



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Maija Riekstins and Janis Riekstins

ADDRESS: 611 Birch St

CITY: Edmonds STATE: WA ZIP CODE: 98020

EMAIL ADDRESS: mriekstins@frontier.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-047-001

I find this abhorrent that you will take away our ingress and egress to the Lutheran Church at 117th & 3rd and our parking area, leaving us totally land locked and thereby rendering our Lutheran center unusable - and you refuse to provide us with any alternative to gain access via the destruction of other adjacent homes. It really comes down to the fact that nothing matters to you except your rail line. You are destroying an entire community center for the Baltic People of Washington. I hope you are happy about it.



I-047-001

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.

I-048-001

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

TO WHOM IT MAY CONCERN;

I-048-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 (Curtis Roberts)

8/11/13

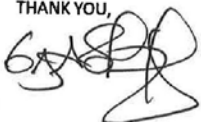
926 E marine view DR
everett, wa 98201

Greg A Scharnitz
8117 2nd Pl SE
Lake Stevens, WA
98258

TO WHOM IT MAY CONCERN;

I-049-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-049-001

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



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: GLENN SCHWARTZ

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-050-001

PED/BIKE FACILITIES NEEDED AT

A: REBUILT 1ST/1.5 OVERCROSSING

14STH (PREFERRED OVER 15STH)

18STH

B: MOUNTLAKE (EITHER OPTION)

C: LYNNWOOD TC



I-050-001

The 1st Avenue/N 117th Street overcrossing would include bicycle and pedestrian facilities with reconstruction. However, it would not be reconstructed with the Preferred Alternative alignment. All stations would include bicycle and pedestrian facilities. See Section 3.2.5 in the Final EIS for more information.

From: Steve Senter <steve.shoreline@gmail.com>
Sent: Friday, August 02, 2013 11:14 AM
To: Lynnwood Link DEIS
Subject: LLE Segment A Comments

Hello,

I-051-001 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.

I-051-002 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-051-003 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 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

I-051-001

Thank you for your comment.

I-051-002

None of the alternatives that include a station at NE 155th Street would displace the fire station, and the Preferred Alternative does not include one. Sound Transit is aware of concerns about the possible impacts of a station at NE 155th Street on the operations of the fire station at that location. If the project selected for construction includes a station at NE 155th Street, 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-051-003

Mitigation measures for any impacts from traffic congestion as a result of traffic accessing a station or park-and-ride will be included as part of the project; see Section 3.6.4 in the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANTONIO SILANG

ADDRESS: 18031 5TH AVE. N.E.,

CITY: SHRELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: SILANGFAMILY@YAHOO.COM TEL# 206-440-1647

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Comments

I RECENTLY ATTENDED THE OPEN HOUSE MEETING AT THE NILE SHRINE GOLF CLUB. I TALKED TO A NUMBER OF PERSONS FROM SOUND TRANSIT ORG. REGARDING THE STATUS OF MY PROPERTY AND WHAT ARE MY OPTIONS.

I-052-001

I WAS TOLD BY MR. ROGER IWATA THAT BASED ON THE DRAFT EIS ALTERNATIVES BEING CONSIDERED, MY PROPERTY WILL BE PARTIALLY ACQUIRED AND THAT THE EXISTING SOUND WALL OF THE FREEWAY WILL BE MOVED MUCH CLOSER TO MY HOUSE AND SOME EXISTING STRUCTURES IN MY BACKYARD LIKE STORAGE AND GREENHOUSE MAY HAVE TO BE RELOCATED. WE HAVE MADE OUR BACKYARD AND SURROUNDING GROUNDS MORE PRODUCTIVE BY PLANTING TREES AND VEGETABLES.

I-052-002

AT PRESENT WE ARE ALREADY EXPERIENCING MODERATE NOISE AND

PAGE 1 OF 3



I-052-001

Mr. Iwata provided you with the information that we had available at the time of the publication of the Draft EIS. Since then, Sound Transit has made design modifications to some of the alternatives and has also identified its Preferred Alternative. Both of these actions have resulted in some changes to the potential property impact list. The final determinations about which properties will be a full or partial acquisition will not occur until final design, which is after the completion of the environmental process and Sound Transit's and FTA's selection of the alternative to be built. In the meantime, Sound Transit will continue to communicate with property owners as information becomes available. Sound Transit staff are available to discuss your concerns. Please contact Roger Iwata at: roger.iwata@soundtransit.org. Section 4.1 of the Final EIS discusses potential acquisitions and displacements.

I-052-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria. Sound Transit's policy is to mitigate light rail transit noise that would otherwise result in moderate or severe impacts per FTA criteria. Potential mitigation measures 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. In addition, if any existing WSDOT noise walls are removed and replaced as part of the project, they will meet the requirements of, and be approved by, WSDOT and the FHWA.

Sound Transit will take measures to deter potential crime at stations and parking facilities; see Section 4.14.2 of the Final EIS.

I-052-002

VIBRATIONS FROM THE FREEWAY CAUSED BY BIG TRUCKS AND TRAILERS. THESE WILL GET WORSE AND WILL BE COMPOUNDED WHEN THE LIGHT RAIL IS BUILT DURING CONSTRUCTION AND START OF OPERATION BECAUSE OF THE CLOSE PROXIMITY TO MY HOUSE. ALSO, ANOTHER CONCERN IS THE 5TH AVENUE, N.E. STREET IN FRONT OF MY HOUSE, WHICH IS ALREADY BECOMING BUSIER OF VEHICULAR TRAFFIC ESPECIALLY DURING PEAK HOURS FOR DRIVERS AVOIDING THE I-5 TRAFFIC JAM. IT WILL EVEN GET WORSE WHEN THE CONSTRUCTION AND BUILDING OF RAIL STATION AND PARKING AREAS ON N.E. 185TH ST AND THE BRIDGE. WHEN THE LIGHT RAIL STARTS OPERATION, THERE WILL BE MORE UNFAMILIAR FACES IN THE VICINITY OF MY HOUSE WHICH IS A SECURITY AND SAFETY CONCERN FOR MY FAMILY.

I-052-003

IN ONE OF THE ALTERNATIVES PRESENTED TO ME IS THE ELEVATED PORTIONS, THE HEIGHT OF THE RAIL TRACT WILL BE SOMEWHERE AROUND 35 FEET IN WHICH CASE IT WILL BE OVERLOOKING MY HOUSE AND MY BACKYARD; NOT GOOD OPTION BECAUSE WE WILL LOSE OUR PRIVACY AND HIGH RISK ALSO FOR OUR SAFETY AND SECURITY. FOR SURE THERE WILL BE RIDERS IN THE TRAIN WHO MAY BE WATCHING MY PROPERTY AND MAY DEVELOP MALICIOUS INTENTS. PERSONS CAN TAKE PICTURES OF MY PROPERTY OR FAMILY FROM THEIR CELLPHONES. WE ARE IN THE HIGH TECH GENERATION NOW.

PAGE 2 OF 3

I-052-003

In addition to noise walls and guideway features, the trains would be moving at speeds of up to 55 miles per hour, and views of your property would likely be fleeting.

I-052-004

MY FAMILY AND I ARE LEFT WITH THE OPTION THAT IF MY PROPERTY WILL BE PARTIALLY ACQUIRED, THE MARKET VALUE WILL DECREASED ENORMOUSLY. IT WILL BE DIFFICULT TO SELL IT IN THE FUTURE WITHOUT LOSING SO MUCH. WE WOULD RATHER HAVE OUR PROPERTY BE ACQUIRED TOTALLY AND BE RELOCATED SOME PLACE ELSE WHERE WE WILL FEEL SAFE AND SECURE; AWAY FROM THE HAZARDS OF NOISE AND VIBRATIONS AND INCREASED VEHICULAR TRAFFIC.

I-052-005

I KNOW THAT ALL THESE IMPROVEMENTS AND DEVELOPMENTS GOES ALONG WITH PROGRESS AND EASE OF COMMUTING. SO DON'T GET ME WRONG ON MY CONCERNS. I LOVE TO SEE IMPROVEMENTS AND DEVELOPMENTS. MY MAIN CONCERN IS MY PROPERTY, FAMILY'S SAFETY AND SECURITY.

I-052-006

AGAIN, MY WIFE AND I HAVE INVESTED SO MUCH IN THIS PROPERTY. WE LOVE IT AND HAVE LIVED HERE FOR MANY YEARS. THIS IS OUR FIRST HOUSE. WE INTEND TO RETIRE HERE. IT IS A HEADACHE AND LOTS OF HASSLE TO MOVE TO ANOTHER PLACE. JUST PLEASE GIVE US A BREAK. IF YOU ^{HAVE} TO ACQUIRE MY PROPERTY, ACQUIRE THE WHOLE PROPERTY NOT PARTS OF IT. MAKES IT EASIER FOR US. WE ARE ALREADY NEARING OUR RETIREMENT AGE, GIVE US A PEACE OF MIND AND ^{NOT} WORRIES. THANK YOU IF YOU WILL BE CONSIDERATE.

PAGE 3 OF 3

I-052-004

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. The direct loss of property value due to the partial acquisition will be compensated through the Sound Transit Acquisition and Relocation Policy as discussed in Section 4.1.7 of the EIS. Section 4.3.4 of the Final EIS discusses property values near light rail transit stations.

I-052-005

Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. The stations are well lit, are continually monitored by security cameras, and are regularly monitored by security personnel. Sound Transit would implement a number of measures to deter crime in the station areas. Measures to minimize crime would include the use of equipment (e.g., closed-circuit TV, sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel. 2010 crime statistics related to already built Sound Transit facilities show that the crime rate per number of riders at transit facilities and on light rail and commuter rail trains is substantially lower compared to overall per capita crime rates in Seattle, Tukwila, and SeaTac.

I-052-006

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. Sound Transit determines a full or partial acquisition by considering several factors related to the potential impacts to the property. Please see the Final EIS Section 4.1 for the potential acquisitions related to Preferred Alternative, and updates for some of the

other alternatives. The final determination of acquisitions for this project will not occur until final design. Sound Transit will continue to communicate with property owners potentially affected by the project as information develops.

If your property remains on the list for a partial acquisition after final design, Sound Transit's Acquisition and Relocation Policy provides for a fair and equitable means of addressing real property impacts across its projects. The agency is available to answer questions about how full and partial acquisition determinations are made and to provide information about compensation for partial acquisitions.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Alnis Smidchens

ADDRESS: 1721 NE RAVENNA Blvd.

CITY: Seattle STATE: WA ZIP CODE: 98105-2114

EMAIL ADDRESS: alnis.smidchens@gmail.com

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Comments

I-053-001

The project is great, but it will be cutting across the Latvian Evangelical church's parking lot. The construction and operation of the light rail extension would cause disruption of the classes, markets, services, plays, etc. that occur inside. Also, there would be less of the existing parking. I know that it is difficult to find parking currently. It would be wonderful if an alternative route or compensation land property would be given to the Latvian Evangelical church. The Light Rail system is, and will be, very useful. Thank you ~~for~~ for taking my thoughts into consideration.



I-053-001

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

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

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



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Inants Smidchens

ADDRESS: 1721 NE Ravenna blvd.

CITY: Seattle STATE: Washington ZIP CODE: 98105-2442

EMAIL ADDRESS: _____

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Comments

- I-054-001 | ① The noise from the project would disrupt classes ~~in~~ in the ^{Latvian} community center, and would create problems when the center holds it's annual markets.
- I-054-002 | ② The train would reduce what little parking space there is to practically nothing.
- I-054-003 | ③ the tracks for the light rail would reduce trees, meaning less privacy for the center.

I-054-001

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

I-054-002

The Lynnwood Link Extension would modify parking at Seattle Latvian Evangelical Lutheran Church, but its overall parking supply is expected to be maintained.

I-054-003

Removal of trees is addressed in Draft EIS discussion in Section 4.5.3, including Table 4.5-1. The Preferred Alternative would also have noise walls at heights similar to the existing walls, which would limit views of the center from the train. Potential mitigation measures are discussed in Section 4.5.6.

I-055-001

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

TO WHOM IT MAY CONCERN;

I-055-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Lynn Smith

Lynn Smith
12 Ward St. #102
Seattle, Wa. 98109
8/16/13

I-056-001

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

TO WHOM IT MAY CONCERN;

I-056-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Cassidy Sommus

From: Sreibers, Peter M <peter.m.sreibers@boeing.com>
Sent: Friday, August 16, 2013 12:49 PM
To: Lynnwood Link DEIS
Cc: Sreibers, Peter M
Subject: Lynnwood Link Impact to Seattle Latvian Lutheran Church/Center

To whom it may concern,

I-057-001

It has come to the attention of the Latvian-American community that the Seattle Latvian Lutheran Church/Center is slated to be impacted in a very negative manner from the construction of the Sound Transit Lynnwood Link project. The impact to the church/center which is described in the draft environmental impact statement (DEIS) is completely unacceptable, and Sound Transit must come up with a better solution to mitigate the impact to, not only the Seattle Latvian Lutheran Church/Center, but to the Latvian-American community as a whole.

The Latvian-American community within the Seattle is one which is very vibrant. Participant range in age from those displaced from Latvia by World War II up to those who were born after the fall of the Soviet Union and beyond. The community is a multi-generational one with many families participating in similar manners. There is strong participation and membership in many different Latvian-American organizations that all utilize the Seattle Latvian Lutheran Church/Center throughout the year. Some of these organizations are as follows:

- The Seattle Latvian Lutheran Church Congregation
- The Seattle Latvian School
- Latvian Dance Group "Trejdekaņņis"
- West Coast Latvian Education Center
- Latvian Pensioners Group
- University of Washington Baltic Studies Program
- American Latvian Association
- American Latvian Youth Association

The impact to the Seattle Latvian Lutheran Church/Center outlined in the DEIS would not only impact the physical structure of the center, but it would also impact the viability of these groups. The loss of the center would decimate all of these groups, as the central meeting place that has stood for decades (let us not forget that the original Seattle Latvian Lutheran Church/Center was demolished as a result of the I-5 freeway construction) would no longer stand, and what served as a major point of pride for the community would cease to exist.

For many of us, the center is a central rallying point, as many who actively participate in the Latvian-American community live not only in Seattle, but also in the suburbs and throughout the state of Washington. The Seattle Latvian Lutheran Church/Center is also not only significant within the State of Washington, but it is also significant throughout the United States and beyond. The Seattle

1

I-057-001

Thank you for your 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 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.

I-057-001

Latvian Lutheran Church/Center is one of less than 15 Latvian Centers throughout the United States. Many events held at the Seattle Latvian Lutheran Church/Center attract participants from all over the United States, as well as from Canada, England, Australia, and of course, Latvia. The center serves as a community gathering point for the Latvian-American community. The center routinely holds events, meetings, study groups, affinity groups and political interest groups all organically developed internal to the Latvian-American community. The center has attracted Latvian theater groups, musical groups, authors, poets, politicians as well as past Presidents of Latvia for events held there. The center also serves as a home to The Seattle Latvian School and the Seattle Latvian Lutheran Church. Other groups also use the center. The center is utilized by our brothers and sisters in the other Baltic communities within Seattle; the Lithuanian and Estonian communities (who do not have centers of their own). The loss of the center would greatly impact the viability of these types of events and groups, and would most certainly damage the terrific culture which has been developed through the Latvian-American community within Seattle and beyond.

On a personal note, the loss of the Seattle Latvian Lutheran Church/Center would be one of very personal significance to me. As a child born during the Cold War, to the son of Latvian immigrants forced out of Latvia by the Communists during World War II, the Seattle Latvian Lutheran Church/Center has played a major role in my life. I attended The Seattle Latvian School, attended numerous church services there, participated for over 20+ years with events held at the West Coast Latvian Education Center and have been an active participant in the American Latvian Youth Association. Next summer I will have my wedding held at the Seattle Latvian Lutheran Church/Center, just as my parents held their wedding in the same place so many years ago. I have buried many relatives and friends not far away from the church in the Latvian section of the Evergreen Washelli Cemetery, with the large majority of the services and wakes held at the Seattle Latvian Lutheran Church/Center. The Seattle Latvian Lutheran Church/Center has served as a major landmark throughout my personal life, and I can only hope that I am able to pass along such a special place to my offspring.

I am urging Sound Transit to consider the thoughts not only of myself, but that of the greater Latvian-American community when considering the options for the Lynnwood Link expansion. The Latvian-American community has so much at stake and we hope that Sound Transit has our best interest in mind.

Thank you,

Peter Sreibers
Tool Engineer
Boeing - Auburn Tooling Services
Desk: 253.657.3968
peter.m.sreibers@boeing.com

August 15, 2013

I-058-001

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

TO WHOM IT MAY CONCERN;

I-058-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Cindy A Starr
Cindy A Starr

I-059-001

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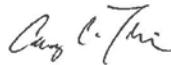
THANK YOU,

*Cathy Summer
18600 9th Avenue
Shoreline WA 98155*

TO WHOM IT MAY CONCERN;

I-060-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



CUONG C. TRINH
8207 223rd PL. SW
Edmonds WA 98026

8/17/13

I-060-001

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

From: Justas Vilgalys <justasvilgalys@hotmail.com>
Sent: Thursday, August 15, 2013 9:33 AM
To: Lynnwood Link DEIS
Subject: Please save the Latvian Community Center

I-061-001

Dear Lauren Swift, I am a member of the Lithuanian American community in the Seattle area. My family and I have been attending events such as Lithuanian independence celebrations, Christmas holiday potlucks etc. at the center since 1993, when we moved to the Northwest. I am writing to you to voice my request that any construction on the Lynnwood light rail extension minimize its impact to the Latvian Community center.

The Latvian community center is hugely important to the Lithuanian community in Seattle. This is where we meet. This is where new immigrants to the United states come to connect with their heritage, to network and get established in the Seattle area. This is where our children learn about our culture and grand history.

I am afraid that having a rail line go through this property will result in this meeting place no longer being viable. And finding an alternative, suitable location in the Seattle area is not likely to happen. Therefore I urge you to take steps to minimize the light rail's impact to the Latvian community center.

Thanks and regards
Justas Vilgalys
18320 NE 204 ct.
Woodinville, WA 98077

I-061-001

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.

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From: Walgamott, Amy <amy.walgamott@sea.procure.com>
Sent: Thursday, July 25, 2013 8:09 AM
To: Lynnwood Link DEIS
Subject: Comments on DEIS - Shoreline

- I-062-001** | Seems like, from a spacing perspective, there should be three stations – 130th, 155th, and 185th – to maximize ridership without having to drive to a station. Perhaps consider some improvements in the vicinity, such as adding bike lanes or adding footpaths that cut through multi-block residential sections (where currently you have to walk around the long way), especially near a 155th Station (as ridership here has a lower projection). Drawing people from the neighborhood without having them drive would really make the Light Rail valuable as a mass transit/lower emissions option. I don't seem to recall parking garages at every Max station in Portland.
- I-062-002** | The visual impacts seem very high for all proposed stations and rail, especially considering reduction of light to existing homes and removal of mature trees. You might consider green roofs for parking garages, reduction in the amount of reflective concrete (I'm thinking heat), and plantings that will really make a difference in the visual aesthetics (ie. not just minimal borders). Shoreline is proud of its tree cover and removing a large number of mature trees without adding larger trees back into the mix is going to be detrimental to that.
- I-062-003** | Is there any possibility of building a smaller garage or of building the garage underground? What about building a park or playground on the roof? It would help integrate this structure into the neighborhood.
- I-062-004** | If a station at 145th will be built, I vote for Option 2. It seems this would retain more mature trees and improve the aesthetics of residents to the north of the relocated I-5 Northbound onramp and would fit better with the neighborhood. In addition, this is supposedly going to help traffic flow. You may be able to do very appealing visual things to the retention ponds. Mosaics on the walls by a local artist.
- I-062-005** | I am trying to understand if the only noise mitigation planned is to build or improve noise walls. What sort of insulation in older homes are you considering and who will be eligible? On the maps I see houses marked as being impacted by noise, but a parcel in between two impacted houses supposedly is not. Does that make sense?

Amy Walgamott
Marketing Coordinator
p[206]306.2810
amy.walgamott@sea.procure.com



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I-062-001

Thank you for your comment stating a preference for a station at NE 130th, NE 155th, and NE 185th Streets. The project's analysis shows that ridership would be maximized with the NE 145th and NE 185th Street Stations. Sound Transit policy is to assess the need for improved pedestrian and bicycle facilities within 1/4 mile of the station, and Sound Transit will continue to develop the station access program as the project progresses.

Park-and-ride spaces minimize parking impacts to neighborhoods and provide access to light rail for areas transitioning from suburban to urban densities. The number of new park-and-ride spaces in the corridor includes approximately 432 at NE 145th Street, 500 at NE 185th Street, and an additional 530 at the Lynnwood Transit Center.

I-062-002

Visual impacts discussed in the Draft EIS vary greatly by geographic area and are high in areas with more removal of mature vegetation or substantial structures.

The City of Shoreline also has a tree replacement ordinance, as does WSDOT, for its lands. Sound Transit will meet the requirements of both where applicable.

I-062-003

The proposed size of the garage reflects the likelihood that some people will need to drive to access the light rail system, and the size of the garage at various locations reflects current use and future demand. The NE 185th Street Station has a garage option that is underground.

I-062-004

Your preference for the NE 145th Street Station Option 2 is noted. The

potential for mitigating visual impacts of retaining walls and incorporating art on walls is discussed in the Final EIS, Section 4.5.6.

I-062-005

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

For homes that still have impacts after noise wall mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels.

I-063-001

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

TO WHOM IT MAY CONCERN;

I-063-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

A handwritten signature in black ink, appearing to read "Paul Swall". The signature is stylized and written in a cursive-like font.



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

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-064-001

The Link Light Rail project ~~enter~~ extending to Lynnwood will negatively impact the Seattle Latvian community. The Latvian Lutheran Church has been an active and central meeting place for Latvians in the Northwest for decades. I personally grew up in the building, that includes a ballroom, stage and classrooms. I was baptized and confirmed in the church, I learned to speak my family's native language at the Saturday school, I continue to connect with, participate in and help preserve my Latvian culture on a weekly basis. Cutting off access to the Latvian Church would cut off a lifetime for Latvians living in the United States and this is unacceptable.



I-064-001

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 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.

From: chris wells <clwells@hotmail.com>
Sent: Tuesday, August 13, 2013 1:56 PM
To: Lynnwood Link DEIS
Subject: Preference for the Lynnwood Link Light Rail Line

To Whom It May Concern,

I-065-001

My preference for the Lynnwood Link Light Rail line is A5 + B1 + B2A + C1. That would give an at-grade station at 130th, an elevated station at 145th, an at-grade station at 185th, an east side station at Mountlake Terrace, and a north side station at Lynnwood. B2A would add a 220th station better serving more people for not much more of a cost in the big picture. I believe it's important to include the parking at 130th and there is more density near the 155th station than the 145th station which would better serve the people. I believe C1 is best because it gets closest to the center of Lynnwood's business and Alderwood Mall. However, if possible, it may be better to go with C2 and save the \$300 million for an additional stop Alderwood Mall.

Thanks,
Chris

I-065-001

Thank you for providing your alternative preferences for the project, and the reasons you prefer them. In November 2013, the Sound Transit Board identified its Preferred Alternative. The identified Preferred Alternative includes Alternatives A1, B2, and a modified C3. The Board directed the EIS to consider modifications to each of these alternatives for the Preferred Alternative. For instance, the Final EIS considers stations at NE 130th Street in Segment A and 220th Street SW in Segment B, which were not part of Alternative A1 or B2 in the Draft EIS. To understand all the components of the Preferred Alternative, please see the Final EIS for the full description and evaluation of it.

I-066-001

Thank you for your comment in support of the Lynnwood Link Extension Project.

From: Bruce Williams <jbwilliamsmd@gmail.com>
Sent: Monday, July 29, 2013 2:04 PM
To: Lynnwood Link DEIS
Subject: Sounds Great!

I-066-001

Dear Sound Transit,
I am all in favor of the Lynnwood extension being completed as soon as possible! Keep up the great work! Bring it north!

Bruce Williams
23123 83rd Ave W
Edmonds WA
98026

1 MR. ABDELLA: Bill.

2 MR. KENNEDY: Bill?

3 Do you want to come up? And you're welcome to
4 speak from there, if you're more comfortable. Do you want
5 to do that?

6 MR. ABDELLA: Yeah.

7 MR. KENNEDY: Okay.

8 MR. ABDELLA: Three minutes isn't much. You
9 can't...

10 MR. KENNEDY: Thanks.

I-067-001

11 MR. ABDELLA: I had a meeting with Roger Iwata a
12 month or two ago. So, preliminarily, they're -- they may
13 want to acquire a portion of my property, not all the
14 property. All the alternatives that I've looked at appear
15 to have an effect on my property whether they acquire a
16 portion of it or not.

17 My big concern is it's close enough to the system
18 that I look at it as devaluing my property not increasing
19 the value of the property.

20 So also through some conversations I've had with
21 the folks next door, it -- it puts my wife and I in limbo
22 for three years or more because we'll not even know any
23 decisions made as to how it will affect the property. So
24 that affects our ability to even try to sell the property
25 because, of course, we would have to disclose the -- this

I-067-001

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. Sound Transit determines a full or partial acquisition by considering several factors related to the potential impacts to the property. See the Final EIS Section 4.1 for the potential acquisitions related to Preferred Alternative, and updates for some of the other alternatives. The final determination of acquisitions for this project will not occur until final design. Sound Transit will continue to communicate with property owners potentially affected by the project as information develops.

If your property remains on the list for a partial acquisition after final design, Sound Transit's Acquisition and Relocation Policy provides for a fair and equitable means of addressing real property impacts across its projects, as discussed in Section 4.1.7 in the Final EIS. The agency is available to answer questions about how full and partial acquisition determinations are made and to provide information about compensation for partial acquisitions.

I-067-001 whole plan and everything.

2 You know, we -- we don't mind progress. We don't

3 mind spending our tax dollars to forward progress. But I'm

4 looking at it as taking a whole bunch of money out of my

5 pocket. I mean, this is retirement. The property and the

6 home is retirement. And I'm not getting answers -- any good

7 answers about compensation, especially if only a portion of

8 the property is acquired.

I-067-002 So you know, we're -- we're -- I mean, obviously,

10 we're not going to stop the progress, but we're not looking

11 at this as a good thing. And we won't know for -- again,

12 for a long period of time whether soundproofing would be --

13 for whether that -- the property is going to be a candidate

14 to have soundproofing and vibration dampening and all these

15 kinds of things done. So it's -- it's really -- it's

16 telling us, as property owners, Hey, just hang in there.

17 We are not getting any answers, and is this going

18 to benefit us or not? I don't believe so. I don't see how

19 it can based on the proximity to where we're living, in

20 proximity of the light rail and the station that will more

21 than likely be going in a half a block or so away from us.

22 MR. KENNEDY: Thank you very much.

23 And I just want to reiterate that we're not

24 responding or answering questions here in this public

25 hearing. And you raise some good points, obviously. I

I-067-002

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

For homes that still have impacts after noise wall mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels.

For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria.

1 would encourage you to talk to folks out here. We've got,
2 in fact, our noise expert, Michael Minor, out here in the
3 noise area that you might want to ask some questions about
4 noise mitigation related to your property. I think you can
5 probably find it on a map out there.

6 So at any rate our next speaker signed up is Don
7 Beskin. Is that --

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I-068-001 1 MR. DALE: I'll just echo a little bit of what the
 2 last gentleman said about access. My gut is that 145th goes
 3 in. I think that's -- if there's people here that don't
 4 like that, I'm just thinking that is what the feedback I've
 5 gotten, that's a top-priority site.

I-068-002 6 I'm more concerned with the very likely station at
 7 185th. And part of that is for other stations as well,
 8 where you're really dropping a station into a single-family
 9 home neighborhood; where at 185th, there are not entrances
 10 to I-5, there is not a major arterial that connects, say,
 11 Aurora all the way to Lake City Way; and so the impact on
 12 the folks that live there, some of the possible zoning that
 13 may happen; and Sound Transit's role in both the
 14 relationship to the Shoreline Public Schools and the
 15 property that's there that are properties of interest for
 16 development, but also what the recommendations are as they
 17 partner with the City of Shoreline I think are huge and will
 18 greatly impact not only the folks in Shoreline but also the
 19 partnership communities in Lake Forest Park and even
 20 Mountlake Terrace where we are tonight.

21 So I just wanted to reiterate sort of the neighbor
 22 feel for all of these stops and really thinking through both
 23 in terms of what gets decided at 185th, 145th, versus 155th
 24 and even the possibility of 130th.

25 And I think a lot of people would echo that

I-068-001

Sound Transit acknowledges your preference for a station at NE 145th Street. The Preferred Alternative evaluated in the Final EIS includes a station at NE 145th Street. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative and its potential effects. A decision about which alternative is built for this project will not be made until after the Final EIS and federal Record of Decision are issued.

I-068-002

Your comment identifying concerns for potential impacts of the Lynnwood Link Extension is noted. As you pointed out in your comment, several of the proposed locations for light rail stations are adjacent to single-family residential neighborhoods and the introduction of the station and ancillary facilities and other improvements could be a concern. The transit stations would be located along a freeway and on the edges of existing neighborhoods and would not encroach into the central portion of these older stable residential neighborhoods. Section 4.2, Land Use, of the EIS discusses the project's impact on surrounding land uses during construction and operation. Neighborhood cohesion would not be expected to change, although localized visual character would change. Section 4.5.6 outlines mitigation measures to facilitate station compatibility. They address building design, landscaping, and noise wall texture.

I-068-002 sentiment of, you know, how is this going to effect, not
 2 just ten years from now. We get caught up in sort of the
 3 vision and the grandeur of what would -- what this would be
 4 like in 20 years.

5 But I'd like to think about what it's going to be
 6 like in five years and impacting people with the
 7 construction in where people live now. And then, of course,
 8 in ten years at least when it hopes to launch. So I think
 9 just really thinking through those things of having the
 10 neighborhoods, rather than developers, as a first thought is
 11 really important.

I-068-003 Just to quickly add, I still wonder why -- when we
 13 talk about spacing of stops, why was 205th -- and I know
 14 it's not for questions tonight -- but why was 205th removed
 15 and pulled off the table? If you think of it as the
 16 connection between the ferry from Edmonds all the way to
 17 Lake Forest Park, that, to me, would seem the most logical
 18 place to try to have a good hub that represents Edmonds,
 19 Mountlake Terrace, Shoreline, Lake Forest Park as a huge
 20 through point. I guess the downside of that is more
 21 congestion.

22 But if you think about that, some of the things
 23 I've heard are, Well, we want spacing of stops, and I get
 24 that. But if you look at the fact that 130th and 145th are
 25 still on the table as a possible two stops, look at that

I-068-003

Sound Transit explored a variety of station alignment design and siting choices along the I-5 corridor from Northgate to Lynnwood. The alternatives discussed in the Draft EIS reflect public and agency comments and suggestions made during the environmental scoping comment period. The development of alignment, profile, and station siting concepts also included working with local jurisdictions and WSDOT. After the development of alternative concepts, Sound Transit evaluated how well these various concepts addressed the project's purpose and need, or other considerations, such as environmental impacts and costs.

A station at 205th Street was not considered because it would be much less accessible than the nearby Mountlake Terrace Transit Center, which already has parking and transit infrastructure. It would also be very difficult to site a station in a freeway interchange.

The decision to consider the NE 130th Street and NE 145th Street stations as components of the Segment A alternatives was based on the public and agency involvement, and evaluation of their ability to meet to the purpose and need of the project, and other factors. Please see Chapter 2 Alternatives Considered for a better understanding of the alternatives development process.

I-068-003 distance and then compare it to, say, 205th up to just north
2 of the Mountlake Transit Center, it's about equal distance.

I-068-004 So I think the possibility of having a better
4 parking structure that wouldn't impact single-family homes,
5 it's got to be thought about there.

6 Thank you very much.

7 MR. KENNEDY: Thank you, sir.

8 Is there anybody else that would like to speak
9 tonight at this hearing? Please feel free. We have another
10 gentleman.

11 Would you like to sign --

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I-068-004

Sound Transit will continue to develop the detailed plans for stations and parking structures during final design.

1 MR. BERLIN: Berlin.

2 MR. KENNEDY: Berlin. I'm sorry.

I-069-001

3 MR. BERLIN: I'm under the same problem that the
4 gentleman just ahead of me was speaking about. They --
5 they're going to take all the property from 222nd to 221st
6 on 60th for a parking area. And then they're going to take
7 the school down across the street -- across the freeway.
8 Well, it seems like people are complaining about it, the
9 antique school, and it should not be moved or anything.

10 But here, we're stuck for another three and a half
11 years, maybe four years not knowing. And we can't sell the
12 property because nobody's going to buy it. I've had people
13 asking me to -- real estate companies wanting to buy my
14 property now -- or put it on the market. I said, You can't
15 do it because nobody's going to buy it. So we're kind of
16 stuck where we're at right now. And this is some of our
17 retirement probably. So we just don't know what to -- going
18 to transpire with this.

19 It just kind of -- I voted for light rail many
20 years ago, so I'm for it. But I would just like to be kept
21 up on where they're going to build it. Didn't bother me if
22 they bought my house as long as I got a good price for it
23 where I can move some place else.

24 So I wish I could get a little more input on what
25 they're going to do and when they're going to do it and

I-069-001

Sound Transit will be avoiding impacts to the Edmonds School District property.

Sound Transit recognizes that the acquisition of property for light rail projects is an inconvenience and hardship for those involved and understands your concern about the potential partial acquisition of your property. Final determinations of the property needs for the project, including acquisitions (partial and full) 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. Please see the Final EIS Section 4.1 for the potential acquisitions related to Preferred Alternative, and updates for some of the other alternatives. The final determination of acquisitions for this project will not occur until final design. Sound Transit will continue to communicate with property owners potentially affected by the project as information develops. If your property remains on the list for a partial acquisition after final design, Sound Transit's Acquisition and Relocation Policy provides for a fair and equitable means of addressing real property impacts across its projects. The agency is available to answer questions how full and partial acquisition determinations are made and to provide information about compensation for partial acquisitions.

I-069-001 | start giving us prices, whatever they're going to pay for
2 | these houses, because there's five or six houses right there
3 | on -- between 222nd and 221st that they were going to tear
4 | down and make a parking garage there. But they've changed
5 | it since people started hollering about the church and the
6 | school, Melody Hill School.

7 | So that's my biggest concern, what we're going to
8 | do. And my neighbor next door to me, she just bought the
9 | house. And she gets this notice in the mail. She didn't
10 | know anything about the light rail. And -- and she was sick
11 | for a week because she didn't know what she was going to do
12 | after that. But now she -- she's got a lot more information
13 | on it, still would like to know what's going to happen.

14 | So I appreciate your time. Thank you very much.

15 | MR. KENNEDY: Thanks for your comment.

16 | One thing that might be helpful just to reiterate
17 | is that, as far as schedule goes -- and again, we're not
18 | answering questions, but I'm trying to provide a little
19 | background -- you know, we're taking comments right now on
20 | the draft EIS.

21 | The comments that are being made, that we'll
22 | receive in this public hearing tonight or written or any
23 | mailed comments, they'll be responded to in the draft -- in
24 | a final EIS that will come out probably sometime later
25 | in 2014. So your comments tonight will be responded to in

1 the final EIS.

2 The Sound Transit board will be making a decision
3 on a preferred alternative, probably this fall. And that
4 preferred alternative will be studied in the final EIS. So
5 there'll be a little more certainty after this fall about
6 what alternatives are really off the table and what's going
7 forward. So it may be that some people will know, you know,
8 their property is not part of the preferred alternative
9 fairly soon, within the next three to six months. So I
10 think that -- that may be helpful to some folks.

11 Our next speaker signed up is Eric Raisters.

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1 MR. RAISTERS: Yes.

2 MR. KENNEDY: Is that correct?

3 MR. RAISTERS: That's correct.

I-070-001 4 Yes. Thank you for the chance to speak on this.

5 I'm -- I'm a little concerned and would like to express my
6 concern about the fact that -- that the -- some of the
7 alternatives have already been ruled out; namely, going
8 up 99 or going up 5th or 15th or something like that.

I-070-002 9 That -- that our -- I don't represent the board, although I
10 am a member of the board of the Latvian Evangelical Lutheran
11 Church, which right now is looking at getting their property
12 completely taken away.

13 It's a church that's been around for, in that
14 location, 42 years. And we already had our property taken
15 away, the first time, by the city of Seattle when they built
16 the Wallingford Playfield.

17 We never were notified. In fact, the first we
18 ever had any inkling that this was going to come through our
19 property was in May of this year when Roger Iwata came to
20 the community center and asked to talk to someone in the
21 community center.

I-070-003 22 I'm looking at the schedule that you have out
23 there. At that point, you had already ruled out all of the
24 other alternatives that would have potentially not affected
25 the Lutheran -- the Latvian Lutheran Church and community

I-070-001

Prior to the development of the Draft EIS, Sound Transit studied various corridor options for this project. That work is called the Alternative Analysis and the reports are available to the public in Appendix K of the Draft EIS and on the Lynnwood Link Extension website at: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension/Lynnwood-Link-Document-Archive/Lynnwood-Draft-Environmental-Impact-Statement>. This analysis showed that high-capacity transit along I-5 would be most beneficial when compared to high-capacity transit on SR 99, NE 5th or NE 15th. Sound Transit spent a great deal of time considering corridor options other than I-5. Please review the Alternatives Analysis Report for this evaluation.

I-070-002

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.

Sound Transit has been in contact with representatives of the church prior to May 2013; see Appendix L, Public Involvement and Agency Coordination, of the Final EIS for a table that lists Sound Transit's outreach activities to the church.

I-070-003

At the time of the publication of the Draft EIS, alternatives located in

I-070-003

center.

2 And we had no notice of it. The board apparently
3 made these decisions without consulting with the communities
4 that they were going through. And to me, that does not seem
5 like a very democratic procedure, and it doesn't seem like
6 the right way to do things.

7 I just want to make a comment on that, and I'll
8 leave it at that. Thank you.

9 MR. KENNEDY: Okay. Thank you for your comment.

10 Our next speaker, signed up, is Gunars Sreibers;
11 is that correct? Is Mr. Sreibers here?

12 He's out in the hall, I think.

13 While we're waiting, is there anybody else that
14 might want to speak or has -- you're welcome to sign up now
15 or -- it looks like we have Mr. Sreibers.

16 Mr. Sreibers?

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different corridors (such as SR 99 or NE 15th) had been considered but dismissed; see response to comment I-070-001 above.

See the response to I-070-002 directly above that addresses how the project will not displace the Latvian Evangelical Lutheran Church. Sound Transit has been in communication with the church since 2012; see Appendix L of the Final EIS for a table that lists Sound Transit's outreach activities to the church.

1 MR. SREIBERS: My name is Gunars Sreibers. And
I-071-001 I'm representing the Latvian Lutheran Church and community
3 center located just north of Northgate.

4 And the Baltic community is extremely disappointed
5 in the lack of recognition the DIS [sic] has written into it
6 regarding the social and cultural contributions of our
7 community to the Seattle and Pacific Northwest. The Latvian
8 center is the hub of Baltic community activities in the
9 community and represents thousands of Baltic residents here
10 in the Seattle metropolitan area.

I-071-002 The DIS fails to address any of the impacts,
12 construction as well as operation of the light rail system,
13 will have on our numerous activities that occur at the
14 center on an ongoing basis.

15 The alternatives include one that also mentions
16 the complete elimination of this center which, in essence,
17 will result in the demise of this center because the
18 relocation of it will be so difficult and the activities --
19 discontinuation of activities would essentially be
20 eliminated -- or it would not -- no longer be able to occur.

21 The center is a multigeneration facility. We were
22 really surprised by the fact that in investigating the
23 facility the -- the staff and the people preparing the EIS
24 did not recognize the fact that this is more than just a
25 church. This represents the hub of the Baltic community and

I-071-001

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

I-071-002

Chapter 4 of the Draft EIS discusses the project's impacts during construction and operation. Section 4.4 discusses impacts to social resources, including the 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 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.

I-071-002

the activities of Baltic community, not only in the Pacific Northwest but all the way up to Alaska, California, and heading towards the east.

Not only is it a place where a lot of Baltic people get together, but it is also a center that involves everybody from toddlers to seniors. It also has active church services in three languages, Latvian, Lithuanian, and Estonian. It has special events and holidays, that are unique to the Latvian and the Baltic cultures, that occur there. A Latvian language school is held there on a routine basis, on a regular weekly basis.

We have dance groups. We have choir groups that travel to Latvia and are invited to go to Latvia. We have fraternal groups and we have senior citizens groups that meet there and multiple groups within those larger groups.

It's visited by the presidents by the Baltic countries. It is also visited by the ambassadors of those Baltic countries.

It is also the focal point for, not only the establishment, but also the continued funding of the Baltic studies programs at the University of Washington.

Any of the alternatives that we're looking at here that cause for the disruption or even the permanent relocation of this facility will essentially be devastating to the Baltic community. And measures must be taken,

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.

I-071-002 | basically, to find mitigation measures that will allow us to
2 | continue our existence in the present location.

3 | Thank you.

4 | MR. KENNEDY: Thank you very much for those
5 | comments.

6 | Well, that's everybody that is signed up that we
7 | have so far. We do have, it looks like, somebody else who
8 | would like to sign up.

9 | Sir, can you -- can I get you to sign up?

10 | Where -- is Erin -- where did Erin go?

11 | Sir, why don't you come up? I'm going to get you
12 | signed in here. Thanks.

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1 MR. SMIDCHEMS: Guntis, G-U-N-T-I-S; last name
2 Smidchems, S-M-I-D-C-H-E-M-S. I live -- my mailing is the
3 University of Washington, Department of Scandinavian
4 Studies, Box 353420, Seattle, Washington, 98195.

I-072-001

I'm here from the Scandinavian Department. We
6 teach Latvian, and that's why -- that's our connection to
7 the Latvian center which is on the planned line.

8 Our department does community outreach events
9 every year, like concerts or lectures or social events.
10 October 23 is one of our outreach events, the Latvians and
11 the Estonians of the Seattle community.

12 And I'm here, more, to find out how that community
13 center is affected by this project and to see how that is
14 going. It's definitely -- we have -- at the department, we
15 have two kind of legs in the local community. One is the
16 Nordic museum in Ballard, and this is our other place where
17 we meet people off campus.

18 So that's about all I wanted to say. I'm just
19 curious about how that's going.

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I-072-001

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

1 HARVEY: I've already signed in on one of them.

2 MR. KENNEDY: Did you --

3 HARVEY: I don't know which one it was.

4 MR. KENNEDY: Okay. Well, you're not -- you're
5 not on this list. So why don't you sign in, if you would,
6 please. Thank you.

I-073-001

HARVEY: We just moved into this area. And I'm
8 starting to get an impression that you really don't care who
9 lives here, who you have to move, who you have to crush. I
10 don't know what you're thinking in who moves or who has to
11 move. And there's a lot more I could have said, but it
12 would have taken up 20 to 30 minutes.

13 And that's all I can really say right now.

14 MR. KENNEDY: Okay. Thanks.

15 Is there anybody else that would like to comment?

16 If not, I would encourage people to make comments.

17 We have a comment form out here. You can e-mail comments
18 in, as Mr. Earling was saying. There's a variety of ways to
19 comment other than here.

20 If you actually want to come back and comment to
21 the court reporter, you can do it. If you feel a little bit
22 like you don't want to comment in this type of a setting,
23 feel free to come back. She will be here until 8 o'clock.

24 But keep in mind the draft EIS. The reason for
25 doing it is to get your comments. We invite your comments.

I-073-001

Thank you for your comment. Minimizing the number of residents displaced, as well as the number of properties acquired for this project is a priority for Sound Transit. In addition to the information on specific affected properties in the EIS, Sound Transit has contacted potentially affected parties to offer information and assistance.

1 We want your comments. That's the point of a draft EIS, so
2 we can -- so our board, that Mr. Earling and others are on,
3 can take those into consideration when they make a decision.

4 So we do take your comments seriously. We invite
5 your comments. We've got many experts out here on -- on
6 every aspect of the project, design, noise, environmental.
7 So please take advantage, ask them questions.

8 So I thank you for coming tonight.

9 And we have another person here. Would you like
10 to speak?

11 PUBLIC MEMBER: I just have a question. I notice
12 that on the comment forms, these are self-mailing with the
13 stamp. Will you have any available to take some with us
14 when we leave, for others in the community?

15 MR. KENNEDY: Yeah.

16 MS. TAYLOR: We have plenty. Just come see me.

17 MR. KENNEDY: Thanks.

18 Great. Well, thank you for calling [sic]. I will
19 bring this hearing to a close. Thanks for coming.

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1 MR. FOY: John Foy, from Lake Forest Park. Is
2 anyone else from Lake Forest Park here this evening?

I-074-001

I took the most direct route to come here
4 because -- 205 or I guess 240th, some people call it 205.
5 For Lake Forest Park residents, my concern is the -- the
6 stops are going to be one at Northgate, that's pretty well
7 declared, the Northgate stop. Then there's an idea that
8 130th is going to be a stop, which is so close to Northgate.

9 But 145th, which is the most direct route into
10 Lake Forest Park -- the most direct route -- all the other
11 routes, we must go through other traffic, other cities,
12 other traffic. 145th is the only direct entrance into Lake
13 Forest Park, Kenmore, into Bothell Way. And that is
14 doubtful right now. My understanding is that it is not in
15 discussion or it -- they're looking at it, but it's not.

16 May I inform the -- Sound Transit that the city
17 council of Lake Forest Park has just moved to build about
18 four hundred units of housing on the corner of Bothell Way
19 and 145th.

20 Given that traffic, which will mean that if there
21 is no stop at Sound Transit at 145th, those people are going
22 to be going through all the other exits and into -- we've
23 objected to the number of -- to the number of housing going
24 in there, but the council, in their wisdom, as many councils
25 often do, do not pay attention to the citizens of the city

I-074-001

A station at NE 145th Street was under consideration for the Draft EIS and is also included in the Preferred Alternative in the Final EIS. Sound Transit has been considering a station at this location since the beginning of the environmental review process. Thank you for the additional information on the City of Lake Forest Park's plans for development on NE 145th Street to the east of the proposed station.

I-074-001 | and decide to go ahead and do what they want. And that's --
2 | it's going to devastate the neighborhood. And we have
3 | complained about it, but nevertheless, there it is.

4 | I also will appear at the next one in Shoreline
5 | because Shoreline has this same concern about there is no
6 | direct entrance. 145th is the only direct entrance into
7 | Kenmore, Lake Forest Park, Bothell Way. Otherwise we have
8 | to go through various cities in a roundabout way.

9 | Thank you.

10 | MR. KENNEDY: Thank you, sir.

11 | It looks like, next up, we have Mr. Dan Dale.

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1 MR. ANDREJEVS: I'm Markus, M-A-R-K-U-S; Andrejevs
2 A-N-D-R-E-J-E-V, as in Victor, -S, as in Sam.

3 Address is 3818-228th Place Southwest, Brier,
4 Washington 98036.

I-075-001

5 And then, my comments, I was going to comment on
6 the fact that it's a sad situation. Sounds like the board
7 members have already made the decision. It doesn't seem
8 like we had a vote, if it was even a vote. We just now have
9 to deal with the decisions that are being made.

10 This Latvian community center that I'm most
11 concerned with being closed off to the community, not only
12 the Latvian community, but Lithuanians, Estonians, people
13 from Canada come down to visit, dignitaries, politicians.
14 We have -- the University of Washington also performs plays
15 and have -- they have fund-raisers there.

16 And for the entire amount of time that it's going
17 to take to build this light rail system, will be detrimental
18 to those community members and groups and their
19 functionality.

20 That's -- about wraps it up.

21 (Proceedings concluded at 8:00 P.M.)

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I-075-001

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.

I-076-001

Thank you for your comments.

1 MR. REEDY: First name is Robert. Last name,
2 Reedy, R-E-E-D-Y. My address is P.O. Box 61, Mountlake
3 Terrace, 98043.

I-076-001

4 And I would say, if I was in front of everyone, we
5 have been fighting this issue since the old monorail in
6 1962, the Seattle World's Fair. And they wanted to bring it
7 all the way up here. So for 50 years we've been fighting
8 the same thing. I say let's go. It's time that we did
9 something. It's time to move and move forward.

10 That's all I have to say.

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TO WHOM IT MAY CONCERN;

I-078-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Jean Schunacher Holmes

4800 200th St. SW #E106
Lynnwood, WA 98036

I-078-001

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

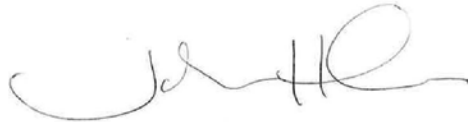
I-079-001

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

TO WHOM IT MAY CONCERN;

I-079-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



John Holmes
4800 200TH ST SW E106
LYNNWOOD WA
98036

Bill Pedersen
Regis of Shoreline
14900 1st Avenue NE #218
Shoreline, WA 98155

APT 218

8/18/13

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

Dear M. Swift:

I am a resident of Regis of Assisted Living in Shoreline. I would favor proposed transit line between Federal Way to Lynnwood. This Plan would provide the best selection of smaller cities that we older people -- some with physical handicaps -- would have less crowded shopping & access to the U. of W. would be a major asset of the "straight" line proposal.

Thank you for this opportunity to share opinion about this proposed plan.

Sincerely,
William C. Pedersen

I-082-001

Thank you for your suggestion for a straight-line alignment of the light rail system between Federal Way and Lynnwood. A full discussion of the overall proposed light rail system can be found in "Sound Transit 2: A Mass Transit Guide - The Regional Transit System Plan for Central Puget Sound" published by Sound Transit in July 2008. However, the scope of the Lynnwood Link Extension EIS is focused on connections between Northgate and Lynnwood.

I-082-002

Thank you for your comment about the importance of serving the small communities along the route of the proposed Lynnwood Link Extension project. As demonstrated by the number of stations and combination of stations represented in the several alternatives evaluated in the EIS, Sound Transit is committed to providing the best service to residents along the entire route of the proposed light rail extension. Also, the construction of all light rail transit facilities (sidewalks, stairs/elevators, and access into the light rail train cars) will comply with all required standards of The Americans with Disabilities Act of 1990 to ensure access by the elderly and persons with physical disabilities. See Section 2.3 of the Final EIS.

I-082-001

I-082-002

From: Capt. Andrew Reay-Ellers <capt_reayellers@yahoo.com>
Sent: Wednesday, August 21, 2013 3:01 PM
To: Lynnwood Link DEIS
Subject: Fw: shoreline LINK meeting(s) follow-up
Attachments: Letter to SOWERS-reTOD-21Aug2013.docx

To Lynnwood Link DEIS Comment-processing staff;

I-083-001

Last December, when the Sound Transit Board voted to adopt Transit-Oriented-Development policies, I was very heartened to see that lessons had been learned; and that Sound Transit now appreciated the value and accepted the necessity of TOD in creating a successful transit system.

With this in mind, you can imagine my dismay in reviewing the recently released DEIS for the Lynnwood LINK portion of the light rail system.

The designers and planners of this proposed section of light rail have disregarded Sound Transit's TOD policies. It appears that nothing has been learned, and the ST staff has ignored the directions of the board, and the criteria you have established. Every proposed station is sited immediately next to the highway, and the potential for TOD at each of these sites --by Sound Transit's own estimates-- is "Limited".

At recent public meetings and presentations by Sound Transit in the Shoreline area I have been asking questions about Transit-Oriented-Development, and trying to point out the shortcomings in the plan as it is currently proposed. I cannot say that the local staff seem to think this is an important issue. They seem to want to discuss nothing at this point other than alternatives of at-grade vs. elevated stations; and where exactly they will build the enormous parking garages they propose.

I am following up some of those discussions with a letter to one of the Sound Transit outreach staff, Nytasha Sowers. A copy of my letter to her is both included below, and attached to this email.

Basically, rather than being a part of an integrated regional transit system, it seems like the cities of Shoreline, Mountlake Terrace, and Lynnwood are simply expected to accommodate the passage of a commuter rail line This is NOT what the "Link Light Rail" system is supposed to be about -- a series of Park & Ride Garages along

1

I-083-001

Thank you for your letter regarding Sound Transit's TOD Policy and for your interest in creating transit-oriented communities in the station areas. Sound Transit's project was designed to respond to the purpose and need described in Chapter 1. The Sound Transit policy on TOD is intended to help guide the development of the project, but it does not override the project's purpose and need, and it is to be considered along with other design and environmental considerations that shaped the development of alternative alignments and stations. Please see Chapter 2, Section 2.6.1 for more details on factors affecting the alternatives.

I-083-001

the highway. Vibrant integrated station-areas --with good opportunities for TOD-- are a 'must' if Sound Transit's Light Rail system is to be a success.

I am working to write an official and complete set of comments regarding the Lynnwood Link DEIS, and will send those to you when they are complete. In the meantime, I am sending you a copy of my correspondence with Ms Sowers for the record.

I hope that the Sound Transit staff, and especially the Lynnwood Link Team will please look into this issue, and consider the flawed planning and missed opportunities of the current Lynnwood LINK design.

thank-you,

andy reay-ellers

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

From: Capt. Andrew Reay-Ellers <capt_reayellers@yahoo.com>
To: "nytasha.sowers@soundtransit.org" <nytasha.sowers@soundtransit.org>
Cc: Miranda Redinger <mredinger@shorelinewa.gov>; "Suzanne Wynne, 185th Station-Area Citizens Committee" <action@futurewise.org>; 185th Station Citizen Committee <185scc@gmail.com>
Sent: Wednesday, August 21, 2013 12:56 PM
Subject: shoreline LINK meeting(s) follow-up

Dear Ms. Sowers--

I-083-002

I wanted to 'follow-up' with you a bit.....

Two weeks ago, at the 185th station committee meeting, I was one of the people asking you about the [lack of] TOD potential in the proposed design of the Lynnwood LINK. Previous to that, I had been one of the people asking you similar questions at the 145th station-area visioning meeting the week before.

I-083-002

Since the release of the Draft EIS and the identification of the Preferred Alternative, the City of Shoreline has conducted additional planning that would help create development patterns more oriented to transit at the NE 145th Street and the NE 185th Street stations. The assessments of the potential for TOD reflected a variety of factors, including local regulations, market conditions and availability of land. The City of Lynnwood, the City of Mountlake Terrace and Sound Transit have also been working collaboratively to advance the TOD potential in their station areas. During final design, Sound Transit also will continue to consider TOD development partnerships and related opportunities to design the station and station areas in ways that support TOD. However, the station locations and the decisions to include parking facilities respond to other Sound Transit policy commitments, including for system access (encouraging a balance of modes, and recognizing the need to serve existing as well as future land use patterns in the larger corridor), sustainability, and environmental management. As described in more detail in Chapter 2, other corridors away from the freeway were considered, but the environmental impacts of building light rail through established communities with few other continuous north/south corridors besides SR 99 limited the potential for placing stations other than adjacent to I-5. Please see Chapter 4, Land Use, Section 4.2.5 for a discussion on TOD potential.

I-083-002

While it may seem that I keep asking the same questions, I'm not. (though admittedly my questions are certainly closely related). Likewise, regardless of what you may think, I am very much interested in your answers.

I am trying not to repeat myself, but rather to continue to research and ask questions in hopes of helping me to refine my DEIS comments, so I am focusing on defining the problems in sound transit's conceptual strategy of designing the Lynnwood Link.

In detail, and review:

At the visioning meeting I asked you about better siting/aligning/designing the shoreline stations to maximize and encourage -- or at the very least, **allow for** -- good TOD and adjacent "smart growth" urban planning and integration.

[please note, again, that I am in no way asking for re-consideration of a SR99 or N.E. 15th alignment.]

Your reply to me, in part, was that while LINK will try and locate stations where TOD can best happen, not all stations can have this attribute. Different stations can and will serve different purposes.

I have to say that while I might wish that EVERY station area be developed in a "dense, developed TOD" way, I heard what you had to say and I guess it helped me to realize that this is unrealistic. So I get it -- not all stations can or will be designed, aligned, laid-out, and sited to maximize TOD.

BUT.

With this new (and perhaps more realistic) attitude, I then went back to work looking to Sound Transit's policies and goals, and the Lynnwood LINK planning and design work. I wanted to understand both the current policies, and where along the Shoreline segment good integration of station & community is being considered, fostered, and can be expected.

here's what I found:

---Last December the ST Board approved and published their official TOD Policy.

---in April, Lynnwood LINK issued its report on TOD potential along the proposed route with the currently proposed stations' conceptual design & siting.

I-083-002

---and now the DEIS has been published, which incorporates in its entirety (I believe) the April TOD report.

In doing this research two things really jumped out at me, and that is what I was trying to question you about at the 185th meeting. In short:

#1.

The sound transit TOD policy says (1st page, 3rd paragraph):

".....The legislation also guides Sound Transit to work with public and private interests to facilitate TOD. For example, Sound Transit is guided to work with local jurisdictions to set forth conditions for assuring land uses compatible with development of high-capacity transportation systems, such as providing for sufficient land use densities through local actions in high capacity transit corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality. Additionally, the legislation guides the agency, in cooperation with public and private interests, to promote transit compatible land uses and development, which includes joint development."

#2.

The assessment in the April report and the DEIS states that the potential for TOD at the 4 proposed station sites in "segment A" of Lynnwood LINK is:

"limited"(130th); "limited"(145th); "limited"(155th); and "limited-moderate"(185th).

-- and even this last site falls to "limited" if accommodation/agreement is not reached with Shoreline Schools for developing adjacent properties in their control.....

OBSERVATIONS:

It appears that the Lynnwood LINK conceptual design, as described in the DEIS, pretty much completely disregarded Sound Transit's own policy. The development of designs are directed to "facilitate TOD" (Sound Transit's words) -- NOT to simply study the issue and then report that, "*nope, not much chance of TOD here...*" (my paraphrase) And regardless of your supposition that 'every station site won't allow for TOD' -- which I do tend to believe is true -- the fact is (as established by Sound Transit's own report), that NONE of the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well.....

I-083-002

Again, I get it that this section of LINK is never going to have the TOD potential of some of the station sites in Seattle. Likewise, I understand that it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood LINK stations to maximize TOD potential.

But NONE??

Eight months after Sound Transit publicly commits to a policy of designing its transit projects to encourage and facilitate TOD -- **and the very next project design which is released to the public has little to none.** Why has this project chosen to disregard the Sound Transit board's guidance and directions? I hope you can realize how disappointing and frustrating this is..... and why I am asking questions about this obvious oversight and short-coming of the project as proposed.

At some point in design and scoping -- especially after the Sound Transit board adopted an official policy and commitment to TOD -- there should have been a recognition that the current design was not meeting Sound Transit's own criteria.

So we are now at a point in the process where the public is to comment on the alternatives listed in the DEIS -- and yet the list of alternatives is very obviously incomplete, since no alternatives provide even an average amount of TOD potential. In failing to develop a design which meets Sound Transit's own policies and goals, I find that the DEIS is deeply flawed.

It seems like the lessons learned by Sound Transit a mere ten years have already been forgotten. At that time, the preferred alternative of locating a LINK station alongside the highway at NE 65th was realized to be a mistake --both by the community AND the Sound Transit Board-- simply on the basis of the lack of TOD potential.

No transit station which is sited immediately adjacent to a highway will ever encourage --or even allow for-- effective TOD and integration into the surrounding community. By definition and simply geometry, half of the land adjacent to a station located immediately next to a highway can never be developed, because it is taken up by the highway itself. And then the other half of the the land adjacent to the station will never foster good, valuable, and attractive urban development, because all of that property, by definition, is next to a highway. Shifting the alignment even a block or two makes a world of difference, and that is exactly what Sound Transit choose to do at NE 65th -- even though it meant that the costs of developing that segment are going to be higher.

I-083-002

I understand that it must seem the obvious solution to run LINK along the edge of I-5 from Northgate to Lynnwood -- its simpler, and probably cheaper. But by choosing this 'easy' way, Sound Transit has disregarded what it has already learned about station areas. North of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train. Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

The DEIS, as it is currently written, basically only allows a choice of which type of Park-and-Ride station (at-grade or elevated; where to build the huge parking structure) the public wants to accept. This is not a real choice, and doesn't allow for meaningful public input. The currently proposed station locations and siting don't allow for significant Transit-Oriented-Development, or efficient integration -- and that is exactly what is needed if LINK is to have a consequential positive impact throughout our area.

If the Lynnwood LINK is to truly serve the communities north of Seattle --and to meet the criteria, strategies, policies, and goals set by Sound Transit-- then a re-examination of the project's design is necessary.

Sound Transit needs to be part of creating a transit system, NOT just the builder of a railroad.

regards--

andy

Capt. Andrew Reay-Ellers

home: 206 - 362 - 3799
cell: 206 - 552 - 1961

To: Nytasha Sowers, Sound Transit

From: Andrew Reay-Ellers
Email: capt_reayellers@yahoo.com
Phone: 206-552-1961

Cc: Miranda Redinger, City of Shoreline
Suzanne Wynne, NE 185th Station-Area Citizens Committee

21 August 2013

Dear Ms. Sowers--

I wanted to 'follow-up' with you a bit....

Two weeks ago, at the 185th station committee meeting, I was one of the people asking you about the [lack of] TOD potential in the proposed design of the Lynnwood LINK. Previous to that, I had been one of the people asking you similar questions at the 145th station-area visioning meeting the week before.

While it may seem that I keep asking the same questions, I'm not. (though admittedly my questions are certainly closely related). Likewise, regardless of what you may think, I am very much interested in your answers.

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In detail, and review:

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[please note, again, that I am in no way asking for re-consideration of a SR99 or N.E. 15th alignment.]

Your reply to me, in part, was that while LINK will try and locate stations where TOD can best happen, not all stations can have this attribute. Different stations can and will serve different purposes.

I have to say that while I might wish that EVERY station area be developed in a "dense, developed TOD" way, I heard what you had to say and I guess it helped me to realize that this is unrealistic. So I get it -- not all stations can or will be designed, aligned, laid-out, and sited to maximize TOD.

BUT.

With this new (and perhaps more realistic) attitude, I then went back to work looking to Sound Transit's policies and goals, and the Lynnwood LINK planning and design work. I wanted to understand both the current policies, and where along the Shoreline segment good integration of station & community is being considered, fostered, and can be expected.

here's what I found:

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"limited"(130th); "limited"(145th); "limited"(155th); and "limited-moderate"(185th).

-- and even this last site falls to "limited" if accommodation/agreement is not reached with Shoreline Schools for developing adjacent properties in their control.....

OBSERVATIONS:

It appears that the Lynnwood LINK conceptual design, as described in the DEIS, pretty much completely disregarded Sound Transit's own policy. The development of designs are directed to "facilitate TOD" (Sound Transit's words) -- NOT to simply study the issue and then report that, "nope, not much chance of TOD here..." (my paraphrase) And regardless of your supposition that 'every station site won't allow for TOD' -- which I do tend to believe is true -- the fact is (as established by Sound Transit's own report), that NONE of

the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well.....

Again, I get it that this section of LINK is never going to have the TOD potential of some of the station sites in Seattle. Likewise, I understand that it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood LINK stations to maximize TOD potential.

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At some point in design and scoping -- especially after the Sound Transit board adopted an official policy and commitment to TOD -- there should have been a recognition that the current design was not meeting Sound Transit's own criteria.

So we are now at a point in the process where the public is to comment on the alternatives listed in the DEIS -- and yet the list of alternatives is very obviously incomplete, since no alternatives provide even an average amount of TOD potential. In failing to develop a design which meets Sound Transit's own policies and goals, I find that the DEIS is deeply flawed.

It seems like the lessons learned by Sound Transit a mere ten years have already been forgotten. At that time, the preferred alternative of locating a LINK station alongside the highway at NE 65th was realized to be a mistake --both by the community AND the Sound Transit Board-- simply on the basis of the lack of TOD potential.

No transit station which is sited immediately adjacent to a highway will ever encourage --or even allow for-- effective TOD and integration into the surrounding community. By definition and simply geometry, half of the land adjacent to a station located immediately next to a highway can never be developed, because it is taken up by the highway itself. And then the other half of the the land adjacent to the station will never foster good, valuable, and attractive urban development, because all of that property, by definition, is next to a highway. Shifting the alignment even a block or two makes a world of difference, and that is exactly what Sound Transit choose to do at NE 65th -- even though it meant that the costs of developing that segment are going to be higher.

I understand that it must seem the obvious solution to run LINK along the edge of I-5 from Northgate to Lynnwood -- its simpler, and probably cheaper. But by choosing this 'easy' way, Sound Transit has disregarded what it has already learned about station areas. North

of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train. Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

The DEIS, as it is currently written, basically only allows a choice of which type of Park-and-Ride station (at-grade or elevated; where to build the huge parking structure) the public wants to accept. This is not a real choice, and doesn't allow for meaningful public input. The currently proposed station locations and siting don't allow for significant Transit-Oriented-Development, or efficient integration -- and that is exactly what is needed if LINK is to have a consequential positive impact throughout our area.

If the Lynnwood LINK is to truly serve the communities north of Seattle --and to meet the criteria, strategies, policies, and goals set by Sound Transit-- then a re-examination of the project's design is necessary.

Sound Transit needs to be part of creating a transit system, NOT just the builder of a railroad.

regards--

andy

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