



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: James Monroe
 ADDRESS: PO Box 851
 CITY: Lake Stevens STATE: WA ZIP CODE: 98258
 EMAIL ADDRESS: jmonroe642@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-131-001

Long time supporter of light rail (grew up on it in New York + Chicago). Glad to see it finally here in Seattle. LONG OVERDUE!

I-131-002

I strongly encourage using the freeway medians for at-grade or above grade use of the right of way. Land is already being used for transportation and would not impact land owners adjacent to freeways as delineated in several alternatives.

To achieve this in places reduce number of lanes on freeway. You want those people on the train. They won't need their vehicles. Therefore, no need for the pavement.

Thanks to the team that put this together.



I-131-001

Thank you for your comment. Sound Transit appreciates your support.

I-131-002

The proposed rail alignment is primarily sited in existing right of way outside of traffic (i.e. I-5) to avoid operating and safety conflicts. Removing capacity on the freeway in order to construct light rail would greatly worsen congestion and degrade overall transportation system function. Construction impacts would also be much higher. An above-grade alignment would also need to have more space in the median than is available from Northgate to nearly Mountlake Terrace, would conflict with multiple existing bridges/overcrossings, and would lack room for stations.

Section 2.5 of the Final EIS explains the factors affecting the range of alternatives. The factors reflect the constraints posed by I-5 and its limited available right-of-way, as well as other community and environmental conditions along the project corridor. In addition, refer to the I-5 Light Rail Compatibility Report (Sound Transit 2012, included as Appendix Q of the Final EIS) which is the basis for the conceptual engineering of the Draft EIS alternatives and their assumptions about the use of WSDOT right-of-way.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CRAIG MURPHY
 ADDRESS: 2345 N. 179th STREET
 CITY: Shoreline STATE: _____ ZIP CODE: 98133
 EMAIL ADDRESS: Cemurphy1958@hotmail.com
 Please sign me up for project email updates

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Comments

I-132-001

185th STATION
 Please work with & encourage other agencies (City of Shoreline etc) to make sure that high quality/safe walking & biking access is also in place at the time the 185th street station is opened. This should include well lit bike lanes & side walks not only on 185th but also on streets entering neighborhoods & parks - such as 185th, 10th NE, 1st Ave NE (N+South of 185) 179th (Borders Cromwell Park entrance) 5th Ave NE.

I-132-002

145-OR 155 - MAKE A GATEWAY INTO SHORELINE & NOT JUST A TRANSIT CENTER THAT PEOPLE WANT TO GET OUT OF QUICK - MAYBE COMMERCIAL DEVELOPMENT AROUND THE CREST & CAFE AROMA - PUB, RESTAURANT, COFFEE SHOP?



I-132-001

Thank you for your comment regarding pedestrian and bicycle access to the 185th Street Station. Non-motorized access to light rail stations is an important component of Sound Transit systems as reflected in the Transit Oriented Development, Sustainability, and System Access Policies. The Preferred Alternative identifies improvements in the station area (see Chapter 2 as well as Appendix F for details). Sound Transit will continue to work with partner agencies, including the City of Shoreline, on complimentary access improvements.

I-132-002

Sound Transit and the City of Shoreline have been coordinating in station planning, and Shoreline has been conducting its own subarea planning process for potential comprehensive plan amendments. Please see Section 4.2.2.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Orr

ADDRESS: 1618 Bellevue Ave #302

CITY: Seattle STATE: Wa ZIP CODE: 98122

EMAIL ADDRESS: Sluggo.ster@gmail.com

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Comments

I-133-001

Link and the Lynnwood Extension are vital to giving the region an effective alternative to driving. The most important criteria for station siting is proximity to neighborhood centers, bus/bike/pedestrian access, and TOD opportunities.

130th station is vital. So alternatives A5 or A10 are best. 130th is necessary to give Lake City and north west Seattle effective access to Link via a feeder bus, which would also connect those two areas together. We don't need the elevation of A7 and A11 because there are no traffic crossings to eliminate or spectacular views to sea, so save money and build at-grade.

It's hard to choose between 145th and 155th, but 155th is ^{slightly} better due to being a pedestrian-friendly street.



I-133-001

Your comment regarding the benefits of stations at NE 130th and 155th Streets is noted. Consistent with the Sound Transit Board's direction for a Preferred Alternative, the Final EIS includes an option for a station at the NE 130th Street.



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-133-001

(continued)
Without traffic congestion, and fewer major parcels that would block up zoning, and being closer to the Issaquah/Aurora center and existing Crosstown bus 330. ~~from~~

I-133-002

Mountlake Terrace station must be on the east side of the freeway to facilitate transfers to buses and a shorter walk to the city center. 220th station may be a good idea if Snohomish County residents support it. So either B2, B2A, or B4 would be ok.

I-133-003

Lynnwood station should be on the north or west side of the transit center to give a shorter walk to the emerging urban village, so C1 or C2 are ok. C3 is bad because it's the longest walk from the city center and has no immediate walkshed, being sandwiched between the park ~~side~~ and I-5.

I-133-004

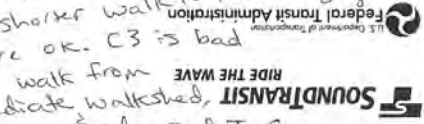
~~there have been objections~~
Do not allow concerns about impacts to Scriber Lake Park or the Latvian Center to stand in the way of effective transit for hundreds of thousands of non-drivers and would-be non-drivers in the region. This is our best and only hope to have effective rapid transit in the region, so we must think long-term.

PLACE
STAMP
HERE

TO SUBMIT YOUR COMMENT BY MAIL:

Fold this page and seal with tape, stamp and mail to address provided.

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



I-133-002

Your preference for Alternative B2, B2A, or B4 is noted. The Sound Transit Board has identified Alternative B2 as the Preferred Alternative. The Preferred Alternative as discussed in the Final EIS includes a station on the east side of I-5 at the Mountlake Terrace Transit Center and further considers an option for a station at 220 Street SW. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-133-003

Thank you for describing your concerns about walkability with Alternative C3, which led to your preference for Alternatives C1 and C2. The Sound Transit Board has identified a modified Alternative C3 as the Preferred Alternative. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-133-004

Thank you for your comments. Sound Transit appreciates your support for the project.

Thank you for your input!

Search for separate comment

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Orr

ADDRESS: 1618 Bellevue Ave #302

CITY: Seattle STATE: Wa ZIP CODE: 98122

EMAIL ADDRESS: Sluggaster@gmail.com

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Comments

Link and the Lynnwood Extension are vital to achieve an effective non-automobile

Multiple horizontal lines for additional comments.



I-134-001

Thank you for your comments. Sound Transit appreciates your support.

I-134-001



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CHRISTOPHER PALMS

ADDRESS: 1519 NE PERKINS WAY

CITY: SHERBURNE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

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Comments

I-135-001

FOR THE 185TH ST STATION I THINK OPTION 2
OFFERS THE BEST COMBINATION OF DIRECT ACCESS
FROM PARKING & REDUCED IMPACT TO NEIGHBORING
HOUSES.



I-135-001

Your preference for the 185th Street Station, Option 2, is noted. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Diana Petersons

ADDRESS: 12015 E. Gibson Rd

CITY: Everett STATE: WA ZIP CODE: 98204

EMAIL ADDRESS: dilunik@hotmail.com

Please sign me up for project email updates

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Comments

I-136-001

My family moved to the Seattle area in 1987 and our family became the caretakers of the Latvian Lutheran Church. We grew up attending Latvian School, going to Latvian folk dancing, helping w/ senior citizen lunches, going to Latvian Bazaars and other numerous activities. This is the life of a Latvian-American child and continues into adulthood. By building this light rail system, you affect the senior community that built this center by hand w/ ~~thousands~~ donations collected over 40 yrs ago. You affect my age group who is now bringing their children to school and continuing the culture - you are affecting the future Latvian children, as well as our fellow Estonian and Lithuanian members who also share our center. We have had to move before due to imminent danger - please do not make us move again - we will not find a "home" that carries the significance of this center. Sincerely, Diana Petersons



I-136-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Modris Petersons

ADDRESS: 11716 3rd Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: _____

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Comments

I-137-001

We are the caretakers at the Latvian Lutheran Church. We are originally from Milwaukee WI. Every major city in America has a Latvian community center. Most of the centers were built by the "greatest generation". We noticed that when we took over the center, unlike other centers, there is the whole west coast Latvian community that uses the church and center. Not just the city of Seattle.

I-137-002

To resolve the issue with no major hassles and a devastated Baltic community, shorten the 130th street exit. It's silly to have such a long exit lane. Go see for yourself, just move the rail over 50' and shorten the lane. It would work, if we use a "common sense" solution.

Thank you



I-137-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

I-137-002

Your suggestion regarding the NE 130th ramp is noted. See the conceptual design developed for the Preferred Alternative in Appendix F.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nikol Petersons

ADDRESS: 11716 3RD AVE NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: menestins1@yahoo.com

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Comments

I-138-001

The significance of the Latvian Lutheran Church of Seattle to the Baltic Community ~~is~~ is undescrivable. The devastation between 3 cultures and the loss of their church is too much to bear. I really hope that Sound Transit provides a different approach to building the link rail from Northgate to Lynnwood rather than running through the church parking lot creating little to NO access. Please consider that you're not just demolishing a church but 3 baltic communities.

Latvia, Lithuania, Estonia!!!



I-138-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nikol Petersons

ADDRESS: 11716 3RD AVENUE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: menestins4@yahoo.com

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Comments

I-139-001

In regards to the Latvian Luth. Cultural Center and Community center, having no access to the church/center would have a catastrophic effect on the Baltic Community. Where would we go as a whole to sustain our culture and language???

Having no access is not acceptable

thank you.

NIKOL



I-139-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ravin Pierre + Polina Yurova

ADDRESS: _____

CITY: Lynnwood STATE: WA ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-140-001

For Segment C alternative, I prefer C3.



I-140-001

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

Aldis Raisters
3936 NW 17th Ave
Camas, WA 98607

Roger Iwata
North Community Outreach Lead
Sound Transit

August 24, 2013

Dear Mr. Iwata:

Re: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

The purpose of this letter is to voice concerns over the plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, which includes alignment along the east side of I-5, impacting private property owners and community groups.

I-141-001

The primary concern is the proposed extension and alignment onto the property of the Seattle Latvian Center, which could potentially limit or completely eliminate street access to the Center's parking lot, cutting off access by Center users and rendering it unusable. The church and center is a custom built and planned facility for the Seattle Latvian community which includes a church, full service kitchen, school rooms, library, and the main hall area which includes a stage. This structure is utilized by the Seattle Latvian, Estonian, and Lithuanian communities for religious functions, community events, family gatherings, birthdays, baptisms, confirmations, end of life ceremonies, and extended to the Seattle community through rental opportunities. Weekly usage of the center includes but is not limited to, church services, folk dance practices, choir rehearsals, Latvian school classes as well as other special interest groups.

The Seattle Latvian community is not only active within the city of Seattle, but also on a national and international level, most recently having taken part in the Latvian Song and Dance Festival in Riga, Latvia. Collectively, they have contributed to the culture of the city on a continuous basis at such events as the Folklife festival and the Baltic Rights of Spring performance at the Seattle Public Library. The American Latvian Association recently held their annual Congress meeting in Kent.

Having spent many years of my childhood at this center it is considered a second home and the growth place of my Latvian heritage. Many Saturdays were spent at the Latvian school learning about culture and language while my other friends watched Saturday cartoons. Sundays were the day for attending church and folk dance rehearsal, both which were and still are located at the center. I was baptized and confirmed at the center as were other Latvian community youth.

Loss of this center would be an irreparable setback for all involved communities. The current center was built after the first Seattle Latvian Center in Tacoma was claimed by Eminent Domain for an I-5 expansion project in the 1970s. The Latvian community would be hard pressed to repeat this relocation effort in the current economic, real estate climate.

The Link Light Rail system is a much needed improvement in the Seattle area and should be celebrated for connecting communities and improving Seattle's access to the areas many cultural, recreational, and business uses. This project should enhance, not threaten the existence of this sort of community center.

Please take the Seattle Latvian Center and Lutheran Church in to consideration as Sound Transit continues plans for its Lynnwood Link Extension and work with them to come to a solution that works for both parties.

Thank you,

Aldis Raisters

I-141-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ERIC RAISTERS

ADDRESS: 10507 64th Pl. W

CITY: MUKILTEO STATE: WA ZIP CODE: 98275

EMAIL ADDRESS: raisters@comcast.net

Please sign me up for project email updates

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Comments

I-142-001

This comment is in regards to the Latvian Lutheran Church property. I am concerned that the headlights of the train, if the elevated option is chosen, will shine in the north & east facing windows during evening services. Since the trains will come every 4-10 minutes this means services will be disrupted 3-7 times. What are options to mitigate light "pollution" from the trains?



I-142-001

Additional discussion of headlight impacts of light rail trains has been added to the Final EIS, Section 4.5. For the Latvian Evangelical Lutheran Church, the orientation of the route is roughly parallel to and approximately 50 feet from the nearest building and the focus of headlights on the rails will limit the potential for headlights to shine directly into church windows. In addition, noise walls are currently planned between the light rail line and the church; see Appendix G Figure G-17 for a photosimulation of the Preferred Alternative, looking from the church grounds.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mrs Vija Rauda

ADDRESS: 1741 NE 105th St

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: _____

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Comments

I-143-001

It is not acceptable to me that any part of Latvian Lutheran Church property is taken by Sound Transit. The church and community center was built in 1970-71 by volunteers and donated money (no taxpayer funds!) My father, Alfreds Pajarnis, was one of the volunteers - workers with 400+ hours. My sons were christened, went to Latvian School and danced in Treidenmitas ^{They dance at Folklife Festival, Seattle library events, Nordic Museum} for many years. Now their children are attending Latvian School and my niece is still dancing in Treidenmitas. I have been active in church but even more in Embroidery group for last 20 years. We meet on Monday and Saturday every other week. Our ^{hand} more support to the Latvian Center. I go to the Latvian Church Community every week for some activity.



I-143-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

From: wyvonne ray <greenflowergoddess@comcast.net>
Sent: Sunday, August 25, 2013 4:35 PM
To: Iwata, Roger; Lynnwood Link DEIS
Cc: Tami Johnson; sonia glenn
Subject: Comments regarding August 20,2013 Northgate Community Meeting

Hello Mr. Roger Iwata,

My name is Wyvonne Ray. I live in the Northgate area and spoke with you at the Northgate Community Center August 20, 2013 to discuss the LLE project. My address is 12045 5th Avenue NE, Seattle Wa. 98125. During the discussion you mentioned that my home would be considered a "partial acquisition" versus a full acquisition.

- I-144-001** | I have the following concerns and would like your feed back addressing my concerns at your earliest convenience:
- I-144-001** | 1. A partial acquisition will not be an option due to the retaining wall being pushed-moved to close to my home, needing to remove my current garage structure and trees.
 - I-144-002** | 2. Increase noise and vibrations leading to Insomnia due to having the new LLE in place 24/7 in the Northgate area.
 - I-144-003** | 3. Devaluation of my current home and property. No one would be interested in buying a home this close to a light rail system. I would not be interested if I was a potential buyer.
 - I-144-004** | If you are interested in obtaining my home and property to complete the LLE, I would be open to discussing a "full acquisition" proposal.

Best Regards,

Wyvonne Ray
12045 5th Ave NE
Seattle WA 98125
206-679-9138

1

I-144-001

Thank you for your comment. Final determinations of the property needs for the project, including acquisitions (full or partial) and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects. Sound Transit is available to answer questions and provide additional information about the acquisition and relocation process, so please feel free to contact the Lynnwood Link Extension project outreach staff member, Roger Iwata at: roger.iwata@soundtransit.org.

I-144-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. 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. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. Mitigation is also proposed to address vibration for your property, as discussed in the Noise and Vibration Technical Report, Chapter 5.

I-144-003

Section 4.3.4 of the Draft EIS acknowledges that some studies have documented decreased property values, particularly along a light rail route rather than in the vicinity of a station. Other studies have shown increases in the value of some properties on or near rail alignments. Negative impacts on property values would most likely occur when the light rail project results in noise and visual impacts noticeably greater than what currently exists. At your property, the alignment would be in a retained cut, which would lessen the potential for visual impacts. Noise impacts would be mitigated as described above.

I-144-004

Your preference for a full acquisition proposal has been noted. Please see the Final EIS for the current proposed list of potentially affected properties. However, Sound Transit will not finalize which properties will be full or partial acquisitions until final design, which is after the environmental review process is complete and after Sound Transit has selected the alternative to be built. Please contact Sound Transit for further discussion of your property.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Reres

ADDRESS: 11735 12th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: mikereres@mail.com

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Comments

I-145-001

I wish only to express my support for a station at 130th as defined by alternative the segment A alternatives A5, A7, A10, and A11. I believe that increasing access to the link light rail will make it more rider and neighborhood friendly. Thanks for bringing this kind of mass transit to Seattle!



I-145-001

Thank you for your comment stating your preference to have a light rail transit station at NE 130th Street, as represented in Alternatives A5, A7, A10, and A11.

From: Sonja Olson Feuerborn <sonjafire@gmail.com>
Sent: Friday, August 23, 2013 9:58 PM
To: Lynnwood Link DEIS
Subject: Support to save the Latvian Community Center

Hello,

I-146-001

I wanted to add my voice to urge you to consider alternate routes for the Sound Transit light rail Lynnwood extension that would preserve the Latvian Lutheran Church and community center. This building has been a part of my and my family's lives for decades, and has served as a link for Latvian Americans in Seattle and the entire West Coast. I went to church, Latvian Saturday school, and had my wedding reception in that building. My children now go to Latvian school in that building to preserve our family language and traditions and we often attend the church services. This building is so meaningful to so many people, and it continues to thrive and provide a space where a cultural group is able to keep family & cultural traditions alive. It is also a church, place of worship, and school. It also serves as an essential location that brings together Estonian and Lithuanian families who live in this area. My grandmother's generation, who came to this country in exile, worked SO HARD to build this building and community in order to preserve their traditions and language, and it is working. It would absolutely not be right to take that away.

I also absolutely love the fact that more public transportation is being built and certainly do not think this project should not happen, just that it needs to be done so that important cultural sites that have such meaning to such a large community are not impacted.

Thank you!

Sonja Olson
Seattle, WA

I-146-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Michael / Wen-Mei Rhynard

ADDRESS: 20220 52nd Ave W

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: mrhynard@juno.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.

p.s. I (we) like C3 the best.

I-147-001

Comments

I-147-002

Where I live the address shows my house is (orange color) severe noise impact Requiring mitigation after the rail is finish and we find the noise is to high for us. I understand we might able to have extra insulation to help with the noise. But how about summer time. We have our windows open. deck sliding door open all the time during summer and other times. cause I like my house have air flow. that means insulation in summer while not help with the noise. Do you have other option for us? or we have to suffer with the noise during the summer time??
Thank you for your time.

I-147-003

We I am not against the light rail. I believe will help with the traffic. and hope the environment around the transit will be more beautiful. Help us move and out more green.



I-147-001

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

I-147-002

The Preferred Alternative evaluated in the Final EIS is a modified version of Alternative C3, which would not be located near your residence. If Alternative C1 or C2 were constructed, there would be a noise wall along the entire elevated structure from I-5 to the Lynnwood Transit Center Station, so your residence would be protected from noise by noise walls.

I-147-003

Thank you for the support. Sound Transit appreciates your comments.

From: Valdis Riekstins <valdis_riekstins@bd.com>
Sent: Friday, August 23, 2013 2:41 PM
To: Lynnwood Link DEIS
Subject: PLEASE SAVE THE LATVIAN CENTER!
Attachments: ST_Expansion.pdf

August 23, 2013

From:
Valdis J. Riekstins
14513 NE 178th PL
Woodinville, WA 98072
(206) 313-4874
valdisr@gmail.com

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

Re:
PLEASE SAVE THE LATVIAN CENTER!!

Dear Sir or Madam:

I-148-001

I am writing today to express my concerns over the planned light rail extension to Lynnwood... specifically how this project is going to impact our community's church and cultural center next to I-5 near 117th and 3rd. This building is a HUB to our community – a landmark and monument to an immigrant community who designed, financed, and built it themselves, and it is imperative that it be allowed to continue its function as it is, where it is.

I am a member of the local Latvian-American community. I was born in Edmonds, WA. I represent the second generation of my family to be born outside of Latvia.

My grandparents were forced to flee Latvia during the Second World War when Soviet Russia invaded the Baltics for the second and final time of that conflict. Like so many in their generation, they fled to Germany to await paperwork to immigrate to a new land to seek a better life for their families.

I-148-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

With little-to-nothing to their names they finally arrived in America and began to start a new life, from scratch. Through hard, honest work and an incredible community of other Latvians joining together, they not only survived but thrived, and in the 1950's the community purchased a church. Not 10 years later the city claimed this church as eminent domain, and our community again came together to start from scratch.

On a new piece of land the Latvian community together designed, financed, and constructed the Latvian Lutheran Evangelical Church and Community Center as we know it today. This building may be listed as a "church" in Sound Transit documentation... but it is so incredibly much more to the communities it serves.

This building is the HUB of not only the Latvian, but also the local Estonian and Lithuanian communities with reach as far away as Alaska, California, and well into central US and Canada. This building has been the home of the Seattle Latvian School for over 50 years... a school I myself attended as a child and where my children will be returning in September to continue their studies. This building has been the rehearsal and performance space for the local Latvian folkdance group "Trejdeksnitis" for just as long... a folkdance group where my parents met and fell in love, and also where my wife and I danced when we were younger. The Latvian Center acts as the official polling place for Latvian, Lithuanian, and Estonian elections to serve citizens of those countries who reside in our region. The Center also hosts countless academic society functions, weekly choir rehearsals, community weddings and celebrations, art exhibits, musical performances, plays... the list goes on and on. The presence of this center has also been instrumental in the establishment and perseverance of the Baltic Studies program at the University of Washington, and is a meeting place and home to many Baltic organizations with charitable missions both domestic and abroad.

And yes, it is also a church which offers services regularly in the native languages of Latvia, Lithuania, and Estonia. A church where my father and I both were confirmed, the church where I was christened, the church where I have seen countless friends and family wed, and the church where I've bid a final farewell to several others.

It is imperative that this building face minimal impact from the Sound Transit expansion to Lynnwood... both during construction and after completion. Elimination of the Latvian Center for Sound Transit expansion CAN NOT be considered in your construction plans. The loss to our communities would be completely devastating.

This building is priceless to our communities, and it just CAN NOT be replaced or substituted or adequately compensated for!

I implore the decision-makers at Sound Transit...

PLEASE PRESERVE THE LATVIAN CENTER!

Thank you for your time and consideration.

Sincerely,

2

Valdis J. Riekstins
(206) 313-4874
valdisr@gmail.com

Valdis J. Riekstins
Staff Electrical & Firmware Engineer



BD Cytopeia: Advanced Cytometry Group
12730 28th Ave NE; Seattle, WA 98125 USA

Office: (206) 364-3400 x27; Fax: (206) 364-3460
Mobile: (206) 313-4874 (emergency use only please)

Email: Valdis_Riekstins@bd.com
Website: www.BD.com



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Corporate Headquarters Mailing Address: BD (Becton, Dickinson and Company) | Becton Drive Franklin Lakes, NJ 07417 U.S.A.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Valdis J. Riekstins

ADDRESS: 14513 NE 178th PL

CITY: Woodinville STATE: WA ZIP CODE: 98072

EMAIL ADDRESS: valdisr@gmail.com

Please sign me up for project email updates

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

Comments

I-149-001

I am extremely concerned about the impact this ST extension project will have on the Latvian church & community center near 117th & 3rd

This building is a living landmark to the community that designed, financed, and built this structure. It serves our community as so much more than just a house of religion. It is the HUB of our Baltic communities here in the Pacific NW.

Any impact the extension project will have on our center must be minimized!

over →



I-149-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Lynwood 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: LynwoodLinkDEIS@soundtransit.org

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

I-149-001

PRESERVE OUR LATVIAN CENTER! IT IS PRICELESS TO OUR COMMUNITY — ITS ELIMINATION CAN NOT BE A CONSIDERATION IN YOUR EXPANSION PLANS!!



TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp and mail to address provided.

Thank you
for your input!

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

PLACE
STAMP
HERE



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Rebenis

ADDRESS: 14502 25th Ave. SE

CITY: Mill Creek STATE: WA ZIP CODE: 98012

EMAIL ADDRESS: J.Rebenis@yahoo.com

Please sign me up for project email updates

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I-150-001

Comments

I support Light Rail. I work for HMM on the U-Link project. I am Latvian. I helped build the Latvian church and Community Center. We lost our ~~the~~ first community center to City of Seattle for a park. This center is the cultural hub for the Baltic community. It is used by many people for various functions through out the year. I believe we are adaptable. We can live with change. We do not want to lose our gathering place. We do not want to lose our constant. Please make it happen.



I-150-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

TO WHOM IT MAY CONCERN;

I-151-001

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

THANK YOU,



I-151-001

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

TO WHOM IT MAY CONCERN;

I-152-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-152-001

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



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Pam & Ric Rozum

ADDRESS: 336 NE 148th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: prozum@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-153-001

Where our house is located, we are concerned that the value of our home will be greatly depreciated by either option 1 or option 2 of the station choice at NE 145th St. This same concern exists relative to the link line going through our neighborhood. Other concerns are

I-153-002

with a parking structure across the street, we would have more:
 - cars in & out of the garage (in Option 1 directly across our driveway)
 * lights in our windows all the time
 * traffic (500-650 movements twice a day)
 * privacy
 * pedestrians increase
 * bicycles
 * exhaust emissions
 * litter
 * crime
 * security
 * homeless people

I-153-003

- noise from the station signals 20 hrs/day
 - relocated ramp would move noise from accelerating traffic on on ramp

I'm sure we have many more concerns but our biggest is the devaluation of our property value



I-153-001

As discussed in Section 4.3.4 of the Draft EIS, improved transit access along with other amenities such as street improvements, including sidewalks and landscaping can positively affect the convenience, visibility, and desirability of surrounding residential properties. Sound walls needed for the light rail project also have the potential to lower traffic noise from I-5 in the area. The discussion cites research showing that station areas can see increases in property values, but it also notes other factors such as general neighborhood conditions, overall market forces, and local government planning policies as also being important determiners of value. However, the Preferred Alternative features Alternative 3 Option 2 for the NE 145th Street Station parking garage, which would place the parking garage one block south of NE 148th Street.

I-153-002

Sound Transit works with local jurisdictions during final design of stations and park-and-ride garages to integrate them into the surrounding neighborhood and alleviate/minimize their adverse impacts. As noted above, the project would include street and sidewalk improvements, landscaping, lighting, and other amenities. Visual effects are discussed in Section 4.5, with mitigation described in Section 4.5.6. The project features intersection and street improvements to help alleviate congestion, as discussed in Chapter 3, Section 3.2.4. The potential for safety and security impacts is addressed in Section 4.14 and emissions are addressed in Section 4.6, but no adverse impacts are anticipated. There would be increased activity in the station area, including pedestrians and bicyclists, but increased levels of activity can have a positive effect on safety and security. Sound Transit also would maintain the stations to be clean and sanitary, with active surveillance systems that include security personnel and coordination with local police, fire, and other emergency service providers.

I-153-003

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike G Sanchez

ADDRESS: 18323 8ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS:

Please sign me up for project email updates

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Comments

I-154-001 at 185th the parking is not going to keep up with demand. I lived in Calif. and have seen the chaos around the stations with cars parked for blocks around on the once quiet residential streets. I feel my property

I-154-002 value will drop because of this parking with the homeowners being very unhappy with the cars flooding once quiet streets. Also my

I-154-003 backyard faces west and I don't really want to see trains going by every 10 minutes

I-154-004 will the city have to set up parking zones for residents or is street parking gone for us?



I-154-001

See Section 3.6.7 for mitigation measures to address the potential for spillover parking in neighborhoods.

I-154-002

Section 4.3.4 describes the potential effects of the project on property values. The discussion cites research showing that station areas can see increases in property values, but it also notes other factors such as general neighborhood conditions, overall market forces, and local government planning policies as also being important determiners of value. Improved transit access at the station, along with other amenities, such as street improvements, including sidewalks and landscaping, can positively affect the convenience, visibility, and desirability of surrounding residential properties. Noise walls needed for the light rail project also have the potential to lower traffic noise from I-5 in the area.

I-154-003

Sound Transit acknowledges your concern about seeing trains pass by your backyard. In this location, the alignment of the light rail is just east of I-5 some distance from your home. Also, there would be noise walls along this section of the alignment, which would shield the passing train from residences on the east side of the alignment.

Text has been added to Section 4.5 in the Final EIS describing the visual effects of trains passing periodically.

I-154-004

The City could consider parking zones or other measures as described in Section 3.6.7 of the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Scarpelli

ADDRESS: 1021 N.E. 187th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

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Comments

I-155-001

Proposal N.E. 185th St. Station - Option 1 appears to be the most efficient option because it has the least impact on the neighborhood while it meets the objectives of a 500 space parking garage and an at grade station which will reduce noise & sight impact. My family as well as a majority of our neighbors prefer the N.E. 185th St. Station - Option 1.
Thank you.



I-155-001

Thank you for your comment stating your preference for the Option 1 layout for the proposed light rail transit station at NE 185th Street.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Robert D. Schmidt

ADDRESS: 18330 5th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98151

EMAIL ADDRESS: _____

Please sign me up for project email updates

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Comments

I-156-001

my vote is for overground rail
not ground level - lived in this house for
36 years - wife has "ms" house is handicap
ready we need to stay - Thank you!



I-156-001

Thank you for your comment stating a preference for elevated rail as opposed to ground-level. Sound Transit recognizes your concern for maintaining your current residential location, with its specific handicap renovations. The Final EIS identifies properties affected by potential acquisitions in Appendix I-4.1. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes a commitment to provide replacement structures in a manner consistent with state and federal law. This policy has been successfully implemented on several of the Link lines already. While Sound Transit will endeavor to relocate displaced parties in the same neighborhood or area, the work is done in consultation with the displaced parties, who may or may not choose to stay in the same area. They will, however, be placed in structures that remain affordable to and compatible with them; this effort includes interviews with the affected parties to help determine affordability and compatibility, as well as compensation and assistance programs that meet individualized needs and ensures safe and sanitary structures.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Tan Scott

ADDRESS: 18809 10th Ave Nc

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: inando999@gmail.com

Please sign me up for project email updates

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Comments

I-157-001

I am concerned about the parking lots around the proposed 185th St Station. I would prefer the SCC right-of-way remain a green space. Building a parking lot west of I-5 (option 1?) would create long range opportunities to build a LID over I-5 potentially reducing noise and increase opportunities for walkable space and unique neighborhoods character.

Please introduce neighborhood parking permits so local ~~res~~ residents can have a place to park on the street or receive guests.



I-157-001

Thank you for stating your preference for the garage site in 185th Street Station Option 1. The Preferred Alternative features a parking garage west of the station at NE 185th Street. See Section 3.6.7 for Sound Transit's proposed mitigation approach to address potential parking impacts on neighborhood streets.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Luis Sobares

ADDRESS: 15619 1st Av. NE

CITY: Shoreline STATE: Wa ZIP CODE: 98155

EMAIL ADDRESS: lsobares@ac.com

Please sign me up for project email updates

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Comments

I-158-001

I am not a technician, but I would take into account the impact on properties. One of the alternatives shown to me was to install station on 145th, my opinion is that this will minimize the impact.

But I appreciated the construction of something that we really need.



I-158-001

Thank you for your comment about the 145th Street Station, and for indicating your support for the project. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Signid Strom

ADDRESS: 1404 N.E. 145th

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

Please sign me up for project email updates

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Comments

I-159-001

Prefer 145th over 155th - worked on
Shoreline subarea plan for 2 years, where
we addressed issues of 145th - it
needs to be addressed no matter what in
terms of current issues - 155th is
currently a stable residential area - why
disrupt it!!?

also would have preferred 205th over
mid-Mountlake Terrace station -
just seems more sensible



I-159-001

Thank you for your comment stating your preference in Segment A for a light rail transit station at NE 145th Street and not at NE 155th Street. The Mountlake Terrace Transit Center Station maximizes previous infrastructure investments that anticipated light rail serving the area.



Lynwood 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: LynwoodLinkDEIS@soundtransit.org

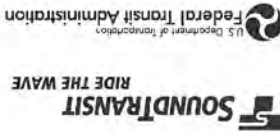
BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

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

PLACE
STAMP
HERE

TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp
and mail to address provided.

Thank you
for your input!





Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cathy Summer

ADDRESS: 18060 9th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: summercat@comcast.net

Please sign me up for project email updates

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Comments

I-160-001

I am very concerned about traffic and parking in the neighborhood during construction and after. 185th is busy enough now and will only get worse. More cars, more people - a big impact on the surrounding streets. Are we going the way of neighborhood parking stickers - zone parking - like in Seattle?



I-160-001

Your comment regarding traffic and parking impact concerns is noted. Although special parking management strategies will be selected by local jurisdictions, Sound Transit identifies potential measures to mitigate potential parking impacts in neighborhoods in Section 3.6.7; measures could include neighborhood parking restrictions but would ultimately be decided through a city-managed process. For an updated assessment of operational traffic impacts and associated improvements, please see Section 3.2.4. See Section 3.3 for construction impacts, and 3.6.9 for construction period mitigation.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: WILL THOMSEN

ADDRESS: _____

CITY: SNOWHOMISH STATE: WA ZIP CODE: 98290

EMAIL ADDRESS: WILL.THOMSEN@GMAIL.COM

Please sign me up for project email updates

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

Comments

RECENT GRADUATE FROM UO IN EUGENE.

EUGENE HAS WONDERFUL PUBLIC TRANSIT.

I-161-001

I MISS PUBLIC TRANSIT IN SNOWHOMISH/EVERTT/SEATTLE.

KEEP PUSHING NORTH WE NEED THE LIGHT RAIL.

I WILL ALWAYS USE PUBLIC TRANSIT IF IT IS

AN ALTERNATIVE TO DRIVING OR WALKING.



I-161-001

Thank you for your comments. Sound Transit appreciates your support.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kara Transen

ADDRESS: 1603 NW 198th St

CITY: Shoreline STATE: WA ZIP CODE: 98177

EMAIL ADDRESS: Karatransen@gmail.com

Please sign me up for project email updates

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

Comments

I-162-001

Provide seperated bicycle lanes + cycle tracks
better options for bike storage at transit centers
and roads leading to the transit centers.



I-162-001

The Preferred Alternative has been developed with further details on bicycle lanes and related facilities; please see Chapter 2, Section 2.4 for more detail on these features for the Preferred Alternative and other alternatives.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JAWELLE TURNER

ADDRESS:

CITY: SHORELINE STATE: ZIP CODE:

EMAIL ADDRESS: turnerj1900@hotmail.com

Please sign me up for project email updates

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Comments

I-163-001

MORE PARKING NEEDS TO BE AVAILABLE AT
AT PARK-N-RIDES - PRESENT & FUTURE
MOUNTLAKE TERRACE, LYNNWOOD, ASHWAY

MOST LOTS ARE FULL BY 8 30 AM



I-163-001

Thank you for your input. The alternatives under consideration provide additional parking for transit users compared to today. They were sized based on estimates of demand, which also account for an increased demand for travel using other modes to reach stations, including connecting transit. This also reflects Sound Transit Board direction, consistent with their adopted System Access Policy.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDRIS VIRSNIEKS

ADDRESS: 7111 HINDEN AVE N# 202

CITY: Seattle STATE: WA ZIP CODE: 98103

EMAIL ADDRESS: ANDRISVIRSNIEKS@YAHOO.COM

Please sign me up for project email updates

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

Comments

I-164-001

The habrian luthoran Church and Community Center has been a religious and cultural resource for well over fifty years. It must not be lost!



I-164-001

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, which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EGILS VIRSNIEKS

ADDRESS: 5810 COWEN PL NE APT. 211

CITY: SEATTLE STATE: WA. ZIP CODE: 98105

EMAIL ADDRESS: lat.aguilas@yahoo.com

Please sign me up for project email updates

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

Comments

I-165-001

I HAVE BEEN A MEMBER OF THE LATVIAN COMMUNITY AND EVANGELICAL LUTHERAN CHURCH FOR FIFTY YEARS, AND HAVE BEEN ATTENDING CHURCH AND COMMUNITY EVENTS DURING THIS TIME AS I GROW OLDER THE NEED FOR OUR COMMUNITY AND CHURCH HAS INTENSIFIED, AS I HAVE COME TO RELY ON IT AS A WAY OF MAINTAINING MY CULTURAL AND SPIRITUAL TIES.

A LOSS OF THIS FACILITY SIMPLY WOULD BE A DEMORALIZING EVENT AND LEAVE A LARGE GAP IN MY SOCIAL LIFE. THIS SIMPLY IS UNACCEPTABLE



I-165-001

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, which avoids 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 (also called the cultural center). 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marisa Way Rogains

ADDRESS: 11535 Corliss Ave N

CITY: Seattle STATE: WA ZIP CODE: 98133

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-166-001

~~After~~ During and after WWII Latvians were prevented from and prosecuted for celebrating their heritage, speaking their language and maintaining their national identity. For those Latvians that fled the country for "Departed Persons" refugee camps in Germany and later for countries such as the US that would accept them, preserving language and cultural heritage became very important. Continuing to do so remains important to us and we have to have a place to come together. The threat to our church/hall hits close to home and reactivates old fears around losing track of who we are. Eliminating our building or cutting off access is an unacceptable product of the Lynnwood Extension



I-166-001

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 which avoids 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 (also called the cultural center). 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marisa Way-Rogainis

ADDRESS: 11535 Corliss Ave N

CITY: Seattle STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: marisa.wayrogainis@gmail.com

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Comments

I-167-001

The Latvian Lutheran Evangelical Church and Community Center is ~~a~~ the center for Baltic activities in Seattle, Washington and the North West. It is also part of a larger network of Latvian Churches and Centers in the United States. We cannot function as a community without this facility. Elimination of the property is unacceptable and interference, during construction, with our cultural and religious activities would also be damaging to our community. Our cultural identity must be considered and respected as Sound Transit plans for the Lynnwood Link Extension.



I-167-001

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, which avoids 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 (also called the cultural center). 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David C. WILLIAMSON

ADDRESS: 49100-200th Street Southwest Apt. E205

CITY: Lynnwood STATE: WA, ZIP CODE: 98036-6362

EMAIL ADDRESS: dcw481@yahoo.com

Please sign me up for project email updates

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- I-168-001 | Comments LYNNWOOD (C1, C2, C3) TO FINAL STATEMENT:
ADD to Earthquake/Engineering Designs especially in wetlands
- I-168-002 | o Noise Issues especially on curves (plus wear & tear
on the rails better solved by keeping line fairly STRAIGHT (C3)
- I-168-003 | o Wildlife Habitat - need less LOSS (C-3) Best
- I-168-004 | o Residences Loss (C-1) 77 units / (C-2) 3 units / (C-3) 0
o Business Distocation (C-1) 33 / (C-2) 2 / (C-3) 1
- I-168-005 | o Photographs AT KEY LOCATIONS TO FINAL STATEMENT
- I-168-006 | o Tree Buffer for Noise IMPORTANT DESIGN
PERSONAL: WALK THE ROUTE: PERSONAL KNOWLEDGE
- I-168-007 | DETAIL MAPS & DESIGN similar aerial overhead map
displayed and ADD key land marks USE: Before & After
ILLUSTRATIONS AT LOCATIONS
- I-168-008 | PREFER: C-3 Less Impact Residents, Business, Wildlife
and Wear & Tear On Line. Besides I LIVE HERE! (C-1)



I-168-001

The Draft EIS and Final EIS include a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards (including hazards from wetland soils at Scriber Creek), and will include earthquake engineering in accordance with applicable building codes. The earthquake engineering includes evaluations of and design for ground shaking, liquefaction, lateral spread, liquefaction-induced settlement, and seismically-induced slope instability. See Section 4.11 of the Final EIS, and Appendix I-4.11 for further details.

I-168-002

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Wheel squeal only occurs on tight radius curves, not on a tangent track, like the ones along this segment of the corridor. For areas with tight radius curves, trackside lubrication will be used to mitigate wheel squeal. See Section 4.8 of the Final EIS for further details.

I-168-003

This project 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.

I-168-004

Sound Transit notes your comments regarding potential acquisitions related to the alternatives in Segment C. Since the publication of the Draft EIS, Sound Transit has modified some of the alternatives and has

identified a Preferred Alternative, which has no residential displacements in Lynnwood but still displaces several businesses.

I-168-005

Photographs at key locations together with visual simulations of alternatives have been provided in Appendix G to the Draft EIS. These include 45 locations chosen to illustrate typical design features and impacts as well as specific features where potential visual impacts are high.

I-168-006

Foliage, if dense, can provide slight reductions in noise levels. The FTA and FHWA provides for up to a 3 dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year around. Because of the varying foliage in the project area, no reduction for foliage will be used in the analysis. Also, a 3 dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor will have little overall effect on light rail nor traffic noise.

I-168-007

Appendix F provides conceptual designs with more detail/scale. The EIS maps are designed to assist readers in identifying areas with potential impacts; depending on the topic (i.e., neighborhoods or parks), more detail is shown.

I-168-008

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



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ken Winnick
 ADDRESS: 15307 - 15th Ave NE #6
 CITY: Shoreline STATE: WA ZIP CODE: 98155
 EMAIL ADDRESS: kbwinnick@gmail.com
 Please sign me up for project email updates

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Comments

I-169-001

~~Strongly~~ Strongly favor (130th + 155th) vs 145th
 station locations for the following reasons:

Benefits of 155 th	Negatives of 145 th
① Excellent tie-in with City of Shoreline development on 99 & 155 th - especially bike access from 99 to 155 ② A slower paced area but still close enough. Feeder bus would work very well - and the younger generation will be looking for feeder buses - not a parking space.	① 145 th is extremely busy thoroughway. No-one will ever walk or ride a bike on 145 th . Too much noise and pollution. Very ugly ② Gigantic traffic jams every single day at 145 th & I-5. Would kill feeder bus access.



I-169-001

Thank you for your comment stating your strong preference for a light rail transit station at NE 130th Street and NE 155th Street and the reasons why you support these stations over one at NE 145th Street.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Miu Sam Wong

ADDRESS: 111 N.E. 157th Street

CITY: Shoreline STATE: WA ZIP CODE: 98147

EMAIL ADDRESS: AHYUMIUVIC@Juno.com

Please sign me up for project email updates

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Comments

I-170-001 ① I want to be informed if NE 145th street or NE 155th street be selected as a station when a decision had make.

② How is the station be build? ^{will it be} ~~to~~ elevated or not?

I-170-002 ③ Do N.E. 157 Street has ~~some~~ sound wall or retainer wall built?



I-170-001

Thank you for your comment stating your interest in the construction of light rail transit stations at either NE 145th Street or NE 155th Street. Stations at both of these locations, including two layout options at NE 145th Street, would be elevated to go over either the northbound I-5 on-ramp or NE 155th Street. A final decision by the Sound Transit Board will be made following the publication of the Final EIS. Chapter 2 provides an overview of construction, but details of construction methods will depend on the final design and the contractor's approach.

I-170-002

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project will be replaced.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Beth Wwley

ADDRESS: 4228-188th St. SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: _____

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Comments

I-171-001

I am looking forward to light rail extending from Lynnwood to Seattle - and north to Everett.

Understanding that some property owners will be impacted no matter which alternative is selected, C3 - the station closest to I-5 and with the least impact on the community resources (homes crossed by C1 & C2) - is my preference. Keeping the route as streamlined as possible makes the most sense to me.

Thank you for moving this forward, whatever the solution.



I-171-001

Thank you for your comment stating your overall support of the Lynnwood Link Extension project and the proposal to ultimately extend the light rail system to Everett. Sound Transit also thanks you for stating your preference for Alternative C3.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDY ZAMELIS

ADDRESS: LATVIAN LUTHERAN CHURCH

CITY: SEATTLE STATE: _____ ZIP CODE: 98125

EMAIL ADDRESS: azamelis@aol.com

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Comments

I-172-001

WHEN THE ~~TR~~ AIRPORT TRAIN PASSES, IT MAKES
A HIGH-PITCHED SOUND IN MY 2009 CAR RADIO.
I AM CONCERNED ABOUT A SIMILAR SOUND
OR OTHER INTERFERENCE
IN OUR CHURCH SOUND SYSTEM OR OTHER
ELECTRONIC EQUIPMENT ~~AND~~ SUCH AS WI-FI
IN THE BUILDING.



I-172-001

Some people have reported brief interference with their car radios as the light rail train passes, but this is not a common occurrence for light rail systems. WiFi interference would not be a problem because the frequencies are different.