
From: Linda Willemarck <savescribercreekpark@yahoo.com>
Sent: Monday, August 12, 2013 10:08 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link - Scriber Creek Park - 875 Signatures anti Alternative C-1

----- Forwarded Message -----

From: Linda Willemarck <savescribercreekpark@yahoo.com>
To: Maryellen Walsh <tambosassy@gmail.com>; shoreline news <lips@shorelineareanews.com>; seattle times <mindblom@seattletimes.com>; News Tribune <rob.carson@thenewstribune.com>; Daniel Drais <daniel.drais@dot.gov>; Edmonds Beacon <edmondseditor@yourbeacon.net>; Mukilteo <mukilteoeditor@yourbeacon.net>; Snohomish <editor@snoho.com>; KOMO4 News <lips@komo4news.com>; Sierra Club <cascade_chapter@sierraclub.org>; "Fish & Wildlife" <director@dfw.wa.gov>; Habitat Program <habitatprogram@dfw.wa.gov>; Public Affairs <publicaffairs@dfw.wa.gov>; Team Mill Creek <TeamMillCreek@dfw.wa.gov>; DFW W <wildthing@dfw.wa.gov>; L Sordel <lsordel@ci.lynnwood.wa.us>; E Flesher <eflesher@ci.lynnwood.wa.us>; Lynnwood Today <lynnwoodtodayeditor@gmail.com>; Jim Smith <jimsmithcfi@msn.com>; Mike Gibson <Mike.Gibson@bankwithsterling.com>; P Robinson <PRObinson@BannerBank.com>; Larry Bowlandskate <larry@bowlandskate.com>; J Bloomquist <jbloomquist@nwtitleco.com>; Manager <northernlightsmanager@gmail.com>; Pam <Pam@BeBlessedRealty.com>; Jan <jan@groovieimpressions.com>; M Clark <mclark@scc.wa.gov>; Bill Knutsen <bill.knutsen@kingcd.org>; Snowberry <snowberry@gorge.net>; Kent Hale <kent.hale@soundtransit.org>; Executive <pcexecutive@co.pierce.wa.us>; Julia patterson <julia.patterson@kingcounty.gov>; C Balducci <cbalducci@bellevuewa.gov>; Richard Conlin <richard.conlin@seattle.gov>; Dave Earling <dave.earling@edmonds.wa.gov>; Mayor Redmond <mayor@redmond.gov>; Lynnwood WSDOT <lynnp@wsdot.wa.gov>; Marilyn Strickland <marilyn.strickland@cityoftacoma.org>; P Roberts <PROberts@ci.everett.wa.us>; Fred <fredb@ci.issaquah.wa.us>; Constantine <dow.constantine@kingcounty.gov>; Denslow <denslow@ci.sumner.wa.us>; Joe McDermott <joemcdermott@kingcounty.gov>; M Moss <mmoss@cityoflakewood.us>; Larry Phillips <larry.phillips@kingcounty.gov>; Pete Vonreichbauer <pete.vonreichbauer@kingcounty.gov>; S Roberts <sroberts@ci.lynnwood.wa.us>; Vaubuchon <vaubuchon@ci.lynnwood.wa.us>; C Boyer <cboyer@ci.lynnwood.wa.us>; K Lonergan <klonergan@ci.lynnwood.wa.us>; B Goodwin <bgoodwin@ci.lynnwood.wa.us>; Mark Smith <marksmith@ci.lynnwood.wa.us>; Albert Roberts <albert_roberts@hotmail.com>
Cc: Maryellen Walsh <tambosassy@gmail.com>; tallqleb@hotmail.com <tallqleb@hotmail.com>; Julie Fielder <jmfielder27@yahoo.com>
Sent: Monday, August 12, 2013 10:03 AM
Subject: Lynnwood Link - Scriber Creek Park - 875 Signatures anti Alternative C-1

FYI: The following petition was signed this past week by 875 people. We will continue getting signatures through the September 23 deadline and will be present at every community meeting.

C-001-001

Sound Transit acknowledges your opposition to Alternative C1 due to its residential impacts and impacts to Scriber Creek Park and wetlands.

Petition

Save Scriber Creek Park – No on Alternative C-1

C-001-001

The signers of this petition are opposed to Alternative C-1 route for the Sound Transit Link Light Rail Lynnwood Extension because this alternative would have the most significant negative environmental impacts to Scriber Creek Park and its associated forested wetlands and wildlife habitat and quality of life of the residents in the area.



A M E R I K A S L A T V I E Š U A P V I E N Ī B A

400 Hurley Avenue, Rockville, MD 20850

August 28, 2013

Pat McCarthy
Pierce County Executive
Sound Transit Board Administration
401 S. Jackson Street
Seattle, WA 98104

Dear Ms. McCarthy:

C-002-001 We are writing to you on behalf of the American Latvian Association Board of Directors and the 90,000 member strong US Latvian Community to express our deep concern regarding the news from Seattle Latvian Organizations that their historic Community Center is in jeopardy due to the Sound Transit plans of extending the Lynnwood Link railway line.

C-002-002 The Seattle Latvian group is our largest member organization with several hundred active Latvian families, who utilize the property at 11710 3rd Avenue NE as the “epicenter” for ethnic activities. Regular Church services, Sunday school for children, ethnic celebrations and gatherings, Latvian choir and dance group rehearsals, as well as weddings and funerals take place there. It is one of the three largest and best organized Latvian centers on the West coast, in addition to Los Angeles and San Francisco.

ON A LARGER SCALE, it is not only the Latvian community that would be affected by the proposed transit line; the center is regularly used by Estonians, Lithuanians and even the students at the University of Washington Baltic Study program – the only such program in the United States.

HISTORICALLY, The center is of important cultural heritage and importance to Seattle area Latvians and Balts. When the Latvian refugees were admitted to the United States after the WWII, several hundred settled in the Seattle area. They organized, purchased land and built the first Latvian Center on Densmore Avenue North in 1955. Unfortunately, in 1969, the City of Seattle took the property for development of the Wallingford Playfield. Next year, the history may repeat itself – the second center, built by Latvian volunteers in the 1970s on the 3rd Avenue, is in danger of being expropriated.

The center is crucial for the continuation of Latvian and Baltic cultural, educational and religious activities, it has been visited by all the Baltic presidents, ambassadors and several government ministers, as well as US Senators and ambassadors. It is the home of:

(Over, please)

C-002-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

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

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

C-002-002

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the Church.

AMERICAN LATVIAN ASSOCIATION IN THE UNITED STATES, INC.

Tel: 301-340-1914

Fax: 301-340-8732

E-mail: alainfo@alausa.org

Internet: www.alausa.org

C-002-002

- Seattle Latvian Evangelical Lutheran Church, established in 1950
- Washington State Latvian Association, established in 1949
- Seattle Latvian School, established in 1950
- Latvian Folk dance group "Trejdecnitis", established in 1962
- Seattle Latvian Choir
- Seattle Latvian Library
- Latvian student fraternities and sororities
- Latvian Seniors' club.

IN ADDITION, it is the place for one of the 15 polling centers in the United States organized by the Latvian government and the American Latvian Association for Seattle area Latvian citizens to cast their ballots in Latvia's National Elections.

Please keep Seattle diverse! Do not allow the proposed transit line destroy the Latvian Center! If we lose this site, we lose more than a building, and we fear that the local Latvian community will not have the means, manpower and moral strength to rebuild their center for the third time!

Sincerely,



Anita Batarags
President and Board Chair



Raits Eglitis
Secretary General



September 4, 2013

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

Re: Impact on Seattle Latvian Cultural Center

C-003-001

The Bellevue Sister Cities Association, Liepaja, Latvia Committee would like to add its concern to those questioning the present alternatives for the Lynnwood Link Extension DEIS and the serious impact it will have on further use of the Seattle Latvian Cultural Center.

The Seattle Latvian Cultural Center is a focal place, not only for those of Latvian background living in Seattle, but for all of us in the Pacific NW. The Latvian Association was a strong supporter back in 1992 when Liepaja, Latvia became one of Bellevue's sister cities, support that has continued throughout the past twenty years. The Latvian Cultural Center has been the venue for many of our social and informational as well as our fundraising events during this time. We are concerned that the present plans would greatly affect the use of this facility, a huge loss to us, as well as to the many other organizations that use it on a regular basis.

We hope that you will take this into consideration and provide for access to the Seattle Latvian Cultural Center so it can continue as a gathering place for the many people and organizations that presently use it.

Sincerely,

Inta B. Gotelli, BSCA treasurer
Liepaja Committee

cc. Hugh Burleson, BSCA president

C-003-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

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

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



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Thornton Creek Alliance (TCA)

ADDRESS: P.O. Box 25690

CITY: Seattle STATE: WA ZIP CODE: 98165-1190

EMAIL ADDRESS: ruthalice@comcast.net

Please sign me up for project email updates

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

Comments

Please make TCA a party of record for all actions, ~~and~~ official communication, notice of meetings, etc for Lynnwood Link Extension Segment A

C-004-001



C-004-001

Sound Transit does not have a "party of record" designation for those interested in the project. However, Ruth Williams has been added to the project's email update list, per this written request.



**Honorary Consul of the Republic of Estonia
in Seattle, Washington**

September 11, 2013

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

Dear Members of the Sound Transit Board,

C-005-001

I am writing to you in hopes of helping convey a strong message in support of preserving the Latvian Community Church and Meeting Hall located at 11710 – 3rd Ave. NE, Seattle, WA. It is my understanding that Sound Transit is considering possible routes through northeast Seattle which might impact the Latvian Hall.

C-005-002

As a member of the Seattle Estonian Community, the Latvian Hall represents as much of a “home” to our community as it does to Seattle-area Latvians as well as Lithuanians. As our community is smaller than the Latvian community, we have for decades rented the Latvian Hall as the centerpiece of our community meetings, holiday celebrations and cultural gatherings. The Latvian Hall has hosted visiting Estonian Presidents, members of Parliament and other dignitaries. It has also, on a personal note, naturally served as the site of my wedding in 2004, and hosted the funerals of my family members.

The Seattle Estonian community cherishes the Latvian Hall and our relationship with the Latvian and Lithuanian communities. The Latvian Hall is the foundation of that relationship and with its large auditorium, church and meeting rooms, it uniquely serves this purpose for our mutual use. The history we have shared over the decades within the walls of the Latvian Hall is immeasurable. During the Soviet occupation of the Baltic States, the Latvian Hall was a rallying place for legislative and political efforts in support of re-establishing independence in our homelands. Subsequent to the

9133 View Avenue NW
Seattle, Washington 98117

Phone: (206) 310-2153
Fax: (206) 284-4061

C-005-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

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

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

C-005-002

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.



***Honorary Consul of the Republic of Estonia
in Seattle, Washington***

C-005-002

culmination of those efforts, the Latvian Hall continues to bind our communities through co-hosted community celebrations, fundraisers and commemorations.

I simply cannot imagine a vibrant Estonian, Latvian or Lithuanian community existing in Seattle without the Latvian Hall. I implore you to preserve this most important foundation of our shared community.

Most sincerely,

Paul A. Raidna
Honorary Consul
Republic of Estonia



Handwritten signature: Edvins Circevis

LATVIAN SENIORS' ASSOCIATION
6834 - 40TH AVENUE NE
SEATTLE WA 98115-7532

September 10, 2013

Draft EIS Comments
c/o Lauren Swift
401 Jackson Street
Seattle WA 98104

C-006-001

The 87 members of the Latvian Seniors' Association are deeply concerned that the proposed Lynnwood Link Extension may severely impact the Latvian Lutheran Church and Community Center buildings and access to them. Our organization has free use of the Community Center for its well-attended monthly meetings, which feature a substantial hot meal and a cultural program. We fear that any disruption of the availability of the facility, with its full kitchen and audio-visual support for presentations, will threaten the existence of our group due to lack of a convenient rent-free assembly place. This would constitute a severe emotional loss to our senior citizens.

Handwritten list of names:
Lija Circevis
Maia Ahrens
Lija Circevis
Annus Vasmeh

Edvins Circevis
Edvins Circevis
President

Member signatures:

Handwritten member signatures:
Zanis Apinis
Ilma Cepstis
J. Butera
J. Butera
J. Jansevics
L. Riekstins
Juta Vast
Alvise
Lente Prigman
Imarto Jimma
Rasuca Jimuca
Nalljapemmaris
Ike Kalnins
Juri Reldis
Roughs Copeland
Sillija Copeland

Handwritten member signatures:
Herb Samils
Lise Berg
Dere Paskovics
Aija Pakule
Erika Kirsis
Lija Kiu
Waldis Hodar
Lilija Sankalis
Janis Sankalis
Valda Sankalis
Mirdza Abolte
Janis Cilins
Lija T. Doliga
Ivana A. Kalins
Daina Astojsha
Jani Berezins
Austra Bergina
Anita un Voicets Uperietis

C-006-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

North King County
MOBILITY COALITION

Mr. Perry Weinberg, Director
 Office of Environmental Affairs and Sustainability
 Sound Transit
 401 South Jackson Street
 Seattle, WA, 98104-2826

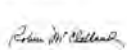



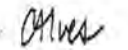
Dear Mr. Weinberg:

The North King County Mobility Coalition is comprised of agencies and individuals from North King County cities that share a concern for seniors, people with disabilities, youth, low-income households, and those with limited language skills who require access to public transportation. This letter is written to address their needs and concerns for the Lynnwood Link alternative.

- C-007-001** Generally thorough and well-written, the DEIS puts its focus primarily on the needs of able-bodied commuters. It is not clear how Sound Transit will make the stations accessible to people with limited mobility. Page 3-14 states that NE 145th will meet ADA requirements. How far from the stations this will apply? The Coalition urges Sound Transit to support actions that assure the necessary upgrades occur in coordination with the opening of the line.
- C-007-002** This may be complicated by the multi-jurisdictional ownership of NE 145th (WSDOT, the cities of Shoreline and Seattle, and King County) but the Coalition urges Sound Transit to work in collaboration with all owners to ensure that NE 145th meets the needs of nearby residents. Furthermore, the Coalition strongly supports better east/west transit connections for those who live in proximity, but not close enough to walk, to the LINK line. Our expectation is that Sound Transit will cooperate with Metro to make connecting buses interface well with the train.
- C-007-003** The Coalition supports the selection of a station at NE 145th due to the amount of housing for special needs populations within one mile of the proposed station. This includes many residential sites owned by the King County Housing Authority (such as Paramount House) as well as several other apartment complexes that serve veterans, seniors, and people with disabilities. A station at 155th would put the train out of reach for most of these residents. Therefore, the Coalition favors Alternatives with a station at NE 145th, including Alternatives A1, A3, A10, and A11.
- C-007-004** Finally, the Coalition is concerned that Sound Transit's public involvement efforts have not reached enough people with special transit needs. Page 4-63 states that the agency is obliged to reach out to people with limited access. However, the meetings described in the DEIS to discuss the Lynnwood extension seemed to have been oriented toward people with cars. In our experience, outreach to special needs communities is most effective when taken to the community rather than expecting the community to travel to a meeting space. Therefore, Sound Transit should plan for more community-based outreach, especially to special-needs populations.
- C-007-005** In summary, the Coalition recommends three actions moving forward: 1) the selection of the NE 145th station; 2) increased cooperation with other transportation agencies and concerned local governments; and, 3) greater outreach to and input from special needs communities.

Thank you for the opportunity to comment on the Lynnwood LINK DEIS.

Sincerely,

				
Robin McClelland Coalition Member	Dori Gilliam Senior Services	James Seeks Transportation Manager Northshore Senior Center	Chris Eggen Deputy Mayor City of Shoreline	Candace Ives Resident Services Coordinator King County Housing Authority

14812 Main Street, Bellevue, WA 98007

C-007-001

Sound Transit will meet ADA standards for all of its facilities and projects, and a commitment for full access for all persons is an element of Sound Transit's adopted System Access Policy. Current designs for the project alternatives generally include new or rebuilt facilities to ADA standards for the station sites, to and from feeder bus stops and nearby intersections, and for any streets or other transportation facilities reconstructed or otherwise improved for the project. During final design, Sound Transit will also work with local jurisdictions on planning for access improvements for other facilities connecting to station areas.

C-007-002

Sound Transit will continue to work cooperatively with both Seattle and Shoreline to design a station that serves all users, including regional commuters and people coming to and from the surrounding neighborhoods. Sound Transit will coordinate with King County Metro to plan for changes in their transit service to support the station. Ultimately, route and service changes are determined by the local transit agency for the routes they operate.

C-007-003

Your preference for alternatives that include a station at NE 145th Street because it would be more easily accessible by those with special needs is noted.

C-007-004

As described in Chapter 6 Public Involvement and Agency Coordination, Sound Transit used a variety of outreach activities and methods to engage the community beginning at the early stage of alternatives analysis through the Draft EIS, and into identification of the Preferred Alternative and development of the Final EIS. For the Draft EIS, all of the sites for the public meetings were accessible by transit and were in

community facilities throughout the corridor. Activities and methods for public outreach included kiosks, community events, drop-in sessions, a project website, news media, fact sheets, brochures, newsletters, and an email subscription list.

C-007-005

Sound Transit will continue to coordinate with other transportation agencies, jurisdictions, and interested community organizations, including for people with special needs.



September 20, 2013

Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

RE: Lynnwood Link Extension DEIS Comments

Dear Ms. Swift,

Thank you for this opportunity to provide comments on the Lynnwood Link Extension Draft Environmental Impact Statement. I am writing on behalf of Futurewise, and our organization is a statewide public interest group working to promote healthy communities and cities while protecting farmland, forests and shorelines. Our Urban Program promotes a livable and sustainable region that can accommodate growth while providing necessary public amenities and a strong urban sense of place. Our primary objective is to promote policies for affordable, transit-oriented development in our region's urban centers and high-capacity transit areas.

We are excited about the Lynnwood extension as it will help provide convenient, reliable, economically and environmentally sustainable ways for our growing population to reach their jobs, homes and services.

Our overall priority to meet the goals of long term community health is to make station-area decisions that maximize the potential for ridership and meaningful Transit-Oriented Development (TOD). Successful TOD projects provide a rich array of amenities, housing and transportation choices in proximity to high-capacity transit. As a central strategy to accommodating growth *well* in our region, we believe this is critically important to system alignment and station siting decisions. Based on these priorities, our comments on the DEIS are as follows:

C-008-001

- We support Alternatives A10 or A11 for Segment A, with three stations at 130th, 145th and 185th. Maximizing potential ridership and long term TOD is the responsible decision for our regional growth. While TOD potential is currently less than optimal at the three station areas, we believe this will change over time and will be well worth the additional cost for the third station.
- Between NE 145th and NE 155th Street, we strongly support 145th due to greater proximity to a main thoroughfare, greater TOD potential, and better improvement options for accommodating multi-modal access to the station.

C-008-002

- Similar to Segment A, we support Alternative B2A in order to maximize our long term investment. The construction of two stations, Montlake Terrace Transit Center and 220th Street SW, will increase ridership and TOD potential.

C-008-001

Your preference for more stations, rather than fewer, is acknowledged. The Final EIS evaluates (as did the Draft EIS) three-station Alternatives A10 and A11. The Sound Transit Board will select the project to be built after the publication of the Final EIS. The Preferred Alternative includes the general alignment and stations of Alternative A1, and the Final EIS also reviews options for a future station at NE 130th Street.

C-008-002

In addition to Alternative B2A, the Final EIS evaluates the Preferred Alternative, as identified by the Sound Transit Board. The Sound Transit Board identified a modified Alternative B2 as the Preferred Alternative, which includes a station at the Mountlake Transit Center. The Sound Transit Board also directed further study of options to add a station at 220th Street SW or to make provisions for a future station at this location. Please see the Chapter 2 of the Final EIS for details.

C-008-003

- For Segment C, we are not comfortable providing support for any of the proposed alternatives, and encourage Sound Transit to explore a C-4 alternative. It is important for the station to be in close proximity to the existing transit center, and therefore we are not supportive of C3 for that reason.

C-008-004

- Multi-modal access to the stations should be a high priority for Sound Transit and it will be essential to accommodate all modes, including bus, bicycle, on foot and car. We are pleased with the System Access Policy recently approved by the Sound Transit Board to increase transit ridership through improved connections with local transit, paratransit, bicycle and pedestrian infrastructure, kiss-and-rides, and private vehicle parking.

C-008-005

- It is also critical to integrate safety, convenience and comfort into the design of all facilities and improvements serving the station areas. Having been involved with Shoreline's Public and Stakeholder Involvement Plan, we repeatedly heard concerns from community members about traffic, safety and ease of access. In addition, there was a common interest in community space being programmed into the station area to make it more integral and accessible to the surrounding neighborhoods.

Thank you for this opportunity to comment on the Draft EIS. We look forward to continuing to work with Sound Transit and the communities as the project evolves. Please contact us if we can provide any additional information.

Regards,



Monica Smith
Urban Policy Director
206.550.9725 cell

C-008-003

Following the publication of the Draft EIS, Sound Transit developed a modification of Alternative C3 for the Final EIS in collaboration with the City of Lynnwood, with the goals of improving transit integration, better opportunities for future development, and minimizing natural resource impacts. Alternative C3 Modified (as named in the Final EIS) includes moving the station closer to the transit center and is the Preferred Alternative.

C-008-004

Comment acknowledged. The Sound Transit System Access Policy is referred to in the Transportation mitigation section (Section 3.6.5) for nonmotorized transportation.

C-008-005

Sound Transit designs and maintains all of its stations to be safe, secure and clean, and station platforms include weather protection. The stations are well lit, have security cameras, and are regularly monitored by security personnel. The current conceptual plans for the stations include open areas, and Sound Transit policy encourages partnerships with other parties that indicate an interest in coordinated developments in station areas.



LITHUANIAN-AMERICAN COMMUNITY

WASHINGTON STATE CHAPTER
1019 NE 130th Street, Seattle, WA 98125-4069
(206) 282-9910 • lithseattle@hotmail.com

September 16, 2013

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

Dear Sound Transit Board,

C-009-001

I am writing to express my concern regarding how the proposed light rail line will affect the Latvian Lutheran Church. The Latvian Center (the Church and its large hall) is used heavily not only by Latvian-Americans but Lithuanians and Estonians as well. Negative impacts must be minimized at all costs.

We Lithuanians do not have our own church, school or office buildings. We rely heavily on our brother Balts, the Latvians, to share their Latvian Center with us. Although over the last 40 years we have been "renters" and not "owners" of the facility, we have come to cherish it as our own.

The Lithuanian-American Community of Seattle has enjoyed the use of the Latvian Center for community celebrations and other events such as fundraisers for the Baltic Studies Program at the University of Washington.

The Latvian Center has been the site of folk dance practices and performances, concerts by local and visiting Lithuanian musicians, wedding receptions and memorial services. The hall has hosted visiting dignitaries such as Vytautas Landsbergis, the first head of state of newly independent Lithuania, Senator Maria Cantwell, Congressman Jim McDermott, two Lithuanian Ambassadors to the United States, and trade delegations from Lithuania.

We have gathered at the Center for these and many other community-centered commemorations, often in conjunction with our Baltic brothers and sisters (for example, the annual joint church service and commemoration of the deportations of Estonians, Latvians, and Lithuanians to Siberia). We have held educational lectures, fundraisers, and political meetings. And for decades during the Soviet occupation of the Baltics, the Latvian Hall was the gathering place for community activists working together on critical items related to re-establishing the independence of our three countries.

The Center, with its many organizations and activities, serves as our extended family, especially to those of us who immigrated to America without grandparents, uncles, aunts and cousins. Once torn, the rich social fabric of the Latvian Center may be irreparably compromised.

The Seattle Lithuanian-American Community feels very strongly that preserving the Latvian church and community hall in its present location, and keeping it open during construction, is of paramount importance not only to the Latvian community but to the Lithuanian and Estonian communities as well.

Rimas Miksys

President

Lithuanian-American Community, WA State Chapter

C-009-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. See Section 2.5.1 for how Sound Transit modified the design for all at-grade Segment A alternatives to avoid displacing the church. Chapters 3 and 4 provide more detail on how construction would be managed, with Section 4.4 providing more detail on how impacts would be mitigated to allow the church and center to remain open during construction.

1429 Avenue D, PMB 198
Snohomish, WA 98290



425-252-0926
www.pilchuckaudubon.org

September 20, 2013

Sound Transit DEIS
c/o Lauren Swift
401 S. Jackson Street
Seattle WA 98104

RE: Lynnwood Link Route Alignments

Dear Sir:

We are writing on behalf of the Pilchuck Audubon Society. Our organization has around 1200 members in Snohomish County and Camano Island. We advocate conservation and habitat preservation, especially as it relates to birds. We strongly support the benefits of light rail but do not want see negative impacts on the natural environment due to siting issues.

Wild birds and other wildlife along the proposed light rail routes depend on many natural attributes of the ecosystem that encompasses (a) Scriber Park, (b) the much larger, non-park wetland that is connected with it, and (c) undeveloped upland areas (natural and semi-natural non-wetlands) that adjoin the park and wetland. Each of these land types provides habitat for wildlife to use for such essential activities as foraging, concealment from predators, visual isolation from competitors, daily and seasonal movement routes, or courtship display and nesting. In addition, juxtapositions of the land types are important in meeting such needs for certain forms of wildlife.

C-010-001

All presently proposed alternate light rail routes (C 1, C 2, and C 3, as well as the City of Lynnwood's "C 4") cross wetland and adjacent natural or semi-natural upland. These options would physically intrude upon and eliminate wildlife habitat and obstruct wildlife use in various ways. Associated problems for wildlife and for the vegetation they depend on would include (but not be restricted to) noise, unnatural shade, and pollution by falling material. These matters would adversely affect wetland wildlife, upland wildlife that must occasionally seek water, and wildlife that otherwise depend on the interfaces between wetland and upland. The "edge effect" of interfaces between habitat types is well known as important for some birds and other wild animals.

C-010-002

Route C 1 crosses less wetland (and probably less upland natural area) than the other present alternatives but intrudes on Scriber Park (EIS drawing C1M-PP02)¹. Therefore, it would detract from the park's function of bringing people into contact with nature and would degrade enjoyment of what many people seek in a natural park. We are also concerned about destruction and impairment of park land purchased with Conservation Future funds and intended to be protected in perpetuity.

¹ The drawings referred to exist in the Sound Transit 2 Plan's Draft EIS Appendix F, Part 3 (http://www.soundtransit.org/Documents/pdf/projects/North_hct/Lynnwood%20DEIS/201307_DraftEIS_09_Appendix_F_part3.pdf).

C-010-001

Thank you for stating your groups' concerns about the alternatives crossing Scriber Creek wetlands. Most of the issues you raise are consistent with the Draft EIS discussions on pages 4-135 and 4-136, although falling materials and subsequent pollution are not predicted. During construction and operation, Sound Transit will abide by all applicable federal, state, and local environmental laws and regulations. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

C-010-002

Thank you for sharing your concerns regarding Scriber Creek Park. For what is now the Segment C Preferred Alternative, Sound Transit worked with the City of Lynnwood to develop a modified Alternative C3 that minimizes impacts to both Scriber Creek Park and the adjacent wetlands, while accomplishing other goals for the station site and its connection to the city center area. The Draft EIS identified potential impacts to the park with Alternatives C1 and C2 and identified potential mitigation for these impacts.

The Preferred Alternative does not require any property from the park. If Alternative C1 moved forward and required the use of Scriber Park property for the project, Sound Transit would seek approvals for conversion of property acquired using Conservation Futures funds, as well as mitigation for any impacts.

1429 Avenue D, PMB 198
Snohomish, WA 98290



425-252-0926
www.pilchuckaudubon.org

C-010-002 | Route C 2 would cross much more wetland than the other alternatives (EIS drawing C2M-PP03), and because it runs along the south boundary of Scriber Park, its physical presence and noise would degrade normal park functions of natural aesthetics and tranquility, as well as adversely affecting wildlife and their habitat in the adjacent part of the park.

The parts of Scriber Park from which either route C 1 or route C 2 could be seen or heard would be made distinctly unpleasant for visitors. Presence of major artificial structures, as well as the train noise involved, would detract immensely from the park's natural character and from human enjoyment of the park.

C-010-003 | Route C 3 (EIS drawing C3M-PP02) crosses slightly more wetland than C 1 does, and it lies far from the park, but it would affect much more undeveloped upland than the others do and consequently would have a substantial negative impact on wildlife and their habitat.

C-010-004 | Each of the proposed routes (C 1, C2, and C 3, as well as the City of Lynnwood's "C 4") would reduce resources needed by our wildlife and human community. Adverse effects of the increasing separation of humans from the natural world are of great concern to us. Accessible urban parks and open space help to counteract this "nature deficiency."

Consequently, Pilchuck Audubon recommends that Sound Transit design a "C 5" route superimposed on Highway I-5 for a further distance than C 3 does. It could then either (a) curve more or less northward (bending to the degree that C 1 does in approaching Scriber Park) in order to reach the Lynnwood Transit Center or (b) continue to Alderwood Mall.

Sincerely,

Kathleen Snyder, President

Ray White, Ph.D.
Member and Consulting Biologist

C-010-003

While it is true that Alternative C3 would affect more undeveloped upland than Alternative C1 or Alternative C2, the EIS analysis does not find these effects as having a substantially greater negative impact on wildlife and wildlife habitat than the other alternatives. As shown in Figure 4.8-1c of the Draft EIS, the upland areas crossed by Alternative C3 are dominated by maintained vegetation. This classification is consistent with the aerial imagery in drawing C3M-PP02 in Appendix F. As defined in the Draft EIS Table 4.8-2, maintained vegetation generally consists of exotic grasses or annuals such as mown grasses and other low vegetation. Such areas are unlikely to support abundant or diverse populations of wildlife. The guideway in that area would be elevated. As noted on the Draft EIS page 4-137, shading and other impacts on vegetation underneath elevated guideways at most locations would likely be minimal, as guideways 15 feet high or more would be able to support herbaceous plants and shrubs similar to those currently present.

C-010-004

Each of the proposed Segment C alternatives would impact resources used by either wildlife or humans, but to different degrees. Sound Transit appreciates your suggestion for the development of a fourth alternative that would be placed on I-5. The proposed alignment is not being considered further because an alignment along I-5 beyond where Alternative C3 crosses to the Lynnwood Transit Center has a higher potential to impact the Snohomish County PUD Substation and the existing direct access ramps, and is less able to balance impacts and benefits such as effective multimodal connections, minimizing walking distances to the transit center, retain/enhance TOD opportunities, minimizing wetland impacts, reducing property, displacement and economic impacts, and connecting to the future City Center. An array of alignment options were considered as Sound Transit considered modifications to Alternative C3.

From: Stefanie G <lebbonbird@yahoo.com>
Sent: Friday, September 13, 2013 8:33 AM
To: Lynnwood Link DEIS
Cc: rmarkle@shorelinewa.gov; Miranda Redinger; amcintire@shorelinewa.gov; dtarry@shorelinewa.gov; ceggen@shorelinewa.gov; kmcglashan@shorelinewa.gov; whall@shorelinewa.gov; dmccconnell@shorelinewa.gov; jsalomon@shorelinewa.gov; swinstead@shorelinewa.gov; Sowers, Nytasha; lwata, Roger
Subject: Lynnwood Link DEIS Comment - Ridgecrest Neighborhood Association
Attachments: Sound Transit Letter.docx

Sound Transit
DEIS Comments c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

September 13, 2013

Ms. Swift,

My name is Stefanie Gendreau. I am the Chair for the Ridgecrest Neighborhood Association (RNA) Board of Directors. The largest single-family residence neighborhood in Shoreline, we border the east side of Interstate 5, from 145th to 175th NE.

I am submitting this letter of initial comments on behalf of the RNA Board of Directors and our residents. Even though this project will result in an unfortunate loss of homes for some of our residents, without a doubt, we are excited about Light Rail coming to Shoreline. Specifically we look forward to the development potential in the Ridgecrest Neighborhood and the availability of effective regional transit for our community.

Members of our board have been debating the station options as detailed in the D.E.I.S. for many months. Not unlike our residents, our board members are not unanimous regarding the preference of station at either 145th Street or 155th Street. However, our group is definitely leaning towards 155th Street as our station location of choice.

In general, we see the 155th Street option as a station with a neighborhood focus and the 145th Street option as a commuter-oriented station, that would primarily serve those driving to/from the station. The 155th Street station would better serve a larger population of residents in South Shoreline compared to a station placed on 145th Street, at the periphery of our population base. Also, 155th Street serves as a more effective east/west thoroughfare with existing bike lanes, a direct path to neighborhoods and businesses east of Aurora, and easy access to parks and businesses located on both 155th and 5th NE.

Regardless of the final station location, we are unanimous in what is important to the residents of the Ridgecrest Neighborhood. In regards to the station itself, some of the important points are;

- A smaller scale parking structure sufficient in capacity to minimize overflow parking on neighborhood streets but small enough to encourage bike, bus, and foot travel.
- Consideration of implementing "pay to park" for vehicles, again to encourage alternate methods of reaching the station.

C-011-001

Your thoughts on the potential NE 145th Street and NE 155th Street stations are appreciated. The Sound Transit Board identified the NE 145th Street Station as the Preferred Alternative. The Board will make a final decision selecting the project to be built after publication of the Final EIS.

C-011-002

Your recommendations regarding the capacity of the parking garage and potential charges for parking are noted. The stations along the alignment would provide balanced access for a variety of modes, including transit, walking, biking and, in several locations, parking, consistent with Sound Transit's System Access Policy. "Pay to Park" options are being considered by Sound Transit throughout its system.

C-011-001

C-011-002

C-011-003 |
C-011-004 |
C-011-005 |
C-011-006 |

- A structure that has adequate and safe facilities for bicycles (access, storage, etc.).
- An effective solution, including enhanced signal controls, for traffic flow on 155th with a clear plan regarding emergency vehicles exiting the Shoreline Fire Station.
- A station design that does not overpower the single-family neighborhood.
- Inclusion of a green space that could be used for neighborhood events and to offset the loss of a portion of Ridgecrest Park.
- The addition of mature trees and plantings to replace trees that will need to be removed and to help alleviate sound impacts.

Other points deemed essential to our residents include;

C-011-007 |
C-011-008 |
C-011-009 |
C-011-010 |

- The development of a robust sidewalk and biking network on both main and residential streets.
- An increase in street lighting and effective crosswalk signals.
- Effective noise mitigation, including the detailed study of sound that travels up the ridge, (hence our RIDGEcrest name) into the heart of our neighborhood.
- More frequent service by KC Metro during peak travel times, with a focus on an increase of east/west routes.
- Purposeful rezoning to encourage the development of multi-family structures that include potential for new business and will support redevelopment of the 5th/165th business area.

As the project moves forward, the Ridgecrest Neighborhood Association will continue to be part of the visioning process and will work within our neighborhood to be a conduit for information between our residents and both Sound Transit and the City of Shoreline.

We are both excited and optimistic that we can work together to create a successful segment of the Link light rail system through Shoreline that best serves City of Shoreline residents (more specifically Ridgecrest Neighborhood residents) and enhances regional mobility for all. Thank you for this opportunity to comment on the DEIS and convey our interests and preferences.

Sincerely,

Stefanie S. Gendreau

Ridgecrest Neighborhood Association

Chair - Board of Directors

stefanie@RidgecrestNeighborhood.info

cc-City of Shoreline Interim City Manager Debbie Tarry, Planning & Community Development Director Rachael Markle, Senior Planner-Transportation Alicia McIntire, Associate Planner Miranda Redinger, Mayor Keith McGlashan, Deputy Mayor Chris Eggen, Councilmember Will Hall, Councilmember Doris McConnell, Councilmember Chris Roberts, Councilmember Jesse Saloman, Councilmember Shari Winstead, Sound Transit Community Outreach Coordinators Roger Iwata and Nytasha Sowers

C-011-003

As described in *Chapter 2 Alternatives Considered*, Section 2.3, all stations would provide for effective pedestrian and bicycle access to and from nearby bus stops, park-and-ride facilities, and surrounding streets. Bicycle parking facilities would be provided. They would be designed to satisfy all applicable design standards, public access requirements, and fire, life and safety standards.

C-011-004

Design for the NE 155th Street Station would include accommodation for emergency vehicle priority and access to and along the arterial.

Potential traffic enhancements along NE 155th Street could include transit signal priority treatments at traffic signals.

C-011-005

If a NE 155th Street Station were to move forward as part of the project to be built, a range of architectural concepts would be explored during final design to minimize potential adverse effects of the new structures, noise walls, station area lighting, landscaping, and connections with local roadways.

C-011-006

In coordination with the City of Shoreline, Sound Transit has defined mitigation measures to offset the impact to a portion of Ridgecrest Park, including replacement of property for park areas converted to transportation use and installation of landscaping and a berm or barrier to provide visual screening. Trees do not typically offer notable sound reduction, but Sound Transit will work with WSDOT and Shoreline for tree replacement. Section 4.5 in the Final EIS discusses tree replacement.

C-011-007

All streets reconstructed with the project will meet local standards, which in Shoreline includes pedestrian and bicycle facilities as well as lighting and crosswalks. The Preferred Alternative plans have further details on these features, most of which are focused on the station areas and where streets are realigned for the project (near Ridgecrest Park and at the NE 145th Street and NE 185th Street Stations).

C-011-008

The noise and vibration impacts analysis considered topographical conditions in neighborhoods, including Ridgecrest, as described in Section 4.7 of the EIS and further detailed in the Noise and Vibration Technical Report. The Final EIS has updated information on potential noise impacts and mitigation, and Sound Transit's commitment is to mitigate all moderate to severe transit noise impacts in accordance to FTA standards.

C-011-009

The alternatives all assume an integrated transit service plan featuring local buses feeding the stations; for the EIS, Sound Transit worked with King County Metro and Community Transit to develop a conceptual plan, and east-west routes were prominent elements of the assumed network. King County Metro and Community Transit are ultimately the lead agencies for the actual service plans and any revisions, but their public planning for service revisions would be coordinated with Sound Transit, and typically occurs about a year prior to light rail project opening.

C-011-010

Thank you for your comment regarding rezoning to encourage higher-density mixed-use development. The rezoning of station areas, however, is not part of the Lynnwood Link Extension project. Rather,

revisions to land use plans and regulation is the responsibility of the local government. Section 4.2.4 Indirect and Secondary Impacts discusses these potential land use impacts in station areas. Rezoning in the Fifth Avenue NE and NE 165th Street business district would not likely occur, but could occur, as an indirect action related to the Lynnwood Link Extension project. Sound Transit is considering a light rail station at NE 155th Avenues, which is more than 0.5 mile from the district.



Seattle Latvian Lutheran Congregation of Seattle

11710 3rd Ave NE
Seattle, WA 98125



Latvian Association of the State of Washington

September 18, 2013

Sound Transit
Attn: Lauren Swift
401 Jackson Street
Seattle, WA 98104
LynwoodlinkDRIS@soundtransit.org

Re: Comments on the Sound Transit Lynwood Link Extension Draft Environmental Impact Statement Dated July 26, 2013, (the "DEIS")

To Whom It May Concern:

The Latvian Evangelical Lutheran Congregation of Seattle and the Latvian Association of the State of Washington jointly own and operate the church and community center building (the "Center") located at 11710 3rd Ave NE, Seattle, WA 98125 (the "Property"). This letter is written on behalf of our members and the multitude of people that regularly use our Center. We also write on behalf of the Estonian and Lithuanian communities in the Pacific Northwest who use the Center and share our deep concern with the alternatives Sound Transit has developed for the Lynnwood Link Light Rail extension.

The City of Seattle acquired our first church and community center through eminent domain in 1970. Our community members donated their time, money and resources to acquire the new Property, build the Center and renovate an existing residence for caretaker use. Since completion of the new Center in 1971, our members, and many others from the surrounding region, have regularly used the Center for a variety of religious, educational and culturally significant activities. The Center can be best described as the religious and cultural hub of the Baltic community in the Northwest. We have attached documents summarizing the Center's history as well as current uses for your reference. In addition we have attached letters expressing concerns with the DEIS submitted by individual groups that regularly use the Center. The following are our comments regarding the DEIS.

I. Overall Impact

C-012-001

After careful review, we have concluded that none of the alternatives, as currently presented in the DEIS is acceptable to our church and community. All of the alternatives considered in the DEIS, other than the no build alternative, threaten the continued viability of the Center. The alternatives proposed in the DEIS, whether at-grade or elevated, at best significantly impact the current uses of the church and center and at worst, render the Center unusable in its

C-012-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

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

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

C-012-001 entirety. The DEIS contains insufficient information to meaningfully evaluate how community events, our language school and church worship services would be impacted by the proposed alternatives. That said, noise and vibration levels at similarly situated properties in relation to existing light rail routes, indicate that the impacts to the Property would be intolerable without significant noise, vibration and other mitigation. All of the alternatives appear to take a substantial number of parking spaces or impact those spaces such that they may be unusable. In addition, the elevated alternatives would also create a negative visual impact and create a disturbance during any solemn event inside or outside the building.

C-012-002

C-012-003

C-012-004 Our main message regarding the DEIS is that all of the alternatives proposed will have significant negative impact to the Property and threaten the viability of our culturally rich ethnic community and activities that can continue only by virtue of the existence and functionality of the Center in its current location. Accordingly, our strong preference would be for the no build alternative. However, to the extent Sound Transit elects any alternative other than not building segment A, the following are our comments to the DEIS regarding the impacts caused and mitigation required.

II. At Grade Alternatives - Impacts and Mitigation Required

The at-grade alternatives (A1, A5, or A10), would require substantial changes from what is currently proposed in the DEIS if the Center is to remain in its current location. One change involves moving the route West far enough to avoid or minimize encroachment on the Property. This appears physically feasible and would substantially mitigate the impact of the alternatives to the Property.

In addition, the mitigation required would be acquisition of other property to restore lost parking, replace the caretaker's residence, and provide for a new ingress/egress. There are several adjacent residential properties that may be acceptable. In addition to mitigation for sound, vibration, and light among other things, these mitigation options for the impact of the at-grade alternatives would allow the Center to continue its existence at the current location, while at the same time allowing construction of the light rail line. Acquisition of a neighboring property would also partially mitigate the impact of the construction process, during which, it is also anticipated ingress and egress would be curtailed.

As currently proposed in the DEIS, the at-grade alternatives call for acquisition of our Property. As noted above, a second forced relocation of the Center in the 63 year history of the Baltic Community would be devastating and may lead to the demise of the Baltic community as a regional presence. The scope and cost of a re-location is incalculable on a cultural level, and difficult to assess on an economic level. If an at-grade alternative is selected without the above changes and mitigation, Sound Transit should immediately begin identifying three substantially comparable facilities within five miles of the Center that could be acquired and updated as necessary for our relocation and use.

C-012-002

The vibration and noise analysis for the church uses the FTA impact criteria. It is Sound Transit's policy to mitigate light rail transit noise that would otherwise result in moderate or severe impacts. See Section 4.7 of the Final EIS for updated impact and proposed mitigation information. Sound Transit's design for the Preferred Alternative also maintains the parking supply for the church and the center, although the configuration would be changed in some areas.

C-012-003

Your concern regarding visual impacts is noted and is consistent with information in the EIS. The impacts of the at-grade alternatives are rated as medium and include relocation of noise walls to the east and loss of vegetation as is illustrated in Figures G-16 and G-18. The impacts of the elevated alternatives are rated as high and include the visibility of the elevated guideways, which reduced intactness and unity of views and are illustrated in Figure G-17. Final design will continue to consider these impacts and potential mitigation.

C-012-004

Please see responses to C-012-001 and C-012-002.

III. Elevated Alternatives - Impacts and Mitigation Required

C-012-005 Based on the currently available information, the elevated alternatives will have similar impacts to our Property including increased noise, vibration and visual ill-effects. The DEIS fails to discuss the height or precise alignment of the track so we are left to speculate about these impacts. The DEIS also fails to provide sound testing results or information specific to our very unique property.

C-012-006 Regardless of the height of the elevated track, significant mitigation would be required. First, the track should be high enough to allow ingress and egress by large truck/trailers to the Property at its current location, otherwise new ingress and egress must be acquired. Second, the sound, vibration, visual and other ill-effects must be substantially mitigated to allow for continued use of the Property.

It is unknown to us at this time whether sufficient mitigation solutions exist to allow activities inside and outside the Center to occur without interruption under any of the above-grade alternatives. The elevated alternatives may allow for ingress and egress, depending upon track height, but do not reduce the mitigation requirements for the caretaker's residence and parking, which would require relocation or replacement. While the elevated route appears to avoid the necessity of the acquisition of the Property, we are concerned about the impact the noise, vibration and light effects would have on a candlelight service, a funeral service, a choir performance, or a class of seven year olds trying to learn Latvian language outdoors on a nice spring day.

IV. Concerns and Impacts Not Adequately Analyzed in DEIS

Regardless of which alternative is ultimately selected by Sound Transit, at-grade or elevated, there are a number of issues that affect the Property and our community which were not specifically addressed in the DEIS and therefore require further study. These issues include but are not limited to the following:

- C-012-007**
- The DEIS fails to include our property in several portions of the Technical Report for Noise and Vibration ("TRNV"). Section 3.1.1, Figure 3-1 and Section 3.2, of the TRNV note other churches and culturally significant properties along Segment A that were tested and studied for noise and vibration impacts and mitigation. Sound Transit needs to conduct the same study and testing with regard to our property.
 - TRNV attachments C and D of the DEIS lack noise and vibration projections for our property with regard to alternatives A1, A5, or A10. Since mitigation of the impacts of those alternatives may include relocating ingress and egress through the acquisition of additional property, the DEIS should include the noise and vibration projections for alternatives A1, A5 and A10.
 - Additional consideration needs to be given to designing the light rail alignment more to the West into the WSDOT right of way. The current alternatives presented in the DEIS appear to emphasize maintaining a separation between the freeway and rail line, as opposed to maximizing the separation between the rail line and our Center.

C-012-005

The elevated alternatives are rated as having a high visual impact on adjacent residential areas in the text and maps on pages 4-75 and 4-84 in Section 4.5.3 of the Draft EIS. In this case, the elevated guideway and overhead catenary would be readily visible and reduce intactness and unity of views from viewpoints to the east. The height of the elevated guideway relative to surroundings, including the Latvian Evangelical Lutheran Church, is shown in Figure G-17 in Appendix G of the Draft EIS. The conceptual plans provided in Appendix F of the Draft EIS provide greater detail on the alignment and the proposed light rail profile, including structural heights. Where applicable, information has been updated for the Final EIS.

Noise monitor location M-6 measured noise levels near the Latvian Evangelical Lutheran Church. The existing noise levels are described on page 4-110 and the extent of noise impacts are described on page 4-113 in Section 4.7.3 of the Draft EIS. The noise and vibration technical report provided further detail, but the monitoring location was used to predict noise levels and mitigation not only for the church, but also for surrounding residences, which are highly noise-sensitive.

C-012-006

Based on the design modifications developed for the Preferred Alternative (which were also applied to all of the at-grade alternatives) access to the property has been maintained through the realignment of the city street providing access to the church. See Section 3.2 of the Final EIS for a better understanding of the differences in impacts among the alternatives.

Depending on the alternative, noise mitigation includes a noise wall for at-grade alignment and the introduction of a 4-foot-tall to 8-foot-tall barrier at the edge of the elevated alignment. Vibration impacts would be mitigated by design measures that reduce the amount of vibration

- C-012-008** • The DEIS fails to discuss temporary construction impacts on the day-to-day operation of our church and center. Major considerations would include, but are not limited to, equipment staging, earth moving and pile driving. These activities have the potential to not only impact normal activities, but would also inevitably dramatically impact special social events and performances due to dust, noise, limited access and restricted parking. This will, in effect, discourage attendance of events, thereby causing lost revenues at fund-raising activities as well as an overall decrease in utilization.
- C-012-009** • The DEIS fails to recognize the significance of the caretaker's residence on the overall operations of Property. The presence of this structure at the entrance of the Property provides around-the-clock monitored access and security for the Center. In addition, the caretakers maintain the Center's building and surrounding grounds and provide real-time event scheduling. The Center could not function without such an arrangement in place and hence the role of this residence as an essential component must be discussed in the EIS and a replacement structure provided as mitigation, regardless of which option is selected.
- C-012-010** • The DEIS needs to identify and mitigate the site specific impact of a rail line which as proposed runs very close to the Center and the current ingress and egress. To assure adequate mitigation is provided site specific engineering and geotechnical studies must be performed. The noise, vibration, light and electro-magnetic interference impacts of trains operating in such close proximity during church services might severely curtail or possibly even eliminate our ability to hold church services. These impacts may also eliminate our ability to facilitate the events that frequently occur at the Center including but not limited to: rehearsals, musical performances, dinners, presentations, speeches, as well as special social and holiday events that make up the core of our community.
- C-012-011** • The DEIS fails to address the disruption caused at the Center's entry and within landscaped areas to religious gatherings, social events and Latvian school functions. A noise study that specifically addresses these potential impacts and defines necessary mitigation solutions must be performed, in view of trains coming through at 4-10 minute intervals.
- C-012-012** • The DEIS fails to note that the WSDOT felt that the noise and aesthetic impacts to the Center from I-5 were significant enough in magnitude to justify the installation of a full abatement sound wall along our property. Certainly, with the installation of any rail line, we would expect Sound Transit to replicate this level of mitigation. Additionally, the DEIS needs to recognize the aesthetic impact of a potentially large wall adjacent to the Center and caretaker's house. The DEIS must identify mitigation incorporating architectural design features into the wall face to soften its effect on nearby viewers.
- C-012-013**
- C-012-014** • The DEIS notes that our Center may be eligible for the city of Seattle Landmark status, but that it does not meet the 50 year requirement for NRHP. The DEIS fails to consider that at the time of construction of any of the alternatives, our Property will meet the 50 year requirement for NRHP and may then be NRHP eligible. The DEIS should evaluate mitigation as though the Property is NRHP eligible.

energy from passing trains to the ground. See Section 3.6 for proposed transportation-related mitigation, Section 4.5.6 for proposed visual impacts mitigation, and Section 4.7.7 for proposed vibration and noise mitigation. Both the Transportation and Noise and Vibration Technical Reports have also been updated in the Final EIS to reflect changed conditions.

C-012-007

Individual properties are indicated in the Noise and Vibration Technical Report, and although we did not mention the church specifically in the affected environment section, because elevated alternatives did not have vibration impacts, it has since been added to the Final EIS Noise and Vibration Technical Report for all alternatives. However, here is a synopsis for the Latvian Evangelical Lutheran Church in the Noise and Vibration Technical Report for the Final EIS:

- The church impacts are mentioned under the elevated alternatives in Chapter 7.
- Noise monitoring sites are shown in Attachment A, and site M-6 is right behind the church at a residence.
- Detailed noise impact tables are in Attachment B, the Latvian Evangelical Lutheran Church is typically near the top on the second page of each set of tables (one set for each alternative; the church is only under Segment A).
- Attachment C has maps showing the impacts, for example, the Latvian Evangelical Lutheran Church is shown as an impact on Figure C-2a, Alternative A3 impacts.
- Attachments D and E are for vibration and the church is included by address only in Attachment D, and there is an analysis for each alternative, just like the noise. Attachment E is vibration data, and not relevant to the church.

In response to concerns raised about impacts to your church property, Sound Transit has revisited the alignments of the alternatives in Segment A. As now described in the Final EIS, none of the Segment A

- C-012-015** • The DEIS needs to address changes to the wheel screeching and other sound issues readily discernible in existing rail lines and identify appropriate mitigation beyond that outlined in the DEIS.

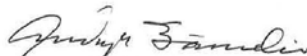
V. Conclusion

C-012-016 It is essential that we preserve the Center at its present location and off-set any adverse impact with acceptable mitigating measures. For instances where the mitigation is insufficient, we expect adequate compensation to off-set any reduction of usefulness, enjoyment or economic value of the Center. In the event of acquisition by Sound Transit, unlike a house, or a commercial building, the dollar value of this kind of loss would be difficult to calculate due to the Center's cultural and historical significance.

We respectfully request that you review these materials and address our concerns carefully and favorably when coming to a conclusion about which of the alternatives to select. We also look forward to working with Sound Transit, and cooperating to mitigate any impacts to our Property. Thank you in advance for your consideration of our comments.

Sincerely,

Latvian Evangelical Lutheran Congregation of Seattle


Andrejs Zamelis, President

Latvian Association of the State of Washington


Sarma Davidson, Chairman

alignments would displace the church building, but the western part of the property would be needed. However, Sound Transit's intent is to avoid displacing your church and community operations from the property due to light rail operation.

C-012-008

While the Draft EIS does not detail property by property the specific construction effects for each alternative, it did note that properties along the alignment would be subject to typical construction impacts. See section Section 4.5.3 (Visual), Section 4.7.3 (Noise and Vibration), and Section 3.2.4 (Traffic and Access). Section 4.4.6 also described the construction planning and coordination with affected property owners that would occur. See the Noise and Vibration Technical Report for property-specific information. Mitigation measures are also identified in the EIS for visual (Section 4.5.6) and noise and vibration (Section 4.7.7) impacts.

C-012-009

The realigned roadway needed to maintain access to the property would involve relocating the caretaker's residence, but Sound Transit would provide financial assistance and other services for the relocation, which would include a review of options for relocating near the church. Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for the alternatives.

C-012-010

Please see response to C-012-001 regarding revisions to the A alternatives and response to C-012-002 regarding visual impacts. The noise analysis for the church uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below that criteria. The

THE LATVIAN COMMUNITY CENTER
HISTORICAL & CULTURAL OVERVIEW

Over 1000 people of Latvian origin sought refuge in the Pacific Northwest after the end of World War II, rather than return to their homelands which had been illegally annexed by the Soviet Union. There were also immigrants of two other Baltic nations: Lithuania and Estonia. Latvian immigrants founded the Washington State Latvian Association in 1949 and the Latvian Lutheran Evangelical Congregation of Seattle in 1950. Their first Seattle home, purchased in 1955, was located at 4233 Densmore Avenue North in Seattle. The desire to congregate with fellow Balts led to developing the building for use as a church, school and social center. Thirteen years later in 1968, the City of Seattle announced its intent to acquire this property through the process of eminent domain in favor of developing the Wallingford Playfield and by 1970 the acquisition was completed.

The Latvian community raised funds and broke ground at 11710 3rd Avenue NE, Seattle on March 31, 1971. The new Latvian Center was designed and constructed by volunteers who donated over 8500 hours of their time after work and on weekends. The Center includes a church, minister's office, a large hall with stage and kitchen, classrooms and meeting rooms, a library, a playground, a caretaker's home and a parking lot. The dedication ceremony was held at this site on February 6, 1972. It was officiated by the Archbishop of the Latvian Evangelical Lutheran Church in Exile Arnold Lūsis, Dean Robert Āboliņš of the Seattle congregation and 11 other clergymen. The attendance of so many church leaders from across North America attests to the significance of this event well beyond Seattle.

The Latvian Community Center is the sole facility in Washington State serving the Latvian, Estonian and Lithuanian communities. It has been visited by Baltic presidents, ambassadors and governmental ministers, as well as U.S. Senators and Representatives. The current president of Latvia, Andris Bērziņš, is scheduled to visit on September 22, 2013. It is an official voting precinct for the Latvian government, serving citizens of Latvia who reside in our region. The Center is crucial for the continuation of Baltic cultural, educational and religious activities in the Northwest.

The Latvian Community Center, in addition to its broader cultural events, has also been the site of many family and personal celebrations. Both the church and center's hall have been used for weddings, christenings and confirmations, as well as anniversaries and birthdays. Many members of our community have had their memorial services and funerals at the very same location.

Multiple generations of Latvians work hard with each other to pass on their rich heritage at the Seattle Latvian Community Center. The Center's large dance hall and stage accommodates weekly Latvian folk dancing and choir rehearsals. We are proud to share this cultural wealth by performing folk dances at the Seattle Public Library, singing and dancing at Bellevue Sister City events and at Northwest Folklife, as well as opening the Center's doors to the general public for events such as the Christmas bazaar, spring rummage sale and concerts. Losing the Latvian Community Center would be a severe and eventually fatal blow to this vital community. An outline is attached describing the many groups that currently use the Latvian Community Center on a regular basis.

FTA criteria for noise are based on exterior noise levels and are more stringent than the criteria for traffic. It is Sound Transit's policy to mitigate moderate or severe impacts. Section 4.7.7 of the Final EIS describes the potential mitigation measures. As described in earlier responses, the Final EIS includes updated information on impacts and mitigation now that the at-grade alternatives do not displace the church. Section 4.13 of the Final EIS discusses electromagnetic fields, which are produced whenever electricity is used. No sensitive receptors (i.e. hospitals, radio stations) are within the range of the light rail line. It is not expected that the light rail would interfere with the Latvian Evangelical Lutheran Church's radio.

C-012-011

Please see noise discussion in response to C-12-010.

C-012-012

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing WSDOT noise walls are removed and replaced as part of the project, they will be placed and designed to provide the same or better noise reduction as the existing wall, with no increases in highway noise levels.

C-012-013

Please see responses to C-12-003 and C-12-005.

C-012-014

The Latvian Evangelical Lutheran Church, built in 1971, does not meet the age criteria for the National Register of Historic Properties (NHRP), but it does meet Seattle's 25-year threshold for landmarks. See Section 4.16.1 and Section 4.16.2 of the Final EIS for additional information on the landmark process.

THE LATVIAN COMMUNITY CENTER
11710 3rd Avenue NE, Seattle, WA 98125

USE BY LATVIAN GROUPS

Latvian Evangelical Lutheran Congregation of Seattle

- Established in 1950
- Over 300 members in 2013
- 48 church services in 2012; three per month in Latvian, one in English
- Site of christenings, confirmations, weddings, funerals, ordinations and archbishop visits
- Congregational breakfasts and potlucks follow services on holidays
- Funds are raised to support congregations and rebuild churches in Latvia
- Daira Cilne, the congregation's fourth pastor, has served since 2002

Ladies' Committee of the Latvian Evangelical Lutheran Congregation of Seattle

- Prepares food for church socials
- Raises funds to support the church and other charitable causes

Latvian Association of the State of Washington

- Established in 1949
- 295 members in 2012; over 800 Latvians in Washington state
- Organizes cultural and educational activities at the Center
 - Observance of Latvian national holidays and anniversaries
 - Performances by touring Latvian musicians and theatrical groups
 - Performances and events typically attended by 80 – 200 people
 - Christmas Bazaar; food and culture shared with the Seattle community
 - Rummage Sale; raises funds for Center maintenance
 - Christmas Bazaar and Rummage Sale visited by hundreds from the Latvian, Seattle and greater Puget Sound communities
 - Art shows by local Latvian artists
- Supports education
 - Scholarships for youth to attend Latvian summer high schools
 - Donations to the Seattle Latvian School and summer high schools
 - University of Washington Baltic Studies Program fundraising events
- Publishes a bi-monthly newsletter of events and news in Latvian and English. Mailed to 335 current and former members of the Association. A few times a year it is mailed to an expanded list of 650 Latvian addresses in Washington State.

Seattle Latvian School

- Established in 1950
- The curriculum includes Latvian language, literature, history and culture
- Twenty students in the 2012-2013 academic year
- Classes take place Saturday mornings from fall through spring

C-012-015

Wheel squeal only occurs on tight radius curves, not on a straight section of track, like the ones along this segment of the corridor.

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. The FTA criteria for noise are based on exterior noise levels and are more stringent than the criteria for traffic. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

C-012-016

Please see the previous response to comment C-012-004.

As noted in Section 4.1, any acquisition of property would involve compensation to the property owner in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; the Washington State property acquisition policies and procedures in Chapter 8.26 Revised Code of Washington (RCW); and Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines.

**Use of the Latvian Community Center
11710 3rd Ave NE Seattle**

- The school prepares students to attend Latvian summer high schools and university programs in the US and Latvia
- School graduate, Pēteris Elferts, was a member of Latvian Parliament and served as Latvian Ambassador to Ireland.

Latvian Folk Dance Group Trejdeksnītis

- Established in 1962 for teaching traditional Latvian folk dances
- 28 dancers in 2012, mostly high school and college students
- Rehearsals at the Center every Sunday, September through July
- Annual performances and events at the Latvian Center
 - Trejdeksnītis Spring Program; in 2013 it served as a fundraiser for the group's trip to Latvia to take part in the Latvian Song and Dance Festival
 - Christmas Bazaar
 - Host the New Year's Eve celebration for the Latvian community
 - Skandia Folkdance Society Annual Ball
- Annual performances for the Seattle area community
 - Seattle Public Library's Baltic Rites of Spring, in its 9th year in 2013
 - Yulefest at the Nordic Heritage Museum
 - Folklife Festival at the Seattle Center
- Performances at Latvian Song and Dance Festivals
 - In the past ten years alone: San Francisco, Toronto, Indianapolis, Ventura, Milwaukee, and Hamilton, Canada
 - In 1990, 1998 and 2013 – Riga, Latvia

Seattle Latvian Choir

- The Latvian choir "Sigulda" rehearses at the Center weekly
- Its 25 members perform in church on holidays, and in the hall at various events, including the commemoration of Latvia's Independence Day
- The choir has performed at many Latvian Song and Dance Festivals
- In 2012 "Sigulda" performed at Bellevue City Hall to honor the 20th anniversary of the sister city relationship between Bellevue and Liepaja

Latvian Cooking and Handcraft Groups

- The Latvian cooking group meets in the Center kitchen on Saturdays. Experienced chefs and bakers share Latvian recipes with younger generations.
- Two handcraft groups meet regularly at the Center to create traditional handcrafts and assist folk dancers in making Latvian folk costumes. One member, Skaidrīte Āboliņa, was recognized by the City of Seattle and the Governor for her culturally significant work.
- Raises funds hosting lunches and events for Center maintenance and charities

**Use of the Latvian Community Center
11710 3rd Ave NE Seattle**

Seattle Latvian Library

- A volunteer-run lending library of books and recorded materials in Latvian
- Duplicates received from private collections are donated to libraries in Latvia
- Provides reading material for the Latvian Book Club

Latvian Fraternities and Sororities

- Meetings and events, including the annual University Ball
- Fundraising and charitable activities

Latvian Seniors

- Meet at the Center monthly for lunch and activities
 - Presentations and discussions about culture and current events
 - Show movies, TV specials and slides from Latvia or on Baltic issues
 - Entertain one another with skits, songs and poetry

Seattle Latvian Golf Association.

- Annual golf tournaments at Jackson Park Golf Course are followed by an awards dinner at the Center; in its 12th year in 2013
- In 2013 - 72 participants from Seattle, California, Arizona, Illinois and Michigan

USE BY THE LATVIAN GOVERNMENT

Voting precinct

- The Center is one of 15 voting precincts in the U.S. for Latvian national elections
- 125 people from Washington state and B.C. cast votes for the Latvian Parliament in 2011
- Many American Latvians have dual U.S. and Latvian citizenship, with voting rights in both countries

USE BY BALTIC AND ACADEMIC COMMUNITIES

Estonians and Lithuanians

- Estonians hold a church service at the Center once a month
- Lithuanians and Estonians celebrate national holidays and special events at the Center
- Memorial church service and program to remember Balts deported by the Soviets, organized and attended annually by Estonians, Latvians and Lithuanians

Baltic Studies Program at the University of Washington

- Annual fundraising auction and dance at the Center for the Baltic Program Fund

**Use of the Latvian Community Center
11710 3rd Ave NE Seattle**

- Since 1994 Estonian, Latvian and Lithuanian languages, culture, literature and history have been taught at the University of Washington. This is the only such program in the U.S.
- The Baltic Program Fund, also since 1994, supplements the Program's budget and is building the Endowment for the Baltic Program to ensure a permanent program
- The University of Washington Tour Choir visited Estonia and participated in the Latvian Song and Dance Festival in July, 2013

LATVIAN COMMUNITY CENTER CARETAKER HOME

- For 25 years the Petersons family has lived in the home on the property and cared for the Center building and grounds
- Their round-the-clock presence provides added security
- Selga Petersons coordinates the Center calendar and caters many events there, including a monthly lunch for Latvian seniors

A TYPICAL WEEK AT THE LATVIAN COMMUNITY CENTER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Latvian Lutheran Church (weekly)		Latvian senior lunch (monthly)	Latvian choir rehearsal (weekly)			Latvian school (weekly)
Latvian folk dance rehearsal (weekly)			Latvian Association Board meeting (monthly)			Latvian cooking and handcrafts groups (weekly)
Estonian Church (monthly)						

C-012-017

Please see the response to C-009-001.



LITHUANIAN-AMERICAN COMMUNITY

WASHINGTON STATE CHAPTER
1019 NE 130th Street, Seattle, WA 98125-4069
(206) 282-9910 • lithseattle@hotmail.com

September 16, 2013

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

Dear Sound Transit Board,

C-012-017

I am writing to express my concern regarding how the proposed light rail line will affect the Latvian Lutheran Church. The Latvian Center (the Church and its large hall) is used heavily not only by Latvian-Americans but Lithuanians and Estonians as well. Negative impacts must be minimized at all costs.

We Lithuanians do not have our own church, school or office buildings. We rely heavily on our brother Balts, the Latvians, to share their Latvian Center with us. Although over the last 40 years we have been "renters" and not "owners" of the facility, we have come to cherish it as our own.

The Lithuanian-American Community of Seattle has enjoyed the use of the Latvian Center for community celebrations and other events such as fundraisers for the Baltic Studies Program at the University of Washington.

The Latvian Center has been the site of folk dance practices and performances, concerts by local and visiting Lithuanian musicians, wedding receptions and memorial services. The hall has hosted visiting dignitaries such as Vytautas Landsbergis, the first head of state of newly independent Lithuania, Senator Maria Cantwell, Congressman Jim McDermott, two Lithuanian Ambassadors to the United States, and trade delegations from Lithuania.

We have gathered at the Center for these and many other community-centered commemorations, often in conjunction with our Baltic brothers and sisters (for example, the annual joint church service and commemoration of the deportations of Estonians, Latvians, and Lithuanians to Siberia). We have held educational lectures, fundraisers, and political meetings. And for decades during the Soviet occupation of the Baltics, the Latvian Hall was the gathering place for community activists working together on critical items related to re-establishing the independence of our three countries.

The Center, with its many organizations and activities, serves as our extended family, especially to those of us who immigrated to America without grandparents, uncles, aunts and cousins. Once torn, the rich social fabric of the Latvian Center may be irreparably compromised.

The Seattle Lithuanian-American Community feels very strongly that preserving the Latvian church and community hall in its present location, and keeping it open during construction, is of paramount importance not only to the Latvian community but to the Lithuanian and Estonian communities as well.

Rimas Miksys

President

Lithuanian-American Community, WA State Chapter



*Honorary Consul of the Republic of Estonia
in Seattle, Washington*

September 11, 2013

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

Dear Members of the Sound Transit Board,

C-012-018

I am writing to you in hopes of helping convey a strong message in support of preserving the Latvian Community Church and Meeting Hall located at 11710 – 3rd Ave. NE, Seattle, WA. It is my understanding that Sound Transit is considering possible routes through northeast Seattle which might impact the Latvian Hall.

C-012-019

As a member of the Seattle Estonian Community, the Latvian Hall represents as much of a “home” to our community as it does to Seattle-area Latvians as well as Lithuanians. As our community is smaller than the Latvian community, we have for decades rented the Latvian Hall as the centerpiece of our community meetings, holiday celebrations and cultural gatherings. The Latvian Hall has hosted visiting Estonian Presidents, members of Parliament and other dignitaries. It has also, on a personal note, naturally served as the site of my wedding in 2004, and hosted the funerals of my family members.

The Seattle Estonian community cherishes the Latvian Hall and our relationship with the Latvian and Lithuanian communities. The Latvian Hall is the foundation of that relationship and with its large auditorium, church and meeting rooms, it uniquely serves this purpose for our mutual use. The history we have shared over the decades within the walls of the Latvian Hall is immeasurable. During the Soviet occupation of the Baltic States, the Latvian Hall was a rallying place for legislative and political efforts in support of re-establishing independence in our homelands. Subsequent to the

9133 View Avenue NW
Seattle, Washington 98117

Phone: (206) 310-2153
Fax: (206) 284-4061

C-012-018

Please see the response to C-005-001.

C-012-019

Please see the response to C-005-002.



*Honorary Consul of the Republic of Estonia
in Seattle, Washington*

C-012-019

culmination of those efforts, the Latvian Hall continues to bind our communities through co-hosted community celebrations, fundraisers and commemorations.

I simply cannot imagine a vibrant Estonian, Latvian or Lithuanian community existing in Seattle without the Latvian Hall. I implore you to preserve this most important foundation of our shared community.

Most sincerely,

Paul A. Raidna
Honorary Consul
Republic of Estonia



September 16, 2013

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

To the Sound Transit Board:

C-012-020 We are writing to express our concern for the future of the Latvian Community Center, located at 11710 - 3rd Avenue Northeast. As you know, the Center's activities will be affected by the light rail extension that is planned along Interstate 5.

The University of Washington's Department of Scandinavian Studies maintains close ties to Seattle's Latvian, Estonian, and Lithuanian communities, who all organize many events at the Latvian Center. Students and instructors in UW's international studies programs attend concerts, lectures, films, and theater performances, to learn about these countries and their people. Student tickets and parking are inexpensive (much cheaper than flying to the countries!), because the Center is owned by the Latvian community. The Scandinavian Department's Baltic Studies Program is the only program in the United States to teach Estonian, Latvian, and Lithuanian, three languages that are often spoken at Latvian Center events where UW's foreign language students can practice their language skills.

The UW Scandinavian Department also organizes events at the Latvian Center. The Center's central location, parking lot, and kitchen facilities make it an ideal place for community outreach activities such as our annual "Baltic Saint Martin's Day" celebration, lectures, and other events that UW co-hosts with community organizations.

C-012-021 For the next few years, construction of the light rail line will disrupt these educational events for our students and faculty, as well as UW community outreach opportunities at the Latvian Center. We hope that when construction is finished, the Latvian Center will be able to continue hosting the vibrant cultural life that enriches the education of our students and teachers and off-campus communities.

We hope that representatives of Sound Transit will be able to attend the UW Baltic Program's "Martin's Day" celebration on October 26, 2013, to see for themselves that the Latvian Center is an incredible gift to the Seattle community. We hope that Sound Transit will take every possible step to ensure that the Center can continue its activities during and after light rail construction.

Please contact the Department of Scandinavian Studies if further information is needed.

Sincerely,

Jan Sjävik, Chair


Guntis Šmidchens, Associate Professor

UW Department of Scandinavian Studies, 206-543-0645; uwscand@uw.edu

C-012-020

Please see the response to S-002-001.

C-012-021

Please see the response to S-002-001.

C-012-022

Please see the response to C-041-001.

Ann-Marie Petersons
Co-Director
Seattle Latvian School
11710 3rd Ave N
Seattle, WA

September 20, 2013

Sound Transit
C/o Lauren Swift
401 Jackson Street
Seattle, WA 98104

Dear Sound Transit:

C-012-022

On behalf of the Seattle Latvian school students, families and graduates we would like to express our concerns about the Northgate light rail expansion.

The Seattle Latvian School was established in 1950 for the purpose of teaching Latvian language, culture, and history. Since its inception, it has been a significant pillar in the small but active Latvian community in the Pacific Northwest. Hundreds of students have graduated from the school and as adults most students continue to be active participants within the larger community. The effect is that the school has a generational impact on our community. Almost all of the parents of our current students attended our school when they were young.

The Latvian Center and Church has several dedicated classrooms for the school. This enables our teachers to create an immersive cultural environment for our children. It would be very difficult to re-create this environment should we need to look for an alternative location to hold our school.

Our enrollment ranges in size from 25 to 50 students and this fall we will welcome 25-30 pupils. Currently, all of our students are under 9 years of age, although typically we have students from 3 to 14 years old. We are disheartened to think that these children might not have an environment to further their Latvian education as they grow older.

C-012-023

Please see the response to C-041-002.

C-012-023

Sound Transit
September 20, 2013
Page 2

We urge the transit commission to work closely with the Latvian and Northgate communities to find a solution that allows continued access to the building and mitigates all impacts so that our School can continue operating successfully. Impacts to the school from the light rail include, but are not limited to, noise coming from the tracks during outdoor time, vibration, and lack of parking in the event any of the alternatives result in reduction in parking. In addition, Sound Transit should plan to relocate the school temporarily during construction since a closure of the school for any period would be disruptive to the children and the education we provide.

While school is primarily on Saturday mornings, we also have several events that are held on weekend evenings with adults and community members are present. If parking is severely limited, this will impact our ability to hold those events.

Thank you in advance for reviewing our school's comments and taking them into consideration when considering this expansion of mass transit.

Sincerely,



Ann-Marie Petersons

C-012-024

Please see the response to C-035-001.



SIGULDA

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

September 18, 2013

Re: Lynnwood Link Light Rail Extension

I am writing on behalf of the Latvian choral ensemble Sigulda, based in Seattle. Our 25 member group was established in 1985 and has performed at multiple events in the Seattle area over the years. Sigulda sings for Latvian functions and church services, as well as for other community performances, including Northwest Folklife and the Bellevue Sister Cities Association.

C-012-024

It is a great concern to us that the Seattle Latvian Community Center is endangered by all of the alternatives currently proposed in the DEIS. We hold weekly rehearsals in the hall at the Center, located at 11710 3rd Avenue NE. We have always had a need for piano accompaniment and hence have never been able to fit rehearsals of that size in any one individual's home.

We urge Sound Transit to find an acceptable version of developing the light rail project through the Northgate area that allows the Seattle Latvian Community Center & Church to remain a vital, functioning property. There simply is no other location within the Baltic community that serves such a prominent role throughout the Pacific Northwest.

Please consider the needs of the local citizens who use this Center so frequently and on so many different levels, as you move forward with this project. Thank you for your consideration.

Sincerely,

Inese Bergman, Sigulda member
611 Birch St
Edmonds WA 98020

C-012-025

In response to concerns raised about impacts to the church property, Sound Transit has revisited the design details of the Segment A alternatives. As now described in the Final EIS, none of the Segment A alternatives would displace the church building, but the western part of the property would be needed. However, Sound Transit's intent is to avoid displacing your church and community operations from the property due to light rail operation.

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

Dear Sir or Madam:

C-012-025

I am writing today regarding access to the Latvian Cultural Center (next to I-5 near 117th and 3rd) during and after construction of the planned light rail extension to Lynnwood. As the current Artistic Director of Seattle's Latvian folk dance ensemble, Trejdeksnitis, I would like to impress upon you the need for access to our rehearsal and performance space.

Trejdeksnitis has 3 hour rehearsals every Sunday evening during the dance season, roughly September through the following July. We are not only learning the traditional dances that have been taught to Latvians for many years, we are learning new dances from Latvia as well. We also have a number of choreographers in our group that create dances each and every year for us to learn. A number of these have received top awards at the North American Latvian Song and Dance Festivals. These festivals are just a few of the performances we participate in.

Currently, we regularly perform around the greater Seattle area at a number of functions including: Yulefest at the Nordic Heritage Museum, annual Christmas Bazaar at the Seattle Latvian Cultural Center, Baltic Rites of Spring (initiated almost 10 years ago by the Seattle Public Library) at the Downtown branch of the Seattle Public Library, annual Spring Program at the Seattle Latvian Center, Folklife at the Seattle Center, and the Midsummer Festival called Jani at the West Coast Latvian Educational Center near Shelton. Last year we were also asked to perform at the annual meeting for the American Latvian Association, and the annual Ball for the Skandia Folkdance Society, which was held at the Seattle Latvian Center for the first time. The Skandia Folkdance Society was so impressed with the venue that they immediately booked it for the following year. This year we have already been asked to perform at the holiday bazaar at the Portland, OR Latvian Center, and at the annual St. Martin's Eve fundraiser for the Baltic Studies Program at the University of Washington held at the Seattle Latvian Center.

Last Summer we danced in Riga, Latvia as performers in the Latvian National Song and Dance Festival. This event occurs every 5 years and this year involved almost 15,000 dancers. It was

TREJDEKSNĪTIS - 11710 3rd Ave N.E. - SEATTLE, WA 98125 - www.trejdeksnitis.org

C-012-026

an amazing experience for us, and for some a once in a lifetime event. Trejdeksnitīs participated in the same event back in 1990, 1993, 1998, and we hope to be there in 2018.

However, to make it there we must have access to our rehearsal space. Currently we don't pay any rent at the SeattlenLatvian Center since we are under the umbrella of the Latvian Association of the State of Washington. If we had to go elsewhere for practice we would have to pay an average of \$300 per week, and dancers would have to start paying dues to cover the cost. Currently we pay none. If this occurs, we would lose many if not all of our dancers. The majority of the dancers are in school, (High School - Graduate level) and would not be able to afford it.

It is imperative that all construction related impacts to the Seattle Latvian Center be mitigated in a manner which allows our continued use of this facility during construction and that the long term impact resulting from the operation of the light rail system be mitigated in a manner allowing our continued use of this facility.

If we lose access to the Seattle Latvian Center, even for a few months, this will not only cost us money for rehearsal space rental that we cannot afford, but might cost us dancers as well. We are a volunteer organization and the harder you make it for people to attend, the harder it is to get them to keep coming back. Currently we have 4 performances scheduled between now and Thanksgiving. This could well be the case every year from now on. Thus we desperately need access to the Seattle Latvian Center to be uninterrupted each and every year.

If you are interested in seeing what sort of dancing we do, I invite you to look us up on youtube, and to take a look at our facebook page

<https://www.facebook.com/pages/Trejdeksnitīs/160625053988041?ref=hl>

Thank you for your time, and I look forward to hearing from you.

Kathrine Young
Artistic Director, Trejdeksnitīs

TREJDEKSNĪTIS - 11710 3rd Ave N.E. - SEATTLE, WA 98125 - www.trejdeksnitīs.org

C-012-026

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community. This was the most frequent topic noted in the Draft EIS's public comment, and the Sound Transit Board subsequently directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. Since the publication of the Lynnwood Link Extension Draft EIS in June 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities located at 11710 Third Avenue NE, Seattle. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained.

Several sections in the environmental document have been updated to address these changes including: Section 2.5.1 describes the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative. Compensation would be provided if the alternative selected for construction would require acquisition of land or improvements as is required by the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; the Washington State property acquisition policies and procedures in Chapter 8.26 Revised Code of Washington (RCW); and Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines.

Construction of the light rail guideway in proximity to the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years, a



AMERIKAS LATVIEŠU APVIENĪBA
American Latvian Association in the United States, Inc.

400 HURLBY AVENUE
ROCKVILLE, MD 20850-3121
TEL: (301) 340-1914; FAX: (301) 340-8732

August 28, 2013

Pat McCarthy
Pierce County Executive
Sound Transit Board Administration
401 S. Jackson Street
Seattle, WA 98104

Dear Ms. McCarthy:

C-012-027 We are writing to you on behalf of the American Latvian Association Board of Directors and the 90,000 member strong US Latvian Community to express our deep concern regarding the news from Seattle Latvian Organizations that their historic Community Center is in jeopardy due to the Sound Transit plans of extending the Lynnwood Link railway line.

C-012-028 The Seattle Latvian group is our largest member organization with several hundred active Latvian families, who utilize the property at 11710 3rd Avenue NE as the “epicenter” for ethnic activities. Regular Church services, Sunday school for children, ethnic celebrations and gatherings, Latvian choir and dance group rehearsals, as well as weddings and funerals take place there. It is one of the three largest and best organized Latvian centers on the West coast, in addition to Los Angeles and San Francisco.

ON A LARGER SCALE, it is not only the Latvian community that would be affected by the proposed transit line; the center is regularly used by Estonians, Lithuanians and even the students at the University of Washington Baltic Study program – the only such program in the United States.

HISTORICALLY, The center is of important cultural heritage and importance to Seattle area Latvians and Balts. When the Latvian refugees were admitted to the United States after the WWII, several hundred settled in the Seattle area. They organized, purchased land and built the first Latvian Center on Densmore Avenue North in 1955. Unfortunately, in 1969, the City of Seattle took the property for development of the Wallingford Playfield. Next year, the history may repeat itself – the second center, built by Latvian volunteers in the 1970s on the 3rd Avenue, is in danger of being expropriated.

The center is crucial for the continuation of Latvian and Baltic cultural, educational and religious activities, it has been visited by all the Baltic presidents, ambassadors and several government ministers, as well as US Senators and ambassadors. It is the home of:

- Seattle Latvian Evangelical Lutheran Church, established in 1950
- Washington State Latvian Association, established in 1949
- Seattle Latvian School, established in 1950
- Latvian Folk dance group “Trejdekašnītis”, established in 1962
- Seattle Latvian Choir
- Seattle Latvian Library
- Latvian student fraternities and sororities
- Latvian Seniors’ club.

(Over, please)

longer period for elevated alternatives. Construction work would predominantly occur between 8 am and 6 pm during weekdays with occasional nighttime and weekend construction. Near-term construction activities would be communicated to adjacent property owners through a proactive community outreach plan and may include newsletters, Internet postings, community meetings, and direct contact by a Sound Transit representative. Reconstruction of the noise wall on the west edge of the church property would require negotiation of a temporary construction easement that would be negotiated prior to the start of construction.

Sound Transit intends to maintain access to the church and community center buildings during construction, though the access may differ somewhat from existing conditions for short periods. Other short-term impacts would include visual, air quality, and noise impacts. They would be avoided and minimized with the implementation of best management practices. These would include fencing the construction area for public safety, spraying the construction area with water to reduce dust, and use of temporary noise walls where practical. For additional information, see Sections 4.5.7, 4.6.7, and 4.7.7, respectively.

C-012-027

Please see response to C-002-001.

C-012-028

Please see response to C-002-002.

C-012-029

Please see response to C-002-003.

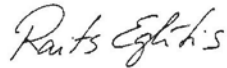
IN ADDITION, it is the place for one of the 15 polling centers in the United States organized by the Latvian government and the American Latvian Association for Seattle area Latvian citizens to cast their ballots in Latvia's National Elections.

C-012-029 Please keep Seattle diverse! Do not allow the proposed transit line destroy the Latvian Center! If we lose this site, we lose more than a building, and we fear that the local Latvian community will not have the means, manpower and moral strength to rebuild their center for the third time!

Sincerely,



Anita Batarags
President and Board Chair



Raits Eglitis
Secretary General

C-012-030

Please see response to C-034-001.



SEATTLE LATVIAN LUTHERAN CHURCH
11710 3rd Ave. NE, Seattle, WA 98125

Pastor Daira Cilnis, D.Min.
10702 Lakeside Ave. NE, Seattle, WA 98125
206-674-9600
cilnis@earthlink.net

September 18, 2013

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

To the Board of Sound Transit:

C-012-030

The Seattle Latvian Lutheran congregation is experiencing a feeling of *deja vu*. Yet again it has become a possibility that our church and community center will be taken from us, as it was 44 years ago. For the older members—this is the place they built with their hands, volunteering their time, after work and on weekends. Built not only with brick and mortar, but also with hopes and dreams—a center for their children and grandchildren, so that they too could learn about their Latvian heritage.

In the 42 years since we are in our present location, this has become our Latvian church home. It's where we gather on Sundays to worship in the language of our heart—the only place in Seattle, where services are held in Latvian. And, since our community has now grown to include many "adopted Latvians" who many not speak the language, but do feel at home—we also have services once a month in English.

It's the spiritual home to which our children and grandchildren return for Christmas and Easter. It's where we celebrate the birth and baptism of our little ones. (Next Sunday, we will be baptizing Kevin Erik, whose mother was also baptized in our church—a continuity that adds richness of meaning for both parents and grandparents.)

It's where we rejoice with young couples (and occasionally, not so young!) as they set out on the journey of marriage—and where we mourn those whose life journey has come to an end. In church, our family home.

I speak for all of us—the founding members who built our church, their children who are now bringing their own children here, as well as our dear "adopted" Latvians: it is our hope and our prayer that this time it won't be *deja vu*, that Sound Transit will find a way to let us remain in our church home that is so important to our lives.

Sincerely,

Pastor Daira Cilnis



Latvian Association of the State of Washington

P.O. Box 75081
Seattle, WA 98175-0081

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

C-012-031

Please see response to C-030-001.

C-012-032

Please see response to C-030-001.

C-012-033

Please see response to C-030-001.

C-012-031

We, the 300+ members of the Latvian Association of the State of Washington, are deeply concerned and bitterly disappointed about your proposed Light Rail plan. If the plan proceeds, it will drastically disrupt the well-being and perhaps even destroy the existence of the Latvian Lutheran Church and Cultural Center. Your planned construction of the Light Rail link between Northgate and Lynnwood does not seriously consider the social, cultural and physical impact on our old and well established multifunctional Center.

C-012-032

As you know, our first church and cultural center was taken for a park by the city of Seattle in 1969. Now it appears that we are facing possible condemnation and eviction for the second time in our 62-year history. In addition to our bitterness about the proposed plan, we most emphatically feel that virtually no consideration was given in your earlier planning to our facilities and the organizations which depend upon the Center. Although your current options do take minor note of our existence, those options are nonetheless inadequately thought through and need considerable further study. Issues of concern include, among others, track alignment, access, construction impact, noise abatement, geotechnical matters and the destruction of our caretaker's house.

C-012-033

In our opinion, Sound Transit has not fully examined nor addressed and given clear responses to our concerns. There also has been no meaningful rail alignment option given, such as relocation of the rail bed. There have been no solutions offered for the noise problems, vibration, lights and radio interference nor is there evidence of geotechnical studies having been performed.

For these reasons we request that you seriously review your plans and reconsider the DEIS and provide us with other workable alternatives.

Sarma Davidson,
Chairperson

Sarma Davidson	Inta Wiest	Valdis Jodanis	Talis Jaundaleris	Aina Uskurs	Ingrid Doherty	Paul Kaloins
Chairperson	Vice-Chairperson	Treasurer	Assistant Treasurer	Secretary	Membership	Board Members
						Daina Kustins

C-012-034

Please see response to C-026-001.



Karlis Lenšs
Amerikas Latviešu Jautatnes Apvienība

September 18, 2013

SOUND TRANSIT
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

To Whom It May Concern,

I am writing to you on behalf of the American Latvian Youth Association ("ALJA"). Our mission, since our founding in 1952, has been the furtherance of Latvian culture, language, and knowledge among Latvian youth across all of the United States. Over the past 61 years, we have had thousands of members throughout the country, and we are currently as active as ever in our history. While most of our membership resides in the Midwest, a core component of our ability to succeed in our mission is broad support from all of the Latvian community centers in the country. Since 1971, we have frequently used the Seattle Latvian Center for meetings and events. In addition, on several occasions, we have held our biggest annual event, Congress, in Seattle. From our perspective, The Latvian-American "experience" in Seattle is not rooted in Pike Place Market or the Space Needle. It is the Seattle Latvian Center, nestled amongst towering evergreens on the north Side of town, that for generations has served and nurtured our tight-knit community. While it may seem like another just another social hall or private structure standing in the way of a public works project, to us the Seattle Latvian Center truly IS Seattle. Countless weddings, confirmations, Youth Congresses, and other special events within the Latvian community have happened there. The Seattle Latvian Center is the largest and most vibrant in the Pacific Northwest, and I personally consider it the most uniquely beautiful Latvian community center in the United States. It is not just a simple social hall, but also a church and Latvian language school for our children. It was built from the ground-up by our fathers and grandfathers and to us, its importance goes beyond the bricks and mortar of the building itself.

This is especially true to our aging community members throughout America. To them their local Latvian community center is home. The Seattle Latvian Center is no different. Having lived through the horrors of World War II and the Soviet Occupation, our elderly population would definitely be the most affected by the loss or relocation of the Latvian Center. It will be recalled that the Soviet Union used eminent domain to make public their homes and possessions. To allow that to happen again, albeit with completely different motives, would no doubt be seen a slap in the face to the elderly Latvian population in Seattle. Our cultural centers embody the decades of work, decades of struggle, and decades of pride within our ethnic community. In Seattle, the Latvian community is vibrant and alive largely as a result of having such a fine facility. For many in Seattle, the Latvian center represents their unique struggle and shows that with grit and perseverance they were able to build a community thousands of miles away from home. The term "negative impact" does not even begin to describe the toll that this project would take on the local Latvian community. The impact on our organization would be the loss of a facility that is integral to the furtherance of our mission.

C-012-034

Accordingly, we request that Sound Transit review each of the alternative routes in the DEIS, and select the one that has the least impact on the activities of the Seattle Latvian Center. To the extent there is an option that allows the Latvian Center to remain in its current location, we respectfully request that such alternative be reviewed and selected, and that any impacts be fully mitigated. The relocation of such a culturally significant facility would have substantial impact on ALJA and would be devastating to the local community in Seattle.

C-012-034 | While we understand the need and demand for public transit expansion in the city, our organization, ALJA, on behalf of our members nationwide, urge Sound Transit and the City of Seattle to re-route the proposed railroad to save our largest cultural, educational, and social hub in the Pacific Northwest.

Respectfully yours,



Karlis Lenss
President, American Latvian Youth Association
1777 W Altgeld D
Chicago IL 60614

Pat McCarthy
Sound Transit Board Administration
401 So. Jackson Street
Seattle, Wa. 98104

Dear Ms Pat McCarthy,

C-012-035

We, the members of the Latvian Sorority GUNDEGA, have reviewed the Draft Environmental Impact Statement, attended the community meetings and we are now expressing our deep concern regarding the possible destruction of the Latvian Center and the Church, the cultural pillars of the long standing Latvian and Baltic community. Our sorority members have attended important and historical events at the Church and the Center to meet the presidents of the Baltic countries, to support the UW Baltic study program, to participate in religious services and educational gatherings, as well as to share in ethnic and personal life celebrations. The Church and the Center are the glue holding our organization and our community together, allowing it to grow while preserving Latvian ethnicity and culture. The Latvian sorority tradition dates back to 1920s and remains an important part of the Latvian women's lives across generations. Interrupting or eliminating the access to the Church and the Center would severely disrupt our ability to continue our traditions and share our rich cultural heritage with the city of Seattle.

C-012-036

It is of utmost importance that the Lynwood Link Extension construction allows the continued access to the Center, that the caretaker's house is reconstructed and that there is a minimal long-term disruption to the Center's function due to noise disturbance.

C-012-037

Do not allow the proposed transit line to destroy the Latvian Center, Church and the Latvian community.
We have enclosed our signatures.

Sincerely,

Zaiga Alksne Phillips
The president, Latvian Sorority Gundega
10040 Ne 27th Street
Bellevue, Wa.98004

C-012-035

Please see response to C-015-001.

C-012-036

Please see response to C-015-002.

C-012-037

Please see response to C-015-002.

C-012-038

Please see response to C-021-001.

EELK SEATTLE KOGUDUS

Seattle Congregation of the Estonian Ev. Lutheran Church

(Services at the **Latvian Lutheran Church**)

Sound Transit, Comments

c/o Lauren Swift

401 Jackson Street

Seattle, Washington 98104

Dear Folks at Sound Transit!

C-012-038

We have just received some most disturbing news: that you are planning to take away the driveway of the Latvian Lutheran Church at Northgate. That would remove any access to that beautiful and essential building, rendering it totally useless! Please, please try to do what you have to do in some other way! Our Estonian Congregation and other cultural organizations have been using that facility for many years!

Thanking you for your consideration,

Sincerely yours,

The Rev. Hendrik Laur, Pastor

C: The Rev. Daira Cilnis

Latvian Evangelical Lutheran Church Abroad

Archbishop Elmārs Ernsts Rozītis
Schelztorstr.25, D-73728 Esslingen
Germany
Tel +49-711-354623
ERozitis@l-online.de

Ms. Pat McCarthy, Chair of the Board
Sound Transit
County—City Building, Room 737
930 Tacoma Avenue South
Tacoma, WA 98402-2100
U. S. A.

August 16th, 2013

Ms. Pat MacCarthy, Chair of the Board, Sound Transit

Dear Ms. McCarthy,

C-012-039

We have learned, with concern, about the probable adverse effects of a proposed train line on our Seattle Latvian Lutheran Church.

This congregation is a key element for us not only in the US Pacific Northwest, but for our Church in general.

The Seattle congregation also is historically significant to our Church. The late archbishop Dr. Kārlis Kundziņš was part of the congregation while the head of the entire Latvian Evangelical Lutheran Church Outside Latvia. Also, my predecessor archbishop Arnolds Lūsis was consecrated here.

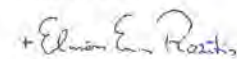
Our Seattle congregation not only provides spiritual care for over 300 members and shelters a school, but its social hall is used for a wide range of religious, cultural and education events.

The Seattle Estonian Lutheran Congregation also has its regular services in the church.

Forcing the congregation from its property, or even compromising its ability to function effectively because of loss of space, or because of noise and vibration, would deal a blow to the community from which it may not recover. Please consider the effects of this on the membership – particularly children, youth and the elderly.

Please choose construction alternatives which would allow this church and community to continue its important work.

Sincerely yours


+ Elmārs Ernsts Rozītis
Archbishop



C-012-039

Please see response to C-020-001.



BELLEVUE SISTER CITIES ASSOCIATION
 P.O. BOX 90013
 BELLEVUE, WA 98009-0013

C-012-040

Please see response to C-003-001.

September 4, 2013

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

Re: Impact on Seattle Latvian Cultural Center

C-012-040

The Bellevue Sister Cities Association, Liepaja, Latvia Committee would like to add its concern to those questioning the present alternatives for the Lynnwood Link Extension DEIS and the serious impact it will have on further use of the Seattle Latvian Cultural Center.

The Seattle Latvian Cultural Center is a focal place, not only for those of Latvian background living in Seattle, but for all of us in the Pacific NW. The Latvian Association was a strong supporter back in 1992 when Liepaja, Latvia became one of Bellevue's sister cities, support that has continued throughout the past twenty years. The Latvian Cultural Center has been the venue for many of our social and informational as well as our fundraising events during this time. We are concerned that the present plans would greatly affect the use of this facility, a huge loss to us, as well as to the many other organizations that use it on a regular basis.

We hope that you will take this into consideration and provide for access to the Seattle Latvian Cultural Center so it can continue as a gathering place for the many people and organizations that presently use it.

Sincerely,

Inta B. Gotelli, BSCA treasurer
 Liepaja Committee

cc. Hugh Burleson, BSCA president

YAO, JAPAN

HUALIEN, TAIWAN

LIEPAJA, LATVIA

SEADNO, CZECH REPUBLIC

C-012-041

Please see response to C-019-001.



World Federation of Free Latvians

400 Hurley Avenue, Rockville, MD 20850-3121 U.S.A.
Tel. (301)340-7646, e-mail: pblaASV@verizon.net

August 29, 2013

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

To whom it may concern:

C-012-041

It has come to our attention that with the extension of the Sound Transit system in the Seattle area the Latvian church and community house may perish. The World Federation of Free Latvians (WFFL), which is the umbrella organization for Latvian communities outside of Latvia, and among whose duties it is to preserve the Latvian heritage - language and culture - as long as possible, hopes that an alternate solution can be found and this particular property will stay unaffected.

The Latvian community in the USA is not a large one and with every passing year, it is more and more challenging for the various Latvian groups to maintain their churches and community centers. The Latvian church and community center in Seattle is particularly important as it is the only one in the state of Washington.

Please give this matter your closest attention and consideration.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'Jānis Kukainis'.

Jānis Kukainis
President, WFFL

C-012-042

Please see response to C-016-001.



September 8, 2013

Mežotne, Latvian Children's Language Camp
Inese Graudiņš, Director
3902 San Mar Drive NE
Olympia WA 98506

Sound Transit
Comments c/o Lauren Swift
401 Jackson St
Seattle WA 98104

C-012-042 *Having reviewed the Lynnwood Link Extension DEIS, I am very concerned that all of the proposed alternatives will severely impact the Latvian Church and Community Center and the activities of hundreds of families who consider it their „ethnic home“.*

As a Latvian language camp for 3 to 14 year olds, Mežotne draws its camp participants, counselors, and staff from the various Latvian communities along the West Coast, predominantly from the Seattle metropolitan area. The Latvian language and knowledge of our heritage is a critical staff requirement in order for the camp to function. Thus the continued existence of the Latvian Church and Community Center is of major importance to our existence as well. This is the place where our families have a common bond, a common history, and a language school for their children.

We are now in the third generation of community members born in the U.S. who are still highly immersed in the language and the culture of Latvia, while being just as involved in their American communities. It takes a great deal of effort, time, and money to live in two parallel cultures, and the Latvian community is doing it! We do not want that jeopardized!

Access to and continued use of the Latvian Church and Community Center during construction and long term operation of the Lynnwood Link Extension without undue noise and access problems needs to be guaranteed so that our community does not lose its continuity, so that we are not displaced by obstacles not under our control.

Respectfully yours,

Inese Graudiņš, Director
Mežotne, Latvian Children's Language Camp
inese@mezotne.net



September 5, 2013

To: Sound Transit
DEIS comments
Lauren Swift

C-012-043

We, members of "United in Art", are extremely concerned about losing our access to the "**Latvian Cultural Center**". It has been our home for many years and a refuge where Latvian artists from the West coast of the U.S. and Canada have organized Art Exhibitions and Artist's Conventions. The intrusion of Light Rail will affect a great number of people other than just artists. The location of the "**Latvian Cultural Center**" is ideal because it is close to I-5 and easily accessible by car, therefore, a large parking area is vital.

We understand that Light Rail will bring a lot of good in the way of transportation to a lot of people, but hopefully, **not at the expense of destroying a whole community**. We are begging you to consider all possibilities in solving the parking problem for the "**Latvian Cultural Center**", in order that all the people who have used the center and enjoyed half a century of educational and recreational activities, may continue to do so.

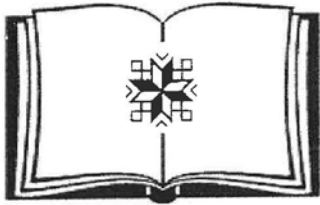
Yours truly,

United in Art, Secretary

C-012-043

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. See Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.

The modifications for the project include a realignment of the city street serving the church, which will provide a street meeting current city standards, including sidewalks. The parking area would be modified but Sound Transit anticipates the current levels of parking for the church would be maintained.



Sietlas latviešu bibliotēka
11710-3rd Ave NE
Seattle, WA 98125

September 12, 2013

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

C-012-044

Please see response to C-040-001.

C-012-044

Along with other members of the Washington State Latvian community, I am very concerned about the future of our church and community center because of the impact that the Light Rail extension north to Lynnwood will have on our facility.

We have at the center a library with several thousand volumes of Latvian books and journals. The library serves the entire community: older people who feel the need to read in their native language; younger people who want to learn about Latvian authors and Latvia's history; and children in Latvian school, who are studying the Latvian language and learning about the culture of their parents and grandparents.

The library is a source of reading material for our Latvian Book Club, which meets regularly throughout the year. By donating not insubstantial sums to the Baltic Studies fund each time we meet, the Book Club supports the Baltic Studies program in the Scandinavian Department at the University of Washington. UW officials have consistently expressed their gratitude for the great support from the Latvian community.

Each year our Latvian library ships hundreds of books by Latvian authors living in the west to libraries and schools in Latvia. These books were not available, and indeed forbidden, to readers in Latvia during the 50 years of communist occupation.

If we lose the Latvian Center, the library will cease to exist and our community will be deprived of the strong link to its cultural heritage that books provide. We ask you to do everything possible to let us keep the church and center.

Sincerely,

Dr. Vaira Pelekis-Christopher

Librarian
Seattle Latvian Community Center



**LETTONIA
STATE OF WASHINGTON ALUMNI
ASSOCIATION**

September 14, 2013
Mukilteo

Sound Transit
Draft EIS Comments
c/o Lauren Swift

I am writing to you on behalf of the 22 current members of Latvian fraternity Lettonia State of Washington Alumni Association. Lettonia uses the Seattle Latvian Community Center several times a year for our chapter meetings and important celebrations, like our annual anniversary of the founding of the fraternity in 1870. More importantly many of Lettonia's members were among the Latvians who volunteered both time and money to build the existing facility at 11710 3rd Avenue NE. Because of the work and money the many Latvian fraternities devoted to the Center, we were granted free use of the Center's facilities. Losing this means we will have to use our membership dues to pay for facilities, rather than donating the money to educational causes, like the Latvian school.

All of us have been or still are active in other groups (church, seniors group, choir, folk dancing, golf association) associated with the center, including in leadership roles in these groups, so we will feel the disruption due to the impacts there too.

We request that the Sound Transit board take into account the needs of the Baltic community that utilizes this facility, find mitigations that will allow the Center to remain in its current location and continue to serve this very unique population.

Eric Raisters

Eric Raisters
Secretary
Lettonia, State of Washington Alumni Association
10507 64th Place West
Mukilteo, WA 98275

C-012-045

Please see response to C-031-001.

C-012-045



To Sound Transit

Sept. 3, 2013

Comments c/o Lauren Swift

401 Jackson Street

Seattle, WA 98104

C-012-046

Our organization has reviewed the Lynnwood Link Extension DEIS and concluded that all the alternatives presented severely impact the Latvian Church and Community Center. Our organization, Fraternitas Metropolitana, relies heavily on this facility for fund raising, meetings and annual holiday celebrations. Any disruptions to its availability, whether temporary or permanent, will either severely disrupt our daily activities or lead to its ceasing to exist because the availability of the facilities guarantee our very own existence.

It is imperative that all construction related impacts to the Center be mitigated in a manner which allows our continued use of this facility during construction and that long term impact resulting from the operation the light rail system be mitigated in a manner allowing our continued use of the facility.


Paul A. Krastins, President

Fraternitas Metropolitana

West Coast Alumni Association Chapter

C-012-046

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church. Since the publication of the Lynnwood Link Extension Draft EIS in June 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained.

Several sections in the environmental document have been updated to address these changes including: Section 2.5.1 describes the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative. Construction of the light rail guideway in proximity to the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years, a longer period for elevated alternatives.

Construction work would predominantly occur between 8 am and 6 pm during weekdays with occasional nighttime and weekend construction. Near-term construction activities would be communicated to adjacent property owners through a proactive community outreach plan and may include newsletters, Internet postings, community meetings, and direct contact by a Sound Transit representative. Reconstruction of the noise wall on the west edge of the church property would require negotiation of a temporary construction easement that would be negotiated prior to the start of construction. Sound Transit's intent is to maintain access to the church and community center for duration of construction, though the access may change somewhat from existing conditions for short periods.

*Just Dick
Dga Jickis*

LATVIAN SENIORS' ASSOCIATION
6834 - 40TH AVENUE NE
SEATTLE WA 98115-7532

September 10, 2013

Draft EIS Comments
c/o Lauren Swift
401 Jackson Street
Seattle WA 98104

C-012-047

The 87 members of the Latvian Seniors' Association are deeply concerned that the proposed Lynnwood Link Extension may severely impact the Latvian Lutheran Church and Community Center buildings and access to them. Our organization has free use of the Community Center for its well-attended monthly meetings, which feature a substantial hot meal and a cultural program. We fear that any disruption of the availability of the facility, with its full kitchen and audio-visual support for presentations, will threaten the existence of our group due to lack of a convenient rent-free assembly place. This would constitute a severe emotional loss to our senior citizens.

Edvins Circevis
Edvins Circevis
President

Member signatures:

*Jānis Sprūns
Elma Cepītis
J. Bitners
J. Bitners
J. Jansevics
L. Riekstins
Juta West
NW ist
Lenta Prigra
Imarto Jimma
Rasua Jucua
Kalljāneme
Ike Kalnins
Jānis Peldis
Douglas Copeland
Selliņa Copeland*

*Herb Šamils
Loux Ahuz
Dore Vaskovics
Aija Pakule
Erika Krišis
Jānis Kū
Valdis Jodanis
Lilija Sankalis
Jānis Sankals
Valda Sankalis
Miroslava Abolt
Jānis Gilis
Laila T. O. Lira
Iveta K. Babis
Vaiņa Altophe
Jānis Bērziņš
Austra Bērziņa
Ariņš un Voicēts Lipeniets*

*Laila Civalis
Laila Civalis
Ainārs Vranča
Maira Ahuz*

Short-term visual, air quality, and noise impacts would be avoided and minimized with the implementation of best management practices. These would include fencing the construction area for public safety, spraying the construction area with water to reduce dust, and use of temporary noise walls where practical. For additional information, see Sections 4.5.7, 4.6.7, and 4.7.7, respectively. As an adjacent property, the church property would be affected long term during operation of the light rail train, but impacts would be mitigated to allow for the continuance of ongoing cultural activities. The discussion of impacts in the Final EIS has been updated to reflect the refined alternatives. Access would be maintained to the property and the church and community center would remain. See Sections 3.2 and 3.6 that discuss these transportation impacts. With the required reconstruction of the noise wall, some vegetation would be removed from the property. See Sections 4.5.2 and 4.5.7 for additional information. Noise impacts also would vary by alternative. See Sections 4.7.3 and 4.7.7 for additional information on impacts and mitigation, respectively.

C-012-047

Please see response to C-006-001.



September 11, 2013

Laura Swift
401 S. Jackson Street
Seattle, WA 98104

C-012-048

As members of The Seattle Latvian Evangelical Lutheran Church/Center, and the founding members of the SLGA (Seattle Latvian Golf Association) we would like to express our concerns for the proposed future plans of our center. We have been organizing a golf tournament for the Baltic community over the past 12 years. We have just wrapped up our most recent golf tournament September 7th and participant levels continue to grow. This year tournament was played by 72 golfers with others on a waiting list. Following our golf tournament, golfers and their guests attend an awards banquet and dinner at our Latvian Center. Our tournament is held at Jackson Park Golf Course and the close proximity of the course to our Latvian Center has been instrumental in our continued ability to attract more Latvian golfers and their guests year over year. Our most recent awards banquet was attended by no less than 140 guests and a great time was had by all. Our concern stems from the very importance of our Latvian center being in close proximity to our tournament golf course (Jackson Park). We feel our tournament/awards banquet will lose interest and momentum if the convenience for many Latvian community members (many of them elderly) is altered.

We appreciate the opportunity to express our concerns and await your reply,

Respectfully,

Rolands J Abermanis

Edmunds Leitis

C-012-048

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

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

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



KURSA

WEST COAST LATVIAN EDUCATION CENTER
P.O. Box 1221
W. 3381 Dayton-Airport Rd., Shelton, WA 98584

www.kursa.com / info@wclec.com / www.wclec.org

September 15, 2013

Sound Transit
Draft EIS Comments
401 S. Jackson St.
Seattle, WA 98104

Dear Sirs:

KURSA is the Latvian community's centerpiece school program to connect high school students of Latvian descent to their Latvian language and artistic traditions. It is hosted every year in July at the West Coast Latvian Education Center (WCLEC), a 160 acre camp facility outside of Shelton, Washington. Next summer, the 4 week program will begin its 40th educational year, and the 31st at the WCLEC.

Because of KURSA's length, the planning and preparation already begins in September for the school's opening in July of the following year. The academic program includes classes in language, literature, history, ethics, music and folk dancing. The students have an option in the afternoons to pursue embroidery, ceramics, stain glass and jewelry design with emphasis on integrating traditional Latvian design elements.

As you can imagine, the academic planning is a major undertaking every year, and it takes place at the Latvian Community Center in Seattle at Northgate. The Planning Committee's practice is to meet at least monthly, on Sunday's, after church services. Not only does this facilitate meeting with Latvian Evangelical Lutheran congregation members, but also with members of the Latvian Association of the State of Washington and parents of the Center's Latvian School. It is a convenient and effective way to remain in sync with our community, discuss our planning and seek community support when necessary.

In many ways, what we do as a community is not so unusual. In the Pacific Northwest, we continue to experience reminders of the driving power of language and culture. We see it especially among the Native Americans - from the Tulalip tribe dedicating their new Hibulb Cultural Center in Marysville, Washington, to the Klallam tribe compiling its first dictionary and having it published in 2012 by the University of Washington Press. We see it also in the Scandinavian community in Seattle which has embarked upon a major undertaking to build a new Nordic Heritage Museum with expanded space for its exhibits and cultural programs.

It is, therefore, with trepidation that we ponder the news that the Latvian Community Center may not exist when Sound Transit completes its light-rail from the University District, past Northgate, to Everett. The access which we have to the community through the Latvian Center is invaluable. The loss of the Center sets our community adrift after decades of shaping its character and its cultural life. KURSA's Planning Committee, therefore, urges Sound Transit to carefully review its light-rail options to minimize the impact on a thriving cultural community.

Sincerely yours,

Janis Rogainis, Interim Kursa Director and President of the WCLEC Board

C-012-049

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community. Since the publication of the Lynnwood Link Extension Draft EIS in June 2013, substantial additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained.

Several sections in the environmental document have been updated to address these changes including: Section 2.5.1 describes the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative. Compensation also would be provided if the alternative selected for construction would require acquisition of land or improvements as is required by the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; the Washington State property acquisition policies and procedures in Chapter 8.26 Revised Code of Washington (RCW); and Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines.



WEST COAST LATVIAN EDUCATION CENTER

P.O. Box 1221

W. 3381 Dayton-Airport Rd., Shelton, WA 98584

www.wclec.org / www.wclic.org / www.lut.lv

September 15, 2013

Sound Transit
Draft EIS Comments
401 S. Jackson St.
Seattle, WA 98104

Dear Sirs:

The West Coast Latvian Education Center (WCLEC) is a 160 acre camp facility outside of Shelton, Washington. It was founded in 1983 as a non-profit 501(c)(3) corporation for the expressed purpose of fostering Latvian culture through educational activities and events. During July and August, for example, it hosts a heritage camp, „Mezotne”, for children of Latvian descent and „Kursa”, a Latvian language summer school for high school students. The programs attract children and teenagers from the United States and Canada.

Because of the character of the facility, and other Latvian events there in May, June and September, the WCLEC is an extension of the cultural center of the Latvian community in Washington State. That cultural center is the Latvian Community Center in Seattle at Northgate. Built in 1972, it is governed by the Community Center Board, the Seattle Latvian Evangelical Lutheran Church and the Latvian Association of the State of Washington.

These two facilities and their combined cultural and educational activities have shaped, over time, an integrated Latvian community. The Latvian church uses the WCLEC facility to host congregation events, the Community Center’s Latvian School sends young people to WCLEC’s Latvian camps, and WCLEC sponsored events over Memorial Day, in June and the camping weekend over Labor Day, attract Latvians both young and old to weekends of work, celebration, and just plain recreation in a beautiful wooded facility bordering Armstrong Lake. In parallel, WCLEC uses the Latvian Community Center for monthly business meetings, recruiting volunteers, publicizing WCLEC events and camps, fundraising, hosting a Valentine’s Day dinner and movie night, and maintaining rapport with the Latvian community’s older generation who were the principal creators, and financial supporters, of both facilities for all these years.

C-012-050

Thus, it is with dismay that the Board of the West Coast Latvian Education Center receives the news that the Latvian Community Center may not exist when Sound Transit completes its light-rail from the University District, past Northgate, to Everett. The loss of the Community Center puts at risk the integrated community we have so painstakingly built since the 1970’s, the programs at WCLEC and the outreach to the community which the Center facilitates. The Board urges Sound Transit to carefully review its light-rail options to minimize the impact on a thriving community in this multi-cultural city of Seattle and in Washington State.

Sincerely yours,

Janis Rogainis, Interim Kursa Director and President of the WCLEC Board

C-012-050

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

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

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