



SEATTLE CITY COUNCIL

Transportation Committee

Agenda

Tuesday, July 1, 2025

9:30 AM

Council Chamber, City Hall
600 Fourth Avenue
Seattle, WA 98104

Rob Saka, Chair
Joy Hollingsworth, Vice-Chair
Robert Kettle, Member
Alexis Mercedes Rinck, Member
Dan Strauss, Member

Chair Info: 206-684-8801; Rob.Saka@seattle.gov

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SEATTLE CITY COUNCIL

Transportation Committee

Agenda

July 1, 2025 - 9:30 AM

Meeting Location:

Council Chamber, City Hall, 600 Fourth Avenue, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/transportation-x154110>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at

<https://www.seattle.gov/council/committees/public-comment>

Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. [Res 32172](#) **A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit's Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784.**

Attachments: [Ex A – General Description of Link Light Rail Alignment, Station Locations, and Maintenance Base Location](#)
 [Ex B – Link Light Rail Alignment, Station Locations, and Maintenance Base Location \(Maps\)](#)

Supporting Documents: [Summary and Fiscal Note](#)
 [Central Staff Presentation](#)
 [ST3 City Team Presentation](#)

Briefing, Discussion, and Possible Vote

Presenters: Sara Maxana, Office of the Waterfront, Civic Projects, and Sound Transit; Calvin Chow, Council Central Staff

2. [CB 121003](#) **AN ORDINANCE** relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

Attachments: [Att 1 – Amendment No. 5 to the Transit Way Agreement](#)

Supporting

Documents: [Summary and Fiscal Note](#)

Briefing, Discussion, and Possible Vote

Presenters: Sara Maxana, Office of the Waterfront, Civic Projects, and Sound Transit; Calvin Chow, Council Central Staff

3. [CB 120989](#) **AN ORDINANCE** relating to the Seattle Department of Transportation; authorizing the Director of Transportation to execute and record a Leasehold Deed of Trust reflecting Cultural Space Agency's leasehold estate rights created through the agreement it executed with the City of Seattle as authorized under Ordinance 126916; and ratifying and confirming certain prior acts.

Attachments: [Att A - Cultural Space Agency Leasehold Deed of Trust](#)

Supporting

Documents: [Summary and Fiscal Note](#)

[Summary Att A - King Street Station Area Map
Presentation](#)

Briefing, Discussion, and Possible Vote

Presenter: Calvin Chow, Council Central Staff

E. Adjournment



Legislation Text

File #: Res 32172, **Version:** 1

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit's Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784.

WHEREAS, since 1996, the Central Puget Sound Regional Transit Authority ("Sound Transit") has been implementing the voter-approved Sound Move, Sound Transit 2 (ST2), and Sound Transit 3 (ST3) plans for a high-capacity regional transit system for the Central Puget Sound region; and

WHEREAS, in May 2016 during the development of the ST3 proposal, City Council passed Resolution 31668, which made alignment recommendations for the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects to the Sound Transit Board, including a new light rail tunnel through Downtown Seattle; and

WHEREAS, the Sound Move and ST2 Plans include the following five electric light-rail lines: Central Link (downtown Seattle to SeaTac); University Link (downtown Seattle to University of Washington); Northgate Link Extension (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and the ST3 Plan includes the West Seattle Link (downtown Seattle to West Seattle) and Ballard Link (downtown Seattle to Ballard), each of which will provide numerous benefits to Seattle's residents, workers, and visitors, and will help the City meet its Comprehensive Plan goals for dense, mixed use urban centers and urban villages connected by high-quality public transit; and

WHEREAS, in December 2017, the City entered into a ST3 Partnership Agreement with Sound Transit

(Resolution 31788) to collaborate on project delivery, streamline permitting, and seek ways to reduce project costs, and deliver the project in advance of schedule; and

WHEREAS, through a series of resolutions (R99-34, R2001-16, R2005-20, R2006-07, R2011-10, R2012-13, R2015-05, and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for the projects that are currently under construction, operating, or for which a Record of Decision has been issued in The City of Seattle (City): Central Link; University Link; Northgate Link Extension; East Link; Lynnwood Link; and West Seattle Link; and

WHEREAS, the Seattle City Council approved the selected alignment, station locations, and maintenance base location for the Sound Transit Central Link, University Link, Northgate Link Extension, East Link, and Lynnwood Link projects in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), and 31784 (adopted December 11, 2017); and

WHEREAS, on September 20, 2024, Sound Transit and the Federal Transit Administration of the United States Department of Transportation (FTA) issued a Final Environmental Impact Statement (FEIS) for the West Seattle Link Light Rail Extension Project to satisfy the requirements of the National Environmental Policy Act and the State Environmental Policy Act; and

WHEREAS, after consideration of the FEIS for the West Seattle Link Light Rail Extension Project, on April 29, 2025, the FTA issued a Record of Decision finding that the federal environmental process is complete for the project; and

WHEREAS on February 20, 2025, Mayor Bruce Harrell issued Executive Order 2025-02 Supporting and Expediting Sound Transit 3 Investments - including the West Seattle Link Extension and Ballard Link Extension - in the City of Seattle; and

WHEREAS, the City reserves and retains its substantive authority under the State Environmental Policy Act to the full extent provided by law; and

WHEREAS, the West Seattle Link light rail line approved by the Sound Transit Board extends from a new

station at SODO to a new station at Alaska Junction, West Seattle; and

WHEREAS, City Council approval of the light rail alignment, station locations, and maintenance base location

in the City is required by Seattle Municipal Code Chapter 23.80; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR

CONCURRING, THAT:

Section 1. Pursuant to Seattle Municipal Code Section 23.80.004, the City approves the alignment of the Sound Transit light rail lines through The City of Seattle, including the location of light rail stations and maintenance base in the City of Seattle, all as generally described in Exhibit A and depicted in Exhibit B to this resolution. This approval does not waive the City's regulatory or permitting authority as to any permits or other approvals for the light rail line that are required by law.

Section 2. This resolution supersedes the approval of the alignment, station locations, and maintenance base location for Sound Transit's Link light rail lines as described in Resolution 31784.

Adopted by the City Council the _____ day of _____, 2025, and signed by me in open session in authentication of its adoption this _____ day of _____, 2025.

President _____ of the City Council

The Mayor concurred the _____ day of _____, 2025.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2025.

Scheereen Dedman, City Clerk

(Seal)

Attachments:

Exhibit A - General Description of Link Light Rail Alignment, Station Locations, and Maintenance Base Location

Exhibit B - Link Light Rail Alignment, Station Locations, and Maintenance Base Location (Maps)

**Exhibit A:
General Description of Light Rail Alignment, Station Locations, and
Maintenance Facility Location**

West Seattle Link Extension (SODO Station to West Seattle Junction Station)

Route: At grade structure begins north of the existing SODO Station and travels west of and parallel to the existing Link light rail line in the SODO Busway and continues south under South Lander Street, which would be reconstructed as an overpass of the light rail tracks.

Tracks transition to an elevated guideway and the route continues south from South Forest Street. A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The route continues southwest from South Forest Street to cross over to the south side of the West Seattle Bridge. Route runs along the south side of the West Seattle Bridge on a light rail only bridge. West of the Duwamish Waterway crossing, the route crosses the northern edge of Pigeon Point before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

The route continues on an elevated guideway on the west side of Delridge Way Southwest, then west along Southwest Yancy Street before crossing Southwest Avalon Way in the vicinity of Southwest Yancy Street. The route crosses 32nd Avenue Southwest at-grade and continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The route enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest.

Stations:

SODO Station – Immediately west of the existing SODO Station, north of South Lander Street, at-grade

Delridge Station – North of Southwest Andover Street and west of Delridge Way Southwest, elevated

Avalon Station – South of Southwest Genesee Street, beneath 35th Avenue Southwest, lidded retained cut

Alaska Junction Station – Beneath 41st Avenue Southwest and Southwest Alaska Street, tunnel

Lynnwood Link Extension (NE 145th St to Northgate)

Route: Elevated structure begins north of Northgate Station and continues along the route of Interstate 5 (I-5) as combined retained cut/fill and elevated structure to NE 145th St.

Station:

NE 130th Street Station – West side of 5th Ave NE and north of NE 130th Street/Roosevelt Way NE, elevated side platform

Northgate Link Extension (Northgate to University of Washington)

Route: Elevated structure at Northgate, tunnel begins south of the Maple Leaf Portal at 94th Street.

Stations:

Northgate Station - East side of 1st Avenue NE, spanning NE 103rd Street, elevated (includes tail track)

Roosevelt Station - West side of 12th Avenue NE, north of NE 65th St, tunnel

U District Station - Brooklyn Ave NE, south of NE 45th Street, tunnel

University Link (University of Washington to Pine Street Stub Tunnel)

Route: Tunnel under University of Washington, Montlake Cut, and Capitol Hill

Stations:

University of Washington Station - East side of Montlake Boulevard NE, near Husky Stadium, tunnel (includes crossover)

Capitol Hill Station - East side of Broadway E, south of E John Street, tunnel

Initial Segment (Pine Street Stub Tunnel to S. McClellan Street)

Route: Use existing Downtown Seattle Transit Tunnel (DSTT). South of downtown, use E-3

Busway rising to elevated structure turning east along south side of S. Forest Street, and then to tunnel under Beacon Hill.

Stations:

Westlake - Tunnel

University Street - Tunnel
Pioneer Square - Tunnel

International District/Chinatown - Tunnel

Stadium - E-3 Busway at S Royal Brougham Way, at-grade

SODO - E-3 Busway, north of S Lander Street, at-grade

Beacon Hill - Beacon Avenue S at S Lander Street, tunnel

Initial Segment (S. McClellan Street to Boeing Access Road)

Route: Elevated out of Beacon Hill tunnel, then turning south on Martin Luther King, Jr. Way S, at-grade in median

Stations:

Mount Baker - S McClellan Street, elevated

Columbia City - S Edmunds Street, at-grade

Othello - S Othello Street, at-grade

Rainier Beach - S Henderson Street, at-grade

Maintenance Facility Maintenance Facility site - extends from 7th Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

East Link (International District/Chinatown Station to the west edge of Lake Washington along 1-90)

Route: From the International District/Chinatown Station in the Downtown Seattle Transit Tunnel coming up at grade onto the Interstate 90 Express Lanes

Stations:

Judkins Park Station - on 1-90 center roadway east of Rainer Avenue S, at-grade

**Stadium
Station**

S ATLANTIC ST

3RD AVE S

4TH AVE S

5TH AVE S




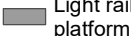


6TH AVE S

8TH AVE S

S MASSACHUSETTS ST

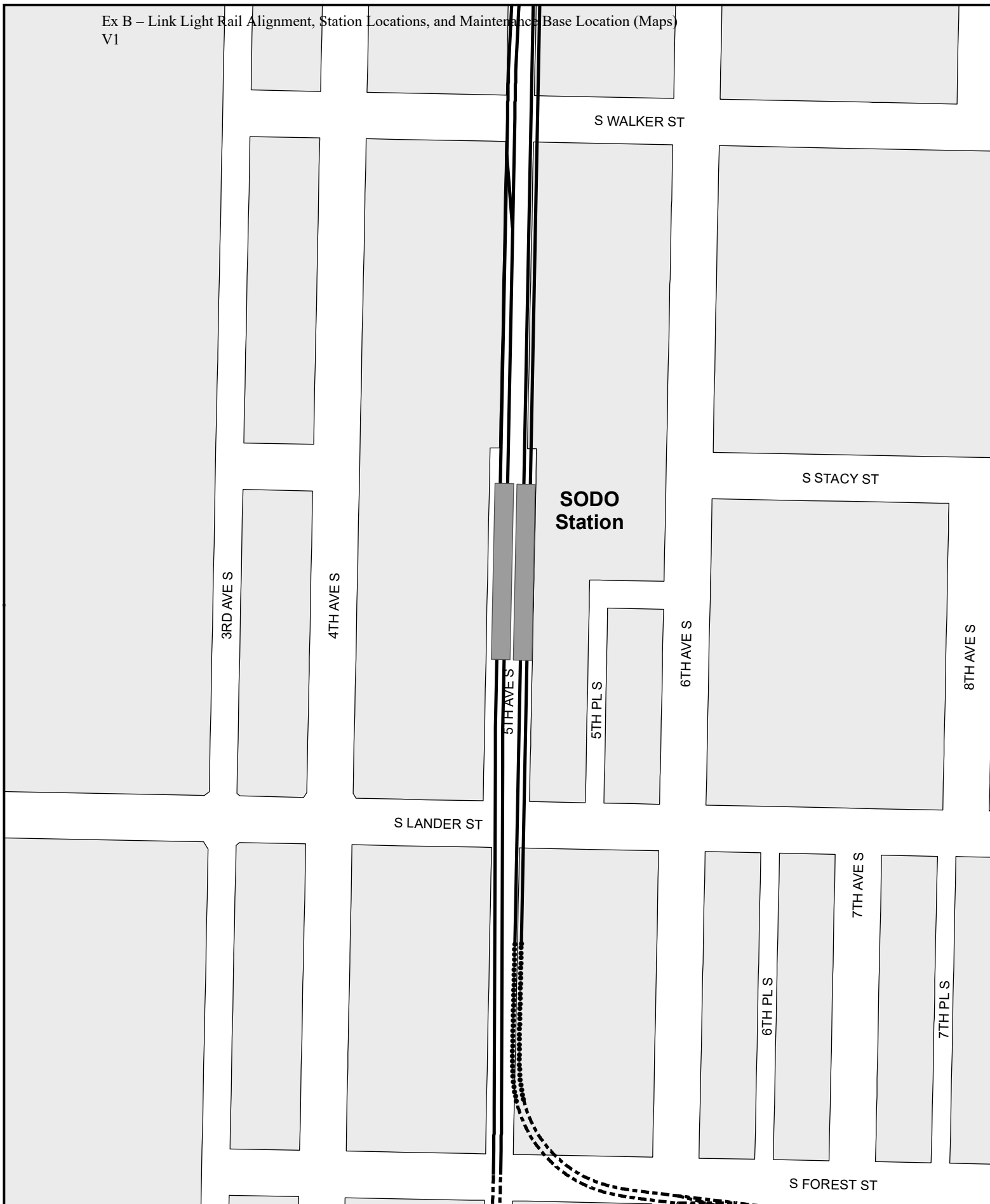
S HOLGATE ST

S WALKER ST

Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way



**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 1 of 10**

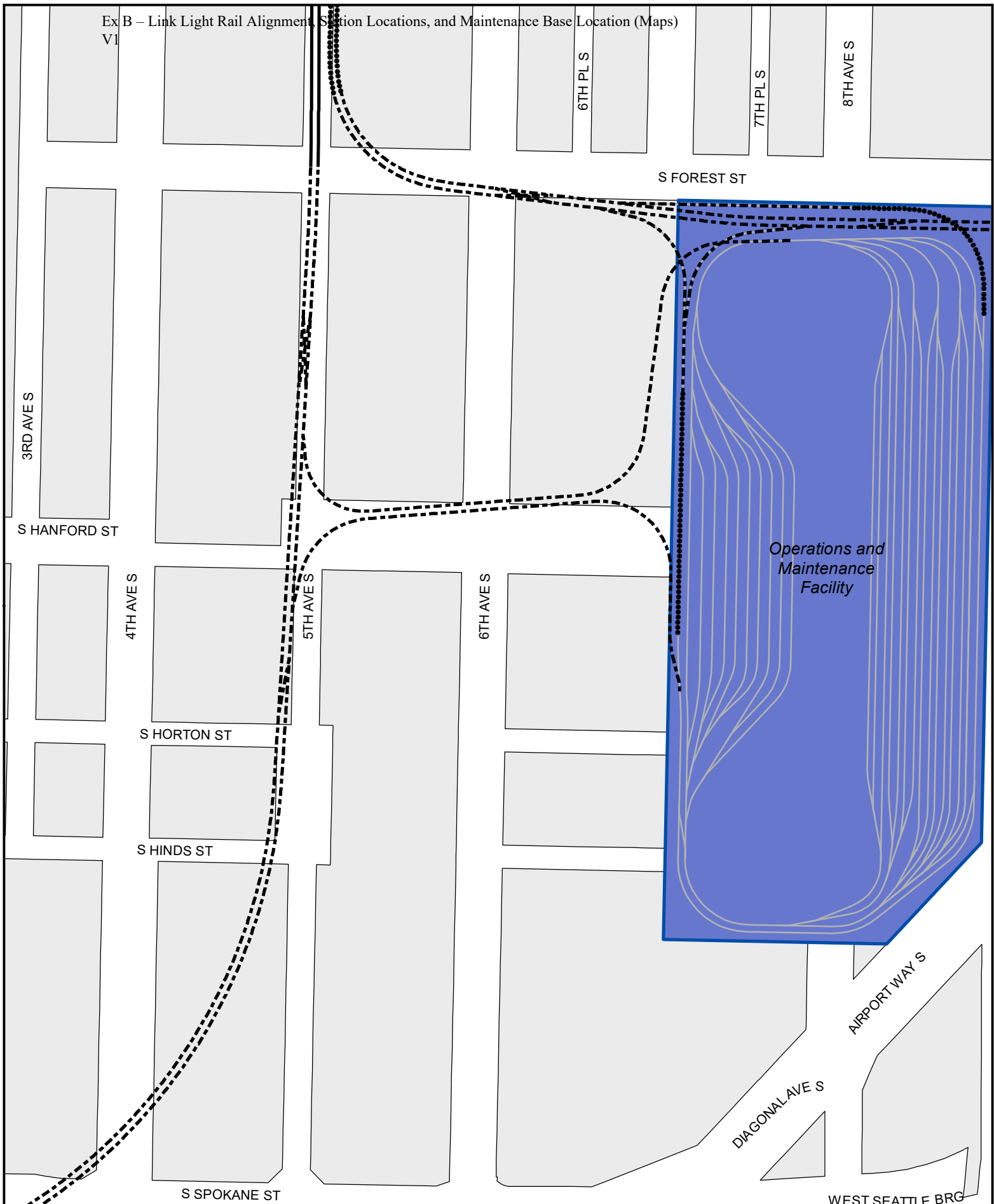




Legend	
Light Rail Alignment	
--- Aerial	Light rail station platform
— At Grade	Maintenance facility
— Subway	Right-of-way

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 2 of 10**

 SOUNDTRANSIT March 2025	0 200 Feet		
	Data source: King County GIS, City of Seattle, Sound Transit No guarantee of any sort implied, including accuracy, completeness, or fitness for use.		
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Legend	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

Exhibit B: West Seattle Light Rail Alignment and Station Locations

Map 3 of 10

SOUND TRANSIT
March 2025

0 200
Feet

N

Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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14



Legend	
Light Rail Alignment	Light rail station platform
--- Aerial	Light rail station platform
— At Grade	Maintenance facility
— Subway	Right-of-way

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations**
Map 4 of 10

<p>SOUNDTRANSIT March 2025</p>	<p>0 200 Feet</p>		
	<p>Data source: King County GIS, City of Seattle, Sound Transit</p>		
	<p>No guarantee of any sort implied, including accuracy, completeness, or fitness for use.</p>		

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S HINDS ST

COLORADO AVE S

1ST AVE S

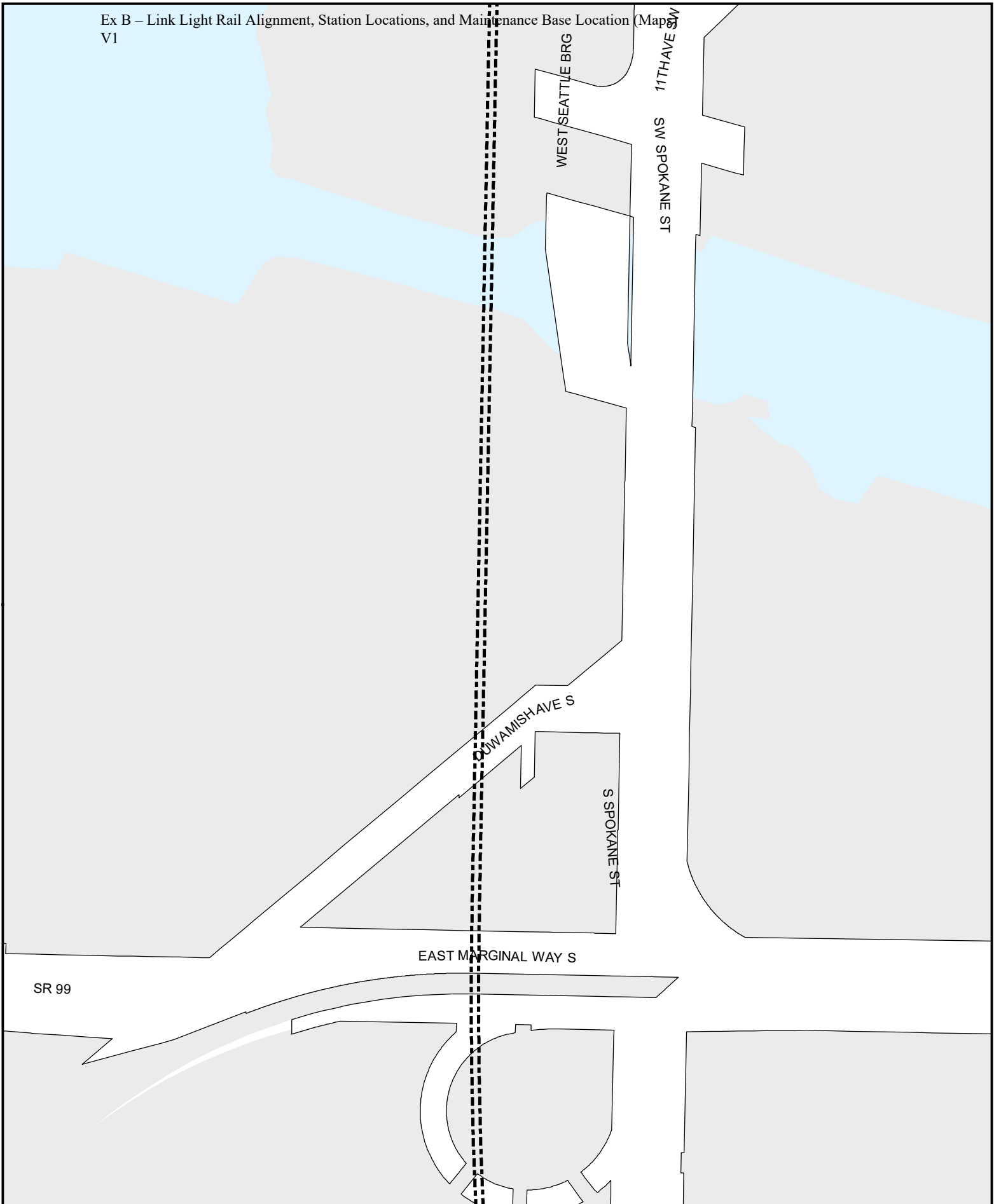
2ND AVE S

4TH AVE S

S SPOKANE ST

WEST SEATTLE BRG





Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 5 of 10**

 SOUNDTRANSIT March 2025	 0 200 Feet	 <small>Data source: King County GIS, City of Seattle, Sound Transit No guarantee of any sort implied, including accuracy, completeness, or fitness for use. G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24</small>

18TH AVE SW

MARGINAL PL SW

17TH AVE SW

16TH AVE SW

WEST MARGINAL WAY SW

KLICKITAT AVE SW

13TH AVE SW

SW KLICKITAT AVE

11TH AVE SW

WEST SEATTLE BRG

SW SPOKANE ST



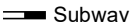
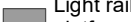


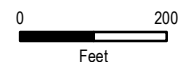
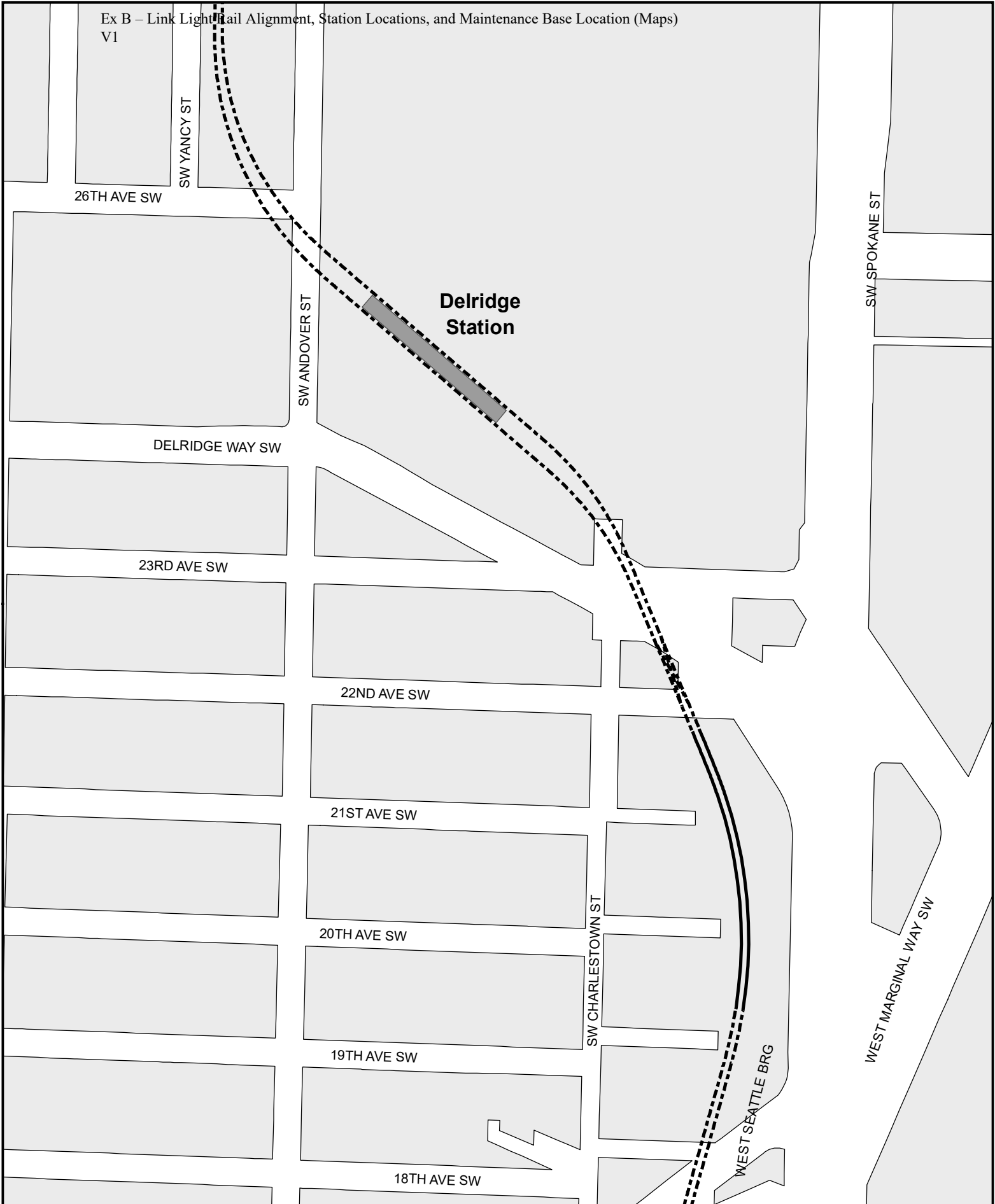
Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

Exhibit B: West Seattle Light Rail Alignment and Station Locations Map 6 of 10





Legend

Aerial	Light rail station platform
At Grade	Maintenance facility
Subway	Right-of-way

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 7 of 10**

SOUNDTRANSIT
March 2025

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Feet

Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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18

Avalon Station

35TH AVE SW

WEST SEATTLE BRG

SW ANDOVER ST

34TH AVE SW

33RD AVE SW

FAUNTLEROY WAY SW

SW GENESEE ST

32ND AVE SW

31ST AVE SW

SW BRADFORD ST

30TH AVE SW

SW AVALON WAY

SW NEVADA ST

SW ADAMS ST

SW DAKOTA ST

SW YANCY ST

28TH AVE SW

Legend	
Light Rail Alignment	Light rail station platform
	Maintenance facility
	Right-of-way
--- Aerial	
— At Grade	
— Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations**
Map 8 of 10





Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 9 of 10**

SOUNDTRANSIT
 March 2025

Feet

Data source: King County GIS, City of Seattle, Sound Transit
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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20



Legend


<p>Light Rail Alignment</p> <p>--- Aerial</p> <p>— At Grade</p> <p>— Subway</p>	<p>Light rail station platform</p> <p>Maintenance facility</p> <p>Right-of-way</p>
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**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 10 of 10**



SOUNDTRANSIT
March 2025

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Feet



Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness
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SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
OWCPST	Sara Maxana	Saroja Reddy

1. BILL SUMMARY

Legislation Title: A RESOLUTION approving the alignment, station locations, and maintenance base location for Sound Transit’s Link light rail lines in The City of Seattle, including the West Seattle Link Extension; and superseding the alignment, station locations, and maintenance base location approved in Resolution 31784.

Summary and Background of the Legislation:

This legislation approves the alignment and station locations for Sound Transit’s West Seattle Link Extension project, an approval which is complementary to the City’s right-of-way and permitting actions for the project.

This alignment resolution provides an approval of the alignment and location of the West Seattle Link transit facilities within the City, providing the policy context for the permitting of the facilities.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No. On March 23, 2023, the City provided a letter to Sound Transit indicating it would contribute toward the cost of the project through additional funding or cost savings opportunities. Any City financial commitments related to the light rail system are or will be addressed in separate agreements and legislation.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

Please describe any financial costs or other impacts of *not* implementing the legislation.
This legislation supports Sound Transit's federal grant process for West Seattle Link Extension.

Please describe how this legislation may affect any City departments other than the originating department.

This legislation approving the alignment for the West Seattle Link Extension does not directly affect other City Departments. Permitting and construction of the project will implicate other departments.

4. OTHER IMPLICATIONS

a. Is a public hearing required for this legislation?

No.

b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?

No.

c. Does this legislation affect a piece of property?

This legislation approves the alignment for the West Seattle Link Extension. This legislation does not directly affect property but the project will be located on various properties including City ROW and acquisitions of City property by Sound Transit may be required in addition to acquisitions of other property.

d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

The West Seattle Link Extension will provide increased transit access to racially diverse neighborhoods in the Delridge segment (38% People of Color), Duwamish segment (46% People of Color), and SODO segment (49% People of Color). (Source: WSLE FEIS App G (Environmental Justice) Table 3-1 Study Area Demographics (p 3-1).)

i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

Research shows that people of color experience longer commutes than white people; access to the growing Sound Transit Link Light Rail network will allow for reduced commute times and better access to regionwide educational and job opportunities. City government employees and programs will also benefit from the increased access from Sound Transit's West Seattle Link Extension.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.

July 2022. Sound Transit and City of Seattle. West Seattle and Ballard Link Extensions Racial Equity Toolkit Report: Environmental Review Phase. [LINK](#)

iii. What is the Language Access Plan for any communications to the public?

Sound Transit has an Inclusive Public Participation Policy (Resolution 2011-15) that includes provisions for making information available to minority, low-income, and limited English proficient populations.

e. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.

Transit, particularly electrified high capacity transit like light rail, has substantially lower climate impacts compared with single occupancy autos or trying to meet growing transportation demand with new roadway capacity. Light rail is also more conducive to lower climate impacting land uses including denser multi-unit residential, mixed use development and the kind of “missing middle” housing increasingly harder to find in the Seattle area.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

N/A

f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?

N/A

g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?

No.

5. ATTACHMENTS

Summary Attachments: None.

Recent State Legislative Actions

Agency Displacement – Moving and Relocation Expenses ([SHB 1733](#), May 2025)

- Increases the maximum allowable expense for small business and non-profits from \$50,000 to \$200,000 (effective July 27, 2025).

State Transportation Budget ([ESSB 5801, Part VI](#), May 2025)

- Clarifies that no local jurisdiction review is required for transit facilities located in WSDOT right-of-way.
- Restates that local jurisdictions cannot preclude the siting of light rail facilities.
- Requires that permit conditions and costs imposed by a local jurisdiction are reasonably necessary to mitigate the direct adverse impacts of the light rail facility.
- Requires that local jurisdictions commit to reasonable timelines for permits and that the permittee provides information necessary to make timely permit decisions.

Recent City Legislative Action

Permit Streamlining ([CB 120975](#), passed June 10, 2025)

- Establishes consistent development standards for Sound Transit stations and facilities.
- Streamline and clarify various permit processes related to advisory design review, environmental critical areas, tree and vegetation management, construction noise variance, and bicycle parking requirements.

City Staffing Plan (anticipated)

- 2025 Adopted Budget included \$5.2 million reserve to support City staffing on West Seattle and Ballard Light Rail Extension projects.
- Future legislation is necessary to establish positions and transfer appropriations.

Planning for Light Rail: **Adopting the West Seattle Link Extension Project**

CB 121003 | Res 32172

Seattle City Council Transportation Committee | June 17, 2025

Agenda

1. **ST3 City Team:** City Legislation to Support ST3 Projects
 - Transit Way Agreement
2. **Sound Transit:** Project Overview
 - Alignment of guideway and stations
 - Community engagement & property acquisition highlights
3. **Next Steps**



Sound Transit 3 in Seattle

In 2016, over 70% of Seattle voters said yes to ST3.

ST3 is the largest infrastructure investment program in Seattle's history. These projects, including the West Seattle and Ballard Link Extensions, bring tremendous opportunity to transform how people reach their homes, jobs, and destinations.

The **ST3 City Team** is an interdepartmental *One Seattle* effort that partners with Sound Transit to help deliver these investments to Seattle communities. Led by the Office of the Waterfront, Civic Projects, and Sound Transit, the ST3 City Team relies on leadership and subject matter expertise across dozens of City departments.



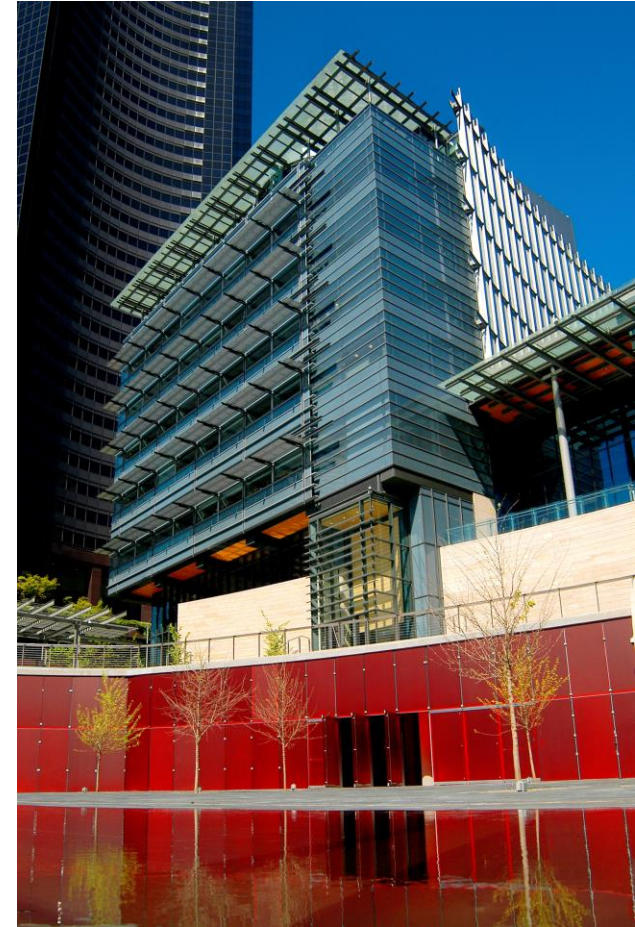
City Legislation to Support ST3 Projects

2025

- Land use code amendments for light rail facilities (*Leads: SDCI, OWCP&ST*)
- **Adoption of the West Seattle Link Extension project** (*Lead: OWCP&ST, SDOT*)
- ST3 City Team staff and resource plan (*Leads: OWCP&ST, SDOT, CBO*)

2026-2027

- Adoption of the S Graham Street infill station project and the Ballard Link Extension project (*Lead: OWCP&ST, SDOT*)
- Various agreements for property/ROW transfers, joint development, other partnerships (*Leads: FAS, SPR, OPCD, others*)



Adopting the WSLE Project

City departments may not issue permits to Sound Transit for construction until City Council adopts the project. Necessary steps:

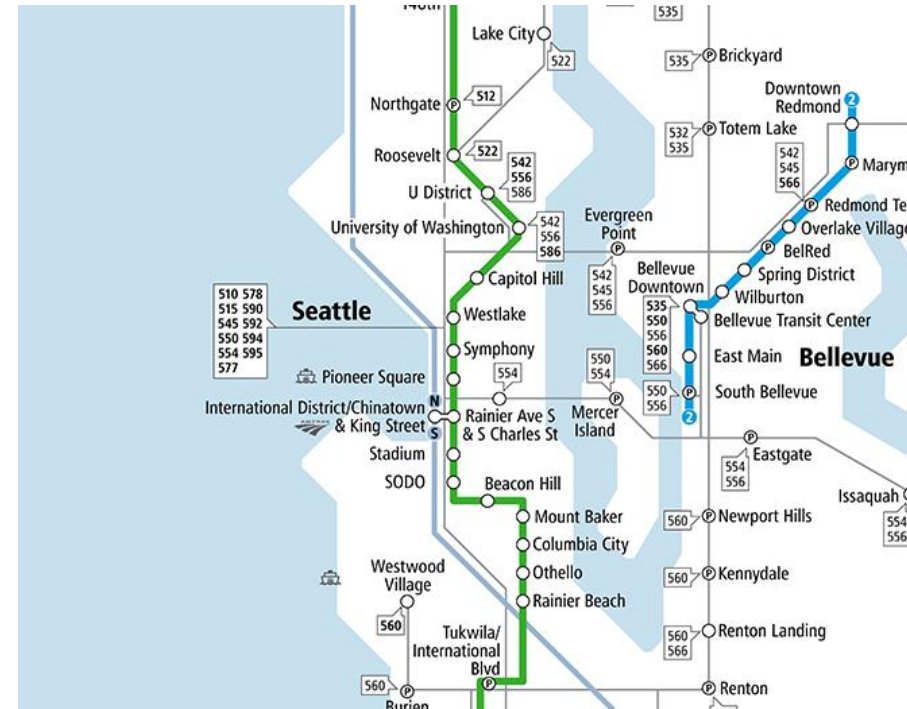
- Sound Transit Board adopts a Project to Be Built.
- Federal Transit Administration publishes a Record of Decision.
- **Seattle City Council appends the project into the Transit Way Agreement by ordinance and adopts the project alignment by resolution.**
- City departments may issue permits.



Adopting the WSLE Project

What is the Transit Way Agreement?

- Agreement under which the City grants Sound Transit the non-exclusive use of a light rail transit way within City right-of-way.
- Grant of City right-of-way is defined in attachments describing each link and providing maps and drawings.
- Agreement has been amended four times to include alignments for the initial light rail and the addition of new links.



TWA Legislative History

[Ord 119975](#) (2000) established the original Transit Way Agreement for the Central Link

[Ord 120788](#) (2002): Technical Corrections

[Ord 122504](#) (2007): Amendment 1 revising Central Link to include University and North Link Extensions

[Ord 124289](#) (2013): Amendment 2 adding Northgate Link Extension and portion of East Link Segments

[Ord 125500](#) (2017): Amendment 3 adding Lynnwood Link Extension

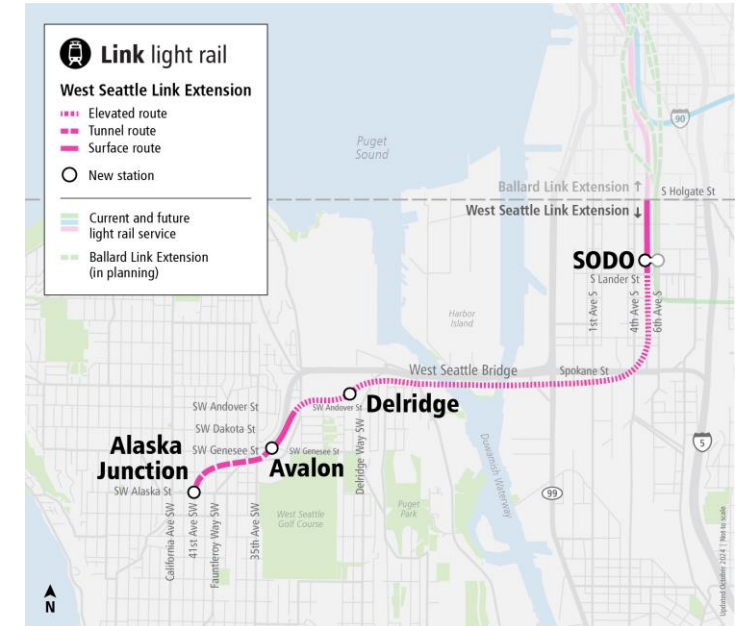
[Ord 126701](#) (2022): Amendment 4 adding NE 130th St Infill Station as part of Lynnwood Link Extension

Adopting the WSLE Project

What is before City Council today?

- The proposed Resolution formally approves the West Seattle Link Extension alignment, as adopted by the Sound Transit Board ([R2024-22](#), October 2024). The Resolution adds the new West Seattle Link alignment, specifying the locations of stations and guideways.
- The proposed Ordinance authorizes the SDOT Director to execute an amendment to the Transit Way Agreement (Amendment No. 5) to incorporate the West Seattle Link Extension into the existing Transitway Agreement. This Amendment allows City departments to begin the permitting process.

WSLE Project Alignment



Future project changes

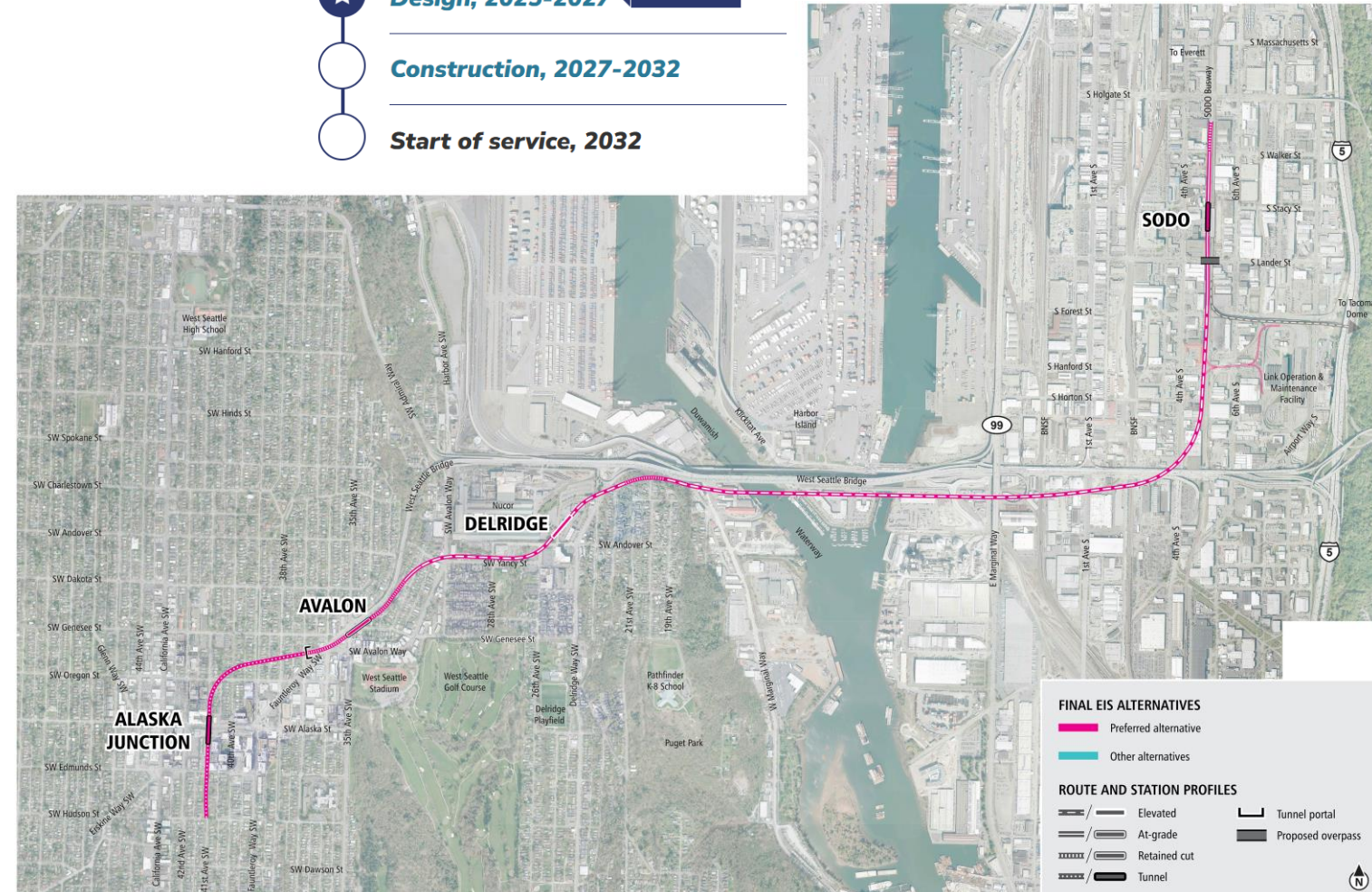
If the Sound Transit Board modifies the project in the future, the City will need to amend the Transit Way Agreement to attach new exhibits.

WSLE Project Overview

WSLE will provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge, and West Seattle neighborhoods.

- Adds 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood.
- Includes four new stations from SODO to Alaska Junction.
- Start of service scheduled for 2032.

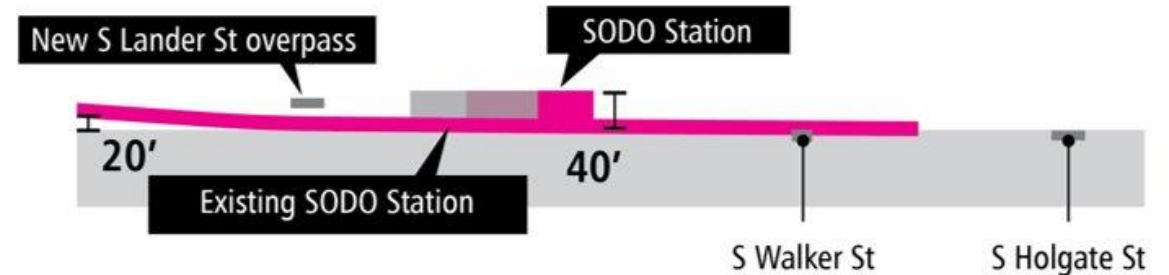
Timeline and milestones



SODO Segment

ALIGNMENT of GUIDEWAY & STATIONS:

- At-grade guideway from South Walker Street to South Forest Street
- New at-grade station immediately west of existing SODO station, north of Lander Street
- Future transfer between 3-Line (West Seattle to Everett) and 1-Line (Ballard to Tacoma)



ROUTE AND STATION PROFILES

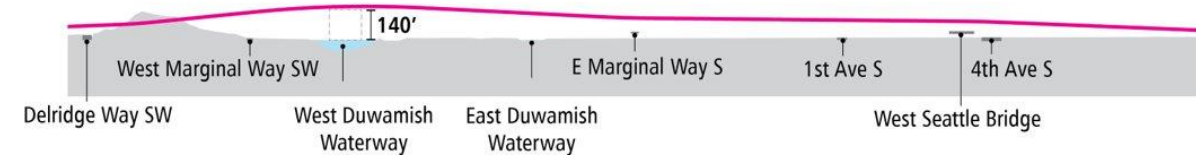
	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.

Duwamish Segment

ALIGNMENT of GUIDEWAY & STATIONS:

- Tracks transition to an elevated guideway south from S Forest Street.
- Connection to the Operations and Maintenance Facility Central provided between S Forest St and S Spokane St.
- The route continues southwest to cross over to the south side of the West Seattle Bridge on a light rail only bridge.
- The route crosses the north edge of Pigeon Point, then turns southwest on an elevated guideway that crosses Delridge Way SW.



ROUTE AND STATION PROFILES

	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.

Delridge/WS Junction

ALIGNMENT of GUIDEWAY & STATIONS:

- Elevated Delridge station north of SW Andover Street and west of Delridge Way SW.
- Tracks transition from elevated guideway along SW Yancy St to an at-grade and then retained cut guideway at Avalon.
- Lidded retained cut Avalon station south of SW Genesee St and beneath 35th Ave SW.
- Retained cut guideway continues to tunnel portal west of Avalon station.
- Tunnel Alaska Junction station beneath 41st Ave SW and SW Alaska Street.



ROUTE AND STATION PROFILES

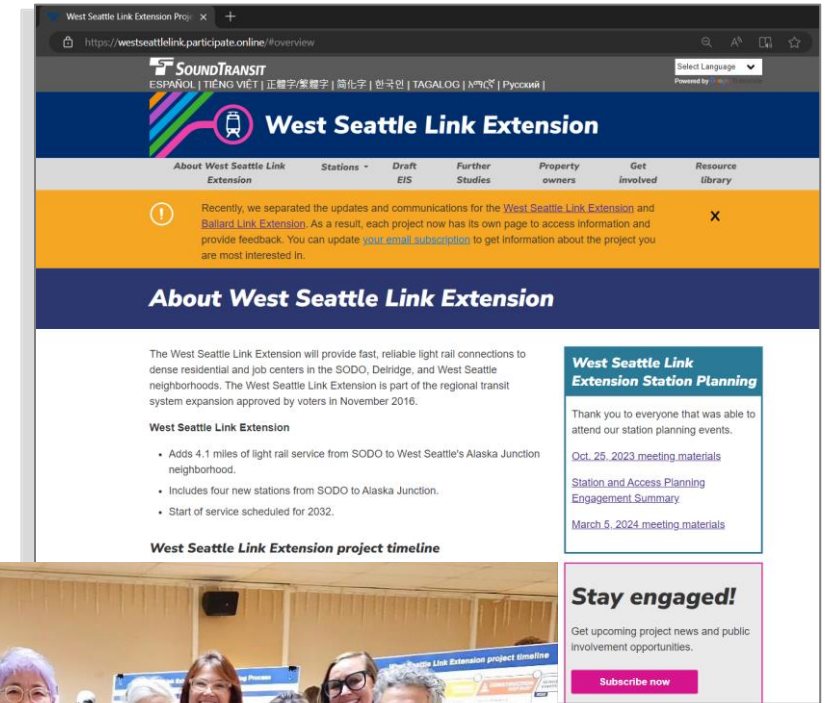
	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

Diagrams are not to scale, and all measurements are approximate for illustration purposes only.

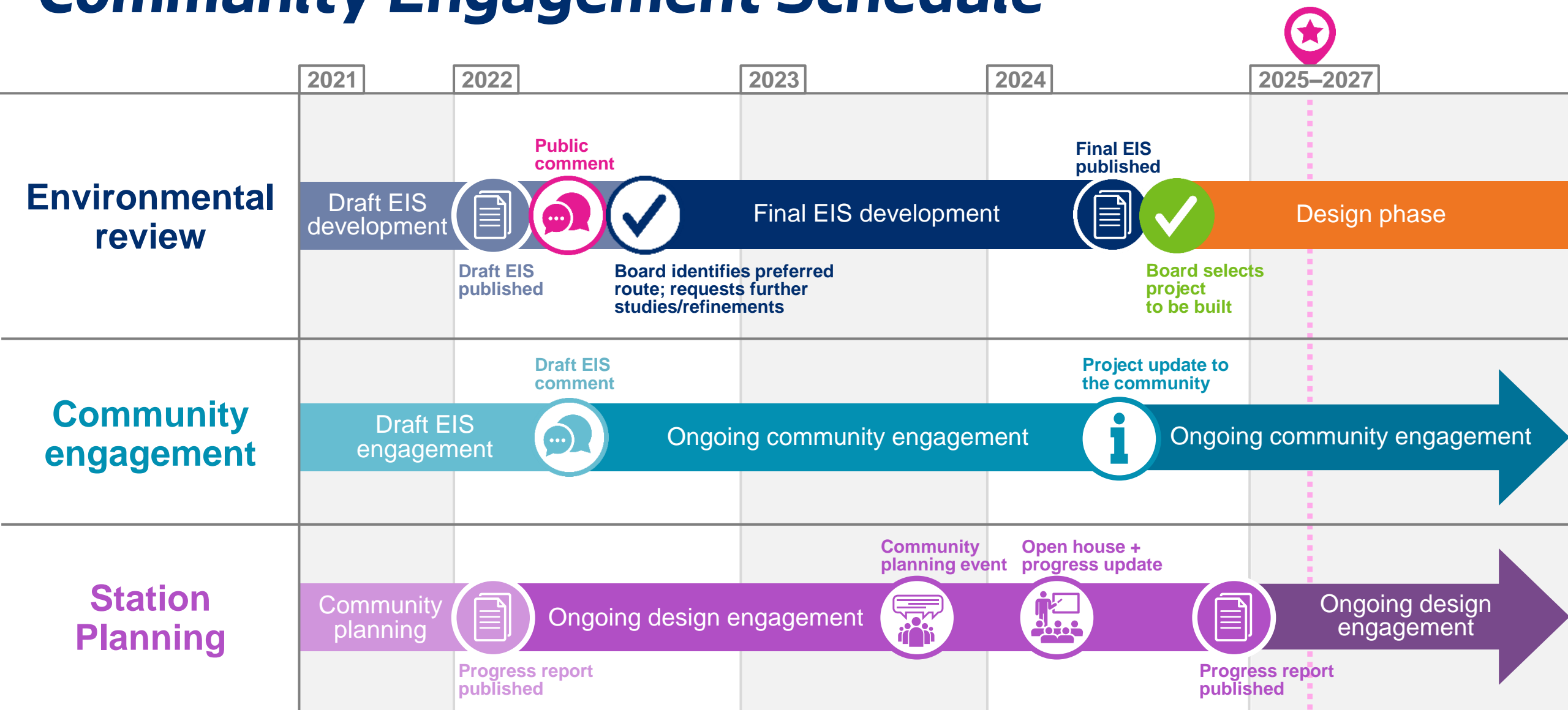
Engaging community throughout planning

Ways we've engaged

- **Stakeholder and Community Advisory groups**
- **Community briefings** with residents, businesses, community organizations, property owners and more
- **Public meetings:** Neighborhood forums, open houses, drop-in sessions
- **Online:** Project website, online open house, email updates, social media
- **Community liaisons**
- **Translated materials and interpretation**
- **Door-to-door business outreach**
- **Fairs, festivals and other events**



Community Engagement Schedule



Acquisition and relocation timeline



Pre-Draft EIS release (Fall 2021)

Sound Transit **contacts potentially affected property owners**



Draft EIS release (Early 2022)

Sound Transit Board **confirms or modifies preferred alternative**



Final EIS release (2024)

Sound Transit Board **selects project to be built**



Final design (2025-2027)

- Sound Transit **identifies property rights needed to construct, operate and maintain the system**
- Sound Transit Board **authorizes property acquisition**
- Sound Transit will **prepare an appraisal** to determine fair market value of property needed for the project
- Sound Transit will provide **relocation assistance** to people and businesses displaced by the project, including referrals to comparable properties and payment of moving costs
- Sound Transit **staff are available to support property owners and tenants** through this process

Next Steps

July 2025: Transportation Committee and Full Council consideration and vote

Q3/Q4 2025: WSLE permitting begins

Additional questions or comments?

Office of the Waterfront, Civic Projects, & Sound Transit

- Sara Maxana, *Sound Transit Program Director*
- Saranya Rajan-Gujuluva, *West Seattle Link Extension Project Manager*
- Chris Gregorich, *ST3 Government and Community Relations Manager*

Sound Transit

- Jason Hampton, *High-Capacity Transit Development Manager*
- Leda Chahim, *Deputy Executive Director – Government & Community Relations*

A blue-tinted photograph of a city street scene. In the foreground, a group of pedestrians is walking on a sidewalk. A tram is moving along the street, featuring a colorful advertisement for the 'Jim Henson Exhibition' and 'MUSEUM OF POP CULTURE'. The tram has the text 'THE UNION' on its front. In the background, there are modern buildings, a construction crane, and traffic lights.

From the entire ST3 City Team:
Thank you!



Legislation Text

File #: CB 121003, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

WHEREAS, since 1996, Sound Transit (formally known as the Central Puget Sound Regional Transit

Authority, or RTA) has been implementing the voter-approved Sound Move, Sound Transit 2 (ST2), and Sound Transit 3 (ST3) plans for a high-capacity regional transit system for the Central Puget Sound region; and

WHEREAS, the Sound Move and ST2 Plans include the following five electric light-rail lines: Central Link (downtown Seattle to SeaTac); University Link (downtown Seattle to University of Washington); Northgate Link Extension (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and

WHEREAS, in May 2016 during the development of the ST3 proposal, City Council passed Resolution 31668, which made alignment recommendations for the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects to the Sound Transit Board, including a new light rail tunnel through Downtown Seattle; and

WHEREAS, the ST3 ballot measure was approved by voters in November 2016 and includes the following two electric light-rail lines: West Seattle Link (downtown Seattle to West Seattle) and Ballard Link

(downtown Seattle to Ballard); and

WHEREAS, in December 2017, the City entered into a ST3 Partnership Agreement with Sound Transit (Resolution 31788) to collaborate on project delivery, streamline permitting, and seek ways to reduce project costs and deliver the project in advance of schedule; and

WHEREAS, through a series of resolutions (R99-34; R2001-16; R2005-20; R2006-07; R2011-10; and R2012-13; R2015-05; and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for the projects that are currently under construction, operating, or for which a Record of Decision has been issued in The City of Seattle (City): Central Link; University Link; Northgate Link Extension; East Link; Lynnwood Link; and West Seattle Link; and

WHEREAS, the Seattle City Council approved the alignment, station locations, and maintenance base location for the Sound Transit Central Link, University Link, Northgate Link Extension, East Link, and Lynnwood Link projects in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), and 31784 (adopted December 11, 2017); and

WHEREAS, pursuant to Ordinance 119975, in July 2000, the City and Sound Transit executed an Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as Related to the Central Link Light Rail Transit Project (Transit Way Agreement) that reflected the current alignment; and

WHEREAS, the Transit Way Agreement was amended by Ordinance 120788, in 2002, to include technical corrections; by Ordinance 122504 in 2007, to revise the approved alignment and include the University Link and North Link extensions, among other things; by Ordinance 124289 in 2013, to again revise the approved alignment and to add the Northgate Link and East Link extensions to the agreement, among other things; by Ordinance 125500 in 2017 to add the Lynnwood Link extension to the agreement; and by Ordinance 126701 in 2022 to add an infill station at Northeast 130th Street; and

WHEREAS on February 20, 2025, Mayor Bruce Harrell issued Executive Order 2025-02 Supporting and

Expediting Sound Transit 3 Investments - including the West Seattle Link Extension and Ballard Link Extension - in the City of Seattle; and

WHEREAS, a resolution to approve the West Seattle Link alignment and station locations is being considered by the Seattle City Council along with this ordinance; and

WHEREAS, an amendment to the Transit Way Agreement is required to reflect the alignment and light rail transit facilities for the West Seattle Link Light Rail Extension Project in the City and allow Sound Transit to proceed with the West Seattle Link project; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Director of the Seattle Department of Transportation is authorized to execute an amendment to the Transit Way Agreement, substantially in the form attached as Attachment 1 to this ordinance, acknowledging the alignment and light rail transit facilities for the West Seattle Link Light Rail Extension Project.

Section 2. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2025, and signed by me in open session in authentication of its passage this _____ day of _____, 2025.

President _____ of the City Council

Approved / returned unsigned / vetoed this ____ day of _____, 2025.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2025.

Scheereen Dedman, City Clerk

(Seal)

Attachments:
Attachment 1 - Amendment No. 5 to the Transit Way Agreement

**AMENDMENT NO. 5 TO THE AGREEMENT BETWEEN THE CITY OF
SEATTLE AND SOUND TRANSIT
FOR GRANT OF NON-EXCLUSIVE USE OF A LIGHT RAIL TRANSIT WAY
AS RELATED TO THE LINK LIGHT RAIL TRANSIT PROJECT**

This Amendment No. 5 to the August 29, 2002 Agreement (effective September 4, 2002) for Grant of Non-Exclusive Use of a Light Rail Transit Way as Related to the Link Light Rail Transit Project is entered into by and between the City of Seattle (City) and the Central Puget Sound Regional Transit Authority (Sound Transit) and is effective when signed by both parties hereto.

RECITALS

WHEREAS, Sound Transit is a governmental entity created pursuant to RCW 81.104 and 81.112 with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish Counties, including the right to construct and maintain facilities in public rights of way without a franchise (RCW 81.112.100 and RCW 35.58.330); and

WHEREAS, the City is a first-class city operating under the Laws of the State of Washington; and

WHEREAS, the City owns and operates city streets, and other infrastructure improvements within the City boundaries where Sound Transit proposes certain transit improvements and light rail; and

WHEREAS, the Growth Management Act (RCW 36.70A) requires the City to plan for and encourage regional high capacity transportation facilities such as Sound Transit's Link light rail transit system projects (RCW 36.70A.020); and

WHEREAS, in 1996, 2008, and 2016, pursuant to state law, Sound Transit proposed, and Central Puget Sound voters approved financing for regional transit system plans known as Sound Move, ST2, and ST3, respectively; and

WHEREAS, the Sound Move and ST2 Plans include the following five light rail projects: Central Link (downtown Seattle to SeaTac Airport); University Link (downtown Seattle to University of Washington); Northgate Link (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and the ST3 Plan includes the West Seattle Link Extension (downtown Seattle to West Seattle) and the Ballard Link Extension (downtown Seattle to Ballard) (the Sound Move and ST2 light rail projects and the West Seattle Link Extension collectively constitute the "Light Rail Transit System Projects"); each of which will provide numerous benefits to Seattle's residents, workers, and visitors, and will help the City meet its

Comprehensive Plan goals for dense, mixed use urban centers and urban villages connected by high-quality public transit; and

WHEREAS, Sound Transit and the Federal Transit Administration of the United States Department of Transportation (FTA) jointly planned the Light Rail Transit System Projects pursuant to the National and State Environmental Policy Acts, and have completed environmental review of the Light Rail Transit System Projects; and

WHEREAS, through a series of resolutions (R99-34, R2001-16; R2005-20; R2006-07; R2011-10; R2012-13; R2015-05; and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for Central Link, University Link, Northgate Link, East Link, Lynnwood Link, and West Seattle Link; and

WHEREAS, the Seattle City Council approved the alignment, station locations, and maintenance base location for Central Link, University Link, Northgate Link, East Link, Lynnwood Link, and West Seattle Link in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), 31784 (adopted December 11, 2017), and _____ (adopted _____, 2025); and

WHEREAS, the City and Sound Transit desire to agree upon the grant of non-exclusive use of a Light Rail Transit Way for the Light Rail Transit System Projects located within in the City.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties hereby agree to amend the Agreement as follows:

Section 1. Exhibit A to the Agreement, as referenced in Section 2.1 of the Agreement, is hereby replaced with Exhibit A of this Amendment.

Section 2. Exhibit B to the Agreement, as referenced in Section 2.1 of the Agreement, is hereby replaced with Exhibit B of this Amendment.

Section 3. The plans and profile drawings attached as Exhibit C of this Amendment are hereby incorporated as additional drawings into Exhibit C of the Agreement, as referenced in Section 2.1 of the Agreement, to reflect the addition of the alignment and light rail transit facilities for the West Seattle Link Extension.

Section 4. All of the remaining provisions and terms of the Agreement, except as specifically modified by this Amendment, remain in full force and effect.

IN WITNESS WHEREOF, each of the parties hereto has executed this Amendment to the Agreement by having its authorized representative affix his/her name in the appropriate space below.

**CENTRAL PUGET SOUND REGIONAL THE CITY OF SEATTLE
TRANSIT AUTHORITY (SOUND
TRANSIT)**

By: _____
Signature

Print or type name

Date: _____

Approved as to form:

By: _____
Signature

Sound Transit Legal Counsel

By: _____
Signature

Print or type name

Date: _____

Authorized by Ordinances _____

Attachments:

Exhibit A to Amendment No. 5: General Description of Light Rail Alignment,
Station Locations and Maintenance Facility Location

Exhibit B to Amendment No. 5: Light Rail Alignment, Station Locations and
Maintenance Facility Location (Maps 1 through 10)

Exhibit C to Amendment No. 5: Plans and Profile Drawings

**Exhibit A:
General Description of Light Rail Alignment, Station Locations, and
Maintenance Facility Location**

West Seattle Link Extension (SODO Station to West Seattle Junction Station)

Route: At grade structure begins north of the existing SODO Station and travels west of and parallel to the existing Link light rail line in the SODO Busway and continues south under South Lander Street, which would be reconstructed as an overpass of the light rail tracks.

Tracks transition to an elevated guideway and the route continues south from South Forest Street. A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The route continues southwest from South Forest Street to cross over to the south side of the West Seattle Bridge. Route runs along the south side of the West Seattle Bridge on a light rail only bridge. West of the Duwamish Waterway crossing, the route crosses the northern edge of Pigeon Point before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

The route continues on an elevated guideway on the west side of Delridge Way Southwest, then west along Southwest Yancy Street before crossing Southwest Avalon Way in the vicinity of Southwest Yancy Street. The route crosses 32nd Avenue Southwest at-grade and continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The route enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest.

Stations:

SODO Station – Immediately west of the existing SODO Station, north of South Lander Street, at-grade

Delridge Station – North of Southwest Andover Street and west of Delridge Way Southwest, elevated

Avalon Station – South of Southwest Genesee Street, beneath 35th Avenue Southwest, lidded retained cut

Alaska Junction Station – Beneath 41st Avenue Southwest and Southwest Alaska Street, tunnel

Lynnwood Link Extension (NE 145th St to Northgate)

Route: Elevated structure begins north of Northgate Station and continues along the route of Interstate 5 (I-5) as combined retained cut/fill and elevated structure to NE 145th St.

Station:

NE 130th Street Station – West side of 5th Ave NE and north of NE 130th Street/Roosevelt Way NE, elevated side platform

Northgate Link Extension (Northgate to University of Washington)

Route: Elevated structure at Northgate, tunnel begins south of the Maple Leaf Portal at 94th Street.

Stations:

Northgate Station - East side of 1st Avenue NE, spanning NE 103rd Street, elevated (includes tail track)

Roosevelt Station - West side of 12th Avenue NE, north of NE 65th St, tunnel

U District Station - Brooklyn Ave NE, south of NE 45th Street, tunnel

University Link (University of Washington to Pine Street Stub Tunnel)

Route: Tunnel under University of Washington, Montlake Cut, and Capitol Hill

Stations:

University of Washington Station - East side of Montlake Boulevard NE, near Husky Stadium, tunnel (includes crossover)

Capitol Hill Station - East side of Broadway E, south of E John Street, tunnel

Initial Segment (Pine Street Stub Tunnel to S. McClellan Street)

Route: Use existing Downtown Seattle Transit Tunnel (DSTT). South of downtown, use E-3

Busway rising to elevated structure turning east along south side of S. Forest Street, and then to tunnel under Beacon Hill.

Stations:

Westlake - Tunnel

University Street - Tunnel Pioneer
Square - Tunnel

International District/Chinatown - Tunnel

Stadium - E-3 Busway at S Royal Brougham Way, at-grade

SODO - E-3 Busway, north of S Lander Street, at-grade

Beacon Hill - Beacon Avenue S at S Lander Street, tunnel

Initial Segment (S. McClellan Street to Boeing Access Road)

Route: Elevated out of Beacon Hill tunnel, then turning south on Martin Luther King, Jr. Way S, at-grade in median

Stations:

Mount Baker - S McClellan Street, elevated

Columbia City-S Edmunds Street, at-grade

Othello - S Othello Street, at-grade

Rainier Beach - S Henderson Street, at-grade

Maintenance Facility Maintenance Facility site - extends from 7th Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

East Link (International District/Chinatown Station to the west edge of Lake Washington along 1-90)

Route: From the International District/Chinatown Station in the Downtown Seattle Transit Tunnel coming up at grade onto the Interstate 90 Express Lanes

Stations:

Judkins Park Station - on I-90 center roadway east of Rainer Avenue S, at-grade

**Stadium
Station**

S ATLANTIC ST

3RD AVE S

4TH AVE S

5TH AVE S







6TH AVE S

8TH AVE S

S MASSACHUSETTS ST

S HOLGATE ST

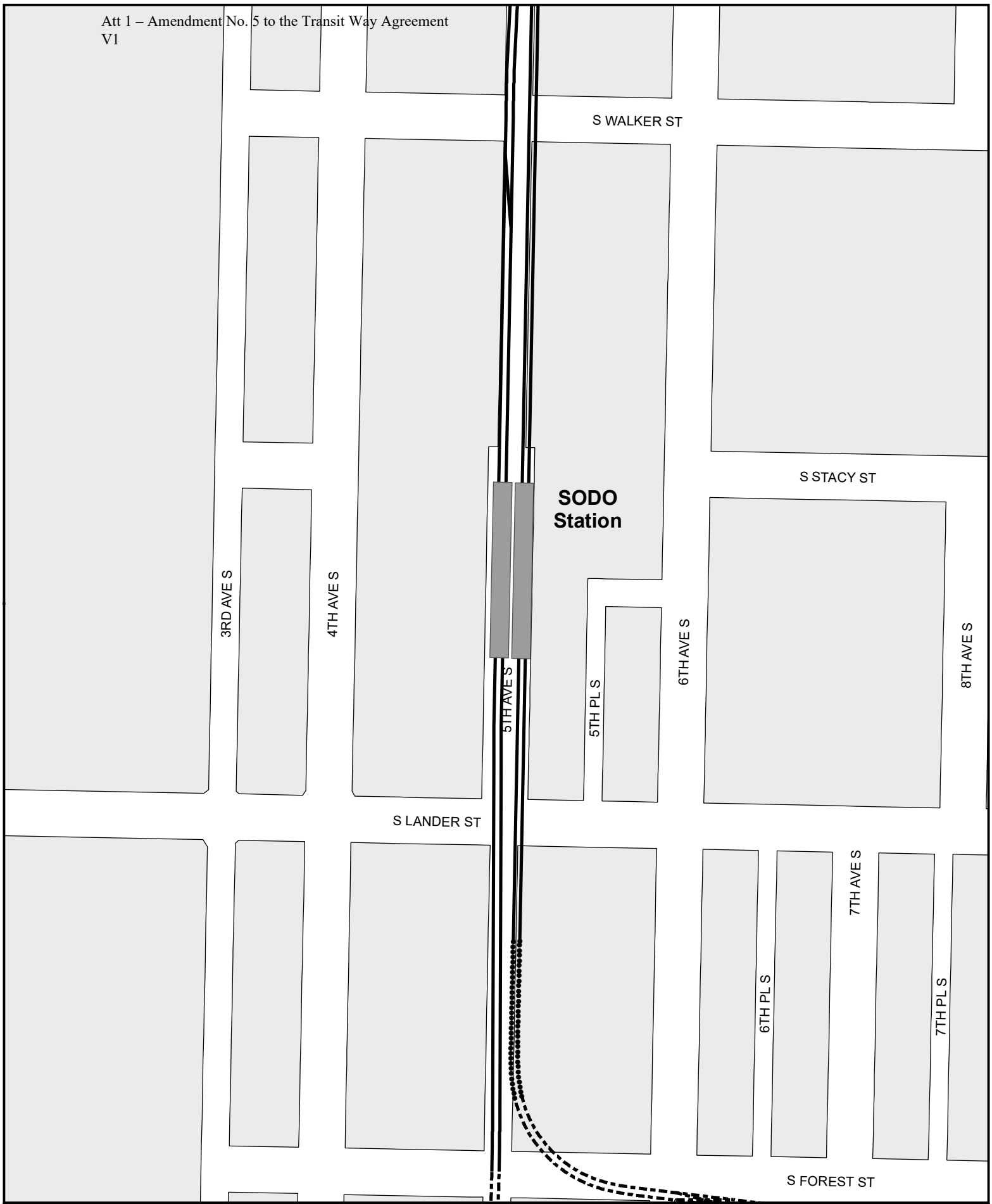
S WALKER ST

Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations**
Map 1 of 10



Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

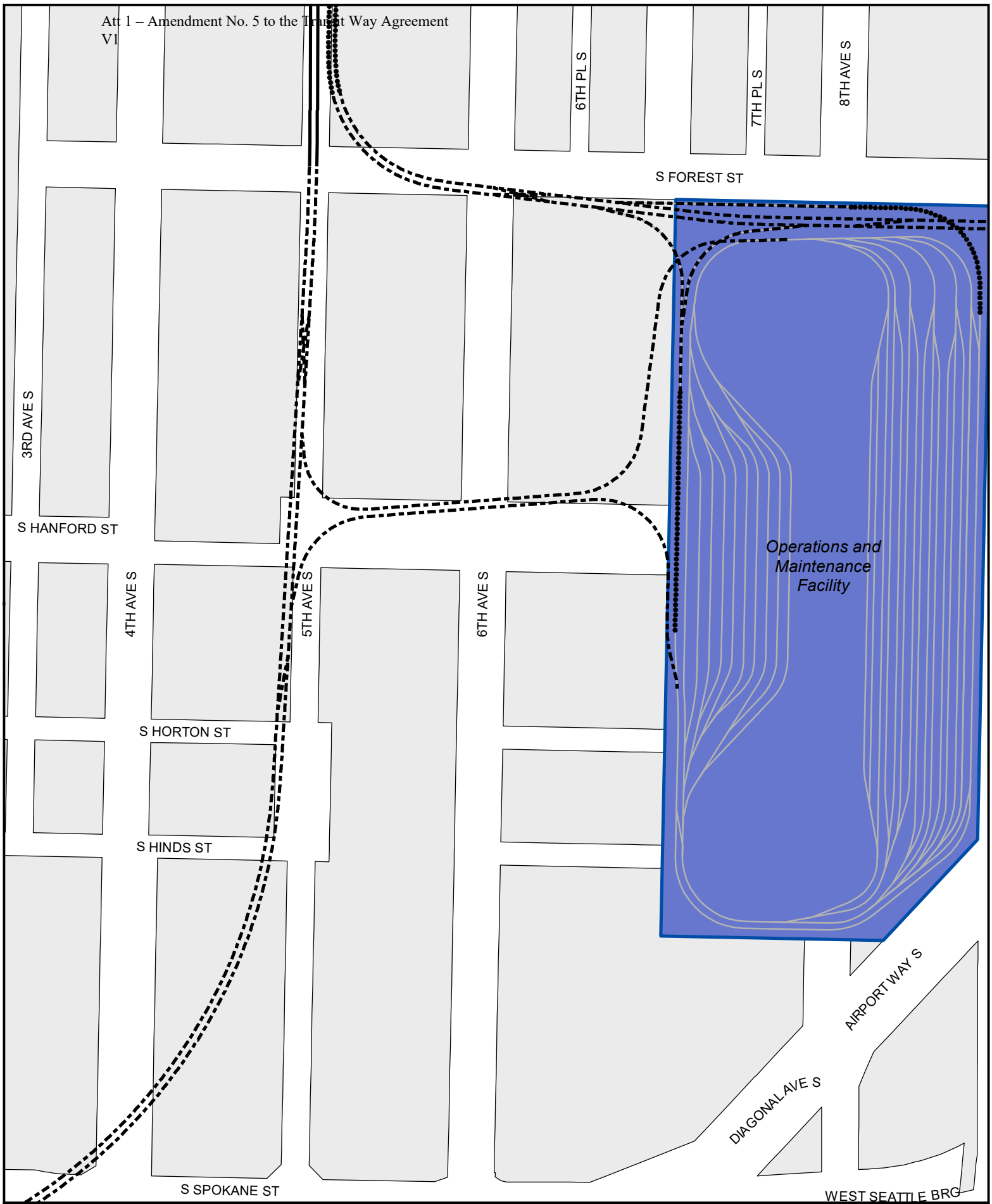
**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations**
Map 2 of 10

SOUNDTRANSIT
 March 2025

0 200
 Feet

N

Data source: King County GIS, City of Seattle, Sound Transit
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 3 of 10**

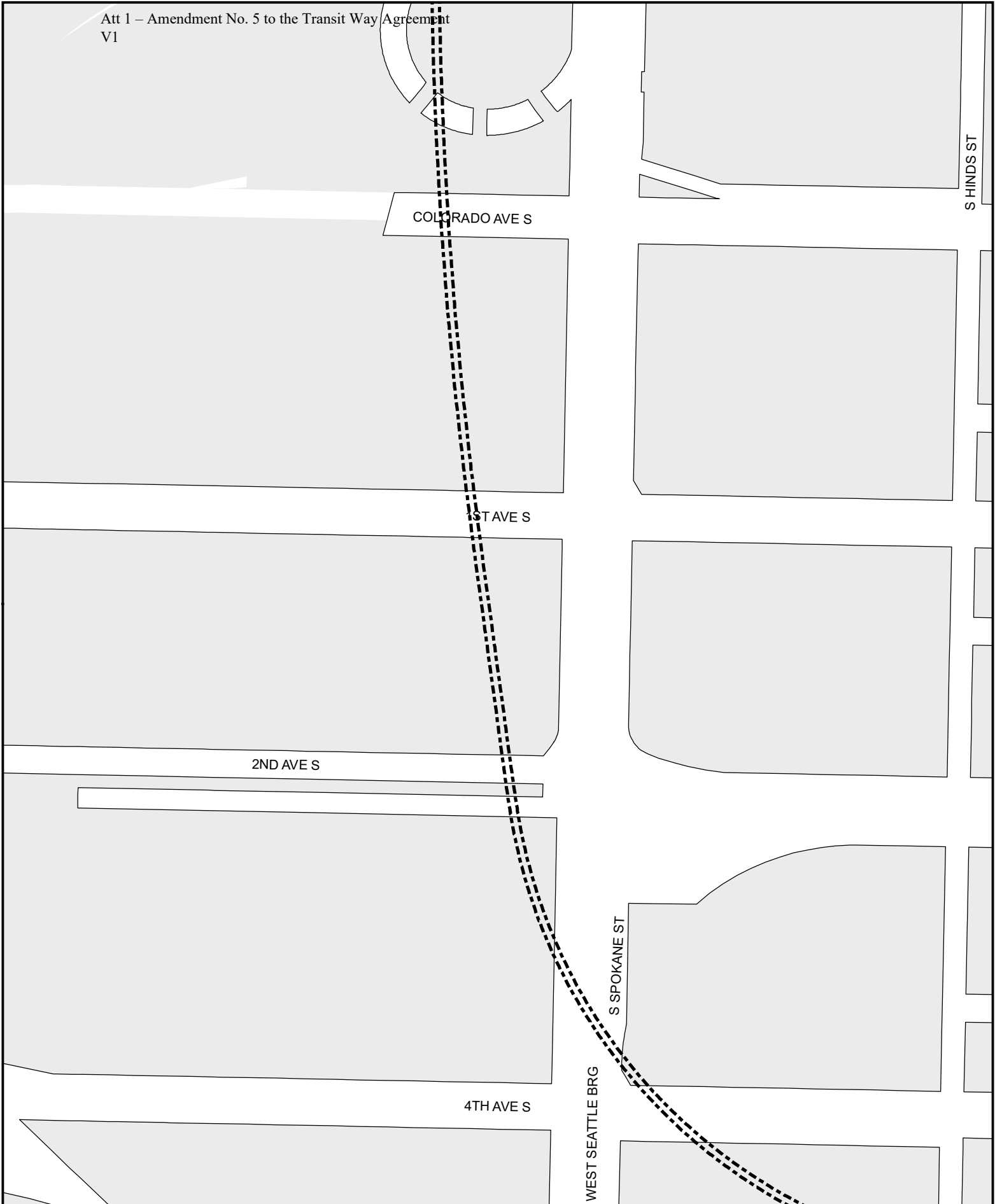
SOUND TRANSIT
 March 2025

Feet

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Data source: King County GIS, City of Seattle, Sound Transit
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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55



Legend	
Light Rail Alignment	Light rail station platform
--- Aerial	Light rail station platform
— At Grade	Maintenance facility
— Subway	Right-of-way

Exhibit B: West Seattle Light Rail Alignment and Station Locations

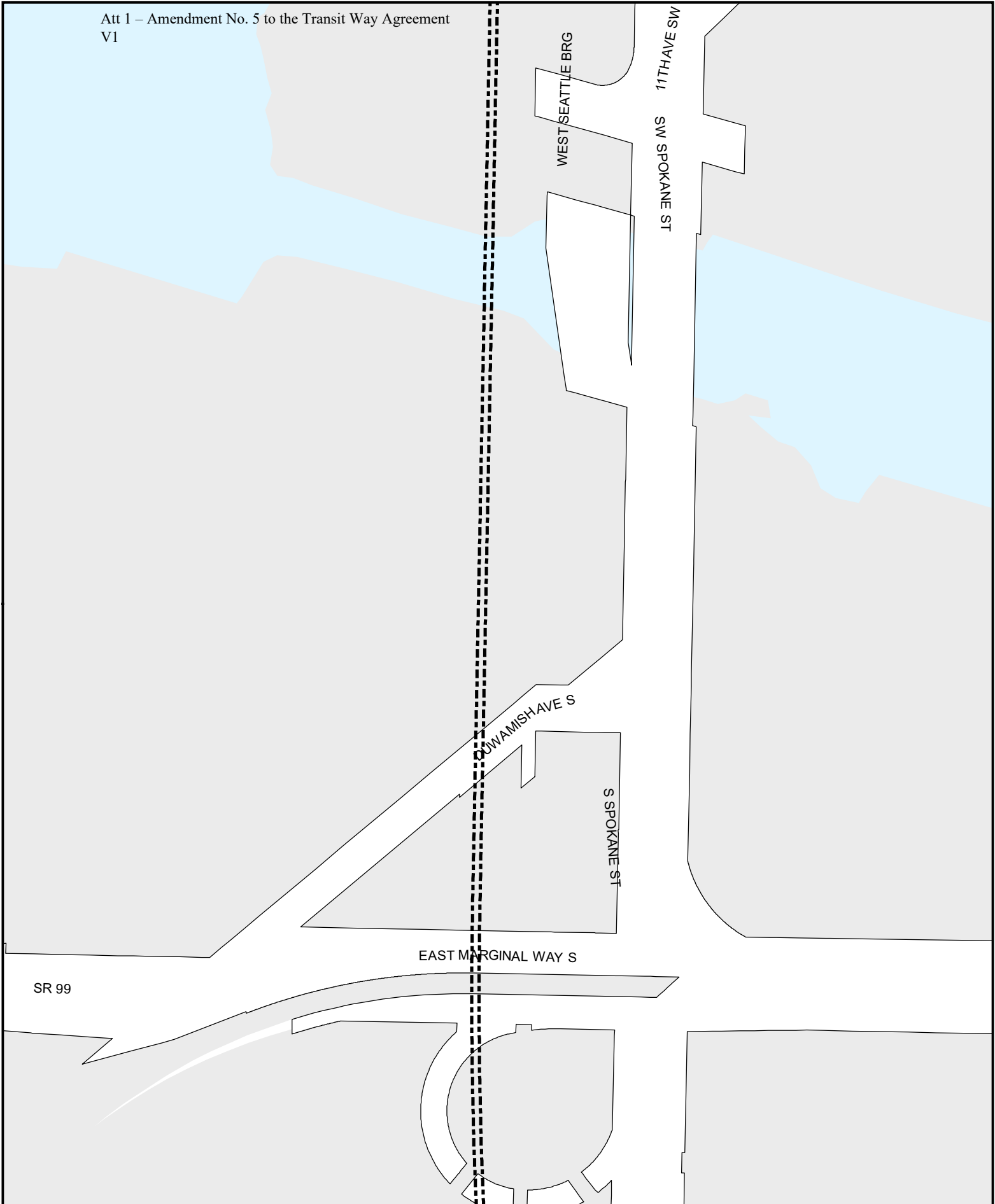
Map 4 of 10

SOUNDTRANSIT
March 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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56



Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 5 of 10**

 SOUNDTRANSIT March 2025	 0 200 Feet	 <small>Data source: King County GIS, City of Seattle, Sound Transit</small> <small>No guarantee of any sort implied, including accuracy, completeness, or fitness for use.</small> <small>G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24</small>

18TH AVE SW

MARGINAL PL SW

17TH AVE SW

16TH AVE SW

WEST MARGINAL WAY SW

KLICKITAT AVE SW




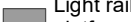


13TH AVE SW

SW KLICKITAT AVE

11TH AVE SW

WEST SEATTLE BRG

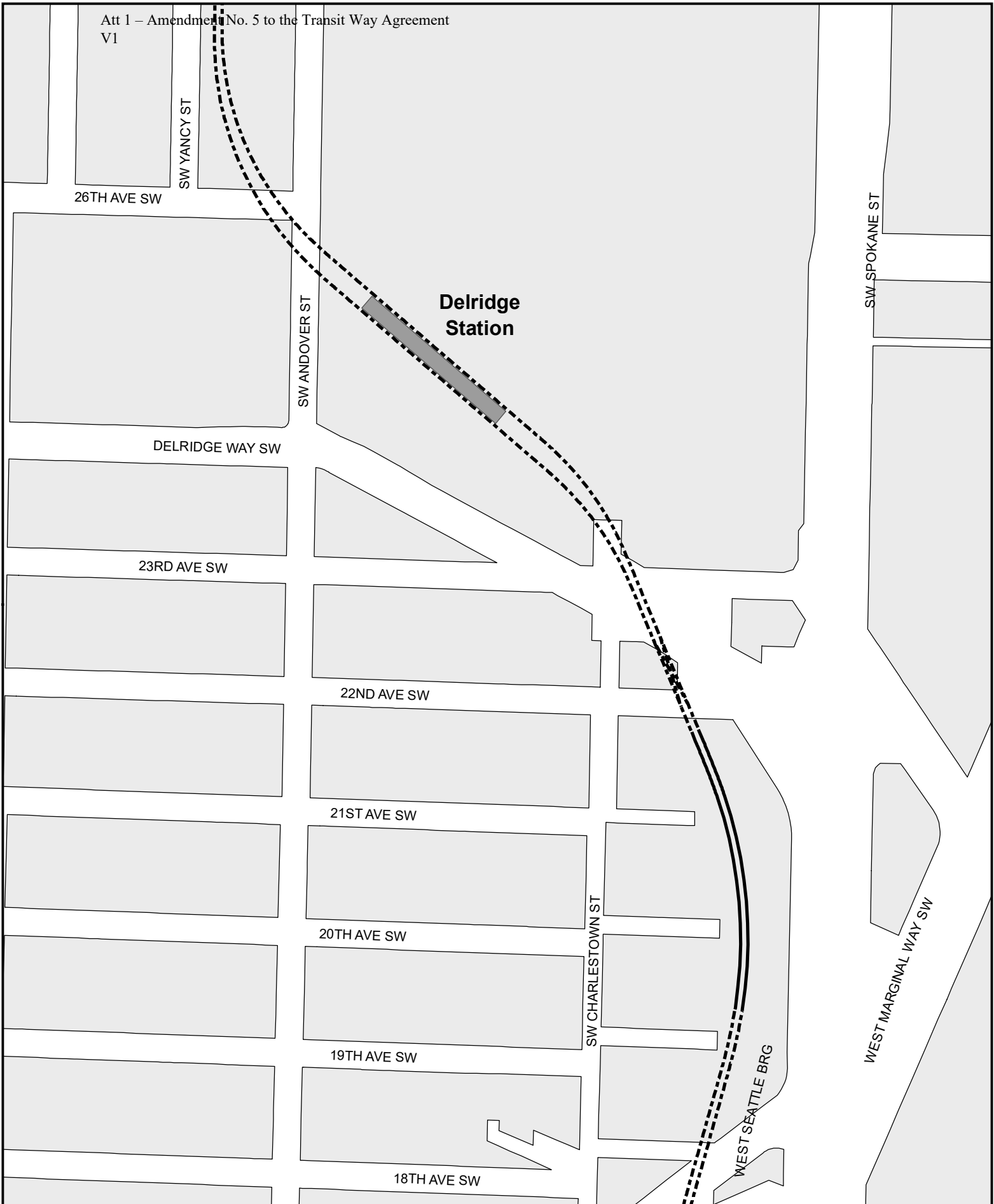
SW SPOKANE ST

Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations**
Map 6 of 10



Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations**
Map 7 of 10

 SOUNDTRANSIT March 2025	0 200 Feet		
	Data source: King County GIS, City of Seattle, Sound Transit		
	No guarantee of any sort implied, including accuracy, completeness, or fitness for use. G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24		

Avalon Station

35TH AVE SW

WEST SEATTLE BRG

SW ANDOVER ST

34TH AVE SW

33RD AVE SW

FAUNTLEROY WAY SW

SW GENESEE ST

32ND AVE SW

31ST AVE SW

SW BRADFORD ST

30TH AVE SW

SW AVALON WAY

SW NEVADA ST

SW ADAMS ST

SW DAKOTA ST

SW YANCY ST

28TH AVE SW


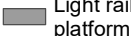

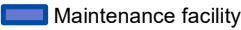
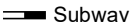
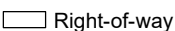
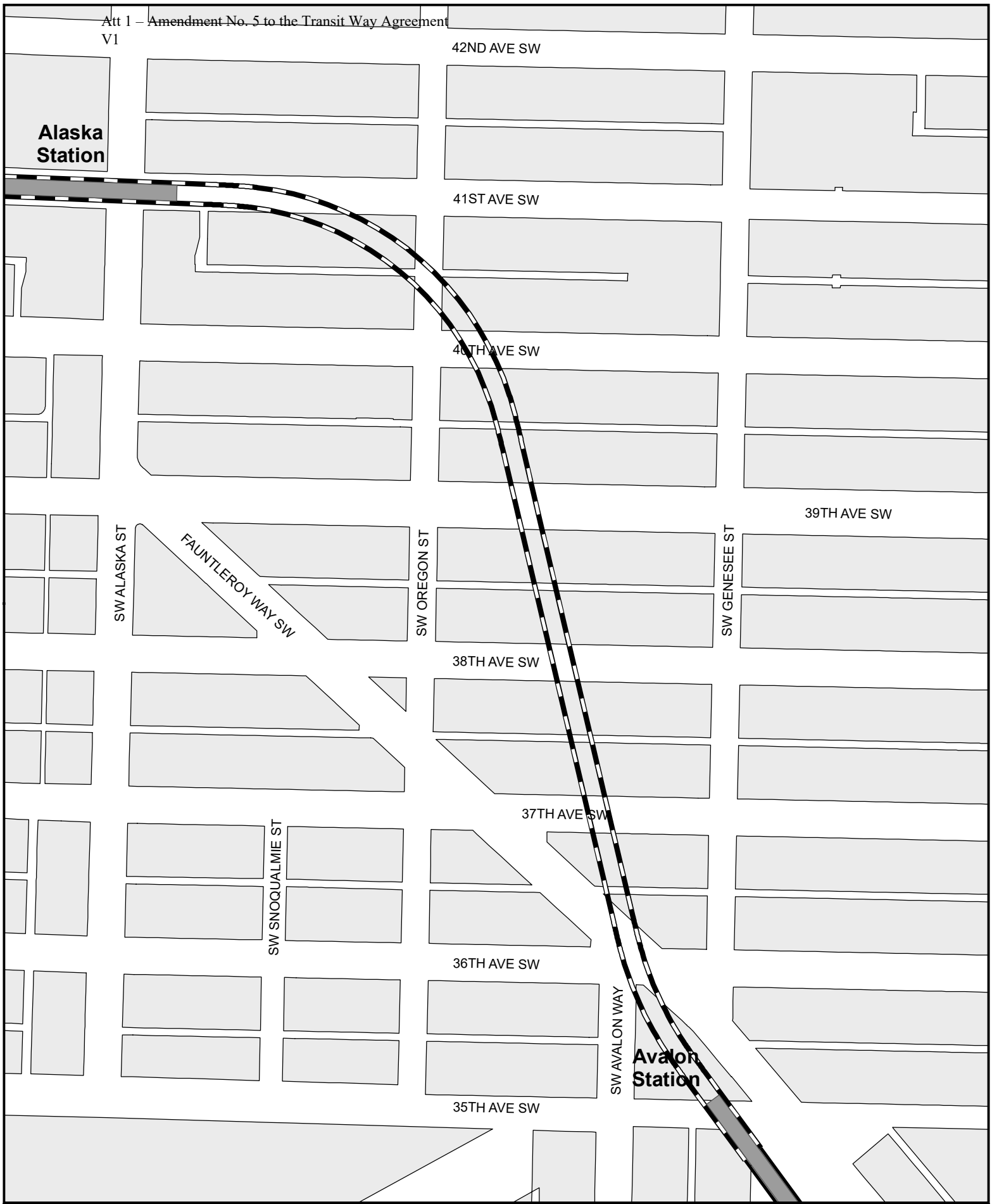
Legend	
 Aerial	 Light rail station platform
 At Grade	 Maintenance facility
 Subway	 Right-of-way

Exhibit B: West Seattle Light Rail Alignment and Station Locations

Map 8 of 10



Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24



Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: West Seattle
Light Rail Alignment and
Station Locations
Map 9 of 10**

SOUNDTRANSIT
 March 2025

0 200
 Feet

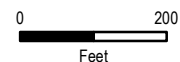
Data source: King County GIS, City of Seattle, Sound Transit
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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61



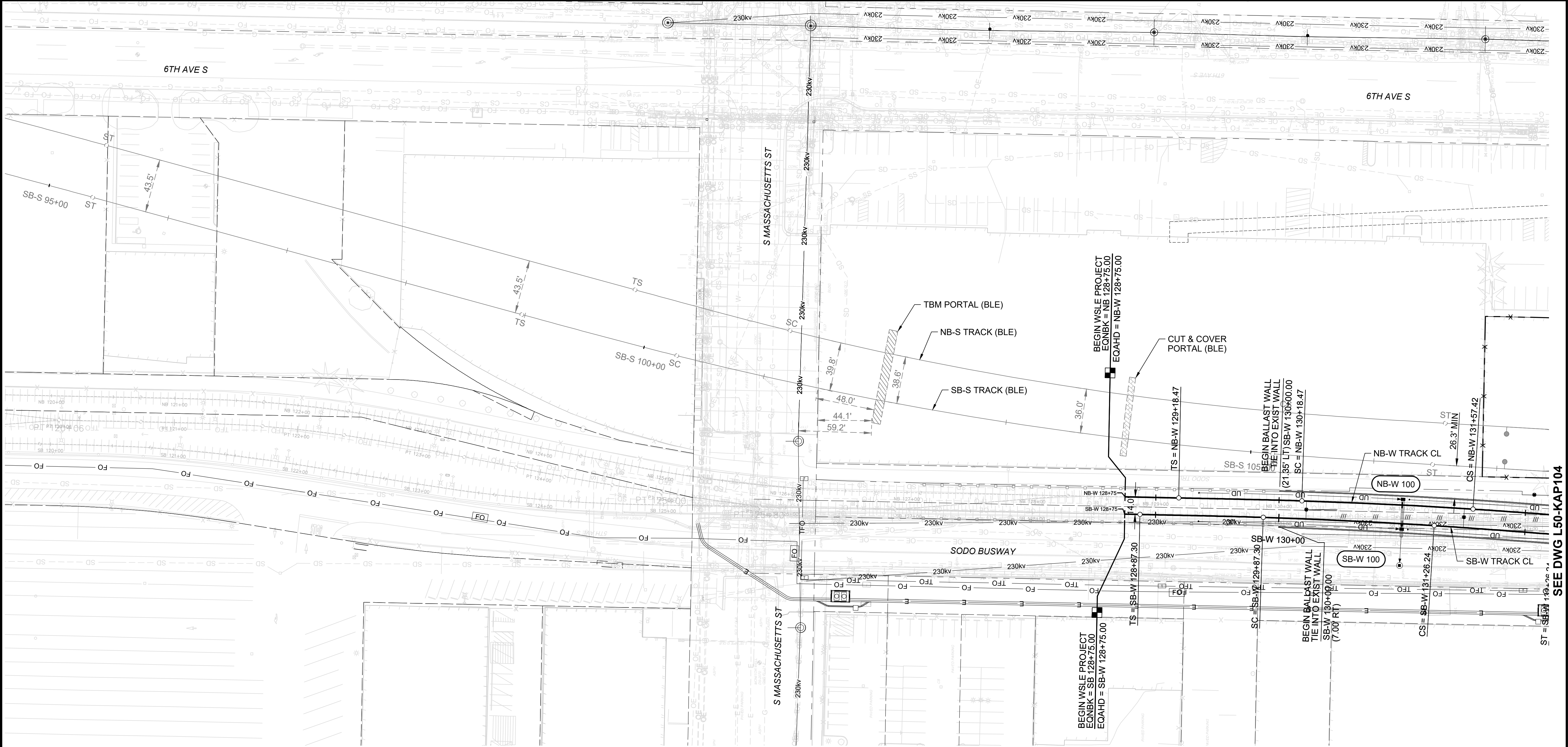
Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

Exhibit B: West Seattle Light Rail Alignment and Station Locations Map 10 of 10



Data source: King County GIS, City of Seattle, Sound Transit
No guarantee of any sort implied, including accuracy, completeness, or fitness
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSL_8x11_24

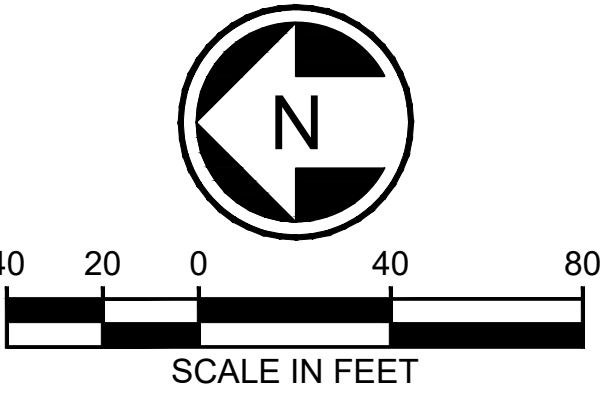
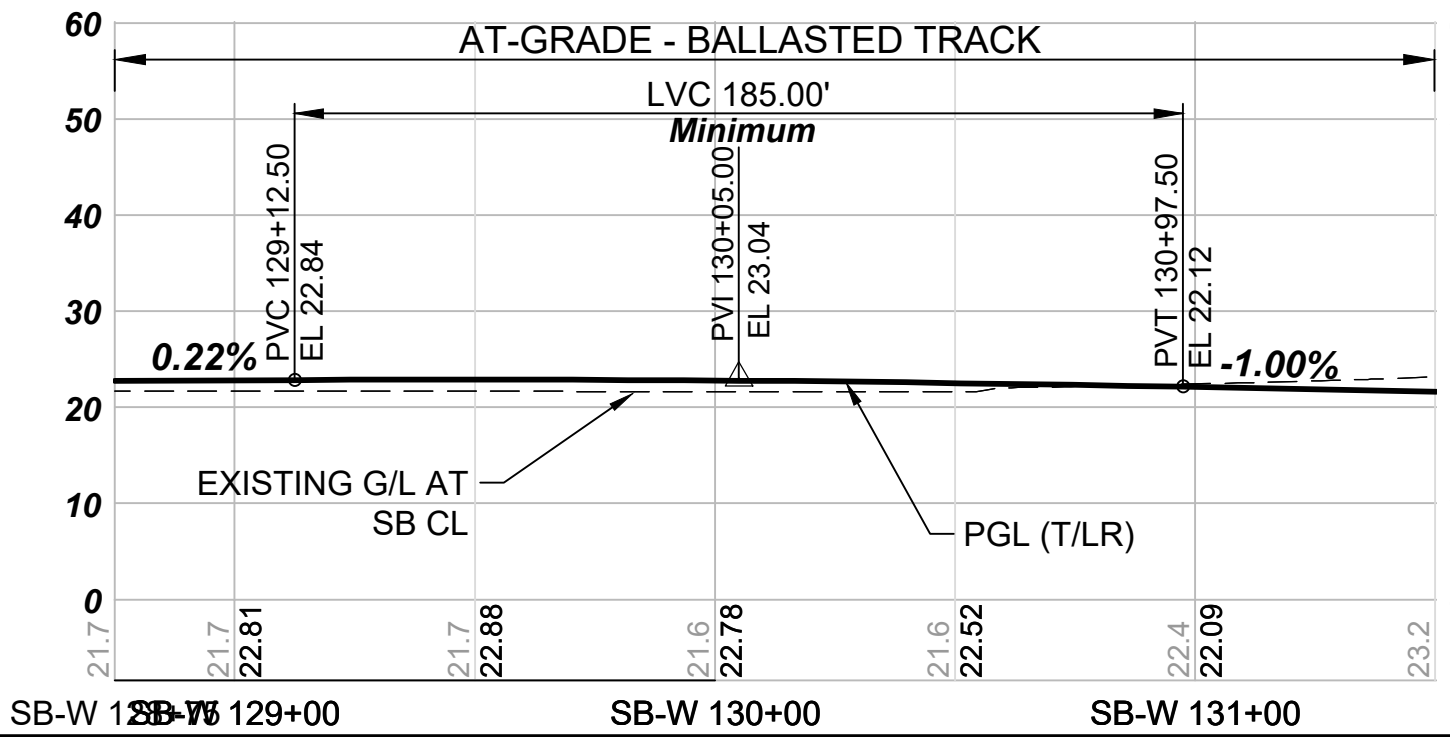
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UPP100
xWSL-CES-VBP
xWSL-CES-VRX
xWSL-L55-KAP301
xW105-L51-UPP100
xW105-L51-UPP300
xW100-L50-JOP100
xW100-L50-RPP100
c05_L50_K4
GB-SEAL-AKW



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 100		NB-W 100	
	PI STA	SB-W 130+56.74	PI STA	NB-W 130+87.98
R		4200.00'		4200.00'
Lc		138.95'		138.95'
Ls1		100.00'		100.00'
Ls2		100.00'		100.00'
Ea		1.25"		1.25"
Eu		1.60"		1.60"
V		55 MPH		55 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SUBMITTED BY: K. PROIA
DATE: 04/2024
REVIEWED BY: C. RIDGE
DATE: 04/2024

SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP103
CONTRACT No.:
RTA / XXXXXXXXX
DATE:
04/2024

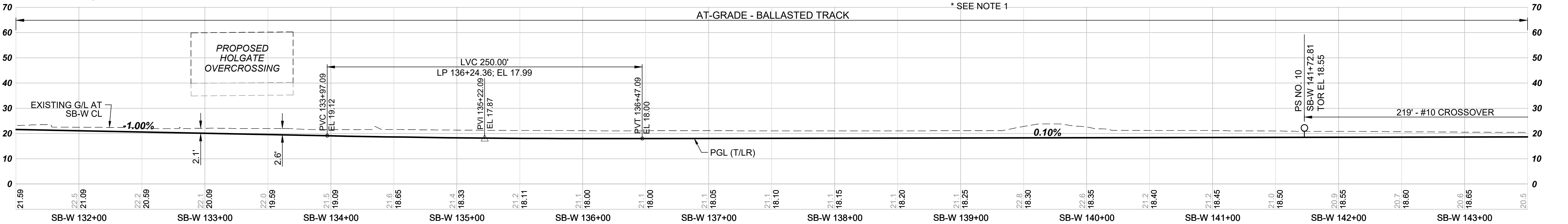
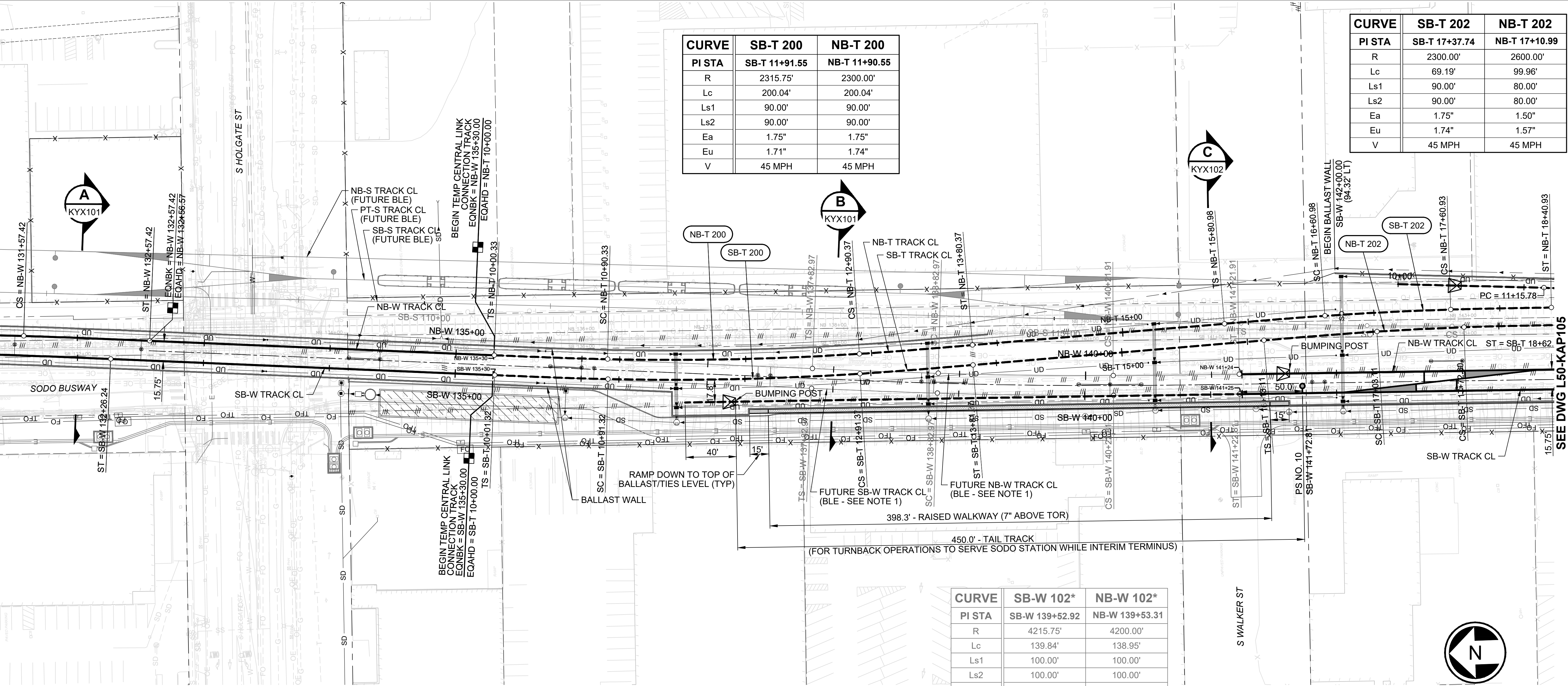
**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP103
LOCATION ID:
L50
SHEET No.: 157
REV: 0

Xrefs:
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xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xWSBL-CES-VBP
xWSBL-CES-VRX
xW100-L50-SWP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-L55-KAP301
xW105-L51-UPP300
xWSBL-L55-SWP301
c05_100.ko
xW100-L50-KAP101
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-RPP100

SEE DWG L50-KAP103

SEE DWG L50-KAP105



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP104
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP104
LOCATION ID:
L50
SHEET No.:
158
REV:
0

SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

SEE DWG L50-KAP104



DRAWING No.:	
L50-KAP105	
LOCATION ID:	
L50	
SHEET No.:	REV:
159	0

SEE DWG L50-KAP105

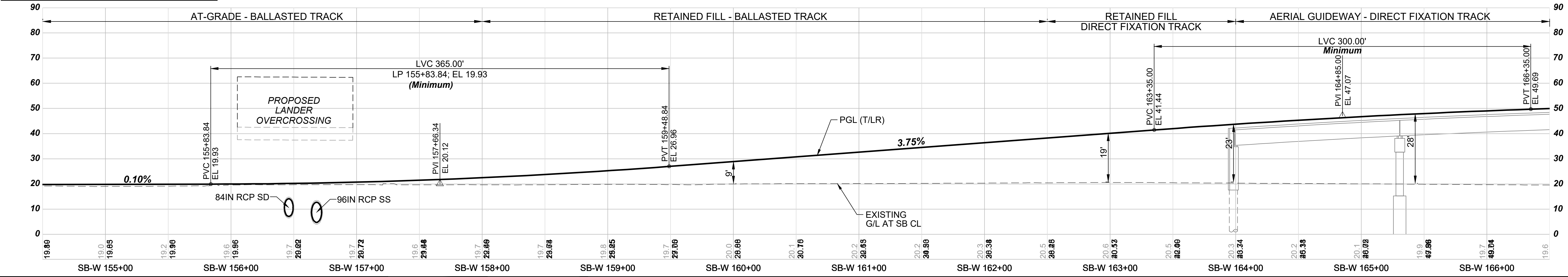
SB-W 155+00	SB-W 156+00	SB-W 157+00
PRELIMINARY ENGINEERING		
No.	DATE	DSN CHK APP REVISION

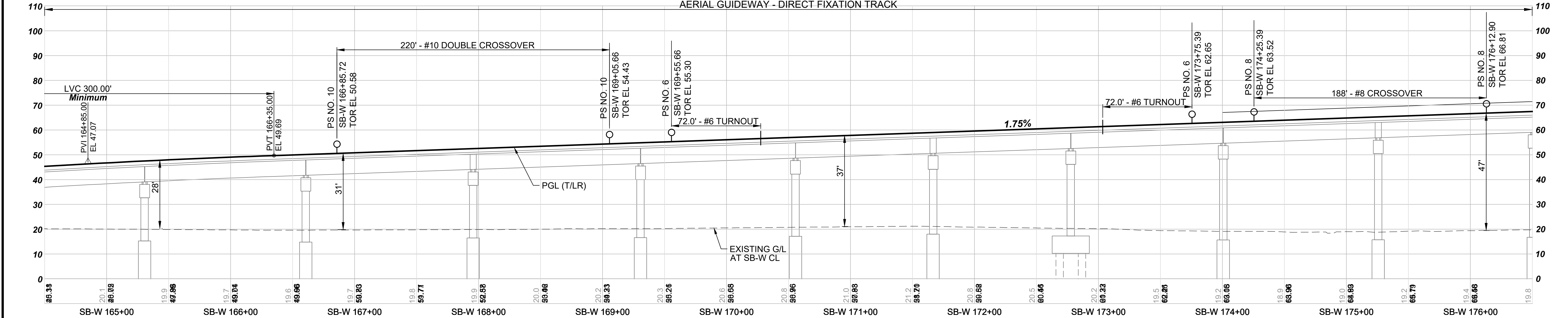
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

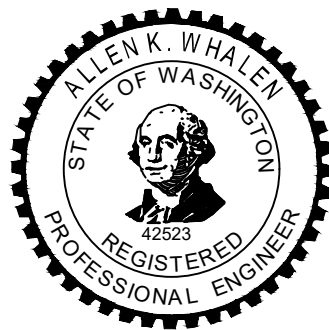
SEE DWG L50-KAP107

A north arrow pointing to the left, with the letter 'N' in the center. Below it is a scale bar labeled 'SCALE IN FEET' with markings at 40, 20, 0, 40, and 80.





DESIGNED BY:	A. WHALEN
DRAWN BY:	R. JOHNSON
CHECKED BY:	D. MUELLERLEILE
APPROVED BY:	A. WHALEN



LINE IS 1" AT
FULL SCALE

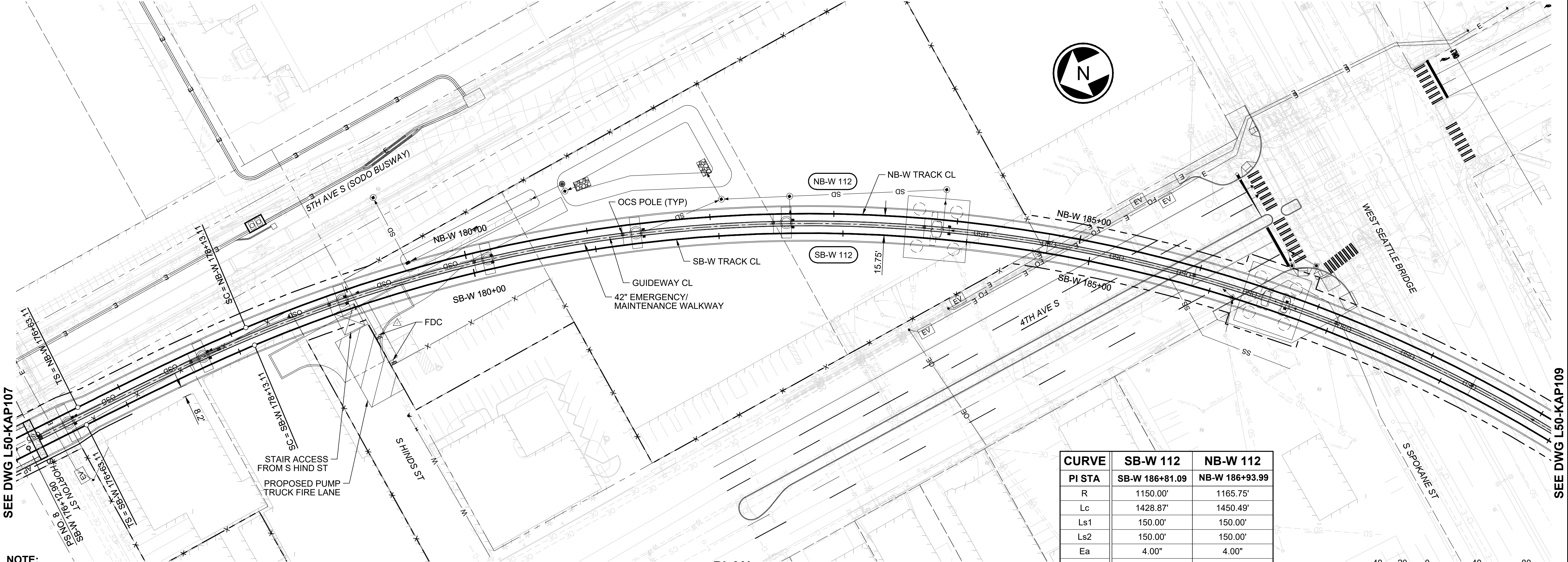


SOUNDTRANSIT

SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP107
CONTRACT No.:
RTA / XXXXXXXXX
DATE:
04/2024

DRAWING No.:	
L50-KAP107	
LOCATION ID:	
L50	
SHEET No.:	REV:
161	0

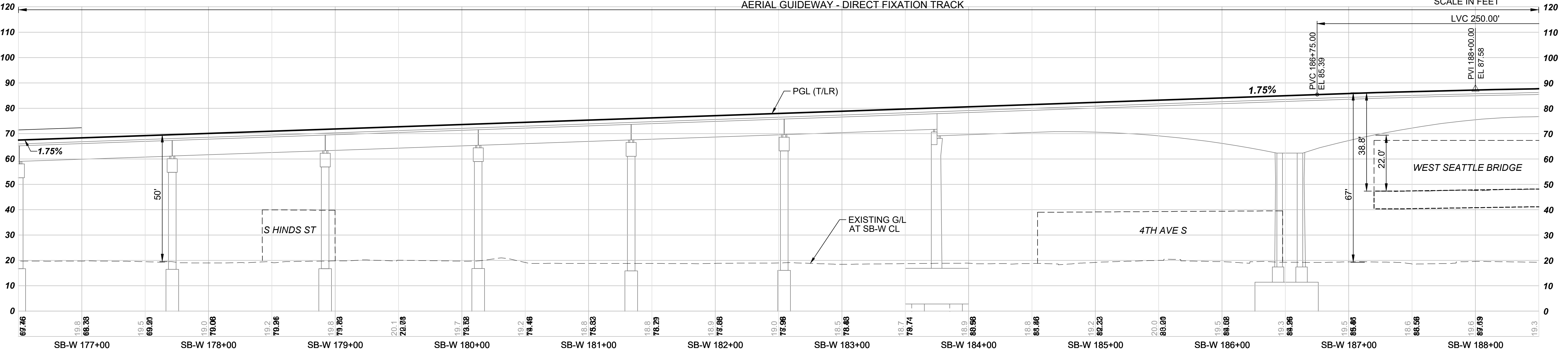
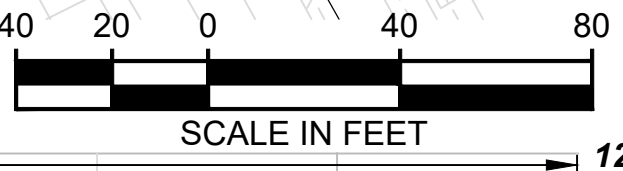
Xrefs:
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xW100-L50-KAP100
xW100-L50-KAV100
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xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
GB-SAL-AKW
xW100-L50-JOP100
xW105-L51-UPP300



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'
AERIAL GUIDEWAY - DIRECT FIXATION TRACK

CURVE	SB-W 112	NB-W 112
PI STA	SB-W 186+81.09	NB-W 186+93.99
R	1150.00'	1165.75'
Lc	1428.87'	1450.49'
Ls1	150.00'	150.00'
Ls2	150.00'	150.00'
Ea	4.00"	4.00"
Eu	2.97"	2.88"
V	45 MPH	45 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP108
CONTRACT No.:
RTA / XXXXXXXXX
DATE:
04/2024

**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
**TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE**

DRAWING No.:
L50-KAP108
LOCATION ID:
L50
SHEET No.:
162
REV:
0

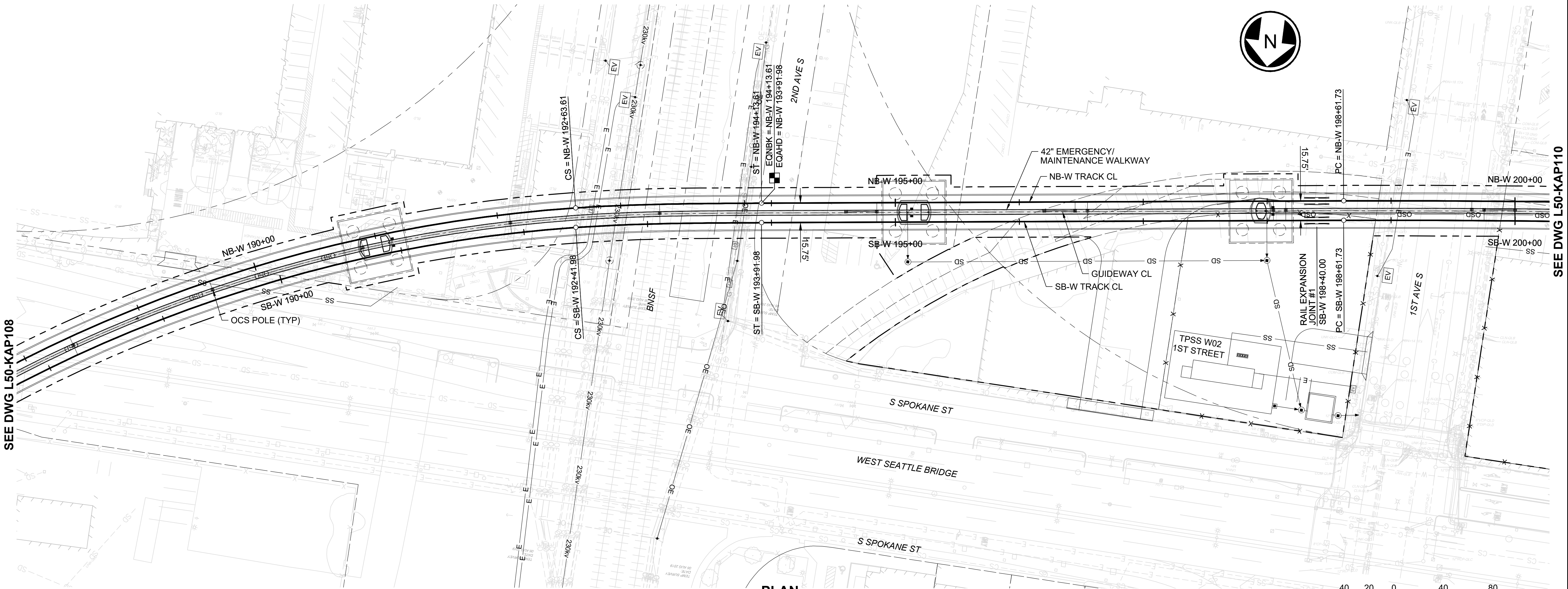
SUBMITTED BY:
K. PROIA
DATE:
04/2024
REVIEWED BY:
C. RIDGE
DATE:
04/2024

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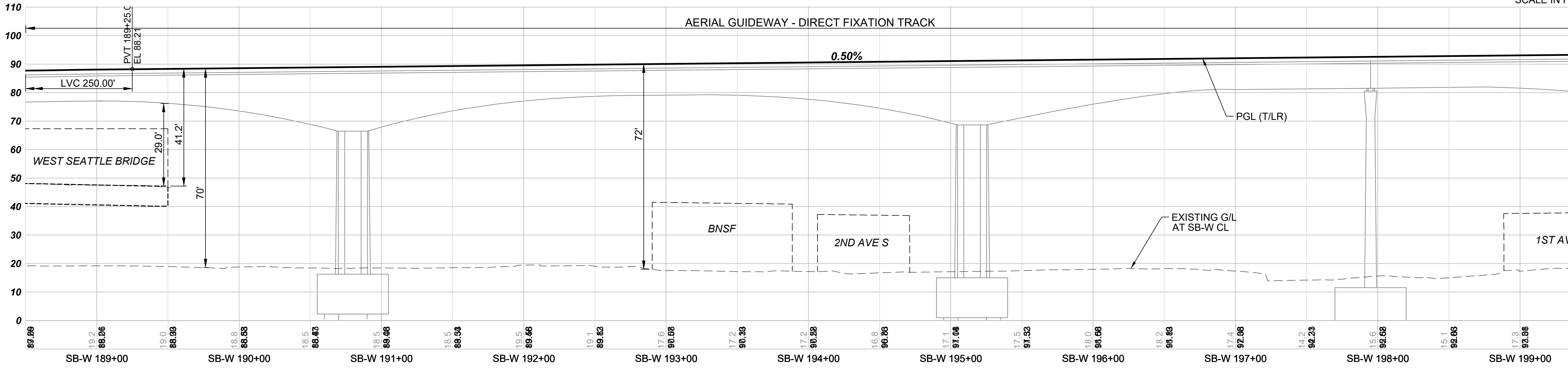
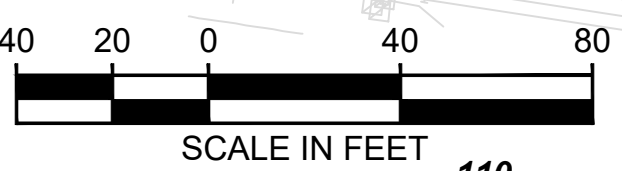
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xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSL-SOE-VBP
xWSL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

SEE DWG L50-KAP108

SEE DWG L50-KAP110



PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP109
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
**TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE**

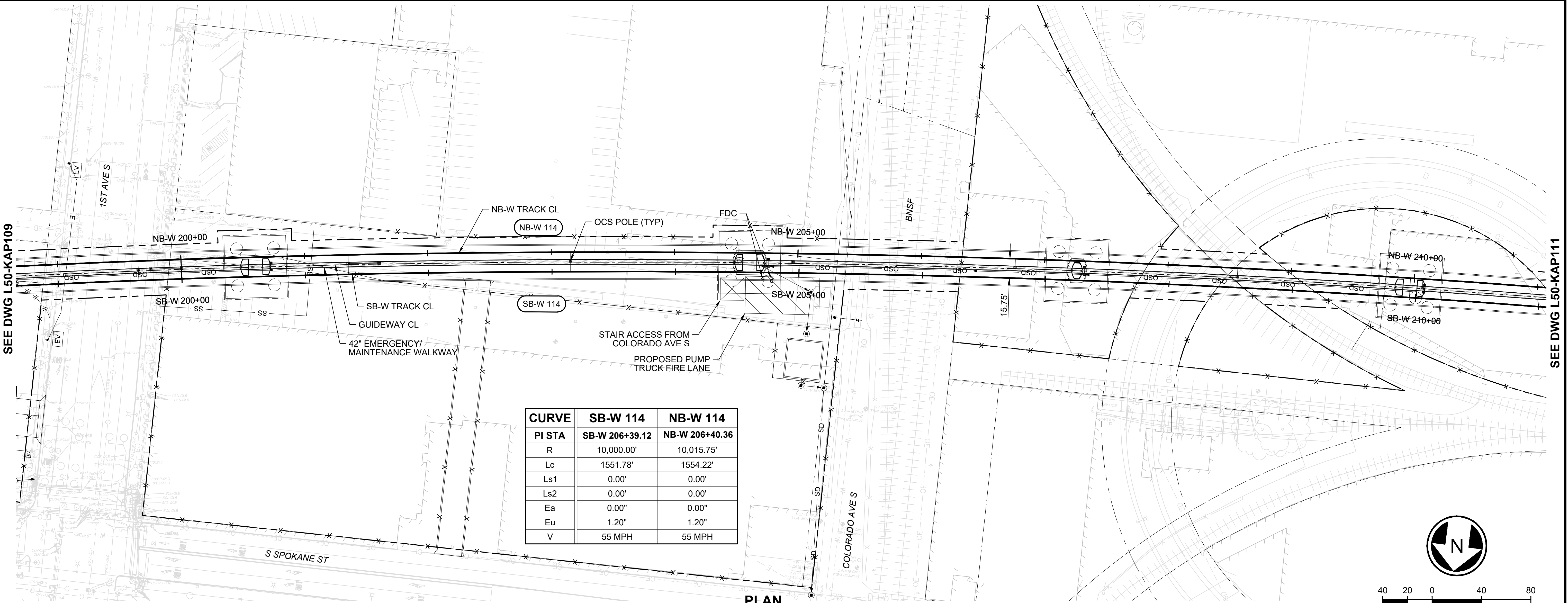
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L50-KAP109
LOCATION ID:
L50
SHEET No.:
163
REV:
0

SUBMITTED BY:
K. PROIA
DATE:
04/2024
REVIEWED BY:
C. RIDGE
DATE:
04/2024

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xWSBL-SOE-VSP
xWSBL-SOE-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UJP100
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RFP100
GB-SEA-AKW
xW100-L50-JOP100

SEE DWG L50-KAP109

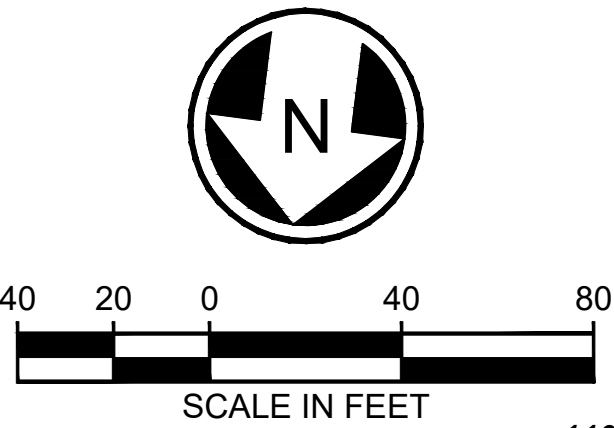
SEE DWG L50-KAP111



CURVE	SB-W 114	NB-W 114
PI STA	SB-W 206+39.12	NB-W 206+40.36
R	10,000.00'	10,015.75'
Lc	1551.78'	1554.22'
Ls1	0.00'	0.00'
Ls2	0.00'	0.00'
Ea	0.00"	0.00"
Eu	1.20"	1.20"
V	55 MPH	55 MPH

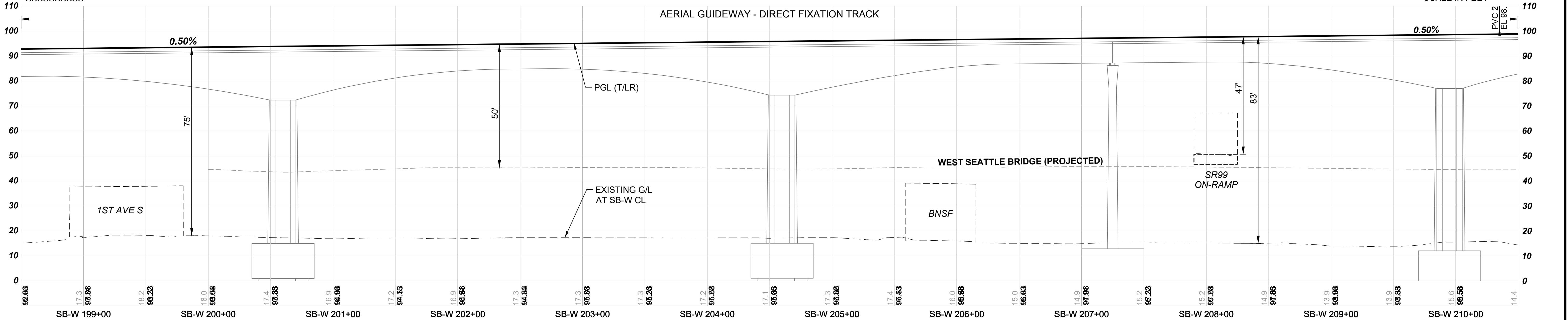
PLAN

SCALE: 1" = 40'



NOTE:
XXXXXXXXXX

AERIAL GUIDEWAY - DIRECT FIXATION TRACK



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP110
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP110
LOCATION ID:
L50
SHEET No.:
164
REV:
0

SUBMITTED BY:
K. PROIA

DATE:
04/2024

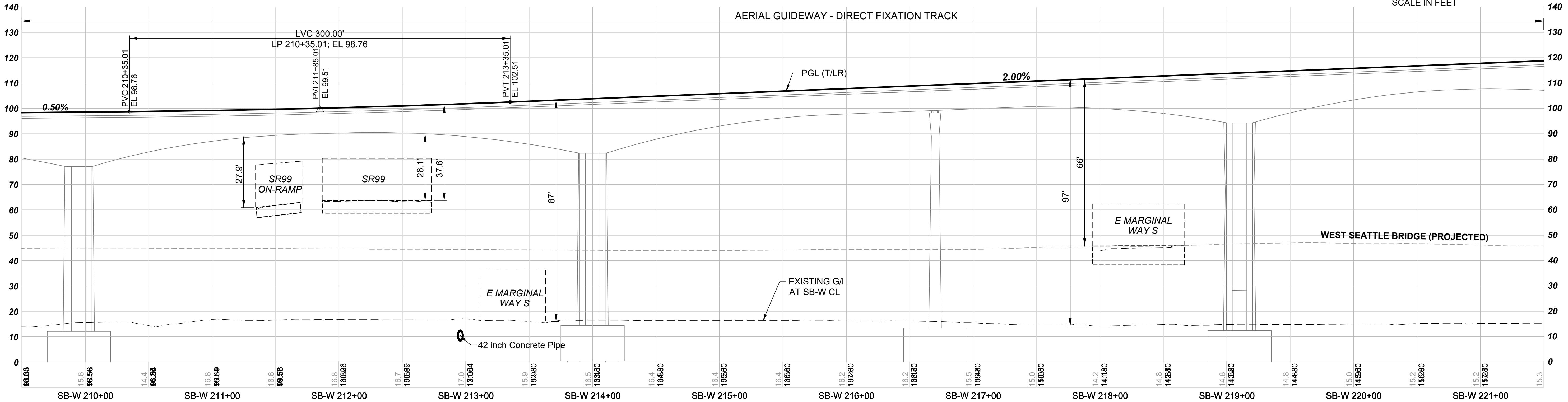
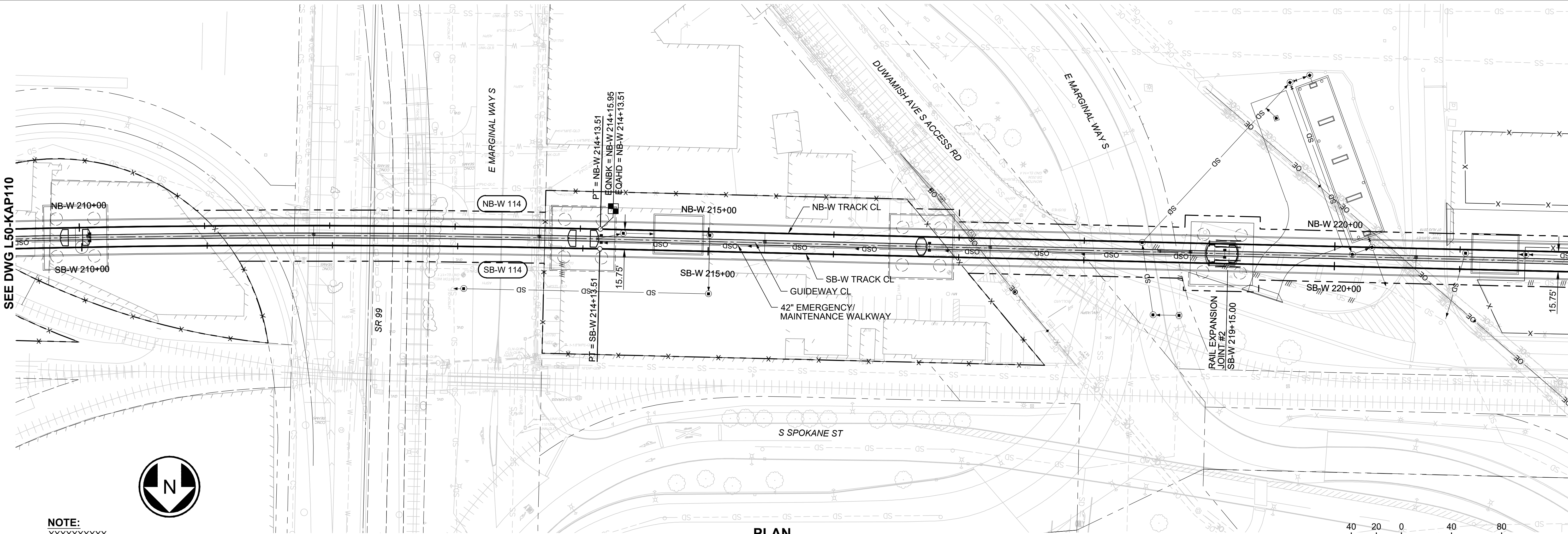
REVIEWED BY:
C. RIDGE

DATE:
04/2024

Xrefs:
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xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SPI100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEA100
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xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

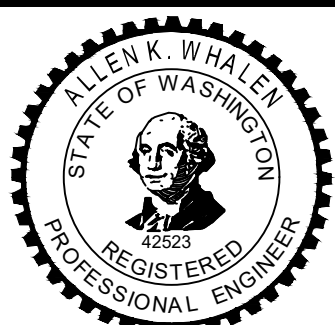
SEE DWG L50-KAP110

SEE DWG L50-KAP112



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP111
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

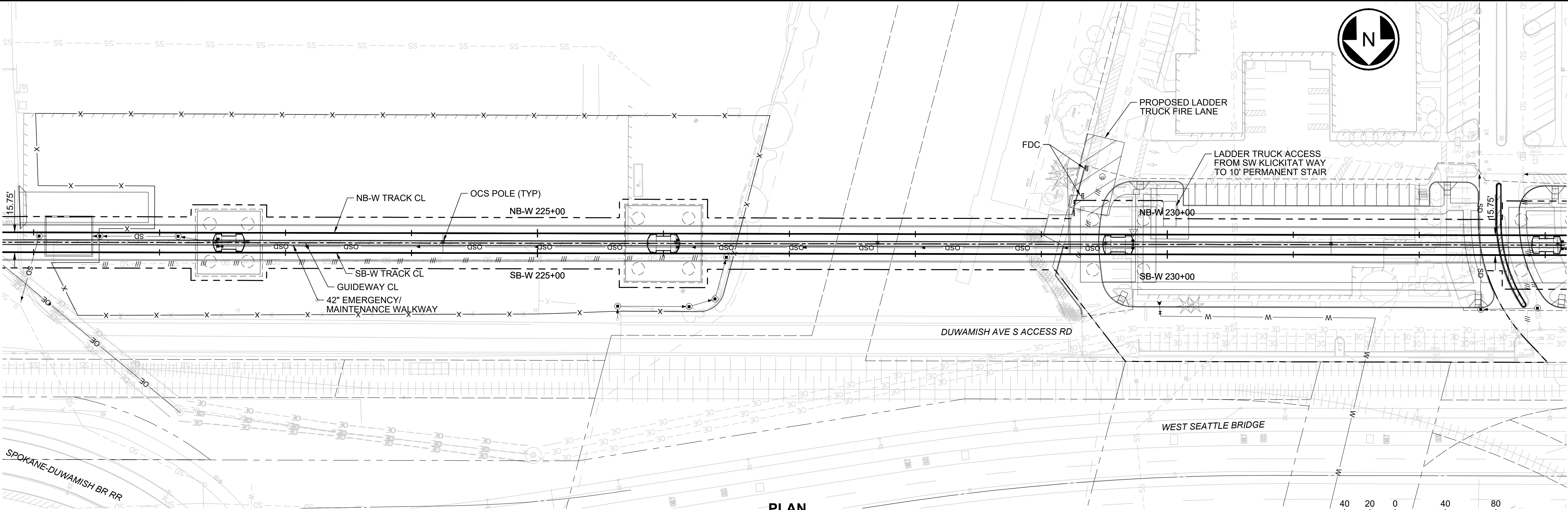
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP111
LOCATION ID:
L50
SHEET No.:
165
REV:
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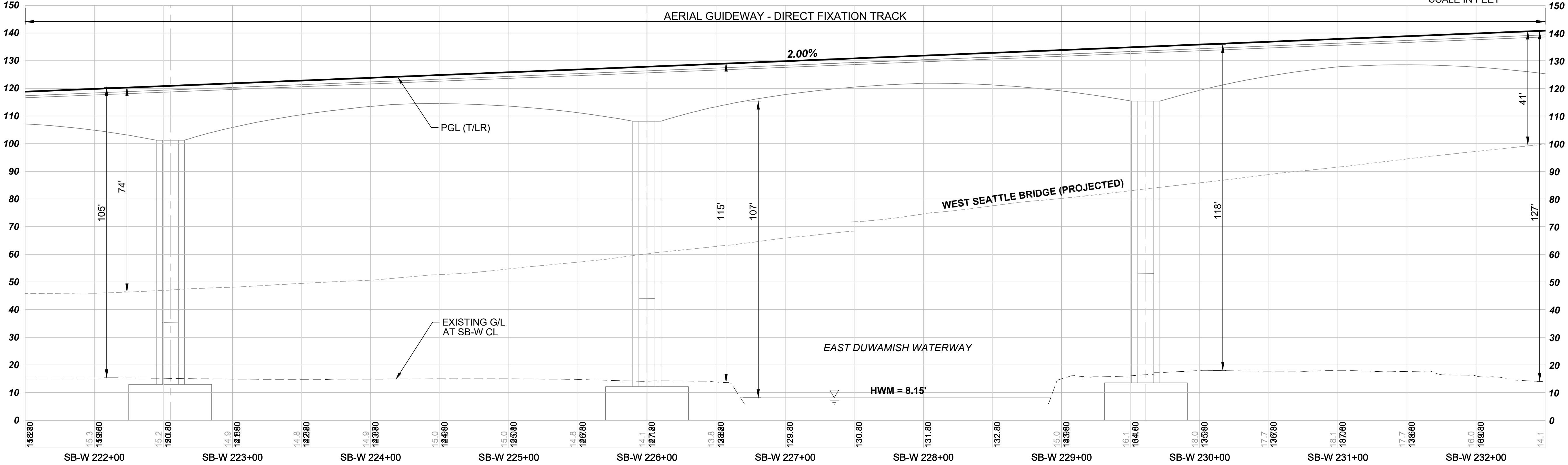
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xW100-L50-KAV100
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xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEA-AKW
xW100-L50-JOP100

SEE DWG L50-KAP111

SEE DWG L50-KAP113



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: A. WHALEN
DRAWN BY: R. JOHNSON
CHECKED BY: D. MUELLERLEILE
APPROVED BY: A. WHALEN



HNTB

SUBMITTED BY: K. PROIA	DATE: 04/2024	REVIEWED BY: C. RIDGE
---------------------------	------------------	--------------------------

LINE IS 1" AT
FULL SCALE



SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP112
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

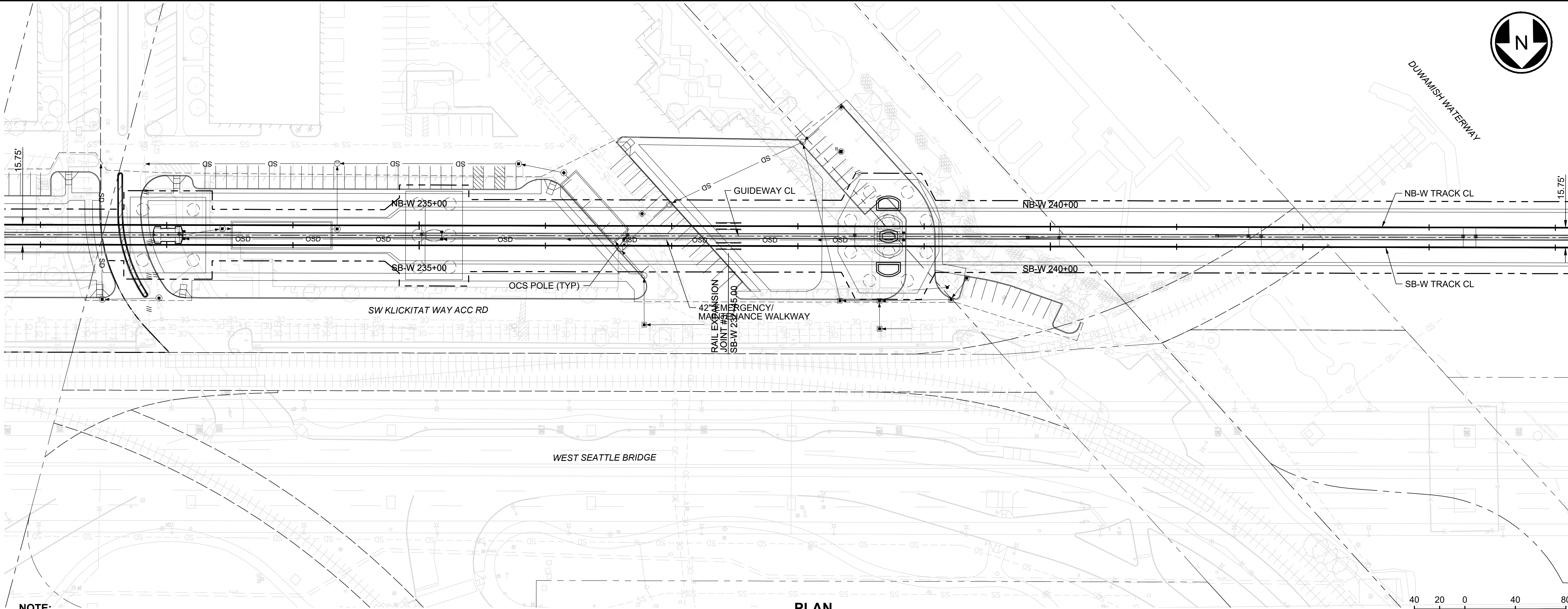
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.: L50-KAP112
LOCATION ID: L50
SHEET No.: 166
REV: 0

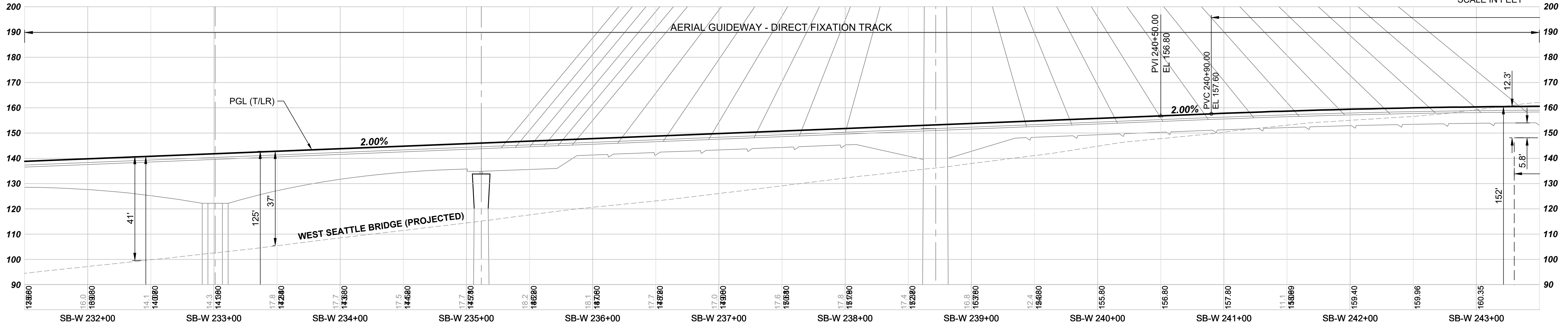
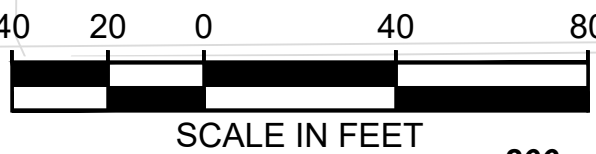
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xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SV100
xWSBL-SOE-VBP
xW100-L50-MFP100
xW100-L50-RPP100
GS-SEA-AKW
xW100-L50-JOP100

SEE DWG L50-KAP112

SEE DWG L50-KAP114



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE

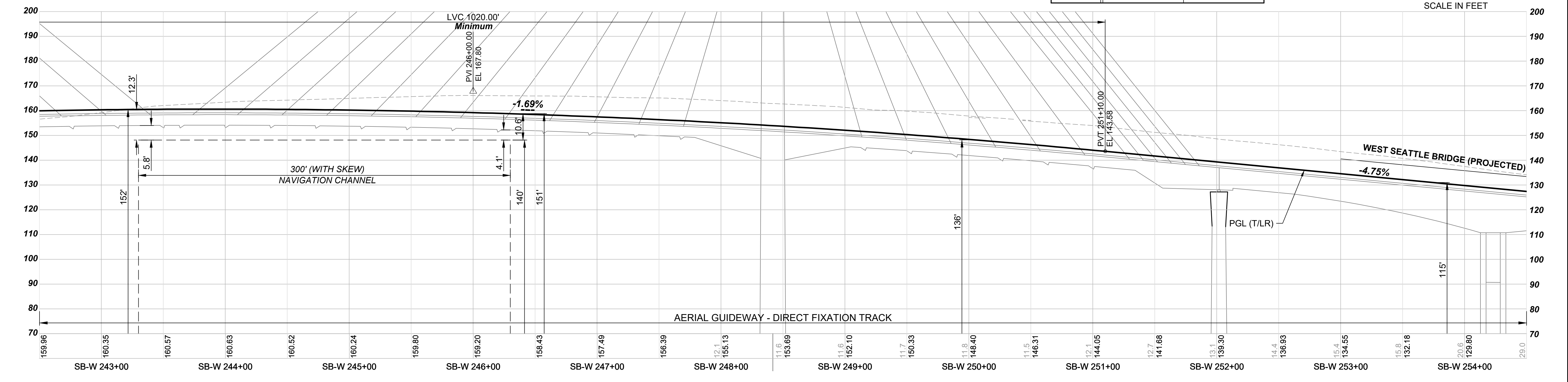
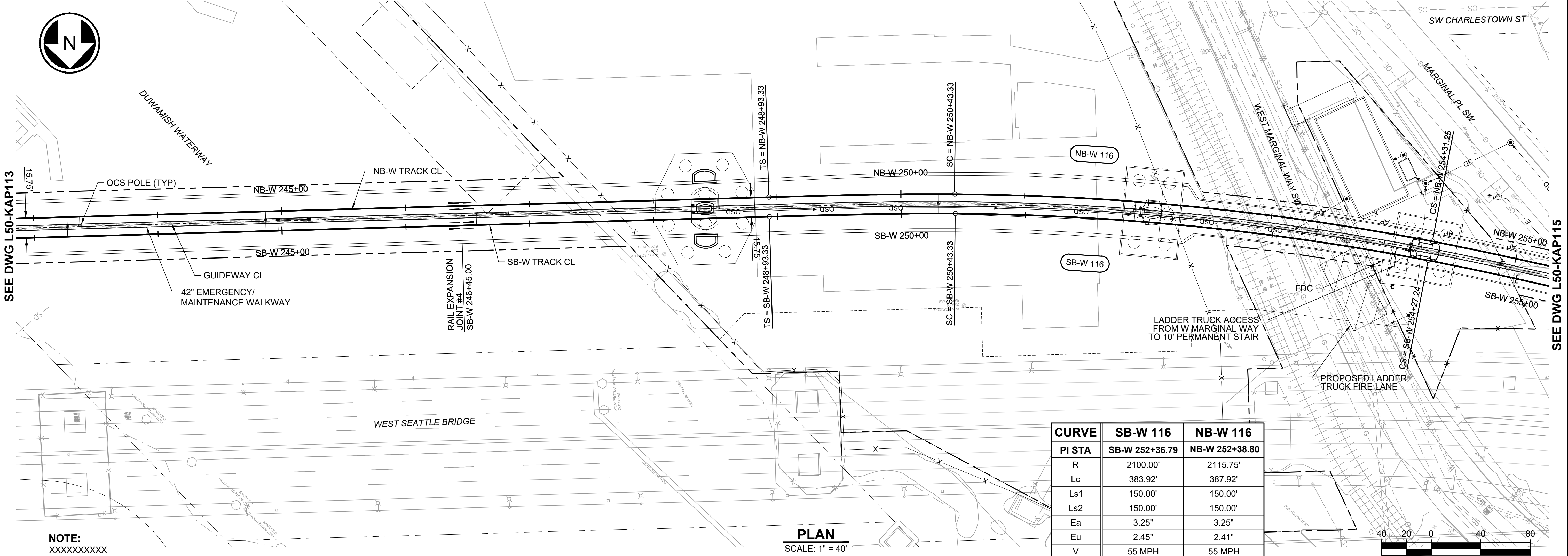


SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP113
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP113
LOCATION ID:
L50
SHEET No.:
167
REV:
0

Xrefs:
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xW100-L50-SEP100
xW100-L50-SPI100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP114
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP114
LOCATION ID:
L50
SHEET No.:
168
REV:
0

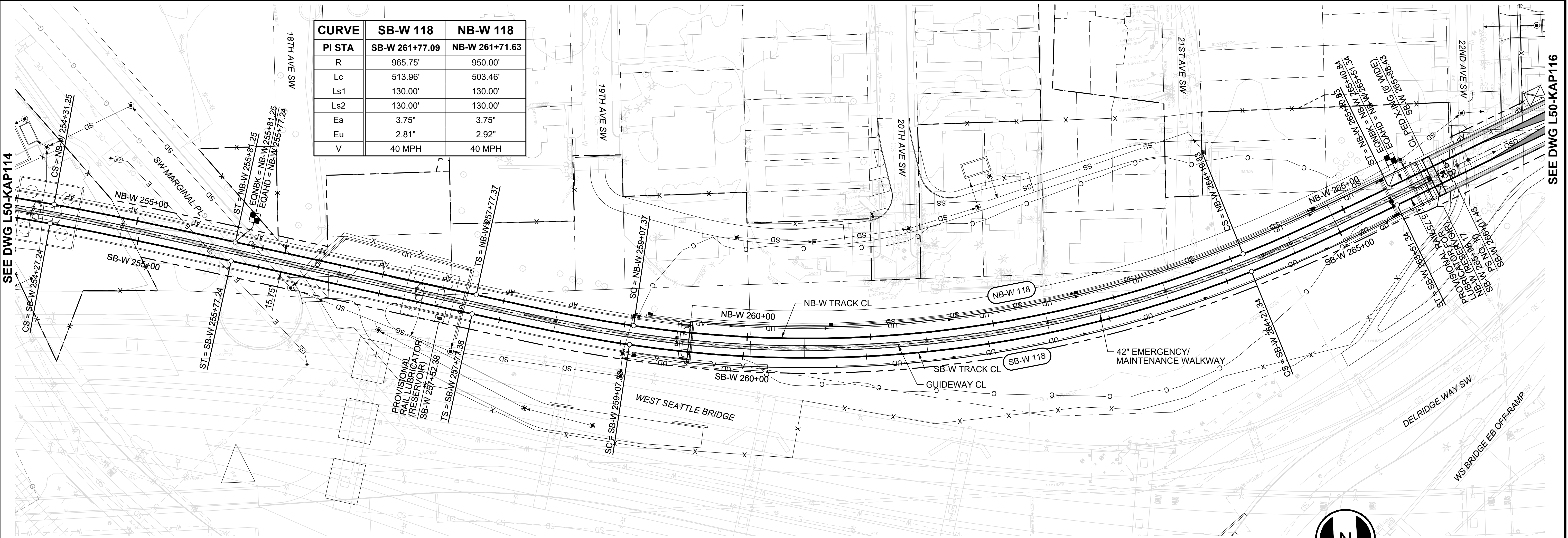
SUBMITTED BY:
K. PROIA

DATE:
04/2024

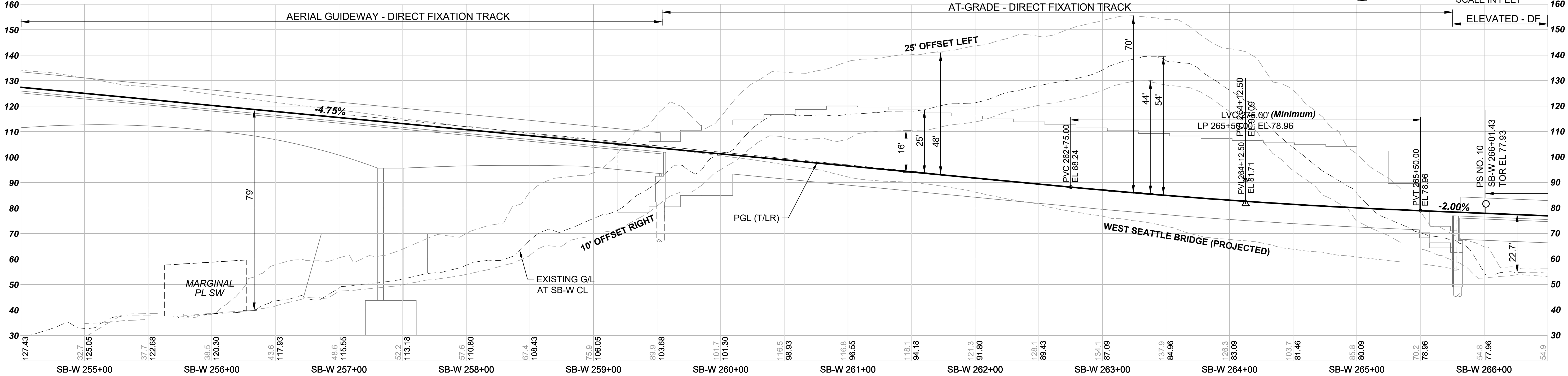
REVIEWED BY:
C. RIDGE

DATE:
04/2024

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-JTP100
xW100-L50-UDP100
xW100-L50-SEP100
xW100-L50-SEP100
xWSL-SOW-VBP
xWSL-SOW-VRX
xW100-L50-CRP100
xW100-L50-MPP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN

DRAWN BY:
R. JOHNSON

CHECKED BY:
D. MUELLERLEILE

APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'

FILENAME:
W100-L50-KAP115

CONTRACT No.:
RTA / XXXXXXXXX

DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100

SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP115

LOCATION ID:
L50

SHEET No.:
169

REV:
0

SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

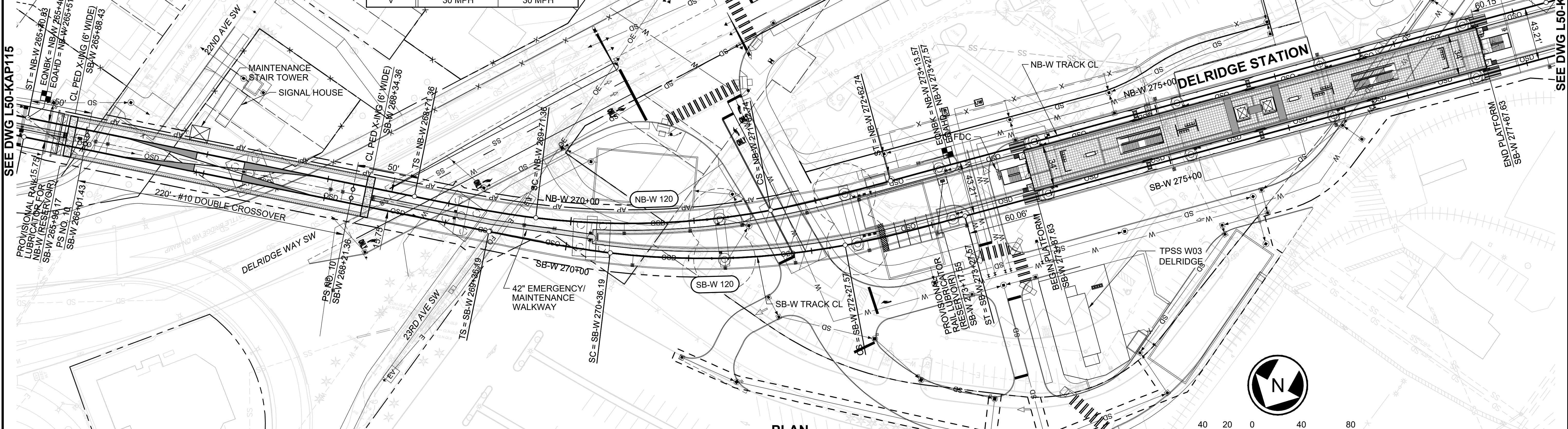
DATE:
04/2024

Xrefs:
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xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBK
xW100-W03-ASP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-RFP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-JOP100
xW100-L50-SEP100
xW100-L50-SEV100
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xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

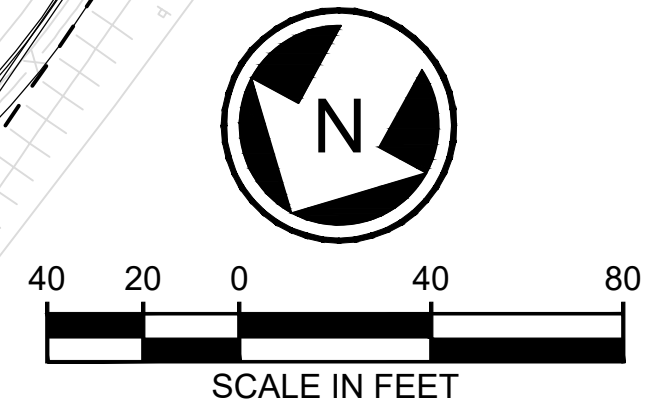
SEE DWG L50-KAP115

SEE DWG L50-KAP117

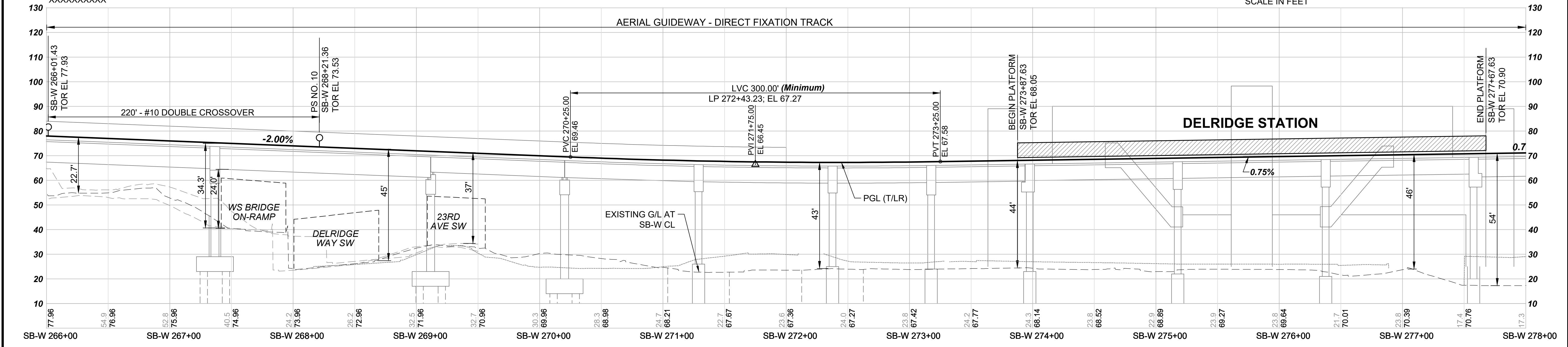
CURVE	SB-W 120	NB-W 120
PI STA	SB-W 271+34.73	NB-W 270+69.89
R	625.00'	625.00'
Lc	191.39'	191.39'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	3.00"	3.00"
Eu	2.70"	2.70"
V	30 MPH	30 MPH



PLAN
SCALE: 1" = 40'

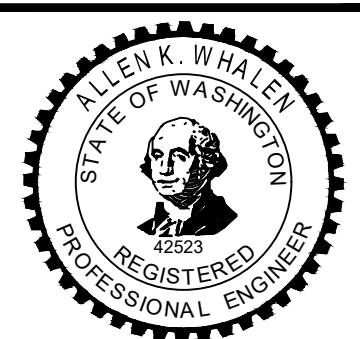


NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:	A. WHALEN
DRAWN BY:	R. JOHNSON
CHECKED BY:	D. MUELLERLEILE
APPROVED BY:	A. WHALEN



SCALE:	H: 1" = 40'; V: 1" = 20'
FILENAME:	W100-L50-KAP116
CONTRACT No.:	RTA / XXXXXXXX
DATE:	04/2024

**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:	L50-KAP116
LOCATION ID:	L50
SHEET No.:	170
REV:	0

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
K. PROIA	04/2024	C. RIDGE	04/2024

04/18/24 | 5:01 PM | AVH/ALEN
C:\CADD\BWSBL-PRINTING\W100-L50-KAP116.DWG

SEE DWG L50-KAP116

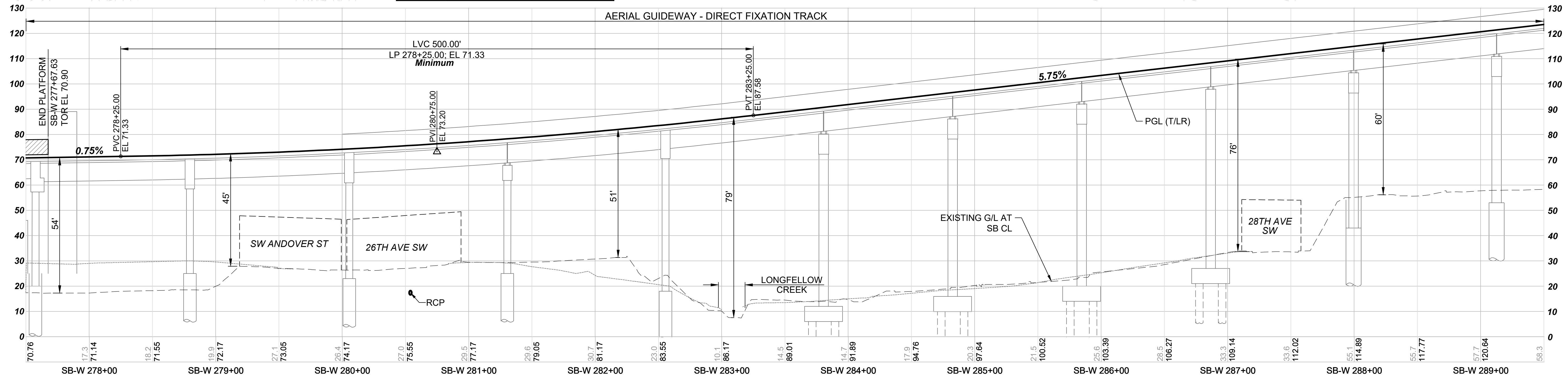
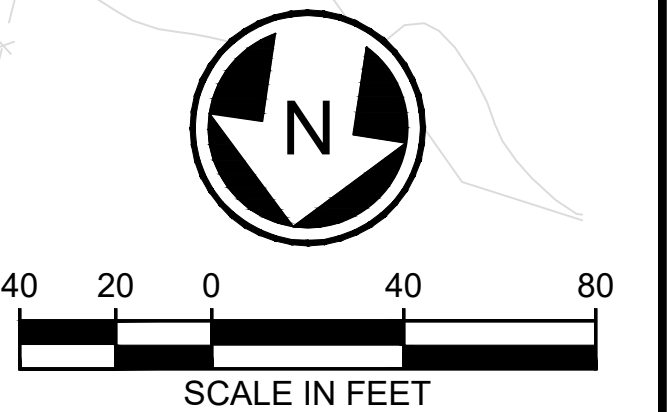
CURVE	SB-W 122	NB-W 122
PI STA	SB-W 282+06.13	NB-W 281+90.85
R	625.00'	675.00'
Lc	450.10'	504.10'
Ls1	100.00'	90.00'
Ls2	100.00'	90.00'
Ea	3.00"	2.75"
Eu	2.70"	2.53"
V	30 MPH	30 MPH

PLAN

SCALE: 1" = 40'

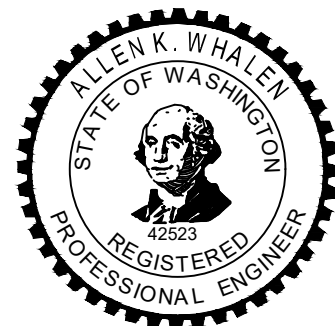
NOTE:
XXXXXXXXXXXX

SEE DWG L50-KAP118



PRELIMINARY ENGINEERING

DESIGNED BY:	A. WHALEN
DRAWN BY:	R. JOHNSON
CHECKED BY:	D. MUELLERLEILE
APPROVED BY:	A. WHALEN



LINE IS 1" AT



SCALE:	H: 1" = 40'; V: 1" = 20'
FILENAME:	W100-L50-KAP117
CONTRACT No.:	RTA / XXXXXXXXX
DATE:	04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

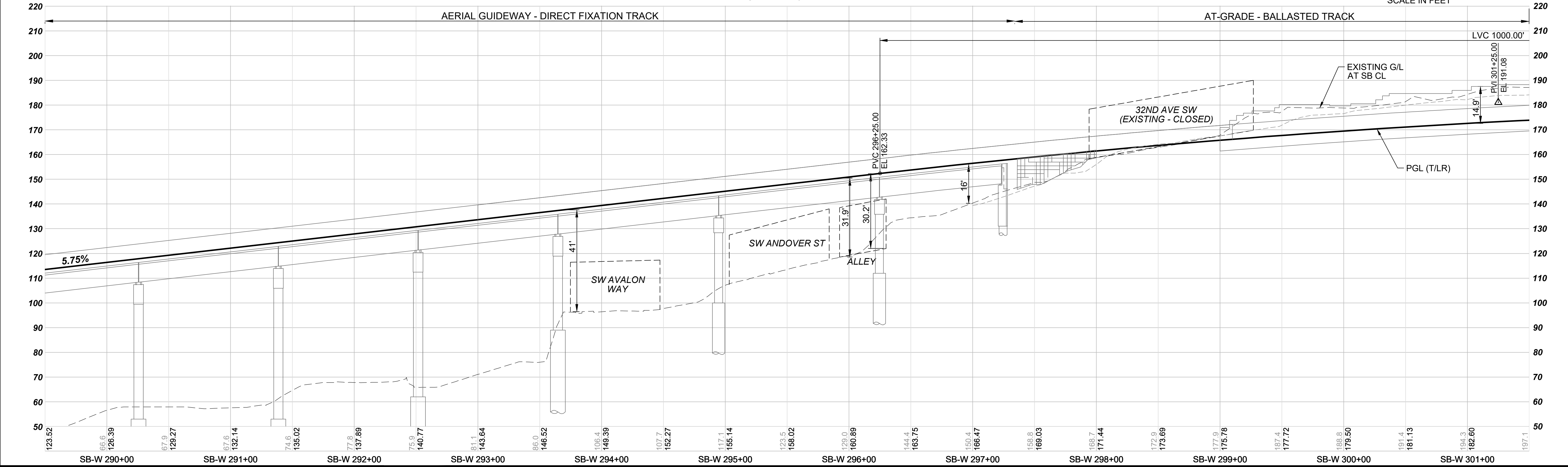
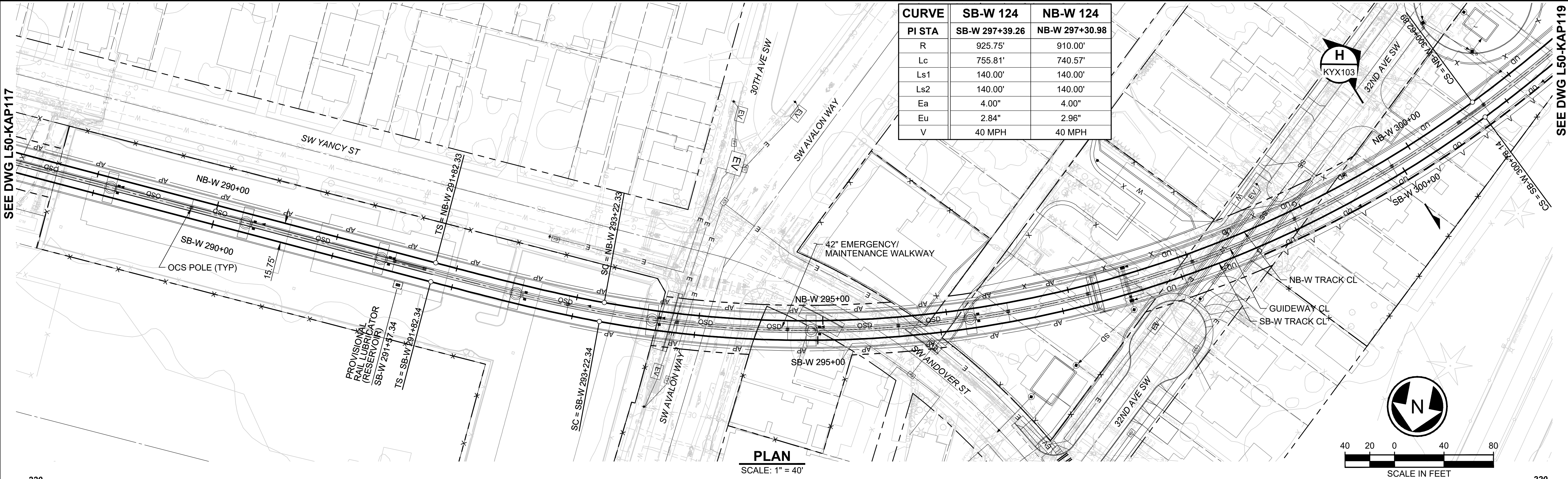
DRAWING No.:	
L50-KAP117	
LOCATION ID:	
L50	
SHEET No.:	REV:
171	0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-CRP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SWV100
xW100-L50-MFP100
xWSBL-SOW-VBP
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

SEE DWG L50-KAP117

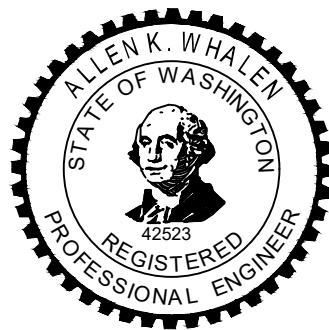
SEE DWG L50-KAP119

CURVE	SB-W 124	NB-W 124
PI STA	SB-W 297+39.26	NB-W 297+30.98
R	925.75'	910.00'
Lc	755.81'	740.57'
Ls1	140.00'	140.00'
Ls2	140.00'	140.00'
Ea	4.00"	4.00"
Eu	2.84"	2.96"
V	40 MPH	40 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP118
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP118
LOCATION ID:
L50
SHEET No.:
172
REV:
0

SUBMITTED BY:
K. PROIA

DATE:
04/2024

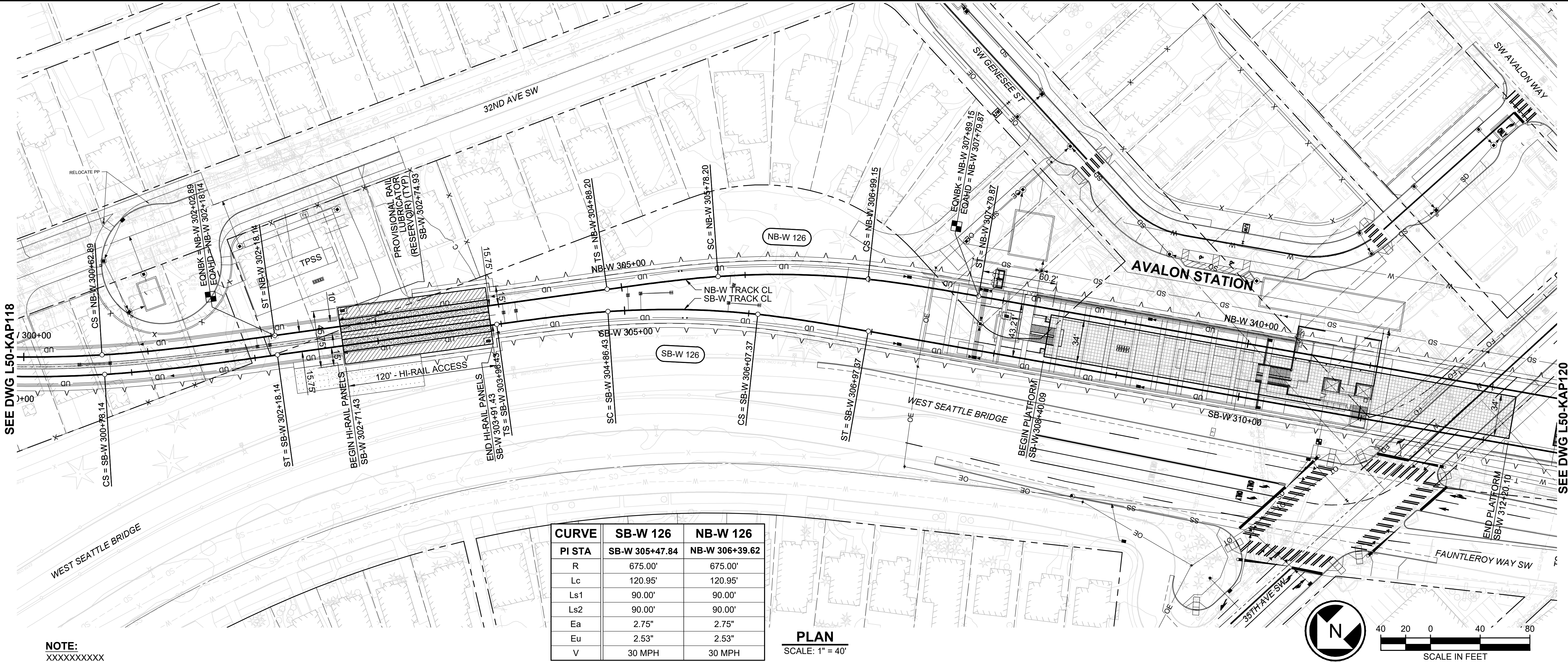
REVIEWED BY:
C. RIDGE

DATE:
04/2024

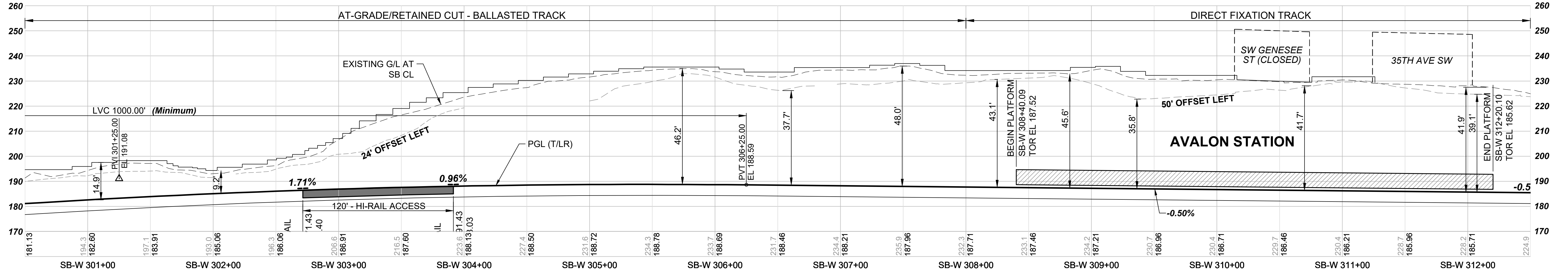
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBX
xW100-L50-CRP100
xW100-L50-KAV100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWV100
xW100-W05-APP100
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-JTP100

SEE DWG L50-KAP118

SEE DWG L50-KAP120

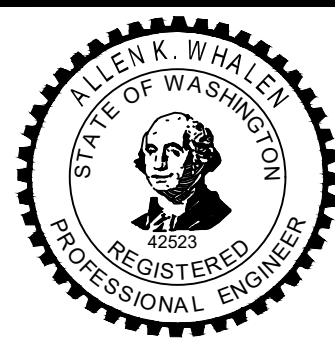


NOTE:
XXXXXXXXXX



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DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



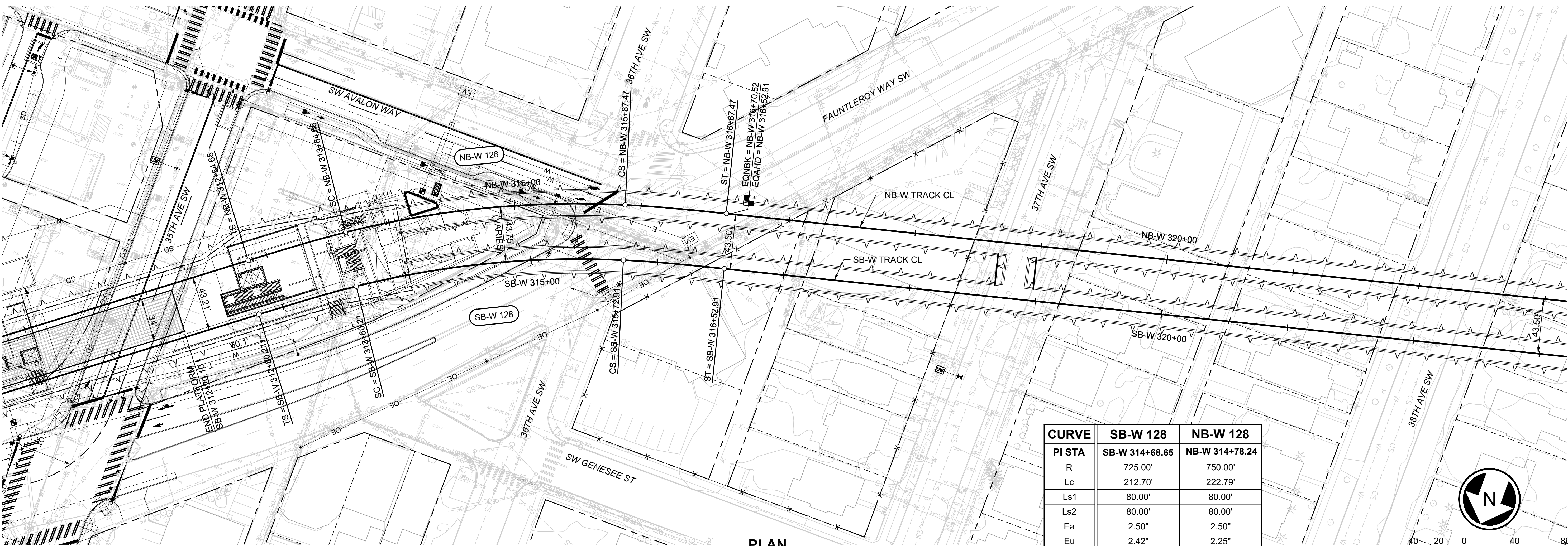
SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP119
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

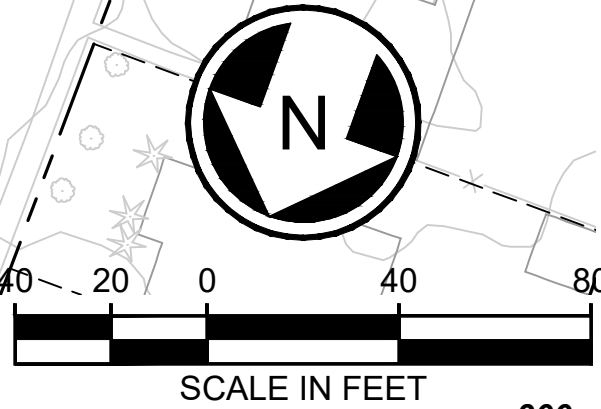
DRAWING No.:
L50-KAP119
LOCATION ID:
L50
SHEET No.:
173
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-KAV100
xW100-L50-STV100
xW100-L50-SWV100
xW100-W05-APP100
GB-SEA-AKW
xW100-L50-JOP100
xW100-L50-SW201

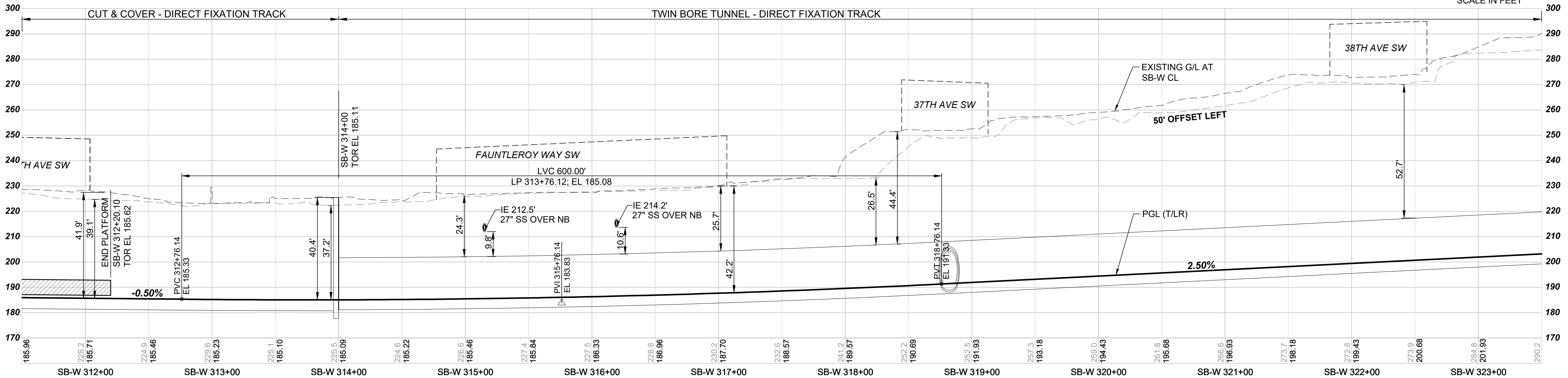
SEE DWG L50-KAP119



CURVE	SB-W 128	NB-W 128
PI STA	SB-W 314+68.65	NB-W 314+78.24
R	725.00'	750.00'
Lc	212.70'	222.79'
Ls1	80.00'	80.00'
Ls2	80.00'	80.00'
Ea	2.50"	2.50"
Eu	2.42"	2.25"
V	30 MPH	30 MPH



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP120
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

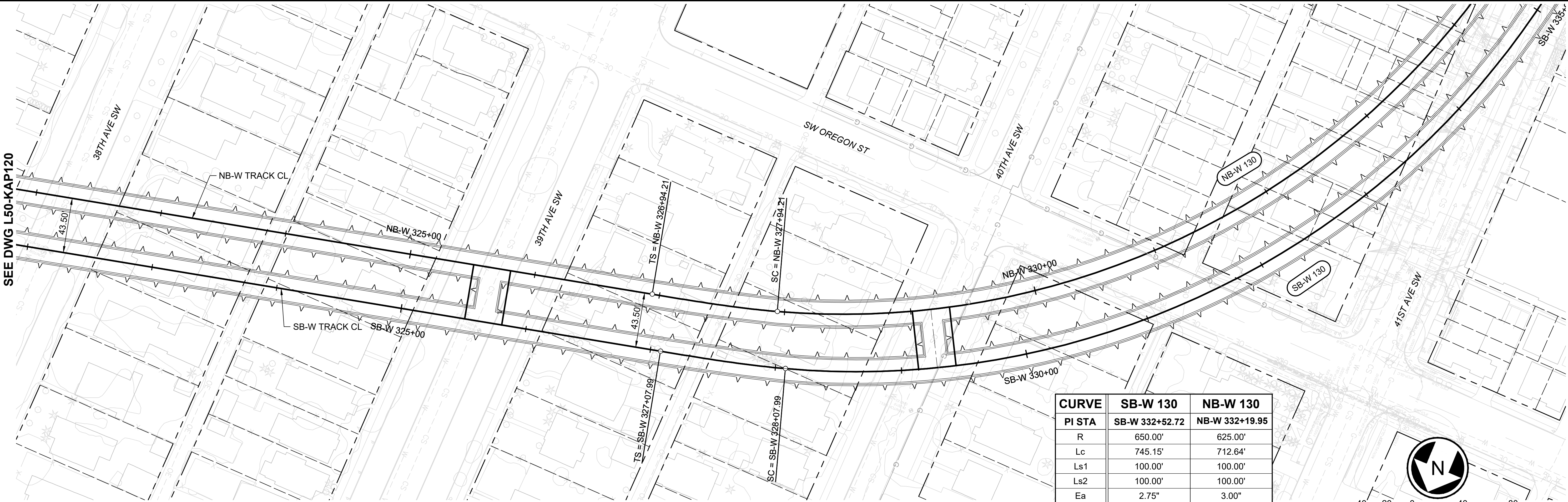
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP120
LOCATION ID:
L50
SHEET No.:
174
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-STV100
xWSBL-SOW-VBP
GB-SCAL-AKW
xW100-L50-SW201

SEE DWG L50-KAP120

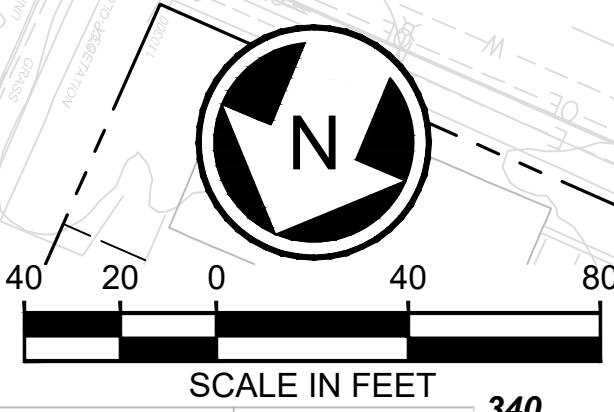
SEE DWG L50-KAP122



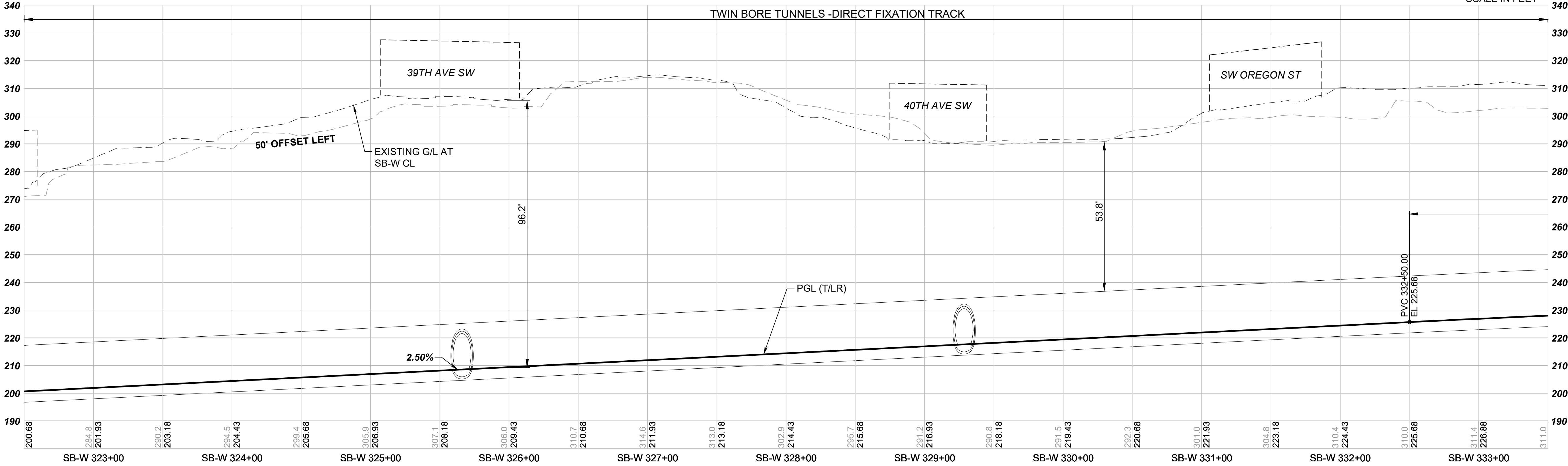
PLAN

SCALE: 1" = 40'

CURVE	SB-W 130	NB-W 130
PI STA	SB-W 332+52.72	NB-W 332+19.95
R	650.00'	625.00'
Lc	745.15'	712.64'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	2.75"	3.00"
Eu	2.73"	2.70"
V	30 MPH	30 MPH



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP121
CONTRACT No.:
RTA / XXXXXXXXX
DATE:
04/2024

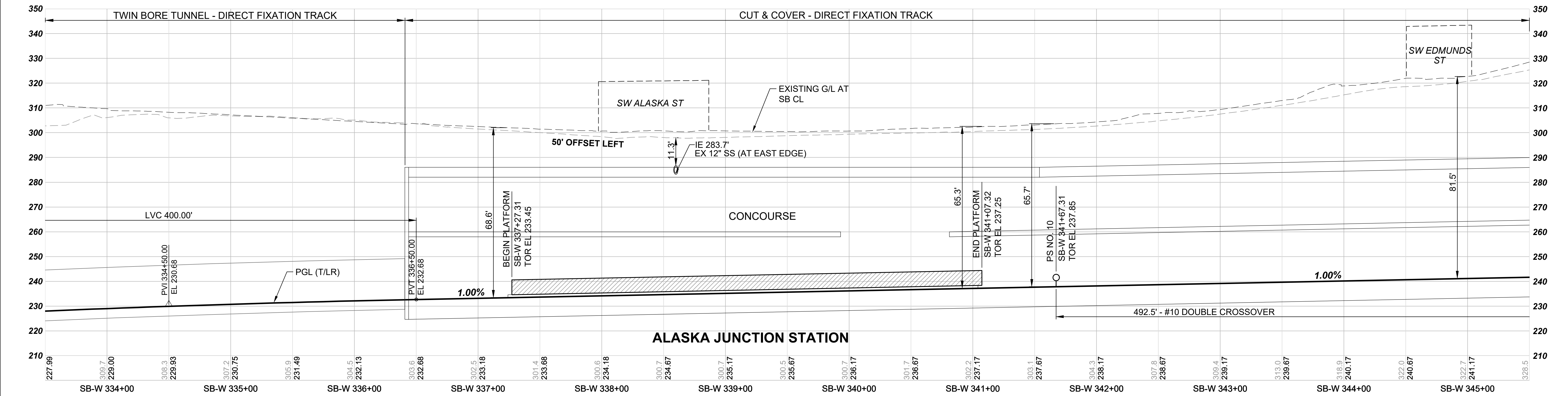
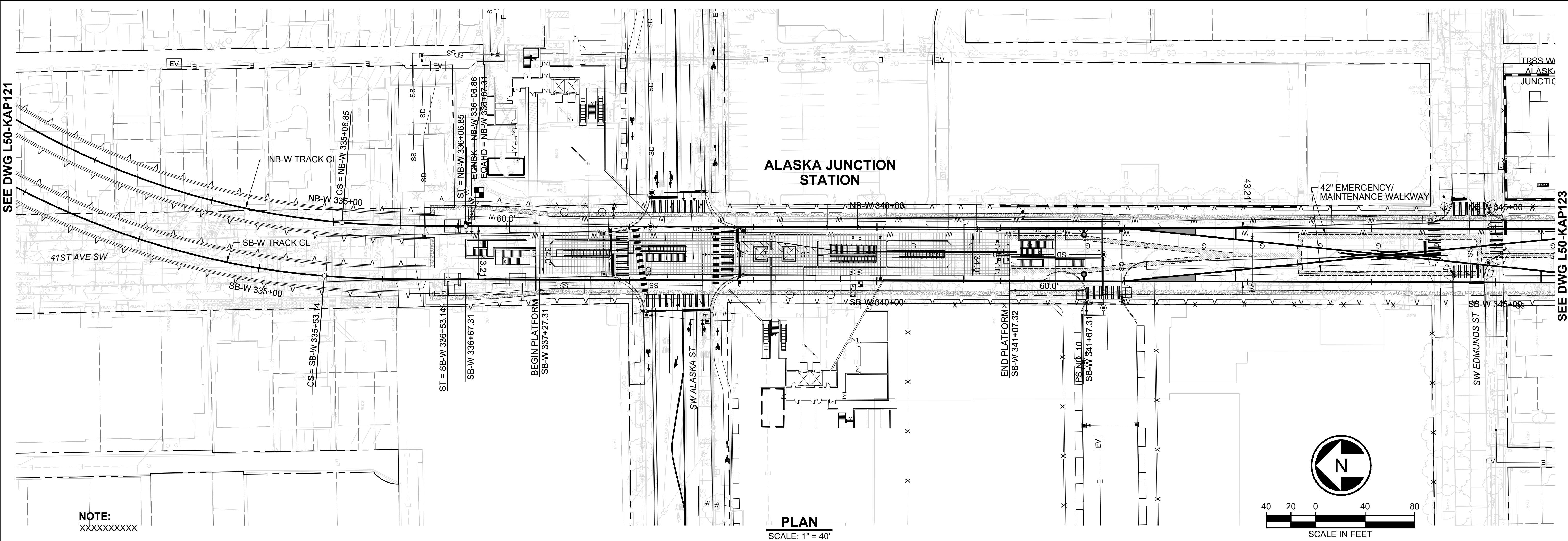
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP121
LOCATION ID:
L50
SHEET No.:
175
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-STP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-STV100
xW100-L50-SWP100
xW100-L50-SWV100
xWSBL-SOW-VBP
xW100-W07-APP100
xW100-W07-SWP400
xW100-W07-APP300
GB-SEAL-AKW

SEE DWG L50-KAP121

SEE DWG L50-KAP123



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP122
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP122
LOCATION ID:
L50
SHEET No.:
176
REV:
0

SUBMITTED BY:
K. PROIA

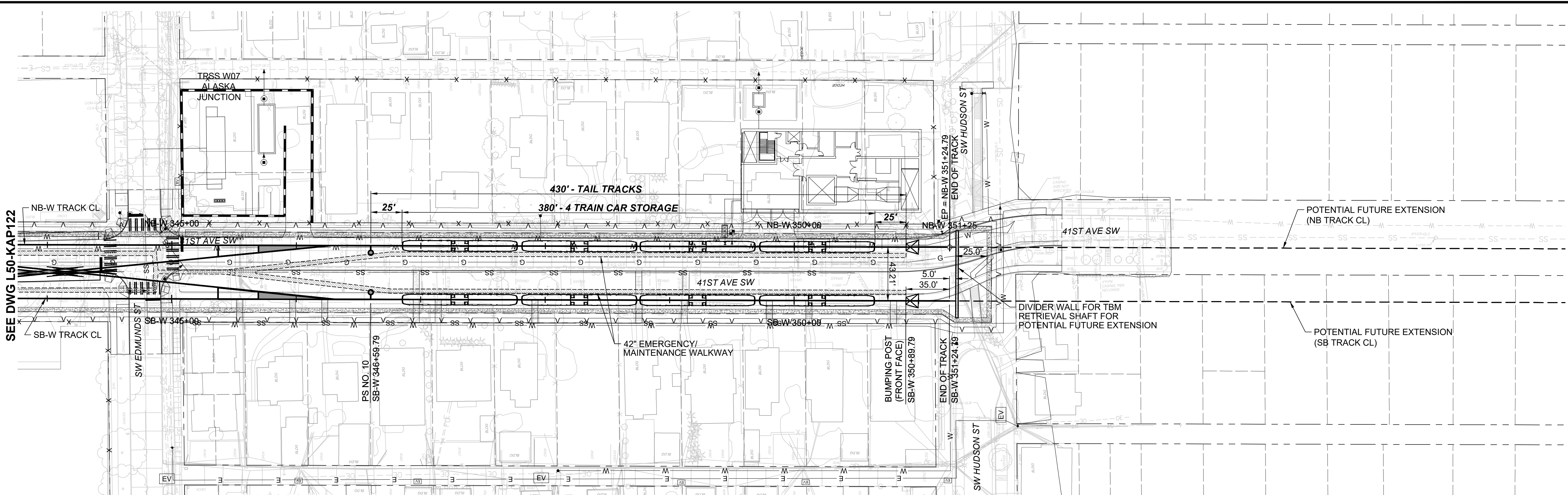
DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

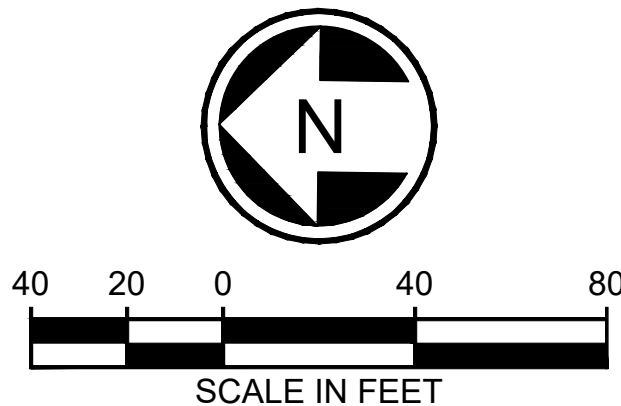
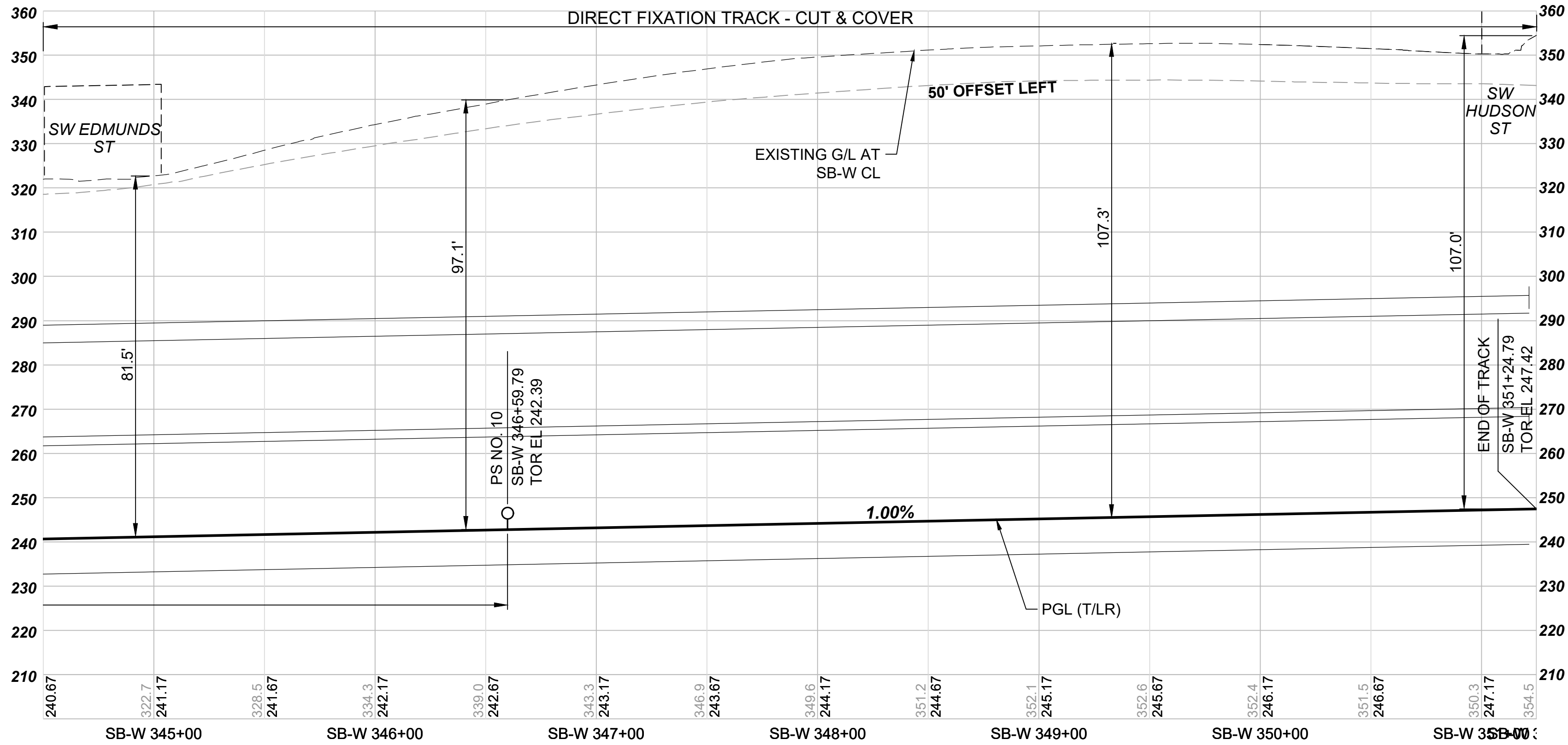
Xrefs:
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xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBX
xW100-W07-ASP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-STP100
xW100-L50-STV100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWP100
xW100-L50-SWP100
xW100-W07-APP100
GB-SEAL-AKW

SEE DWG L50-KAP122



PLAN
SCALE: 1" = 40'

NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE



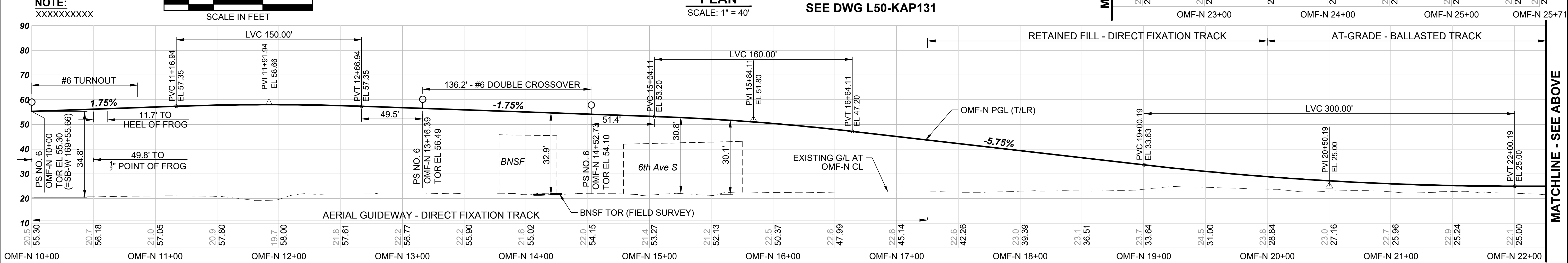
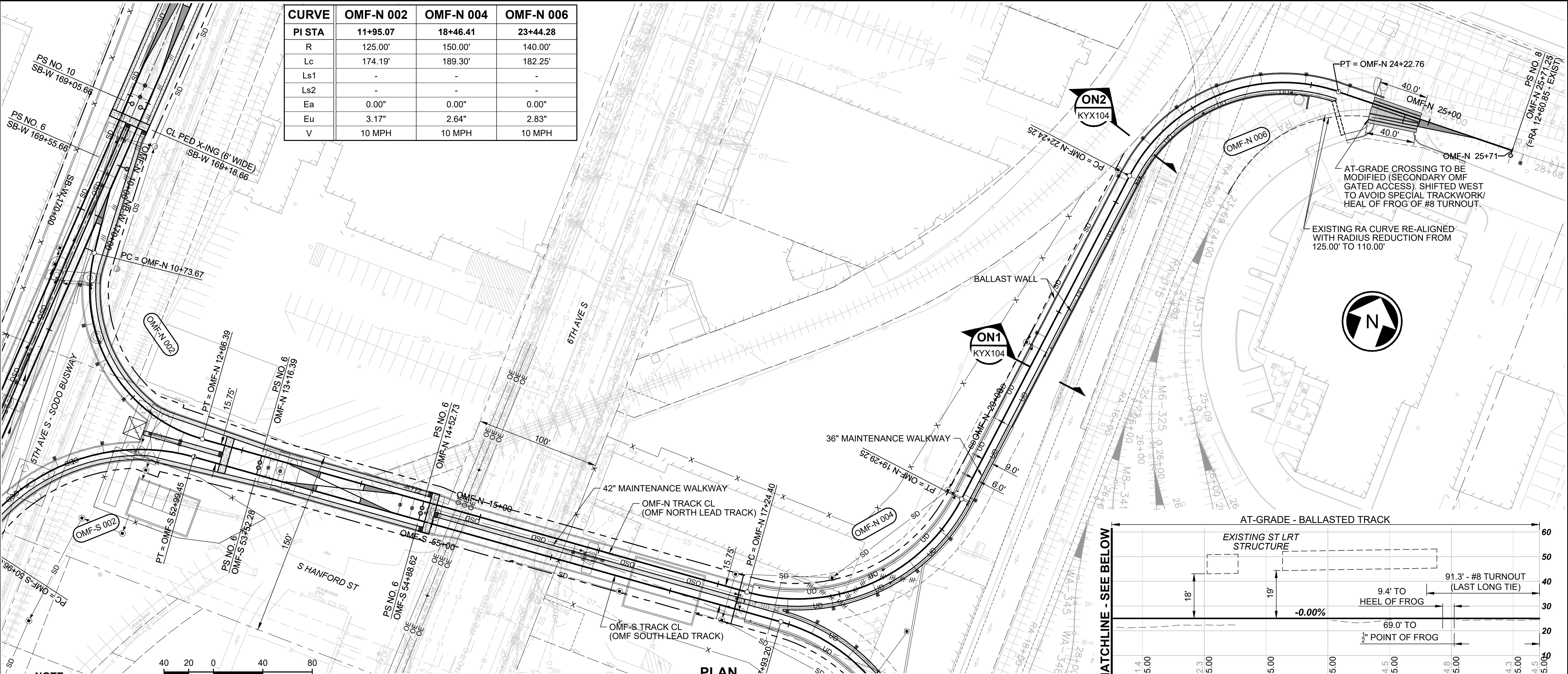
SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP123
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP123
LOCATION ID:
L50
SHEET No.:
177
REV:
0

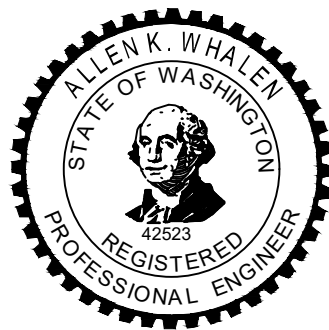
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-UCP100
xW100-L50-UPP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-KAV100
xWSL-SOE-VSP
xWSL-SOE-VRX
xW100-L50-JOP100
xW100-L50-RPP100
GS-SEA-AKW
C80_M01_KA

CURVE	OMF-N 002	OMF-N 004	OMF-N 006
PI STA	11+95.07	18+46.41	23+44.28
R	125.00'	150.00'	140.00'
Lc	174.19'	189.30'	182.25'
Ls1	-	-	-
Ls2	-	-	-
Ea	0.00"	0.00"	0.00"
Eu	3.17"	2.64"	2.83"
V	10 MPH	10 MPH	10 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP130
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
NORTH OMF CONNECTION - TRACK PLAN & PROFILE

DRAWING No.:
L50-KAP130
LOCATION ID:
L50
SHEET No.:
178
REV:
0

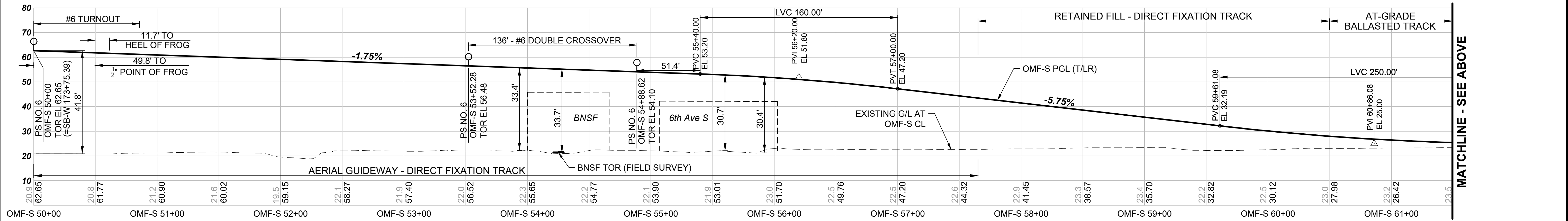
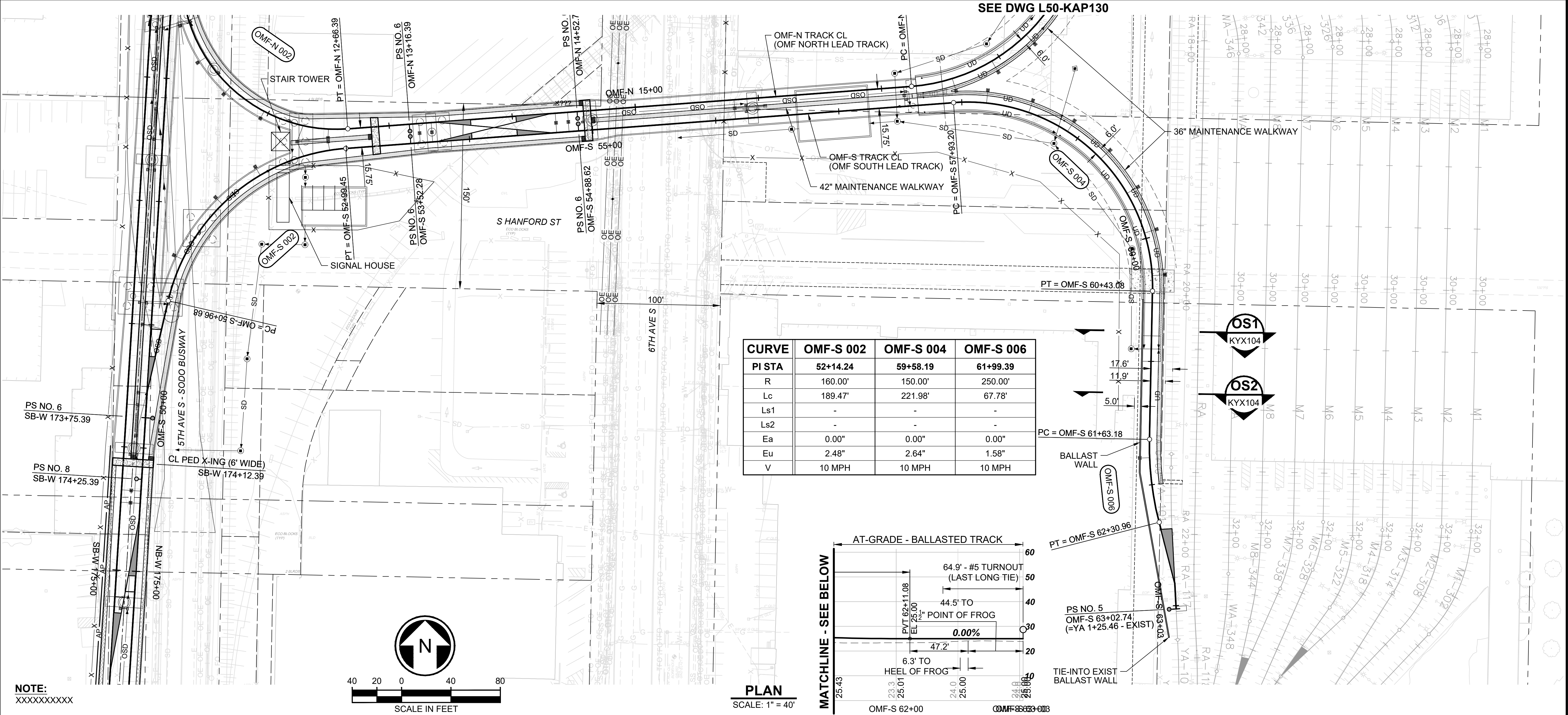
SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

Xrefs:
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xW100-L50-KAP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
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xW100-L50-SEP100
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xW100-L50-SWP100
xW100-L50-UDP100
xW100-L50-UDP100
GB-SCAL-AKW
W100-L50-JOP100
CSD_M01_KA



PRELIMINARY ENGINEERING						DESIGNED BY: A. WHALEN		HNTB		LINE IS 1" AT FULL SCALE		SCALE: H: 1" = 40'; V: 1" = 20'	WEST SEATTLE LINK EXTENSION CONTRACT W100		DRAWING No.: L50-KAP131
						DRAWN BY: R. JOHNSON						FILENAME: W100-L50-KAP131	SODO STATION TO WEST SEATTLE JUNCTION STATION		LOCATION ID: L50
						CHECKED BY: D. MUELLERLEILE						CONTRACT No.: RTA / XXXXXXXXX	TRACKWORK		SHEET No.: 179
						APPROVED BY: A. WHALEN						DATE: 04/2024	SOUTH OMF CONNECTION - TRACK PLAN & PROFILE		REV: 0
No.	DATE	DSN	CHK	APP	REVISION			SUBMITTED BY: K. PROIA	DATE: 04/2024	REVIEWED BY: C. RIDGE	DATE: 04/2024				

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
OWCPST	Sara Maxana	Saroja Reddy

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the "Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project" to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation:

The City grants non-exclusive use of a light rail transit way within City right-of-way through execution of a Transit Way Agreement and subsequent permitting activities. The Transit Way Agreement also provides basic terms for Sound Transit's construction, maintenance, operation, and ownership of the light rail system. The proposed legislation authorizes execution of an amendment to the Transit Way Agreement to authorize the West Seattle Link Extension Light Rail transit system in City right-of-way. The Agreement has been amended four times to include alignments for the Initial Segment; University Link, Northgate Link, East Link; Lynnwood Link Extension; and NE 130th Street Infill Station. This legislation authorizes the SDOT director to execute a new amendment to the Transit Way Agreement to reflect the addition of the West Seattle Link Extension.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No. The legislation authorizes amendment of the Transit Way Agreement. On March 23, 2023, the City provided a letter to Sound Transit indicating it would contribute toward the cost of the project through additional funding or cost savings opportunities. Any City financial commitments related to the light rail system are or will be addressed in separate agreements and legislation.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

Please describe any financial costs or other impacts of *not* implementing the legislation.

This legislation supports Sound Transit's federal grant process for West Seattle Link Extension.

Please describe how this legislation may affect any City departments other than the originating department.

This legislation relates to use of City right-of-way for the West Seattle Link Extension and does not directly affect other City Departments. Permitting and construction of the project will implicate other departments.

4. OTHER IMPLICATIONS

a. Is a public hearing required for this legislation?

No.

b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?

No.

c. Does this legislation affect a piece of property?

This legislation approves amendment of the Transit Way Agreement that grants non-exclusive use of a light rail transit way.

d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

The West Seattle Link Extension will provide increased transit access to racially diverse neighborhoods in the Delridge segment (38% People of Color), Duwamish segment (46% People of Color), and SODO segment (49% People of Color). (Source: WSLE FEIS App G (Environmental Justice) Table 3-1 Study Area Demographics (p 3-1).)

- i. **How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

Research shows that people of color experience longer commutes than white people; access to the growing Sound Transit Link Light Rail network will allow for reduced commute times and better access to regionwide educational and job opportunities. City government employees and programs will also benefit from the increased access from Sound Transit's West Seattle Link Extension.

- ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

July 2022. Sound Transit and City of Seattle. West Seattle and Ballard Link Extensions Racial Equity Toolkit Report: Environmental Review Phase. [LINK](#)

- iii. **What is the Language Access Plan for any communications to the public?**

Sound Transit has an Inclusive Public Participation Policy (Resolution 2011-15) that includes provisions for making information available to minority, low-income, and limited English proficient populations.

e. Climate Change Implications

- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

Transit, particularly electrified high capacity transit like light rail, has substantially lower climate impacts compared with single occupancy autos or trying to meet growing transportation demand with new roadway capacity. Light rail is also more conducive to lower climate impacting land uses including denser multi-unit residential, mixed use development and the kind of "missing middle" housing increasingly harder to find in the Seattle area.

- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- f. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**
No.

5. ATTACHMENTS

Summary Attachments:



Legislation Text

File #: CB 120989, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to the Seattle Department of Transportation; authorizing the Director of Transportation to execute and record a Leasehold Deed of Trust reflecting Cultural Space Agency's leasehold estate rights created through the agreement it executed with the City of Seattle as authorized under Ordinance 126916; and ratifying and confirming certain prior acts.

WHEREAS, in January 2021, the City chartered the Cultural Space Agency Public Development Authority

(CSA), whose mission is, in part, to secure long-term affordable commercial cultural space with community partners, more specifically with communities of color, with a particular focus on the needs of Black and Indigenous communities (see Clerk File 321874); and

WHEREAS, in 2021 CSA and the Seattle Department of Transportation (SDOT), which has operated and maintained King Street Station on behalf of the City since acquiring the building in 2008, partnered to design and deliver significant tenant improvements on the second floor of King Street Station in order to allow CSA to house multiple arts organizations on the second floor and provide the City with lease income to cover the cost of permanent capital improvements, as well as ongoing operations and maintenance costs; and

WHEREAS, upon CSA's completion of the tenant improvements, the City Council passed Council Bill 120666 (Ordinance 126916) authorizing SDOT to execute a 30-year lease with CSA in consideration of its capital investments and ongoing lease payments; and

WHEREAS, the Washington State Department of Commerce ("Commerce") has awarded a \$485,000 grant to CSA, conditioned on it providing a Deed of Trust in order to prove its Leasehold Estate property interest

in the building, which is also necessary for CSA to purchase title insurance as required under the grant agreement with Commerce; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Director of Transportation or designee ("Director") is authorized to execute and record a Leasehold Deed of Trust substantially in the form of Attachment A to this ordinance, and to execute, deliver, record, and file, as appropriate, all agreements and documents necessary for the Cultural Space Agency to prove its leasehold interest in the second floor of King Street Station and purchase title insurance as required for securitization of the Washington State Department of Commerce grant. The Director's authority is conditioned on the Cultural Space Agency securing a valid title insurance commitment for its leasehold interest in the amount of \$485,000, naming the Washington State Department of Commerce as the insurance policy beneficiary.

Section 2. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2025, and signed by
me in open session in authentication of its passage this _____ day of _____, 2025.

President _____ of the City Council

Approved / returned unsigned / vetoed this ____ day of _____, 2025.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2025.

Scheereen Dedman, City Clerk

(Seal)

Attachments:

Attachment A - Cultural Space Agency Leasehold Deed of Trust

When Recorded Return To:

The Washington State Department of Commerce
Local Government Division
1011 Plum Street, SE
Post Office Box 42525
Olympia, Washington 98504-2525
Local Community Projects
Attention: Real Estate Development and Services

LEASEHOLD DEED OF TRUST

Lessee (Grantor): The Cultural Space Agency
Lessor: City of Seattle
Beneficiary (Beneficiary): Department of Commerce, Community Capital Facilities
Grantee (Trustee): Ticor Title Company
Legal Description (abbreviated): PTN SW QTR OF NW QTR OF SEC 5-24N-4E
Assessor's Tax Parcel ID#: 524780-1160-09
Grant Number: **24-96647-136**

THIS LEASEHOLD DEED OF TRUST (hereinafter called "Deed of Trust") is made this ____ day of _____, 20__, between The Cultural Space Agency, a Washington Nonprofit Corporation, whose mailing address is 303 S Jackson St. Level 2, Seattle, WA 98104, as grantor under this Deed of Trust and lessee under the lease described below ("Lessee"); Ticor Title Company, whose mailing address is 2825 Colby Ave, Ste. 300, Everett, WA 98201, as Trustee ("Trustee"); and the Washington State Department of Commerce, Community Capital Facilities Unit or its successor agency, as Beneficiary ("Beneficiary"), whose address is 1011 Plum Street SE, P.O. Box 42525, Olympia, Washington 98504-2525.

1. Grant. Lessee hereby irrevocably grants, bargains, conveys, and assigns to Trustee in trust, with right of entry and possession as provided for herein, for the benefit of Beneficiary, all of Lessee's interest in the following described property in King County, Washington:

That certain leasehold estate (hereinafter called "leasehold estate"), together with and including all right, title and interest of Lessee therein, which said leasehold estate embraces and covers a portion of the real property hereinafter described, situated, lying in the City of Seattle, County of King, State of Washington, and is more particularly described as: The leasehold estate created by that certain Lease (hereinafter called "Lease") dated November 30, 2023, executed by and between City of Seattle, a Municipal Corporation, as Lessor ("Lessor"), and The Cultural Space Agency, a Washington Nonprofit Corporation, as Lessee, pursuant to which a memorandum of lease was recorded on _____, 20__ under instrument number _____, and covers the following described property:

**A LEASEHOLD ESTATE FOR LEVEL 2, LOCATED UPON THE FOLLOWING
DESCRIBED REAL PROPERTY:**

A TRACT OF LAND IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON, LYING IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY PROLONGATION OF THE NORTH LINE OF BLOCK 13, D.S. MAYNARD'S PLAT, CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 23, IN KING COUNTY, WASHINGTON, WITH THE CENTERLINE OF VACATED 3RD AVENUE SOUTH;

THENCE SOUTH 88°45'17" EAST, 5.00 FEET;

THENCE SOUTH 01°19'00" WEST, 10.00 FEET;

THENCE SOUTH 88°46'43" EAST, 151.09 FEET;

THENCE SOUTH 02°14'23" WEST, 27.00 FEET TO THE NORTHEAST CORNER OF THE KING STREET STATION BUILDING, AT GROUND LEVEL;

THENCE SOUTH 02°11'41" WEST, ALONG THE EAST LINE OF SAID STATION BUILDING, AT GROUND LEVEL, AND ITS SOUTHERLY PROLONGATION, 332 FEET;

THENCE NORTH 87°48'19" WEST, 181.74 FEET;

THENCE NORTH 01°12'28" EAST, 26.15 FEET;

THENCE NORTH 88°41'00" WEST, 1.80 FEET;

THENCE NORTH 01°19'00" EAST, 100.00 FEET;

THENCE SOUTH 88°41'00" EAST, 33.00 FEET;

THENCE NORTH 01°19'00" EAST, 239.77 FEET TO THE POINT OF BEGINNING

TOGETHER WITH all right, title and interest of Lessee in and to any and all options to purchase, options of first refusal and renewal options with respect to the Lease or said property or any portion thereof or any interest therein and in and to any greater estate in said property (including the fee simple estate) as may be subsequently acquired by or released to Lessee.

TOGETHER WITH all interest, estate, or other claims, both in law or equity, which Lessee now has or may hereafter acquire in said property.

1.1. The Lease shall not be materially modified or changed in any way without the written consent of Beneficiary. Amendments to the Lease extending the term, renewing the Lease, increasing or decreasing the amount of space leased under the Lease by up to 100 square feet, or allowing improvements to the space shall not be considered material modifications requiring written consent of the Beneficiary.

1.2. Beneficiary shall be immediately furnished with all Notices of Default served by Lessor of the Lease on Lessee.

1.3. In the event Lessee shall fail to make payment due on the Lease or to perform any term or covenant as provided therein beyond any applicable notice and cure period, in addition to any such default constituting a default under this Deed of Trust, Beneficiary may, at its option, make the defaulted payments or perform the term or covenant and add the same to the amount due under this Deed of Trust without waiving any of its rights under this Deed of Trust and the Note which it secures.

1.4. If both the Lessor's and the Lessee's estate under the Lease shall at any time become vested in one owner, this Deed of Trust and the lien created hereby shall not be destroyed or terminated by the application of the doctrine of merger, and in such event, Beneficiary shall continue to have and to enjoy all of the rights, title, interest and privileges of Beneficiary as to the separate estates. In addition, foreclosure of said property shall not destroy or terminate

the Lease by application of the doctrine of merger or as a matter of law or as a result of foreclosure unless Beneficiary or any purchaser at foreclosure sale shall so elect. In the event that Lessee shall, at any time prior to the payment in full of all indebtedness secured by this Deed of Trust, acquire fee simple title to said property, such fee simple title shall not merge with the leasehold estate encumbered by this Deed of Trust, but such fee simple title shall immediately, without further action on the part of the Lessee, become subject to the lien hereof. In the event of such acquisition by Lessee, Lessee agrees to execute and deliver to Beneficiary such further instruments, conveyances and assurances as Beneficiary may reasonably require in order to further confirm and assure that the fee simple title so acquired by Grantor is subject to the terms, provisions and lien of this Deed of trust. The provisions of this paragraph shall not apply in the event Beneficiary acquires the fee of said property, except if Beneficiary shall so elect. Said property is not used for agricultural or farming purposes.

2. Obligations Secured. This deed is given for the purpose of securing payment in the amount of Four Hundred Eighty Five Thousand and 00/100 dollars (**\$485,000.00**) payable by the Lessee to the Beneficiary evidenced by a Promissory Note between and the Washington State Department of Commerce, of even date herewith, and Contract Number **24-96647-136** between Lessee and Washington State Department of Commerce, as now or hereafter amended ("Contract"), and securing performance of each term and condition of said Contract and Promissory Note, together with all future advances.

3. Protection of Security. To protect the security of this Deed of Trust, Lessee covenants and agrees:

3.1. To keep the leased property in good condition and repair; to permit no waste thereof; to diligently pursue or complete any building, structure or improvement thereon which may be damaged or destroyed to the extent required by the Lease or Contract; and to comply with all laws, ordinances, conditions and restrictions affecting the property.

3.2. To keep its leasehold interest in the property free and clear of all other charges, liens, or encumbrances impairing the security of this Deed of Trust.

3.3. To maintain a policy of property insurance for the leased property covering its supplies, inventory, personal property, equipment, fixtures as well as all improvements, additions, and modifications to or in the leased property, in an amount not less than the replacement cost thereof. Except as otherwise provided herein and in the Contract or in the Lease, the amount collected under any insurance policy may be applied upon any indebtedness hereby secured in such order, as the Beneficiary shall determine, subject to the rights of any senior lien-holder.

3.4. To defend any action or proceeding purporting to affect the security hereof or the rights or powers of Beneficiary or Trustee, and to pay all costs and expenses, including cost of title search and attorney's fees in a reasonable amount, in any such proceeding, and in any suit brought by Beneficiary to foreclose this Deed of Trust.

3.5. To pay all costs, fees and expenses in connection with this Deed of Trust, including the expenses of the Trustee incurred in enforcing the obligations secured hereby and Trustee's and attorney's fees actually incurred, as provided by statute.

3.6. Should Lessee fail to pay when due any taxes, assessments, insurance premiums, liens, encumbrances or other charges against its leasehold interest in the property when the same become due and payable, Beneficiary may, but shall not be obligated, to pay the same, and the amount so paid shall be added to and become a part of the debt secured by this Deed of Trust.

4. General Conditions. The parties hereto agree that:

4.1 In the event of any fire or other casualty to the leased property or eminent domain proceedings resulting in condemnation of the leased property or any part thereof, and with Beneficiary's approval which shall not be unreasonably withheld, Lessee shall either (a) repair the premises subject to the leasehold estate and continue the tenancy if permitted under the lease, or (b) use all available insurance or condemnation proceeds to continue providing the public benefit contemplated under the Contract in a different location. In such an instance, insurance and/or condemnation proceeds must be used in a manner that provides adequate security to the Beneficiary for repayment of the remaining balance of the loan and performance of Lessee's obligations under the Contract.

4.2 By accepting payment of any sum secured hereby after its due date, Beneficiary does not waive its right to require prompt payment when due of all other sums so secured or to declare default for failure to so pay.

4.3 The Trustee shall reconvey all or any part of the property covered by this Deed of Trust to the person entitled thereto on written request of the Lessee and the Beneficiary, or upon satisfaction of the obligations secured and written request for reconveyance made by the Beneficiary or the person entitled thereto.

4.4 Default Remedies. Upon default by Lessee of its obligations secured hereby without timely cure and after written notice of thirty (30) days or such longer period of time as is necessary to effectuate such cure so long as Lessee commences such cure within the thirty (30) day period, all sums secured hereby shall immediately become due and payable. In such event and upon written notice of Beneficiary, Lessee's leasehold interest in the property may be automatically assigned to Trustee for the benefit of Beneficiary and Lessee agrees that Trustee may take any action on behalf of the Lessee for the benefit of the Beneficiary (with right of entry onto the leased premises) to keep, observe, or perform an such terms, covenants, provisions, or agreements and to enter into the leased premises (after reasonable advance notice to Lessee) and take all such action thereon as may be reasonably necessary therefore, with all rights to use, assign, or sublet the leasehold premises allowed under the terms of the then-current Lease.

4.5 Beneficiary may at any time appoint or discharge the Trustee.

4.6 This Deed of Trust applies to, inures to the benefit of, and binds all parties hereto and their successors and assigns. The terms "Lessee," "Lessor," "Trustee," and "Beneficiary" include their successors and assigns.

5. Acceleration. Except as otherwise provided for in the Contract, if without Beneficiary's prior written consent, all or any part of Lessee's interest in the property is assigned, conveyed, transferred, encumbered, or the leased property is not used as required by the Contract between Beneficiary and Lessee, Beneficiary may, at its option, require immediate payment in full of all sums secured by this Deed of Trust. However, this option shall not be exercised by Beneficiary if exercise is prohibited by federal law as of the date of this Deed of Trust. If Beneficiary exercises this option, Beneficiary shall give Lessee notice of acceleration. The notice shall provide a period of not less than thirty (30) days from the date the notice is delivered or mailed within which Lessee must pay all sums secured by this Deed of Trust. If Lessee fails to pay these sums prior to the expiration of this period, Beneficiary may invoke any remedies permitted by this Deed of Trust without further notice or demand on Lessee.

[SIGNATURE AND NOTARY PAGES FOLLOW]

IN WITNESS WHEREOF, has executed this Deed of Trust on the ____ day of _____, 20__.

The Cultural Space Agency,
a Washington Nonprofit Corporation

By: _____

Printed Name: _____

Title: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that they signed this instrument, on oath stated that they were authorized to execute the instrument and acknowledged it as the _____ of The Cultural Space Agency, a Washington Nonprofit Corporation, to be the free and voluntary act and deed of such party for the uses and purposes mentioned in the instrument.

DATED: _____

(Seal or Stamp)

(Signature of Notary)

(Legibly Print or Stamp Name of Notary)

NOTARY PUBLIC in and for the state of Washington

My Commission Expires: _____

CONSENTED TO BY LESSOR:

City of Seattle,
a Washington Municipal Corporation

By: _____

Printed Name: _____

Title: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that they signed this instrument, on oath stated that they were authorized to execute the instrument and acknowledged it as the _____ of City of Seattle, a Washington Nonprofit Corporation, to be the free and voluntary act and deed of such party for the uses and purposes mentioned in the instrument.

DATED: _____

(Seal or Stamp)

(Signature of Notary)

(Legibly Print or Stamp Name of Notary)

NOTARY PUBLIC in and for the state of Washington

My Commission Expires: _____

REQUEST FOR FULL RECONVEYANCE

**TO BE USED ONLY WHEN ALL OBLIGATIONS HAVE BEEN PAID AND ALL
DUTIES PERFORMED UNDER THIS DEED OF TRUST.**

TO: TRUSTEE:

The undersigned as the party entitled to the performance, benefits, duties, and payments under Contract **24-96647-136** between Grantor and Beneficiary, which is secured by this Deed of Trust and other legal documents.

The obligations thus secured have been fully paid, duties performed and satisfied, and you are hereby requested and directed, on payment to you of any sums owing to you under the terms of said Deed of Trust, including Contingent Interest, to cancel evidence of indebtedness secured by said Deed of Trust delivered to you with said Deed of Trust, and to reconvey, without warranty, to the parties designated by the terms of said Deed of Trust, all the estate now held by you hereunder.

Dated

Name

Title

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Bill LaBorde	Aaron Blumenthal

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Seattle Department of Transportation; authorizing the Director of Transportation to execute and record a Leasehold Deed of Trust reflecting Cultural Space Agency’s leasehold estate rights created through the agreement it executed with the City of Seattle as authorized under Ordinance 126916; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation: The Seattle Department of Transportation (SDOT) has operated and maintained King Street Station on behalf of the City since the department completed a major seismic and historic restoration of the building after the City acquired it from BNSF in 2008. In 2019, SDOT entered a 30-year lease agreement with the Office of Arts & Culture to house its offices and exhibit space on the third floor of the Station. In 2021 Cultural Space Agency (CSA), a City chartered Public Development Authority with a mission of securing long-term, affordable cultural space, entered a lease agreement with the Seattle Department of Transportation (SDOT), allowing multiple arts organizations to operate out of the second floor and provide the City with lease income to cover the cost of permanent capital improvements as well as ongoing operations and maintenance costs.

Upon CSA’s completion of the second floor tenant improvements, the City Council passed Ordinance 126916 authorizing SDOT to execute a 30-year lease with CSA in consideration of its capital investments and ongoing lease payments. Since then, the Washington State Department of Commerce has awarded a \$485,000 grant to CSA to support its operations on the 2nd floor, conditioned on the City providing a Deed of Trust in order for CSA prove its Leasehold Estate property interest in the building, which is also necessary for CSA to purchase title insurance as required under the grant agreement with Commerce. This legislation would allow the SDOT Director to execute the Deed of Trust with CSA and record it with the County Assessor.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

No

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

N/A

Please describe any financial costs or other impacts of *not* implementing the legislation.

There are no costs to the City of Seattle in either implementing or not implementing this legislation. The underlying Department of Commerce may further CSA's financial security in a way that supports CSA's tenancy and lease payments to the City.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

The Seattle Office of Arts & Culture has formal and informal partnerships with CSA and its tenants that reside in the same building. Their co-tenancy within the two upper floors of King Street Station helps reinforce King Street Station unique status as both a regional arts hub and train station.

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.

Yes, King Street Station, Seattle's 120-year-old passenger rail station that was acquired by the City in 2008 and then rehabilitated and restored between 2010 and 2013. No environmental analysis was required in support of this legislation or the previous tenant improvement project.

c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

CSA was chartered in part to support Black and Indigenous arts organizations. A majority of the arts organizations housed by CSA within King Street Station are focused on training artists of color and supporting the creation and performance of art produced by people of color.

- ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

N/A

- iii. **What is the Language Access Plan for any communications to the public?**

N/A

d. Climate Change Implications

- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

King Street Station is located within a major regional transit hub, served by low or no emissions intercity rail, commuter rail, light rail, streetcar and multiple regional and local bus routes.

- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

5. CHECKLIST

- ☐ **Is a public hearing required?**
- ☐ **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
- ☐ **If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- ☐ **Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

6. ATTACHMENTS

Summary Attachments:

Summary Attachment A – King Street Station Area Map

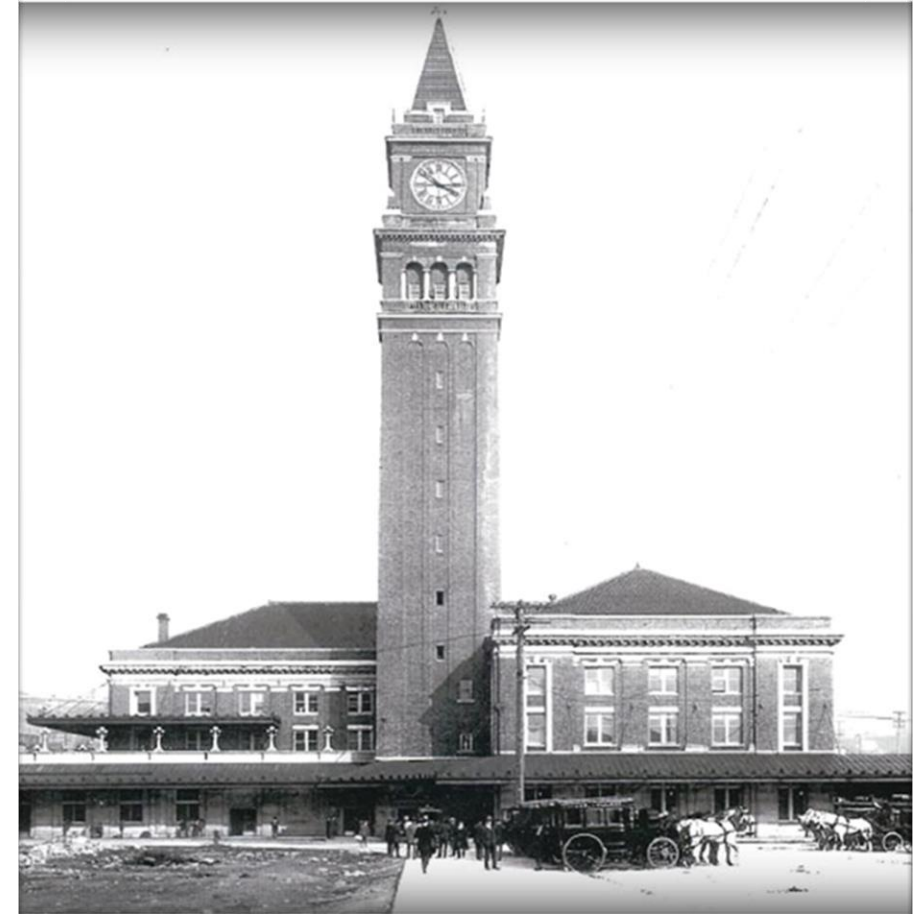


King Street Station Cultural Space Agency Leasehold Deed of Trust

Transportation Committee
June 3, 2025

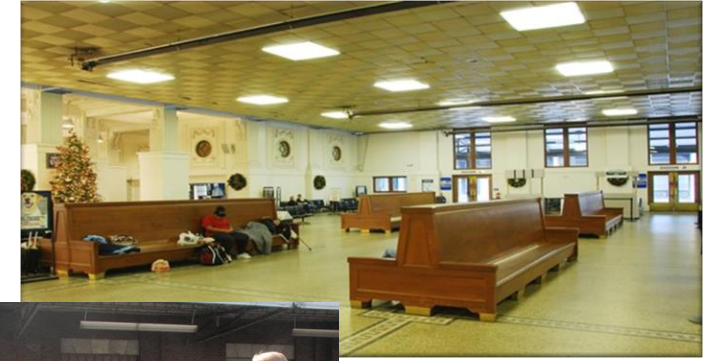
King St Station - history

- **1904:** Construction commence on new station and train tunnel for the Great Northern and Northern Pacific Railways
- **1906:** King St Station opens to public on May 10
- **1965:** To modernize and reduce operating costs, drop ceiling installed, waiting room walled off, and marble and fixtures removed
- **1971:** BN passenger service subsumed, along with rights to operate out of KSS in perpetuity created by National Rail Passenger Act
- **1973:** KSS placed on National Register of Historic Places
- **1994:** WSDOT Rail partners with ODOT and Amtrak to initiate Cascades service btw Seattle, Portland and Eugene; service to Vancouver, BC initiated in 1995
- **2000:** Sounder service btw KSS and Tacoma commences Sep 18



King St Station - history (cont'd)

- **2003:** WSDOT Rail undertakes early restoration efforts
- **2006:** Bridging the Gap Levy commits \$10 million to restoration
- **2008:** City of Seattle purchases KSS from BNSF for \$10
- **2010:** Levy funds leverage ~\$35 million in High Speed Rail funds to complete rehab/restoration
- **2013:** Rehab/Restoration completed
- **2015:** SDOT partners with ARTS on pop-up Arts events on 3rd floor
- **2019:** Office of Arts & Culture moves offices and establishes exhibit space onto renovated 3rd floor
- **2023:** Cultural Space Agency completes renovation and moves onto 2nd floor



Current KSS lease agreements

Level 1: Amtrak

- 2016: [ORD 125004](#) Renewable 20-year lease



Level 3: Office of Arts & Culture

- 2018: SDOT-ARTS 30-year interdepartmental MOA
 - See also, [ORD 125373](#) (LTGO bond authority)



2nd floor: Cultural Space Agency

- 2023: [ORD 126916](#) 30-year lease



Council Bill 120989

- Would authorizes SDOT Director to execute and record CSA's Leasehold as Deed of Trust
 - Allowing CSA to meet Dept of Commerce conditions for state grant
 - Title insurance policy with Dept of Commerce as beneficiary
 - In case of CSA lease default, remainder of leasehold interest goes to state *under existing lease terms per CB 120666*
- No financial risk to City
 - If CSA were to default, state would be responsible for remainder of lease term
 - Public benefit offset only applies as long as use for affordable cultural space for community arts organizations continues
 - Rent income bumps up \$12/sf if use changes





From the entire ST3 City Team:
Thank you!