

**CITY OF SEATTLE**  
**ORDINANCE** 126701  
COUNCIL BILL 120455

AN ORDINANCE relating to the Seattle Department of Transportation; approving a change to the approved alignment for the Central Puget Sound Regional Transit Authority’s (“Sound Transit”) Link Light Rail Transit Project and 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 include the addition of an infill station at Northeast 130<sup>th</sup> Street located within the City of Seattle; superseding Section 11.23.440 of the Seattle Municipal Code to allow construction worker parking in related areas of 5<sup>th</sup> Ave NE; and ratifying and confirming certain prior acts.

WHEREAS, since 1996, 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, the Sound Move, ST2, and ST3 plans include the following seven electric light-rail lines located wholly or partially in Seattle: 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); East Link (downtown Seattle to Redmond); West Seattle Link Extension (downtown Seattle to West Seattle); and Ballard Link Extension (downtown Seattle to Ballard); and

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

1 WHEREAS, the City Council approved the alignment, station locations, and maintenance base  
2 location for the Sound Transit Central Link, University Link, Northgate Link Extension,  
3 East Link, and Lynnwood Link Extension projects in Resolutions 30128 (adopted April  
4 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013),  
5 and 31784 (adopted December 11, 2017); and

6 WHEREAS, pursuant to Ordinance 119975, in July 2000, the City and Sound Transit executed  
7 an Agreement for the Grant of Non-Exclusive Use of a Light Rail Transit Way as Related  
8 to the Central Link Light Rail Transit Project (“Transit Way Agreement”) which reflected  
9 the then-current alignment; and

10 WHEREAS, amendments to the Transit Way Agreement were authorized by: Ordinance 120899  
11 in 2002, to include technical corrections; Ordinance 122504 in 2007, to revise the  
12 approved alignment for the North Link extension and to include the University Link  
13 extension, among other things; Ordinance 124289 in 2013, to revise the approved  
14 alignment and to add the Northgate Link and East Link extensions, among other things;  
15 and Ordinance 125500 in 2017 to revise the approved alignment and to add the  
16 Lynnwood Link extension, among other things; and

17 WHEREAS, on June 23, 2022, the Sound Transit Board adopted Resolution R2022-17, adopting  
18 the NE 130th Street Infill Station project baseline schedule and budget, authorizing the  
19 implementation of the NE 130<sup>th</sup> Street Infill Station; and

20 WHEREAS, on June 23, 2022, the Sound Transit Board adopted Resolution R2022-18,  
21 authorizing the chief executive officer to acquire real property interests to support  
22 building the NE 130<sup>th</sup> Street Infill Station; and

1 WHEREAS, on June 23, 2022, the Sound Transit Board adopted Resolution M2022-46,  
2 authorizing the chief executive officer to execute contract modifications to existing  
3 contracts to build the NE 130th Street Infill Station; and

4 WHEREAS, the City Council approval of the light rail alignment, station locations, and  
5 maintenance base location in the City is required by Seattle Municipal Code Chapter  
6 23.80; and

7 WHEREAS, an amendment to the Transit Way Agreement is required to reflect the addition of  
8 the NE 130<sup>th</sup> Street Infill Station in the City and to allow Sound Transit to proceed with  
9 the NE 130<sup>th</sup> Street Infill Station project; NOW, THEREFORE,

10 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

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

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

19 Section 3. The Director of the Seattle Department of Transportation is authorized to  
20 execute an amendment to the Transit Way Agreement, substantially in the form attached as  
21 Attachment 1 to this ordinance, acknowledging the revised alignment and station locations for  
22 the Link Light Rail Project.

1           Section 4. Recognizing the unique nature of the NE 130<sup>th</sup> Infill Station project and to  
2 support expedited project delivery by Sound Transit, Seattle Municipal Code Section 11.23.440  
3 is superseded to the extent necessary to authorize the Director of the Seattle Department of  
4 Transportation to allow construction worker parking that may otherwise be prohibited by Seattle  
5 Municipal Code Section 11.23.440 in areas of 5<sup>th</sup> Ave NE closed to general purpose traffic for  
6 project construction in accordance with applicable design documents and construction approvals.


7           Section 5. Any act consistent with the authority of this ordinance taken after its passage  
8 and prior to its effective date is ratified and confirmed.

9           Section 6. This ordinance shall take effect and be in force 30 days after its approval by  
10 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it  
11 shall take effect as provided by Seattle Municipal Code Section 1.04.020.


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Passed by the City Council the 15th day of November, 2022,  
and signed by me in open session in authentication of its passage this 15th day of  
November, 2022.

  
\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved /  returned unsigned /  vetoed this 18th day of November, 2022.

  
\_\_\_\_\_  
Bruce A. Harrell, Mayor

Filed by me this 18th day of November, 2022.

  
\_\_\_\_\_  
Elizabeth M. Adkisson, Interim City Clerk

(Seal)

Attachments:  
Attachment 1 – Amendment No. 4 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

**AMENDMENT NO. 4 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. 4 (Amendment) 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**, since 1996, 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**, the Sound Move and ST2 Plans include the following five electric light-rail lines: Central Link (downtown Seattle to SeaTac Airport); University Link, (downtown Seattle to University of Washington); Northgate Link Extension (University of Washington to Northgate); East Link (downtown Seattle to Redmond); and Lynnwood Link Extension (Northgate to Lynnwood); and

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

**WHEREAS**, the Transit Way Agreement was amended by Ordinance 120788 in September 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; and by Ordinance 125500 in 2017 to include the Lynnwood Link Extension; and

**WHEREAS**, the Lynnwood Link light rail line approved by the Sound Transit Board extends north from the previously-approved location of the Northgate Station along I-5 and includes accommodations for a future station at Northeast 130<sup>th</sup> Street; and

**WHEREAS**, through a series of resolutions and motions (R2020-01, M2020-13, and M2020-14), the Sound Transit Board authorized Sound Transit’s design consultant to proceed with the final design and construction of the foundation for the NE 130<sup>th</sup> Station and authorized the budget for same;

**WHEREAS**, pursuant to Sound Transit’s Realignment process (R2021-05), the Sound Transit Board authorized staff to advance the NE 130<sup>th</sup> Station to completion by 2025;

**WHEREAS**, on June 23, 2022, pursuant to R2022-17 and M2022-46, the Sound Transit Board authorized the baseline budget, amended the schedule to an open for service date of Q2 2026, and authorized the CEO to execute design and construction contracts for the full build of the NE 130<sup>th</sup> Station;

**WHEREAS**, an amendment to the Transit Way Agreement is required to reflect the addition of NE 130<sup>th</sup> Station to the Lynnwood Link Extension Project in the City of Seattle and to allow Sound Transit to proceed with the construction, operation, and maintenance of the NE 130<sup>th</sup> Station as part of the Lynnwood Link Extension Project;

**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 NE 130<sup>th</sup> Station portion of the Lynnwood Link Light Rail line in the City of Seattle.

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.

*[Signatures on following page.]*

**CENTRAL PUGET SOUND  
REGIONAL TRANSIT AUTHORITY  
(SOUND TRANSIT)**

**THE CITY OF SEATTLE**

By:  
Ron Lewis, Executive Director – Design  
Engineering and Construction Management

By: \_\_\_\_\_  
Greg Spotts, Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to Form:

Authorized by Ordinance No.:  
\_\_\_\_\_

\_\_\_\_\_  
Sound Transit Legal Counsel

Exhibits:

Exhibit A to Amendment No. 4: General Description of Light Rail Alignment, Station Locations and Maintenance Facility Location

Exhibit B to Amendment No. 4: Light Rail Alignment, Station Locations and Maintenance Facility Location (Maps 1 through \_\_\_\_)

Exhibit C to Amendment No. 4: Plans and Profile Drawings



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

**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 145<sup>th</sup> St.

Station:

NE 130<sup>th</sup> Street Station – West side of 5<sup>th</sup> Ave NE and north of NE 130<sup>th</sup> 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 94<sup>th</sup> 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

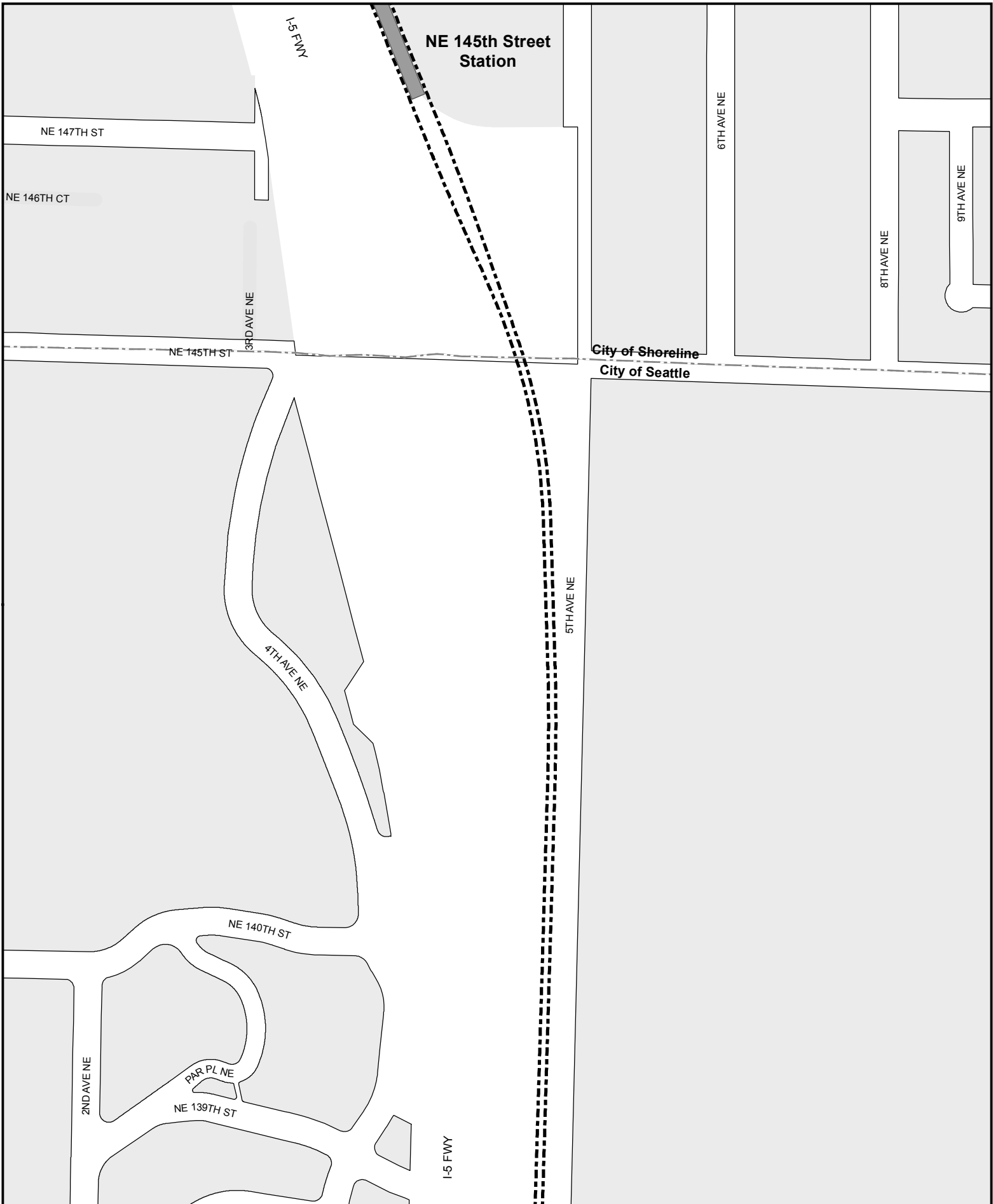
**Maintenance Facility** Maintenance Facility site – extends from 7<sup>th</sup> Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

**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



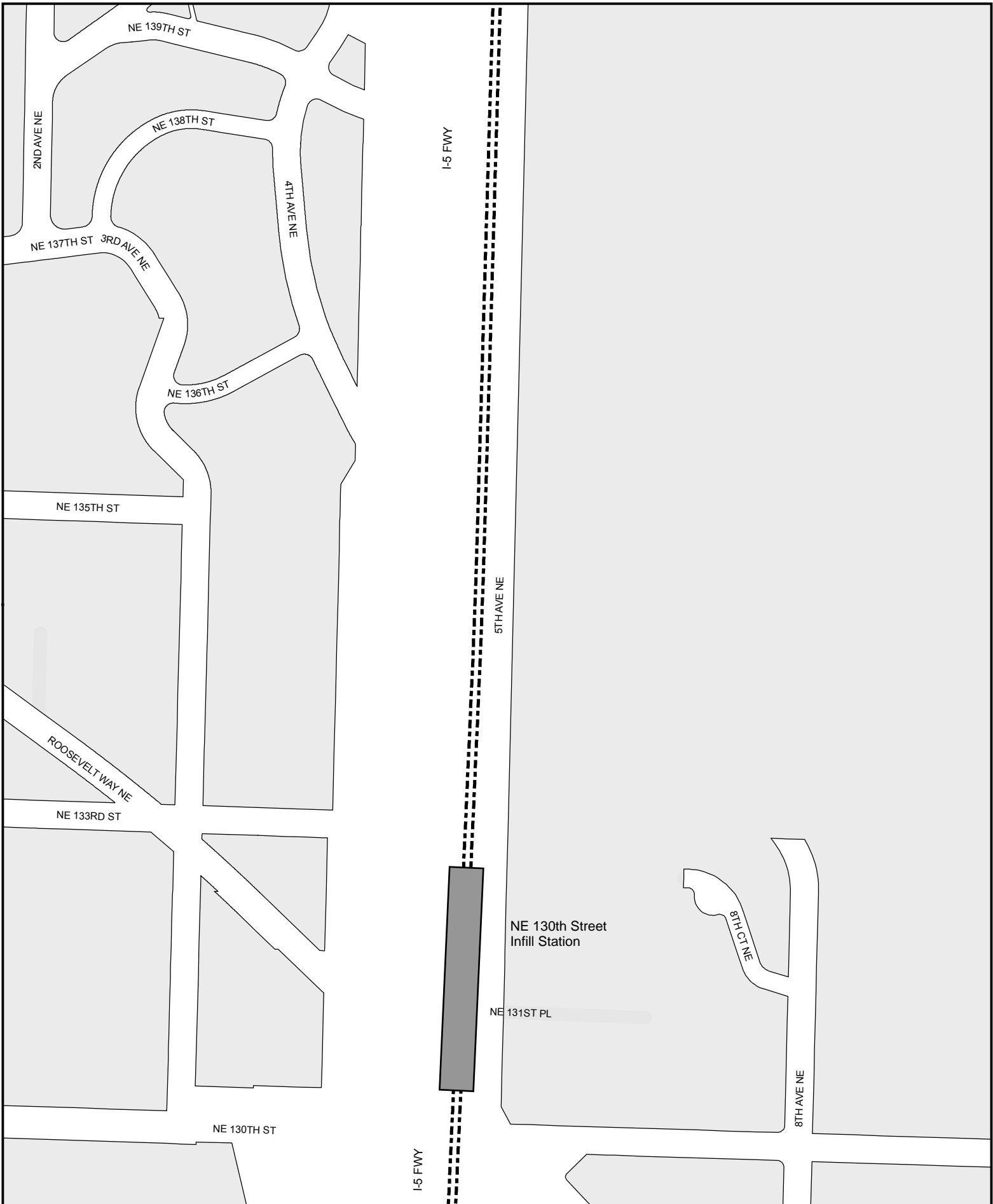
**Legend**

<b>Light Rail Alignment</b>		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 1 of 25**



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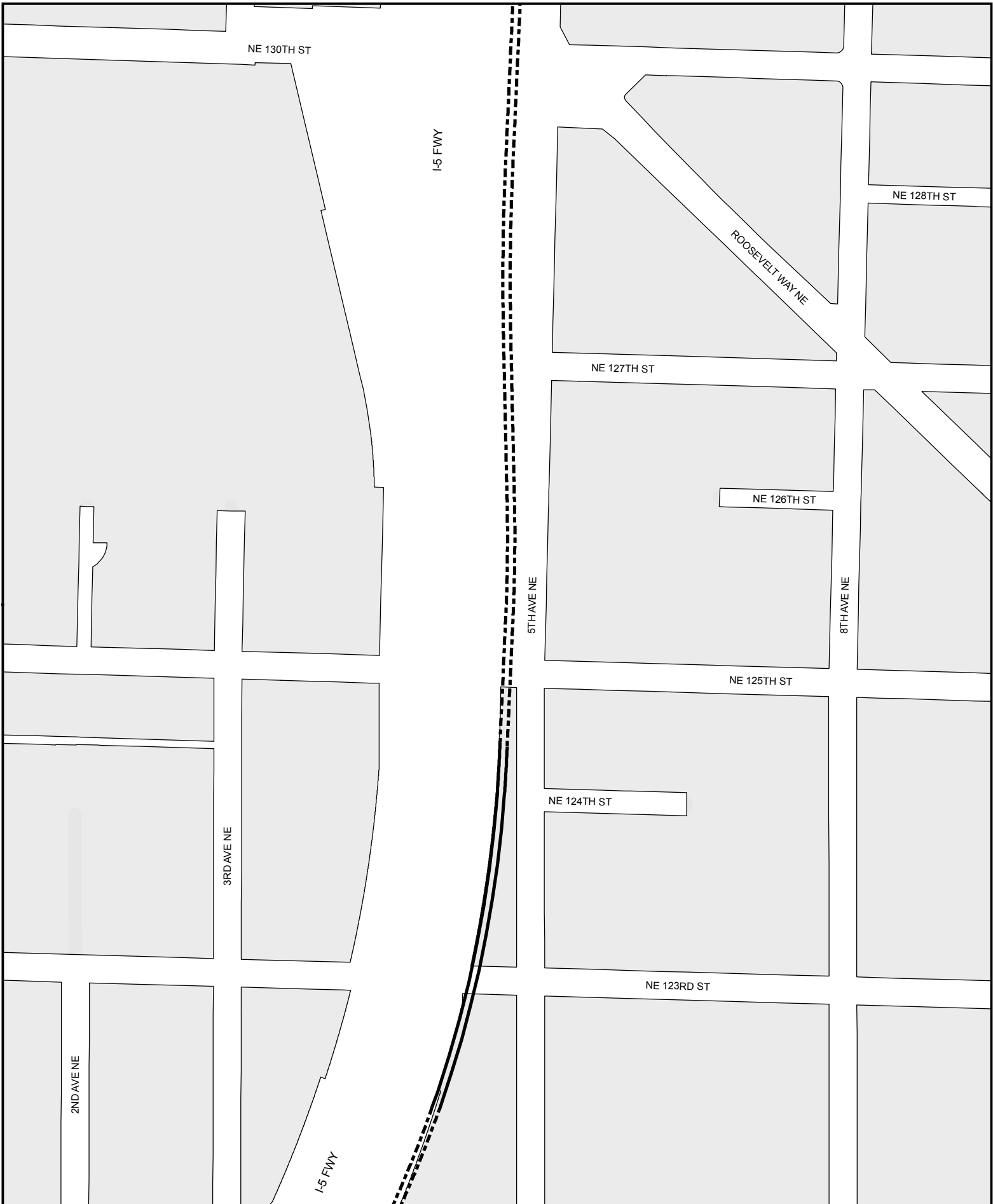


Legend	
<b>Light Rail Alignment</b>	
--- Aerial	▨ Cut and Cover
— At Grade	● Retained Cut / Fill
— Subway	□ Right-of-way
	■ Light rail station platform
	■ Maintenance facility

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 2 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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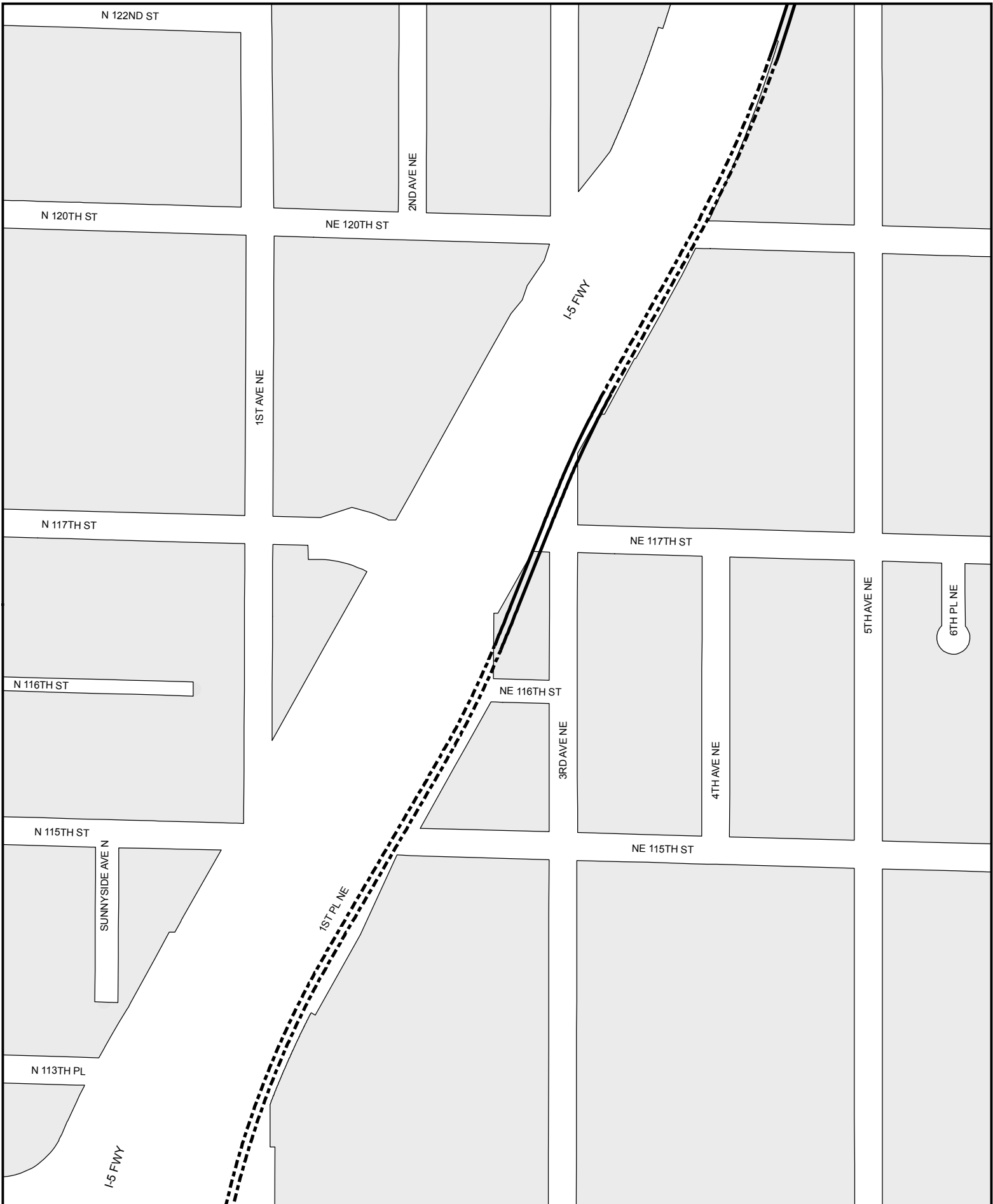
**Legend**

<b>Light Rail Alignment</b>		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 3 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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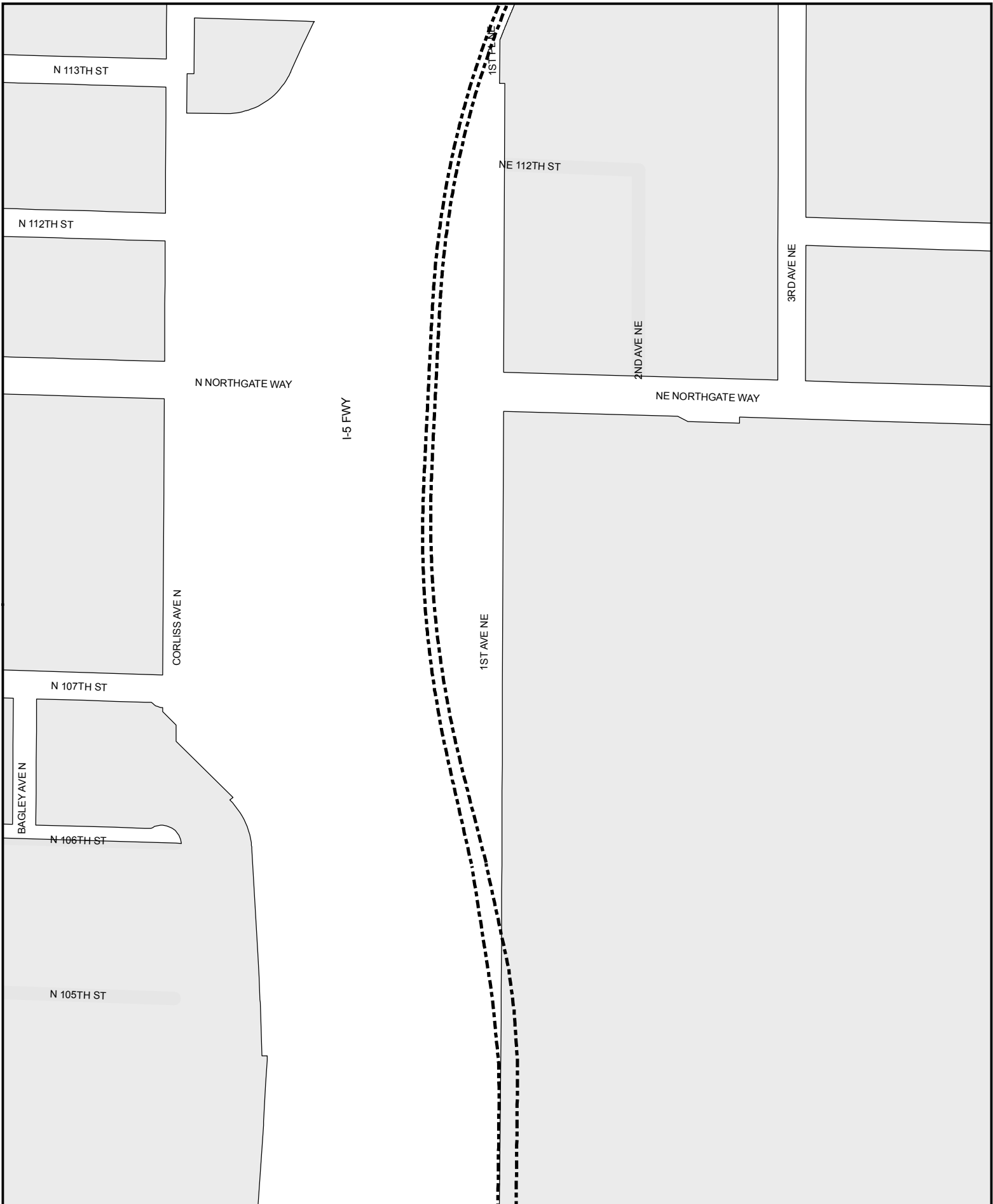
**Legend**

<b>Light Rail Alignment</b>		Light rail station platform
- - - Aerial	//// Cut and Cover	Maintenance facility
— At Grade	●●●● Retained Cut / Fill	Right-of-way
— Subway		

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 4 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

<b>Light Rail Alignment</b>		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 5 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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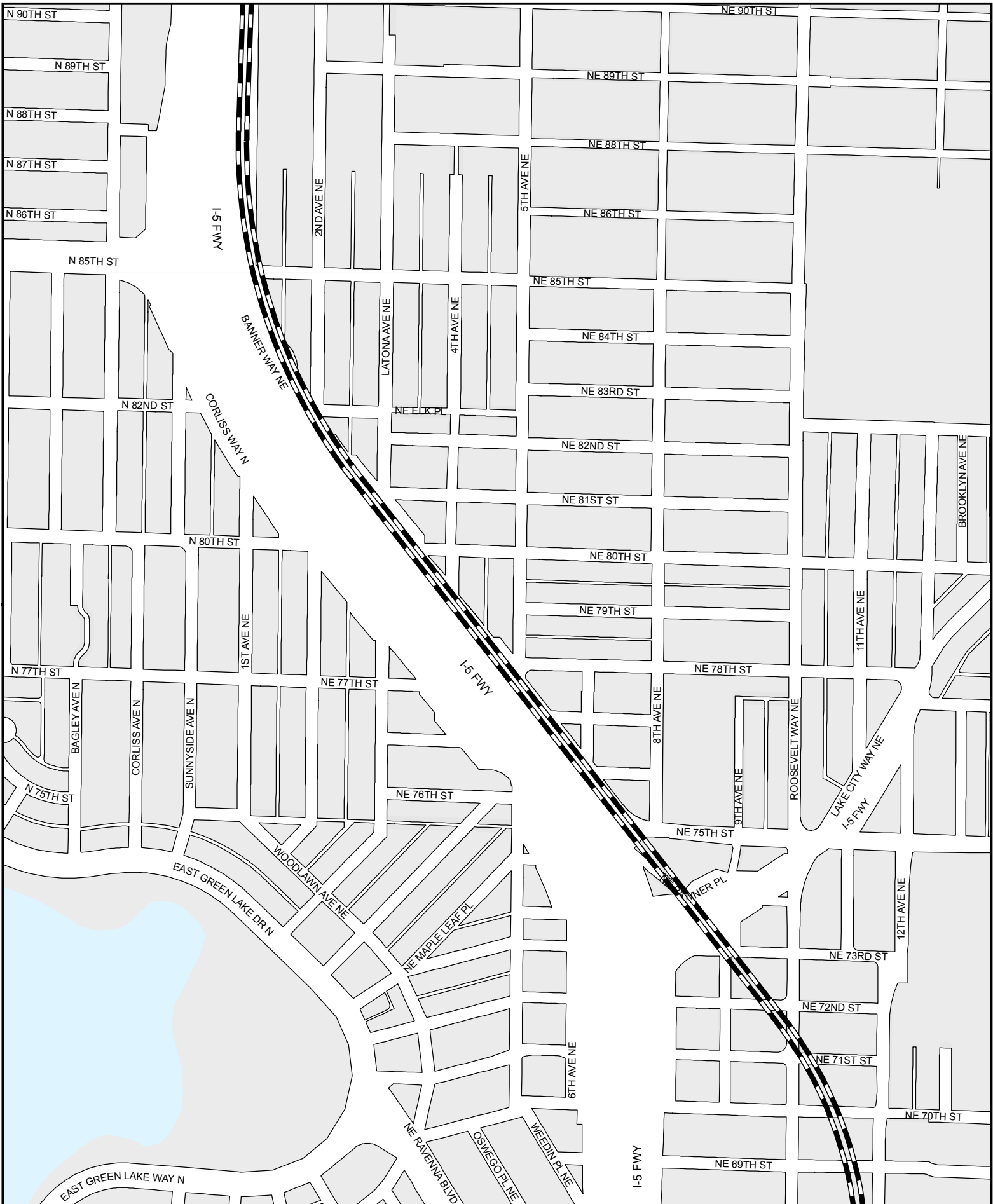
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Retained Cut / Fill	
Subway	
Cut and Cover	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 6 of 25**



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

<b>Light Rail Alignment</b>		Light rail station platform
--- Aerial	==== Cut and Cover	Maintenance facility
— At Grade	●●●● Retained Cut / Fill	Right-of-way
— Subway		

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 7 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

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

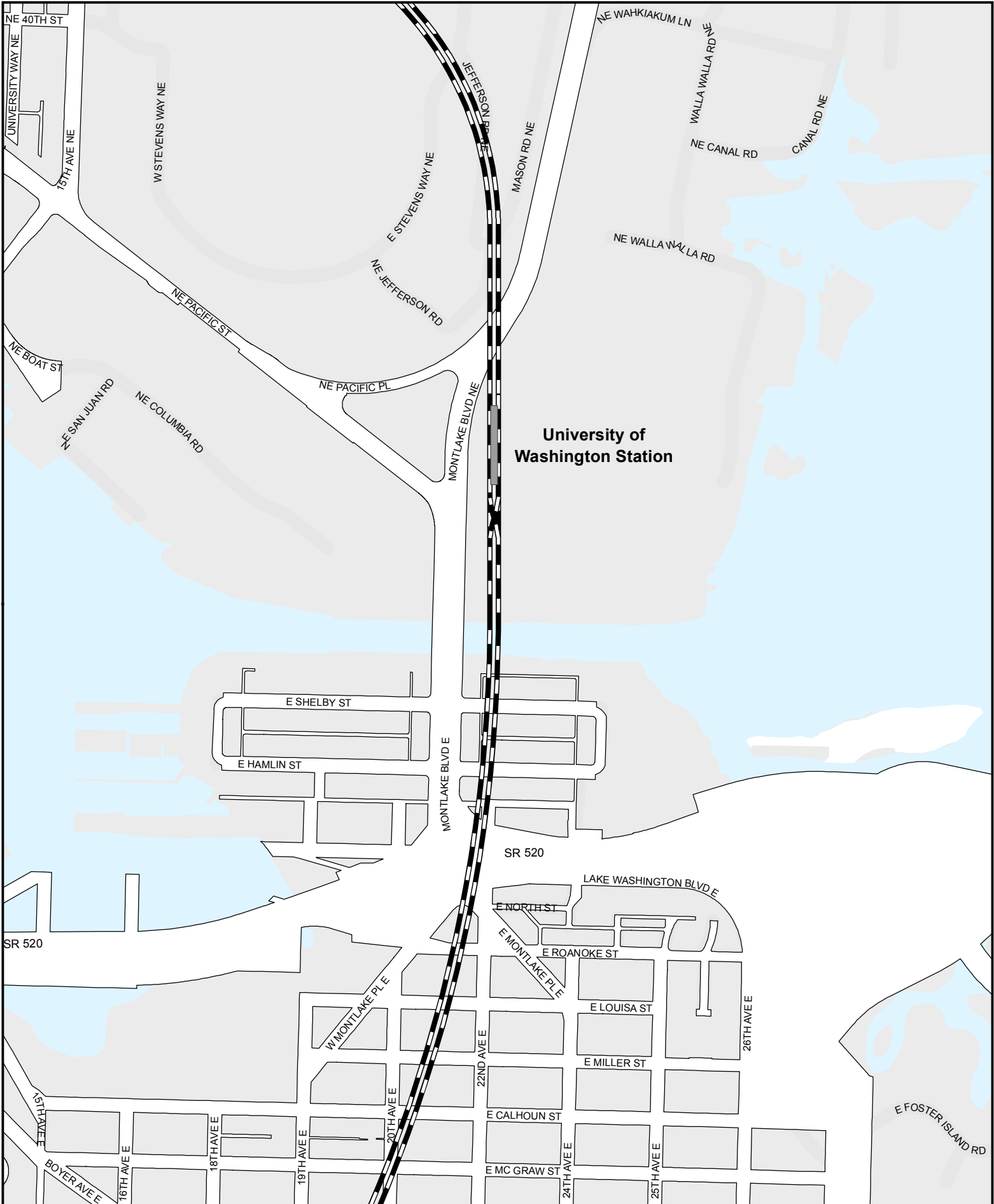
**Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location**  
**Map 8 of 25**

**SOUNDTRANSIT**  
 October, 2017

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Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	Retained Cut / Fill
Cut and Cover	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 10 of 25**

**SOUNDTRANSIT**  
October, 2017

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Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 11 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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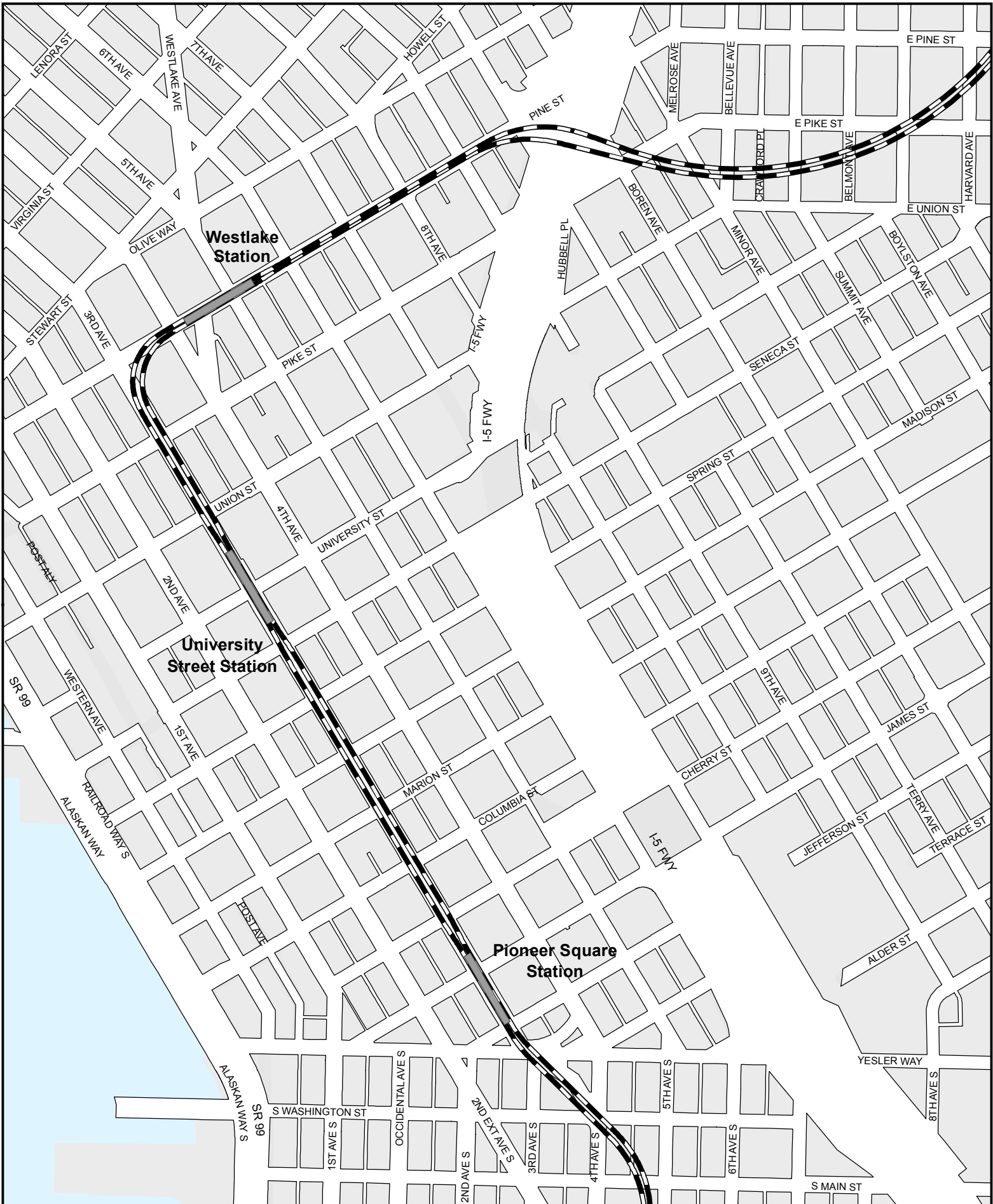
**Legend**

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	Cut and Cover
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 12 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Cut and Cover	
Retained Cut / Fill	
Subway	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 13 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

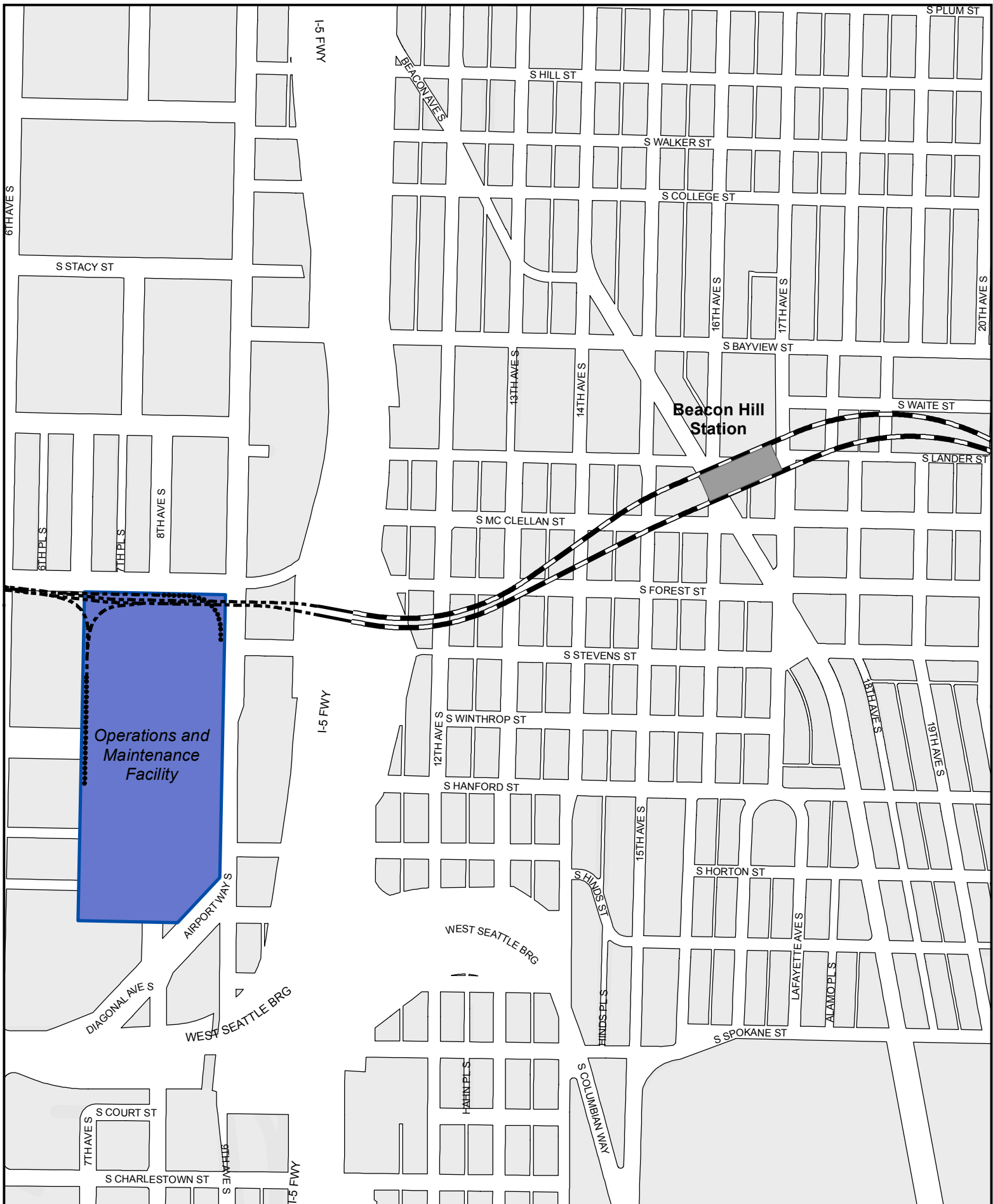
**Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location**  
**Map 14 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

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

**Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location**  
**Map 16 of 25**

**SOUNDTRANSIT**  
 October, 2017

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Data source: King County GIS, City of Seattle, Sound Transit GIS  
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**Legend**

<b>Light Rail Alignment</b>		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location**  
**Map 17 of 25**

**SOUNDTRANSIT**  
 October, 2017

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 Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS  
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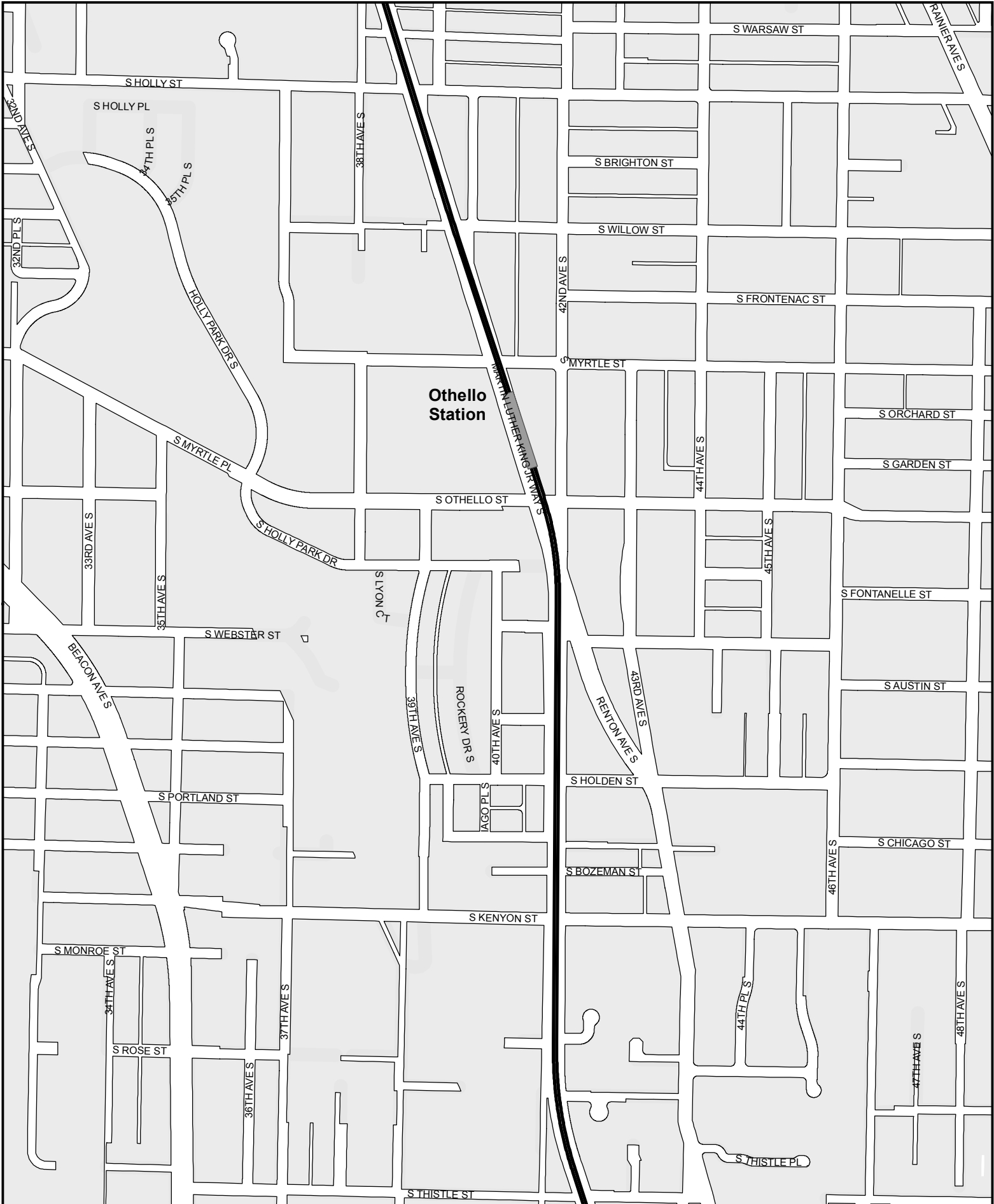
Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 18 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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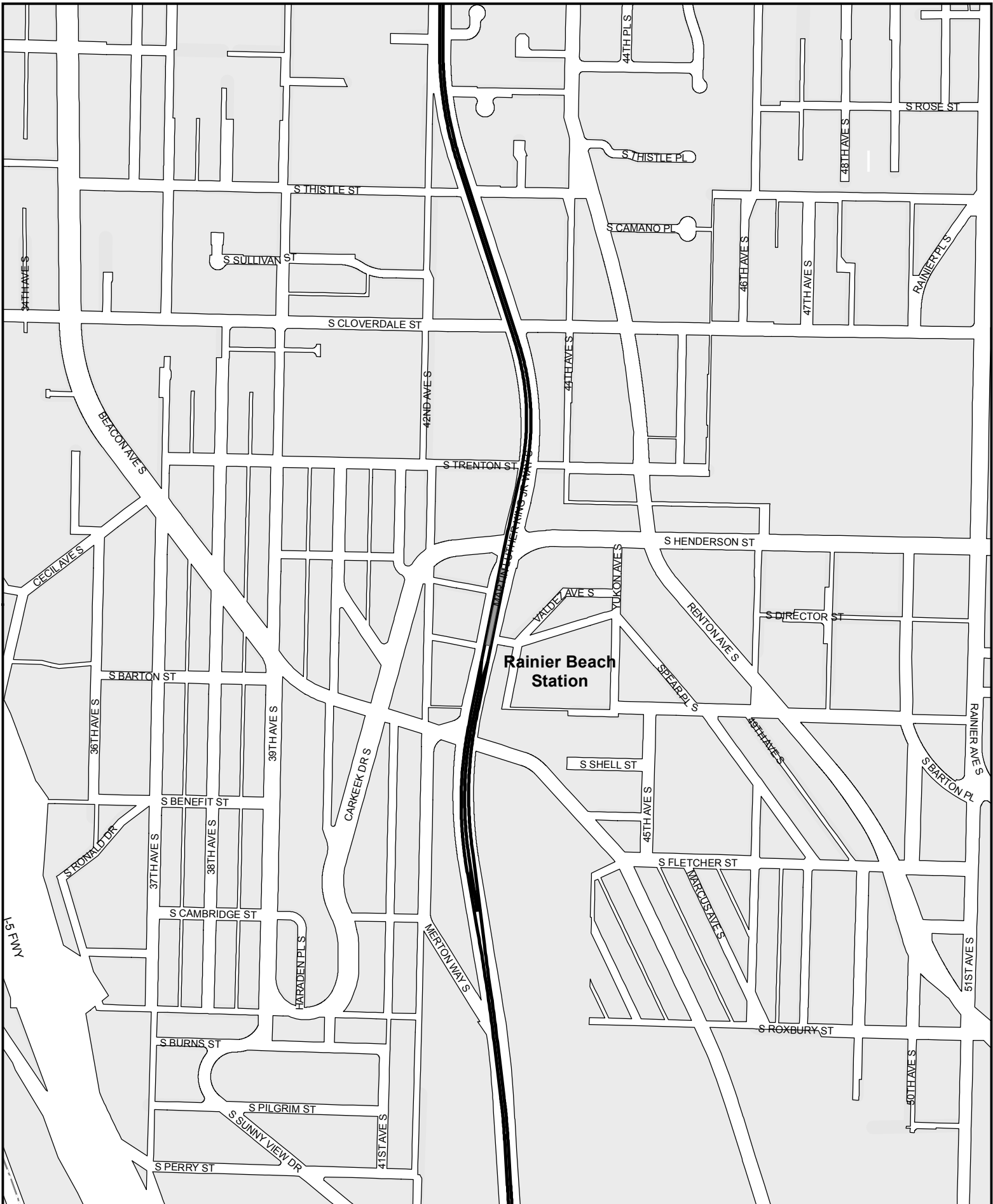
**Legend**

<b>Light Rail Alignment</b>		Light rail station platform
--- Aerial	//// Cut and Cover	Maintenance facility
— At Grade	●●● Retained Cut / Fill	Right-of-way
— Subway		

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 20 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
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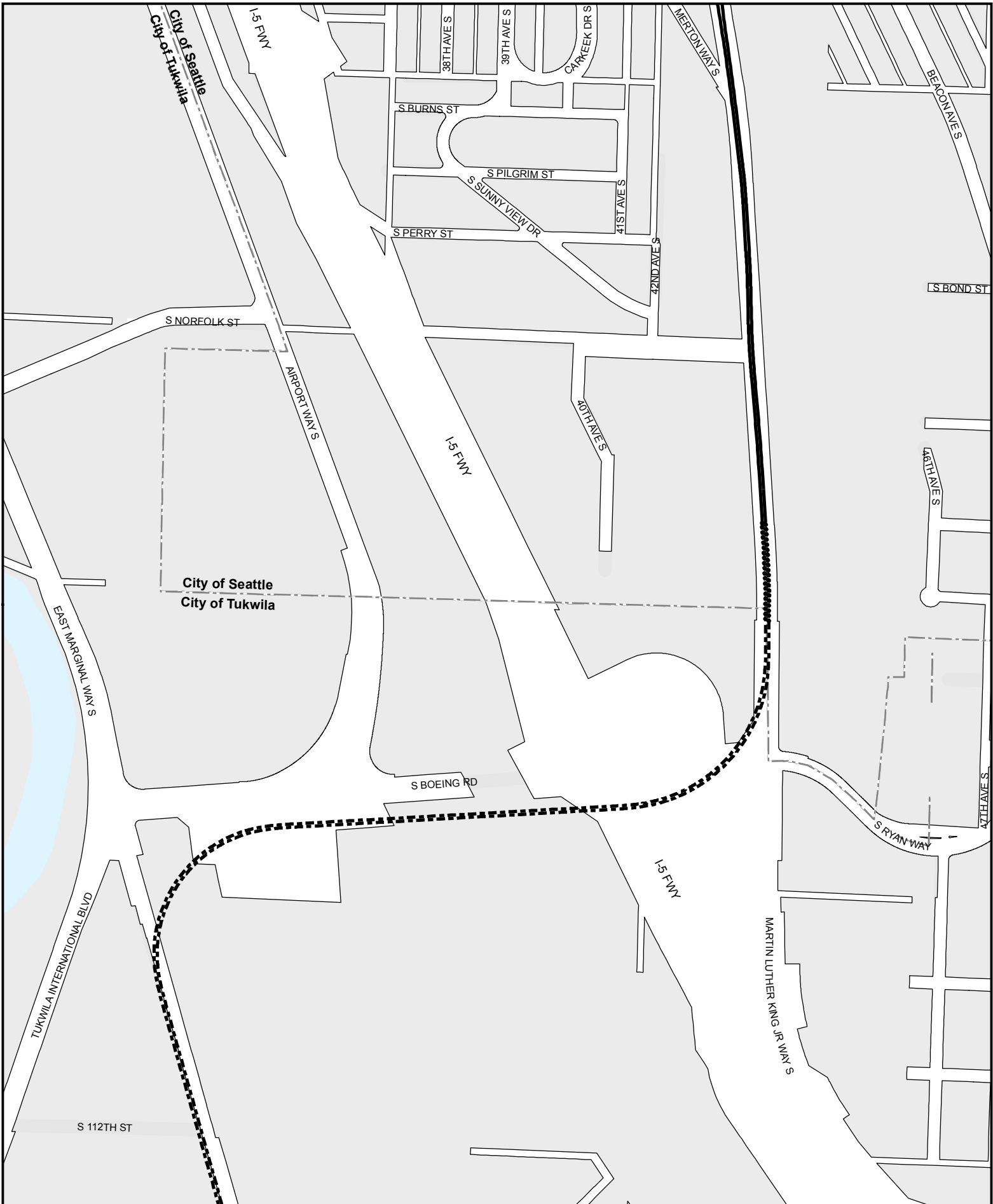
**Legend**

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	
Cut and Cover	
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 21 of 25**



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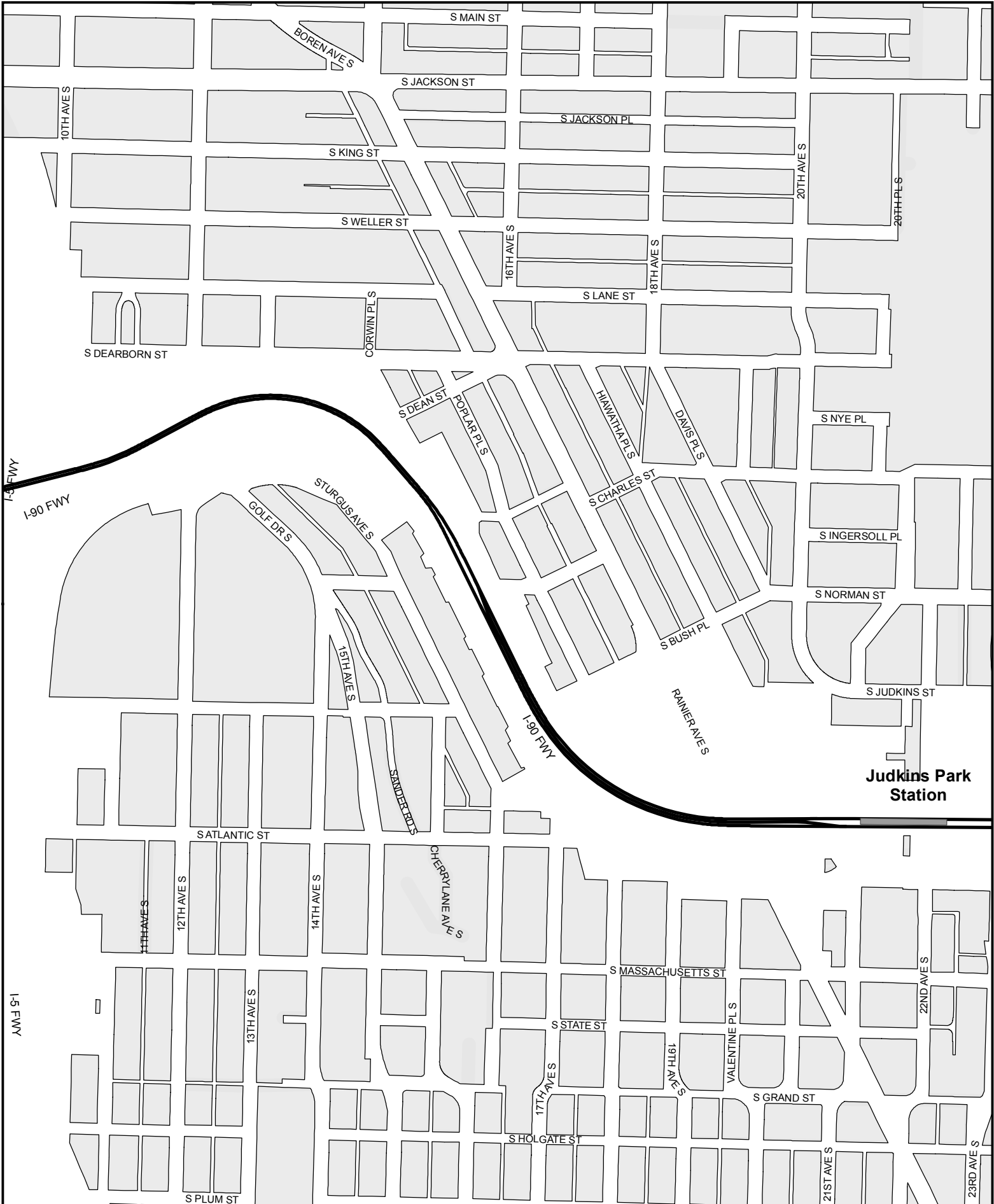
Legend	
<b>Light Rail Alignment</b>	
Aerial	Cut and Cover
At Grade	Retained Cut / Fill
Subway	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 22 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS  
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
 G:\REQUESTS\Link\General\Maps\Link\_ROW-ExhibitB\_Seattle\_8x11\_1707.mxd





**Judkins Park Station**

**Legend**

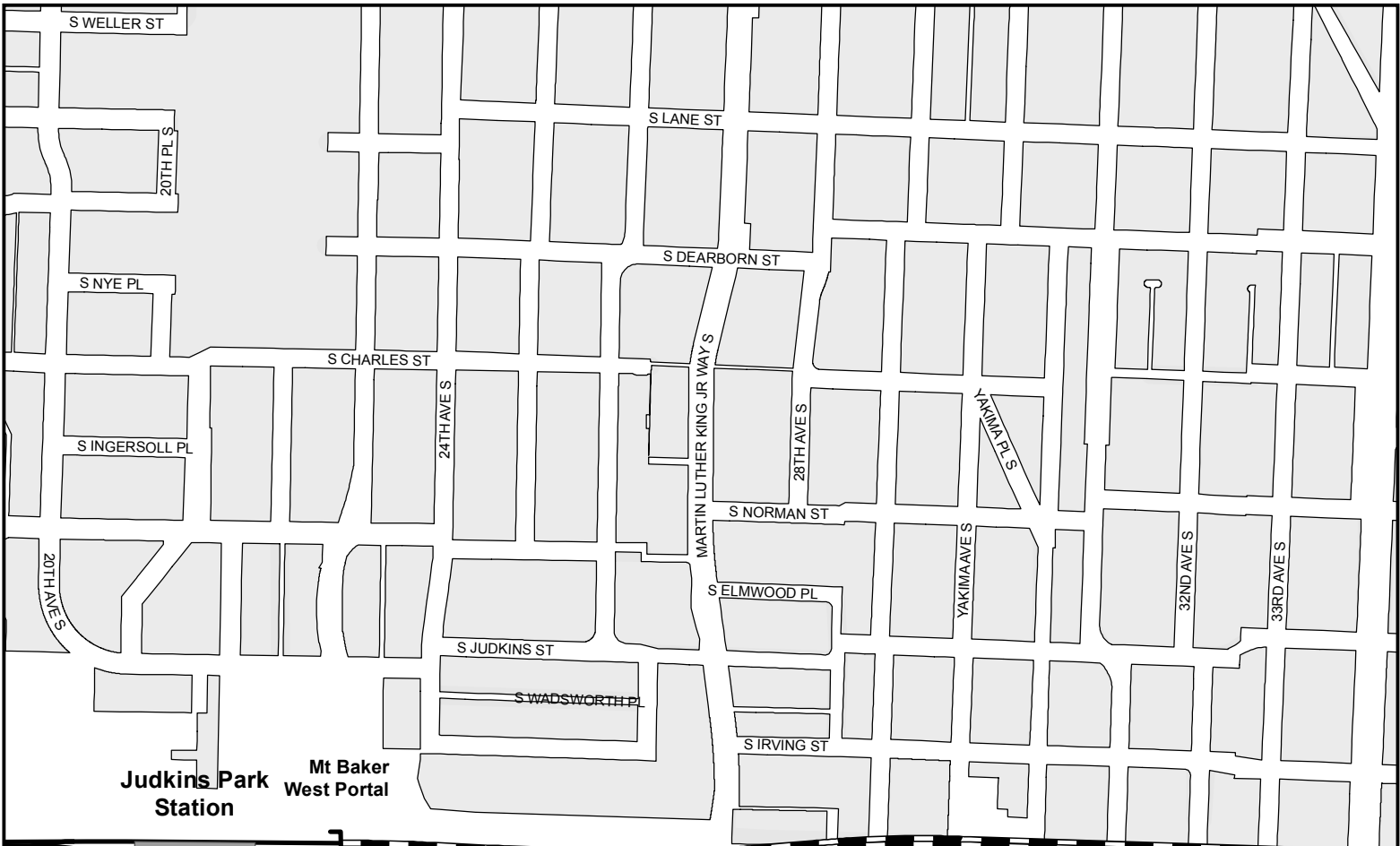
Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

**Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location**  
**Map 23 of 25**

**SOUNDTRANSIT**  
 October, 2017

0 400  
 Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS  
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
 G:\REQUESTS\LinkGeneral\Maps\Link\_ROW-ExhibitB\_Seattle\_8x11\_1707.mxd



**Legend**

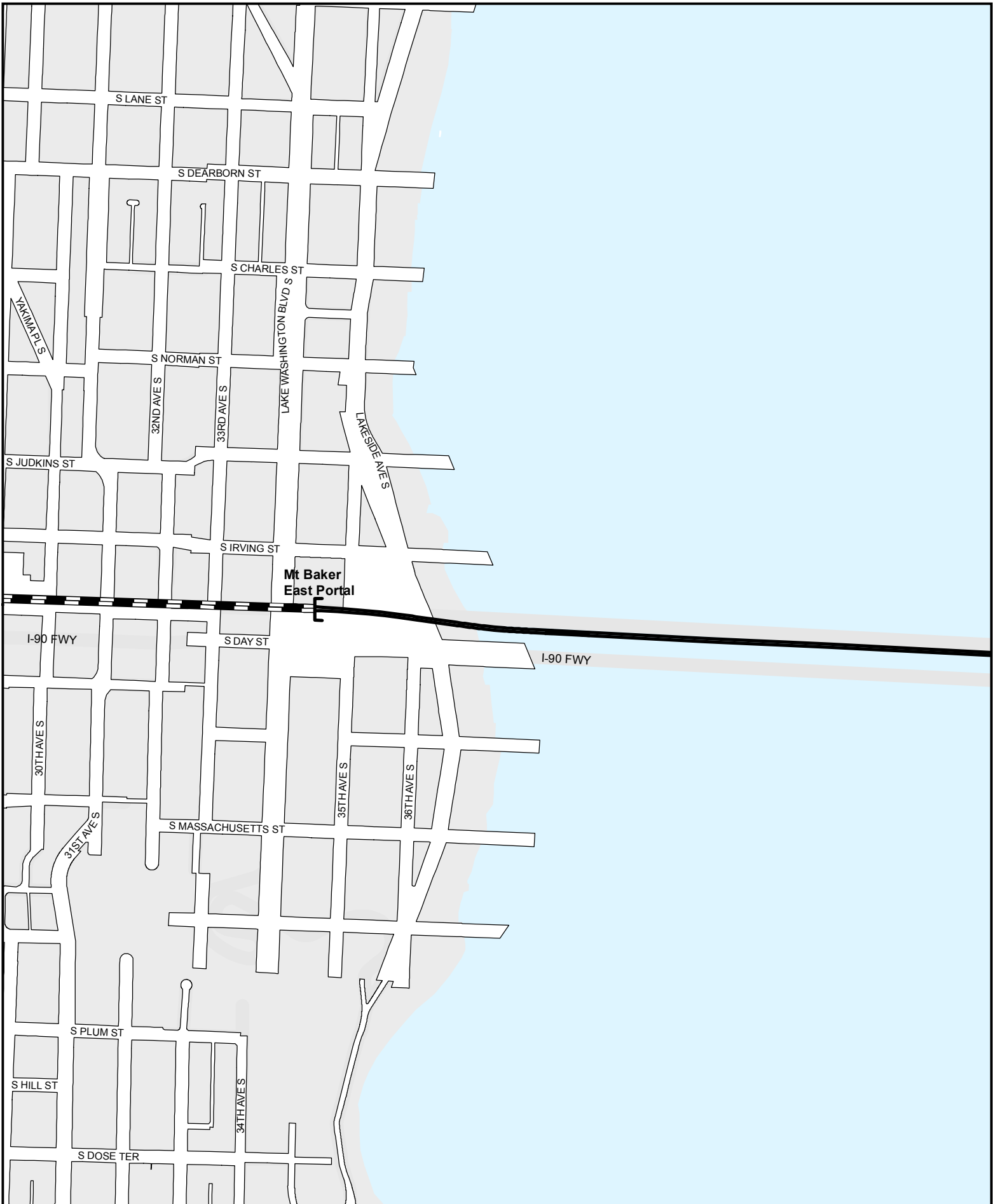
Light Rail Alignment	Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility	Right-of-way
Subway			

**Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location**  
**Map 24 of 25**

**SOUNDTRANSIT**  
 October, 2017

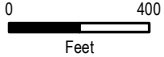
0 400  
 Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS  
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
 G:\REQUESTS\Link\General\Maps\Link\_ROW-Exhibit\_B\_Seattle\_8x11\_1707.mxd



Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	Cut and Cover
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,  
Station Locations, and  
Maintenance Facility Location  
Map 25 of 25**

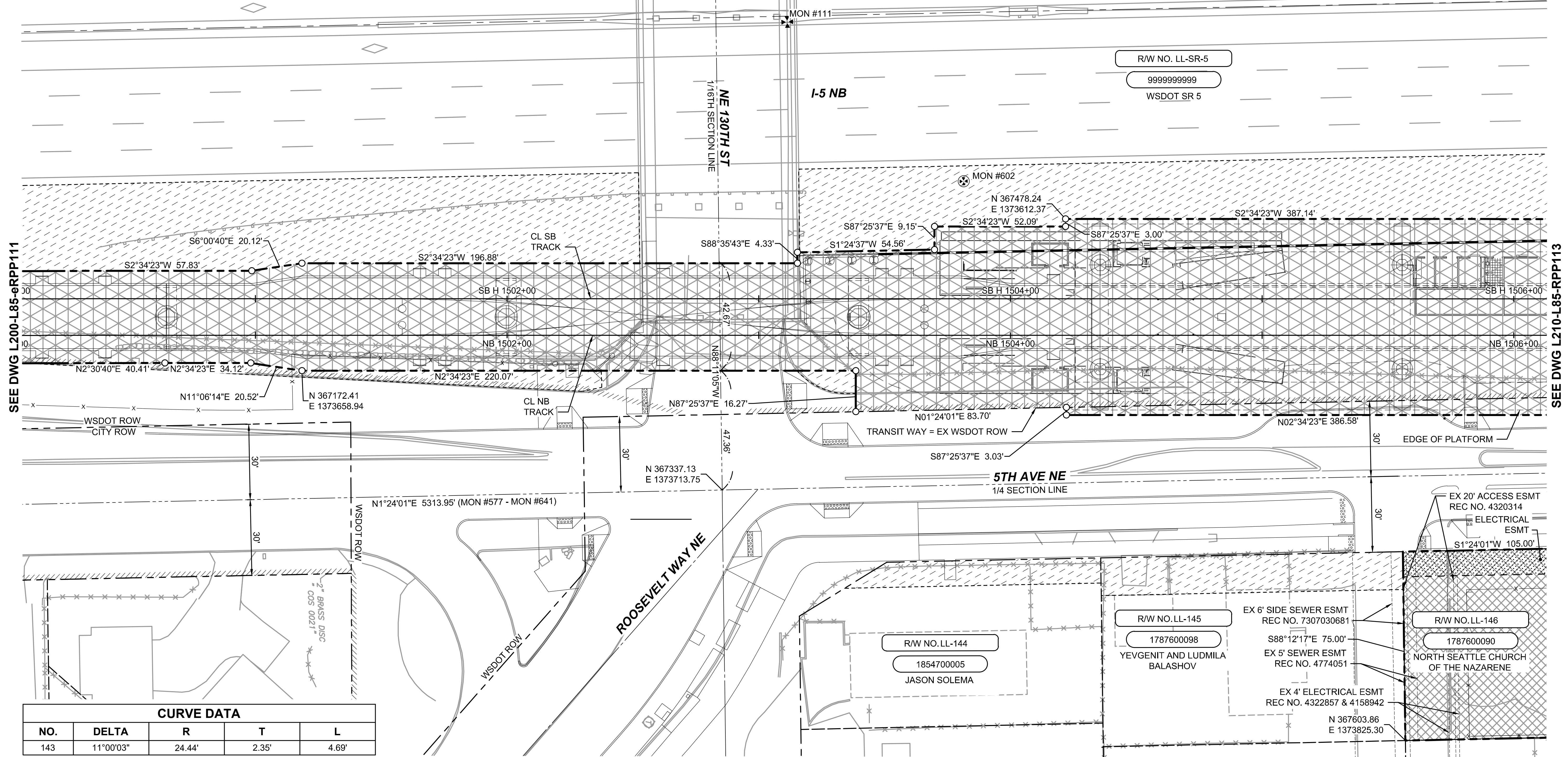


Data source: King County GIS, City of Seattle, Sound Transit GIS  
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.  
 G:\REQUESTS\Link\General\Maps\Link\_ROW-ExhibitB\_Seattle\_8x11\_1707.mxd

SE 1/4 SW 1/4 SEC 20, T 26 N, R 4 E; W.M.

NE 1/4 SW 1/4 SEC 20, T 26 N, R 4 E; W.M.

SEE DWG L85-eRPP158



SEE DWG L200-L85-eRPP111

SEE DWG L210-L85-RPP113

**CURVE DATA**

NO.	DELTA	R	T	L
143	11°00'03"	24.44'	2.35'	4.69'

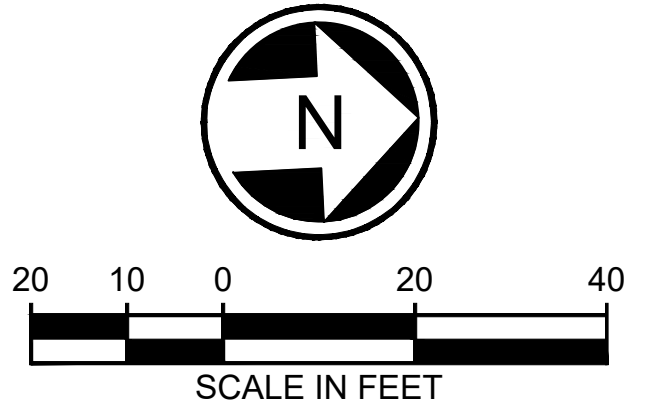
SW 1/4 SE 1/4 SEC 20, T 26 N, R 4 E; W.M.

NW 1/4 SE 1/4 SEC 20, T 26 N, R 4 E; W.M.

SOUND TRANSIT R/W NO.	PARCEL NO. (TAX ACCOUNT NO.)	OWNERS	PARCEL AREA SQ. FT.	FEE TAKE SQ. FT.	REMAINDER SQ. FT.	GUIDEWAY/ PERMANENT ESMT SQ. FT.	TEMPORARY CONSTRUCTION ESMT SQ. FT.	KING CO. RECORDING NO.
1	LL-144	1854700005	JASON SOLEMA	7,514			935	
2	LL-145	1787600098	YEVGENIT AND LUDMILA BALASHOV	9,000			1,801	
3	LL-146	1787600090	NORTH SEATTLE CHURCH OF THE NAZARENE	7,875	7,875	0	1,050	

**NOTES:**

- SEE DRAWING L85-eRPP100 FOR GENERAL NOTES REGARDING BASIS OF BEARINGS, COORDINATE SYSTEM AND UNITS OF MEASURE.
- THIS DRAWING SHOWS THE RIGHT-OF-WAY INFORMATION AS A REFERENCE. REFER TO THE APPROPRIATE DISCIPLINE SHEETS FOR IMPROVEMENT LIMITS.
- FOR A COMPLETE LIST OF ROW MONUMENTS SEE DRAWING L85-eRMP100 THROUGH L85-eRMP104.
- DETAILS OF THE ACQUISITIONS ARE SHOWN ON INDIVIDUAL PARCEL MAPS "NOT IN THIS CONTRACT."

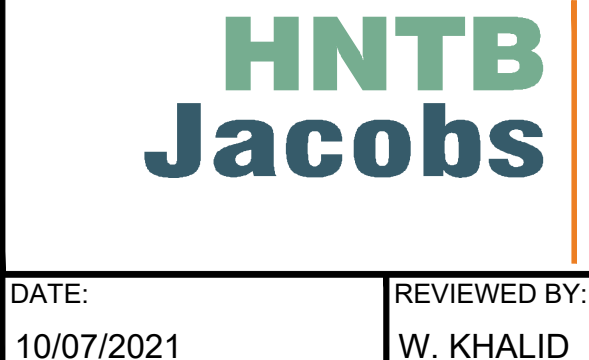


Xrefs: xlLE-SEAT-VRX, xl200-L85-SEP100, xl200-L85-KAP100, xlLE-SEAT-VBP, xl200-CBS-GZK020, GB-SEAL-EJB, xl200-L85-KWP100, xl210-L85-RPP100, xl200-L85-EW2234, xl200-L85-eRHP100, xl200-L85-SWP100, xl210-L85-CRP100, xl210-N13-APP200, xl210-L85-SWP100

03/03/22 | 9:42 PM | LIN118

S:\1518 - ST LYNNWOOD LINK\ROW\130TH STATION\REVISED ROW SHEETS\NEW ASL PLANNING SET\1210-L85-RPP112 20220303.DWG

DESIGNED BY:  
A. FURTADO  
DRAWN BY:  
A. ALIMOVA  
CHECKED BY:  
J. BECKER  
APPROVED BY:  
E. BONE



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
L85-eRPP112  
20220303  
CONTRACT No.:  
RTA / CN 0079-15C

**LYNNWOOD LINK EXTENSION  
CONTRACT L210**  
NORTHGATE STATION TO NE 200TH STREET  
RIGHT-OF-WAY PLAN

DRAWING No.:  
**L85-RPP112**  
LOCATION ID:  
N12/N13  
SHEET No.:  
REV:  
0

No.	DATE	DSN	CHK	APP	REVISION
0	10/07/21				ISSUED FOR CONSTRUCTION

DATE: 10/07/2021  
REVIEWED BY: W. KHALID

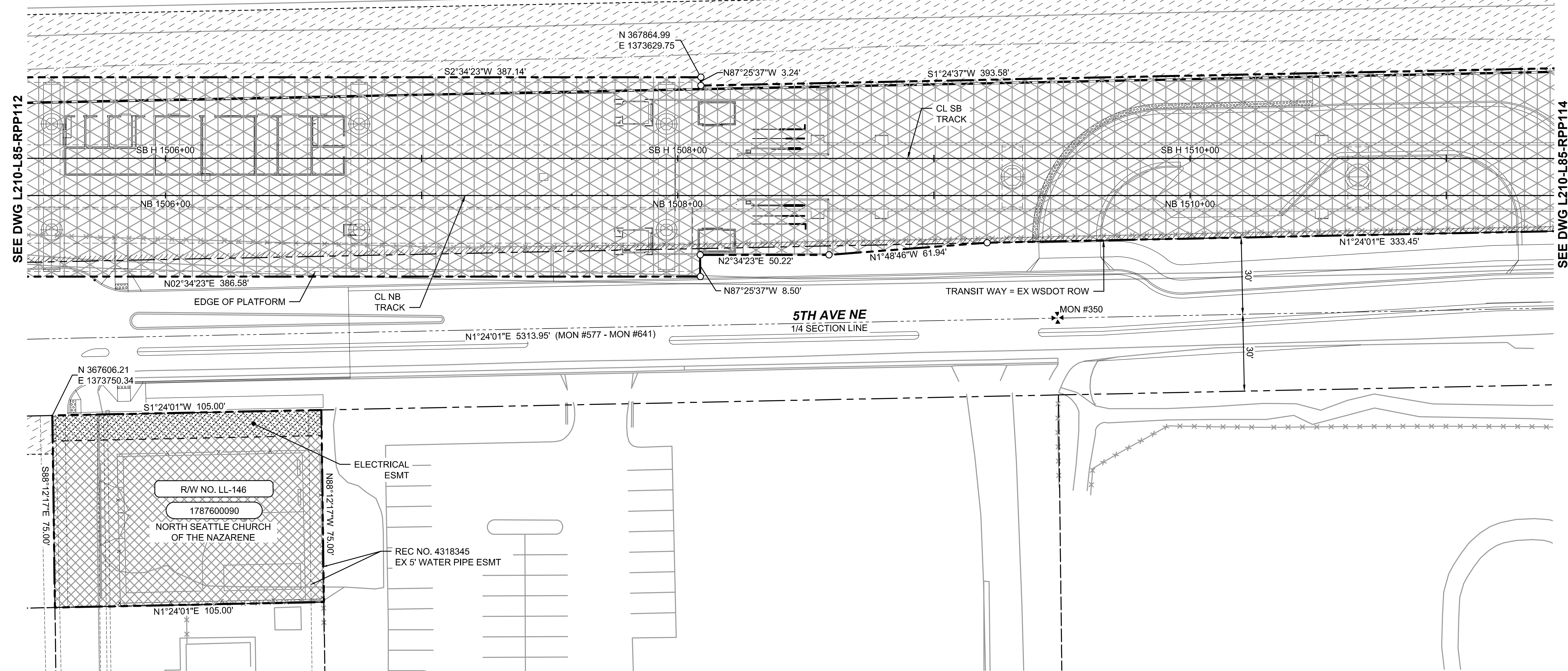
DATE: 10/07/2021  
DATE: 10/07/2021

NE 1/4 SW 1/4 SEC 20, T 26 N, R 4 E; W.M.

Xrefs:  
 xLLE-SEAT-VRX  
 xL200-L85-SEP100  
 xL200-L85-SWP100  
 xL200-L85-KAP100  
 xLLE-SEAT-VBP  
 xL200-G85-GZK020  
 GB-SEAL-EJB  
 xL200-L85-KWP100  
 xL200-L85-RHP100  
 xL200-L85-RPP100  
 xL200-G85-EW2234  
 xL210-N13-CRP100  
 xL200-N13-APP100

R/W NO. LL-SR-5  
 9999999999  
 WSDOT SR 5

I-5 NB

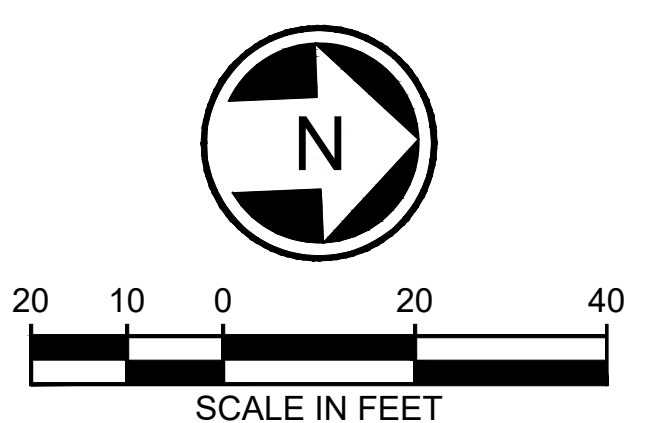


NW 1/4 SE 1/4 SEC 20, T 26 N, R 4 E; W.M.

NOTES:

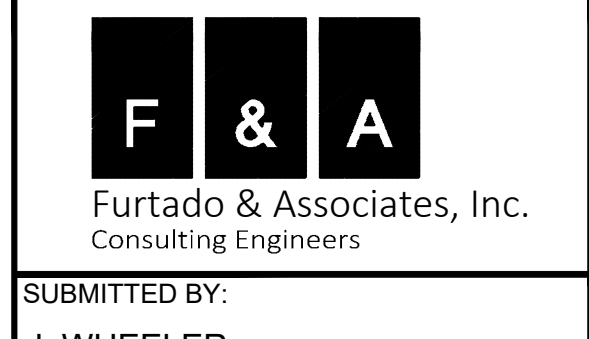
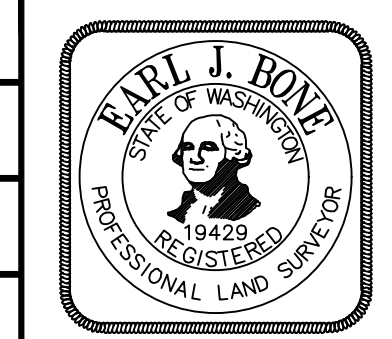
1. SEE DRAWING L85-eRPP100 FOR GENERAL NOTES REGARDING BASIS OF BEARINGS, COORDINATE SYSTEM AND UNITS OF MEASURE.
2. THIS DRAWING SHOWS THE RIGHT-OF-WAY INFORMATION AS A REFERENCE. REFER TO THE APPROPRIATE DISCIPLINE SHEETS FOR IMPROVEMENT LIMITS.
3. FOR A COMPLETE LIST OF ROW MONUMENTS SEE DRAWING L85-eRMP100 THROUGH L85-eRMP104.
4. DETAILS OF THE ACQUISITIONS ARE SHOWN ON INDIVIDUAL PARCEL MAPS "NOT IN THIS CONTRACT."

SOUND TRANSIT R/W NO.	PARCEL NO. (TAX ACCOUNT NO.)	OWNERS	PARCEL AREA SQ. FT.	FEE TAKE SQ. FT.	REMAINDER SQ. FT.	GUIDEWAY/ PERMANENT ESMT SQ. FT.	TEMPORARY CONSTRUCTION ESMT SQ. FT.	KING CO. RECORDING NO.
1	LL-146	1787600090 NORTH SEATTLE CHURCH OF THE NAZARENE	SEE DWG L85-eRPP112					



No.	DATE	DSN	CHK	APP	REVISION
0	10/07/21				ISSUED FOR CONSTRUCTION

DESIGNED BY:  
A. FURTADO  
 DRAWN BY:  
A. ALIMOVA  
 CHECKED BY:  
J. BECKER  
 APPROVED BY:  
E. BONE



SUBMITTED BY:  
J. WHEELER  
 DATE:  
10/07/2021  
 REVIEWED BY:  
W. KHALID  
 DATE:  
10/07/2021



SCALE:  
1" = 20'  
 L210-L85-RPP113  
 20220303  
 CONTRACT No.:  
RTA / CN 0079-15C  
 DATE:  
10/07/2021

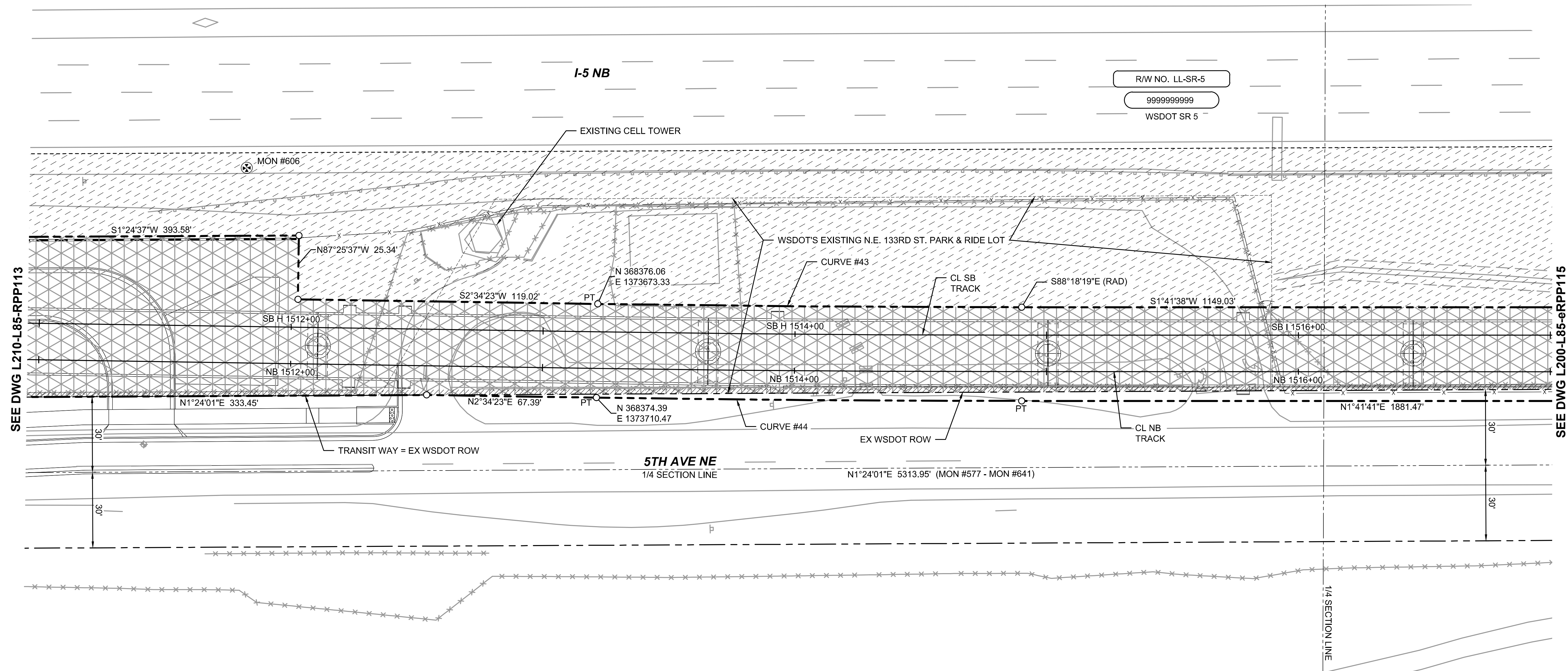
LYNNWOOD LINK EXTENSION  
 CONTRACT L210  
 NORTHGATE STATION TO NE 200TH STREET  
 RIGHT-OF-WAY PLAN

DRAWING No.:  
L85-RPP113  
 LOCATION ID:  
N13/N14  
 SHEET No.:  
REV:  
0

03/03/22 | 9:40 PM | LIN118  
 S:\1518 - ST LYNNWOOD LINK\ROW\130TH STATION\REVISED ROW SHEETS\NEW ASL PLANNING SET\L210-L85-RPP113 20220303.DWG

NE 1/4 SW 1/4 SEC 20, T 26 N, R 4 E; W.M.

Xrefs:  
 xLLE-SEAT-VBP  
 xLLE-SEAT-VRX  
 xL200-L85-SEP100  
 xL200-L85-SWP100  
 xL200-L85-KAP100  
 xL210-L85-CHP100  
 xL200-L85-G2K020  
 GB-SEA-EJB  
 xL200-L85-KWP100  
 xL200-L85-RHP100  
 xL200-L85-RPP100  
 xL200-GB-EW22x34  
 xL210-N13-APP200



SEE DWG L210-L85-RPP113

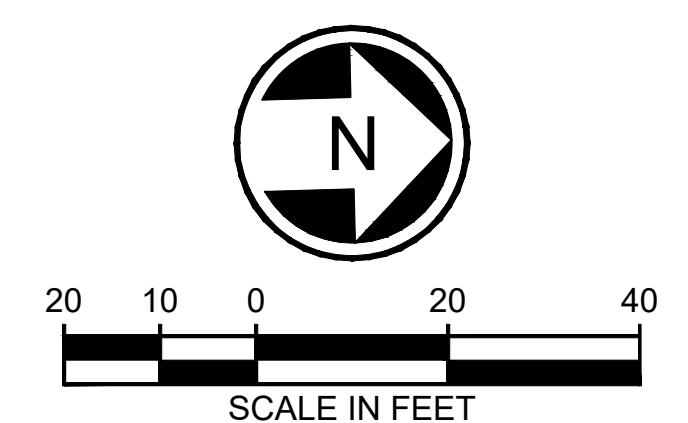
SEE DWG L200-L85-eRPP115

NW 1/4 SE 1/4 SEC 20, T 26 N, R 4 E; W.M.

NOTES:

- SEE DRAWING L85-eRPP100 FOR GENERAL NOTES REGARDING BASIS OF BEARINGS, COORDINATE SYSTEM AND UNITS OF MEASURE.
- THIS DRAWING SHOWS THE RIGHT-OF-WAY INFORMATION AS A REFERENCE. REFER TO THE APPROPRIATE DISCIPLINE SHEETS FOR IMPROVEMENT LIMITS.
- FOR A COMPLETE LIST OF ROW MONUMENTS SEE DRAWING L85-eRMP100 THROUGH L85-eRMP104.

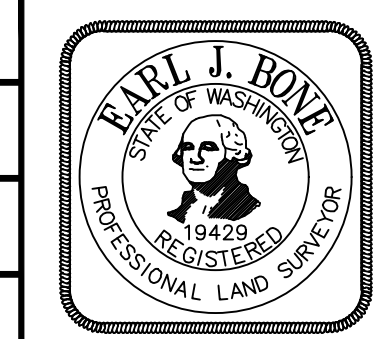
CURVE DATA				
NO.	DELTA	R	T	L
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44	0°52'42"	11010.35'	84.40'	168.81'



03/03/22 | 9:44 PM | LIN118  
 S:\1518 - ST LYNNWOOD LINK\ROW\130TH STATION\REVISED ROW SHEETS\NEW ASL PLANNING SET\L210-L85-RPP114.DWG

No.	DATE	DSN	CHK	APP	REVISION
0	10/07/21				ISSUED FOR CONSTRUCTION

DESIGNED BY:  
A. FURTADO  
 DRAWN BY:  
A. ALIMOVA  
 CHECKED BY:  
J. BECKER  
 APPROVED BY:  
E. BONE



**F & A**  
 Furtado & Associates, Inc.  
 Consulting Engineers  
 SUBMITTED BY:  
J. WHEELER

**HNTB Jacobs**  
 trusted design partners  
 DATE:  
10/07/2021

REVIEWED BY:  
W. KHALID  
 DATE:  
10/07/2021

**SOUNDTRANSIT**  
 SCALE:  
1" = 20'  
 FILENAME:  
L210-L85-RPP114  
 CONTRACT No.:  
RTA / CN 0079-15C  
 DATE:  
10/07/2021

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L210**  
 NORTHGATE STATION TO NE 200TH STREET  
 RIGHT-OF-WAY PLAN

DRAWING No.:  
**L85-RPP114**  
 LOCATION ID:  
N14  
 SHEET No.:  
REV:  
0