
From: Andra <heyandra1@mac.com>
Sent: Thursday, September 12, 2013 8:49 AM
To: Lynnwood Link DEIS
Subject: Please don't tear down the Latvian hall in Seattle

I-253-001

I live in LA but grew up near SF and the Latvian halls in both cities were foundational in my life and learning the culture that my parents were moved from. These centers are an integral part of restoring and maintaining cultural understanding for all of the Latvian Americans that use them for church services, school, cultural events, the list goes on and on. To take down something so vital to our sustenance as a culture is a travesty and is taking away from a culture that strives to exist in the country that promised it freedom and opportunity. Please reconsider your plans and design to maintain this building and surrounding park.
Thank you,
Andra Maculans

I-253-001

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.

From: Kevin McClain <mcclaik@gmail.com>
Sent: Wednesday, September 11, 2013 2:33 PM
To: Lynnwood Link DEIS
Subject: DEIS Comments

Hello,

- I-254-001** | I wanted to comment on the Lynnwood Link Extension DEIS. Several of the options include a station at NE 130th St. This station would be a vital transfer point for East/West bus service. Please include this station in the preferred alternative.
- I-254-002** | The Mountlake Terrace Freeway station should be eliminated from consideration. This station is awful. The walking distance to access this station is completely unreasonable.
- I-254-003** | At Lynnwood station, many of the designs prioritize auto access over a good transfer experience or pedestrian access. Given that the majority of riders will be arriving at this station by bus, it is important that the transfer environment be of high quality. Also, given that Lynnwood is attempting to foster development of a downtown area that is more friendly to transit, the station should be located to maximize the impact on the new downtown and to encourage transit oriented development.
- I-254-004** | Finally, the line seems to have 500 stall parking garages at every station. This is regardless of context and demand. Please conduct further analysis of what parking is actually needed and look at what trade offs are available. Are there areas where improved pedestrian, bicycling or bus amenities would provide greater patronage than a parking garage? If so, then these alternatives should be considered. Furthermore, are there areas where the parking could be provided further out and customers could use a bus from a parking lot to a train? If it allowed the construction of several surface lots instead of a garage, it could provide an equivalent amount of parking for less money.

Thank you,

Kevin McClain

I-254-001

The 130th Station is included as an option to the Preferred Alternative considered in the Final EIS.

I-254-002

Your opposition to a freeway station is noted. The Preferred Alternative in the Final EIS has a transit center station.

I-254-003

Thank you for your comment on the Lynnwood Station design. As you note, this is a major transit facility that includes many transfers from bus to rail as well as car to transit (bus or rail). The Final EIS includes a revised station plan for the Preferred Alternative that balances access for all modes, including improvements for pedestrians and bicyclists.

I-254-004

Station parking, facility sizing, and design is balanced between the demand for parking and the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

From: Molnar, Lauren AP-Staff <Molnarl@issaquah.wednet.edu>
Sent: Wednesday, September 11, 2013 5:02 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Impact to Seattle Latvian Lutheran Church/Center

To whom it may concern,

I am writing this letter to express my concern and discontent regarding the planned light rail extension to Lynnwood, and specifically its impact to the Latvian Center and Church. As a person of non-Latvian heritage my connection to the Latvian community is something I truly value and the community has taken me in as one of their own. This community is one which is very special to me and one which must be protected from any impact by the Sound Transit construction any way possible.

I learned about the Latvian community growing up in the Bellevue, Washington area. One of my best friends who I swam with and played water polo with was Latvian-American. I can recall every August, right when swimming championships were taking place, she would head off to Latvian school to learn another language, dance and to celebrate and embrace her heritage. I always thought that this was fantastic that she had such a wonderful connection to her cultural heritage. In this day and age, a connection to one's past is something that is oftentimes lost amongst all of the other day to day activities, so maintaining that connection is something that I find to be very amazing and inspiring.

Fast forward 20 years. At the same Latvian-American friends 23rd birthday, with a combined group of friends, I meet my fiancé, who coincidentally is Latvian-American as well. As our courtship and eventual engagement progressed, I was introduced to many different Latvian-Americans as well as participated in many different events held at the Latvian Center and Church. These events ranged from attending church services, to attending wedding receptions held at the hall, to attending dance performances and even to meeting the President of Latvia when he came to the center. The Latvian-American community has always accepted me and welcomed me into their community and center and I consider myself as much a part of this community now as anyone else in the community. Our wedding reception will be held at the Latvian Center in June 2014 and we are greatly looking forward to being able to share this amazing facility with our family and friends. I am so lucky to be part of a community with strong values like a hard work ethic, the value of an education, and respecting their cultural heritage. I am a strong supporter of the Latvian-American community and will continue to be one in the future. I have seen firsthand exactly how important the center is to the community, and any negative impacts to the center from the construction of the light rail will not be tolerated.

Finally, I am employed as an elementary school teacher and teach in a school with moderate poverty. This past school year, 10% of the children in my 3rd grade classroom spoke English as a second language. There has been a state standard implemented in Washington State to teach and foster cultural heritage in the classroom. When our principal offered us the opportunity to attend and present our cultural heritage (as educators) at our schools multicultural night, it was with the intention of helping to close the achievement gap within our school. For my cultural heritage, I was really scrambling for what to present on, since I am not that connected with my cultural heritage. I chose to present on my fiancé's Latvian-American heritage. I presented on how his grandparents were forced to flee their native land of Latvia when the Communists invaded their land, and how they were forced to flee to Germany and eventually were taken in as refugees in America. The personal schema and engagement my students showed towards this story was amazing. They could relate to their

teacher and that engagement carried into more difficult subjects such as math, and it also translated into a successful year where my students could relate to me.

I-255-001

I am asking that Sound Transit re-visit their plans for the Lynnwood Light Rail Extension and consider the impacts to the Latvian Church and Center. The impact to the community by the loss of the center would be catastrophic and one with the community would not be able to endure.

Thanks,
Lauren Molnar

I-255-001

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.

From: Gerry Pade <fraidycat@mail.com>
Sent: Wednesday, September 11, 2013 7:05 PM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood Link DEIS

Sound Transit -

I offer the following comments on the Segment A alternatives in the Lynnwood Link DEIS from the perspective of someone who has lived a few blocks east the potential NE 130th station for decades and has ridden Metro route 41 (and the former route 307) to and from downtown over 10,000 times.

- I-256-001** | I prefer either A5 or A10 because they provide the best light rail access for my neighborhood while having the least impacts of any alternative with a station at 130th St. A10 might have less traffic impacts here than A5 because it includes a station at 145th instead of 155th. However, A10 is likely to cause local parking conflicts because it offers no parking and none is available on the nearby arterials. Leasing of at least some parking from the Nazarene church (similar to A5) should be included if A10 is selected.
- I-256-002** | All three at-grade alternatives (A5, A10 & A1) would fix an already problematic interchange at the I-5 off-ramp just south of NE 130th, which is particularly difficult for eastbound motorists during peak hours. (It's disappointing that your DEIS provided no simulation of this vista for the at-grade alternatives.) A1 would have the least impact on my neighborhood of any alternative considered but it would also have us either walk or drive a mile to the 145th St station. It's similar in this regard to A3, which would have the least impact of any above-grade alternative. The construction of a permanent path connecting the north end of 8th NE to the Jackson Park trail would definitely help if A1 or A3 is selected. This blackberry-infested corridor situated above Thornton Creek might also be a suitable site for mitigation of the wildlife impacts that will occur along 5th Av between 130th and 145th under any proposed alternative.
- I-256-003** |
- I-256-004** | A7 & A11 would be an horrific blight on this residential neighborhood, something akin to an Alaskan Way Viaduct from a visual, aesthetic and noise standpoint. Just take a good look at Figures G-24 and G-29. Please don't select A7 or A11 under any circumstance! This area, which was formerly part of the Haller Lake neighborhood, suffered enough when I-5 was constructed.

Thank you for the opportunity to comment.

I-256-001

The preference for a station at 130th Street NE is noted. The Preferred Alternative includes a station at NE 145th Street and has an option for a station at NE 130th Street.

I-256-002

Sound Transit recognizes your preference for the at-grade alternative, because they would improve the interchange; they also would include pedestrian and bicycle improvements along 5th Avenue NE. See Appendix G for Visual Simulations.

I-256-003

The riparian and wetland area associated with North Branch Thornton Creek is a potential site under consideration for compensatory mitigation to offset unavoidable permanent impacts.

I-256-004

Your opposition to Alternative A7 and A11 is noted. The Draft EIS and Final EIS address visual impacts and mitigation in Section 4.5.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DACE R. DECISADDRESS: 6910 South 18th St., Apt. 1607CITY: TACOMA STATE: WA ZIP CODE: 98465EMAIL ADDRESS: Rdecisdace@hotmail.com Please sign me up for project email updates

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

Comments

Destroying the Latvian Center would be like cutting the heart out of a living organism. And a living organism is what the Latvian Community is. Certainly the organism can survive with an artificial heart, but it's not like having your own natural heart that grew with your body. The Latvian Center was created by the Latvian Community with their own hands, their own thoughts and creativity, their own funds, their deep need to have a place of their own - OUR OWN - to come together - to celebrate, to mourn, to remember our homeland and all that was lost when we had to leave it, to pass our beautiful culture on to our culture, to support each other when we were strangers in a strange land and to support and sustain those who were left behind, but always in our hearts.





Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

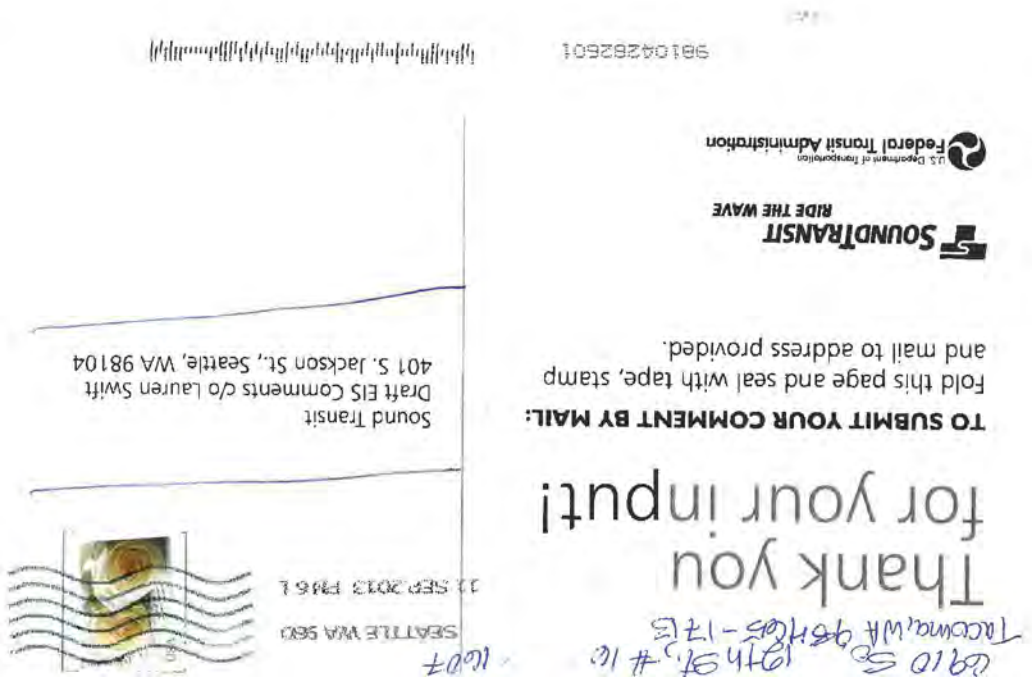
BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-257-001

Please don't destroy our center!

I-257-001

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.



From: Maris Plavins <drmaris@hotmail.com>
Sent: Wednesday, September 11, 2013 11:09 AM
To: Lynnwood Link DEIS
Cc: Erik Luks
Subject: The Latvian Center:

Dear Sound Transit:

I-258-001

Running the train through the Latvian Center is a bad idea. The Center is not simply a one family dwelling. It is a spiritual and cultural center that serves hundreds of families in Seattle and the Pacific North West region. For those of us who live outside of Seattle it is our connection to the Latvian/Baltic community. Here is how I see it:

1. Yes, the voters approved the Northgate to Lynnwood light rail link.
2. No, the voters did not approve the devastation of the Latvian Center.

The devastation of the Latvian Center is a choice made by Sound Transit. There are many options besides the two proposed by Sound Transit. The choice has to be justified and not simply made by fiat. The time honored method to do this is a cost benefit analysis. Did Sound Transit do any type of analysis when you decided to run the train through the Latvian Center?

It is easy to see the benefit to Sound Transit in the way of convenience and perhaps saving a bit of money to be spent elsewhere, but what about the cost to our community?

Sincerely, Maris Plavins

I-258-001

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

From: Inese Raisters <ineser@comcast.net>
Sent: Thursday, September 12, 2013 2:33 PM
To: Lynnwood Link DEIS
Subject: Comments and response to the DEIS of July 26
Attachments: ST DEIS comments & response.docx

Dear Lauren Swift-

I have attached a word document with my response to the released DEIS for the Lynnwood link light rail project.

I would appreciate it if you could send a reply email that this has indeed been received.

Thank you very much,
Inese Raisters

September 12, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-259-001 I am commenting on the Lynnwood Link DEIS issued July 26, 2013. I am an active member of the Seattle Latvian Community, whose Center at 11710 3rd Ave NE in the Northgate area of Seattle, is slated to have tremendous impacts with any of the alternatives presented to date. The property would either be acquired in total or lose ingress/egress, as well as the caretaker's house and a significant section of parking and entrance areas.

Although it is inconceivable to me that somehow the importance of the Latvian Community Center & Church had not been noted prior to any of the options currently being presented in the DEIS, it also must be conceded that a light rail transit link to the north of Seattle has some merits. That none of the aforementioned options have managed to avoid dire consequences to the Latvian Community Center is something that the EIS must address and plan to improve.

I have lived in the Seattle area since 1965 and hence have been an active participant on many levels. The first Latvian Center in the Wallingford area of Seattle was acquired by eminent domain in 1969 for the construction of a park. In the interim years of 1969 until 1972 when the presently used Center was opened, I was a teenager and attended Latvian school, danced in the folk dance group 'Trejdeksnitis' and sang in the choir in various rental spaces. Even though that was some years ago, I can attest to the disruptiveness of not having our routine spaces for use. Any construction phase that would not allow the Latvian community to use their hall and church would again have a similar disruptive effect.

I-259-002

I am currently a congregation and association member, a folk dance ensemble member and a singer in the ensemble 'Sigulda'. I also direct a newly founded dance group scheduled to begin this October, planned for the middle aged dancers who still want to maintain their culture and physical activity.

I-259-003 I urge the Sound Transit board members, engineers and planning committees to find a solution that allows the Latvian Community to retain its present property and location in a way that maintains its viability. If our community should be forced to relocate yet again, I feel it would be an insurmountable challenge at this point in time.

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

Sincerely,

Inese Raisters
10507 64th Pl W
Mukilteo WA 98275
ineser@comcast.net

I-259-001

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

I-259-002

Thank you for your concerns about the potential disruption of the Latvian Evangelical Lutheran Church during construction. To better understand the effects and proposed mitigation associated with construction, please see Chapter 3 Transportation Impacts and Mitigation; Sections 4.2, Land Use; 4.4, Social Impacts, Community Facilities, and Neighborhoods; and 4.7, Noise and Vibration. The church will also retain access during construction.

I-259-003

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies. Please see Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andris Rogainis

ADDRESS: 11738-9th Ave NW

CITY: Seattle STATE: WA ZIP CODE: 98177

EMAIL ADDRESS: andris.rog@comcast.net

Please sign me up for project email updates

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

Comments

I-260-001

Looking at the various options, all have an impact on the Latvian Community Center at 11710-3rd Avenue. The community center is the center for Latvian, Estonian and Lithuanian functions on daily, weekly, monthly basis.

The EIS does not address how these community functions can continue without interruptions and how the access to the center is provided at all times, including during the construction phase.

As a member of the Latvian Community and a regular user of the center, I find the EIS lacking in planning and the approach proposed not acceptable.

Andris Rogainis 9/9/13



I-260-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of 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 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing 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 portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: jill russel <jillrussel@hotmail.com>
Sent: Wednesday, September 11, 2013 2:39 PM
To: Lynnwood Link DEIS
Subject: Lynnwood link

I-261-001

Am very concerned about the destruction of all the wet lands involved and people. The choice of c-4 a new choice seems like the best one and the least amount of destruction . It is also the closest to the park and ride making it easy to catch a bus to any where in Lynnwood. The cost would be less also. We will be at the meeting Saturday and have several people to speak for us.

I-261-001

Thank you for your comment regarding your concerns about impacts to both wetlands and displacement of residents. See Chapter 2 for a description of the Preferred Alternative, which is a modification of Alternative C3.

From: Marshall Schott <marshallschott@gmail.com>
Sent: Thursday, September 12, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Re: Latvian Center

I-262-001

Since 1997, the Latvian Center has played an important role in my life, particularly as the husband of a Latvian woman who is very engaged in activities at and with the Center. Losing such a valuable resource would be a tragic hit to the Seattle area Latvian community, eliminating a very integral component of their culture and lives in general.

I humbly request that you reconsider any plans to remove the Latvian Center and allow those who utilize this fantastic cultural resource to continue doing so. I would also appreciate confirmation that this email was received.

Respectfully,

Marshall L. Schott, Ph.D.

I-262-001

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

From: Steve Senter <steve.shoreline@gmail.com>
Sent: Wednesday, September 11, 2013 4:41 PM
To: Lynnwood Link DEIS
Subject: Re: LLE Segment A Comments

Hello,

I sent in these comments in early August, but never received a reply. I'm resending the email but will recap my key concern here, in regards to building a station and parking at 155th:

I-263-001

- Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I would appreciate a response, and look forward to the final decision. Thank you,

Steve Senter

On Fri, Aug 2, 2013 at 11:13 AM, Steve Senter <steve.shoreline@gmail.com> wrote:
Hello,

Thank you for preparing and providing the DEIS materials on your website. I found them to be comprehensive and detailed without devolving into 'legal-ese' and becoming completely incomprehensible.

I live near the proposed station and changes at 155th, so naturally these options are my focus of interest. I value the intention of extending light rail northward and look forward to using the services (when ready in a decade or so); I currently take buses to and from the Northgate center - downtown during the week.

My primary concern with the proposed station at 155th and I-5 is the potential loss of the Shoreline Fire Department Station 65 on the East side of I-5. I didn't find in the materials (though confess I didn't read every document) whether or not the station would be impacted, but I can only assume so given its proximity to the light rail route. Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I-263-002

My other key concern relates to impacts on local traffic. The section covering this in the materials (section 3.1.4) clearly points out that 155th from Aurora to 15th is already at risk for poorer LOS with or without the proposed rail station, and I wonder what the City of Shoreline plans for the future. I already experience the stated peak AM and PM LOS along Meridian and can only anticipate how this and neighboring roads will be impacted - 1st Ave NE from 155th south in both direction could

I-263-001

The NE 155th Street station would not displace the fire station. Sound Transit is aware of concerns about the possible impacts of a station at NE 155th Street on the operations of the Fire Station. In the design and development of a station at that location, and the management of traffic serving the station, Sound Transit would work closely with the Fire Department to resolve any potential conflicts with bus and vehicle traffic to ensure that emergency response times would be maintained both during the construction period and operation of light rail.

I-263-002

If a station at NE 155th Street were part of the project to be built, Sound Transit would mitigate traffic impacts from the station as described in Chapter 3. A modified Alternative A1 is the Preferred Alternative, which does not include a station at the NE 155th Street area.

I-263-002

become impassible given its narrow roadway and no paved shoulders, with car and foot traffic to the park, wildlife crossing and the fire station responses in addition to the projected increase in light rail user congestion.

The task of determining the best location for the rail stations is daunting and I appreciate the care and concern put into the DEIS materials preparation and presentation. Please respond to my concerns, or direct me to the appropriate sections in the online materials.

Thank you,

Steve Senter
15314 Corliss Pl N
Shoreline, 98133

TO WHOM IT MAY CONCERN;

I-264-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Jon R. Thompson
PO Box 4267
Everett, WA 98204
425-876-4566

I-264-001

Thank you for your comment stating a preference for Alternative C1.

From: Robert Victor <rvictor@ci.lynnwood.wa.us>
Sent: Wednesday, September 11, 2013 4:20 PM
To: Lynnwood Link DEIS
Subject: Link Light Rail - Potential Conflict with future plans for Lift Station #10, Option C3

Follow Up Flag: Follow up
Flag Status: Flagged

I-265-001

To whom it may concern,
I am a project manager at the City of Lynnwood and have concerns with route C3 as it pertains to our Lift Station that is located in the Lynnwood Transit Center Park and Ride Lot. In the future we may need to upsize the lift station to service the planned City Center. The lift station is currently located next to (and partially under) the Park and Ride "Texas T" offramp. Our concern would be that adding additional infrastructure in the area may preclude us from reconstructing the Lift Station in the future, which will be necessary to support our planned City Center. Routes C1 and C2 (the routes on 52nd/Cedar Valley Road) would probably not have an impact on the station.

Just wanted to make sure that this potential impact is communicated to Sound Transit.

Thanks,

Robert S. Victor, P.E.
Project Manager
City of Lynnwood
425-670-5216
rvictor@ci.lynnwood.wa.us

I-265-001

Thank you for your comment with concerns that Alternative C3 could conflict with the City of Lynnwood's plans for a Lift Station. Sound Transit coordinated with the City to obtain further details on the expansion, which is not likely to physically expand the current site. Alternative C3 would not affect the plans for the Lift Station, nor would the Preferred Alternative.

From: maryellen walsh <tambosassy@gmail.com>
Sent: Tuesday, September 10, 2013 2:03 PM
To: Lynnwood Link DEIS
Cc: maryellen walsh; Linda At Sea; Gleb S; michael raskin; mmayes@mayestesting.com
Subject: Fwd: Comments on DEIS from Linda Willemarck, Maryellen Walsh and Letters from Business Owners. Link to New C-4 Proposed by City of Lynnwood
Attachments: Maryellen Walsh's comments on DEIS.pdf; Linda Willemarck's comments on DEIS-4.pdf

I-266-001

Attached are my DEIS comments, Linda Willemarck's comments that I am sending on her behalf and at her instructions as she is out of town, as well as letters from Mike Mayes and Mike Raskin, business owners on Cedar Valley Road. We have petitions with over 1600 signatures and are gathering more signatures. We will finalize and send these petitions to you on or before September 23.

Please acknowledge receipt of this email with my comments, Linda Willemarck's comments and the two letters from Raskin and Mayes.

Thank you for your consideration of our comments.

Maryellen Walsh
(425) 776-5374

----- Forwarded message -----

From: maryellen walsh <tambosassy@gmail.com>
Date: Tue, Sep 10, 2013 at 1:02 AM
Subject: Fwd: Comments from Linda Willemarck, Maryellen Walsh and Letters from Business Owners. Link to New C-4 Proposed by City of Lynnwood
To: daniel.drais@dot.com
Cc: maryellen walsh <tambosassy@gmail.com>, Linda Willemarck <savescribercreekpark@yahoo.com>, Gleb S <tailgleb@hotmail.com>

Dear Mr. Drais,

Attached are the following:

- Comments from Linda Willemarck regarding the DEIS;
- Comments from Maryellen Walsh regarding the DEIS;

I-266-001

Your opposition to Alternatives C1 and C2 has been noted, along with your support for a modified alternative to the south. The Preferred Alternative is based on Alternative C3, and was developed in coordination with the City of Lynnwood. See Chapter 2 for a detailed description. Thank you for providing attachments of other parties' comments, including materials directed to the City of Lynnwood during the City's councils consideration of EIS alternatives. Linda Willemarck's comments are recorded separately in comments I-530 and I-228.

Comments by Mike Mayes, which included his public testimony at one of the EIS public meetings, are responded to under B-001 and I-217.

The other attachments you provided were reviewed by Sound Transit, but they are directed to other parties such as the Environmental Protection Agency.

However, to address one of your primary concerns in the letter to EPA about Alternative C1 and its impacts to Scriber Creek Park and its associated wetlands, the Draft EIS included detailed discussions of the impacts to the park and its wetlands, including in the Summary, in Chapter 5 Evaluation of the Alternatives, and in sections 4.17 and 4.18, the latter section dealing specifically with the Section 4(f) requirements that would need to be met if Alternative C1 were to receive approval by FTA. The Final EIS notes that Alternative C1 has not yet met those conditions. Although the Draft EIS did not mention the source of funding for the park, under Section 4(f), any significant public park is treated as a protected resource, and most parks bond measures have similar conditions requiring in-kind replacement.

- Letters from Mike Mayes and Mike Raskin regarding the impact of C1 and C2 on their businesses and the neighborhood; and
- A link to proposed alternative C-4 by the City of Lynnwood.

<http://lynnwoodtoday.com/city-council-consider-sound-transits-draft-cjs/>

In addition, we have a petition with over 1600 signatures and are gathering more as people realize what may happen to the neighborhood. Time is of the essence as Elaine tells me the Field Visit will happen soon so I am sending you what we have put together so far with the exception of the petitions which we will present to transit some time before the September 23 deadline. We are in the process of gathering more letters from business owners.

C-4 was recently proposed by the City and after attending the Council Meeting this evening I am more confused than ever about the City's position.

Thank you for your consideration and I apologize for the format of this submission (new computer) but I'd rather get it to you so you can get a feeling for what we are experiencing.

Maryellen Walsh
[\(425\) 776-5374](tel:4257765374)

Begin forwarded message:

**Subject: Letters from Mike Raskin and Mike Mayes -
Business Owners on Cedar Valley Road**

September 7, 2013

Re: Sound Transit – Lynnwood Link Extension

2

Dear Mayor Gough, City Council Members, City Staff and Candidates

I would like to join my neighbor Mike Mayes in expressing my hope that the City of Lynnwood will support Option C-3 or the newly proposed Option C-4 as opposed to Options C-1 or C-2.

I am the owner of a three story office building located on 52nd just south of the Mayes Testing and Engineering Building. My building is leased to the State of Washington and houses a number of agencies that provide valuable services to the Lynnwood and South Snohomish County communities. Many of the roughly 250 people that work in the building live in the Lynnwood area and they, and the many visitors to the building, shop at local Lynnwood businesses during their work week. If Route C-1 or C-2 is chosen it will negatively impact valuable community services both during and after construction as well as have a negative effect on local Lynnwood businesses. These people and their many clients in the community will suffer.

If C-1 or C-2 is selected homes and businesses will be destroyed, parks and pristine wetlands will be damaged, companies and residents will be displaced. The construction alone will take years in which time the entire area will be effected. How can that make sense when other options closer to Interstate Five with lower impacts on residents and business are available. Do the studies provided to the City by Sound Transit include the possible economic loss to Lynnwood's business if tenants move away and businesses are forced to close from options C-1 and C-2. I would hope that you as City leaders consider these ramifications before making your choice.

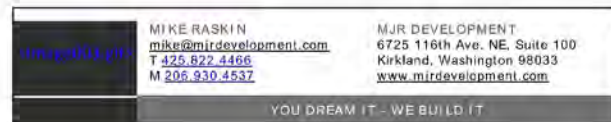
It appears that the Council has in the past favored option C-1 as opposed to option C-3. Staff reports present that the C-1 alignment "might be" more favorable for the proposed City Center project than the C-3 alignment. If the City Center project happens it will likely be many, many years from now. Locating the Lynnwood Link at locations C-1 or C-2 will cause real harm to the City now. It seems shocking that responsible City leaders could choose to impact a significant number of residents, citizens and businesses now for some potential uncertain gain that "might" occur many years from now. I would hope you would carefully question the planners on the disadvantages of C-3. A case could be made that C-3 will make the City Center buildings more valuable since the elevated rail would provide visibility to the buildings in the City Center blocks effected in the same way as the Monorail does in downtown Seattle. Any potential future harm from C-3 is at

best speculative, C-1 and C-2 on the other hand will cause real harm to the City now.

I am encouraged that you are considering a new option C-4. This option does not damage existing businesses and residences in the way that C-1 and C-2 does and it appears that the alignment might not affect the City Center Block in question. Selecting C-1 or C-2 will hurt Lynwood. A choice of C-3 or C-4 makes sense and is good for the community.

Thank you for the opportunity to provide thoughts on this important decision.

Michael Raskin
President MJR Development



From: Mike Mayes [mailto:MMayes@MAYESTESTING.com]

Sent: Friday, September 06, 2013 3:03 PM

To: TheDG1@aol.com; mark@markforlynnwood.org; nicolafor mayor@gmail.com; Simmonds4Mayor@aol.com; chris@boyer4lynnwood.com; electmichaelmoore@hotmail.com; james@jamesdeal.com; JimSmithCFI@msn.com; shirley@voteshirleysutton.com; councilmancotton@cotton4council.com; commissioner.maria.ambalada@gmail.com; lovitt4citycouncil@gmail.com; ruth@ruthross.net; dwm270@yahoo.com; jmoore@ci.lynnwood.wa.us; pkrauss@ci.lynnwood.wa.us; jlambert@ci.lynnwood.wa.us; roger.iwata@soundtransit.org

Cc: tallgleb@hotmail.com; S; Linda At Sea; Mike Raskin; maryellen walsh; jameswalsh@outgun.com; Mike Dolder; Tim Beckerle

Subject: RE: Significant Events Have Occurred for Citizens Against C1 and C2

September 6, 2013

Re: Sound Transit - Lynnwood Link Extension

Dear Mayor Gough, City Council Members, City Staff and Candidates,

As you know there are three options for the Lynnwood Link Extension. We are pleased to see that the City of Lynnwood is proposing a fourth "C-4" option. It is our hope that the City of Lynnwood will support the C-3 (or C-4) option.

Mayes Testing Engineers is a professional services company which opened for business in 1984 in a leased space located in Lynnwood. We provide inspection, testing and consulting for construction projects. We have provided these services on projects such as the Lynnwood Convention Center and the recently expanded Lynnwood Recreation Center. We have grown to a company with over 100 employees. We think that we are a company that most cities would love to have within their borders.

When we decided to build our own building several years ago, we looked at several locations. We were happy to find our current location on Cedar Valley Road. We liked the access to the Park and Ride, access to freeways, the close proximity to Scriber Creek Park, the quiet residential adjacent neighborhoods, the Interurban Trail and all the greenbelt around us. During our building process we spent thousands of dollars on native growth area restoration and wet land buffers on the edges of our property. We gladly did this as it was clear that this would only enhance the natural park like environment of this neighborhood.

Now we find out that Lynnwood Link Extension Options C-1 and C-2 will mean an elevated concrete structure coming right down the side of 52nd Ave W and Cedar Valley Road. How can this even make sense? These two options destroy homes and businesses. Even if your home or business is not destroyed by this project, what results is an ugly towering concrete structure right through the neighborhood. The proposed Light Rail from Northgate to Lynnwood closely follows the I-5 alignment except for Options C-1 and C-2. Why would the line deviate from I-5 in Lynnwood? Option C-3 (and C-4) would follow the I-5 alignment on mostly vacant land, with the least impact to homes and businesses. These options would also preserve Scriber Creek Park.

Who would want to have this concrete monster in front of their home or business? The noise will be unbearable, especially on the proposed curved track. These concrete structures will eventually be covered with graffiti and this

neighborhood will become a low rent industrial wasteland. Property values will be diminished and the city of Lynnwood will lose a very nice part of this town. This a critical decision for the future of our community.

The only sensible solutions are the C-3 or C-4 options.

Respectfully Submitted,

Michael J. Mayes, P.E. | President

mmayes@mayestesting.com

Tel: [425.742.9360](tel:425.742.9360) | Cell: [206.354.1060](tel:206.354.1060) | Fax: [425.745.1737](tel:425.745.1737)

MAYES TESTING ENGINEERS, INC.

www.mayestesting.com

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 |

[425.742.9360](tel:425.742.9360)

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 |

[253.584.3720](tel:253.584.3720)

Celebrating 10 years in Portland: 7911 NE 33rd Dr, Ste 150 | Portland,

OR 97211 | [503.281.7515](tel:503.281.7515)

<image004.jpg><image005.jpg> Connect with us

This transmittal is intended for the individual/agency so named and may contain proprietary or other information confidential in nature. If you received this transmittal in error, or if the delivery of this document to the individual/agency so named is in error, please destroy this document in its entirety and notify the sender immediately.



maryellen walsh <tambosassy@gmail.com>

Lynnwood Link and Disproportionate Impact of Alternative Routes C1 and C2

Sat, Sep 7, 2013 at 10:59 PM

[Quoted text hidden]

Begin forwarded message:

From: maryellen walsh <tambosassy@gmail.com>
Date: September 6, 2013 12:20:00 AM PDT
To: somers.elaine@epa.gov
Cc: maryellen walsh <tambosassy@gmail.com>
Subject: Lynnwood Link and Disproportionate Impact of Alternative Routes C1 and C2

Dear Ms. Somers:

A 60 day comment period is simply not enough time for most members of the public to review, understand and then comment on the DEIS which, with its supporting technical reports, is more than 2000 pages in length. Further, the DEIS was published at the end of July and the comment period ends on September 23. Many people are on vacation. Lynnwood's City Council has been on hiatus, and many government agencies have shortened schedules and have not been available to answer our questions.

PERPLEXING PUBLIC COMMENT PERIOD

In addition to being too short, the DEIS public comment process is confusing by its references to two alternative C1 routes and two alternative C3 routes. It is impossible to tell where each route begins and ends. This review is made even more difficult because the Technical Reports almost never specifically cite to the sources or studies that supposedly support the analysis and conclusions, and even then the Technical Reports contradict each other.

INADEQUATE CHOICES

The number of alternatives are insufficient and limited to a false choice among routes that cross protected wetlands and in one or possibly two alternatives under C1, a (4f) protected property, Scriber Creek Park, that was purchased with Conservation Futures funding. The City of Lynnwood and Sound Transit did not even know the source of the park's funding until the last week in August. Further, it has yet to be determined whether the wetlands in alternatives C2 and C3 were also purchased with Conservation Futures funding because the maps provided in the DEIS, the City's maps of the same areas, and the naming conventions used in these maps differ depending on who created them.

NEPA requires that an EIS offer a wide-range of reasonable alternatives so that the decision-makers and the public can see and evaluate the various environmental trade-offs involved before deciding on a particular course of action. Neither alternatives C1 nor C2 are reasonable. C3 seems like the most

<https://mail.google.com/mail/u/0/?ui=2&ik=a2224c1ebd&view=pt&cat=Travel&search=cat...> 9/9/2013

reasonable alternative because it may (it's hard to tell from the DEIS) impinge the least on the wetlands. However, those wetlands may have been bought with Conservation Futures funding. Again, the maps are inconclusive.

The DEIS's authors did not even attempt to find alternatives that addressed transportation demand in ways other than tearing apart a neighborhood, a park and wetlands.

MISSING AND INCOMPLETE PARTS

The DEIS chose to put off or ignore the legally required analysis regarding several key aspects of this project's environmental impacts. As for the analysis the DEIS does include, it is often misleading, contradictory and so perfunctory that it doesn't make any sense as follows:

The DEIS fails to provide any real useful information regarding impacts to ecosystems, and its Technical Report also offers almost no specific analysis or citations to scientific research or sources. The DEIS's legally required 4(f) analysis of impacts to public lands is incomplete and fails to justify that such impacts are unavoidable or de minimis. It contains absolutely no detailed or final analysis regarding impacts on the endangered salmon species and trout that use Scriber Creek and fails to even mention the several Native Growth Protection Area signs scattered throughout the properties impacted by C1 and C2.

Finally, The DEIS contains an insufficient analysis of the disproportionate impacts of the project on Environmental Justice populations (routes C1 and C2 consist of diverse communities), including adverse effects from noise and air pollution, not to mention the psychological impact of having half the neighborhood bulldozed to the ground and replaced with a concrete jungle that will be begging for Graffiti.

Thank you so much for any help you can provide as our neighborhood is severely distressed and mystified as to why these are the only routes under consideration.

Maryellen Walsh
(425) 776-5374

 Linda Willemarck's comments on DEIS.pdf

143K

<https://mail.google.com/mail/u/0/?ui=2&ik=a2224c1ebd&view=pt&cat=Travel&search=cat...> 9/9/2013

I-267-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-267-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Joe Williams 9/5/13



Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: LEVA WEMA

ADDRESS: 11919 99TH PL NE # 203

CITY: KIRKLAND STATE: WA ZIP CODE: 98023

EMAIL ADDRESS: LEVA@11919TOMAIL.COM

Please sign me up for project email updates

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

Comments

The Latvian Center has been an important part of not only my life, but my parents and every Latvian that I know. It would greatly sadden me & my community if for some reason we couldn't attend the church or the Latvian centers services anymore. I would like to see changes made in the plan of the project, so that it doesn't impact the Latvian center = Latvian community. Without the center I don't know where I would go to "my own" church & services as well as help out & volunteer w/ the center.

Sincerely,

Leva Wema



I-268-001

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

I-268-001

From: Buco4u@aol.com
Sent: Thursday, September 12, 2013 6:35 PM
To: Lynnwood Link DEIS; lianadberzins@gmail.com
Subject: Latvian Hall (Nams) in Seattle

Being blessed with a few friends that are Latvian I just have to say that everyone of them I have ever spoken to at any length has talked about the Latvian Hall (Nams) in Seattle without fail. They all speak of this place as if it is like their own home but with many more wonderful memories, experiences and time spent there then could ever be had at one's own home.

It would just be a shame to see any of this historical property with so many peoples wonderful memories lost!
Sincerely,
David Anderson

I-269-001 I

I-269-001

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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andrew R. Abolins, M.D.

ADDRESS: 9405- 17th Ave. N.E.

CITY: Seattle STATE: WA ZIP CODE: 98115

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

Comments

I-270-001 | Your proposal to displace our Seattle Latvian Lutheran Church is unacceptable. This is not the first time we have been forced to move. But this site we built up ourselves and has grown to support the entire local Baltic community. You may consider this an ethnic church with some members residing some distance away. I believe the majority factored in proximity and access to church when deciding upon their place of residence. It is an extension of our homes. If you take away this one building, you will also be asking hundreds of people to consider moving. Again. You may have that legal right, but you would be wrong to do so.



I-270-001

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

From: MAX FISCHBACH <sig516ar@comcast.net>
Sent: Friday, September 13, 2013 10:51 AM
To: Lynnwood Link DEIS
Subject: FW: SOUND TRANSIT LYNNWOOD LINK
Importance: High

Sound Transit Lynnwood Link:

I-271-001

Based on the Draft EIS Round & Station Alternatives C1, C2, C3-OPT1 & C3-OPT2, what is the impact for each alternative relative to the following questions:

1. What impact would there be relative to north & south automobile traffic from 44th Ave W & 188th ST SW to 20610 44th Ave W (Embassy Suites Lynnwood North)?
2. What impact would there be relative to east / west traffic from 188th ST SW, 196th ST SW, 194th ST SW & 200th ST SW from 40th Ave W to 52nd Ave W?
3. What impact would there be for access to south bound I-5 from 44th Ave W & 36th Ave W?
4. What impact would there be for access to north bound I-5 from Popular Way?

Please provide responses to questions 1 – 4 addressing their impact relative to C1, C2, C3-OPT1 & C3-OPT2 to e-mail address: sig516ar@comcast.net or to the physical address below.

Thank you

MAX FISCHBACH
18704 41ST PLACE W
LYNNWOOD, WA. 98037-3715
MEMBER:

GERMAN SHEPHERD DOG CLUB of AMERICA
GERMAN SHEPHERD DOG CLUB of AMERICA - WORKING DOG ASSOCIATION
GERMAN SHEPHERD DOG CLUB of WASHINGTON STATE

I-271-001

Chapter 3 of the Final EIS details the performance of more than 20 intersections that Sound Transit and the City of Lynnwood identified for detailed analysis, as well as potential mitigation for impacts for each of the alternatives. The assessments were based on predictions of future traffic with and without the project, particularly in the areas where existing or future conditions already created traffic problems in the No Build condition, and where station area traffic would result in an increase. For the Preferred Alternative, Sound Transit identified improvements to mitigate congestion on 200th Street SW, including 44th Ave W. Traffic along 52nd or 188th Street SW is not expected to markedly change due to the project.



Impeach Obama



GO AHEAD, JUST TRY & TAKE IT, OR

"UBERLEBEN ZU KÄMPFEN AN EINEM ANDEREN TAG" [LIVE TO FIGHT ANOTHER DAY]



"YOU EITHER HAVE A GERMAN SHEPHERD DOG, OR YOU HAVE SOMETHING FAR LESS!"

I-272-001

Thank you for your comment supporting a light rail station at NE 145th Street under the following alternatives: A1, A3, A10, and A11.

From: Dan Kirkpatrick <danielrogerskirkpatrick@gmail.com>
Sent: Friday, September 13, 2013 10:25 AM
To: Lynnwood Link DEIS
Subject: Please put a light rail station at 145th

I-272-001 | I live near there and look forward to being able to walk to the freeway and catch the light rail.

Thank you,

Dan Kirkpatrick
14303 Corliss Ave N

206 861 9543

From: Janis Klavins <jklavins@hotmail.com>
Sent: Friday, September 13, 2013 12:39 AM
To: Lynnwood Link DEIS
Subject: Latvian Church/Center

Greetings Seattle Sound Transit Organization,

My name is Janis Klavins, and my Latvian heritage is of great importance to me. The Seattle Latvian Lutheran Church/Center has been and continues to be an integral part of my life. It is a place of worship and education that has fostered Latvian Seattle residents to become pillars of the Latvian as well as the local American community.

I-273-001

Please reconsider placing the light rail in the parking lot, as it will make the church and center unusable for its members.

Regards,

Janis Klavins

I-273-001

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

From: Roberts Kukainis <roberts@kukainis.com>
Sent: Friday, September 13, 2013 9:18 AM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church and Community Center - Light Rail proposal

Re: Latvian Lutheran Church and Community Center - Light Rail proposal

Good afternoon -

I have visited the Latvian Lutheran Community center about 5 times in the last 10 years. Each of these times I have seen an increasing amount of activity, and higher participation level, than at previous events at the Center,

I-274-001

Although I live far from Seattle - 10 states away - it is apparent that the light rail plans and their effect on the Seattle Latvian Church and Center have caused a lot of concern among the Latvian Center members/participants. I am writing to request that you fully consider their opinions during the evaluation process about the effect of these plans on the Center's operations.

Thank you for your consideration, even of this e-mail from an out-of-area out-of-stater!

Roberts Kukainis

=====

Roberts Kukainis

roberts@kukainis.com

Tel # (864) 434-1656

I-274-001

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

From: Mara Lazdins <mlazdins@gmail.com>
Sent: Friday, September 13, 2013 5:32 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Board - Lynnwood Link Extension

To Whom It May Concern:

I am writing in response to the proposed Lynnwood Link Extension project. It is my understanding that this rail extension, would impact the Seattle Latvian Evangelical Lutheran Church & Center.

My husband was born and raised in Seattle. I met him for the first time at the Seattle Latvian Evangelical Lutheran Center. The American Latvian Youth Association held one of our board meetings at the center, which was followed by a social evening for Latvian youth and their friends.

This place holds deep meaning for my husband's family, friends - and now us, as a couple. It holds deep meaning to the Latvian community both in Seattle and throughout the United States. Every major city in the US has a Latvian Center like the one that the Lynnwood Link Extension is putting at risk. These centers are where we all (including myself growing up in Michigan), went to Latvian school as children, where we were baptised, confirmed, and married.

Although I am not a resident of Seattle, every time we visit my husband's family, there is some kind of function at the Center. We look forward to spending time at the Center, watching Latvian folk dancing, talking with family and friends and celebrating our culture and history.

I-275-001

Please consider and alternate route for this rail extension project. The impact this would have on the local Latvian community would be devastating. I cannot imagine if this happened to the Latvian center where I grew up.

The Latvian culture is a strong one. For Latvians who fled during the Soviet occupation and created new lives for themselves in the United States, this center is their home. It is not just brick and mortar. It holds deep cultural, spiritual meaning and I urge the Sound Transit Board to reconsider its extension plan.

Thank you for your time and consideration.

Regards,

Mara Lidacis

I-275-001

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

From: Danute Musteikis <danutemusteikis@gmail.com>
Sent: Friday, September 13, 2013 9:40 AM
To: Lynnwood Link DEIS
Subject: Latvian Center, Seattle , WA

I am writing you in response to your proposed transit changes which would impact the Latvian Center. Because we presently live in Olympia, it is difficult to attend meetings in Seattle regarding the proposed transit plans.

We(a Latvian/Lithuanian heritage family) have been regularly attending cherished functions at the Latvian Center since 1985. We have participated in weddings, funerals, yearly Independence Day commemorations and other joyful festivities such as St. Martin's Eve with the 3 Baltic communities and extended friends. One of our children was married at the Latvian Center's church. Our children have grown up with a strong connection to this place, and our hope is that our grandchildren will, too. There is a particularly unique motif at the Latvian Center which unites our distinct cultures. If you just step into the welcoming entry way, you may feel it too; the echoes of generations simply and powerfully sharing life.

I-276-001 | It would be a great shame to eviscerate this strong cultural bond, especially if other avenues for transit are available. Like the old song says, are you going to "pave paradise and put up a parking lot?"

Thank you for reading this.

Sincerely,

Danute Musteikis-Rankis & extended family

I-276-001

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

From: Corine Schmidt <mlw39.cks40@gmail.com>
Sent: Thursday, September 12, 2013 4:09 PM
To: Lynnwood Link DEIS
Subject: Scriber Park

I-277-001 | To destroy this wonderful natural environment that is a real gem and used by so many people and is the home to wildlife would be unforgivable. This option must be off the table NOW. Corine Schmidt

I-277-001

Thank you for your comment regarding Scriber Creek Park and the potential impacts of Alternative C1. The Sound Transit Board has identified a modified Alternative C3 as the Preferred Alternative, avoiding the impacts to the park.

September 11, 2013

Laura Swift
401 S. Jackson Street
Seattle, WA 98104

I-278-001

My name is Rolands Juris Abermanis. I am a member of The Seattle Latvian Evangelical Lutheran Church/Center. By now I'm sure your knowledge of the history of displaced Latvians is broadened significantly and I would like to share my concerns for the proposed plans for our church and community center. My parents fled their homeland of Latvia in the midst of WW II. They were very fortunate to be able to come to the United States of America to restart their lives. They settled in Detroit, Michigan and with other members of the Latvian community organized and established their church and community center, as displaced Latvians did all over the country. I was born in Detroit and for the first 4 -5 years of my life knew only one language, Latvian. I graduated from our local Latvian school, participated in our local folk dancing group and made lifelong friends. After finishing college in Louisiana, my wife and I started our family. Our children Andris and Helena were born in New Orleans. The total Latvian population in New Orleans, including our family of four, was six. Our Latvian heritage and culture would have probably come to an end if we had remained in Louisiana. My wife Jennifer and I wanted to give our children the memorable experience of learning the Latvian language along with traditions and cultural rituals that can only be experienced in a Latvian cultural center. That chance came when my wife's work offered us a move to Seattle. We immediately became members of the Latvian community in 1997. I gave up a career of 16 years in the petroleum industry so that my children would have the same opportunity that I had. Our family has now been a member of The Seattle Latvian Evangelical Lutheran Church/Center for more than 16 years. My children have graduated our Latvian school, know the language, and have made lifelong friends in "THEIR" Latvian community. Latvians have been displaced from our country of origin by the Soviet regime and now by their adopted homeland, specifically Seattle Washington. is planning on displacing us once more. Losing or altering our place of worship and cultural center will be to some elderly the last straw. For many of our elderly, this is a repeat performance of what happened to our original cultural center in 1969, to build of all things "a playfield". You know our stories and many of them sound very familiar. We "Latvians" are a very proud and hardworking people we will survive. Thank You. Awaiting your reply.

Respectfully,

Rolands Juris Abermanis
17428 93rd Ave NE
Bothell, WA 98011

I-278-001

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

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: MARKUS ALOIS ANOREJEVS

ADDRESS: 3818 - 228TH PL. SW

CITY: BRIER STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: MARKUSAAA@HOTMAIL.COM

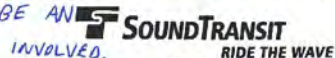
Please sign me up for project email updates

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

Comments

I HAVE BEEN A MEMBER OF THE LATVIAN COMMUNITY AND LUTHERAN CHURCH ALL MY LIFE. IN FACT, MY GRANDPARENTS HELPED BUILD THE COMMUNITY CENTER / CHURCH AND MY PARENTS MET HERE WHILE THEY WERE BOTH MEMBERS OF THE FOLK DANCE GROUP "TREJDEKSNITIS". I HAVE ATTENDED SCHOOL HERE, GONE TO CHURCH SERVICES, DANCED IN THE FOLK DANCE GROUP, SANG, PERFORMED IN TWO PLAYS, GONE TO CHRISTMAS BAZZARS, ATTENDED BOARD MEETINGS FOR THE WEST COAST LATVIAN EDUCATION CENTER, WEDDINGS, CHRISTENINGS, FUNERAL SERVICES, MOVIE NIGHTS, HEARD GUEST SPEAKERS, CONFERENCES, PARTIES, RUMMAGE SALES, ATTENDED POLITICAL EVENTS, AND EVEN ATTENDED OTHER BALTIC STATES EVENTS.

I-279-001 THIS CENTER SERVES AS A CULTURAL AND RELIGIOUS HUB FOR MANY PEOPLE UP AND DOWN THE WEST COAST. PLEASE DON'T TAKE AWAY OUR COMMUNITY CENTER!! THERE MUST BE AN



ALTERNATIVE TO SATISFY ALL GROUPS INVOLVED. SINCERELY, MARKUS ANOREJEVS

I-279-001

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

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Osha Andrejevs

ADDRESS: 3818 228th Place SW

CITY: Burien STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: osha.andrejevs@gmail.com

Please sign me up for project email updates

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Comments

I was not born into the Latvian community, but rather adopted by it. When my husband and I met 15 years ago our first date was a New Year's Ball at the Latvian Community Center. My first hint that this ^{community} was a very close knit family was when my date turned to me at midnight and excused himself so he could go to the next table and wish his grandparents (and all of the other members of the older generation) a happy new year. From that night on I knew that the Seattle Latvian community was the most supportive, connected, intergenerational community I had ever seen or heard of. I was quickly adopted into this family of over 700 core members despite my lack of knowledge of their culture or language. Since my adoption I have ^{been patiently taught about culture,} ~~learned about~~ dance (I have been an active ~~participant~~ ^{member} of Fredrikson's folk dance group for over a decade), the importance of human connection, and even a few Latvian phrases: ^{None of} ~~these~~ these things would have been possible and I would be a cultural orphan in this city without the Latvian church and community center. This place is where I learned about family, heart, and the Latvian culture, and continues to be one of the only places I feel truly at home, and accepted as I am. At the Latvian Community Center I have a purpose greater than myself.

I-280-001

I-280-001

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

I-281-001

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

From: Kathy Annas <kathyxst@comcast.net>
Sent: Thursday, September 19, 2013 11:00 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Light-rail Links

I-281-001 | Please register our preference for option C-3 as the location for the Lynnwood Light-rail link. This is the clear choice for me and the 3 registered voters who live at my house (husband and 2 adult children).

Thank you, Kathleen Annas

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mara Apsitis

ADDRESS: 14030 69th Ave SE

CITY: Snohomish STATE: WA ZIP CODE: 98296

EMAIL ADDRESS: _____

Please sign me up for project email updates

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Comments

I-282-001

The Latvian Center has been a part of my life since before I can remember. It is hard to separate my life from the Latvian community. My dad grew up here and my mom joined him when she moved here from Latvia. My grandfather also helped build the center. I feel like I have a community that I belong to, which is facilitated by this center. Here we have a place to gather ^{which} ~~the~~ accommodates a range of activities from Latvian card game night to a New Year's Eve dance party. Here we have a place to come together. I attended Latvian school here and remember the plays we put on, the Latvian poems that we memorized and delivered. My friends from school have come and gone now that I am in college, but my Latvian friends have lasted. I feel like they will be there for me, always, no matter what. It would be exceedingly difficult to meet with all of them if the Latvian Center no longer existed in the capacity that it does now.



I-282-001

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

From: Banionis, Arunas D.O. <abanionis@thedoctorsclinic.com>
Sent: Tuesday, September 17, 2013 1:32 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Center

Dear Sound Transit Staff:

I am a member of the Lithuanian-American community of Seattle. Our country has been built by immigrants from many countries to include those from the Baltic States of Lithuania, Latvia and Estonia. Immigrants from these nations have made many significant contributions to our country over the last several centuries. My parents were forced to leave their homeland of Lithuania due to the ravages of WWII and were welcomed warmly in their newly adopted country of America. My own mother who is Lithuanian was first welcomed to freedom in a Latvian Displaced Person camp in post WWII Germany and attended a Latvian school. Such gathering places such as the Seattle Latvian Center have maintained that same tradition and welcome new immigrants. These centers have been integral in integrating new immigrants into the American mainstream.

Upon arrival to the United States, my parents were welcomed warmly in a facility that is almost identical to the Seattle Latvian Center. In almost every major American city there are community centers and churches that were founded by Baltic immigrants. They have served as a welcoming place to individuals who wished to preserve their cultural heritage. Such community centers played an integral part in facilitating the independence movement in these countries in the late 80s and early 90s that led to independent democratic states of Lithuania, Latvia and Estonia. Schools, folk dance groups and other organizations flourish around these types of centers. Existence of this center was key for establishment of the Baltic Studies program at the nearby University of Washington. The City of Seattle takes pride in the accomplishments of all of its immigrants, yet now a major construction project threatens the very existence of the Seattle Latvian Center.

It has come to my attention that the Seattle Latvian Center could be closed for an extended period of time due to construction of a light rail line or even outright closed. This center plays a vital role for the Baltic community here in the greater Seattle area. In these difficult economic times it is not feasible to just to "pull up the stakes and set up camp elsewhere". I kindly request that integrity of the Seattle Latvian Center be maintained and that adequate parking and access be allowed during these difficult times. A forced relocation or closure of this facility would be a terrible blow to the Seattle Baltic community. I strongly urge you to keep the Latvian Center open as it plays a significant role in our community.

With kindest regards,

Arunas T. Banionis, D.O.

I-283-001

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

I-283-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS BIRNBAUMS

ADDRESS: 4920 - 123RD P.S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS:

Please sign me up for project email updates

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Comments

FOR THOSE OF US WHO EITHER LIVE IN THE NORTH OF NORTHGATE RESIDENTIAL COMMUNITY, OR PRAY AT THE LATVIAN LUTHERAN CHURCH, MY CONCERN IS AS FOLLOWS.

I-284-001

THE TRAIN TRACKS ARE PLANNED THRU THE COMMUNITY, CREATING DESTRUCTION OF PROPERTY, BUT THERE IS NO BENEFIT TO THE COMMUNITY. NOT HAVING ANY STOPS BETWEEN THE NORTHGATE TRANSIT CENTER AND SOMEWHERE NORTH OF 130th STREET, DOES NOT ALLOW THE COMMUNITY TO USE THIS TRAIN SERVICE. THEREFORE, THERE IS NO BENEFIT, ONLY DISRUPTION.



I-284-001

Thank you for your comment. The Lynnwood Link Extension light rail project is designed to be a benefit to all who travel the corridor between Northgate and Lynnwood. The potential station at NE 130th Street is approximately 0.7-0.8 miles north of the Latvian Evangelical Lutheran Church, while the Northgate Station is approximately 1.5 miles south of the church, but with bus service, or by bike, walking, or by car, the station would be accessible to church or center users. Bus services may also be realigned to better serve the rail station, which may help improve transit access; however, any bus realignment would be determined by King County Metro.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS BIRNBAUMS

ADDRESS: 4920 - 123RD PL. S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

Comments

AS A LONGTIME MEMBER OF THE LATVIAN LUTHERAN CHURCH,

I AM VERY CONCERNED ABOUT THE IMPACT AND CHAOS THIS PROJECT WILL CREATE. IT WILL CHANGE OUR WAY OF LIFE AT THE CHURCH AND THE UNIQUE CULTURAL CENTER, THE ONLY ONE IN THE STATE OF WASHINGTON.

IF THIS PROJECT REQUIRES THE LOSS OF THE PRESENT ACCESS, PARKING, AND THE CARETAKER'S HOUSE, MY EXPECTATION IS THAT SOUND TRANSIT WILL PROVIDE FAIR AND JUST COMPENSATION FOR THE PROPERTY LOSS. ALSO THE SAME APPLIES TO DAMAGE DURING CONSTRUCTION, PLANNED OR ACCIDENTAL.

I-285-001



I-285-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of 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 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing 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 portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-286-001

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

From: Jonathan Blubaugh <aracfi@msn.com>
Sent: Friday, September 13, 2013 12:32 PM
To: Lynnwood Link; Lynnwood Link DEIS
Cc: Kathleen Snyder; Terry Nightingale; Susie Schaefer; suemiller1@gmail.com; Qinglin Ma
Subject: Friday webcast

Gentlepeople,

I-286-001

I just learned about the three Lynnwood alternatives during a nature walk I gave at Scriber Lake Park on Sunday in conjunction with Edmond's Puget Sound Bird Festival. We quickly collected 28 signatures supporting Alternative C3 because of its minimal impact on Scriber Creek Park. Of the 28 signatories eleven separate municipalities are represented in Snohomish and King Counties. So like the light rail itself, the park is not just a town asset, but a regional asset.

The Environmental Project Engineer stated during today's webcast that C3 has little or no impact in Scriber Lake Park.

I am requesting the Pilchuck Audubon Society Board of Directors to take a position supporting C3.

I will mail in the petitions this afternoon.

Jonathan Blubaugh
425-244-7366

Sent from Windows Mail

Petition to Save Scriber Creek Park and the Wetlands Say NO to Alternatives C1 and C2

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives 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.

| Signature | Printed Name | Address | Phone | Email |
|-----------|--------------------|--|----------------|----------------------------|
| | Douglas Resnick | 7802-185 th Pl. SW, Edmonds Snowline | 425-776-4811 | dresnick1@comcast.net |
| | Lisa Bourgon | 621 NW 175 th Pl | 206 846 0411 | labourgon@sig.hub.com |
| | ROBERT BOURGON | 621 NW 178 th Pl 5 th Fl. R. 172, 206 | 206 546 0411 | ROBERT.BOURGON@SIG.HUB.COM |
| | Sharon Snedden | 510 Forsyth Lane | 425. 176. 4498 | |
| | Judy Borer | Auburn WA 12725 SE 312 th | 806.433.7349 | grannyjude@216.yahoo |
| | Michele M. Riordan | 507 NE Northgate Seattle, WA 98125 | 206-351-1929 | |
| | Patrice VanDine | 185 232nd Pl. SW Bothell WA 98021 | 206 664 2479 | pvandine@comcast.net |
| | Charlene Seelkast | Lynnwood WA 98021 | 206 664 2479 | csellkaste@gmail.com |
| | Barbara Hiner | 4300 179 th Pl SW Lynnwood WA 98037 | 425-787-1667 | barbarahiner@sympatico.com |
| | Lynne Graber | 10725 24 th St SW Edmonds 98020 | 946-546-4666 | |
| | Lynne Graber | 1950 SE 63 rd Pl. Nether Island 99040 | 206-232-9074 | |
| | Roba Bietak | 4505 25 th St SW Moundview Terrace, WA 98045 | 609-468-7169 | |


**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives 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.

| Signature | Printed Name | Address | Phone | Email |
|-------------------------|-------------------------|---|------------------------|---------------------------------|
| <i>Jay Lloyd Lison</i> | <i>Gay Lloyd Sisson</i> | <i>Kent WA 98034</i> | <i>206 353 7973</i> | <i>jloyd@comcast.net</i> |
| <i>Alana Fairbank</i> | <i>Mari Fairbanks</i> | <i>8022 202 St SW SO 98026</i> | <i>425-771-5370</i> | |
| <i>Alyssa Fandemur</i> | <i>Alyssa Fairbanks</i> | <i>8622 202 St SW Edmonds WA 98026</i> | <i>425-876-1844</i> | |
| <i>Lisa Anders</i> | <i>Lisa Aikens</i> | <i>19230 84th Ave W Edmonds WA 98026</i> | <i>425-775-4778</i> | |
| <i>Daren Anderson</i> | <i>Daren Anderson</i> | <i>20208 84th Pl West Edmonds WA</i> | <i>425-778298</i> | <i>danderson@comcast.net</i> |
| <i>Bill Anderson</i> | <i>Bill Anderson</i> | <i>" "</i> | <i>" "</i> | <i>billanderson@comcast.net</i> |
| <i>Janae Schreyer</i> | <i>Janae Schreyer</i> | <i>10075 9th Ave W SO 98026</i> | <i>425-244-7633</i> | <i>janaf@msn.com</i> |
| <i>Wendy Schreyer</i> | <i>Wendy Schreyer</i> | <i>1055 Edmonds St Edmonds WA 98026</i> | <i>425-771-7665</i> | |
| <i>Lynette Petrie</i> | <i>Lynette Petrie</i> | <i>430-3rd Ave So</i> | <i>425-712-1574</i> | |
| <i>Laura Dahlen</i> | <i>Laura Dahlen</i> | <i>21315 80th Ave W North Lynn WA 98026</i> | <i>361-651-2120</i> | <i>laura.dahlen@comcast.net</i> |
| <i>Eileen Weintroub</i> | <i>Eileen Weintroub</i> | <i>11915 37th Ave NE</i> | <i>LF 425-780-7807</i> | |

**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives 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.

| Signature | Printed Name | Address | Phone | Email |
|---|--------------|--------------------------------------|--------------|------------------------|
|  | Clark Cooper | 17409 71st Ave W Edmonds WA | 425-209-8978 | regi_coppe@comcast.net |
|  | JAMIE KIRK | 19725 48th Ave W APT 11 | 425-876-9918 | jamie.kirk@yale.edu |
|  | Pamela RENTZ | 10025 9TH AVE W. EVERETT WA 98204 | 425-244-3585 | BARBARA@COMCAST.NET |
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**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

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| Signature | Printed Name | Address | Phone | Email |
|---|-----------------------|--|---------------|-------------------|
|  | Priscilla K. Huerfano | 2130 G 95 th AVE W Edmonds 98020 | 425-6410-5484 | prkru@comcast.net |
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Say NO to Alternatives C1 and C2**

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| Signature | Printed Name | Address | Phone | Email |
|---|--------------|---|------------|------------------|
|  | Qinglin Ma | 12900 NE 76th St. Kirkland, WA 98033 | 4253736466 | qinglin@eric.com |
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**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

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| Signature | Printed Name | Address | Phone | Email |
|---|-------------------|--------------------------------|--------------|--------------------------|
|  | Terry Nightingale | 13724 34th Ave NW Northwest | 206-619-2383 | +nightingale@comcast.net |
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