



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: Seattle STATE: WA ZIP CODE: _____

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

Comments

I-001-001

- concerned about the impact of construction and operation of light rail on the Latvian Community Center.

- concerned about construction noise ~~and~~ ~~of~~ disrupting community concerts, services, plays, etc.

- concerned about ^{the noise of} trains running by every few minutes disrupting community concerts, ^{did other} cultural events

I-001-002

- concerned about reducing the amount of parking available. People from around Puget Sound attend these events - most arrive by car.

I-001-003

- concerned about safety - access for emergency services

I-001-004

- concerned about ^{construction} vibration and ^{of} vibration from trains running by, and the impact on the grand piano at the cultural center. These instruments ^{will} fall out of tune due to vibrations



I-001-001

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

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction or any other construction project and Sound Transit works with local residences and business to minimize construction impacts.

I-001-002

Thank you for your concerns about the potential displacement of the parking for the Latvian Evangelical Lutheran Church. Since the publication of the Draft EIS in July 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, access to the property has been maintained, and the church parking lot would be modified, but parking supply maintained; see Section 3.2.7 in the Final EIS.

I-001-003

Sound Transit will work with local jurisdictions to ensure that emergency services access is maintained to all occupied buildings, both during construction and after light rail begins operation.

I-001-004

Vibration from trains running will not contribute to the piano going out of tune. The vibration from moving trains will be much less than the



Lynnwood Link Extension

Submit your comments by September 23, 2013

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

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

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

I-001-005

- concerned about privacy - if the train is elevated, the community loses privacy. For example, wedding, confirmation, christenings, family portraits are often made in the rhododendron garden
- concerned about the visual impact of at grade or elevated train, so close to the main entrance of the cultural center.

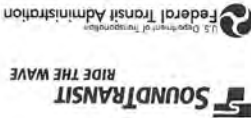
Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

PLACE
STAMP
HERE

Thank you
for your input!

TO SUBMIT YOUR COMMENT BY MAIL:

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



vibration generated within the instrument as it is being played.

Construction vibration mitigation described in the Final EIS will be implemented during work at the property to minimize the risk of adverse effects at the church property.

I-001-005

It is correct that elevated trains may have views for passengers into adjacent properties, although noise walls, vegetation, and the speed of the trains would make views of individual properties less distinct and fleeting. At-grade trains would be at similar heights to I-5 traffic including buses.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marco Baldana

ADDRESS: 21014 74th Ave W

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: _____

Please sign me up for project email updates

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Comments

I-002-001

The max speed is 65mph and I believe that is too slow. The technology and planning is outdated by more than 2 decades. I think that by the time the project is complete this will be even more evident.



I-002-001

Thank you for your comment.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Summer Baltzell

ADDRESS: 3009 208th Pl SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: summerb@hotmail.com

Please sign me up for project email updates

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Comments

I-003-001

C3 (close to the freeway) is the best alternative over C1 or C2!

- No wetlands impact
- keep the noise in a "noise corridor"
- close to the intemurban trail for access
- easier and less costly access for maintenance
- easier access for safety and emergency vehicles!

Option 2 is the best! keep the bus + rail traffic together.

- Less pedestrian traffic over/through/around the buses!
- Safer + easier to maintain (spelling)
- Makes it a transfer hub like LeRoute plaza
- Makes it easier for transit and commuters.



I-003-001

Thank you for your comment stating a preference for Alternative C3 over the other two alternatives and for stating a preference for the Option 2 station alternative for an elevated station relocated east of 46th Avenue W. Following the publication of the Draft EIS, Sound Transit continued to work with the City of Lynnwood and others to define a modification to Alternative C3, which is evaluated in the Final EIS as the Preferred Alternative.

I-004-001

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

TO WHOM IT MAY CONCERN;

I-004-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Christina Bautista 8-15-13
15411 34th Ave SE
Mill Creek, WA 98012

From: SAMUEL H BESS <shbess116@msn.com>
Sent: Tuesday, July 30, 2013 4:52 PM
To: Lynnwood Link DEIS
Cc: Iwata, Roger; Bess Nate; Lince Kevin & Leslie; Rep. Ruth Kagi; Council@shorelinewa.gov
Subject: Lynnwoodlink DEIS comments

Samuel H. Bess
116 NE 158th St.
Shoreline, WA 98155-5720
206-367-0728

I-005-001 | Table 4:1-1 Does not identify WHICH "Residential single family" or "Residential multifamily" units are adversely selected under the segment alternatives Seattle to Shoreline. They should be disclosed publicly.
Shoreline streets (ie. First Ave. NE from NE 156th to Ridgecrest Park) if adversely displaced (or modified) are not noted specifically. They should be disclosed publicly.

I-005-002 | Any infrastructure in the City of Shoreline; fire hydrants, water lines, sewer lines, curbs, gutters, drains should be upgraded to current code and to fully improved status if projects impinge upon their existence or quality of access.
For example First Ave. NE from 156th to Ridgecrest Park.

I-005-003 | Table 4.7-5b My address is directly impacted and rated as moderate to severe noise and vibration "requiring mitigation".
From NE 155th St. to Ridgecrest Park, all residential units along First Ave. NE and up-slope appear to be impacted according to this table. Historically, since the I-5 opened in the early 60's, noise and vibration have become an on-going nuisance. twenty years ago, neighbors banded together living then in what was unincorporated North King County, requested the DOT to mitigate these conditions and address our concerns.
Some sound studies were selectively taken and the DOT refused to take mitigating remedies along much of First Ave NE between NE 155th and Ridgecrest Park. the main reason stated was that

I-005-001

Thank you for your comment. Table 4.1-1 is a summary of the number of parcels that could potentially be affected by each alternative. Figures I-4.1-1 through I-4.1-4 identify these parcel locations, and Tables I-4.1-1 through I-4.1-3 identify parcel addresses. Streets that would require modification by the Preferred Alternative are identified in the Final EIS.

I-005-002

Permits are required for any Sound Transit Lynnwood Link Extension construction that falls under City of Shoreline jurisdiction, and infrastructure replaced due to such construction will be built to existing codes.

I-005-003

The noise analysis for the project uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts according to FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail noise impacts. In addition, where 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 FHWA.

Your suggestion for a lid is noted, but sound walls are planned at this location.

I-005-003 almost all residential single family units are built more than 20 feet above First Ave. NE and are vibration transmitter and water conductor.)

I-005-004 How will your proposal to "mitigate" the increased vibrations and noise protect residences 4,5, and 6 up the eastern hill be conducted?

I propose an I-5 Lid from 156th to 162nd St. under which the Light Rail should run. (or a modified cantilever 2/3)
West facing deflector to shield higher elevations yielding equal mitigation effects for all residences along that specific corridor.

I-005-005 Table 4.77 Visual quality impacts:
Removal of existing vegetation from NE 155th St. to the North boundary of Ridgecrest park would strip the only sound mitigation available at this time Including numerous conifers and deciduous trees. The ecosystems established in these urban greenways would be destroyed. Critter migrations would be expected. Loss of habitat would be tremendous along miles of green sward DOT right-of-way borders. This habitat would be irreplaceable.

I-005-006 There are sub surface water-courses along this I-5 eastern margin that would be eliminated that support Twin Ponds water quality. Most of the ground-water drains West down slope toward I-5 then South to Twin Ponds. Up-slope residents have encountered springs, seeps, and leaky basements due to run-off sub surface and pump by sump back out that feeds this drainage system. Interruption of that system down-slope may have a deleterious affect upon the Twin Ponds quality. This is an on-going issue year round.

I-005-007 Why is the removal of the Tree border at Ridgecrest Park necessary? These trees and their root systems absorb down-slope water from Third Ave NE that drains through the sub-perk of the park to the West end. The report does not mention subsequent removal of the 12' Berm on the East Park margin under those trees..... destroying visual balance, habitat, and auditory natural abatement soil sound damping characteristics.
Opening that East side of the Park will enhance an already intolerable noise venue

I-005-004

Please see response to comment I-005-003 regarding noise. For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria.

I-005-005

Existing vegetation is not a notable source of mitigation for noise. Noise impacts are calculated based on existing noise levels plus light rail noise, as described in Section 4.7. Removal of vegetation from NE 155th Street to Ridgecrest Park is addressed in the Draft EIS on page 4-77 and in the high visual impact ratings for all alternatives on pages 4-84 and 4-85.

Habitat loss is addressed on page 4-136 of the Draft EIS. The Final EIS has additional detail on mitigation proposed for the Preferred Alternative.

I-005-006

The EIS includes a summary of the existing groundwater conditions based on available information. Project-specific geotechnical borings, including monitoring wells, will be installed to further evaluate groundwater conditions along the project alignment. Subsurface drainage will be provided where required to intercept and control groundwater seepage. Collected groundwater seepage and surface water will be infiltrated where possible to provide recharge to the regional groundwater system.

I-005-007

The Draft EIS describes the partial replacement of the berm and row of cottonwoods in section 4.17.2, page 4-216. Section 4.17 of the Draft EIS describes potential mitigation measures for Ridgecrest Park to include replacement landscaping and other improvements to restore the park to the same or better condition, and to construct a barrier between the light rail facility and the park that replaces noise reduction and visual

- I-005-007** | due to the supination
North to South of I-5 past the Bus Barn deflecting noise into our neighborhoods already. This report does not mention mitigation of that nuisance.
- I-005-008** | Visual sensitivity notes are slanted toward I-5 traffic (driver perceptions) North to South and the reverse.
Visual sensitivity from individual residential properties are substantially absent from the DEIS. We are not encouraged by the lack of resident's perspectives from the residential specific viewpoints.
Whether at Grade level or at elevated level, along this specific stretch of I-5 negative views are anticipated, and will be detrimental to residential real estate valuations unrecoverable by owners at future points of sale....already, realtors approach these homes with the first negative from their lips saying "Oh, it right next to the freeway". What we can not hear or see now is bad enough.
- I-005-009** | Table 4.5-2 Potential mitigation measures as applied to #4 should be noted from NE 155th St to NE 178th St.
A. "Additional Landscaping and buffers" What type? How high?
B. "landscaping to screen adjacent residences" Use of mature vegetation, not yearling starts is necessary.
Since removal of trees and densities to 40 ft. will happen, how will you landscape to protect properties
60' 100'and 200' or 500' East of I-5 with vegetation? NOT!
C. "...noise and retaining walls"---see prior comments on elevation southbound I-5 higher than Northbound
since partial lids are the only fully effective deflector for properties above 50' above grade to 3rd Ave. NE.
D. "Relocated streets" is First av. NE one of them????Partially????
E. "Landscaping between guideway columns" will not reduce visual impact above guideway track levels.
Rail and trackway visibility will be a new form of visual pollution for our residential area.
F. "Texture, Patterns, color on walls" "Nonsense! More cost for the project and benefits only the drivers who are so busy texting and cell-phoning they would be further distracted.

Samuel H. Bess

screening functions of the affected berm. The Final EIS has additional details.

I-005-008

The analysis in Table 4.5.1 includes more items directed at residential and other non-highway visual impacts than I-5 related impacts. The EIS addresses impacts on I-5 because of specific policies of state and federal agencies regarding highway appearance and specific state guidelines for roadside character. The extent to which vegetation removal, relocation of noise walls, and the elevated alternatives affect the visual integrity, unity and presence of encroaching elements is addressed throughout Section 4.5. The potential property value impacts of visual quality impacts are not addressed in this section. Section 4.3.4 addresses potential negative property value impacts of noise, light, shadow, views, access and parking.

I-005-009

Potential mitigation measures for visual quality impacts on Draft EIS pages 4-91 through 4-93 indicate general mitigation concepts and approaches. All of the potential mitigation measures identified have the potential for application to the area from NE 152nd Street to NE 178th Street as indicated in Table 4.5-2. Details such as the size and height will be developed during the final design phase of the project. As noted on page 4-91, it is likely to take 15 to 20 years to screen parking garages and noise walls and 30 to 50 years to replace the appearance of mature evergreen trees, and this is identified as an unavoidable adverse effect in the EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Carlo

ADDRESS: 8725 242nd St SW

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: johncarlo@comcast.net

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Comments

I-006-001

The proposed stations at 220th and MLT transit center are too close together. If you want people to ride the trains you must offer a time saving. With stops so close together, little time will be saved, so you will lose ridership.
Conclusion: delete the 220th stop - (B2A)



I-006-001

A Mountlake Terrace Transit Center Station with no proposed transit station at 220th Street was considered in the Draft EIS for Alternative B2. However, all the alternatives would offer a time savings over existing and future transit service, and would be competitive with the automobile.

TO WHOM IT MAY CONCERN;

I-007-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

KC Chong
2421 118th EVERETT WA 98208
9/17/13

I-007-001

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

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

Re: Sound Transit EIS comments

I-008-001

My wife and I own five rental properties along the west side of 5th Ave between 123rd and 125th NE. These properties have been specifically identified by Sound Transit to be acquired for the new light rail link between Northgate and Lynnwood. We are **really, seriously, absolutely, terribly worried and concerned** about Sound Transit's plan to condemn our property through eminent domain and the amount of compensation we will receive. We have met with staff at Sound Transit several times and have been informed that there is no other alternative route except through our property.

Our property consists of 27,000 sq. ft. of land with five equal tax parcels, with a total of 25,000 sq. ft. of living space and 30 parking spaces, 20 of which are under cover. Furthermore, since we own all the houses on the block face there is another 500 linear feet of street parking that our tenants can utilize. There are five separate buildings of 5,000 sq. ft. living space each. Three of the buildings were built in 2010 and the other two were completed in 2012. We have a 15 year fixed loan at 5.1% on the property. This project is so easy to manage we can do it all ourselves, in our spare time, and our only outside help is our accountant. We had a plan to have the property paid off at the end of the 15 year loan. This is probably the most perfect rental property in Seattle, in terms of age [new], cash flow, ease of management and ease of maintenance. It was designed and built in excess of the Seattle Building Codes, because we planned to keep it and will it to our daughter and grandson. Our daughter is already on the title. Our entire retirement plan is based on the income stream from this property, after 40 years of very hard work. This property provides very high quality affordable housing, including handicapped units, without any tax breaks, subsidies, or code variances; it is unique and irreplaceable.

Our property is located in the middle of what we call the tri-college area, surrounded by Shoreline Community College to the north, North Seattle Community College to the west, and the University of Washington to the south. In fact, we have had tenants from all three of these schools. It is only four blocks north of the Northgate Shopping Mall on the 41 bus line, one of the major bus lines in Seattle. I doubt you could find a better location in all of North Seattle to build affordable housing. We have had tenants from every conceivable slice of life with us in the last 4 years, and in that time we have received full rents for every unit for every day of every year since the buildings were completed.

I am 58 years old and in poor health, and my wife is 55 years old. I have a rare blood clotting condition as well as Type One diabetes and I had a catastrophic stroke in 2005. I was an invalid for two years, and by 2009 we were almost homeless. Since then we have worked 24/7 for the last 8 years to build our rental properties with the goal of them providing our retirement income. Since we are both the landlords and property managers when Sound Transit takes our property we will lose both our rental income and our jobs, both of which we love. We are both too old and worn out to start all over again in two or three years. We are already having stress and depression problems in trying to deal with this nightmare.

We **really need to know** that Sound Transit is going to be compensating us for the loss of our property. We need an equal replacement for what we are going to lose. The entire Puget Sound region is going to benefit from Sound Transit, but it shouldn't be built on the backs of people like us. When the taxpayers voted for Sound Transit [and we voted for it too] I doubt they intended for Sound Transit to abuse their power and take away the livelihood of little people like us without full, equal and just compensation. It is the only fair thing to do. If this is not your intention please let us know as soon as possible.

I-008-001

Thank you for your comment. Sound Transit recognizes that the relocation of a business or residence is an inconvenience and hardship for those involved. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes a commitment to provide replacement structures in a manner consistent with state and federal law. This policy has been successfully implemented on several of the Link lines already. Sound Transit will help displaced parties to relocate in the same neighborhood or area where feasible. Similarly, when businesses are impacted, Sound Transit will conduct appraisals and work closely with business owners to determine the replacement value of impacted properties and enterprises, and to identify potential replacement properties. Section 4.1.7 discusses Sound Transit's acquisition and relocation policy.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: William Hartley Davis

ADDRESS: 5311 201st SW PL

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS:

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Comments

I-009-001

51st St Residents and Businesses
will be heavily and adversely impacted
by construction and operations
Please no C1, or C2, no coner
ation to apartment and condo ~~th~~ Residents
and they can't fight back



I-009-001

Thank you for your comments. Your opposition to Alternatives C1 and C2 has been noted, including your concerns about impacts to businesses and residences. Sound Transit recognizes that the relocation of a business or residence is an inconvenience and hardship for those involved. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects. Please refer to Section 4.1.7 for information on compensation and relocation processes.

TO WHOM IT MAY CONCERN; KENNETH J. ERVIN
2201 LOMBARD AVE EUT 98201 (4255834773)

I-010-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-010-001

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



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Foy

ADDRESS: 18456-40' Pl. NE

CITY: Lake Forest Pk STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: _____

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I-011-001

Comments

There must be a station at 145' - the most direct connection to LFP + Kenmore. I do not know why 130' is being considered. A station at 205' would also be a direct route - why not?



I-011-001

Thank you for stating your preference for a station at NE 145th Street over a station at NE 130th Street.

Placing a station at NE 205th Street was considered during the initial alternatives analysis and determined to not be a reasonable option; see Section 2.6, which describes the alternative development process.

I-012-001

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

TO WHOM IT MAY CONCERN;

I-012-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Karina Guzman

~~Karina E. Guzman~~

8/15/13

5126 172nd st sw

Lynnwood, WA 98037

From: Jono Hanks <jono.hanks@gmail.com>
Sent: Monday, July 29, 2013 9:09 AM
To: Lynnwood Link DEIS
Subject: Light Rail extension Comments

I-013-001 | I am entirely in favor of extending the Light Rail north. In fact, I would prefer it if the train were able to make it all the way to the Everett Transit Center.

I-013-002 | I would encourage the planners to utilize either of the open space options, so as to minimize the impact to the community as it currently stands. If ST has to buy or acquire existing buildings and land currently in use, it will create ill will in the community.

I currently live in Northgate, but have family in Everett and the Seatac areas, so a light rail connection that connected us all would be incredible.

--

Jono Hanks

I-013-001

Sound Transit recently performed a high-capacity transit corridor study from Lynnwood to Everett to explore extending high-capacity transit service to Everett. If you are interested in Sound Transit's future plans, please visit the agency's website at: www.soundtransit.org.

I-013-002

Thank you for your comment. It is not clear which open space options the comment is referencing, but the EIS alignments were selected based on available right-of-way, proximity to accessible stations, and environmental factors.

From: UBAHARISON@aol.com
Sent: Monday, August 19, 2013 12:09 PM
To: Lynnwood Link DEIS
Subject: To Lauren Swift

Dear Ms Swift:

I-014-001

This note is from my family: Jeff, Jurate, Daina and Maura Harrison. We are writing in regards to the construction of the Light Rail line which is to pass close to Latvian Hall in 3rd Street in the Northgate Area. We understand construction is to begin in that area in 2018. We are writing to beg of you to please do everything in your power to mitigate the impact of the construction on Latvian Hall, both in terms of noise and damage to the buildings.

Latvian Hall has served as the Community Center for most cultural and social events which happen in the Latvian, Lithuanian and Estonian Communities in the Puget Sound Region. My children have attended Lithuanian Dance Classes there weekly for many years, Many of our friend's sons and daughters, including my nieces, have gotten married there and I have attended many memorial services for members of our community who have passed away to mention but a few of the kinds of events we use the Latvian hall facility. We have celebrated Lithuanian Independence Day there in February for the past 22 years that we have lived in the Puget Sound area (Lynnwood). We have also hosted many fundraising events to support our activities as well as to support the Baltic Studies Program at the University of Washington.

These are just a few of the many activities we, as a family have attended at Latvian Hall. This building and property serves an extremely central and valuable role in our communities and would be an immeasurable loss were it to be damaged or seriously noise polluted.

Sincerely,

The Jeff Harrison Family
6610 161 Pl. SW
Edmonds WA 98026
ubaharison@aol.com

I-014-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community. Following the publication of the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). With the realigned street, access to the property has been maintained. Sound Transit will mitigate moderate and severe noise impacts, as identified using FTA criteria; see Section 4.7, Noise and Vibration, of the EIS for the noise analysis. Sound Transit does not expect damage to the buildings on the church property as a result of this project.


I-015-001

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

TO WHOM IT MAY CONCERN;

I-015-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


Robert H. Hausauer Jr.
902 Elm ST
SulTun, Wa 98294

TO WHOM IT MAY CONCERN;

I-016-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Barbara Hawkins
4905 182nd PL SW
Lynnwood, WA 98037

I-016-001

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

I-017-001

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

TO WHOM IT MAY CONCERN;

I-017-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Jillun Head
P.O. Box 55214
Seattle, WA 98155

I-018-001

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

TO WHOM IT MAY CONCERN;

I-018-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Ken. Smith
13411 Ash Way
Everett WA. 98204
8/15/13

I-019-001

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

8/15/13

TO WHOM IT MAY CONCERN;

I-019-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Carole Hines
22020 Tonya Ln.
Brier WA
98036

I-020-001

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

TO WHOM IT MAY CONCERN;

I-020-001 | 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 be "J. Smith", written in a cursive style.

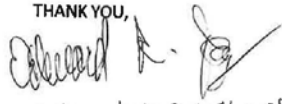
I-021-001

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

TO WHOM IT MAY CONCERN;

I-021-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


1501 ADMIRALTY WAY
LYNNWOOD, WA 98037

I-022-001

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

TO WHOM IT MAY CONCERN;

I-022-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Robert James
ROBERT JAMES
6210 PARK WAY
LYNNWOOD, WA
98036

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JEFF JANEWAY

ADDRESS: 730 BROOKMERE DR.

CITY: EDMONDS STATE: WA ZIP CODE: 98020

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

Comments

I-023-001

PLEASE ENSURE BIKES ARE
FULLY CONSIDERED AT EARLIEST
POSSIBLE.



I-023-001

Comment acknowledged. Accommodation of bicycle travel to and around the station areas, including bicycle parking, is a key consideration for the project. See Section 3.2.5 for information about the project's nonmotorized facilities.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DALE JEREMIAH

ADDRESS: 7106 230th St. SW

CITY: MLT STATE: WA ZIP CODE: 98043

EMAIL ADDRESS: DALEJEREMIAH@GMAIL.COM

Please sign me up for project email updates

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Comments

I-024-001

THERE SHOULD BE AN OPTION B4A - FREEWAY STATION
 WITH 220th STATION



I-024-001

Thank you for your comment stating a preference for Alternative B4 with a 220th Street Station. This option was considered during the initial alternatives analysis and determined to not be a reasonable option. The constraints of limited right-of-way in the median, the configuration of the existing bridge and less convenient access were the primary reasons this alternative was dropped during initial screening.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: V. JODAIS

ADDRESS: 25425 34 PL. S.

CITY: KENT STATE: WA ZIP CODE: 98032

EMAIL ADDRESS: VJODAIS@AOL.COM

Please sign me up for project email updates

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Comments

I-025-001

SINCE I USE THE LATVIAN EV. LUTH. CHURCH AND
CENTER I FIND THE PROPOSAL TO RUN THE
RAIL LINE ^{VIRTUALLY} DESTROYING THE WELL BEING OF
THE PROPERTY TOTALLY UNACCEPTABLE.



I-025-001

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 (also called the cultural center). With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-026-001

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

TO WHOM IT MAY CONCERN;

Lauren Swift,

I-026-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU!

Chino Kelly - owner
4800 - 200 St SW
E 305
Lynnwood, WA 98036 -6363
Cedar Creek Condos

8-9-13



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Chun Kit Ma

ADDRESS: 5616 212th St SW

CITY: Mantlake Terr STATE: WA ZIP CODE: 98043

EMAIL ADDRESS: ma.chunkit413@gmail.com

Please sign me up for project email updates

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Comments

I-027-001 | In segment B alternatives I like the alternative B2A with a stop at 220th Street SW to allow commuters get the job sites. There are also CT connection (110, 119, 130) next to 220th St. SW.

I-027-002 | Approaching Lynnwood Transit Center, I like alternative C3 which follow I-5 route as much as possible to reduce noise to the S. Lynnwood neighborhood.

I-027-003 | I would also like to see if more parking will be added to Lynnwood P&R or even a parking garage will relieve the parking problems there.



I-027-001

Thank you for your comment stating a preference for Alternative B2A due to job access and bus connections.

I-027-002

Your comment stating a preference for Alternative C3 alignment due to reduced noise impacts to south Lynnwood neighborhoods is noted.

I-027-003

The Preferred Alternative analyzed in the Final EIS would include approximately 530 new parking spaces at the Lynnwood Transit Center. This net increase of parking spaces would help address the current parking constraints at the transit center.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Celia Lam

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: love.angel.hope@gmail.com

Please sign me up for project email updates

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Comments

I-028-001

To my opinion, I believe putting ~~a~~ stations close to transit center and parking space would make most sense. Without parking space or close to transit center, it could limit people who commute a lot from North and South. I believe the link light rail is to help reduce the traffic of I-5, so placing stations at where no parking space is available is losing the ~~the~~ main purpose of the project.

I-028-002

As for the project area alternative, if it is possible to keep the light rail next to I-5, it will be less affect to the ~~neighborhood~~ neighborhood. So for Segment C, alternative C3 would be more attractive and ~~it would not~~ has the least affect to the near by environment and business.



I-028-001

Park-and-ride lots are being planned at the majority of stations, with the exception of the NE 130th Street Station.

I-028-002

Your preference for Alternative C3 due to fewer neighborhood and business impacts is noted.

From: Lee, Marvin D <marvin.d.lee@boeing.com>
Sent: Thursday, August 15, 2013 4:49 PM
To: Lynnwood Link DEIS
Subject: Comments on the Draft EIS

I-029-001

My wife and I have read through much of the document obviously with an eye toward its impact to us. We find the document extensive with lots of information but little is said about proposed traffic mitigations and/or improvements in the neighborhoods surrounding the proposed stations. Perhaps we missed it. Our interest lies particularly in the 185th station. With regard to this station in particular we support what appears to be the leading option (#1) for its lower cost and that it puts the rail at ground level which would seem to minimize the environmental noise and visual impact. We also like the idea of a proposed parking garage to handle commuter traffic.

Thank you.

Marv and Norma Lee

I-029-001

Proposed traffic mitigation measures are identified in Section 3.6.4 of the EIS. Potential improvements at the NE 185th Street intersection are outlined in Table 3-27.

Your preference for the NE 185th Street Station Option 1 is noted.

I-030-001

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

TO WHOM IT MAY CONCERN;

I-030-001 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 cursive script that reads "Charlie Lepo".

I-031-001

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

TO WHOM IT MAY CONCERN;

I-031-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

8/16/13
Laurie Lewinsky
615 12th Ave
Merrill WA 98070

From: Anthony Lo <loanthony@yahoo.com>
Sent: Wednesday, August 07, 2013 3:25 PM
To: Lynnwood Link DEIS
Subject: Comments on Segment within City of Shoreline

Hi Lauren or other:

I-032-001

As a City of Shoreline resident, I am very excited about LINK extending through our city and serving us through two future stations. My family lives between I-5 and 5th Ave NE at approximately NE 167th Street and will therefore be somewhat impacted by the I-5 alignment. Not that it will sway anyone's decision, but my preference is for an at-grade vertical profile running along the east side of I-5 between the 145th/155th Street station and the 185th Street station. An elevated section, while perhaps more manageable in terms of WSDOT right of way use and the on-the-ground LINK footprint, would really be a blight on our neighborhood in my opinion. In terms of station location, we also support a 155th Street station over a 145th Street station since it serves more of the "heart" of Shoreline and certainly our Ridgecrest neighborhood.

I-032-002

Bike lanes and sidewalks (although both could use widening and improvement) already exist along 155th Street to support non-motorized travel and access to/from a future park-and-ride structure would not need to compete with I-5 interchange ramp traffic as would be the case at 145th Street. In addition, while the 155th Street corridor is not as extensive in connecting outlying areas compared to 145th Street, it would connect the LINK station to a large potential redevelopment site just east of the SR 99/155th Street intersection where the Central Market grocery store and Sears are located. 155th Street connects to Westminster Way which is a heavily traveled route to the Crown Hill, Ballard, and Greenwood neighborhoods of Seattle not to mention Magnolia and Queen Anne. As such, King County Metro connector service could leverage on a 155th Street station location quite well. High density development will be challenging to implement near a 155th Street station (not impossible though) but this will also be the case with 145th Street since the SE quadrant golf course (Jackson Park) is a 4F issue and Lakeside School occupies much of the SW parcels west of I-5. Over time, the Ridgecrest neighborhood will become ripe for upzoning if not already at that point now. Property values are relatively modest and older residents (> 65) are slowly giving way to a younger generation of families that will likely embrace higher density, mixed-use development and place greater value on transportation access and efficiency.

In any case, please consider an at-grade alternative for the LINK alignment through Shoreline as well as a 155th Street (vs. 145th Street).

Thank you for listening to the residents of Shoreline and I hope the EIS process and follow-on design and construction phases go smoothly.

Best Regards,

~ Anthony Lo

I-032-001

Thank you for your comment stating a preference for an at-grade profile due to visual impact concerns.

I-032-002

Sound Transit acknowledges your preference for a station at NE 155th Street over NE 145th Street and appreciates the summary of the benefits you see with a station at NE 155th Street.

I-033-001

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

TO WHOM IT MAY CONCERN;

I-033-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

*Conklin Meeker
13631 59th Ave SE
Everett WA 98208*

8/16/13

From: Diane Martin-Rudnick <dianesvoice9497@yahoo.com>
Sent: Friday, August 16, 2013 7:27 PM
To: Lynnwood Link DEIS
Subject: I oppose a station in Lynnwood!!!

I-034-001

I'm all for this project, but not with a station in Lynnwood as other locations are available. I support the Edmonds School District, and they have a project already planned.
Thanks for your consideration,
Diane Martin Rudnick
6527 193rd st sw
Lynnwood,
WA 98036

I-034-001

Thank you for stating support for alternatives that avoid impacting the Edmonds School District property. Based in part on comments from the public, Sound Transit selected Alternative C3, similar to the City's suggested concept, as part of the Preferred Alternative. The Final EIS provides further detail on how Sound Transit worked with the City and the School District during final design and in construction planning to minimize impacts to the District's operations.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Timothy McCall

ADDRESS: 1150 N 192nd St Apt 605

CITY: Shoreline STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: tomcall@comcast.net

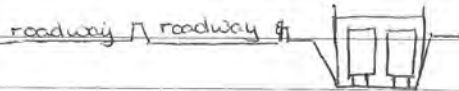
Please sign me up for project email updates

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Comments

I-035-001

If possible look at more "low" elevated or surface options. This will minimize I-5 driver distraction which I often see along central link (SR518/I-5 Boeing Access). Incidents, transit vehicle racing ~~and~~ and driver distraction are items that can be minimized with a surface or submerged line ~~that~~ until a transit stop.



I-035-001

Thank you for your comment noting your preference for alternatives that are lower elevation.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dale Menckhofer

ADDRESS: 1819 N. 53rd St

CITY: Seattle STATE: WA ZIP CODE: 98103

EMAIL ADDRESS:

Please sign me up for project email updates

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Comments

I-036-001

In segment A, I prefer A5 or A7, and lean toward A5. Reasons: A station on 130th is vital to enhance east-west bus connections between 2 designated urban villages. 155th is better than 145th because there is more room for development (TOD), better distances between stations, less congested access for ped/bike/bus. In A5, it is not clear if the "at grade" station at 130th is grade-separated from 130th. If not, A7 is better. If it is, then A5 is better because it costs less and has less parking @ 135th.

I-036-002

In segment B, I prefer B2A, even though it is most expensive. Reasons: At MLT TC, a station on the east side of the parking garage is significantly closer to destinations east & south. There is very little west of I-5. A station at 220 would serve a lot of offices and apartments. It is worth the extra cost.

(over)



I-036-001

Sound Transit acknowledges your preference for a station at NE 130th Street and NE 155th Street and appreciates your summary of benefits related to siting stations at these locations. All stations and alternative alignments are grade separated from streets.

I-036-002

Sound Transit acknowledges your preference for Alternative B2A.



Lynnwood Link Extension

Submit your comments by September 23, 2013

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

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

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

I-036-003 | In segment C, I prefer C1 because it best serves the neighborhood not just the transit center.

I-036-004 | Back to segment B, at 236th south to Gateway complex, please create a direct walkway. I used to work at Gateway and know firsthand that the transit center is next to useless for Gateway destinations, because the ped. path through the neighborhood is long and not easy to find. A direct path would almost double your effective walkshed.



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

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

Thank you
for your input!

PLACE
STAMP
HERE

I-036-003

Thank you for your comment stating your preference for Alternative C1, because it best serves the neighborhood.

I-036-004

Thank you for the suggestion. While the Preferred Alternative and other alternatives remain at a conceptual level of design that does not detail all potential access features, during final design Sound Transit will work closely with the City and other stakeholders to develop the station's access program.

I-037-001

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

TO WHOM IT MAY CONCERN;

I-037-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 Jolita Moore

8/15/13

14904 40th AVE W
Lynnwood WA 98037

I-038-001

Thank you for your comment stating a preference for Alternative C1 due to fewer environmental impacts to the Scriber Creek wetlands.

From: Joshua Morgan <morgan.joshua@gmail.com>
Sent: Friday, July 26, 2013 3:52 PM
To: Lynnwood Link DEIS
Subject: Official Comment for Lynnwood light rail

I-038-001

I live in the Cedar Creek Condos, and after reading through the draft EIS, would like to voice my approval for option C1.

This option has the least environmental impact on the Scriber Creek Wetland, and these delicate ecosystems must be protected.

Thanks You,
Josh

From: Peter Nalis <nalisaec@w-link.net>
Sent: Thursday, August 15, 2013 11:00 AM
To: Lynnwood Link DEIS
Subject: Sound Transit next to Latvian Center, Lauren Swift

I-039-001

Lauren,
I hope you understand how important it is for Sound Transit to co-exist with other unique and important institutions like "Latvian Center".
Please do all you can to mitigate and make this a win-win situation for everyone.
Thank you,
Peter Nalis, Architect and Engineer

I-039-001

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.

I-040-001

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

TO WHOM IT MAY CONCERN;

I-040-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



JEFFREY S. NIKOLAIDIS

13329 2ND DR. SE
EVERETT, WA. 98208

From: salmonsteve65@comcast.net
Sent: Tuesday, July 30, 2013 7:26 PM
To: Lynnwood Link DEIS
Subject: comments on Lynnwood Link

I have several comments:

- I-041-001** | 1) Please make every effort to avoid destroying even more Lynnwood neighborhoods. Lynnwood is poorly laid out and neighborhoods here have to fight to keep them quite with single family homes.
- I-041-002** | 2) Linking to Lynnwood sounds great, but without connecting to Alderwood Mall or to the 164th street Park and Ride it seems not very well integrated into the local transit network.
- I-041-003** | 3) I have already suggest via another email to Metro that the local transit system should attempt to make public transportation easier to navigate. One simple thing is to add in the bus tunnels arrows at each station saying which station we just left, the current one and the next station.

Steve Pearson
425-778-1316

I-041-001

Thank you for your concerns about the impacts to Lynnwood neighborhoods' character and cohesion from the several alternatives under consideration in Segment C.

I-041-002

Multiple connections to local and commuter bus routes will be available at the Lynnwood Transit Center, providing service to nearby destinations. Current Sound Transit planning efforts are also considering extending high-capacity transit north beyond the Lynnwood Transit Center.

I-041-003

Your suggestion is noted, but the passenger information system for the larger transit system is not the subject of this EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dan Peterson

ADDRESS: 21904 37th Pl. W

CITY: Brier STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: dlpeterson@ed.com (you already have it)


Please sign me up for project email updates

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Comments

My concerns are 2 fold -

I-042-001 ① Place the stations as close as possible to the parking lots (parking garages). So, for example, at MBT at 236th, put the station on the east side as in your plan. People need to walk the shortest distance possible. This needs to be your overall policy.

I-042-002 ② Build this as quickly as possible. If you have more cash flow, due to increased tax income, build more segments faster. Some of us are older +  may never enjoy it but will have paid a lot.

I-042-001

Your preference for stations located as close to parking as possible is noted.

I-042-002

The project schedule was provided in Figure S-9 in the Draft EIS Summary chapter. As depicted in Figure S-9, there are many steps that go into a large public transportation project such as the Lynnwood Link Extension. Starting in 2010 and slated for completion in 2023, the primary steps for the Lynnwood Link Extension includes an alternatives analysis, development of the Draft EIS, development of the Final EIS, design and permitting, and finally, construction. All these activities include public and agency coordination.

I-043-001

Thank you for your comment in favor of the NE 185th Street Station location.

From: Dice, Jennifer
Sent: Monday, August 12, 2013 3:06 PM
To: Lynnwood Link DEIS
Subject: public comment via web feedback

From: Joanne Pinner | Joanne Pinner <pinner@uw.edu>

Date: Aug 12 13:45
Subject: Lynnwood Link Extension

Comment

I-043-001 | I am in favor of the Shoreline 185th street light rail station. It is walking distance to my house. I only wish that it was coming sooner than 10 years from now.

From: Ginger Rebstock <grebstock@gmail.com>
Sent: Sunday, August 18, 2013 5:26 PM
To: Lynnwood Link DEIS
Subject: comments on Lynnwood link extension

Hello,

I-044-001

I attended a meeting at Northgate West Condos last week and would like to say that I prefer alternative A1 because it would have the least impact on my property, and if I understand the options correctly, the least impact on the trees east of 1st Ave NE. The large trees between 1st Ave and the condo property should be preserved. Efficient public transit is a priority in the Puget Sound region, but so is preserving the urban tree canopy in Seattle. It's difficult to reach Seattle's goal of 30% canopy cover if we cut large trees down. The trees help with air quality and people's psychological (and hence physical) health. Please do whatever is possible to preserve those large trees.
Thank you.

Ginger Rebstock
11300 1st Ave NE #125
Seattle, WA 98125
206-783-4465

I-044-001

Thank you for your comment. During final design, Sound Transit will consider opportunities to protect and plant trees to the extent possible. Please refer to the visual and aesthetic resources and ecosystems sections of the Final EIS for more details on specific mitigation commitments, which includes meeting the replacement requirements of WSDOT and local jurisdictions.

I-045-001

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

TO WHOM IT MAY CONCERN;

I-045-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

*Patricia Reed
19002 51st pt. W
Lynnwood, WA
48036*

8/15/13

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ROBERT REEDY

ADDRESS: 8030T 61

CITY: MKT STATE: WA ZIP CODE: 98043

EMAIL ADDRESS: _____

Please sign me up for project email updates

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Comments

I-046-001

Good presentation.
The project looks good. We have been debating
this for 50 years starting with the old
Memorial in 1962. Lets go.



I-046-001
Thank you.