently a shortage of distribution square footage in Snohomish County, especially Everett. Our development would provide a much-needed supply relief.
  - Covid brought many supply chain and manufacturing inefficiencies to light. As a result, there is a major need for new, functional industrial buildings not only in our markets, but the United States in general. Only 11% of the industrial square footage in Everett has been developed in the last 10 years, indicating a growing

obsolescence of the existing industrial facilities. There is a dire need for quality industrial square footage.

This need is further supported by a vacancy rate of an estimated 2% in Everett's industrial market.

- A healthy and balanced vacancy percentage for an industrial market is around 7%, giving existing businesses the opportunity to expand, and giving new businesses the ability to plant and grow roots.
- **Jobs Impact:** An industrial development at this location is an opportunity to create jobs. We work with many businesses that choose to be in Snohomish County because it is one of the only places in the country with a high level of technically skilled manufacturing talent able to build complex systems. Maintaining this reputation is critical to attracting business to Washington State and Snohomish County. Taking away industrial zoned land would set an extremely negative precedence towards future businesses and would have a major negative impact to economic development in the region.
- **Environment Impact:** There is a significant environmental impact in demolishing a brand-new building due to increase in embodied carbon emissions. In contrast, the buildings which would need to be condemned in Site E are older buildings with a much shorter remaining lifespan. Furthermore, the environmental issues on Site E would be significantly improved with restoration of the environmental conditions. Overall, selection of Site E would be a large environmental win, while selection of our site would be a huge environmental and business cost.

- **Impact to SMARTCAP:**

- SMARTCAP is breaking ground on the Baker View Logistics Center project next month, April 2023. Once the property is delivered, the potential of eminent domain would create a cloud over the property making it very difficult, if not impossible, to lease. Tenants would know that they could not make this building their "forever home" as it will eventually be taken for the Operations Maintenance Facility site. As there is limited supply of available industrial assets in Everett, the tenants in this situation will need to go other jurisdictions as a result.
- A vacant building that is unleaseable would have a negative impact on our investors who might lose trust in SMARTCAP's ability to deliver buildings. Being one of the largest developers in Snohomish County, we work with thousands of investors, and losing their trust will ultimately move investment dollars out of this jurisdiction and further hamstringing the economic expansion of Everett.
- The cloud affecting our ability to lease the property could cost investors roughly \$20 million or more over the life of this investment. Additionally, a vacant building that produces no rental income would be at risk of default with our lender, leading SMARTCAP to sue the State to recognize the impact created by being a part of the selection process of the OMF. Washington State is one of the few states that doesn't recognize this as a business loss, but we would expect to win that lawsuit based on precedent from other states with similar political leanings, including Oregon and California.

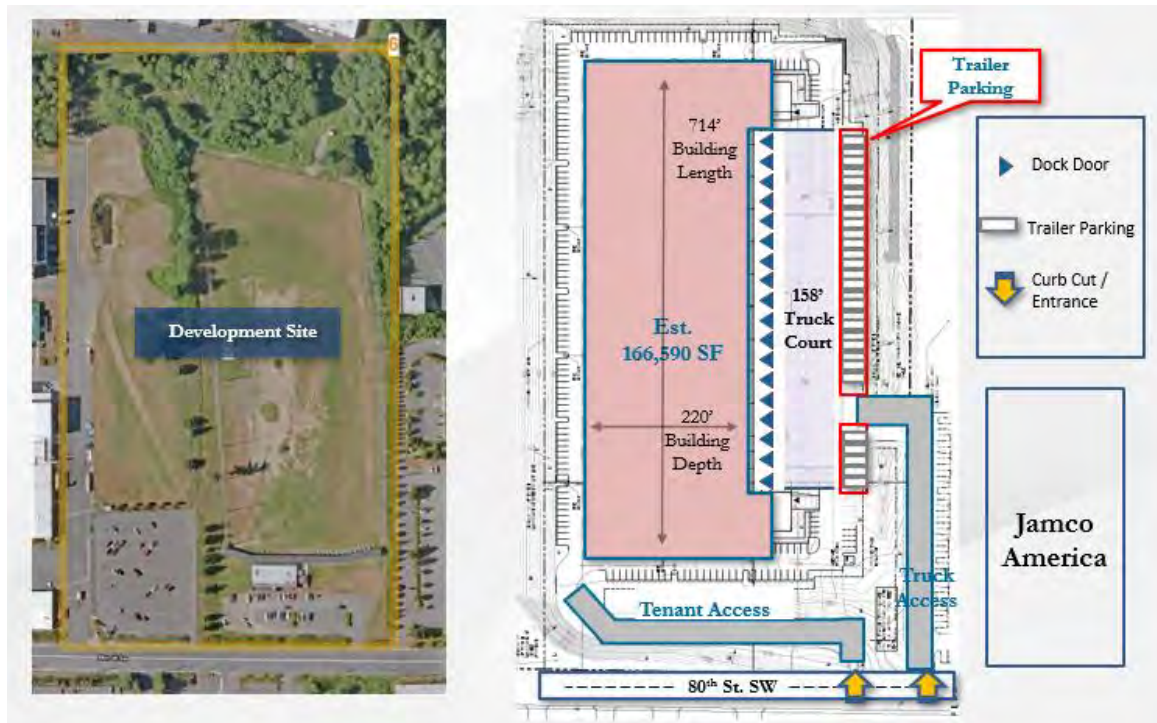
We appreciate the consideration of this letter and our opposition in selecting site B-1 & B-2 for the Sound Transit Operation Maintenance Facility North. Being a local developer, we consider ourselves a part of the community and look forward to the opportunity to provide more jobs and tax revenue to the region through our development of the Baker View Logistics Center.

Sincerely,



Tim Shoultz, CEO – SMARTCAP, Inc.

## Site Ariel Images



**Baker View Rendering 1**



**Baker View Rendering 2**



[soundtransit.org/everettlink](https://soundtransit.org/everettlink)

[everettlink@soundtransit.org](mailto:everettlink@soundtransit.org)  
206-398-5070

