CITY OF SEATTLE

City Council

Agenda

Tuesday, July 15, 2025

2:00 PM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

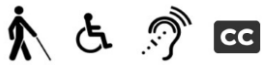
Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Alexis Mercedes Rinck, Member
Maritza Rivera, Member
Rob Saka, Member
Mark Solomon, Member
Dan Strauss, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

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CITY OF SEATTLE

City Council
Agenda

July 15, 2025 - 2:00 PM

Meeting Location:
Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:
http://www.seattle.gov/council

Members of the public may register for remote or in-person Public Comment to address the Council. Speakers must be registered in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period 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.

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.

Written comments must be submitted prior to 10 a.m. to ensure that they are distributed to Councilmembers prior to the start of 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. Comments received after 10 a.m. will be distributed after the meeting to Councilmembers and included as part of the public record.

A. CALL TO ORDER

B. ROLL CALL

C. PRESENTATIONS

D. PUBLIC COMMENT

Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; total time allotted to public comment at this meeting is 20 minutes.

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

Introduction and referral to Council committees of Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) for committee recommendation.

IRC 488 July 15, 2025

Attachments: Introduction and Referral Calendar

F. APPROVAL OF THE AGENDA

G. APPROVAL OF CONSENT CALENDAR

The Consent Calendar consists of routine items. A Councilmember may request that an item be removed from the Consent Calendar and placed on the regular agenda.

Journal:

1. Min 528 July 8, 2025

Attachments: Minutes

Bills:

2. CB 121027 AN ORDINANCE appropriating money to pay certain claims for the week of June 30, 2025, through July 4, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts.

Supporting Documents: Summary and Fiscal Note

H. COMMITTEE REPORTS

Discussion and vote on Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF).

PUBLIC SAFETY COMMITTEE:

1. CB 121006 AN ORDINANCE relating to chronic nuisance properties; allowing, under certain circumstances, an off-property nuisance activity to count toward determining that a property is a chronic nuisance; increasing penalties; clarifying the City's remedies relating to chronic nuisance properties; amending Sections 10.09.010, 10.09.030, 10.09.050, 10.09.060, and 10.09.080 of the Seattle Municipal Code.

The Committee recommends that City Council pass as amended the Council Bill (CB).
In Favor: 4 - Kettle, Saka, Hollingsworth, Nelson
Opposed: None

Supporting Documents:

Summary and Fiscal Note v2
Amendment A
Amendment B
Amendment C
Amendment D

2. CB 120995 AN ORDINANCE relating to a new civil cause of action against graffiti taggers for illegal graffiti on public and private property and requiring restitution; adding a new Section 10.07.055 to the Seattle Municipal Code; and amending Section 10.07.010 of the Seattle Municipal Code.

The Committee recommends that City Council pass as amended the Council Bill (CB).
In Favor: 4 - Kettle, Saka, Hollingsworth, Nelson
Opposed: None

Supporting Documents:

Summary and Fiscal Note
Amendment A
Amendment B
Amendment C

TRANSPORTATION COMMITTEE:

3. 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.

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 5 - Saka, Hollingsworth, Kettle, Rinck, Strauss
Opposed: None

Attachments: Att 1 – Amendment No. 5 to the Transit Way Agreement

Supporting Documents: Summary and Fiscal Note
Amendment A

4. 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.

The Committee recommends that City Council adopt the Resolution (Res).
In Favor: 5 - Saka, Hollingsworth, Kettle, Rinck, Strauss
Opposed: None

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
Amendment A

PARKS, PUBLIC UTILITIES, AND TECHNOLOGY COMMITTEE:

5. CB 121008

AN ORDINANCE amending the Landscape Conservation and Infrastructure Program Funding Plan for South Lake Union and Downtown as adopted by Ordinance 124286.

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 4 - Hollingsworth, Nelson, Kettle, Strauss
Opposed: None

Attachments: Att A - Amended LCLIP Funding Plan

Supporting Documents:
Summary and Fiscal Note
Summary Att A - Amended LCLIP Funding Plan Tracked Changes
Summary Att B - Local Infrastructure Project Area for Downtown and South Lake Union
Summary Att C - Racial Equity Toolkit

6. CB 121014

AN ORDINANCE relating to Seattle Public Utilities; authorizing a direct sale of real property identified in King County records as parcel 162206-9049-04, a portion of Lake Youngs Aqueduct Right-of-Way in King County, Washington to Sherrell Development LLC, establishing the fair market value for said parcel; and authorizing the General Manager/CEO of Seattle Public Utilities to execute all documents and take other necessary actions to complete the sale of the property; designating the proceeds from the sale; and ratifying and confirming certain prior acts.

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 4 - Hollingsworth, Nelson, Kettle, Strauss
Opposed: None

Attachments: Att 1 - Purchase and Sale Agreement

Supporting Documents:
Summary and Fiscal Note
Summary Ex A - Regional Location Map
Summary Ex B - Community Location Map
Summary Ex C - Site Map

7. CB 121015 AN ORDINANCE relating to Seattle Public Utilities; authorizing the acceptance of an easement granted to the City of Seattle and recorded as King County document number 20220817000046 for the installation and operation of a drainage facility on property commonly known as 14100 Westwood Pl NE, King County parcel number 812410-0031; placing the property rights and interests conveyed by the easement under the jurisdiction of Seattle Public Utilities; and ratifying and confirming certain prior acts.

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 4 - Hollingsworth, Nelson, Kettle, Strauss
Opposed: None

Attachments: Att 1 - Drainage Easement

Supporting Documents:
Summary and Fiscal Note
Summary Ex A - Vicinity Map
Summary Ex B - Site Map

I. ITEMS REMOVED FROM CONSENT CALENDAR

J. ADOPTION OF OTHER RESOLUTIONS

K. OTHER BUSINESS

L. EXECUTIVE SESSION*

Executive Session to Evaluate the Qualifications of Candidates for Appointment to Elective Office

**Executive Sessions are closed to the public.*

M. ADJOURNMENT

Legislation Text

File #: IRC 488, **Version:** 1

July 15, 2025

SEATTLE CITY COUNCIL

July 15, 2025

Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt) and Clerk Files (CF) to be introduced and referred to a City Council committee

Record No.	Title	Committee Referral
By: Strauss		
1. CB 121027	AN ORDINANCE appropriating money to pay certain claims for the week of June 30, 2025, through July 4, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts.	City Council
By: Solomon		
2. CB 121034	AN ORDINANCE relating to funding for housing and community development programs; adopting Annual Action Plan updates to the 2024 - 2028 Consolidated Plan for Housing and Community Development; authorizing submission of the Annual Action Plans to the United States Department of Housing and Urban Development (HUD); authorizing acceptance of grant funds from HUD for programs and activities included in the 2025 Annual Action Plans; amending Ordinance 127156, which adopted the 2025 Budget, by modifying appropriations to various departments and budget control levels in the 2025 Adopted Budget; and ratifying and confirming certain prior acts.	Housing and Human Services Committee
By: Rinck		
3. CB 121028	AN ORDINANCE relating to the business and occupation tax; requesting that a special election be held concurrent with the November 4, 2025 general election for submission to the qualified electors of the City a proposition to lift the limit on business and occupation tax rates under RCW 35.21.711, authorize the City to levy additional taxes for the purposes of providing housing, human services, workforce, and small business support, increase the business and occupation tax threshold, create a business and occupation tax standard deduction, and revise the business license tax consistent with changes to the business and occupation tax; amending Sections 5.45.050, 5.45.100, 5.55.030, and 5.55.040 of the Seattle Municipal Code; proposing a ballot title; and ratifying and confirming certain prior acts.	Select Budget Committee
By: Strauss		
4. CB 121030	AN ORDINANCE relating to acceptance of funding from non-City sources; authorizing the Mayor or the Mayor's designee to accept and authorize the expenditure of specified grants, private funding, and subsidized loans and to execute, deliver, and perform corresponding agreements;	Select Budget Committee

amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; revising project allocations for certain projects in the 2025-2030 CIP; and ratifying and confirming certain prior acts.

By: Strauss

5. CB 121031

AN ORDINANCE amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; revising project allocations for certain projects in the 2025-2030 CIP; adding CIP Projects; creating positions; modifying positions; abrogating positions; lifting a proviso; creating a new budget control level; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

Select Budget Committee

By: Strauss

6. CB 121032

AN ORDINANCE amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; revising project allocations for certain projects in the 2025-2030 CIP; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

Select Budget Committee

By: Strauss

7. CB 121033

AN ORDINANCE relating to the financing of the Human Capital Management System project; amending Ordinance 127131 to increase the amount of an existing interfund loan; creating the 2026 Multipurpose LTGO Bond Fund, and allowing it to be a borrowing fund for the loan; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); changing appropriations to the Department of Finance and Administrative Services; revising project allocations and spending plans for certain projects in the 2025-2030 CIP; and ratifying and confirming certain prior acts; all by a 3/4 vote of the City Council.

Select Budget Committee

Legislation Text

File #: Min 528, **Version:** 1

July 8, 2025

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Journal of the Proceedings of the Seattle City Council

Tuesday, July 8, 2025

2:00 PM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

City Council

Sara Nelson, Council President
Joy Hollingsworth, Member
Robert Kettle, Member
Alexis Mercedes Rinck, Member
Maritza Rivera, Member
Rob Saka, Member
Mark Solomon, Member
Dan Strauss, Member

Chair Info: 206-684-8809; Sara.Nelson@seattle.gov

A. CALL TO ORDER

The City Council of The City of Seattle met in the Council Chamber in City Hall in Seattle, Washington, on July 8, 2025, pursuant to the provisions of the City Charter. The meeting was called to order at 2:03 p.m., with Council President Nelson presiding.

B. ROLL CALL

Present: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Excused: 1 - Strauss

C. PRESENTATIONS

There were none.

D. PUBLIC COMMENT

The following individuals addressed the Council:
Alex Tsimerman
Bennett Haselton
Andrew Olson
Rose Legionaires
Cortni Holthaus
David Haines
Alberto Alvarez

E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

IRC 487 **July 8, 2025**

By unanimous consent, the Introduction & Referral Calendar (IRC) was adopted.

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

F. APPROVAL OF THE AGENDA

ACTION 1:
Motion was made by Council President Nelson and duly seconded to adopt the proposed Agenda.

ACTION 2:
By unanimous consent, the proposed Agenda was amended to remove item 4, Council Bill 121003, and item 5, Resolution 32172.

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.

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.

ACTION 3:
The Agenda was adopted as amended by the following vote:
In favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon
Opposed: None

G. APPROVAL OF CONSENT CALENDAR

Motion was made, duly seconded and carried, to adopt the Consent Calendar.

Journal:

1. Min 527 **July 1, 2025**

The Minutes (Min) were adopted on the Consent Calendar by the following vote, and the President signed the Minutes (Min):

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

Bills:

2. CB 121024 **AN ORDINANCE appropriating money to pay certain claims for the week of June 23, 2025, through June 27, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts.**

The Council Bill (CB) was passed on the Consent Calendar by the following vote, and the President signed the Council Bill (CB):

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

Appointments:

GOVERNANCE, ACCOUNTABILITY, AND ECONOMIC DEVELOPMENT COMMITTEE:

3. Appt 03145 **Appointment of Kai Smith as member, Seattle Ethics and Elections Commission, for a term to December 31, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 4 - Nelson, Kettle, Hollingsworth, Solomon
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

4. Appt 03212 **Reappointment of Marissa G. Baker as member, Labor Standards Advisory Commission, for a term to April 30, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Solomon
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

5. Appt 03213 **Reappointment of Greg P. Ramirez as member, Labor Standards Advisory Commission, for a term to April 30, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Solomon
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

6. Appt 03214 **Reappointment of Amanda Powter as member, Labor Standards Advisory Commission, for a term to April 30, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Solomon
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

7. Appt 03215 **Reappointment of Samuel Hilbert as member, Labor Standards Advisory Commission, for a term to April 30, 2027.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 5 - Nelson, Kettle, Hollingsworth, Rivera, Solomon
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

LAND USE COMMITTEE:

8. Appt 03216 **Reappointment of Dhyana Quintanar Solares as member, Seattle Planning Commission, for a term to April 15, 2028.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 3 - Solomon, Strauss, Rinck
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

9. Appt 03217 **Reappointment of Kelabe Tewolde as member, Seattle Planning Commission, for a term to April 15, 2028.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 3 - Solomon, Strauss, Rinck
Opposed: None

The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

H. COMMITTEE REPORTS

FINANCE, NATIVE COMMUNITIES, AND TRIBAL GOVERNMENTS COMMITTEE:

1. Appt 03189 **Appointment of Dan Eder as Director, City Budget Office, for a term to July 1, 2029.**

The Committee recommends that City Council confirm the Appointment (Appt).
In Favor: 4 - Strauss, Kettle, Nelson, Saka
Opposed: None

The Appointment (Appt) was confirmed by the following vote:

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

The Council President invited Director Eder to address the Council.

2. CB 121012 **AN ORDINANCE relating to the financing of the Seattle Social Housing Developer; authorizing the Director of Finance to enter into a loan agreement with the Seattle Social Housing Developer; authorizing a loan of funds in an amount up to $2,000,000 from the General Fund as bridge financing to be repaid from future tax proceeds; and ratifying and confirming certain prior acts.**

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 4 - Strauss, Kettle, Nelson, Saka
Opposed: None

The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

TRANSPORTATION COMMITTEE:

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.**

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 5 - Saka, Hollingsworth, Kettle, Rinck, Strauss
Opposed: None

The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):

In Favor: 7 - Hollingsworth, Kettle, Nelson, Rinck, Rivera, Saka, Solomon

Opposed: None

4. 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.**

The Committee recommends that City Council pass the Council Bill (CB).
In Favor: 5 - Saka, Hollingsworth, Kettle, Rinck, Strauss
Opposed: None

The item was removed from the Agenda.

5. 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.**

The Committee recommends that City Council adopt the Resolution (Res).
In Favor: 5 - Saka, Hollingsworth, Kettle, Rinck, Strauss
Opposed: None

The item was removed from the Agenda.

I. ITEMS REMOVED FROM CONSENT CALENDAR

There were none.

J. ADOPTION OF OTHER RESOLUTIONS

There were none.

K. OTHER BUSINESS

Councilmember Rinck requested that Councilmembers add their names to a letter in response to passage of the One Big Beautiful Bill Act by the U.S. Congress. The following Councilmembers added their names to the letter:
4 - Hollingsworth, Rinck, Saka, Solomon

L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 2:54 p.m.

_____

Phillip Wood-Smith, Deputy City Clerk

Signed by me in Open Session, upon approval of the Council, on July 15, 2025.

_____

Sara Nelson, Council President of the City Council

File #: CB 121027, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE appropriating money to pay certain claims for the week of June 30, 2025, through July 4, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Payment of the sum of $28,761,695.72 on PeopleSoft 9.2 mechanical warrants numbered 4100941394 - 4100943083 plus manual or cancellation issues for claims, e-payables of $71,908.07 on PeopleSoft 9.2 9100015492 - 9100015507, and electronic financial transactions (EFT) in the amount of $97,432,937.84 are presented to the City Council under RCW 42.24.180 and approved consistent with remaining appropriations in the current Budget as amended.

Section 2. Payment of the sum of $71,462,755.50 on City General Salary Fund mechanical warrants numbered 10417487 - 10417973 plus manual warrants, agencies warrants, and direct deposits numbered 0000001 - 1009962 representing Gross Payrolls for payroll ending date July 1, 2025, as detailed in the Payroll Summary Report for claims against the City that were reported to the City Council July 10, 2025, is approved consistent with remaining appropriations in the current budget as amended.

Section 3. RCW 35.32A.090(1) states, “There shall be no orders, authorizations, allowances, contracts or payments made or attempted to be made in excess of the expenditure allowances authorized in the final budget as adopted or modified as provided in this chapter, and any such attempted excess expenditure shall be void and shall never be the foundation of a claim against the city.”

Section 4. Any act consistent with the authority of this ordinance taken prior to its effective date is

ratified and confirmed.

Section 5. 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 15th of July, 2025, and signed by me in open session in authentication of its passage this 15th of July, 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)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Office of City Finance	Kaitlin Klaustermeier	Lorine Cheung

1. BILL SUMMARY

Legislation Title:
AN ORDINANCE appropriating money to pay certain claims for the week of June 30, 2025, through July 4, 2025, and ordering the payment thereof; and ratifying and confirming certain prior acts. Claims include all financial payment obligations for bills and payroll paid out of PeopleSoft for the covered.

Summary and Background of the Legislation:
RCW 42.24.180 requires that payment of certain claims be authorized by the City Council. This bill, prepared each week by the City Treasury, authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

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**

This bill authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

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.
The legislation authorizes the payment of valid claims. If the City does not pay its legal obligations it could face greater legal and financial liability.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.
This type of legislation authorizes payment of bill and payroll expenses for all City departments.

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.
No.

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.
N/A

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.
N/A

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:
None.

File #: CB 121006, **Version:** 2

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to chronic nuisance properties; allowing, under certain circumstances, an off-property nuisance activity to count toward determining that a property is a chronic nuisance; increasing penalties; clarifying the City's remedies relating to chronic nuisance properties; amending Sections 10.09.010, 10.09.030, 10.09.050, 10.09.060, and 10.09.080 of the Seattle Municipal Code.

WHEREAS, on November 30, 2009, the City Council adopted Ordinance 123188, commonly referred to as the Chronic Nuisance Properties Ordinance, to address specific properties that present serious health, safety, and welfare concerns, interfere with the quality of life, and impose a financial and operational burden on city government due to the numerous calls for emergency services related to illegal activities that repeatedly occur on or adjacent to such properties. The Mayor signed Ordinance 123188 on December 3, 2009; and

WHEREAS, in the 16 years since its adoption, the City has effectively and prudently utilized the Chronic Nuisance Properties Ordinance only 17 times to compel property owners to abate the nuisance activities occurring on their property, thereby reducing criminal behavior and enhancing public safety; and

WHEREAS, successful abatement of chronic nuisance activities has occurred at commercial and residential properties, including motels and nightclubs, where homicides, assaults, prostitution, robberies, weapons violations, and ongoing drug trafficking have taken place; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City finds and declares:

A. Providing safe, peaceful, and accessible neighborhoods, including public streets and sidewalks, is a

vital priority of city government.

B. Ordinance 127037, passed in 2024, expanded the Fire Chief's authority to address public safety risks created by abandoned or neglected buildings, but it did not address the risks associated with ongoing nuisance activities at active commercial and residential properties.

C. Additional regulatory tools are needed to address the negative community impacts and very real public safety risks associated with residential properties that have become chronic nuisances to their neighborhoods.

D. Nuisance activities, as defined in Seattle Municipal Code Chapter 10.09, including homicides and aggravated assaults, have occurred on or near specific properties in the city, including recently in the Pioneer Square neighborhood on March 13, 2025, May 4, 2025, May 10, 2025, and May 17, 2025.

E. Currently, a high frequency of nuisance activities only leads to a chronic nuisance property declaration if those activities occur directly on the property. This creates situations where a property is connected to nuisance activities around it but cannot be classified as a chronic nuisance property, meaning the city government cannot pursue abatement of the nuisances through the authority and procedures of the Chronic Nuisance Properties Ordinance.

F. To maintain the peace and welfare of the city and to abate chronic nuisance activities, it is necessary to expand, under some circumstances, the geographic area to which this ordinance applies.

Section 2. Section 10.09.010 of the Seattle Municipal Code, last amended by Ordinance 126098, is amended as follows:

10.09.010 Definitions

For purposes of this Chapter 10.09((~~, the following words or phrases shall have the meaning prescribed below~~)):

* * *

"Chronic nuisance property" means:

1. A property on which three or more nuisance activities as defined in this Section 10.09.010 exist or

have occurred during any 60-day period or seven or more nuisance activities have occurred during any 12-month period((~~, or~~)) . A nuisance activity off the property may be considered in determining that a property is a chronic nuisance if it:

a. Occurs adjacent to or in proximity to the property; and

b. Involves a person associated with the property, including either a person in charge of the property, or a guest or invitee of the person in charge, and facts and circumstances establish a clear nexus between the property and the nuisance activity.

2. A property which, upon a request for execution of a search warrant, has been the subject of a determination by a court two or more times within a 12-month period that probable cause exists that illegal possession, manufacture or delivery of a controlled substance or related offenses as defined in chapter 69.50 RCW has occurred on the property.

* * *

"Nuisance activity" ((~~includes~~)) means any of the following activities, behaviors, or conduct that result in a police incident report or documentation of the offense that is written and filed by other City departments or Public Health - Seattle and King County:

1. A "most serious offense" as defined in chapter 9.94A RCW;

2. A "drug related activity" as defined in RCW 59.18.130;

3. Any of the following activities, behaviors, or criminal conduct:

a. Assault, fighting, menacing, stalking, harassment, or reckless endangerment, as defined in Chapter 12A.06 or in RCW provisions adopted by Chapter 12A.09;

b. Promoting, advancing, or profiting from prostitution as defined in chapter 9A.88 RCW;

c. Prostitution, as defined in Section 12A.10.020;

d. Permitting prostitution, as defined in Section 12A.10.060;

e. Obstructing pedestrian or vehicular traffic, as defined in subsection 12A.12.015.A.4;

f. Failure to disperse, as defined in Section 12A.12.020;

g. Weapons violations, as defined in Chapter 12A.14; ((~~or~~))

h. Gang related activity, as defined in RCW 59.18.030(13)((.));

i. Liquor offenses, whether violations of chapter 66.44 RCW or Chapter 12A.24;

j. Possessing stolen property and trafficking in stolen property offenses as defined in chapters 9A.56 and 9A.82 RCW, or in Sections 12A.08.090 or 12A.08.160; or

k. Violations of chapter 16.52 RCW (Prevention of cruelty to animals).

4. Violations of Sections 21.16.366 (Public nuisance) or 21.36.420 (Unlawful dumping of solid waste) or of Chapter 25.08 (Noise control); or

5. Violations of the following chapters of the Code of the King County Board of Health: 8.06 (Rodent control); 10.11 (Unlawful dumping); 11.01 (Contaminated properties); or Chapter 13.04 (General provisions).

* * *

Section 3. Section 10.09.030 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.030 Declaration of chronic nuisance property and procedure

A. After consulting with the City Attorney, the ((~~The~~)) Chief of Police may declare that a property is a chronic nuisance property, as defined in this Chapter 10.09, when there are specific facts and circumstances documenting (((~~(1) the occurrence of three or more nuisance activities on a property within 60 days or seven or more nuisance activities within a 12-month period, or (2)~~))) activity ((~~on a property~~)) as described in subsection 1 or 2 of the definition for chronic nuisance property. The Chief of Police shall provide written notice of this declaration to the persons in charge of the property. The notice shall be sent by first class mail or personally served, and a copy shall be sent by certified mail. The notice shall contain:

1. The street address or a legal description sufficient for identification of the property;

2. A declaration that the Chief of Police has determined the property has become a chronic nuisance property with a concise description of the nuisance activities that exist or that have occurred;

3. A notice that the owner and other persons in charge of the property are subject to monetary penalties as set forth in Section 10.09.050.

4. A demand the owner and other persons in charge respond to the Chief of Police within seven days of service of the notice to discuss a course of action to correct the nuisance;

5. A notice that, if the person in charge does not respond to the Chief of Police as required in this Section 10.09.030, or if the matter is not voluntarily corrected to the satisfaction of the Chief of Police, the City may file an action to abate the property as a chronic nuisance property pursuant to Section 10.09.060 and/or take other action against the property or person in charge.

* * *

Section 4. Section 10.09.060 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.060 Commencement of Action-Enforcement

Upon referral pursuant to Section 10.09.030, the City Attorney may initiate an action in any court of competent jurisdiction to abate a chronic nuisance property, to impose penalties pursuant to this Chapter 10.09, to seek alternative remedies under city or state laws and seek any other relief authorized by law. The City Attorney shall consider any documentation provided by the person in charge or the property owner that contests the designation as a chronic nuisance or challenges the reasonableness of any specific abatement requested by the Police Chief, before initiating an action in court to abate a chronic nuisance property.

Section 5. Section 10.09.080 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.080 Remedies

A. If the Court determines a property is a chronic nuisance property pursuant to this Chapter 10.09 the

court may order any of the following: (1) order the person in charge to immediately abate nuisance activity from occurring on the property, (2) order that the Chief of Police shall have the right to inspect the property to determine if the court's orders have been complied with, (3) impose a penalty of up to $500 per day against the person in charge for each day from the date the notice pursuant to subsection 10.09.030.A was issued until the Chief of Police confirms that the property is no longer a chronic nuisance property, (4) make any other order that will reasonably abate nuisance activities from occurring on the property, including authorizing the City to take action to abate nuisance activities from occurring upon the property if other court orders are not complied with or do not abate nuisance activity on the property and providing that the costs of such City action are to be paid for by the person in charge of the property. Any unpaid costs of abatement shall become a lien upon the property and may be collected by the City as authorized by law.

Section 6. Section 10.09.050 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.050 Penalties

A. Except as provided in this Section 10.09.050, in addition to any other sanction or remedial procedure that may be available, the person in charge is subject to a penalty of up to ((~~$500~~))$750 per day from the date of the notice issued pursuant to subsection 10.09.030.A until the Chief of Police confirms that the property is no longer a chronic nuisance property.

B. If the agreed course of action results in the abatement of nuisance activities to the satisfaction of the Chief of Police within 30 days of the notice issued pursuant to subsection 10.09.030.A, or such longer period allowed by the Chief of Police pursuant to subsection 10.09.030.D, the matter shall not be referred to the City Attorney and the person in charge shall not be subject to any penalty pursuant to this Chapter 10.09.

C. An owner who fails to comply with Section 10.09.035 is subject to a civil penalty of up to ((~~$25,000~~))$37,500.

Section 7. 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)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Mayor's Office	Tim Burgess	Adam Schaefer

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to chronic nuisance properties; allowing, under certain circumstances, an off-property nuisance activity to count toward determining that a property is a chronic nuisance; increasing penalties; clarifying the City's remedies relating to chronic nuisance properties; amending Sections 10.09.010, 10.09.030, 10.09.050, 10.09.060, and 10.09.080 of the Seattle Municipal Code.

Summary and Background of the Legislation: This legislation amends Ordinance 123188, commonly referred to as the Chronic Nuisance Properties Ordinance (codified as Chapter 10.09 of the Seattle Municipal Code), by (1) adding liquor violations, possession or sale of stolen property, and civil violations related to health and safety to the list offenses that can be included in the determination that a specific property is a chronic nuisance, and (2) allowing nuisance activity off the property to be considered in determining that a property is a chronic nuisance if it occurs adjacent to or in proximity to the property and the activity involved a person associated with the property or a guest or invitee of the person associated with the property and facts and circumstances establish a nexus between the property and the nuisance activity.

Since the Chronic Nuisance Properties Ordinance was adopted by the City Council in November 2009 and signed by the Mayor in December 2009, the City has effectively used the authority and procedures of the ordinance 17 times to abate nuisance activities at commercial and private residential properties. However, recent gun violence at or near nightclubs and other nightlife venues requires the adoption of the proposed amendments.

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 financial impacts to the City are anticipated.

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.

Please describe how this legislation may affect any City departments other than the originating department.
The Seattle Police Department, City Attorney's Office, and the Department of Finance and Administrative Services enforce the Chronic Nuisance Properties Ordinance.

4. OTHER IMPLICATIONS

Is a public hearing required for this legislation?
No.

a. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?
No.

Does this legislation affect a piece of property?
No.

b. 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.

The ordinance affects property, property owners, and individuals responsible for specific properties. Some properties that may be subject to the Chronic Nuisance Properties Ordinance are frequented by BIPOC community members, such as nightclubs. However, the ordinance focuses on individuals who own or control a property, not the population visiting or using the property.

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

c. 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.
N/A

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.
No.

d. 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?

e. 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.

NOBLE
Full Council
July 14, 2025
D1

Amendment A to CB 121006 Nuisance Property Update Ord

Sponsor: Councilmember Kettle

Correct Error Related to New Penalty Levels

Effect: This amendment would correct a technical error. The Public Safety Committee approved an amendment to increase the penalties that can be assessed as part of enforcing the City's nuisance property regulations. The increases approved by the Committee are consistent with offsetting the impacts of inflation since 2009, when these penalties were first established. The approved amendment neglected to adjust the penalties in a second subsection of the code in which they are also referenced.

Amend Section 5 as follows:

10.09.080 Remedies

A. If the Court determines a property is a chronic nuisance property pursuant to this Chapter 10.09 the court may order any of the following: (1) order the person in charge to immediately abate nuisance activity from occurring on the property, (2) order that the Chief of Police shall have the right to inspect the property to determine if the court's orders have been complied with, (3) impose a penalty of up to ((~~$500~~)) $750 per day against the person in charge for each day from the date the notice pursuant to subsection 10.09.030.A was issued until the Chief of Police confirms that the property is no longer a chronic nuisance property, (4) make any other order that will reasonably abate nuisance activities from occurring on the property, including authorizing the City to take action to abate nuisance activities from occurring upon the property if other court orders are not complied with or do not abate nuisance activity on the property and providing that the costs of such City action are to be paid for by the person in charge of the property. Any unpaid costs of abatement shall become a lien upon the property and may be collected by the City as authorized by law.

B. If the court finds that an owner failed to take all reasonable steps requested in writing pursuant to Section 10.09.035, the court may impose a civil penalty up to ((~~$25,000~~)) $37,500.

NOBLE
Full Council
July 14, 2025
D1

Amendment B to CB 121006 Nuisance Property Update Ord

Sponsor: Councilmember Saka and Councilmember Kettle

Refine Criteria for Nuisance Declaration

Effect: This amendment would somewhat narrow the criteria used to reach a nuisance property declaration. The Public Safety Committee supported an amendment that added several civil violations to the list of nuisance activities that can be used to support such a designation. These additional violations focused on risks to public health and safety, including, for example, on-site accumulation of garbage and waste. This amendment would change the approach to addressing such issues under the nuisance property ordinance. Non-criminal violations would not count among the activities that could trigger a chronic nuisance property designation. However, when making such a designation, the Police Chief would work in coordination with other departments to determine whether such nuisance activities were present at the property. This could then provide the basis for a coordinated approach by the City to encourage, and where appropriate and feasible, to force the person in charge and/or the landowner to abate the relevant nuisances.

Double underline indicates language added by this amendment. ~~Double strikethrough~~ indicates language removed by this amendment.

Amend Sections 2, 3, and 5 of CB 121006 as follows:

Section 2. Section 10.09.010 of the Seattle Municipal Code, last amended by Ordinance 126098, is amended as follows:

10.09.010 Definitions

For purposes of this Chapter 10.09((~~, the following words or phrases shall have the meaning prescribed below~~)):

"Abate" means to repair, replace, remove, destroy, or otherwise remedy a condition ~~which~~ that constitutes a violation of this Chapter 10.09, or that constitute public nuisances that create risk to public health, by such means and in such a manner and to such an extent as the Chief of

Police determines is necessary in the interest of the general health, safety, and welfare of the community.

* * *

"Nuisance activity" ((~~includes~~)) means any of the following activities, behaviors, or conduct that result in a police incident report ~~or documentation of the offense that is written and filed by other City departments or Public Health – Seattle and King County~~:

1. A "most serious offense" as defined in chapter 9.94A RCW;

2. A "drug related activity" as defined in RCW 59.18.130;

3. Any of the following activities, behaviors, or criminal conduct:

a. Assault, fighting, menacing, stalking, harassment, or reckless endangerment, as defined in Chapter 12A.06 or in RCW provisions adopted by Chapter 12A.09;

b. Promoting, advancing, or profiting from prostitution as defined in chapter 9A.88 RCW;

c. Prostitution, as defined in Section 12A.10.020;

d. Permitting prostitution, as defined in Section 12A.10.060;

e. Obstructing pedestrian or vehicular traffic, as defined in subsection 12A.12.015.A.4;

f. Failure to disperse, as defined in Section 12A.12.020;

g. Weapons violations, as defined in Chapter 12A.14; ((~~or~~))

h. Gang related activity, as defined in RCW 59.18.030(13)((~~.~~)) ;

i. Liquor offenses, whether violations of chapter 66.44 RCW or Chapter 12A.24;

j. Possessing stolen property and trafficking in stolen property offenses as defined in chapters 9A.56 and 9A.82 RCW, or in Sections 12A.08.090 or 12A.08.160; or

k. Violations of chapter 16.52 RCW (Prevention of cruelty to animals).

~~4. Violations of Sections 21.16.366 (Public nuisance) or 21.36.420 (Unlawful dumping of solid waste) or of Chapter 25.08 (Noise control); or~~

~~5. Violations of the following chapters of the Code of the King County Board of Health: 8.06 (Rodent control); 10.11 (Unlawful dumping); 11.01 (Contaminated properties); or Chapter 13.04 (General provisions).~~

"Public health nuisance" means an act or omission that constitutes a nuisance under RCW 7.48.120 and endangers the health or safety of others.

Section 3. Section 10.09.030 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.030 Declaration of chronic nuisance property and procedure

A. After consulting with the City Attorney and other City or King County departments with knowledge of potential public health nuisances, the((~~The~~)) Chief of Police may declare that a property is a chronic nuisance property, as defined in this Chapter 10.09, when there are specific facts and circumstances documenting (((~~(1) the occurrence of three or more nuisance activities on a property within 60 days or seven or more nuisance activities within a 12-month period, or (2)~~))) activity ((~~on a property~~)) as described in subsection 1 or 2 of the definitionn for chronic nuisance property. The Chief of Police shall provide written notice of this declaration to the persons in charge of the property. The notice shall be sent by first class mail or personally served, and a copy shall be sent by certified mail. The notice shall contain:

1. The street address or a legal description sufficient for identification of the property;

2. A declaration that the Chief of Police has determined the property has become a chronic nuisance property with a concise description of the nuisance activities that exist or that have occurred, and documentation of any public health nuisances that may require abatement;

3. A notice that the owner and other persons in charge of the property are subject to monetary penalties as set forth in Section 10.09.050.

4. A demand the owner and other persons in charge respond to the Chief of Police within seven days of service of the notice to discuss a course of action to correct the nuisance activity and/or public health nuisance;

* * *

Section 5. Section 10.09.080 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.080 Remedies

A. If the Court determines a property is a chronic nuisance property pursuant to this Chapter 10.09 the court may order any of the following: (1) order the person in charge to immediately abate nuisance activity and any public health nuisance from occurring on the property, (2) order that the Chief of Police shall have the right to inspect the property to determine if the court's orders have been complied with, (3) impose a penalty of up to $500 per day against the person in charge for each day from the date the notice pursuant to subsection 10.09.030.A was issued until the Chief of Police confirms that the property is no longer a chronic nuisance property, (4) make any other order that will reasonably abate nuisance activities and public health nuisances from occurring on the property, including authorizing the City to take

action to abate nuisance activities and public health nuisances from occurring upon the property if other court orders are not complied with or do not abate nuisance activities and public health nuisances on the property and providing that the costs of such City action are to be paid for by the person in charge of the property. Any unpaid costs of abatement shall become a lien upon the property and may be collected by the City as authorized by law.

NOBLE
Full Council
July 14, 2025
D1

Amendment C to CB 121006 Nuisance Property Update Ord

Sponsor: Councilmember Hollingsworth

Refine Documentation Requirements

Effect: This amendment would also have the effect of somewhat narrowing the criteria used to reach a nuisance property declaration. As approved by the Public Safety Committee, the ordinance establishes that police incident reports can constitute the documentation needed to establish that "nuisance activity" has occurred. This amendment would require that such incident reports include documentation of a criminal violation. The concern is that incident reports could be filed for minor incidents or complaints, and that without direct evidence of an underlying criminal offense, these should not form the basis for nuisance property designation.

Amend section 2 of CB 121006 as follows:

Section 2. Section 10.09.010 of the Seattle Municipal Code, last amended by Ordinance 126098, is amended as follows:

10.09.010 Definitions

For purposes of this Chapter 10.09((~~, the following words or phrases shall have the meaning prescribed below~~)):

* * *

"Nuisance activity" ((includes)) means any of the following activities, behaviors, or conduct that result in a police incident report describing a criminal violation or documentation of the offense that is written and filed by other City departments or Public Health – Seattle and King County:

* * *

NOBLE
Full Council
July 14, 2025
D1

Amendment D to CB 121006 Nuisance Property Update Ord

Sponsor: Councilmember Strauss

Exempt Nonprofit Human Service Providers

Effect: This amendment would exempt nonprofit social service providers from new provisions of the nuisance property ordinance that relate to off-site activities. The concern is that off-site activities in proximity to such providers could inadvertently place them in violation, and that the City can and should use other means to address such circumstances.

Amend Section 2 of CB 121006 as follows:

Section 2. Section 10.09.010 of the Seattle Municipal Code, enacted by Ordinance 123188, is amended as follows:

10.09.020 Definitions

* * *

"Chronic nuisance property" means:

1. A property on which three or more nuisance activities as defined in this Section 10.09.010 exist or have occurred during any 60-day period or seven or more nuisance activities have occurred during any 12-month period((~~, or~~)) . A nuisance activity off the property, except as otherwise specified in this definition, may be considered in determining that a property is a chronic nuisance if it:

a. Occurs adjacent to or in proximity to the property; and

b. Involves a person associated with the property, including either a person in charge of the property, or a guest or invitee of the person in charge, and facts and circumstances establish a clear nexus between the property and the nuisance activity.

A nuisance activity off the property may not be considered in determining that a property is a chronic nuisance if the property is owned or operated by a nonprofit entity whose primary purpose is providing social or health services, including but not limited to providing low-income housing, food, or domestic violence support, on the property.

2. A property which, upon a request for execution of a search warrant, has been the subject of a determination by a court two or more times within a 12-month period that probable cause exists that illegal possession, manufacture or delivery of a controlled substance or related offenses as defined in chapter 69.50 RCW has occurred on the property.

* * *

File #: CB 120995, **Version:** 2

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to a new civil cause of action against graffiti taggers for illegal graffiti on public and private property and requiring restitution; adding a new Section 10.07.055 to the Seattle Municipal Code; and amending Section 10.07.010 of the Seattle Municipal Code.

WHEREAS, illegal graffiti on public and private property is a significant public nuisance that costs public and private property owners in Seattle millions of dollars per year to abate; and

WHEREAS, the proliferation of illegal graffiti across Seattle has caused substantial public blight that detracts from the natural beauty and character of Seattle; and

WHEREAS, in 2024, illegal graffiti was reported at 29,946 City-owned properties, including traffic signs, traffic control stations, parking pay stations, libraries, parks, and public utility facilities; and

WHEREAS, in 2024, the City spent approximately $5.9 million on the abatement of illegal graffiti from public property, after spending approximately $6.3 million in 2023; and

WHEREAS, in 2024, there were a total of 28,816 reports of illegal graffiti sent to the Find-It, Fix-It app, and other sources; the most significant number of reports of illegal graffiti were in Council District 7 (7,611); followed by 6,463 in Council District 1; 5,210 in Council District 3; 2,769 in Council District 2; 2,721 in Council District 6; 2,625 in Council District 4; and 1,391 in Council District 5; and

WHEREAS, in 2024, 1,845 incidents of illegal graffiti were reported at Port of Seattle, King County Metro, Sound Transit, and Washington State Department of Transportation sites within Seattle; and

WHEREAS, Washington law has long recognized the authority of municipalities to abate public nuisances through civil actions; and

WHEREAS, establishing an appropriate civil cause of action in the Seattle Municipal Code will allow the City Attorney to bring these civil actions in the Seattle Municipal Court; and

WHEREAS, the intent of authorizing these civil actions is to discourage future illegal graffiti and renumerate the City for the substantial costs of abatement; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Section 10.07.010 of the Seattle Municipal Code, enacted by Ordinance 118082, is amended as follows:

10.07.010 Definitions

* * *

E. “Graffiti tagger” means any person or entity who applies illegal graffiti to public or private property, or who assists another person or entity to do the same.

F. “Graffiti violation” means a single piece of graffiti, including but not limited to a graffiti tagger name or design, in a single location.

((~~E.~~)) G. "Hearing Examiner" means The City of Seattle Hearing Examiner and the office thereof established pursuant to Seattle Municipal Code((~~,~~)) Chapter 3.02.

((~~F.~~)) H. "Owner" means any entity or entities having a legal or equitable interest in real or personal property, including but not limited to the interest of a tenant or lessee.

((~~G.~~)) I. "Premises open to the public" means all public spaces, including but not limited to streets, alleys, sidewalks, parks, and public open space, as well as private property onto which the public is regularly invited or permitted to enter for any purpose.

((~~H.~~)) J. "Property" means any real or personal property and that which is affixed, incidental or appurtenant to real property, including but not limited to any structure, fence, wall, sign, or any separate part thereof, whether permanent or not.

((~~I.~~)) K. "Responsible party" means an owner, or an entity or person acting as an agent for an owner by

agreement, who has authority over the property or is responsible for the property's maintenance or management. Irrespective of any arrangement to the contrary with any other party, each owner shall always be a responsible party for the purposes of this ((~~chapter~~)) Chapter 10.07. There may be more than one responsible party for a particular property.

((~~J.~~)) L. "Unauthorized" means without the consent of a responsible party.

Section 2. A new Section 10.07.055 is added to the Seattle Municipal Code as follows:

10.07.055 Civil actions against graffiti taggers

A. In addition to any other civil or criminal penalties or other remedies authorized by law or equity, a graffiti tagger shall be subject to a civil penalty of up to $1,500 per illegal graffiti violation, and shall further be liable to the City for restitution of costs incurred by the City, including but not limited to all labor and materials costs of removing the illegal graffiti.

B. In cases involving graffiti on private property, it is a complete defense that the graffiti tagger obtained the express permission of the property owner prior to applying the graffiti. The graffiti tagger has the burden of establishing this defense.

C. The City Attorney is authorized to enforce this Section 10.07.055 through a civil action commenced in the Seattle Municipal Court within three years of the graffiti violation. The City has the burden of proving by a preponderance of the evidence that a graffiti violation was committed.

D. Monetary penalties and restitution imposed pursuant to this Section 10.07.055 are payable immediately. On motion of the graffiti tagger supported by a showing of financial hardship, the court may convert some or all of the monetary penalty to community restitution pursuant to the procedure established in RCW 7.80.130(2), provided that the community restitution is performed for the purposes of graffiti abatement. Any penalties, restitution, and other costs ordered pursuant to this Section 10.07.055 that go unpaid may be referred to a collection agency, or the City Attorney may pursue collection in any other manner allowed by law.

Section 3. Until December 31, 2035, the City Attorney shall include in the annual reports required under

Seattle Municipal Code subsection 3.46.020.B information on civil cases filed against graffiti taggers, to include the number of cases filed, case outcomes, penalties or restitution ordered by a Court, and the number of civil defendants who have been arrested for prior graffiti related property damage or have been the subject of prior graffiti related court orders.

Section 4. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

Section 5. 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)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Legislative	Greg Doss	TBD

1. BILL SUMMARY

Legislation Title:
An Ordinance relating to a new civil cause of action against graffiti taggers for illegal graffiti on public and private property and requiring restitution; adding a new Section 10.07.055 to the Seattle Municipal Code; and amending Section 10.07.010 of the Seattle Municipal Code.

Summary and Background of the Legislation:
This ordinance would make graffiti taggers who cause property damage: (1) subject to a civil penalty of up to $1,000 per illegal graffiti violation; and (2) liable to the City for restitution of labor and material costs incurred to remove illegal graffiti. Graffiti taggers would not be subject to these provisions if the tagger obtained the express permission of a private property owner prior to applying the graffiti.

The City Attorney's Office (CAO) is authorized to enforce restitution and penalties through a civil action commenced in the Seattle Municipal Court, within three years of the graffiti violation. The City has the burden of proving by a preponderance of the evidence that a graffiti violation was committed.

State law recognizes the authority of municipalities to abate public nuisances through civil actions. CAO staff have indicated that establishing an appropriate civil cause of action in the Seattle Municipal Code will allow City prosecutors to bring civil actions that would discourage future illegal graffiti and remunerate the City for the substantial costs of abatement.

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? **Indeterminate**

If the CAO is successful in bringing civil actions against prolific taggers, it is likely that the City would receive some restitution and fine revenue for the graffiti related property destruction that occurs in Seattle. Between 2023-2025, the One Seattle Graffiti Program has provided to the City Attorney's Office and the King County Prosecuting Attorney's Office estimated costs for approximately 134 abatements, many of which surpass the $750 cost threshold necessary for a felony property destruction charge. The costs for many of these abatements may be mitigated by restitution orders and penalties brought under the authority of the proposed legislation.

However, Executive and City Attorney staff have indicated that they are currently unable to determine how much revenue might be collected from restitution orders or penalty fines. The lack of any comparable civil penalties for other crimes have led the Executive to conclude that "It would be wise to assume no net revenue from this ordinance, at least not in the first year of its effectiveness."

Executive and CAO staff also indicate that they do not expect any additional programmatic costs to result from the civil enforcement actions that would be authorized in this ordinance. Additional civil enforcement activities will be completed with existing personnel, many of which are already spending time documenting, investigating and pursuing criminal enforcement against prolific taggers.

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.
Per the Executive and CAO, this legislation has no such financial impacts.

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.
See above.

Please describe any financial costs or other impacts of *not* implementing the legislation. It is possible that the civil actions authorized in this legislation would provide a deterrence against graffiti related destruction of city and private property. If so, the City may spend less to remediate graffiti related damage.

4. OTHER IMPLICATIONS

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

The ordinance could affect workload at the Seattle Police Department and the Executive's One Seattle Graffiti Program. Representatives of the Executive's Graffiti Program have indicated that any additional workload will be handled within existing resources.

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.

N/A

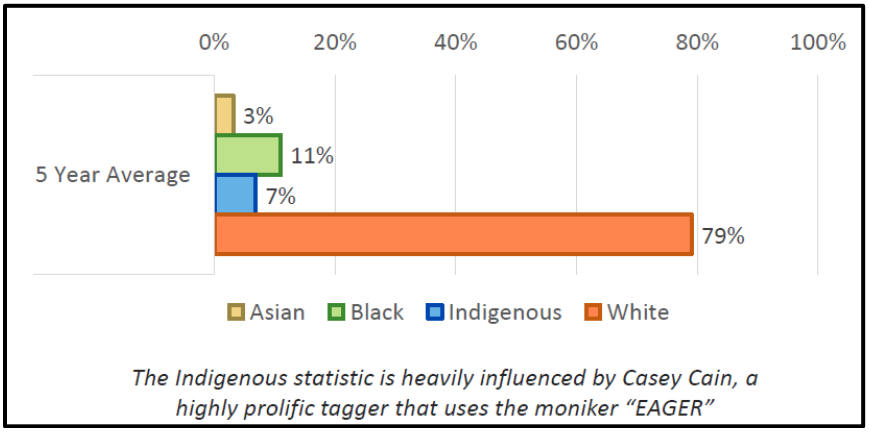
c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

The legislation's restitution and penalty provisions may result in legal and financial obligations that can create a significant financial hardship on low-income individuals, who are disproportionately represented among vulnerable populations and people of color.

The legislation allows a Court to convert some or all monetary penalties to community restitution. Such conversions may be made upon motion of a graffiti offender or their attorney. Because public defenders are not provided for civil actions in the Seattle Municipal Court, the cost of retaining legal defense must be borne by the tagger. Low-income individuals may have difficulty retaining or paying for effective legal representation.

According to an analysis conducted by the CAO, graffiti offenders are primarily male (85%) and white (79%). The CAO does not have information on the income status of graffiti offenders.

Chart 1. Demographics of Graffiti Offenders referred to the Seattle City Attorney



d. Climate Change Implications - 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

Please click the appropriate box if any of these questions apply to this legislation.

None of the following items apply to this resolution.

- ☐ **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?**

DOSS
Full Council
July 15, 2025
D1

Amendment A to CB 120995 Graffiti Restitution and Penalty Ordinance

Sponsor: Councilmember Rinck

Expand authority of court to convert monitory penalties into community restitution

Effect: This amendment would eliminate the requirement for a tagger to motion the court and prove financial hardship before the court may convert some or all of a monitory penalty to community restitution.

Amend Section 2, as amended, as follows:

Section 2. A new Section 10.07.055 is added to the Seattle Municipal Code as follows:

10.07.055 Civil actions against graffiti taggers

* * *

D. Monetary penalties and restitution imposed pursuant to this Section 10.07.055 are payable immediately. ((~~On motion of the graffiti tagger supported by a showing of financial hardship, the~~)) A court may convert some or all of the monetary penalty to community restitution pursuant to the procedure established in RCW 7.80.130(2), provided that the community restitution is performed for the purposes of graffiti abatement. Any penalties, restitution, and other costs ordered pursuant to this Section 10.07.055 that go unpaid may be referred to a collection agency, or the City Attorney may pursue collection in any other manner allowed by law.

DOSS
Public Safety Committee
July 8, 2025
D1

Amendment B to CB 120995 Graffiti Restitution and Penalty Ordinance

Sponsor: Councilmember Rinck

Reimbursement of graffiti abatement costs incurred by private property owners

Effect: This amendment would have the following effects:

- Affirmatively state that graffiti taggers are liable to private property owners for costs owners incur to abate graffiti damage that is the subject of an action under SMC 10.07.055.
- Confirms that private property owners may seek restitution for their own costs, apart from the civil action by the City.
- Requires that the CAO endeavor to request that any judgment reflect restitution due to the City and private property owners for abatement costs they have incurred due to the illegal graffiti violations.

Amend Section 2, as amended, as follows:

Section 2. A new Section 10.07.055 is added to the Seattle Municipal Code as follows:

10.07.055 Civil actions against graffiti taggers

A. In addition to any other civil or criminal penalties or other remedies authorized by law or equity, a graffiti tagger shall be subject to a civil penalty of up to $1,500 per illegal graffiti violation, and shall further be liable to the City for restitution of costs incurred by the City or a private property owner, including but not limited to all labor and materials costs of removing the illegal graffiti. This Section 10.07.055 does not prohibit a private property owner from pursuing legal action and seeking restitution from the graffiti tagger.

***

E. The City Attorney shall endeavor to request that any judgment reflect restitution due to the City and/or private property owners for abatement costs they have incurred due to an illegal graffiti violation.

DOSS
Public Safety Committee
July 8, 2025
D1

Amendment C to CB 120995 Graffiti Restitution and Penalty Ordinance

Sponsor: Councilmember Hollingsworth

Community Service Requirement

Effect: This amendment would request that the CAO consider whether community service may deter a tagger from reoffending, and if so, request that a court convert a portion of the $1,500 monetary penalty to community restitution.

Add a new subsection B to Section 2 of CB 120995, as follows, and reletter subsequent subsections:

B. The City Attorney may consider whether community service may deter a tagger from reoffending, and if so, the City Attorney may request that a court convert a portion of the monetary penalty to community restitution pursuant to the procedure established in RCW 7.80.130(2), and that the community restitution is performed for the purposes of graffiti abatement.

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 TRANSIT AUTHORITY (SOUND TRANSIT)	**THE CITY OF SEATTLE**
By: _____ Signature	By: _____ Signature
_____ Print or type name	_____ Print or type name
Date: _____	Date: _____
Approved as to form:	Authorized by Ordinances _____
By: _____ Signature	_____
_____ Sound Transit Legal Counsel	

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

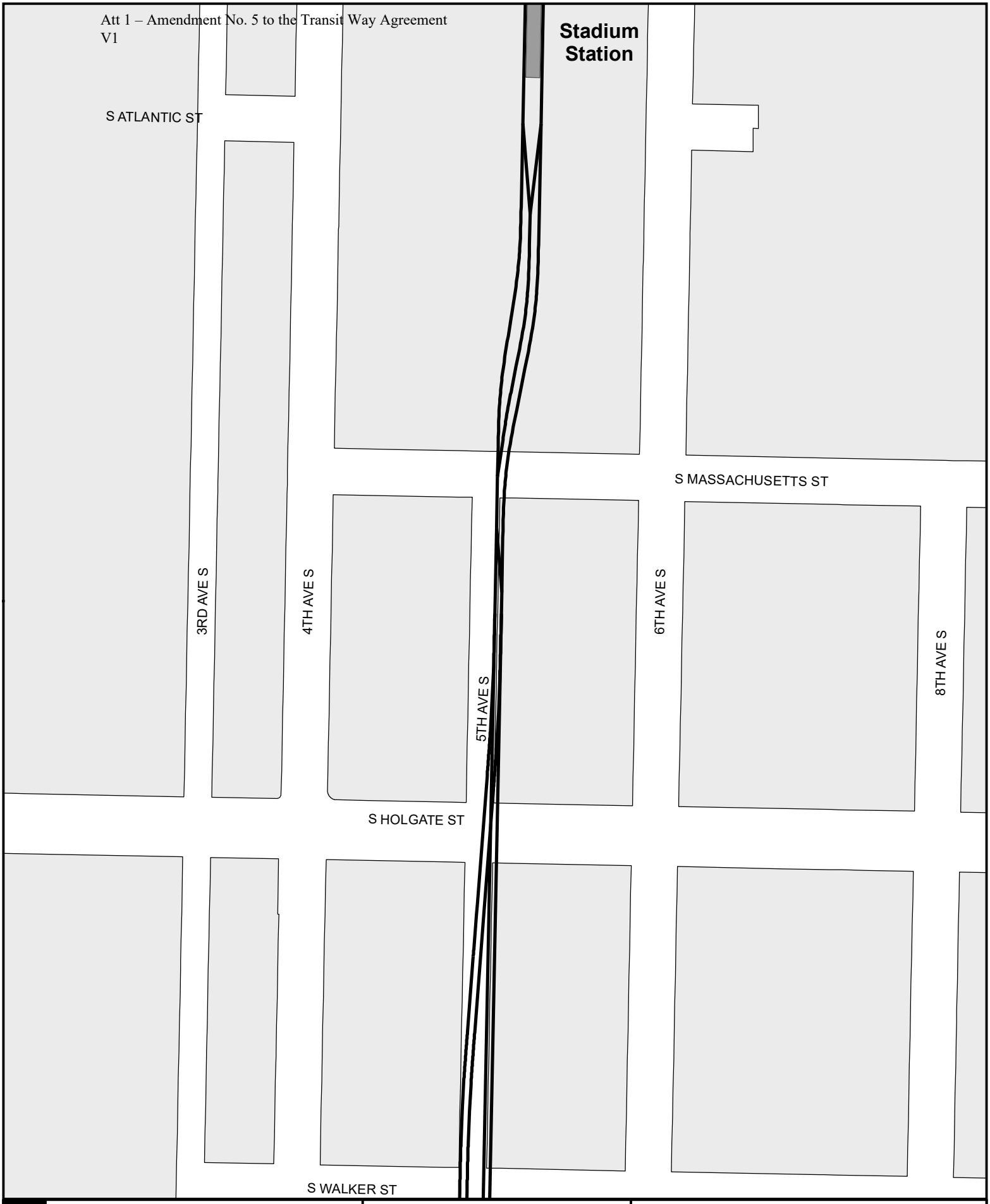
Maintenance Facility Maintenance Facility site - extends from 7th Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

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 1-90 center roadway east of Rainer Avenue S, at-grade



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

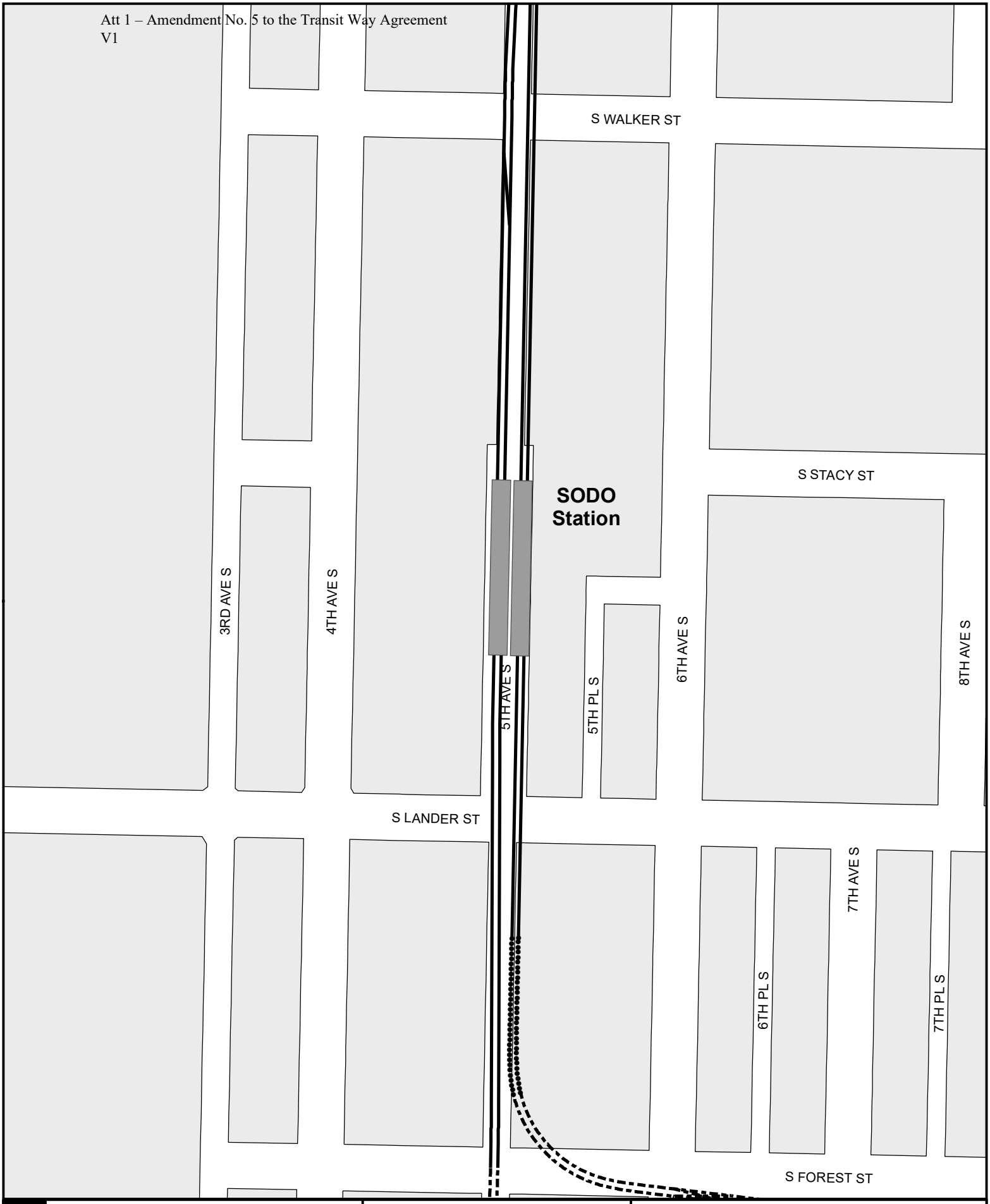
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

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Feet

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

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

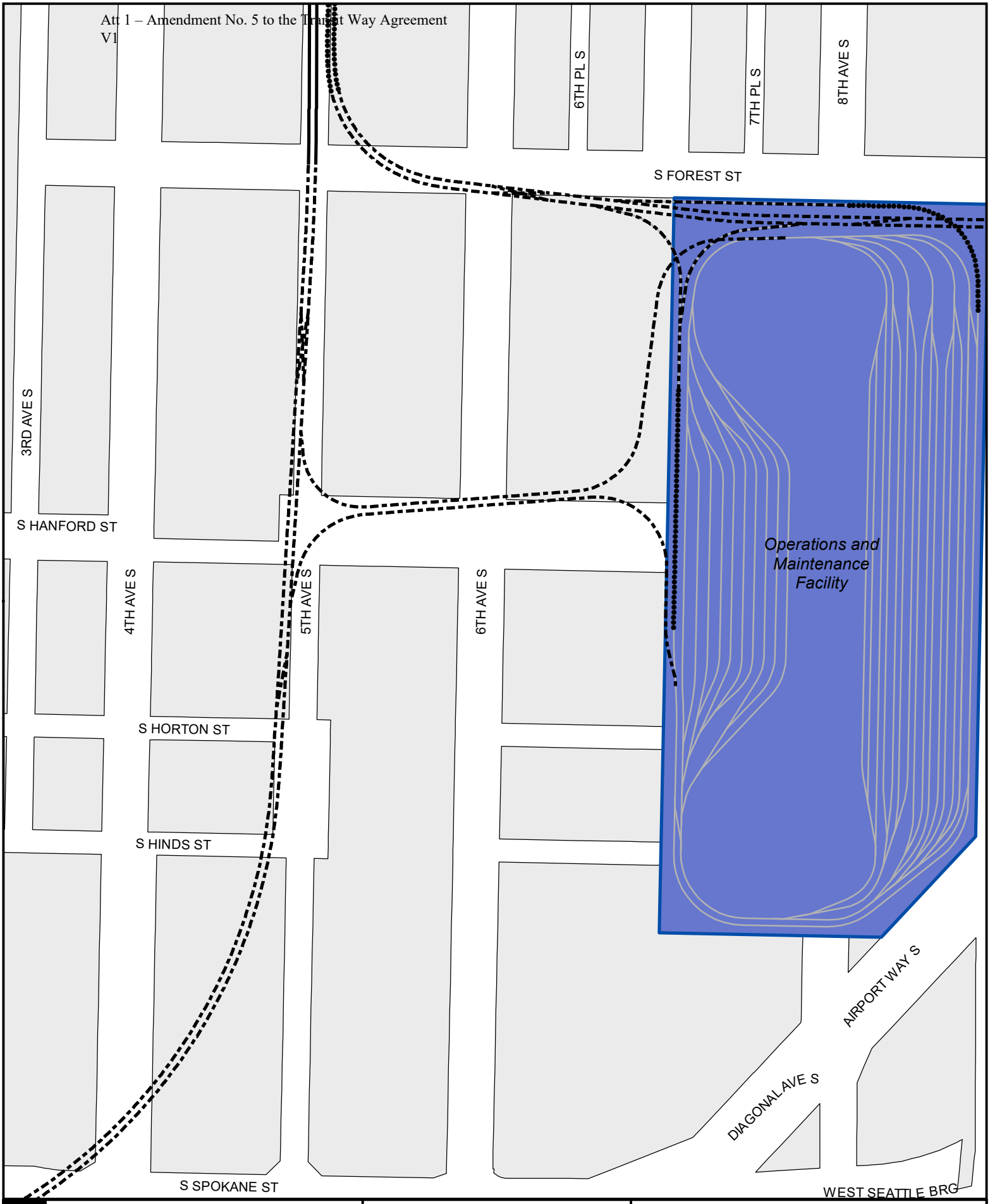
Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 2 of 10

SOUNDTRANSIT
March 2025

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

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

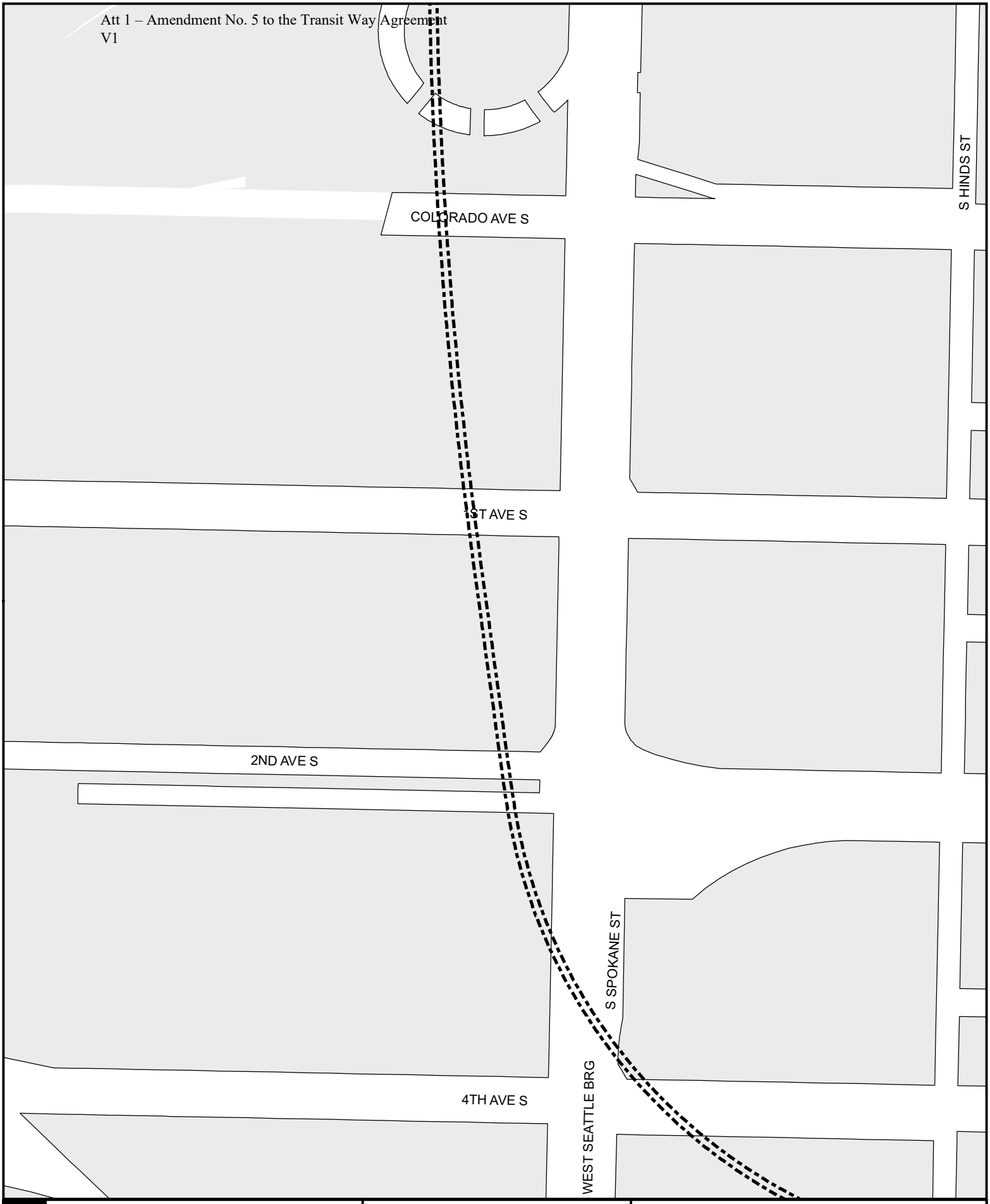
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

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

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

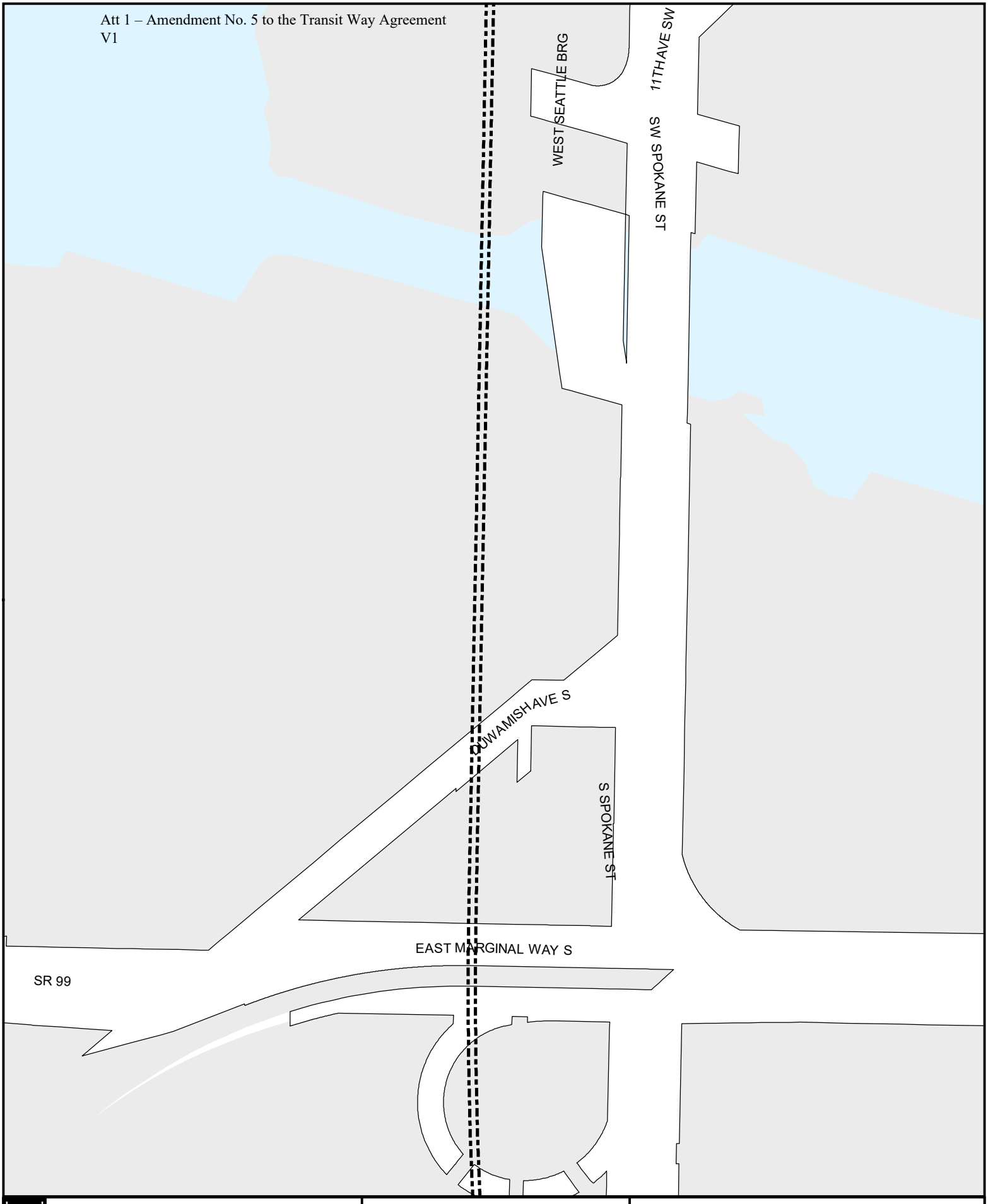
Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 4 of 10

SOUNDTRANSIT
March 2025

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

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

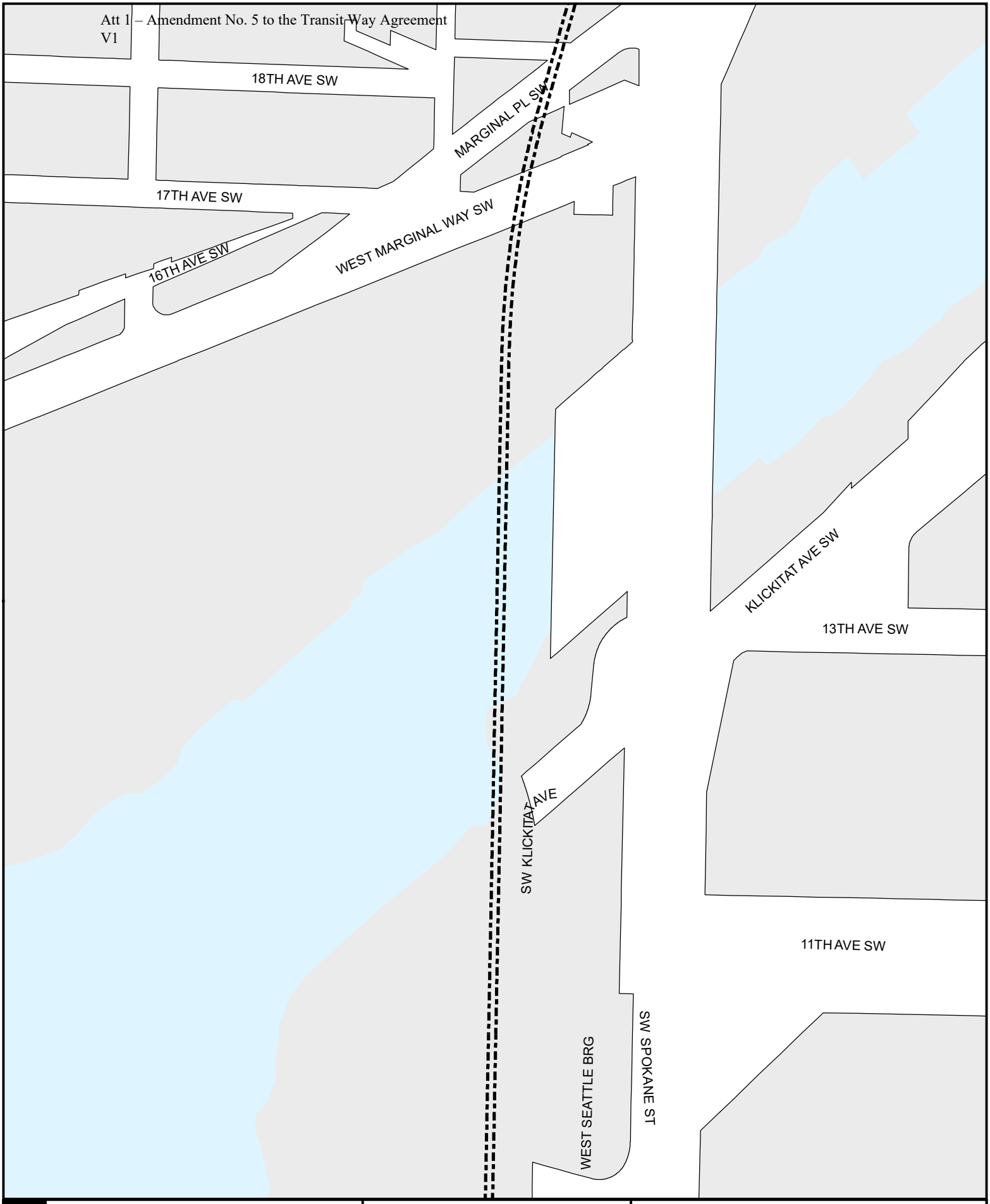
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

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

Light Rail Alignment
- Aerial
- At Grade
- Subway

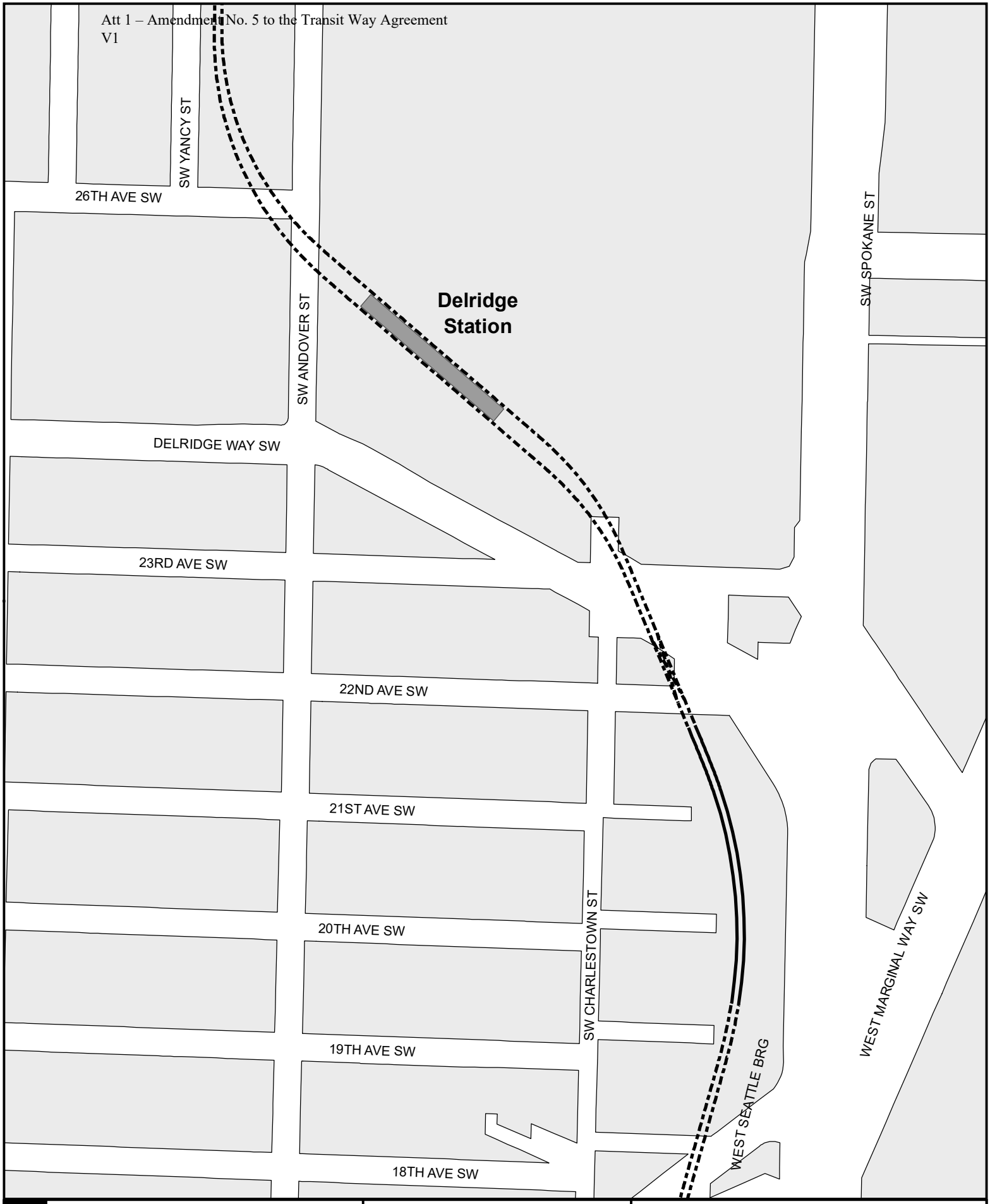
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound Tran
No guarantee of any sort implied, including accuracy, completeness, or fitness
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSLE_8x11_24



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

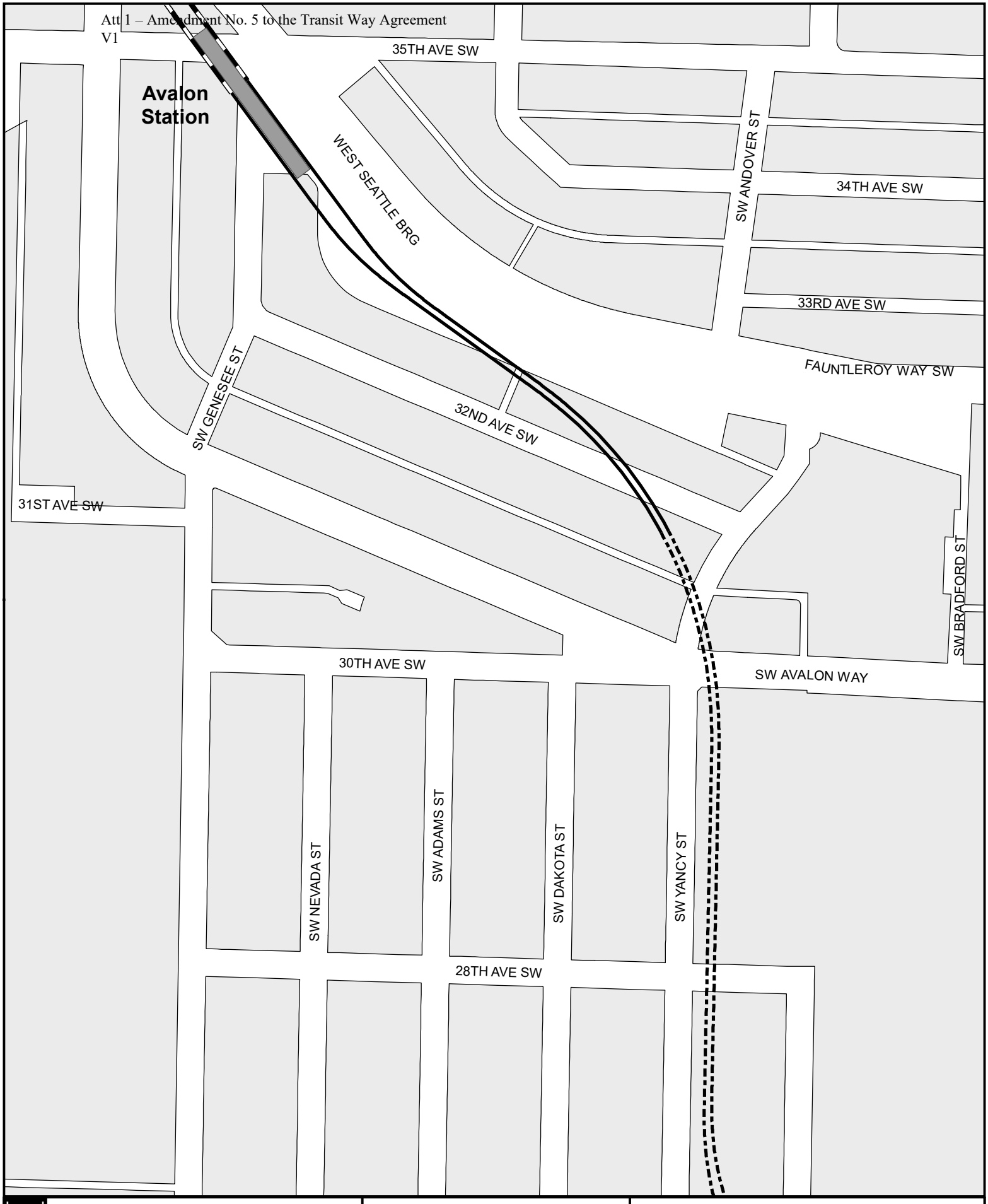
Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 7 of 10

SOUNDTRANSIT
March 2025

0 200
Feet

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

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSLE_8x11_24



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

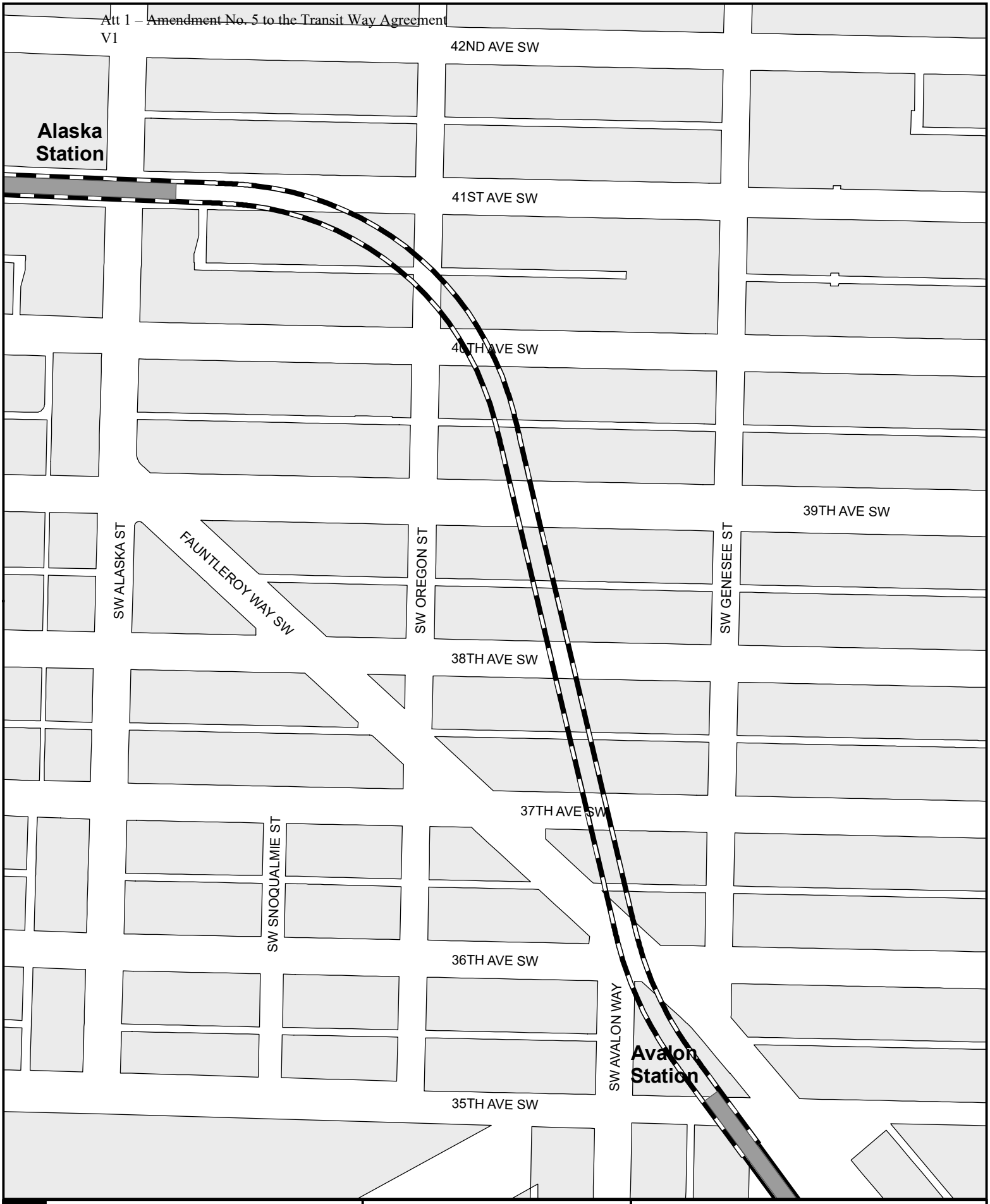
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound Tran
No guarantee of any sort implied, including accuracy, completeness, or fitness
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSLE_8x11_24



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 9 of 10

SOUNDTRANSIT
March 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound Tran
No guarantee of any sort implied, including accuracy, completeness, or fitness
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSLE_8x11_24



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

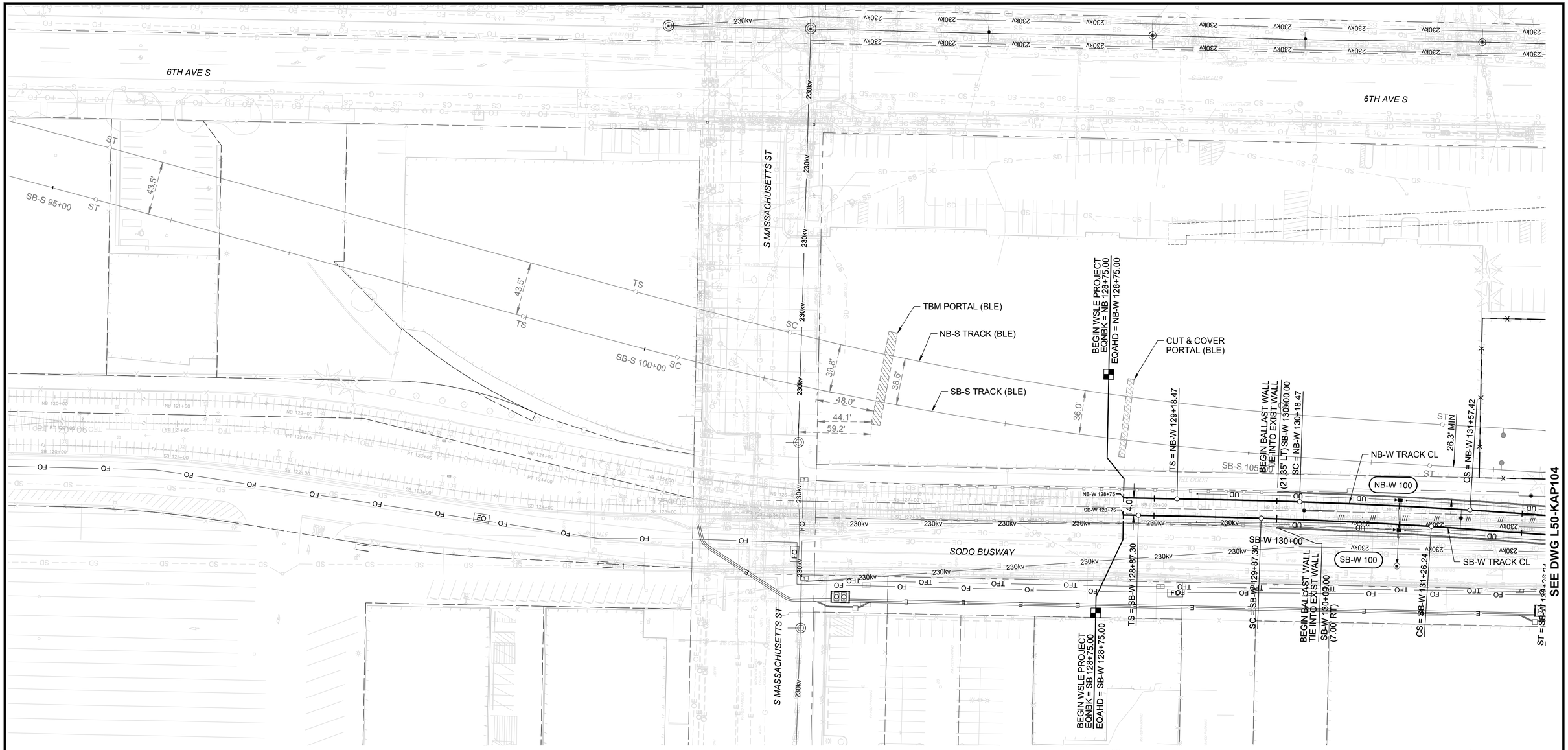
SOUNDTRANSIT
March 2025

0 200
Feet

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

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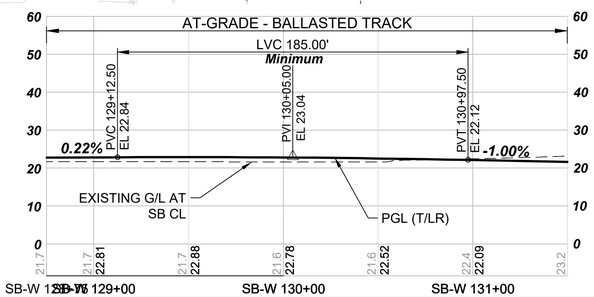
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xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-CES-VBP
xWSBL-CES-VRX
xWSBL-L55-KAP301
xW105-L51-UPP100
xW105-L51-UPP300
xW100-L50-JOP100
xW100-L50-RPP100
c05_130_ko
GB-SEAL-AKW

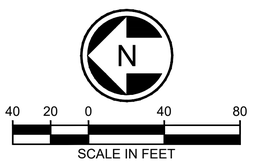


NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 100	NB-W 100
PI STA	SB-W 130+56.74	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

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP103
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-KAP103
LOCATION ID: L50
SHEET No.: 157
REV: 0

04/19/24 | 10:09 AM | AWHALEN
C:\CADD\LIB\PW\AWHALEN\WESTD0241229\W100-L50-KAP103.DWG

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_l30_ka
xW100-L50-KAP101
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-RPP100

CURVE	SB-T 200	NB-T 200
PI STA	SB-T 11+91.55	NB-T 11+90.55
R	2315.75'	2300.00'
Lc	200.04'	200.04'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	1.75"	1.75"
Eu	1.71"	1.74"
V	45 MPH	45 MPH

CURVE	SB-T 202	NB-T 202
PI STA	SB-T 17+37.74	NB-T 17+10.99
R	2300.00'	2600.00'
Lc	69.19'	99.96'
Ls1	90.00'	80.00'
Ls2	90.00'	80.00'
Ea	1.75"	1.50"
Eu	1.74"	1.57"
V	45 MPH	45 MPH

CURVE	SB-W 102*	NB-W 102*
PI STA	SB-W 139+52.92	NB-W 139+53.31
R	4215.75'	4200.00'
Lc	139.84'	138.95'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	1.25"	1.25"
Eu	1.59"	1.60"
V	55 MPH	55 MPH

* SEE NOTE 1

SEE DWG L50-KAP103
SEE DWG L50-KAP105

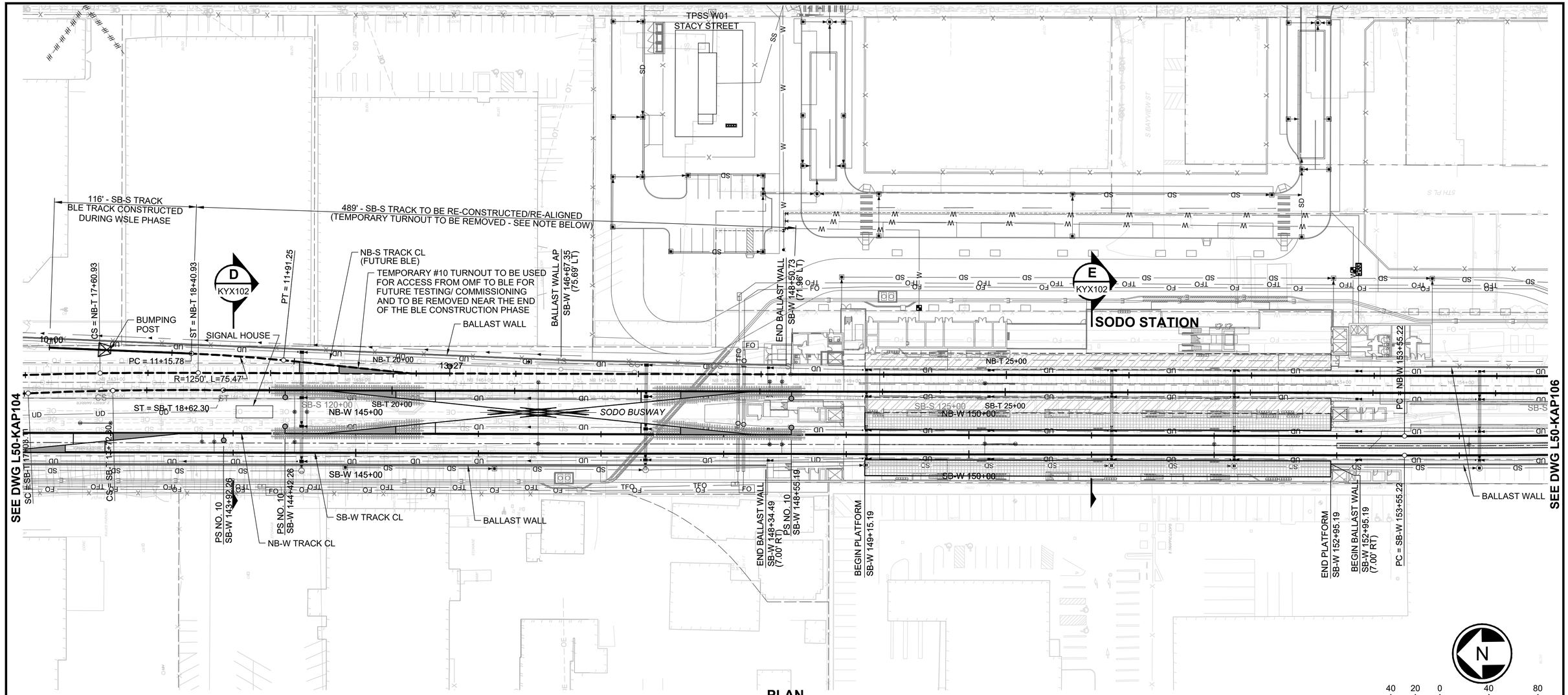
NOTE:
1. FROM SB-W 135+30 TO 141+25, FINAL WSLE CONNECTIONS TO BE CONSTRUCTED (TRACKS RE-ALIGNED) DURING END OF BLE PHASE, INCLUDING CURVE SB-W/NB-W 102.

PLAN
SCALE: 1" = 40'

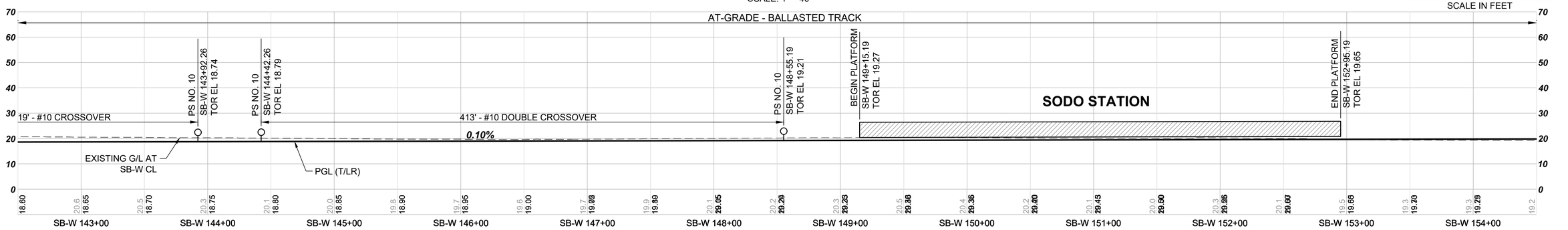
SCALE IN FEET

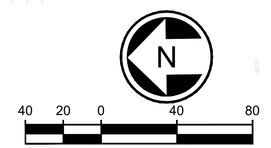
AT-GRADE - BALLASTED TRACK

Xrefs:
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xW100-L50-KAP100
xWSBL-CES-VBP
xWSBL-CES-VRX
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWP100
xW100-L50-SWV100
xW100-W01-APP100
xW105-L51-UPP300
xWSBL-L55-KAP301
xW100-W01-APP200
c05_130_ka
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



PLAN
SCALE: 1" = 40'





PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP105
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-KAP105
LOCATION ID: L50
SHEET No.: 159
REV: 0

04/18/24 | 4:25 PM | AWHALEN
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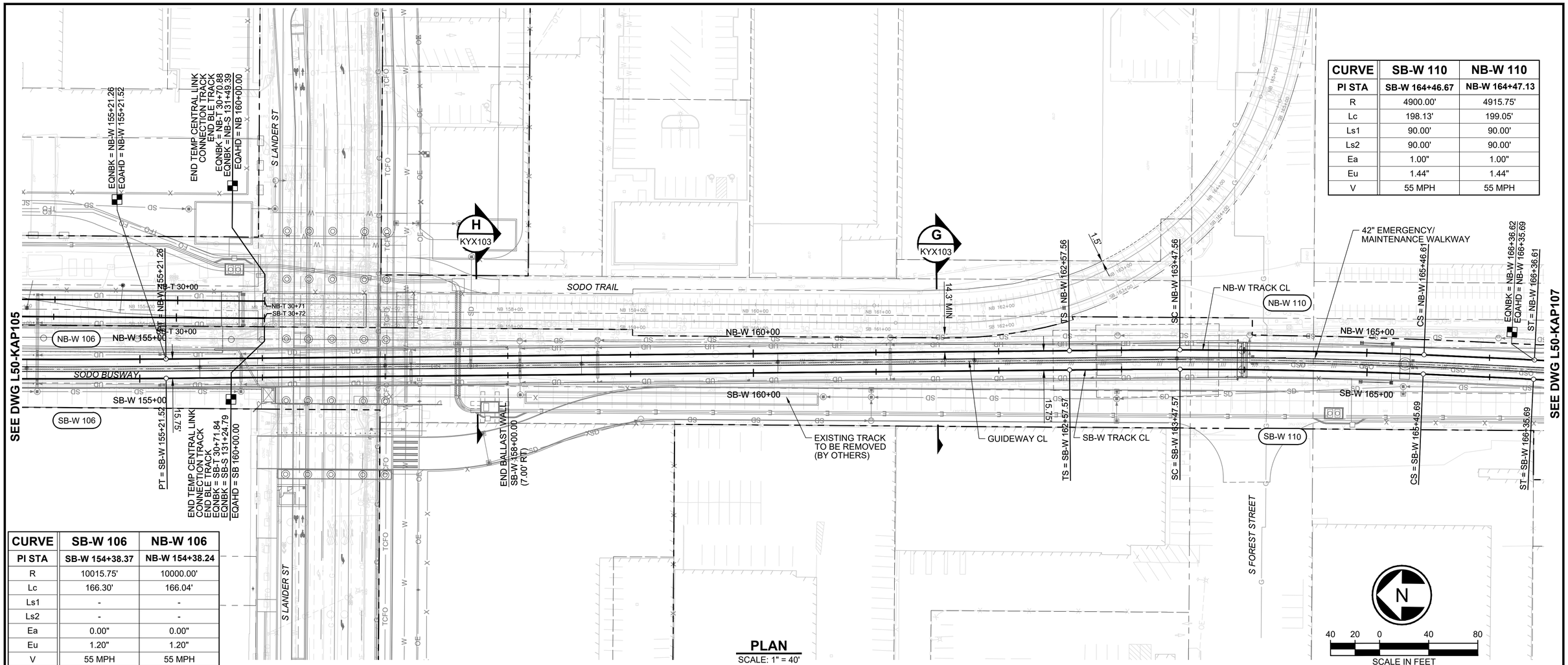
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xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-SEV100
xW100-W01-APP200
xW100-L50-SEP801
xW100-L50-SEP802
xW100-L50-SWV100
xW100-W01-ASP100
xW100-W01-APP100
xW100-L50-RPP100
xW100-L50-KAV100
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xW100-L50-JOP100
xW105-L51-UPP300
c05_130_ka

SEE DWG L50-KAP105

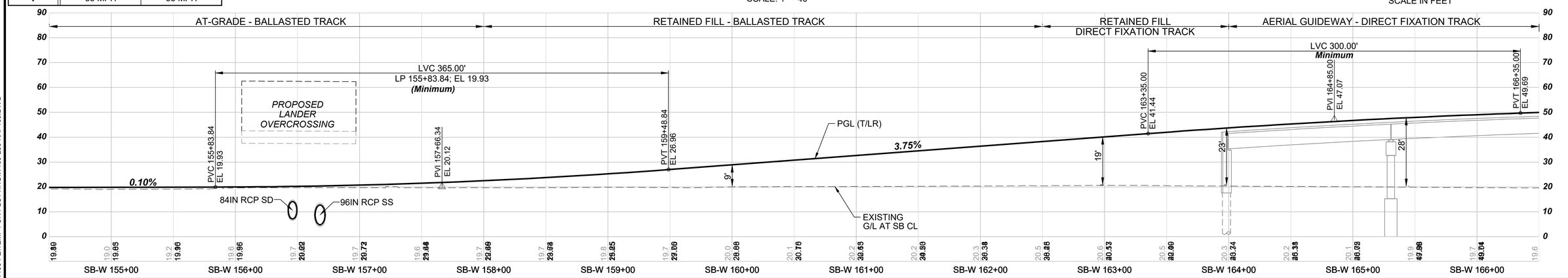
SEE DWG L50-KAP107

CURVE	SB-W 110	NB-W 110
PI STA	SB-W 164+46.67	NB-W 164+47.13
R	4900.00'	4915.75'
Lc	198.13'	199.05'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	1.00"	1.00"
Eu	1.44"	1.44"
V	55 MPH	55 MPH

CURVE	SB-W 106	NB-W 106
PI STA	SB-W 154+38.37	NB-W 154+38.24
R	10015.75'	10000.00'
Lc	166.30'	166.04'
Ls1	-	-
Ls2	-	-
Ea	0.00"	0.00"
Eu	1.20"	1.20"
V	55 MPH	55 MPH



PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 21537 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP106
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-KAP106
LOCATION ID: L50
SHEET No.: 160 — REV: 0

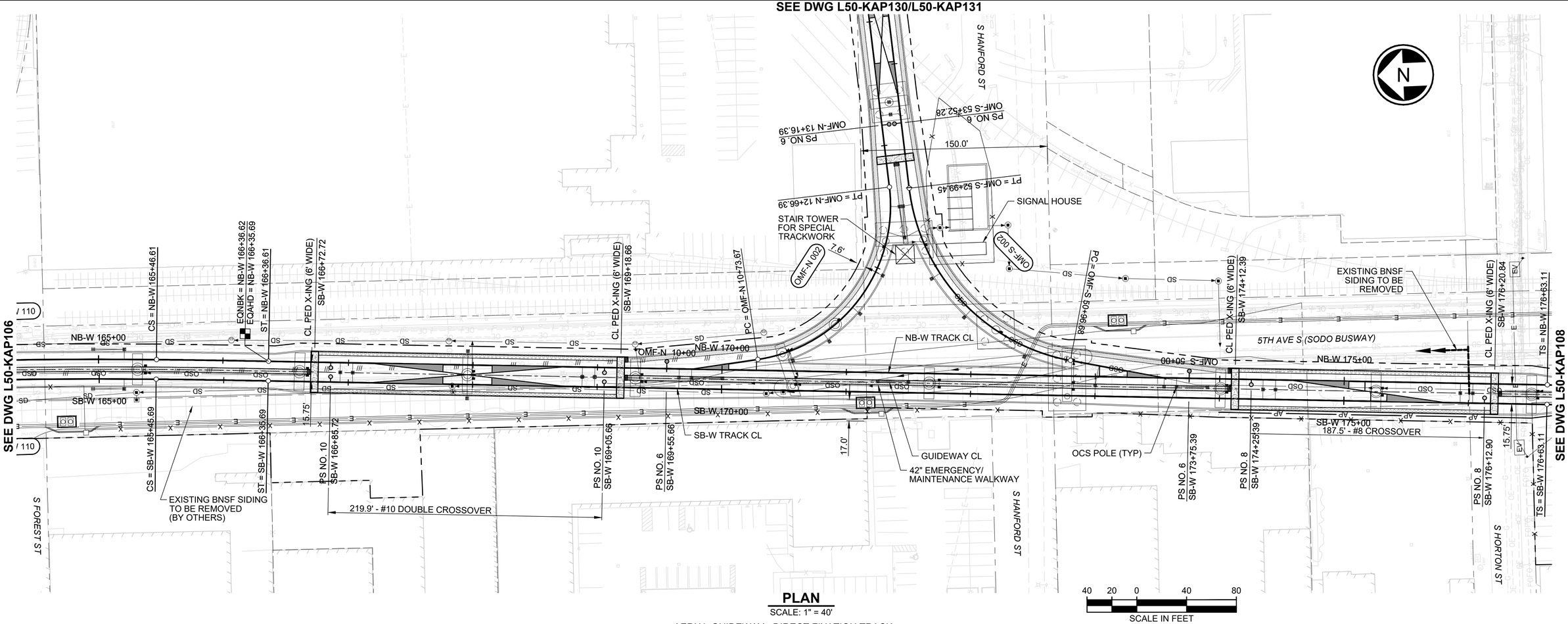
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xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
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GB-SEAL-AKW
xW105-L51-UPP300

SEE DWG L50-KAP130/L50-KAP131

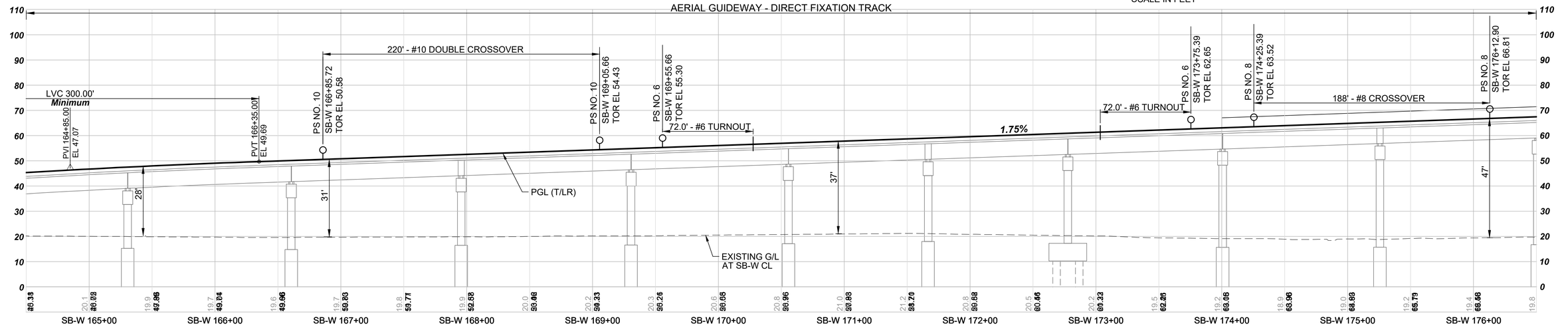
SEE DWG L50-KAP106

SEE DWG L50-KAP108



PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

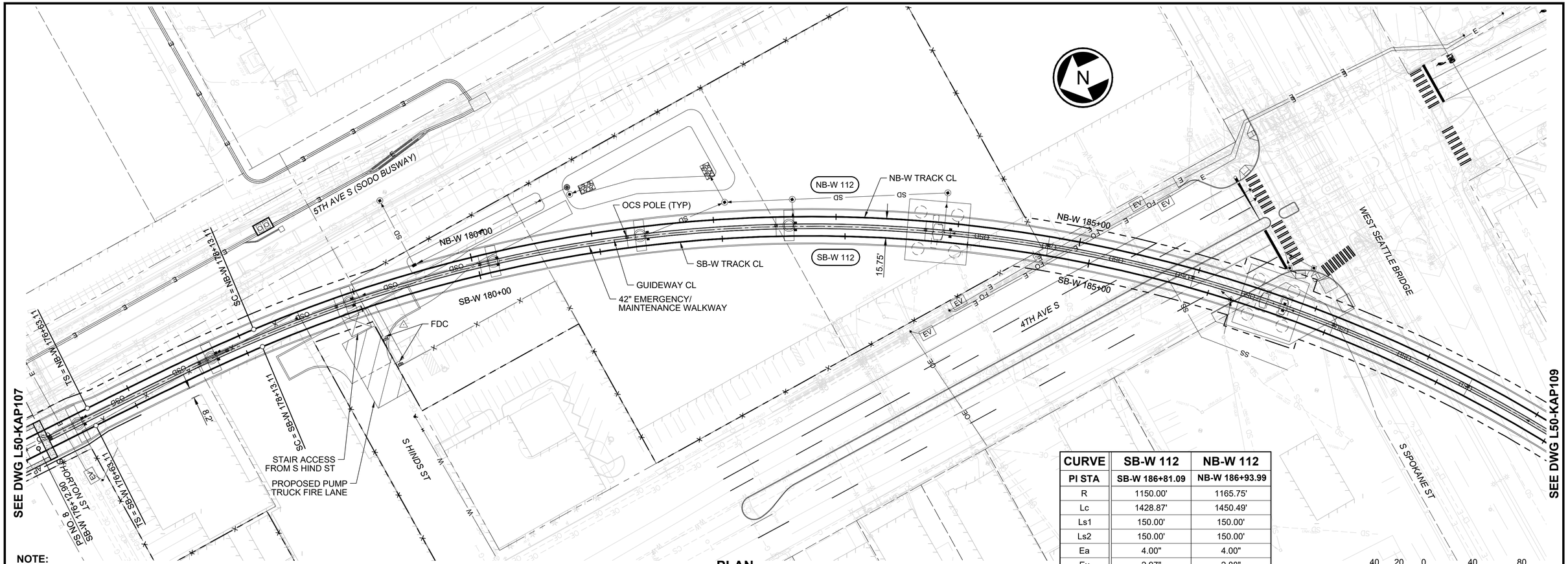
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/18/24 | 4:32 PM | AWHALEN
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xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
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xW105-L51-UPP300

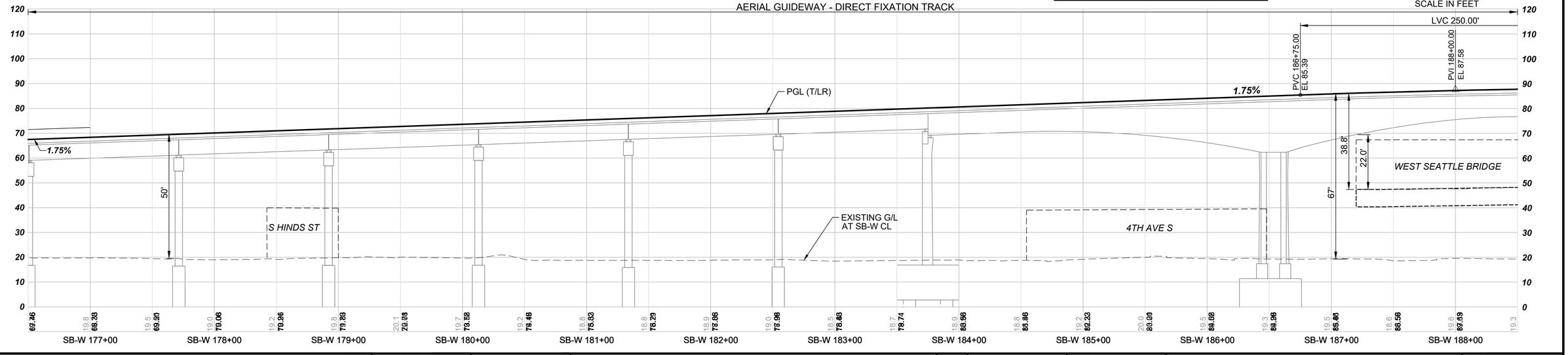


NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

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

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 32523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

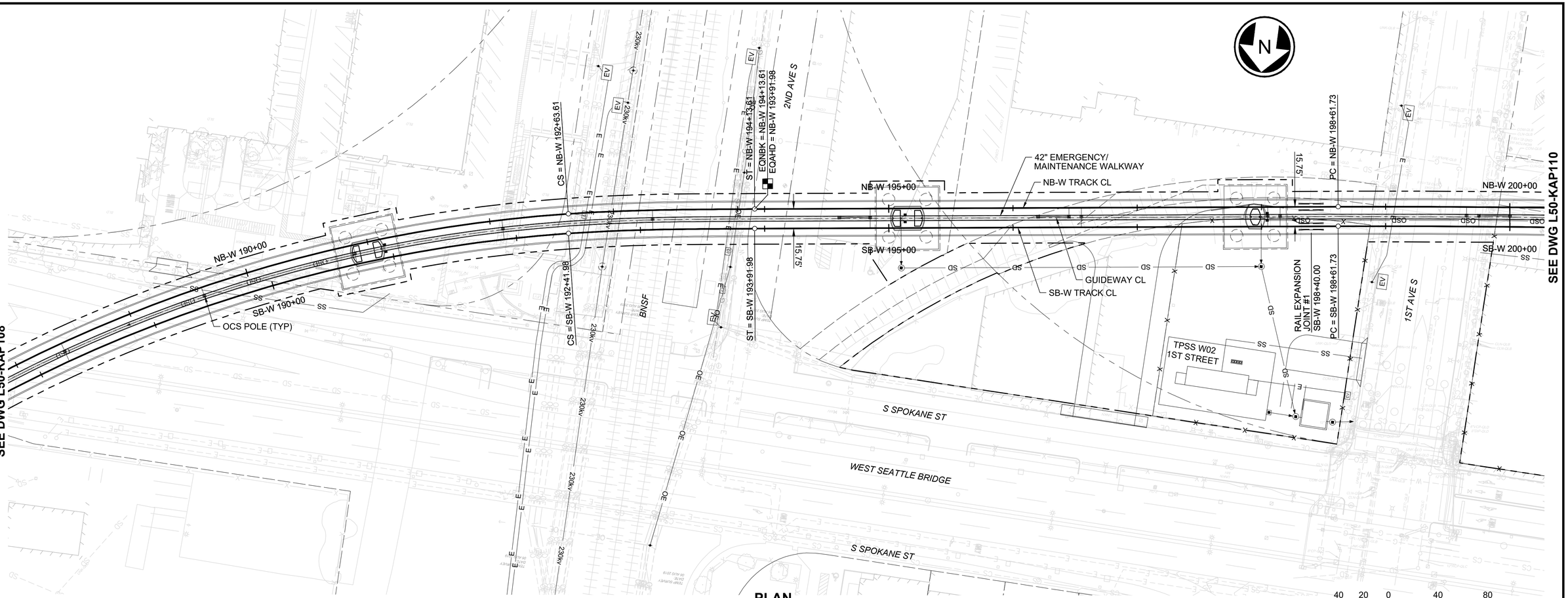
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:	DATE:
K. PROIA	04/2024	C. RIDGE	04/2024	04/2024

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

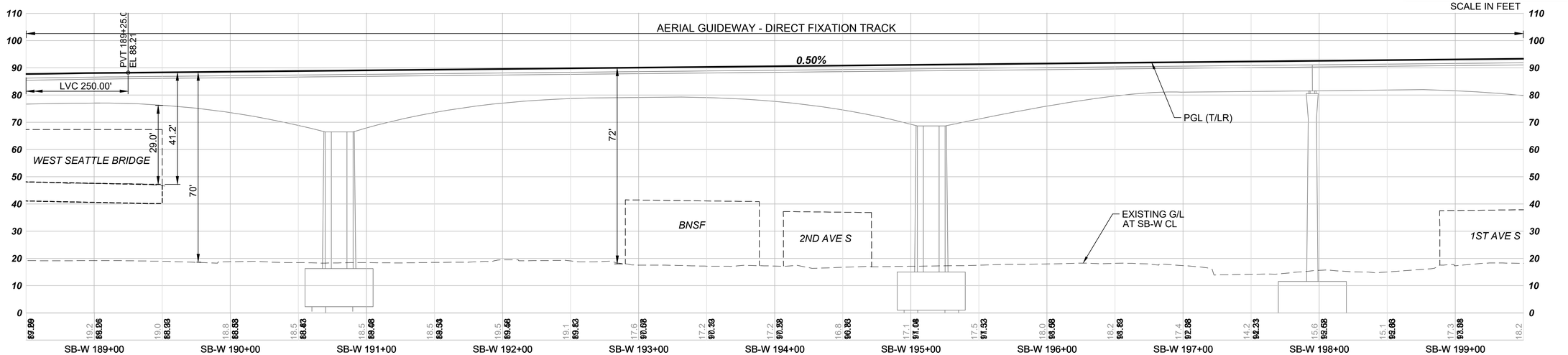
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Xrefs:
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xW100-L50-CRP100
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xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 42523 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

SUBMITTED BY: K. PROIA | DATE: 04/2024
REVIEWED BY: C. RIDGE | DATE: 04/2024
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-KAP109
LOCATION ID: L50
SHEET No.: 163 | REV: 0

04/18/24 | 4:38 PM | AWHALEN
C:\CADD\LIB\WSBL-PRINTING\W100-PEITEMP FOR PLOTTING\W100-L50-KAP109.DWG

Xrefs:
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xW100-L50-KAV100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100

SEE DWG L50-KAP109

SEE DWG L50-KAP111

1ST AVE S
NB-W TRACK CL
NB-W 114
OCS POLE (TYP)
FDC
NB-W 200+00
NB-W 205+00
BNSF
NB-W 210+00
SB-W 200+00
SB-W TRACK CL
GUIDEWAY CL
SB-W 114
SB-W 205+00
SB-W 210+00
42" EMERGENCY/
MAINTENANCE WALKWAY
STAIR ACCESS FROM
COLORADO AVE S
PROPOSED PUMP
TRUCK FIRE LANE
15.75'
S SPOKANE ST
COLORADO AVE S

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'

40 20 0 40 80
SCALE IN FEET

NOTE:
XXXXXXXXXX

AERIAL GUIDEWAY - DIRECT FIXATION TRACK

0.50%
0.50%
PVC 2
EL 98'
75'
50'
47'
83'
PGL (T/LR)
WEST SEATTLE BRIDGE (PROJECTED)
EXISTING G/L
AT SB-W CL
1ST AVE S
BNSF
SR99
ON-RAMP

SB-W 199+00 SB-W 200+00 SB-W 201+00 SB-W 202+00 SB-W 203+00 SB-W 204+00 SB-W 205+00 SB-W 206+00 SB-W 207+00 SB-W 208+00 SB-W 209+00 SB-W 210+00

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 43293 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT
DATE: 04/2024

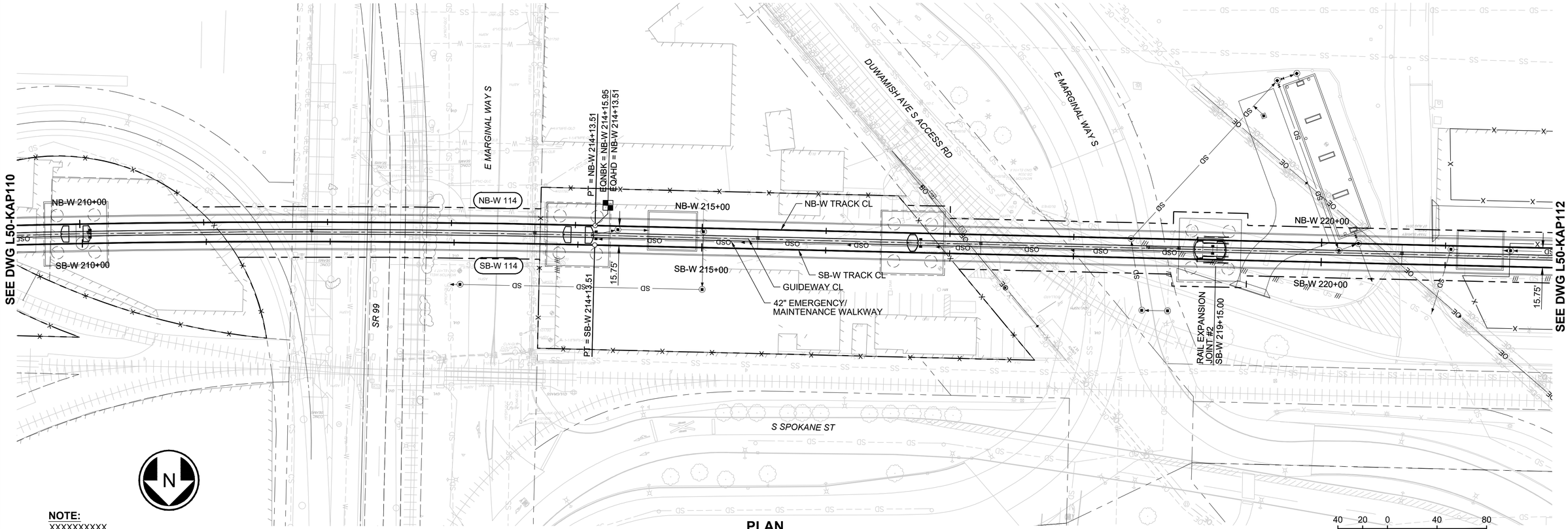
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP110
CONTRACT No.: RTA / XXXXXXXX

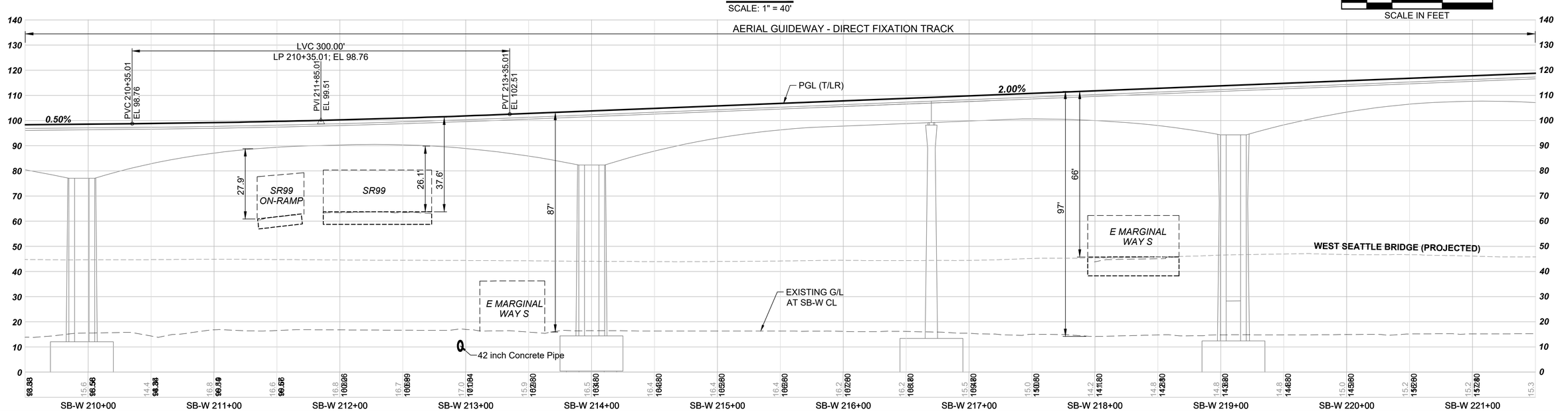
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/18/24 | 4:42 PM | AWHALEN
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEV100
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW





PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 21547 — REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

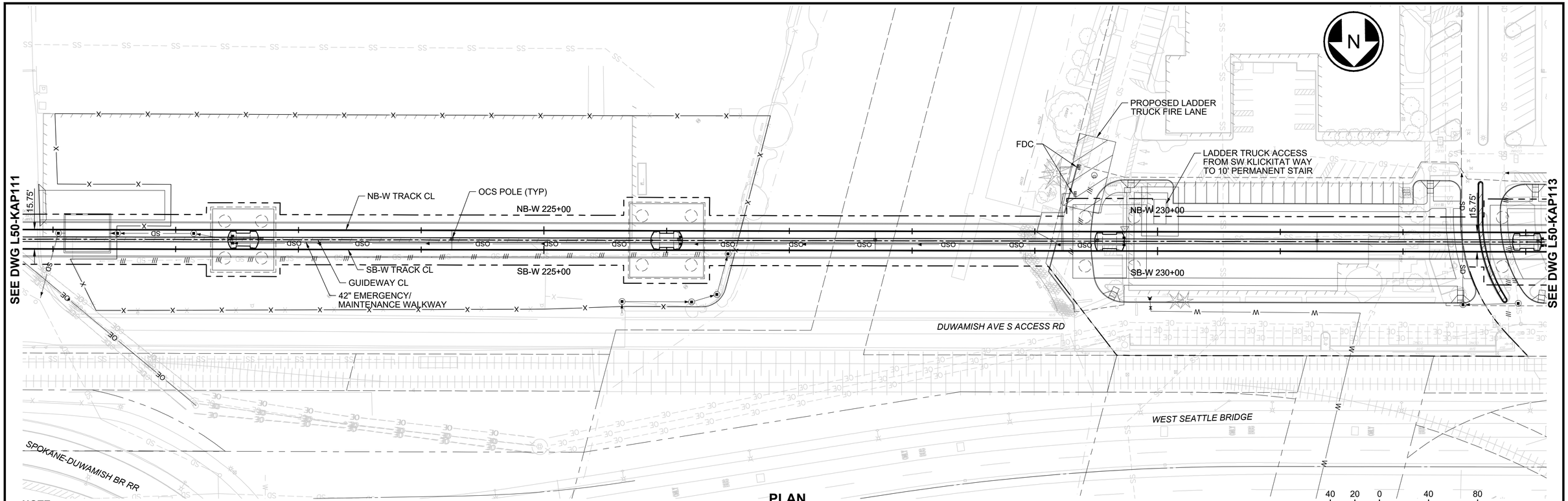
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP111
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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: 0

04/18/24 | 4:45 PM | AWHALEN
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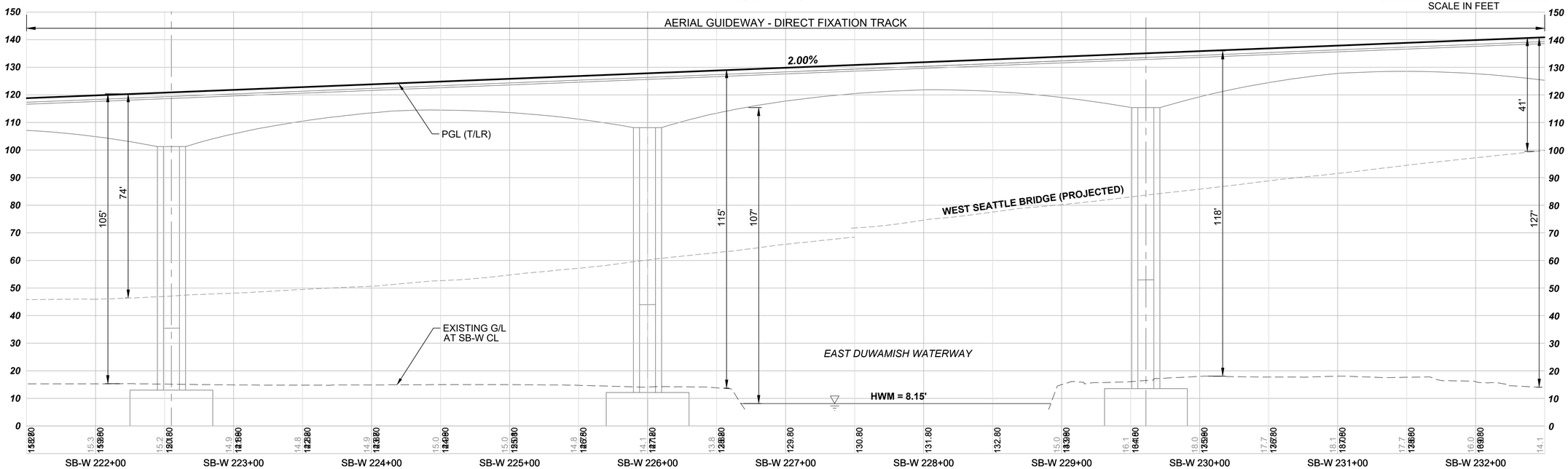
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-J0P100



PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET

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

ALLEN K. WHALEN, STATE OF WASHINGTON, 42523, REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

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

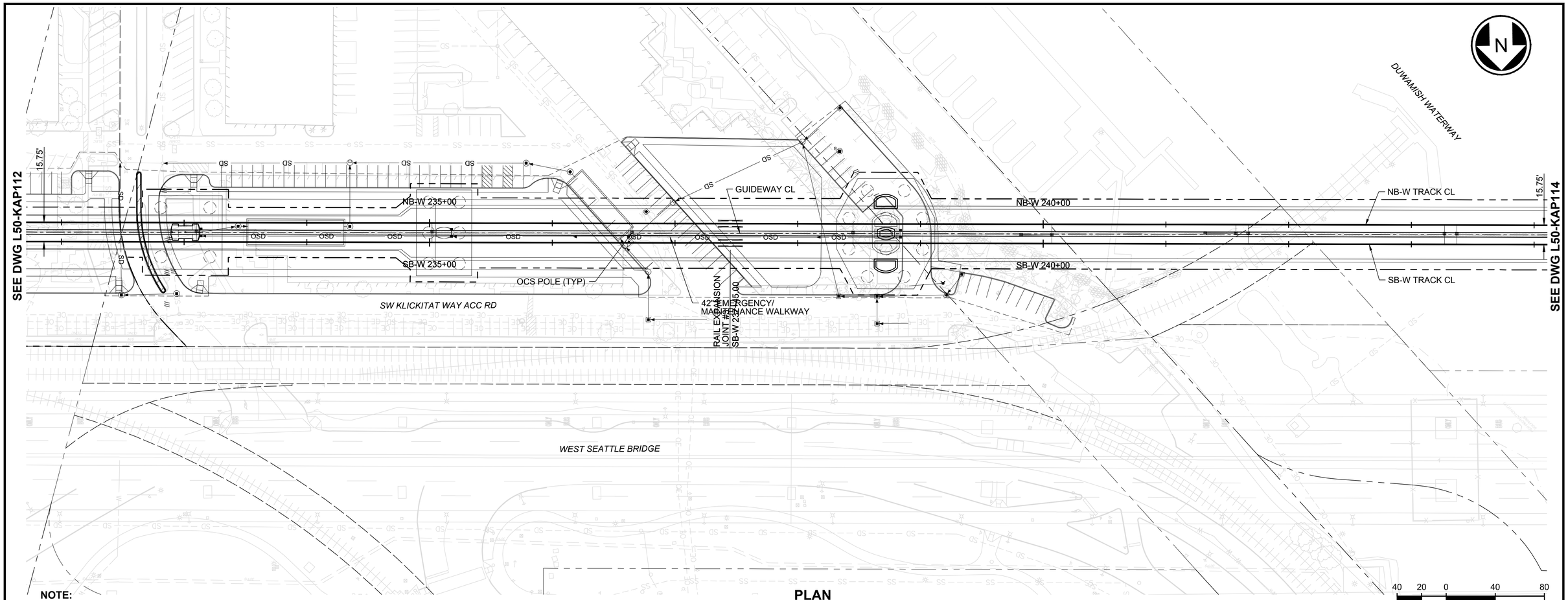
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

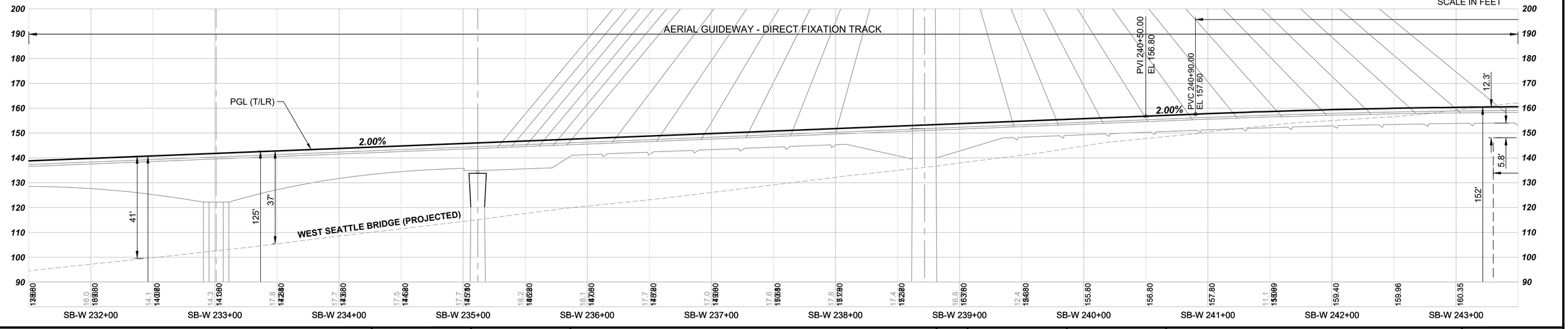
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEV100
xWSBL-SOE-VBP
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW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



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 22523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

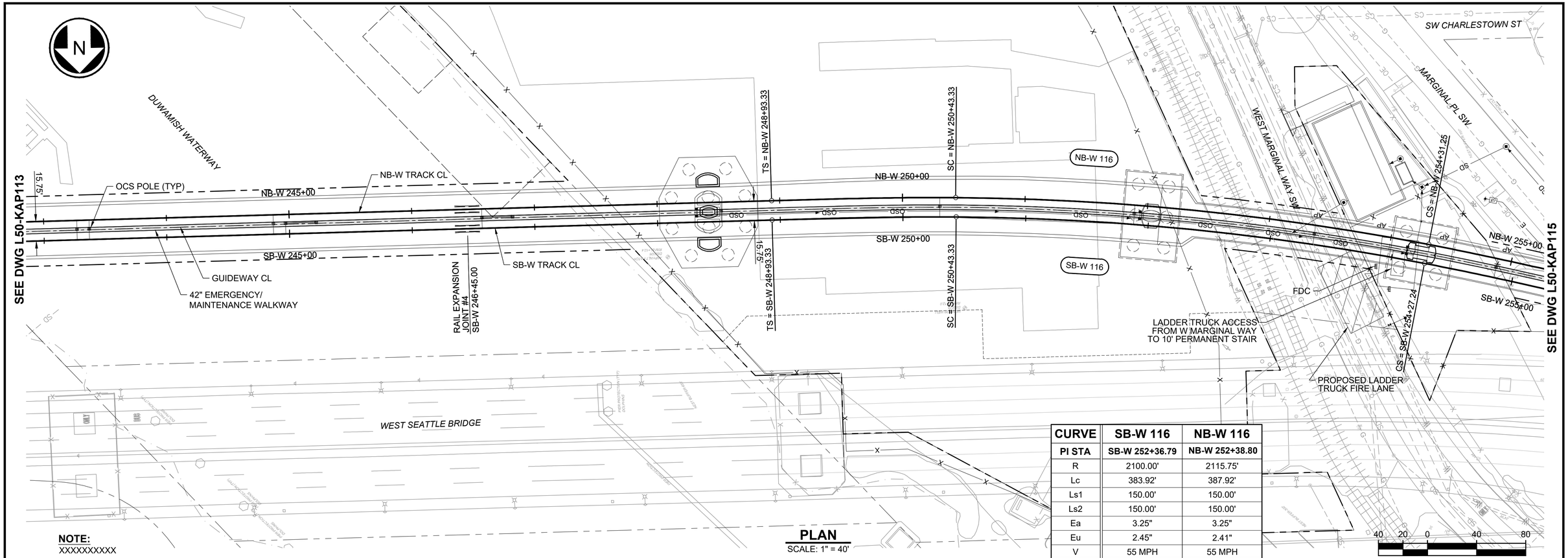
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP113
CONTRACT No.: RTA / XXXXXXXX

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

04/18/24 | 4:51 PM | AWHALEN
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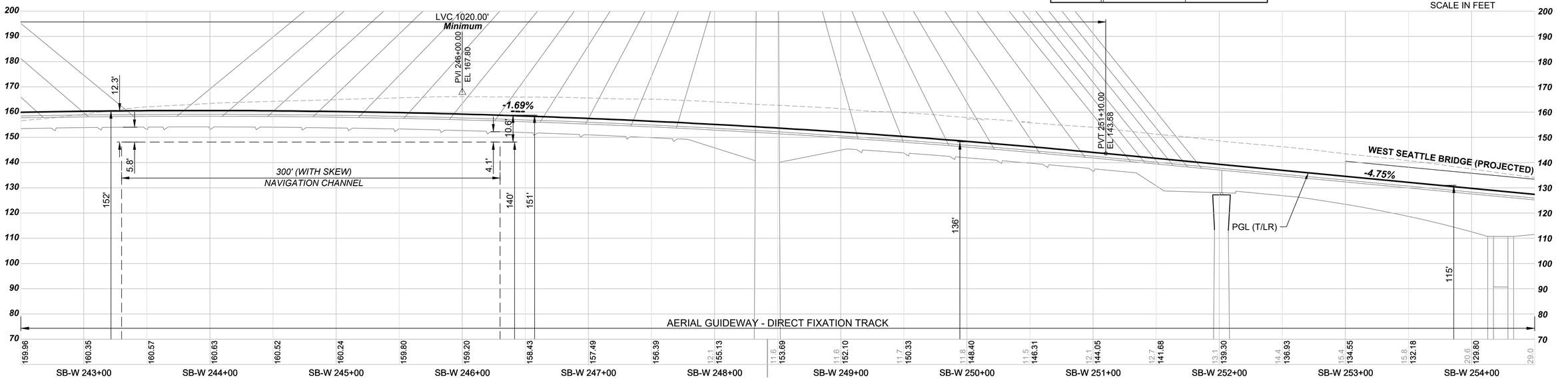
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 116	NB-W 116
PI STA	SB-W 252+36.79	NB-W 252+38.80
R	2100.00'	2115.75'
Lc	383.92'	387.92'
Ls1	150.00'	150.00'
Ls2	150.00'	150.00'
Ea	3.25"	3.25"
Eu	2.45"	2.41"
V	55 MPH	55 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN · STATE OF WASHINGTON · 43503 · REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

04/18/24 | 4:55 PM | AWHALEN
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEP100
xW100-L50-SEV100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-CRP100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100

CURVE	SB-W 118	NB-W 118
PI STA	SB-W 261+77.09	NB-W 261+71.63
R	965.75'	950.00'
Lc	513.96'	503.46'
Ls1	130.00'	130.00'
Ls2	130.00'	130.00'
Ea	3.75"	3.75"
Eu	2.81"	2.92"
V	40 MPH	40 MPH

SEE DWG L50-KAP114

SEE DWG L50-KAP116

18TH AVE SW
19TH AVE SW
20TH AVE SW
21ST AVE SW
22ND AVE SW
SW MARGINAL PL
WEST SEATTLE BRIDGE
DELRIDGE WAY SW
WS BRIDGE EB OFF-RAMP
NB-W TRACK CL
SB-W TRACK CL
GUIDEWAY CL
42" EMERGENCY/ MAINTENANCE WALKWAY
PROVISIONAL RAIL LUBRICATOR (RESERVOIR)
CL PED X-ING SB-W 265+88.43
CL SBW 265+51.24
CS = NB-W 254+31.25
CS = SB-W 254+27.24
ST = NB-W 255+81.25
EQNBK = NB-W 255+81.25
EQAHD = NB-W 255+77.24
ST = SB-W 255+77.24
TS = NB-W 257+77.37
TS = SB-W 257+77.38
SC = NB-W 259+07.37
SC = SB-W 259+07.38
CS = NB-W 264+88.43
CS = SB-W 264+21.34
ST = NB-W 265+40.82
EQNBK = NB-W 265+40.82
EQAHD = NB-W 265+51.34
PVC 262+75.00 EL 88.24
PVC 264+12.50 EL 81.71
PVC 265+50.00 EL 78.96
PS NO. 10 SB-W 266+01.43 TOR EL 77.93
LVC 275.00' *(Minimum)*
LP 265+50.00 EL 78.96
NB-W 118
SB-W 118
NB-W 255+00
SB-W 255+00
NB-W 260+00
SB-W 260+00
NB-W 265+00
SB-W 265+00
15.75'

PLAN
SCALE: 1" = 40'

N

40 20 0 40 80
SCALE IN FEET

NOTE:
XXXXXXXXXX

AERIAL GUIDEWAY - DIRECT FIXATION TRACK
AT-GRADE - DIRECT FIXATION TRACK
ELEVATED - DF
-4.75%
-2.00%
25' OFFSET LEFT
10' OFFSET RIGHT
PGL (T/LR)
EXISTING G/L AT SB-W CL
MARGINAL PL SW
WEST SEATTLE BRIDGE (PROJECTED)
79'
70'
54'
44'
48'
25'
16'
22.7'

SB-W 255+00	SB-W 256+00	SB-W 257+00	SB-W 258+00	SB-W 259+00	SB-W 260+00	SB-W 261+00	SB-W 262+00	SB-W 263+00	SB-W 264+00	SB-W 265+00	SB-W 266+00
127.43	125.05	122.68	120.30	117.93	115.55	113.18	110.80	108.43	106.05	103.68	101.30
32.7	37.7	38.5	43.6	48.6	52.2	57.6	67.4	75.9	89.9	101.7	116.5
98.93	96.55	94.18	91.80	89.43	87.09	84.96	81.46	80.09	78.96	77.96	54.9
116.8	118.1	121.3	128.1	134.1	137.9	126.3	103.7	85.8	70.2	54.8	

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 42523 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP115
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

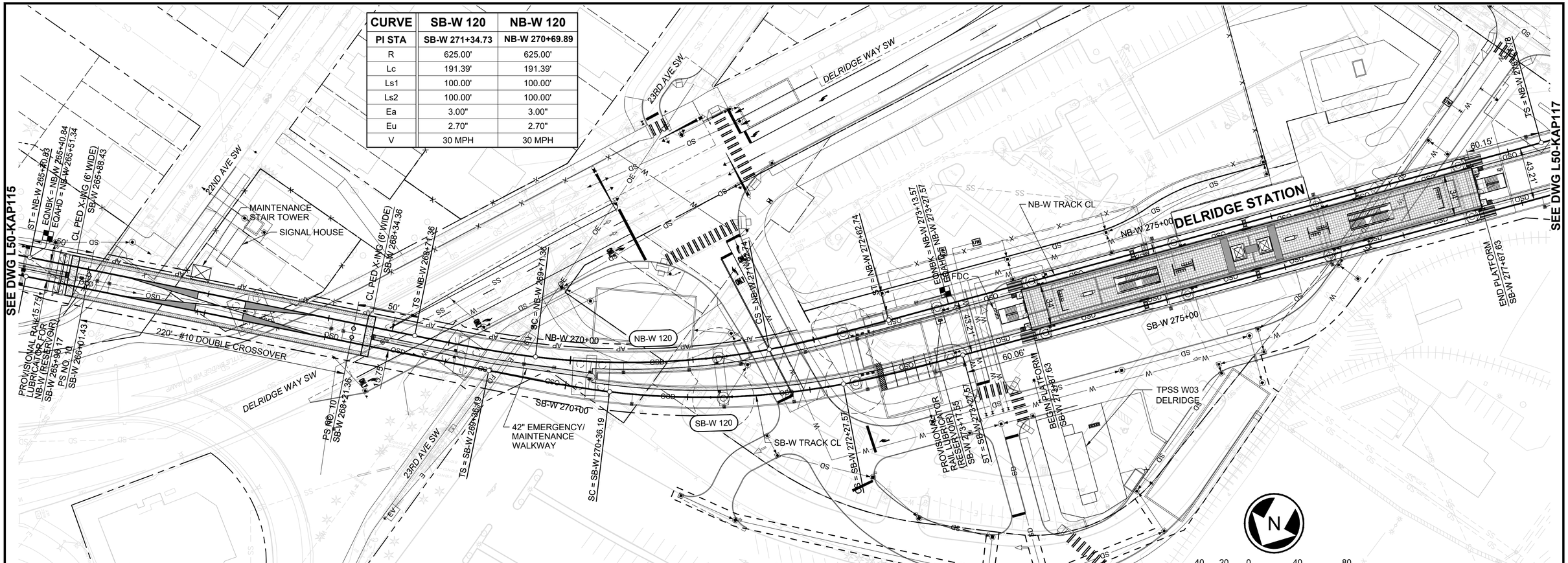
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.: L50-KAP115
LOCATION ID: L50
SHEET No.: 169
REV: 0

04/18/24 | 4:58 PM | AWHALEN
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-W03-ASP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEP100
xW100-L50-SEV100
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xW100-W03-APP300
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

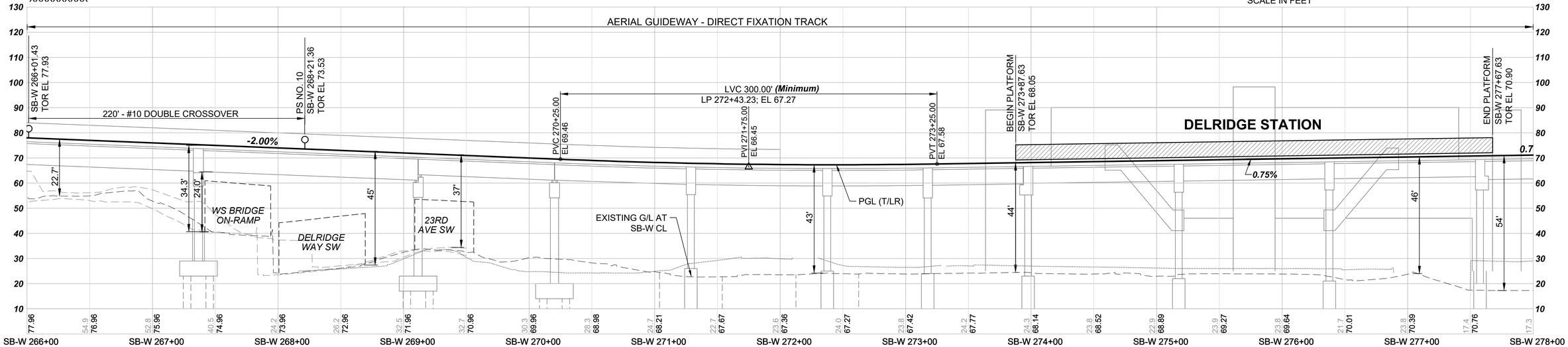
CURVE	SB-W 120	NB-W 120
PI STA	SB-W 271+34.73	NB-W 270+69.89
R	625.00'	625.00'
Lc	191.39'	191.39'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	3.00"	3.00"
Eu	2.70"	2.70"
V	30 MPH	30 MPH



PLAN
SCALE: 1" = 40'

SCALE IN FEET

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 43293 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

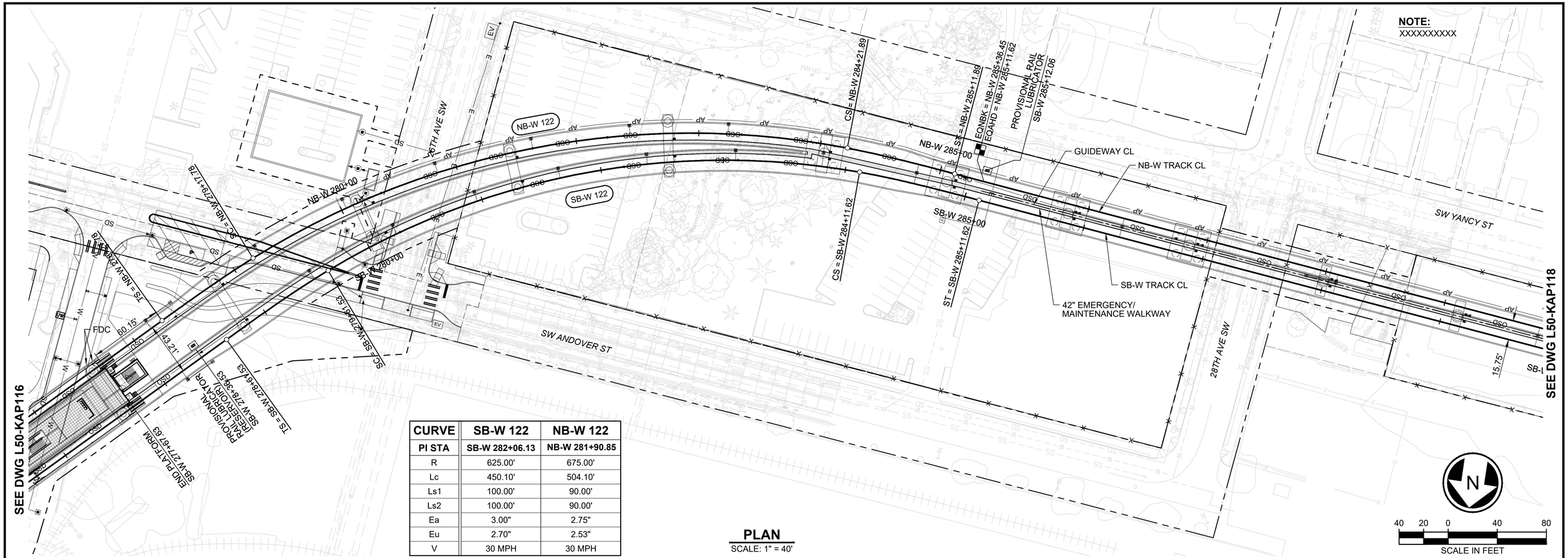
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP116
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

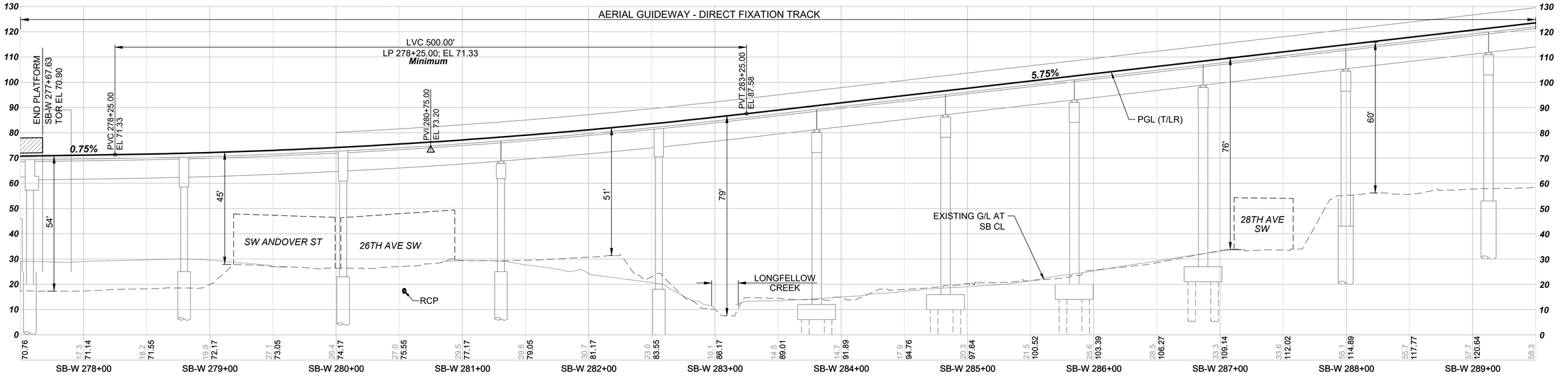
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRP
xWSBL-SOW-VRX
xW100-W03-ASP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SFP100
xW100-L50-UDP100
xW100-L50-KAV100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-UCP100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100



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'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 43503 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

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.: 171
REV: 0

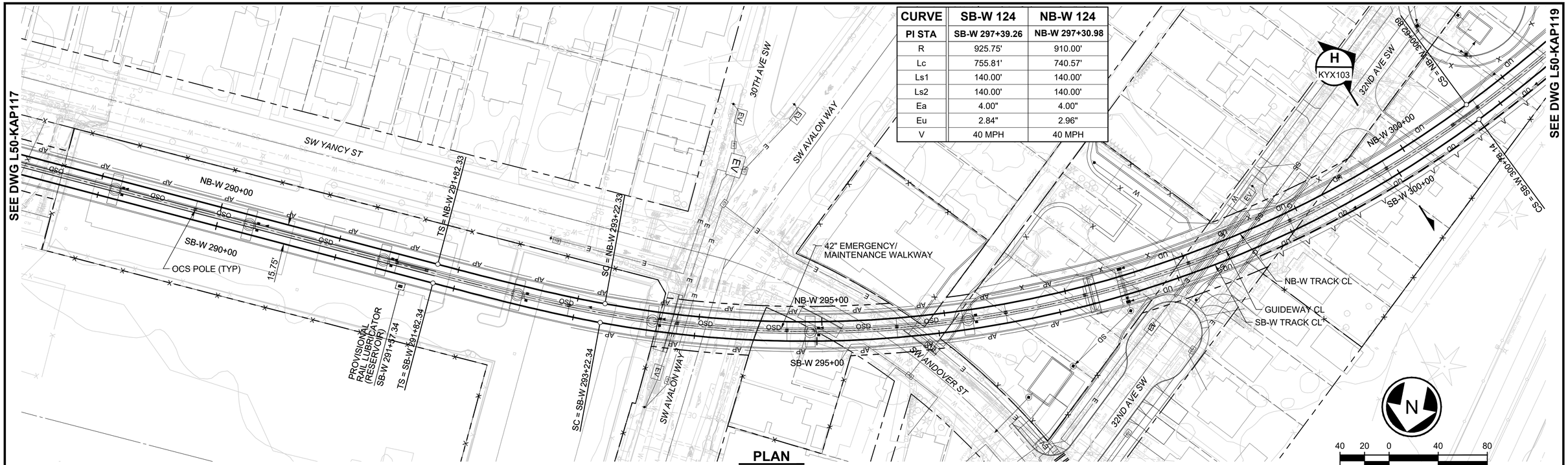
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-CRP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SWV100
xW100-L50-MFP100
xWSBL-SOW-VBP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

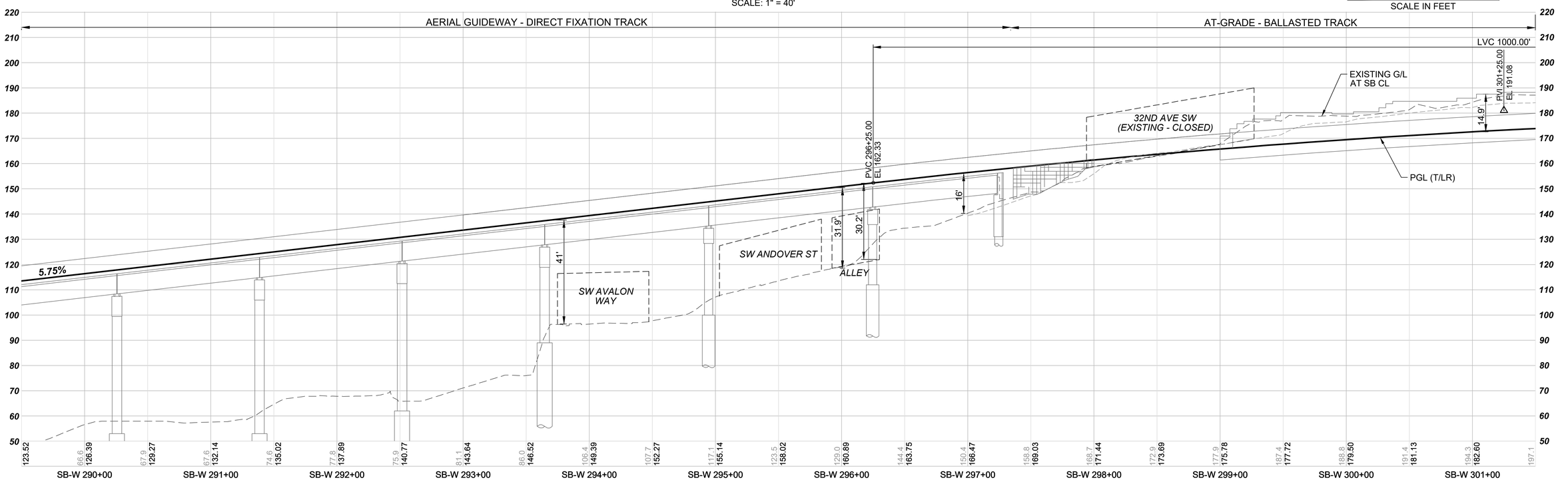
SEE DWG L50-KAP117

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



PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 62527 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

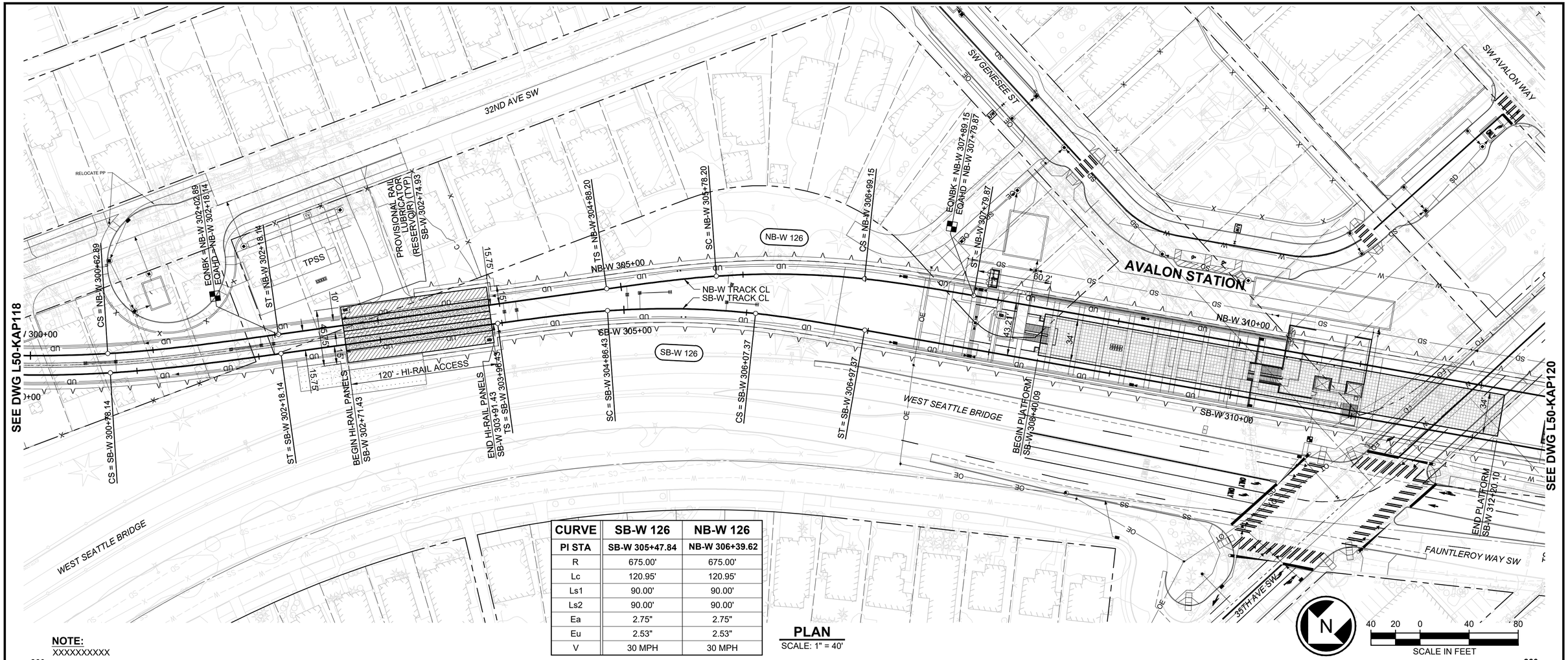
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP118
CONTRACT No.: RTA / XXXXXXXX

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

04/18/24 | 5:08 PM | AWHALEN
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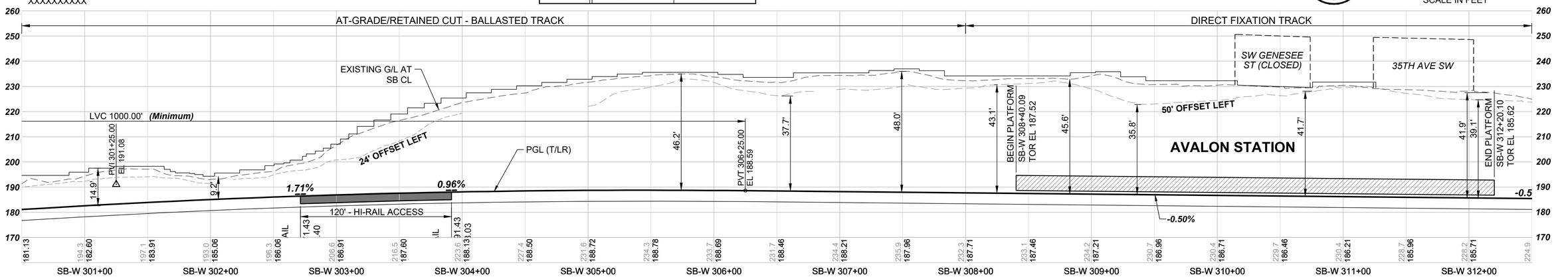
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-CRP100
xW100-L50-KAV100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWV100
xW100-WOS-APP100
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-JTP100



CURVE	SB-W 126	NB-W 126
PI STA	SB-W 305+47.84	NB-W 306+39.62
R	675.00'	675.00'
Lc	120.95'	120.95'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	2.75"	2.75"
Eu	2.53"	2.53"
V	30 MPH	30 MPH

PLAN
SCALE: 1" = 40'

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

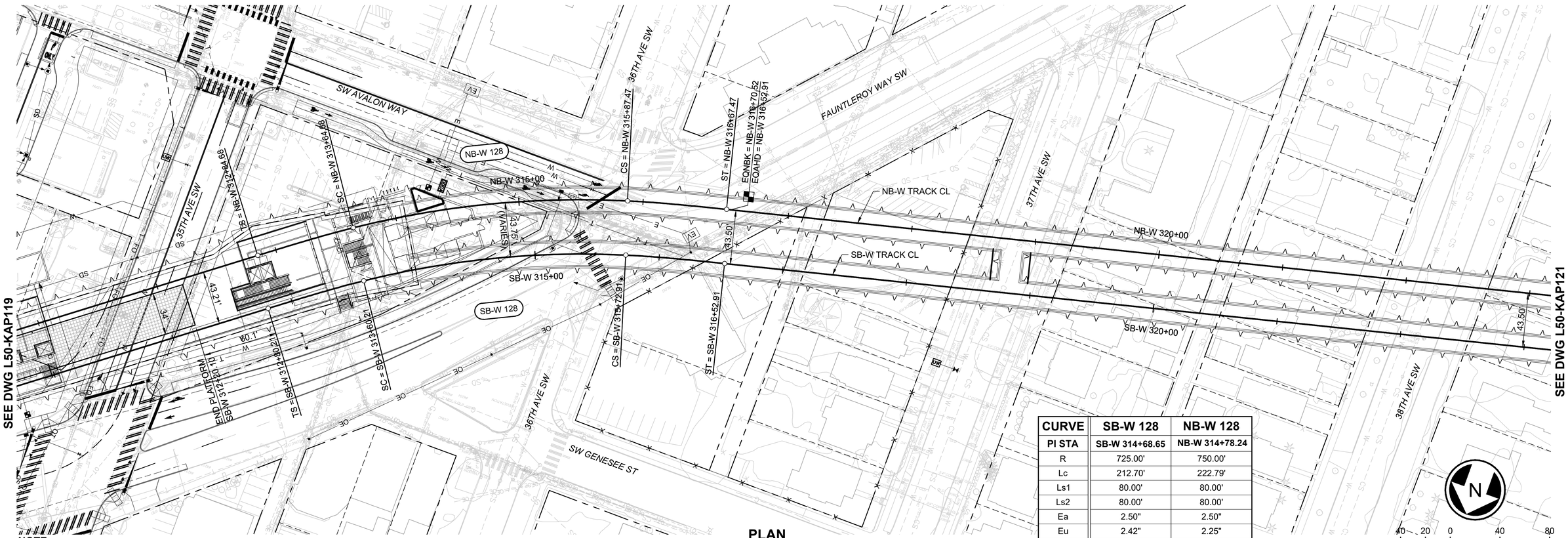
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/22/24 | 4:34 PM | AWHALEN
C:\CADD\JIB\PW\AWHALEN\WEST\D0241229\W100-L50-KAP119.DWG

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-KAV100
xW100-L50-STV100
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GB-SEAL-AKW
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xW100-L50-SWV201

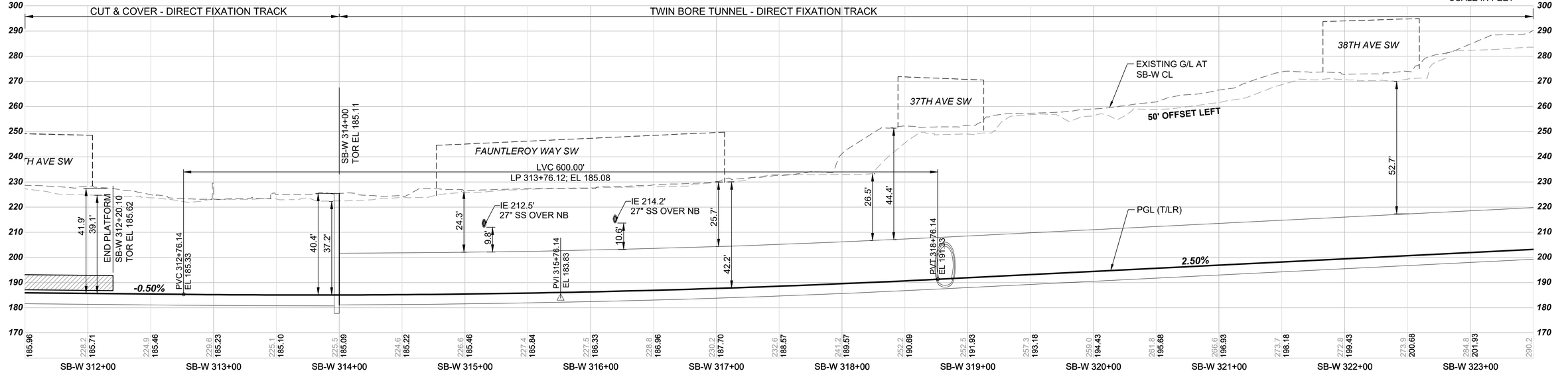


PLAN
SCALE: 1" = 40'

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

SCALE IN FEET

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

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

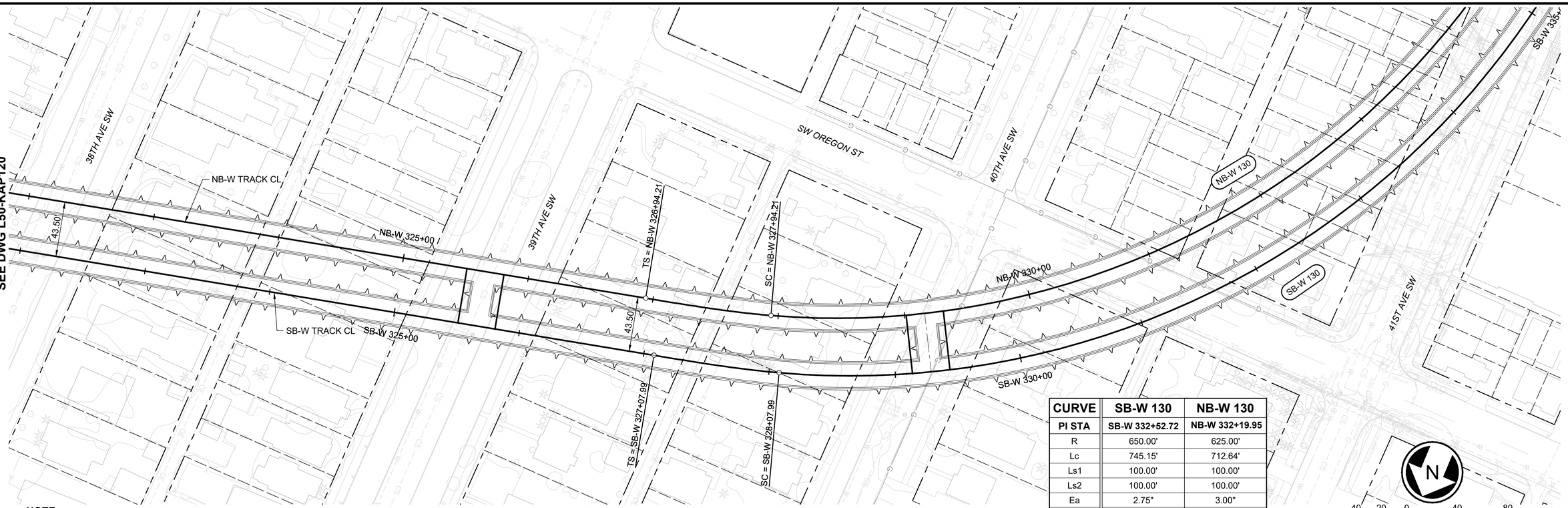
DRAWING No.: L50-KAP120
LOCATION ID: L50
SHEET No.: 174
REV: 0

04/18/24 | 5:15 PM | AWHALEN
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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-SEAL-AKW
xW100-L50-SWV201

SEE DWG L50-KAP120

SEE DWG L50-KAP122



NOTE:
XXXXXXXXXX

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



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 42523 REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

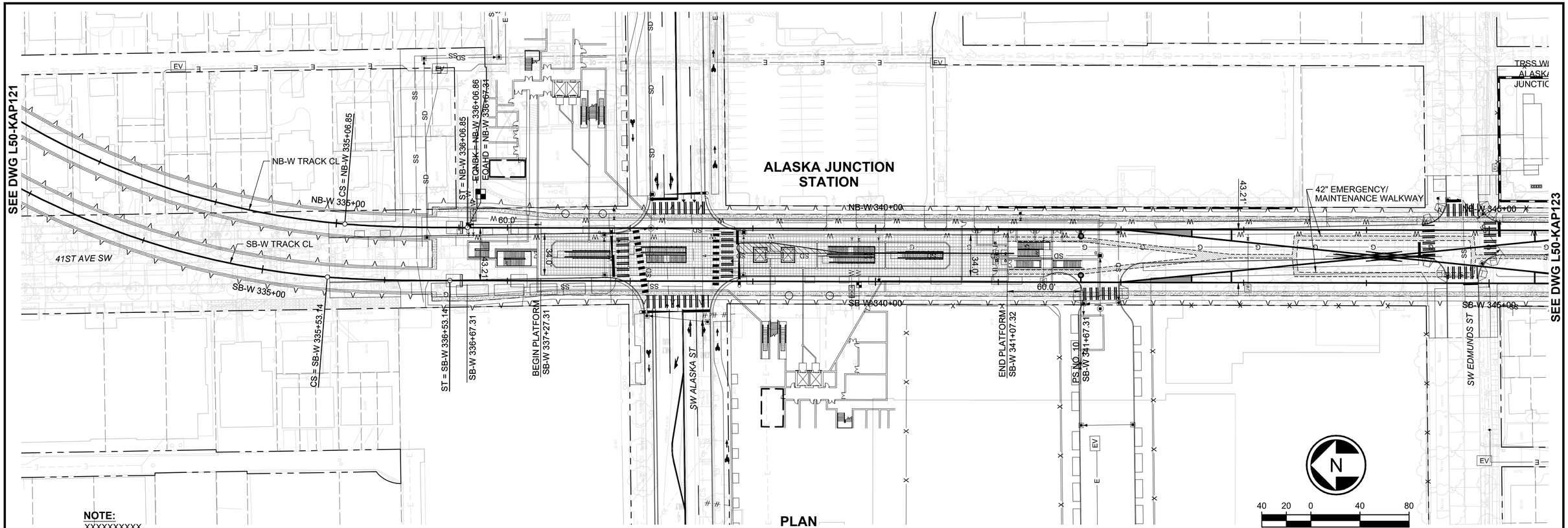
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP121
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

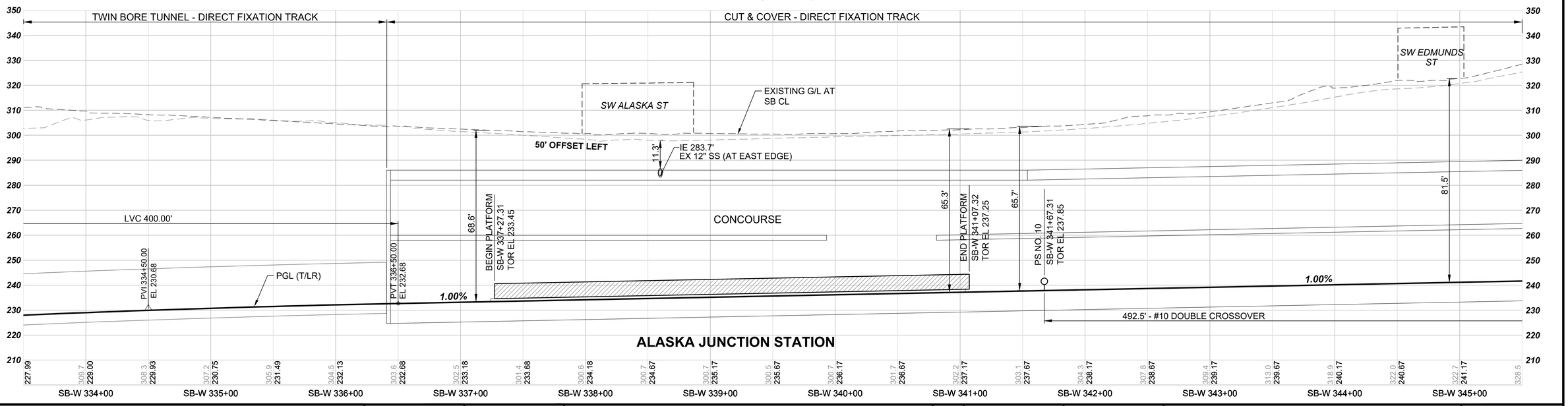
DRAWING No.: L50-KAP121
LOCATION ID: L50
SHEET No.: 175 | REV: 0

04/18/24 | 5:18 PM | AWHALEN
C:\CADD\LIB\WSBL-PRINTING\W100-PE\TEMP FOR PLOTTING\W100-L50-KAP121.DWG

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



PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42503 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

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

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Xrefs:
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xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
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-SWV100
xW100-L50-SWP100
xW100-W07-APP100
GB-SEAL-AKW

SEE DWG L50-KAP122

TRSS W07
ALASKA
JUNCTION

NB-W TRACK CL

SB-W TRACK CL

NB-W 345+00

SB-W 345+00

430' - TAIL TRACKS

380' - 4 TRAIN CAR STORAGE

25'

25'

NB-W 350+00

SB-W 350+00

NB-W 351+25

1ST AVE SW

41ST AVE SW

41ST AVE SW

SW EDMUNDS ST

PS NO. 10
SB-W 346+59.79

42" EMERGENCY/
MAINTENANCE WALKWAY

BUMPING POST
(FRONT FACE)
SB-W 350+89.79

END OF TRACK
SB-W 351+24.79

EP = NB-W 351+24.79
END OF TRACK
SW HUDSON ST

SW HUDSON ST

43.21'

25.0'

5.0'

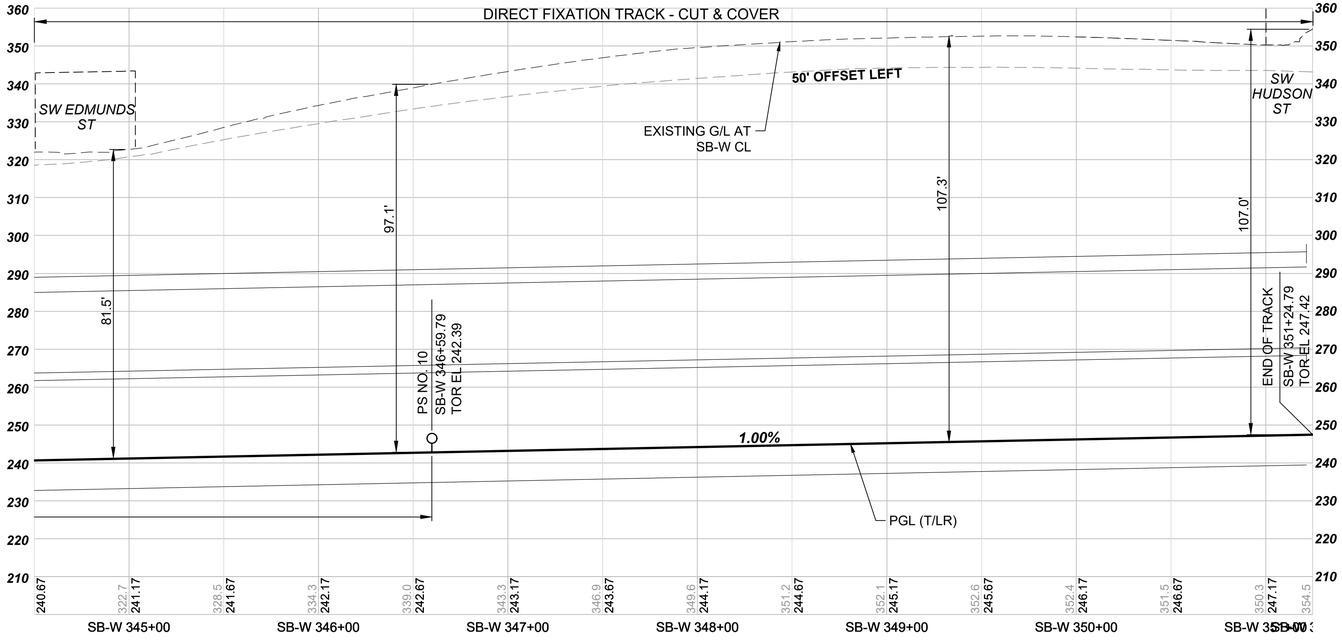
35.0'

DIVIDER WALL FOR TBM
RETRIEVAL SHAFT FOR
POTENTIAL FUTURE EXTENSION

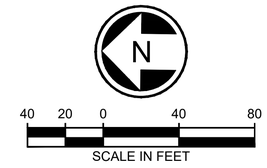
POTENTIAL FUTURE EXTENSION
(NB TRACK CL)

POTENTIAL FUTURE EXTENSION
(SB TRACK CL)

PLAN
SCALE: 1" = 40'



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

ALLEN K. WHALEN · STATE OF WASHINGTON · 46340 · REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

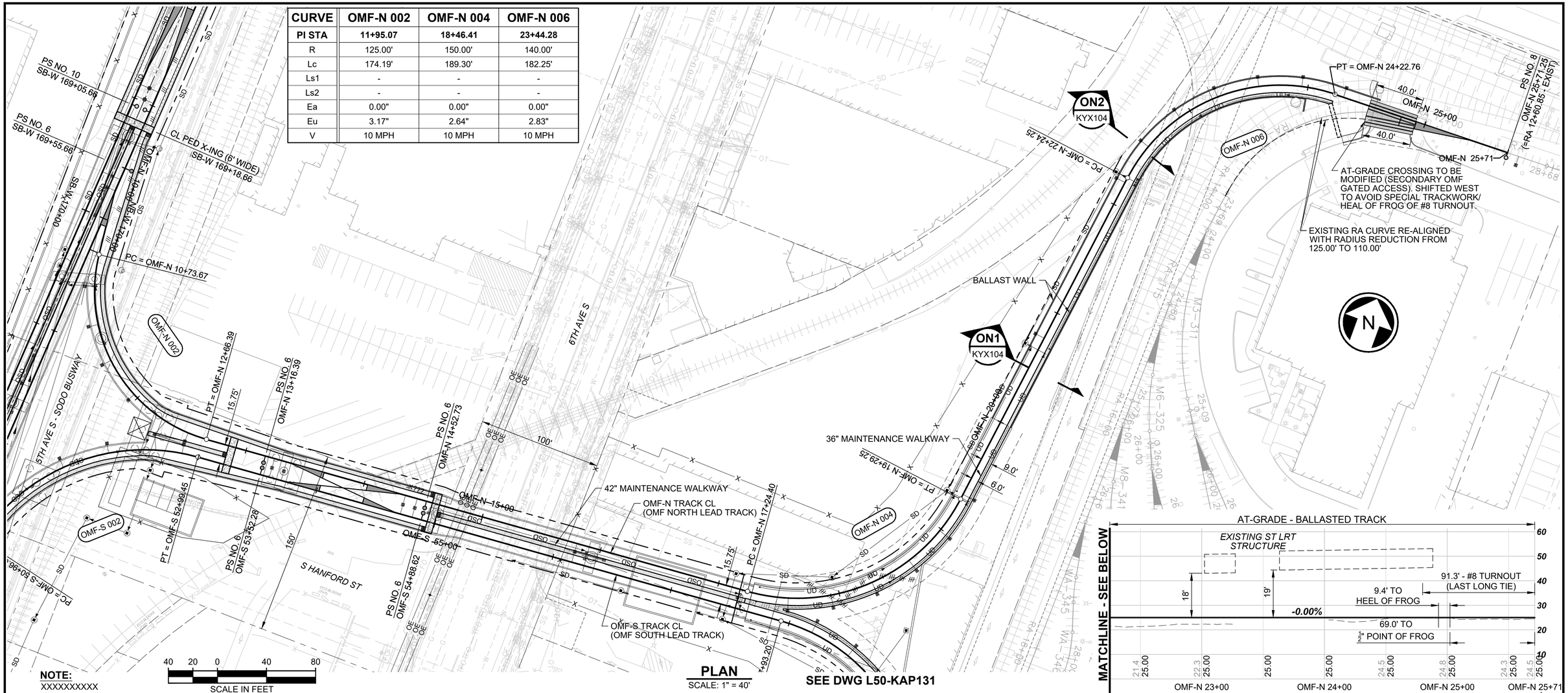
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

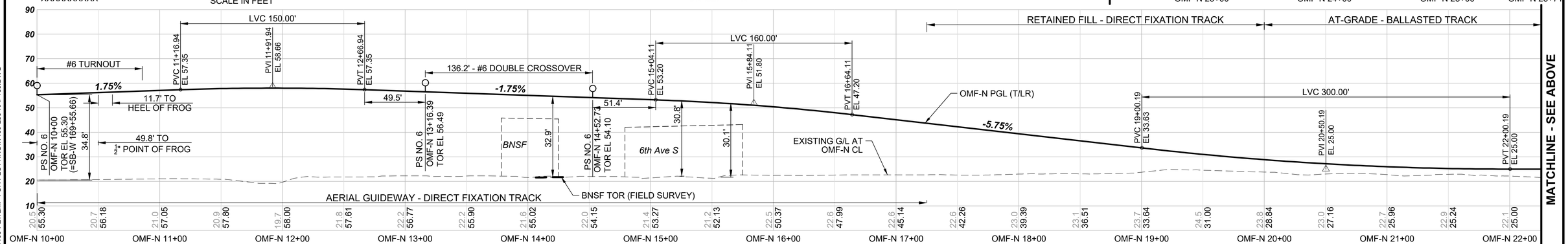
DRAWING No.: L50-KAP123
LOCATION ID: L50
SHEET No.: 177
REV: 0

04/18/24 | 5:25 PM | AWHALEN
C:\CADDLIB\WSBL-PRINTING\W100-PEITEMP FOR PLOTTING\W100-L50-KAP123.DWG

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-KAV100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-JOP100
xW100-L50-RPP100
GB-SEAL-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





NOTE:
XXXXXXXXXX

SCALE IN FEET

PLAN
SCALE: 1" = 40'

SEE DWG L50-KAP131

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

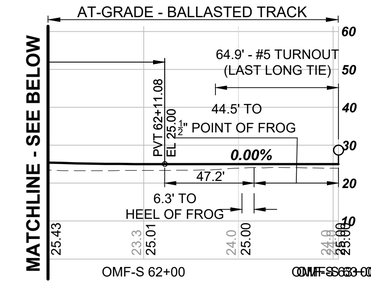
04/18/24 | 5:28 PM | AWHALEN
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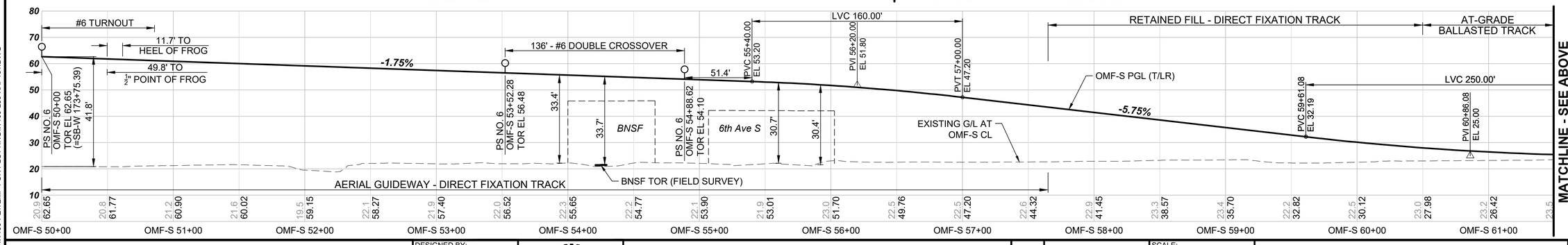
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
GB-SEAL-AKW
xW100-L50-JOP100
C80_M01_KA

SEE DWG L50-KAP130

OMF-N 002
STAIR TOWER
PT = OMF-N 12+66.39
PS NO. 6
OMF-N 13+16.39
PS NO. 6
OMF-N 14+52.7
OMF-N 15+00
OMF-N TRACK CL
(OMF NORTH LEAD TRACK)
PC = OMF-N
36" MAINTENANCE WALKWAY
OMF-S 55+00
OMF-S TRACK CL
(OMF SOUTH LEAD TRACK)
42" MAINTENANCE WALKWAY
PC = OMF-S 57+93.20
OMF-S 004
OMF-S 59+00
PT = OMF-S 60+43.08
S HANFORD ST
OMF-S 002
SIGNAL HOUSE
PT = OMF-S 52+99.45
PS NO. 6
OMF-S 53+52.28
PS NO. 6
OMF-S 54+88.62
6TH AVE S
100'
PC = OMF-S 60+96.66
5TH AVE S - SODO BUSWAY
OMF-S 50+00
PS NO. 6
SB-W 173+75.39
PS NO. 8
SB-W 174+25.39
CL PED X-ING (6' WIDE)
SB-W 174+12.39
SB-W 175+00
NB-W 175+00
OS1
KYX104
OS2
KYX104
17.6'
11.9'
5.0'
PC = OMF-S 61+63.18
BALLAST
WALL
OMF-S 006
PT = OMF-S 62+30.96
PS NO. 5
OMF-S 63+02.74
(=YA 1+25.46 - EXIST)
OMF-S 63+03
TIE-INTO EXIST
BALLAST WALL

CURVE	OMF-S 002	OMF-S 004	OMF-S 006
PI STA	52+14.24	59+58.19	61+99.39
R	160.00'	150.00'	250.00'
Lc	189.47'	221.98'	67.78'
Ls1	-	-	-
Ls2	-	-	-
Ea	0.00"	0.00"	0.00"
Eu	2.48"	2.64"	1.58"
V	10 MPH	10 MPH	10 MPH





NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

SCALE IN FEET

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 21522 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP131
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

DRAWING No.: L50-KAP131
LOCATION ID: L50
SHEET No.: 179 — REV: 0

04/18/24 | 5:30 PM | AWHALEN
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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:

Calvin Chow
Full Council
July 8, 2025
D1

Amendment A to CB 121003 – Transit Way Agreement

Sponsor: Councilmember Saka

Technical correction to Attachment 1.

Effect: This amendment would substitute a new Version 2 of the Transit Way Agreement (Attachment 1). The Version 1 included in the proposed legislation only includes maps depicting the new West Seattle Link extension. The revised Version 2 includes the entirety of Sound Transit's alignment through Seattle. No other changes to the Transit Way Agreement are included in Version 2.

Substitute Version 1 of Attachment 1 (Amendment No. 5 to the Transit Way Agreement) with Version 2 as attached.

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 TRANSIT AUTHORITY (SOUND TRANSIT)	**THE CITY OF SEATTLE**
By: _____ Signature	By: _____ Signature
_____ Print or type name	_____ Print or type name
Date: _____	Date: _____
Approved as to form:	Authorized by Ordinances _____
By: _____ Signature	_____
_____ Sound Transit Legal Counsel	

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

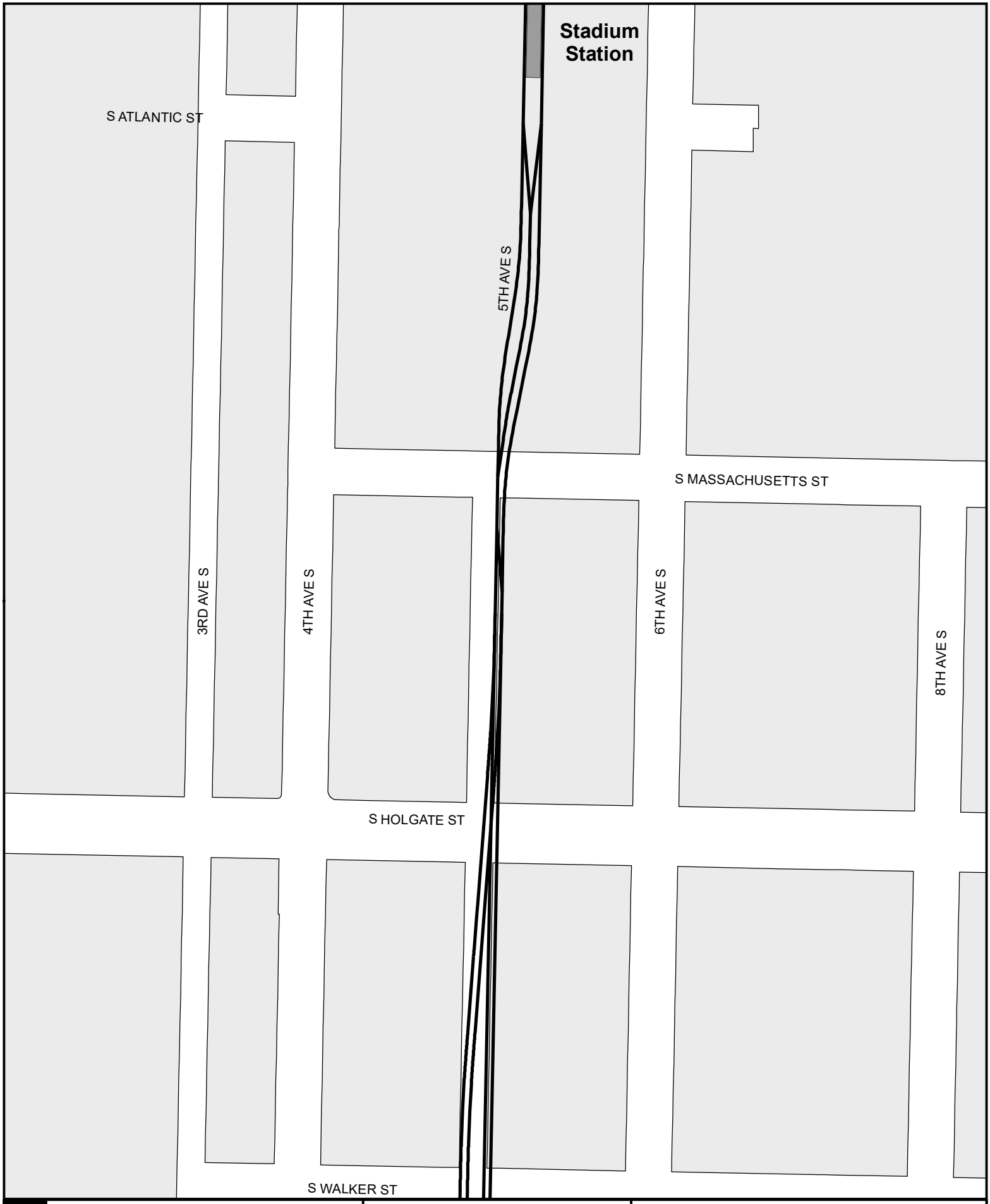
Maintenance Facility Maintenance Facility site - extends from 7th Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

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 1-90 center roadway east of Rainer Avenue S, at-grade



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

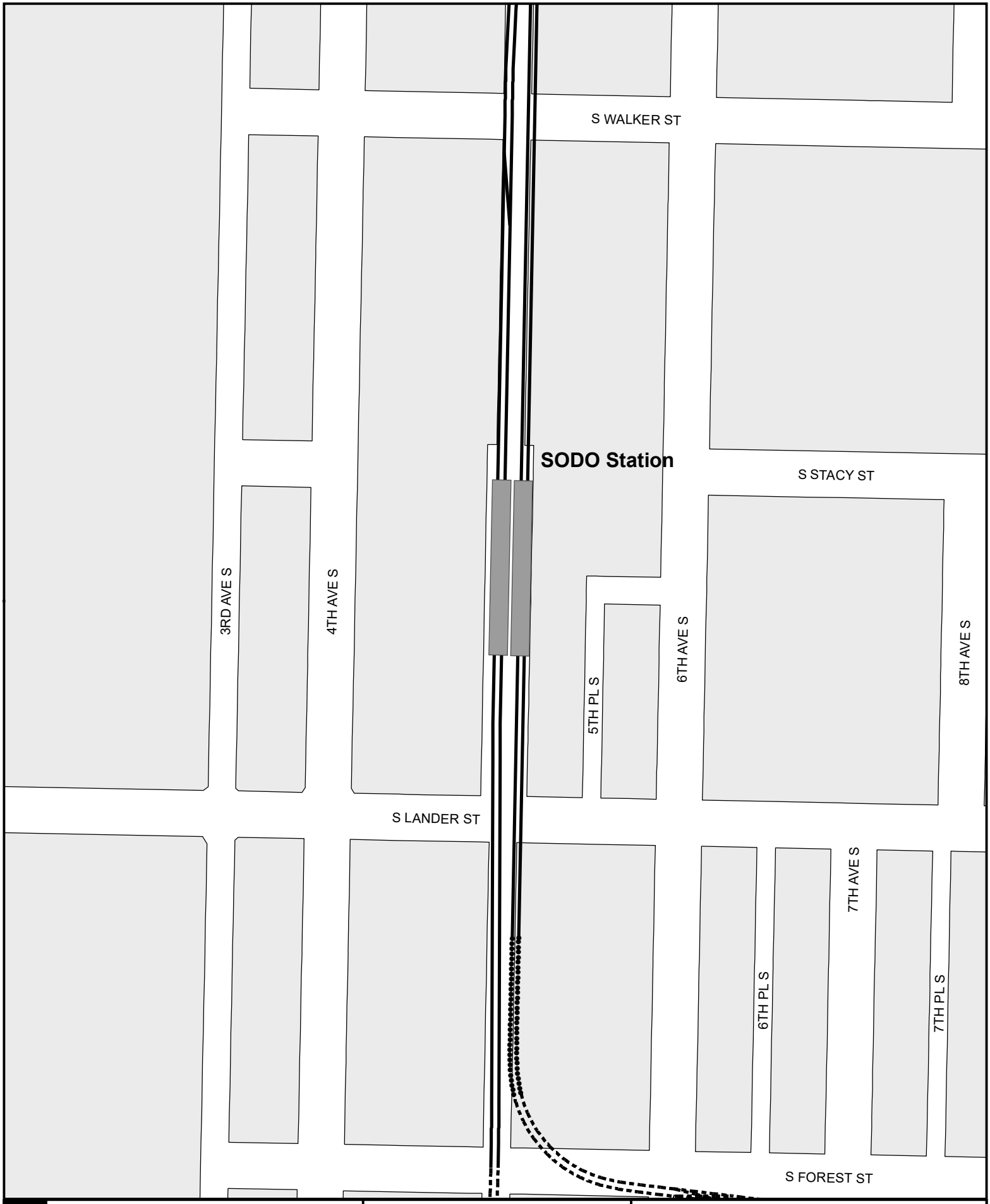
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 1 of 35

SOUNDTRANSIT
June 2025

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Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

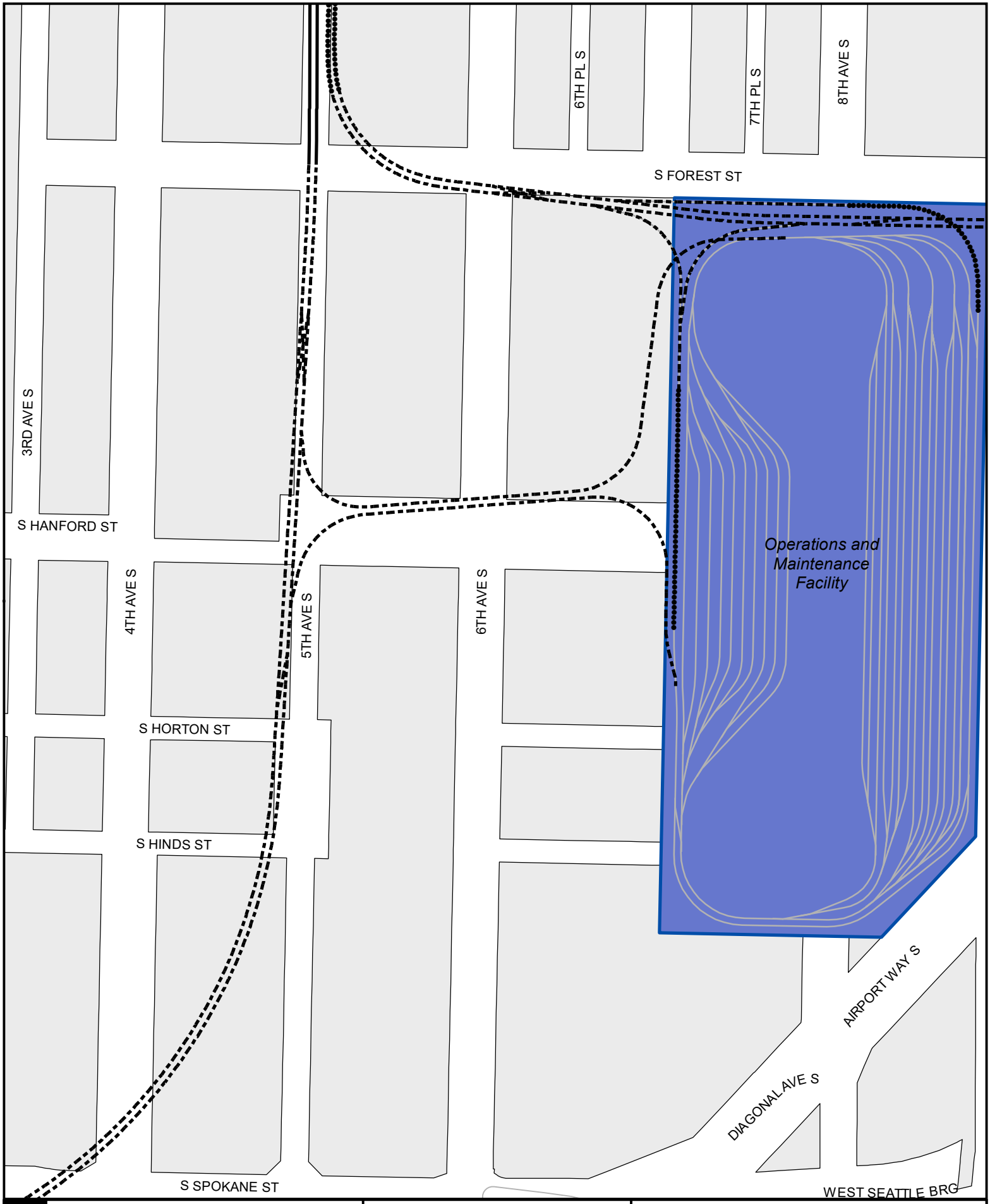
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 2 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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- Subway

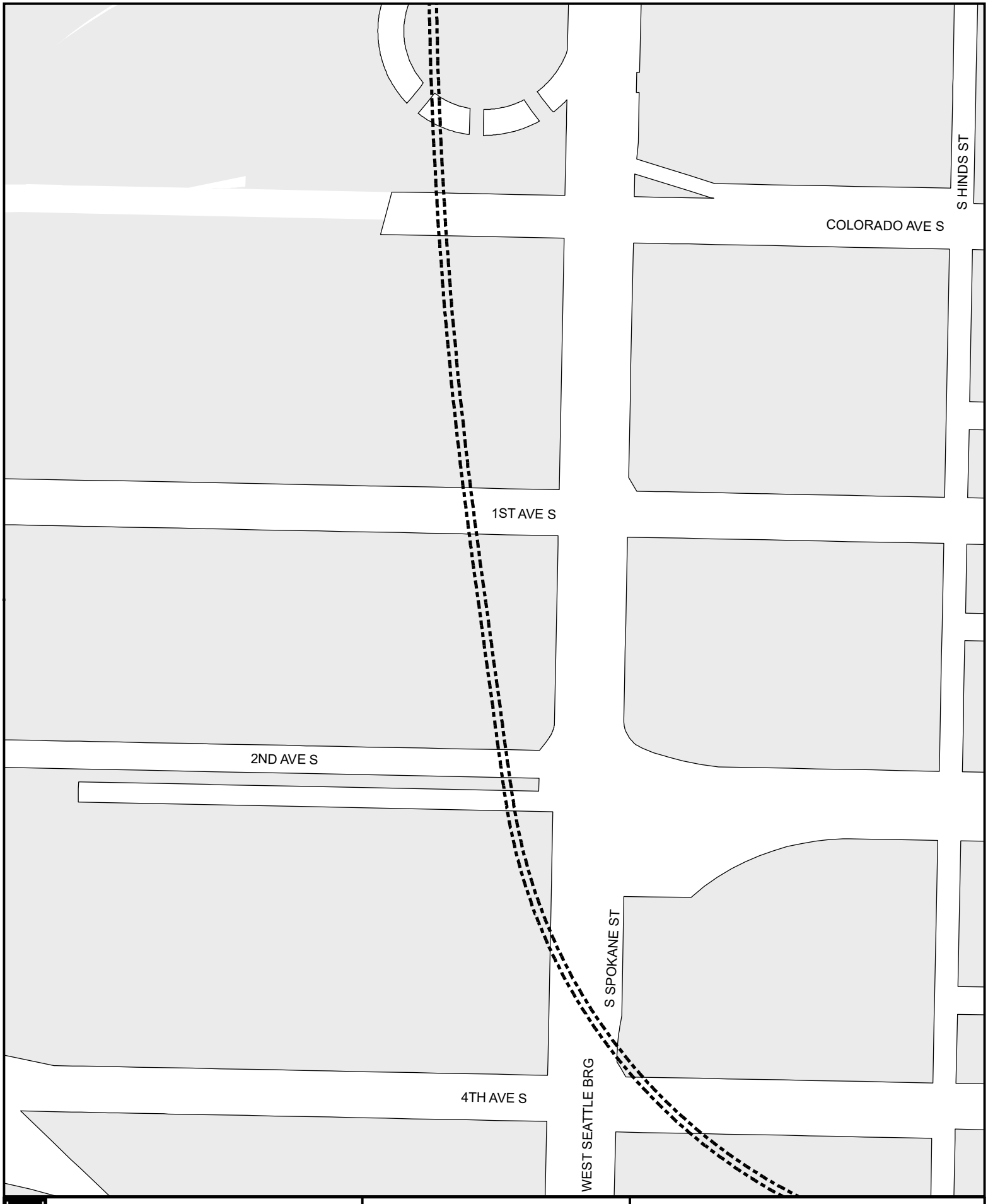
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 3 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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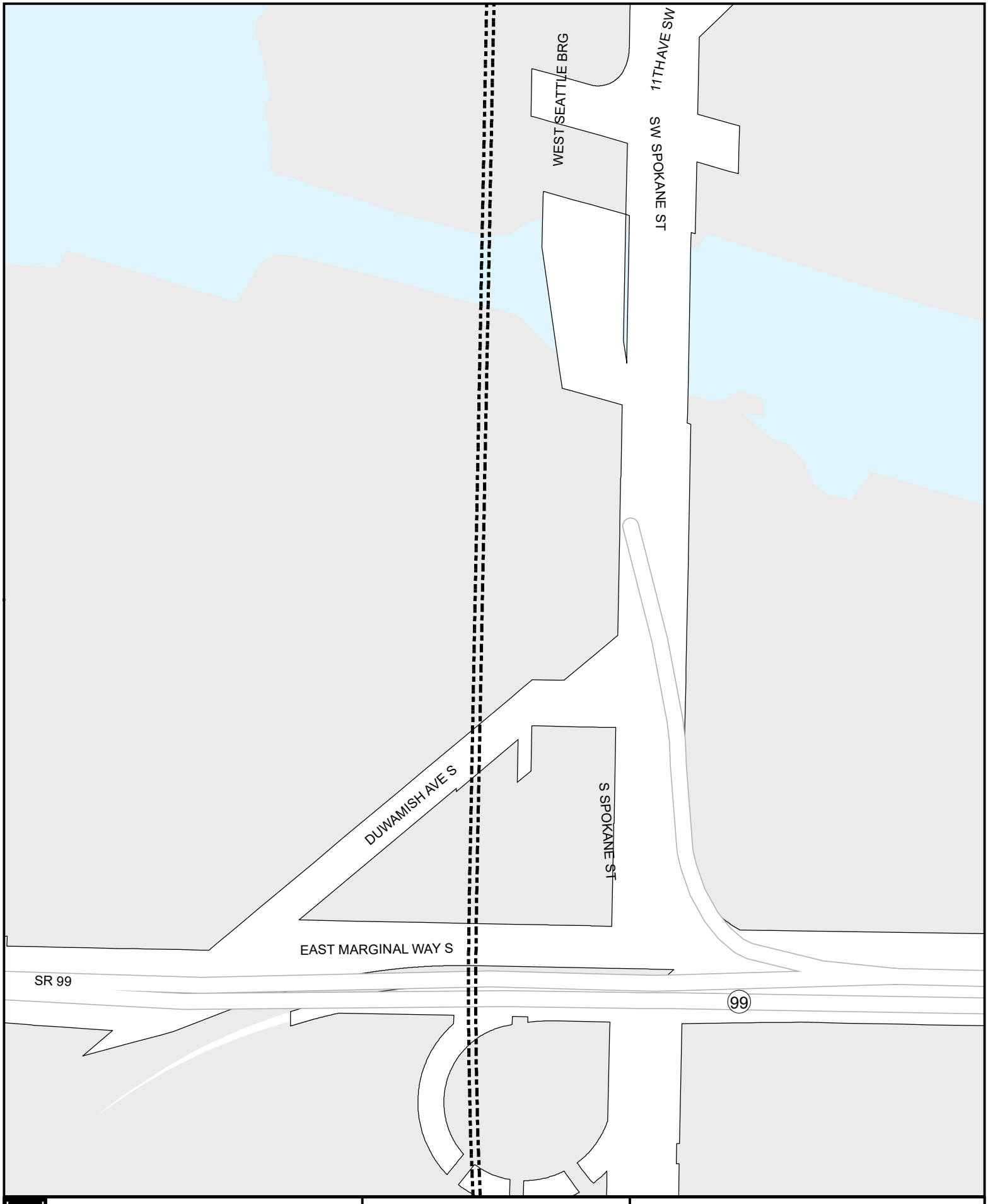
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 4 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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- Light rail station platform
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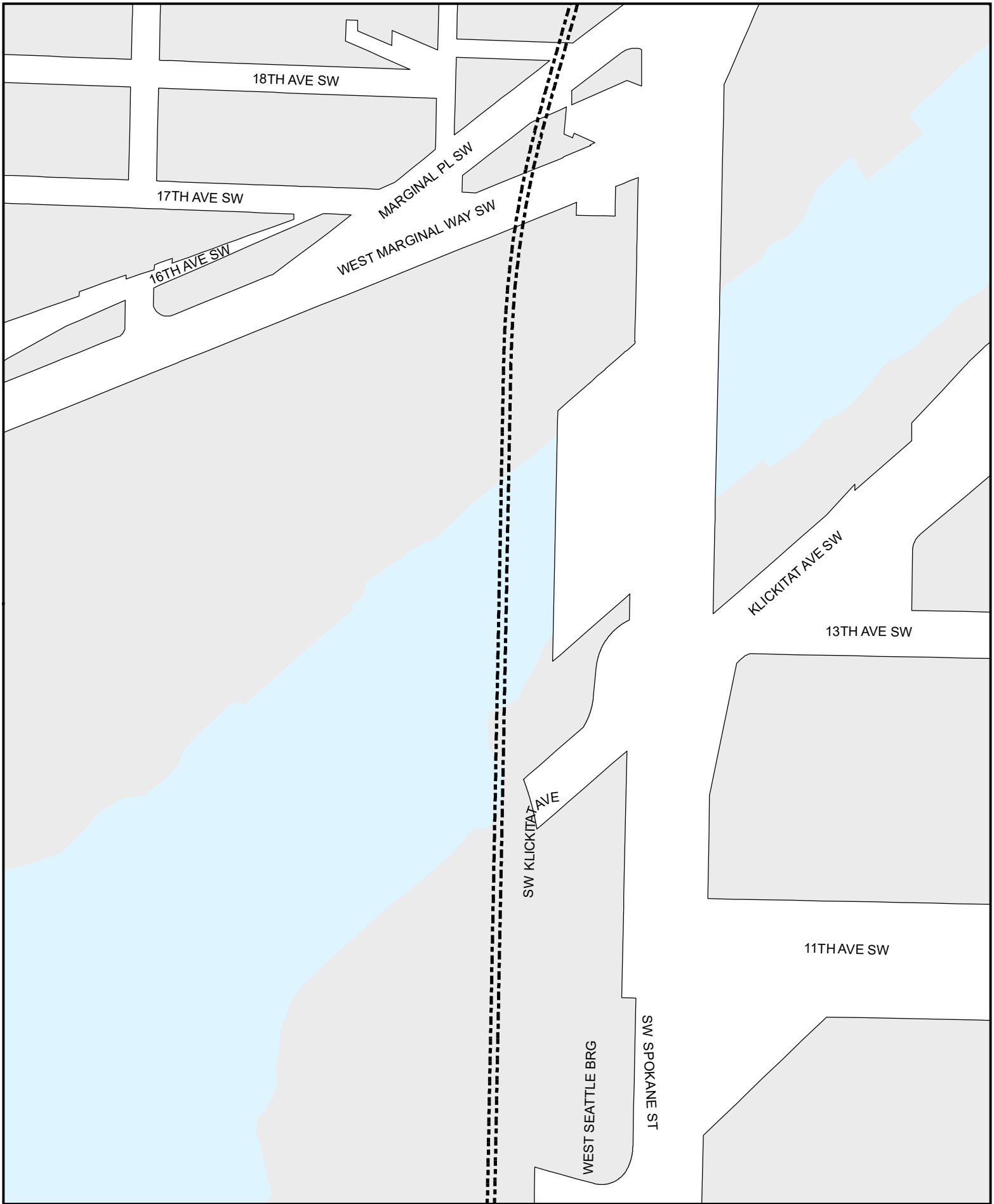
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 5 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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- Subway

- Light rail station platform
- Maintenance facility
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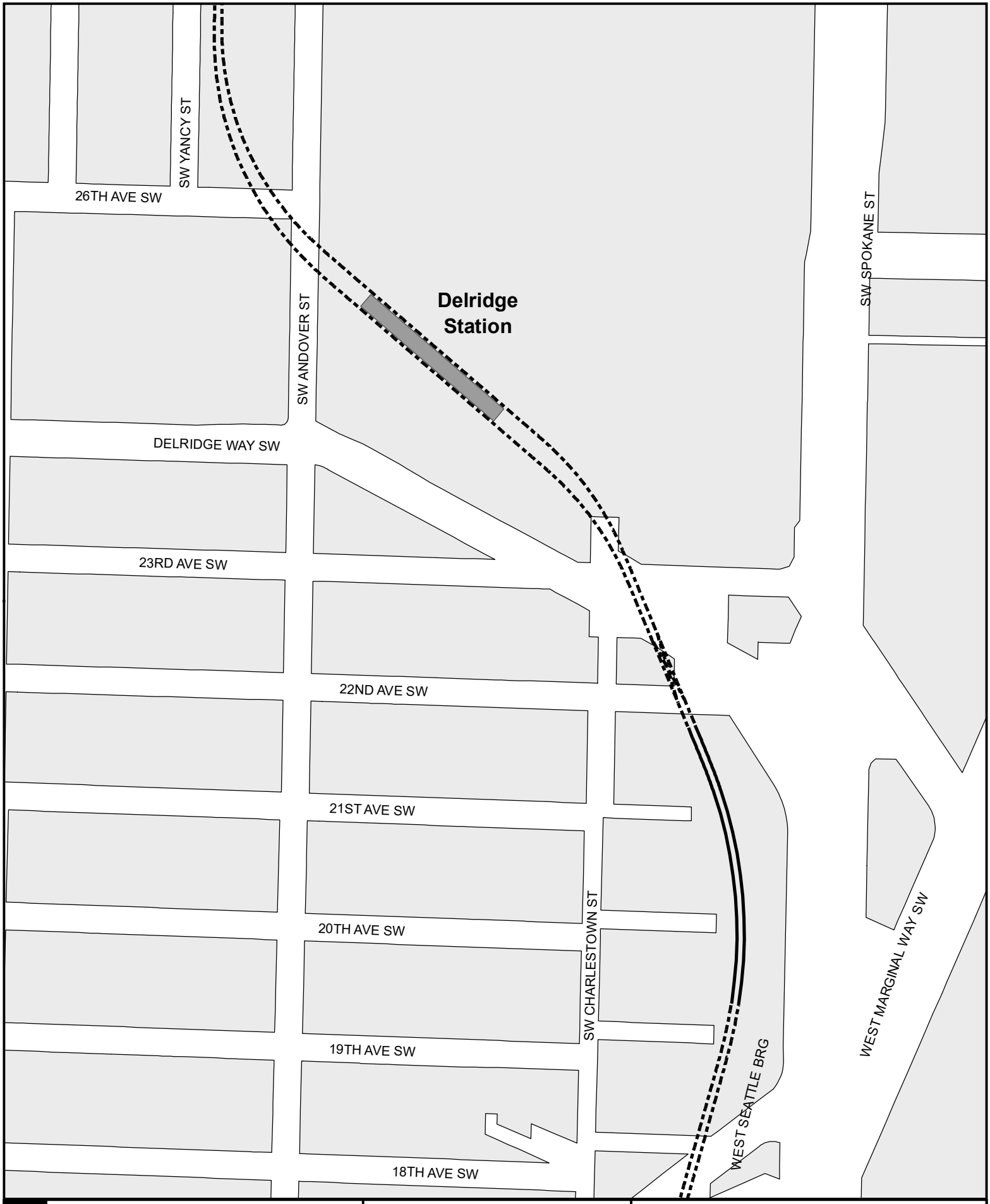
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 6 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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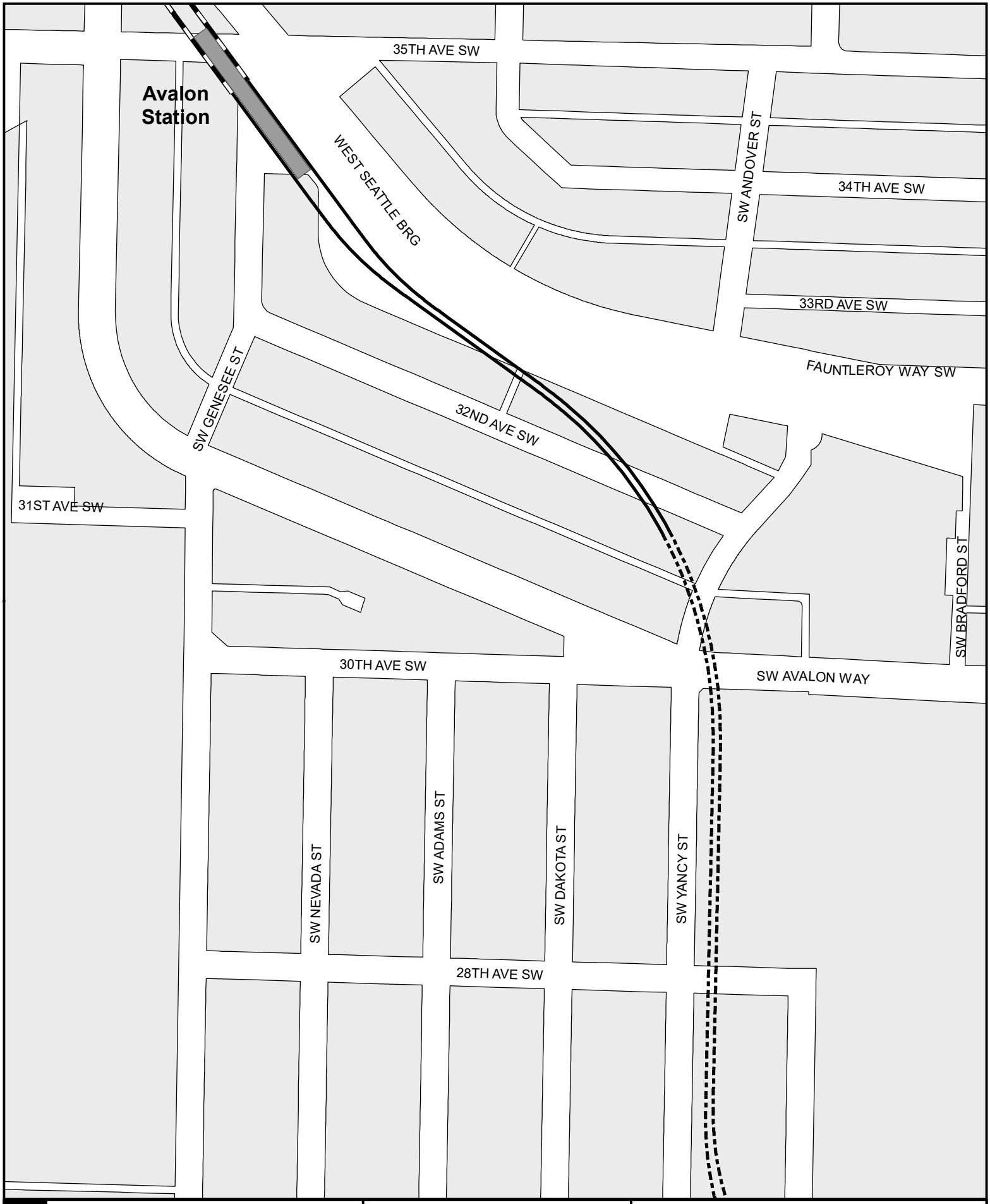
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 7 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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- Light rail station platform
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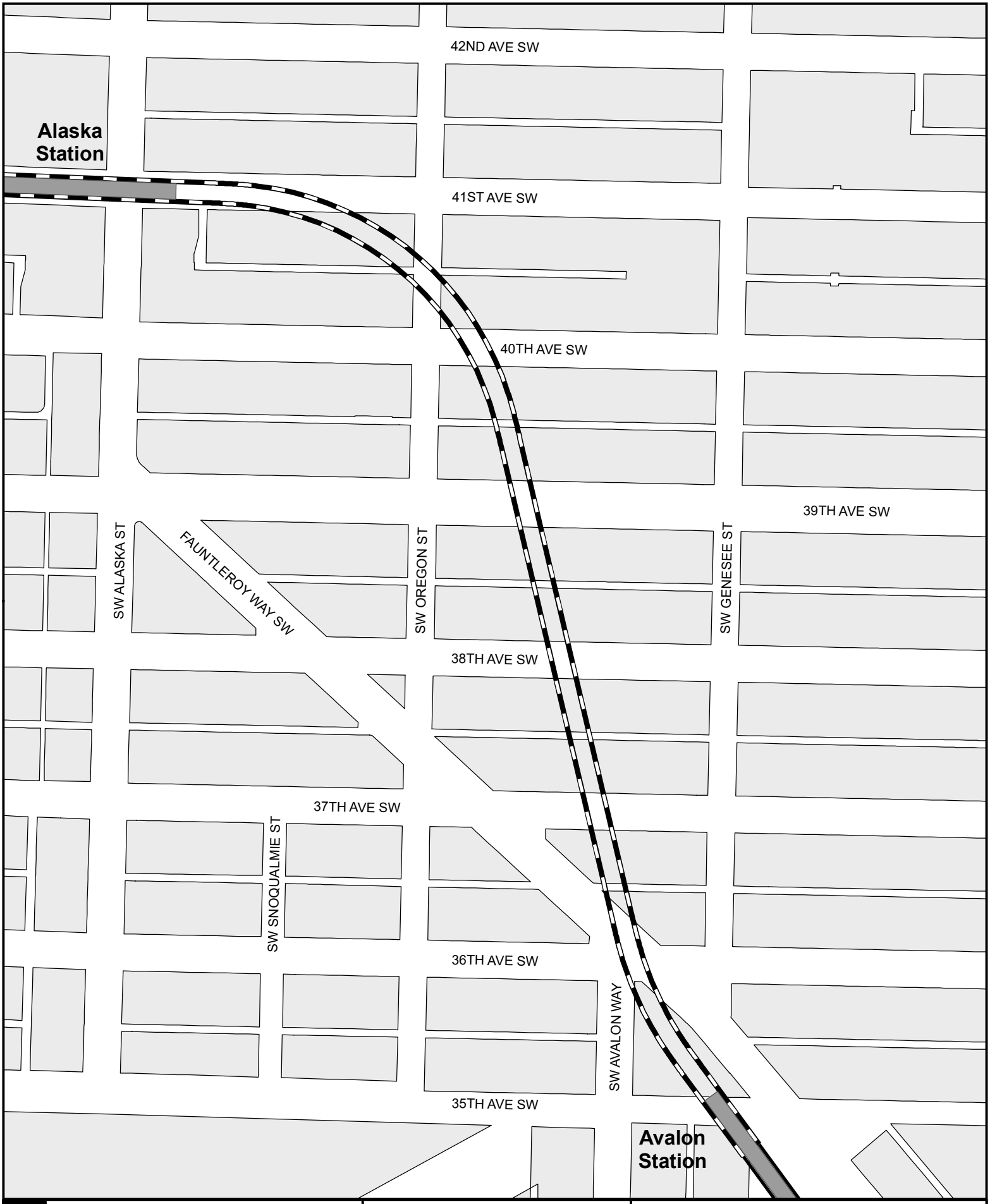
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 8 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 9 of 35

SOUNDTRANSIT
June 2025

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Data source: King County GIS, City of Seattle, Sound
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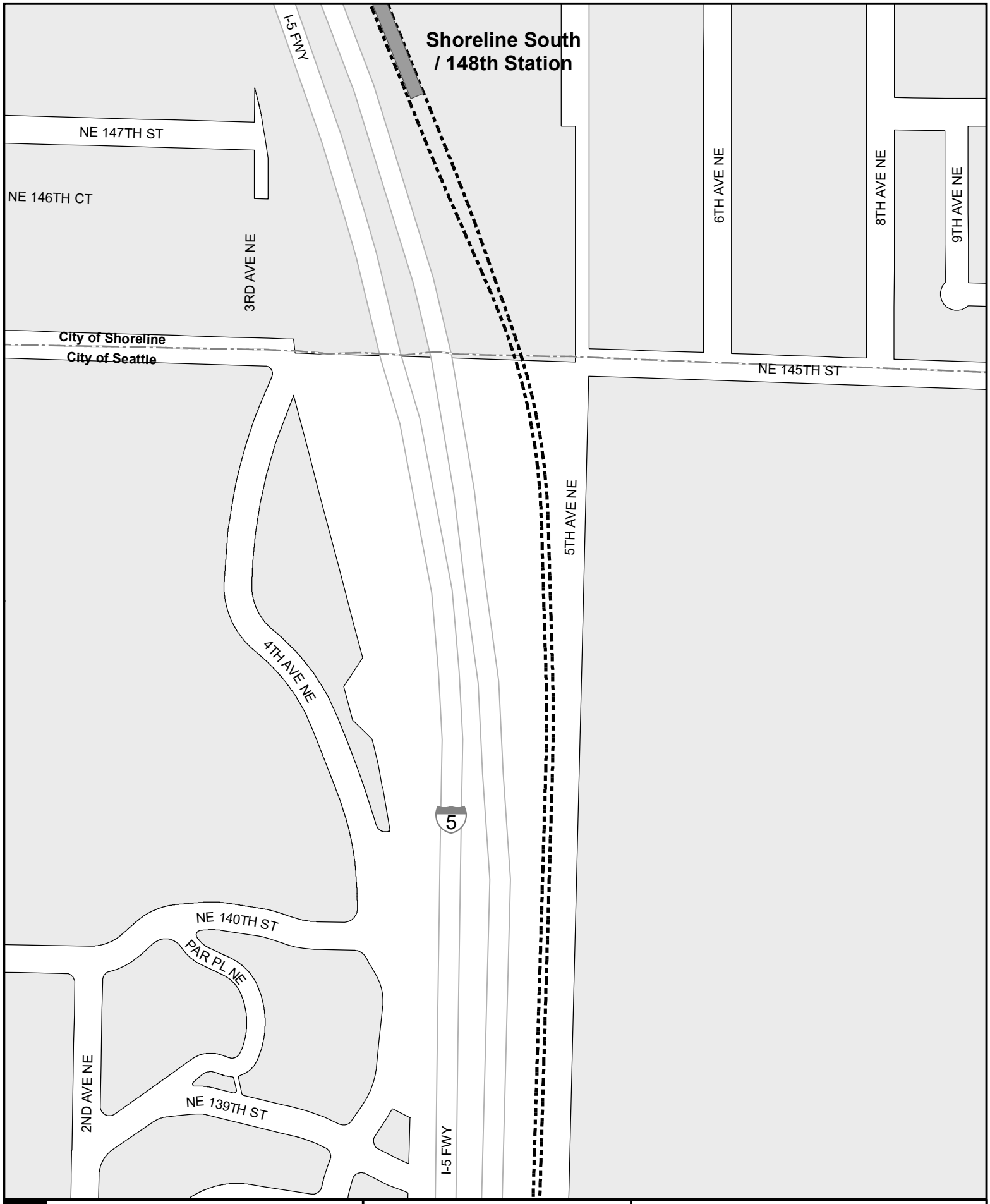
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 10 of 35

SOUNDTRANSIT
June 2025

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Legend

Light Rail Alignment
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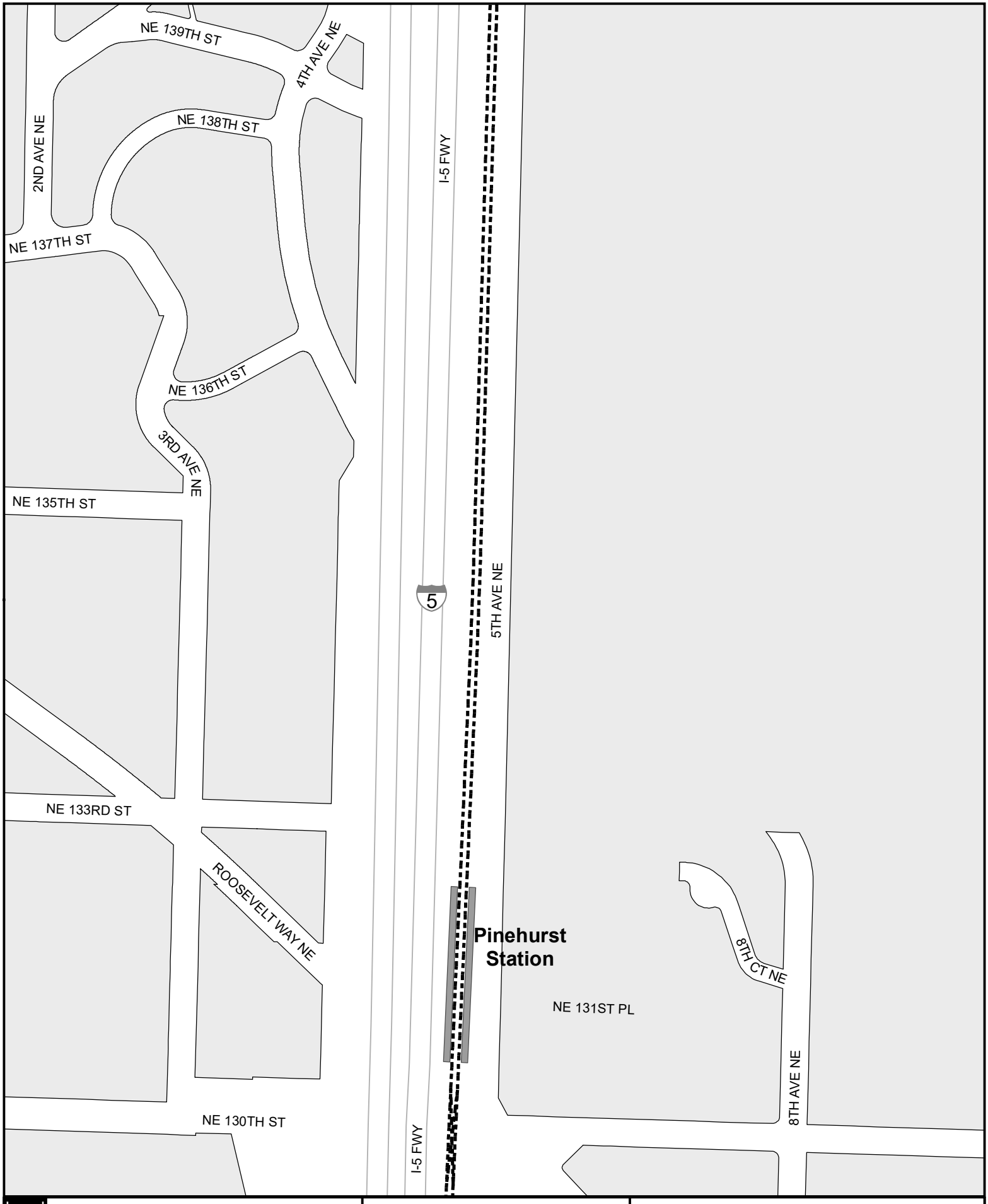
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 11 of 35

SOUNDTRANSIT
June 2025

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Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

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Light Rail Alignment
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- Subway

- Light rail station platform
- Maintenance facility
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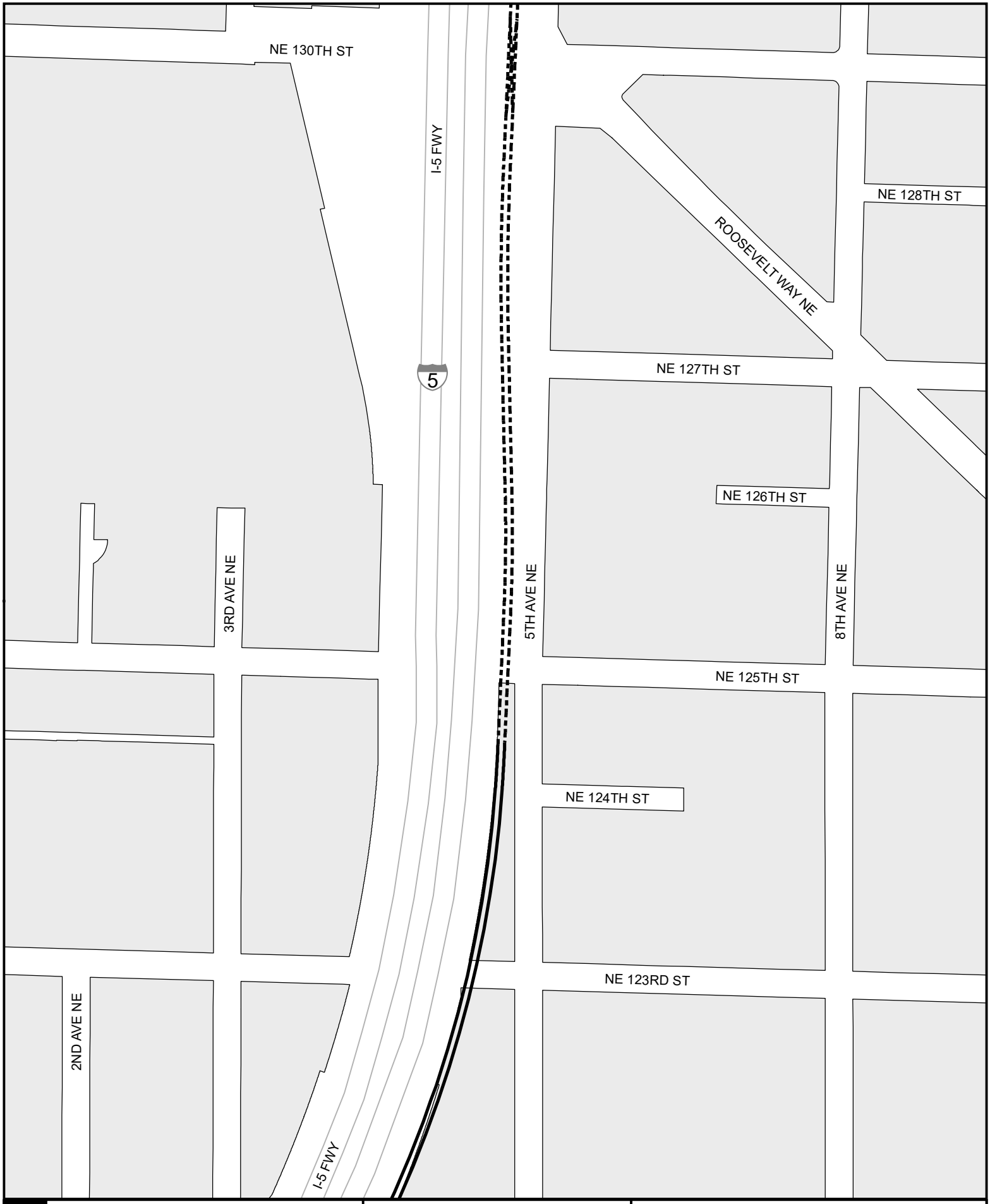
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 12 of 35

SOUNDTRANSIT
June 2025

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Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

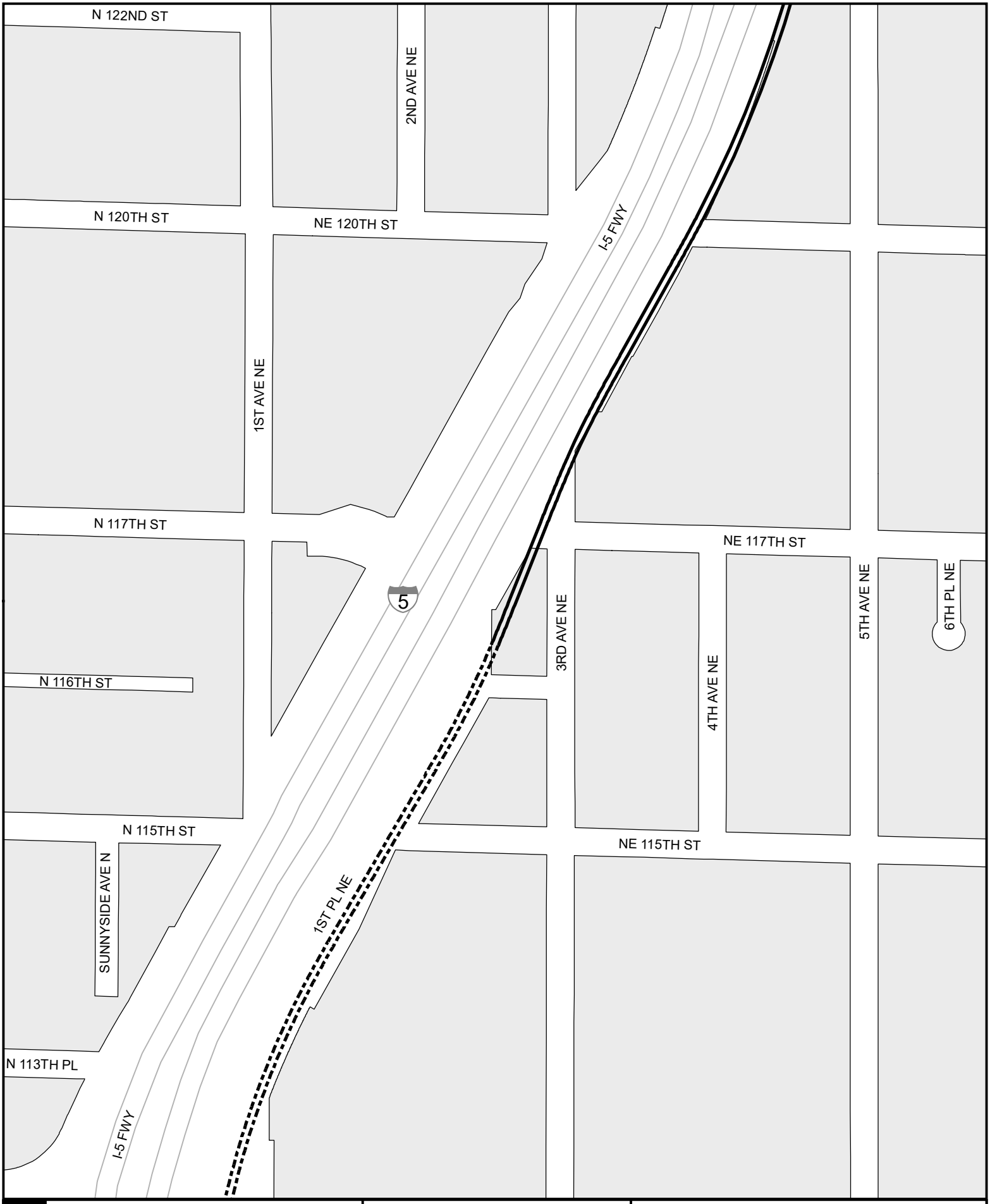
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 13 of 35

SOUNDTRANSIT
June 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

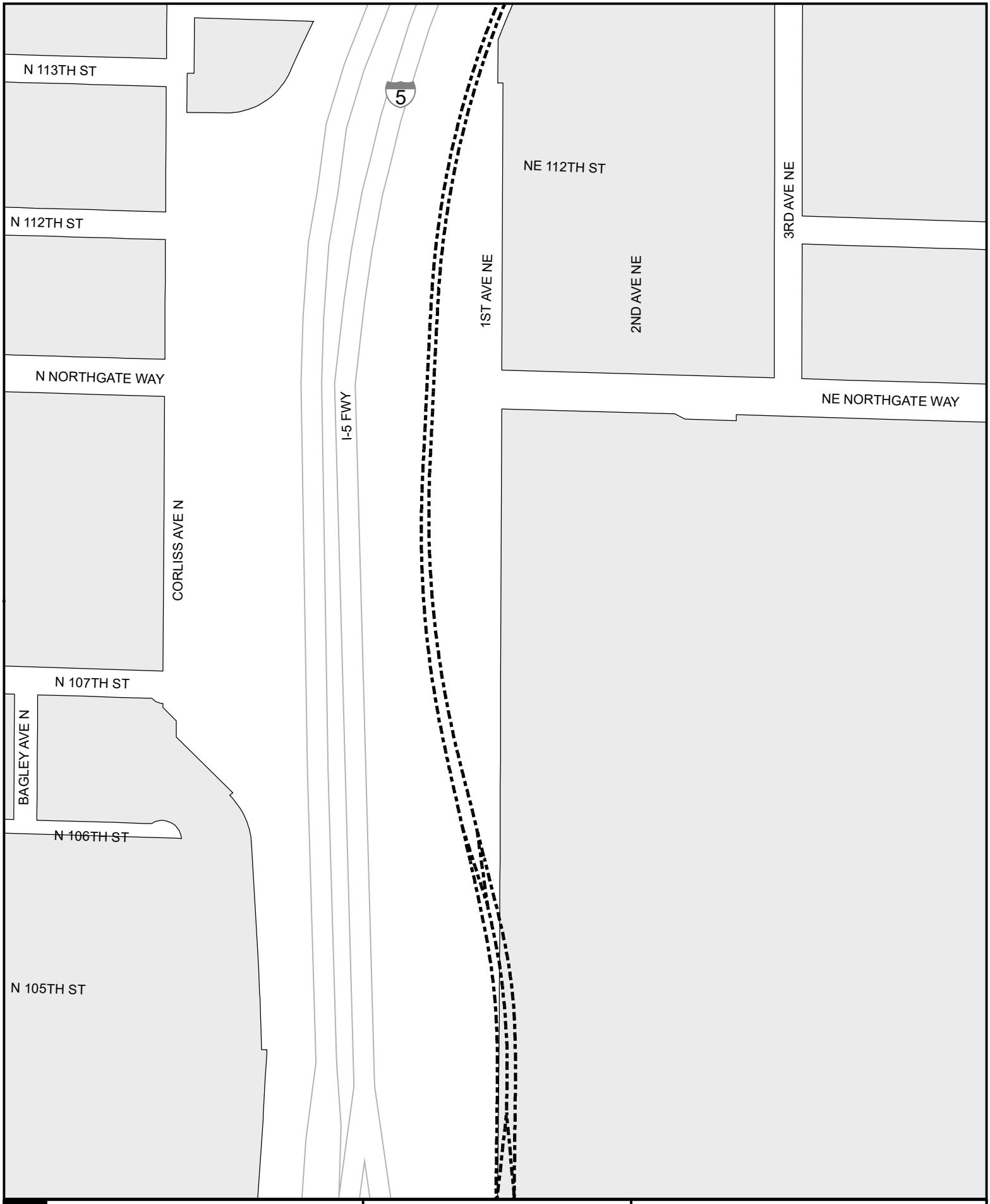
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 14 of 35

SOUNDTRANSIT
June 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

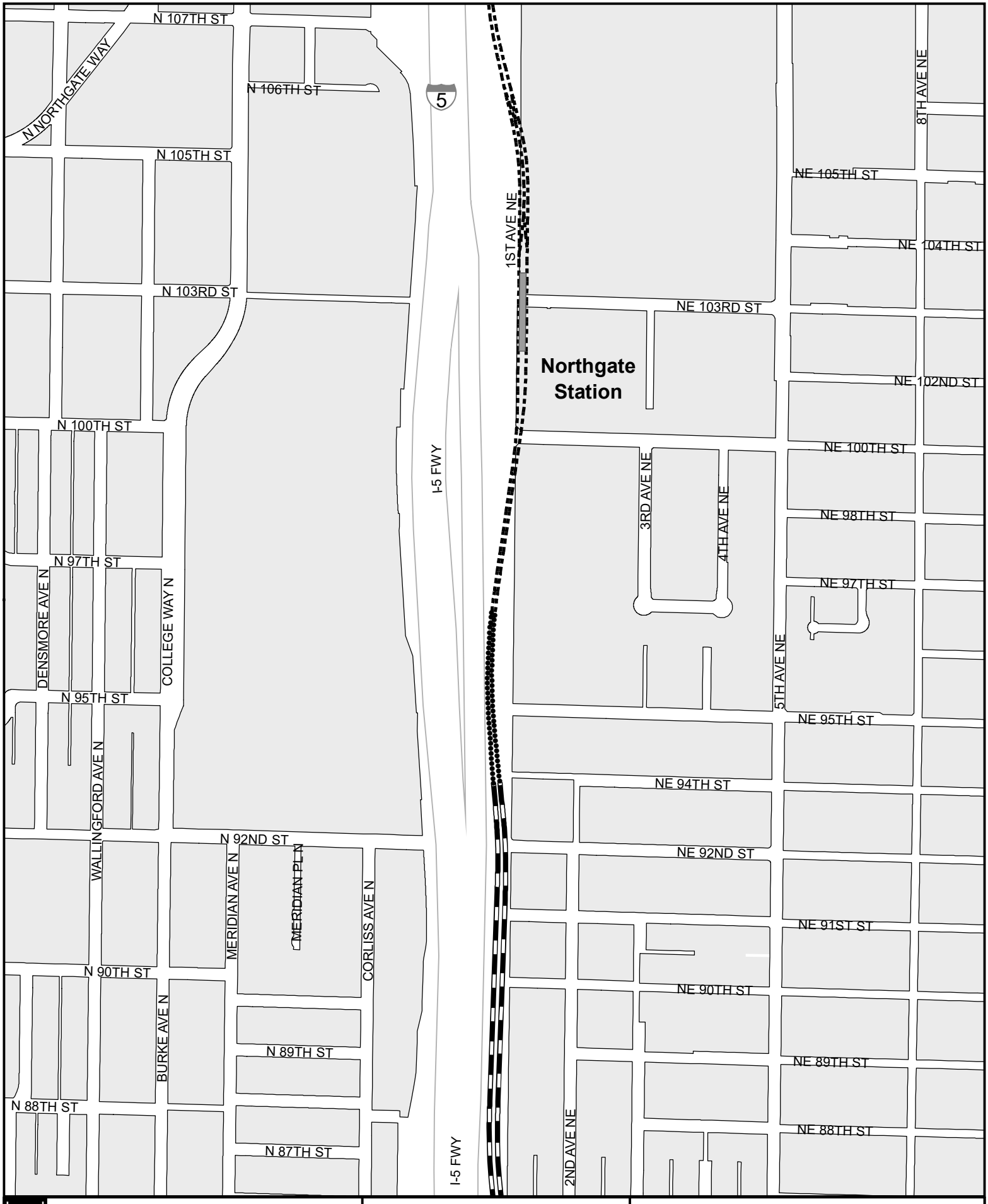
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 15 of 35

SOUNDTRANSIT
June 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 16 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 17 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 18 of 35

0 400
Feet

SOUNDTRANSIT
June 2025

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

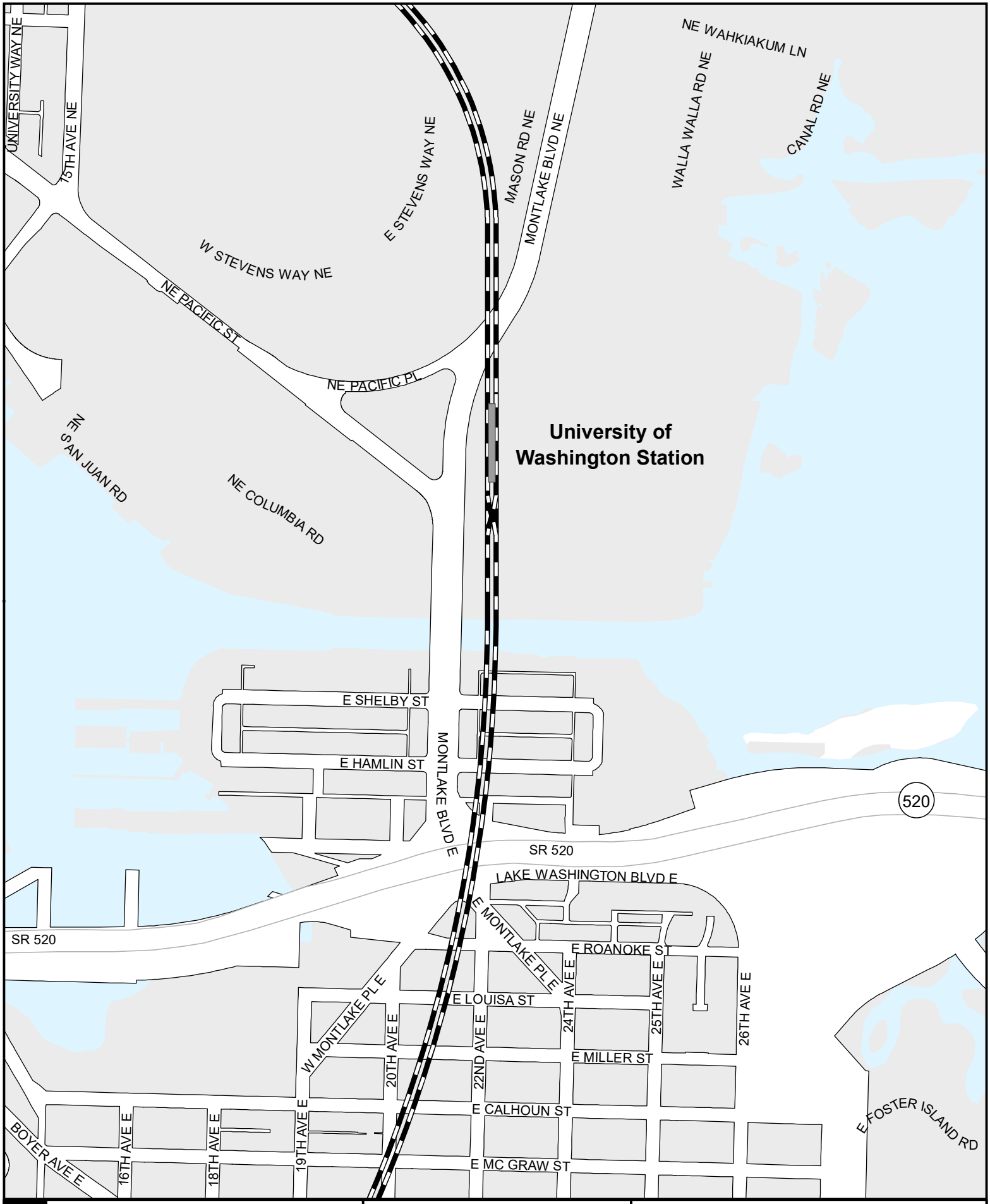
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 19 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

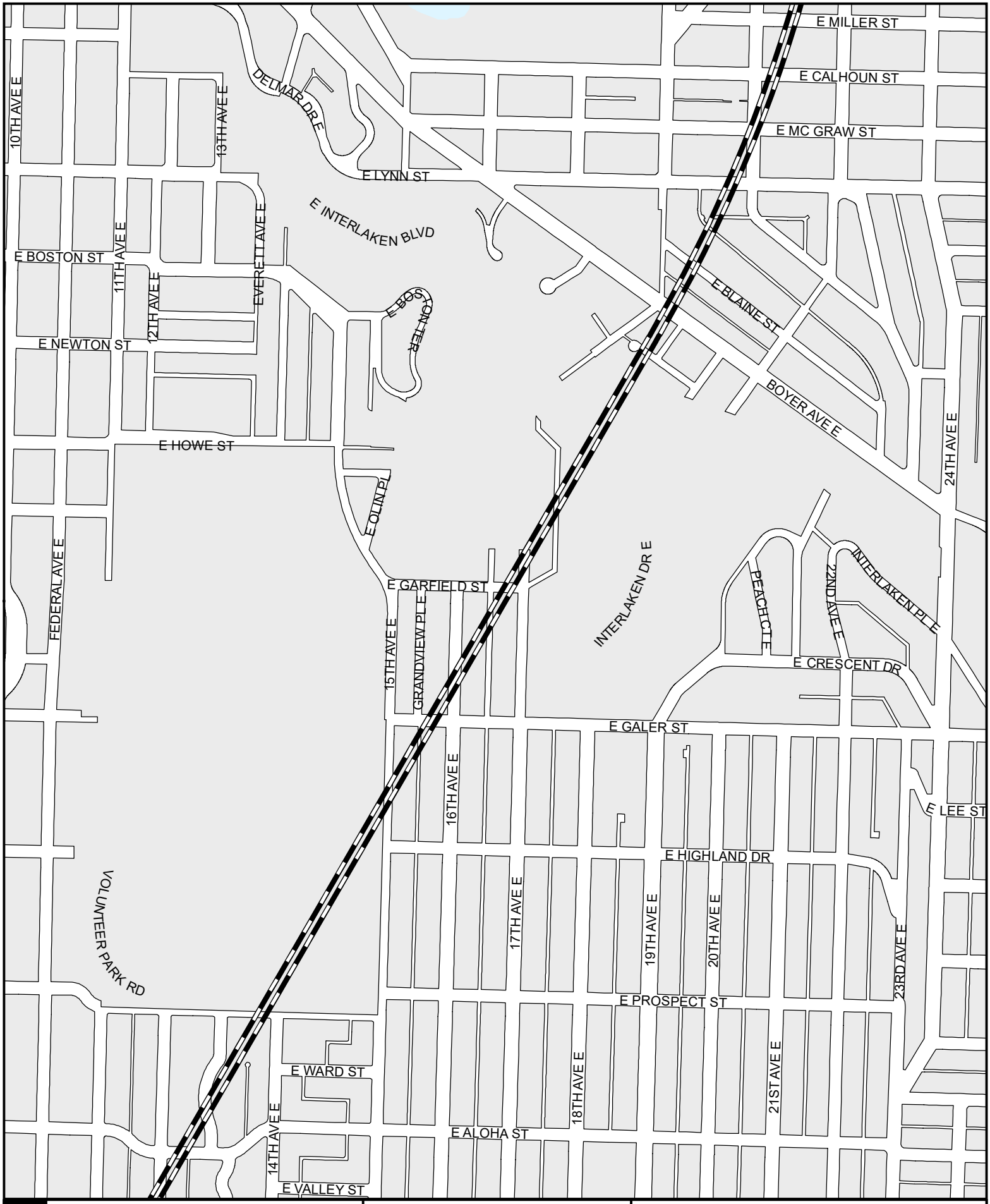
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 20 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

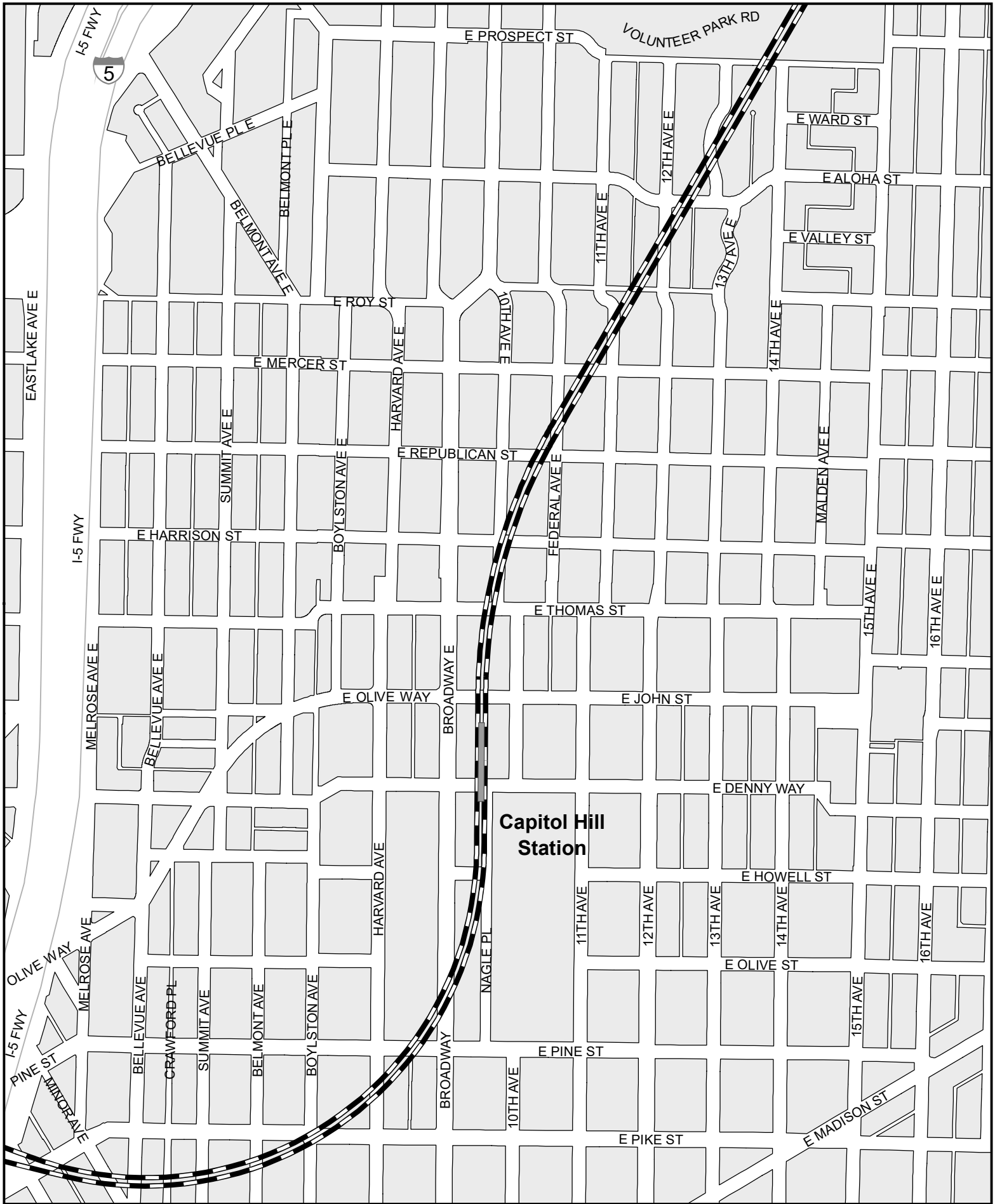
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 21 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 22 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 23 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

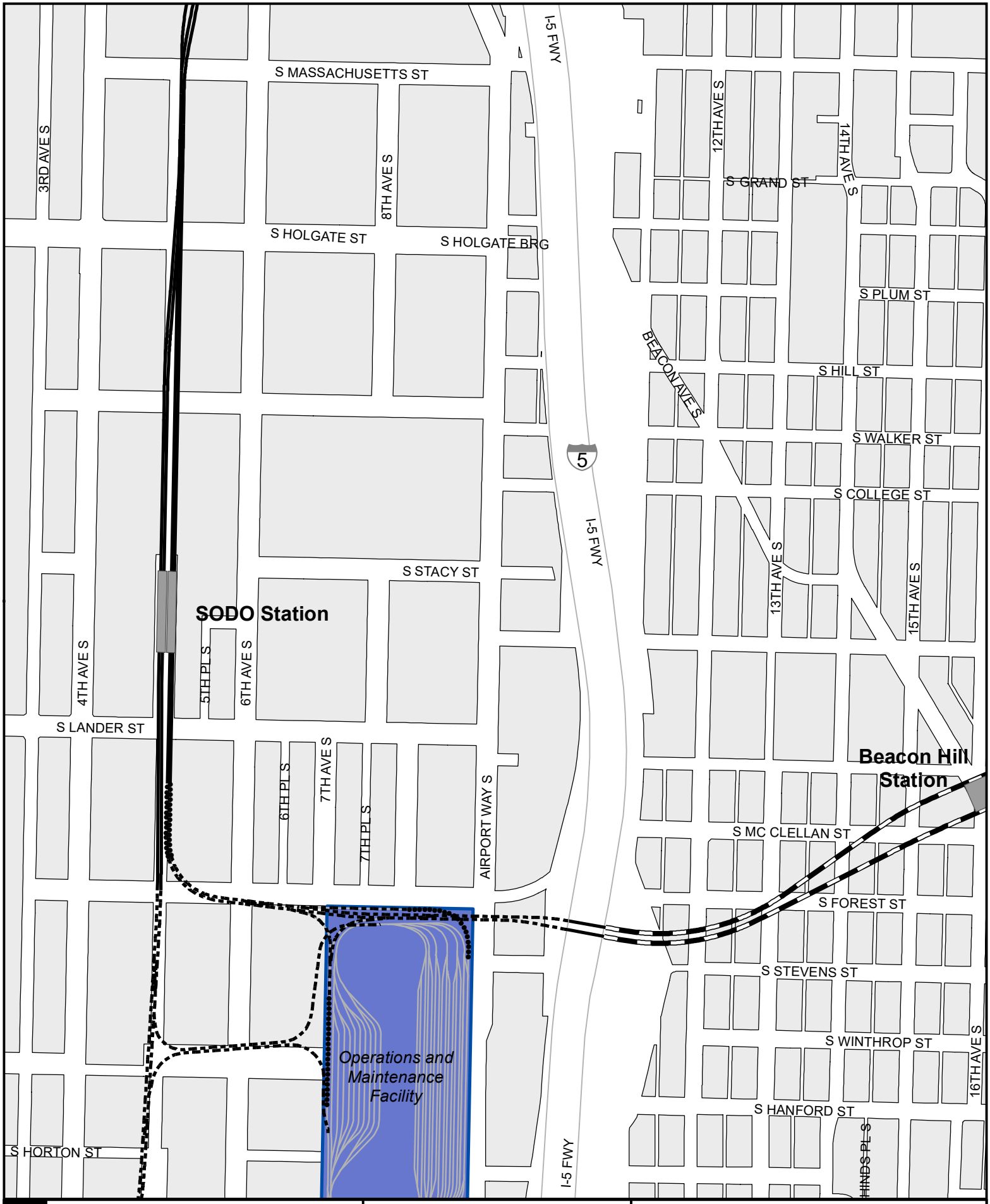
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 24 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

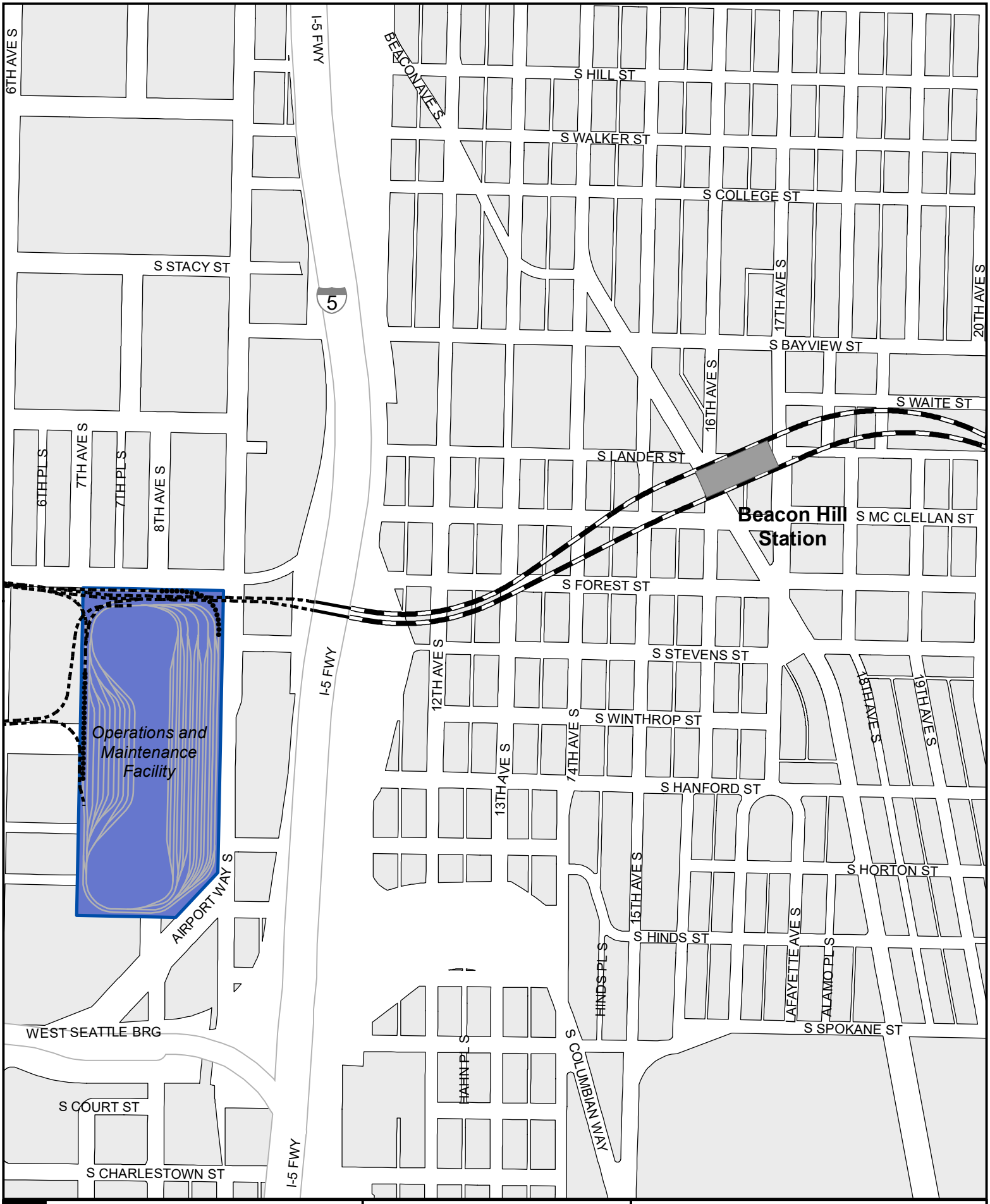
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 25 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 26 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

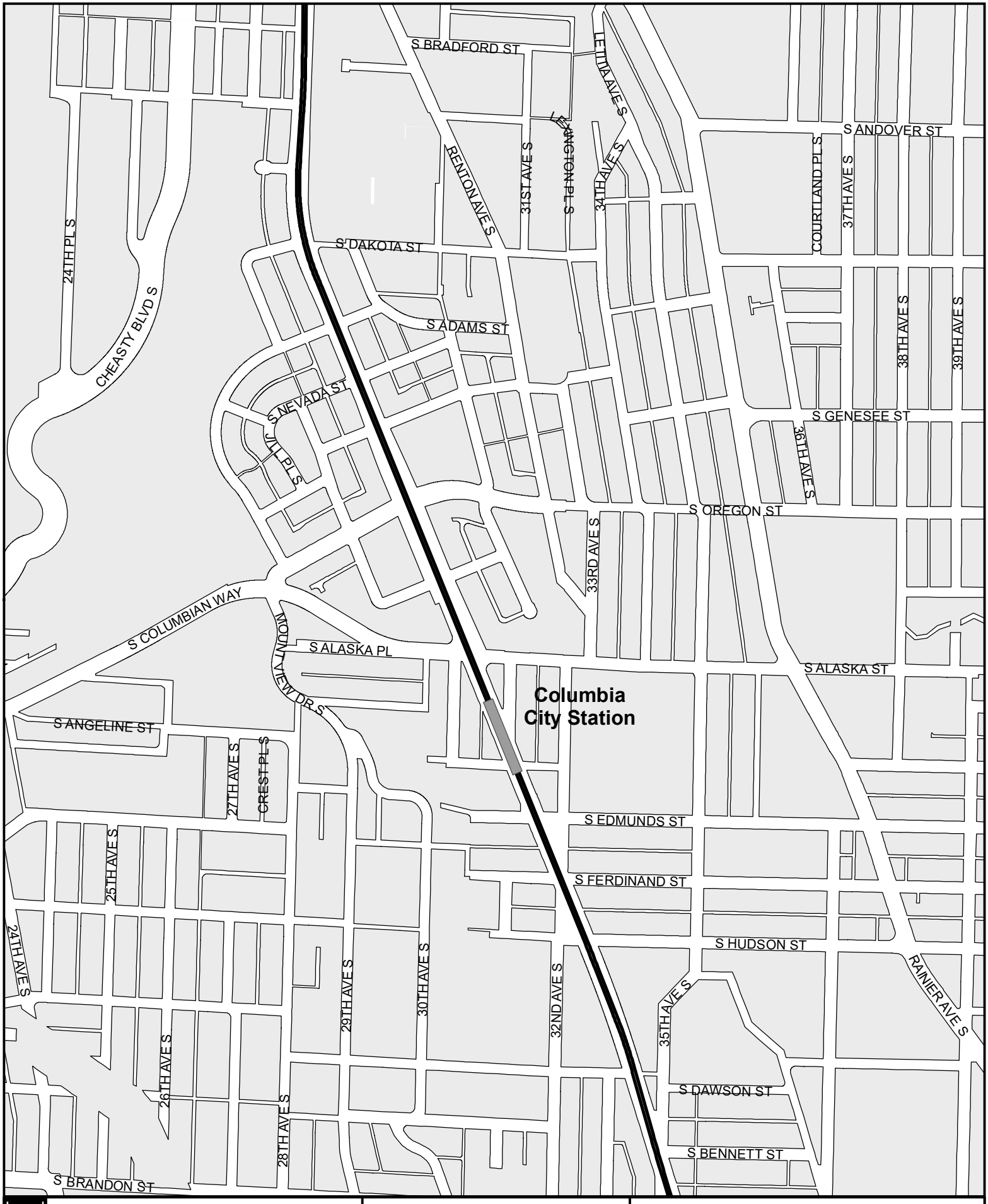
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 27 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

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

Light Rail Alignment
- Aerial
- At Grade
- Subway

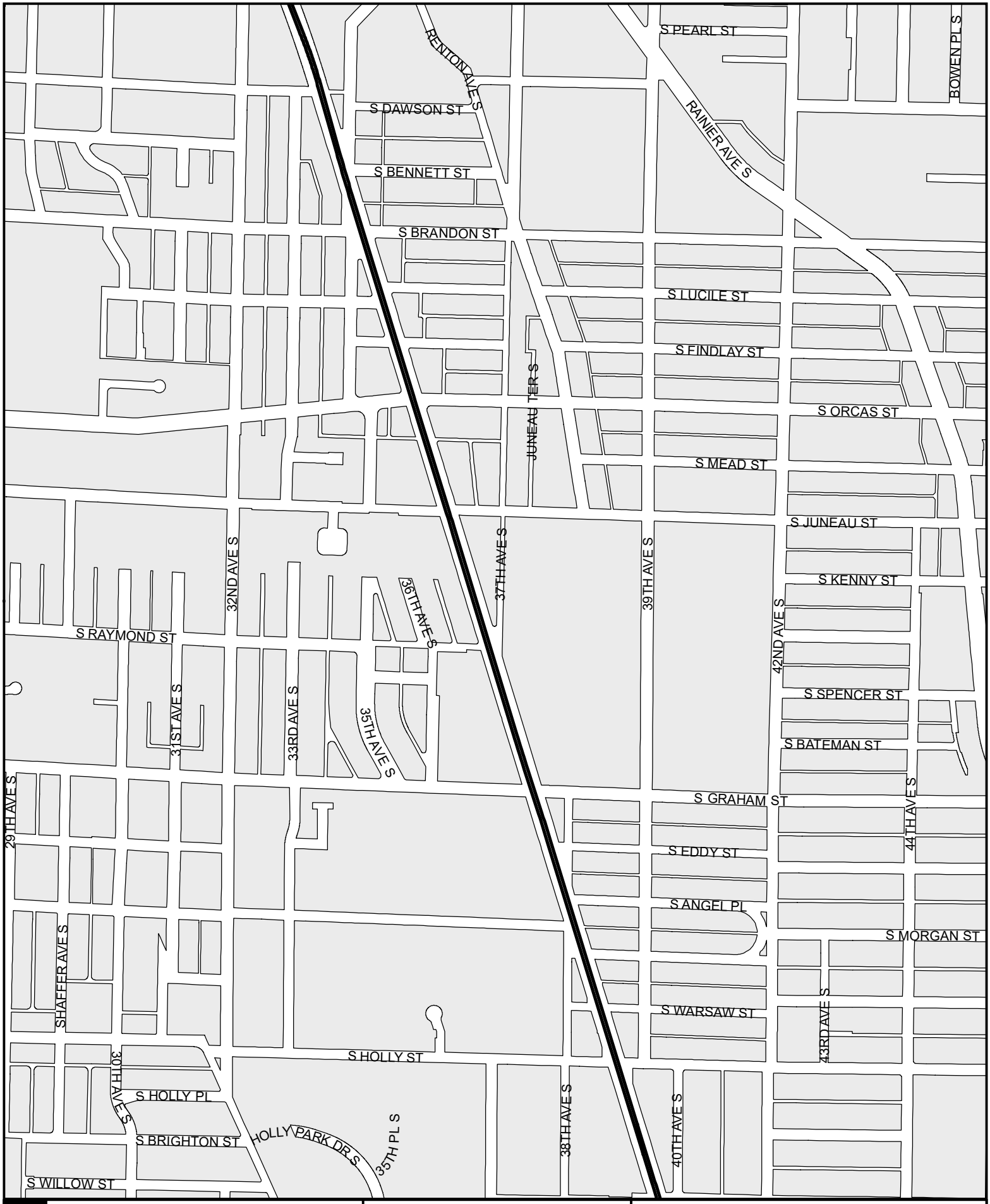
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 28 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

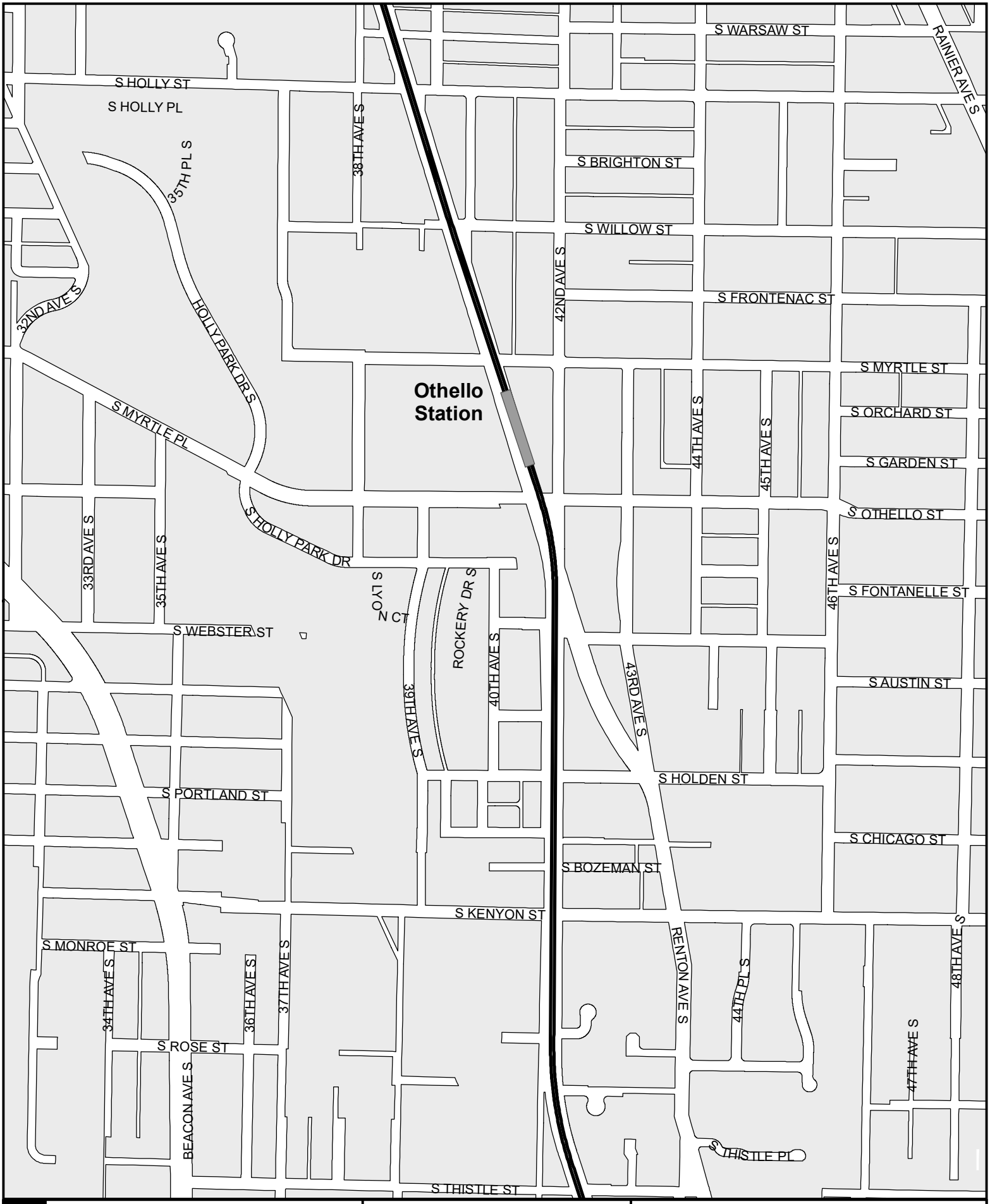
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 29 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

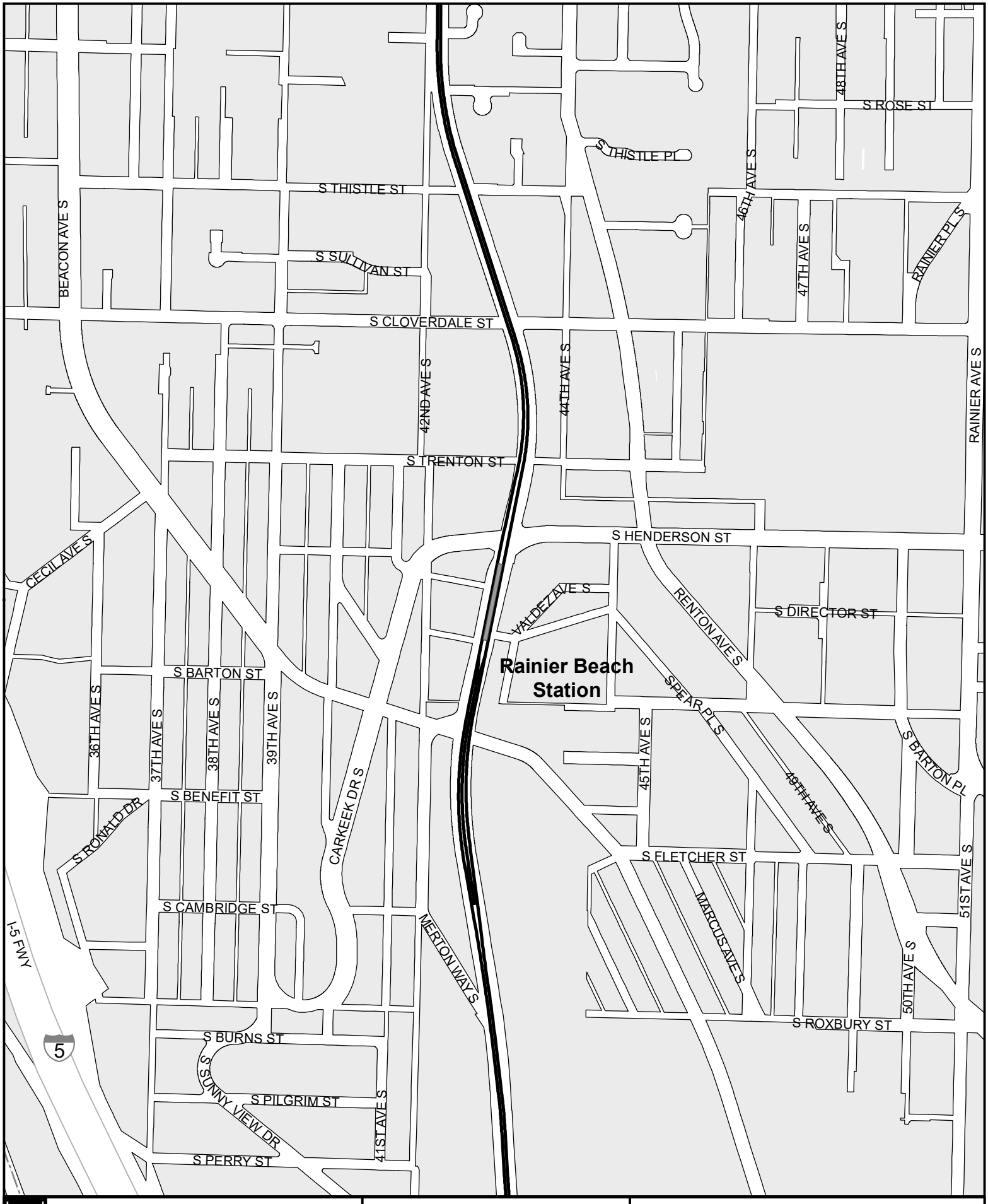
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 30 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

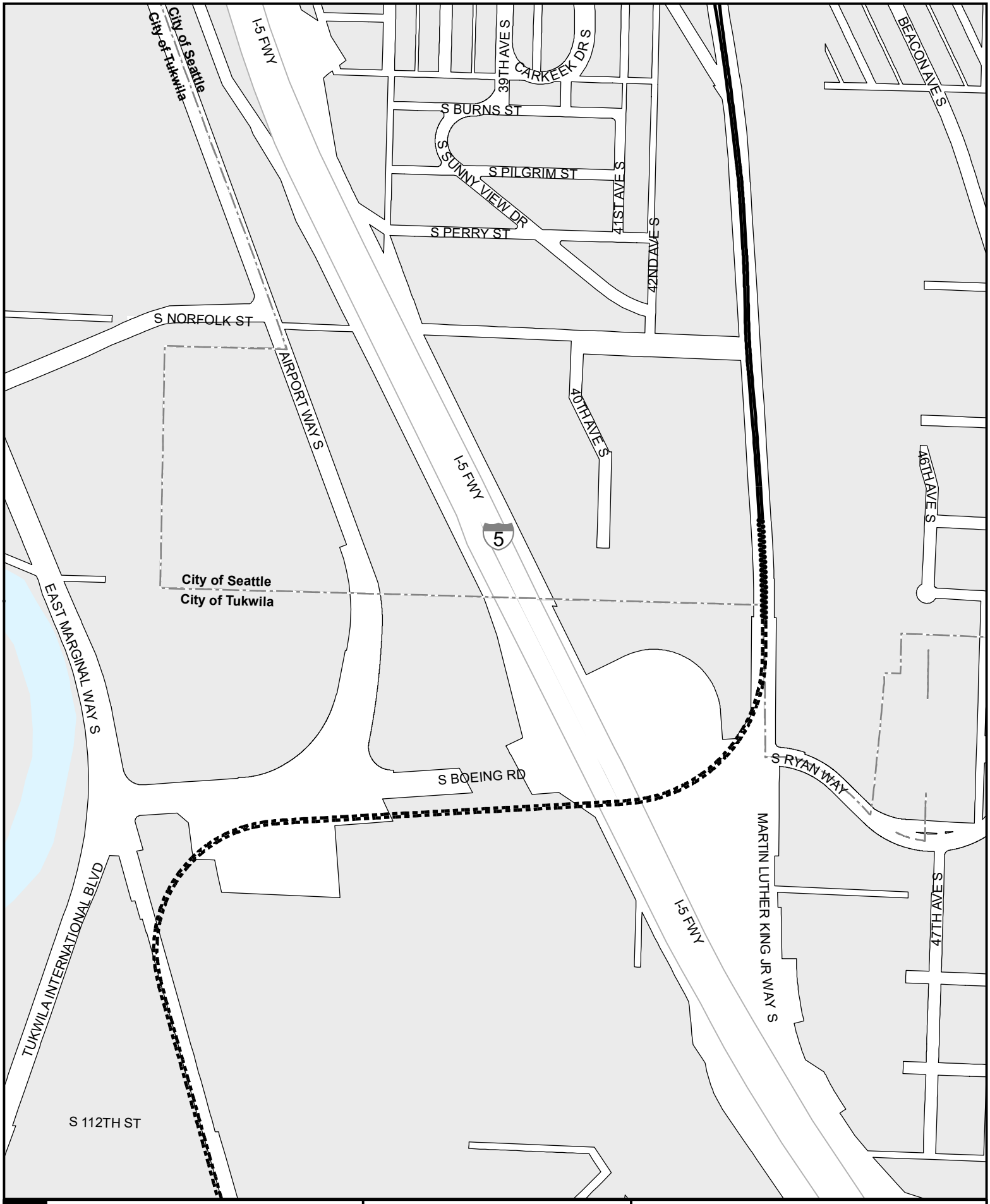
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 31 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

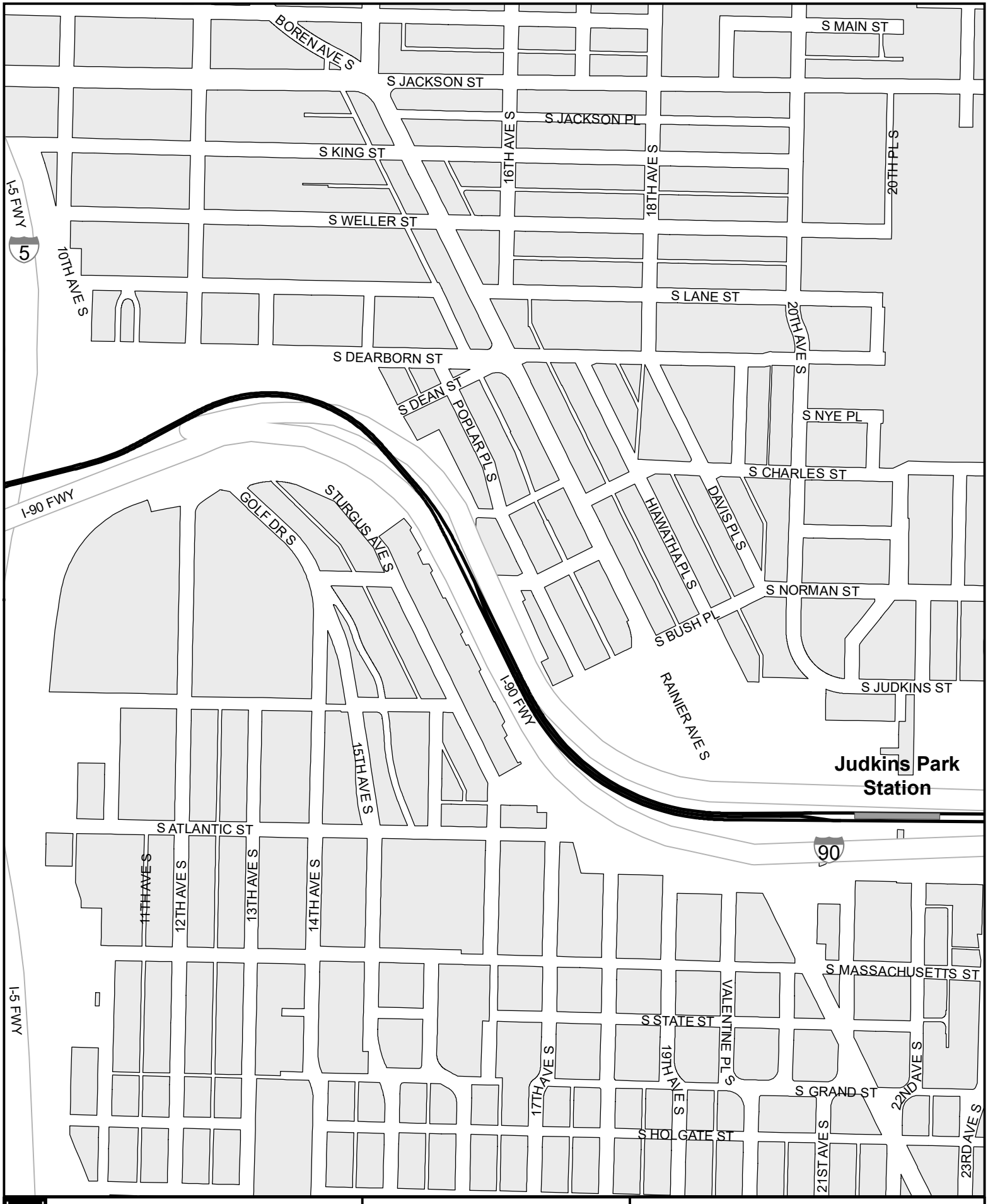
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 32 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

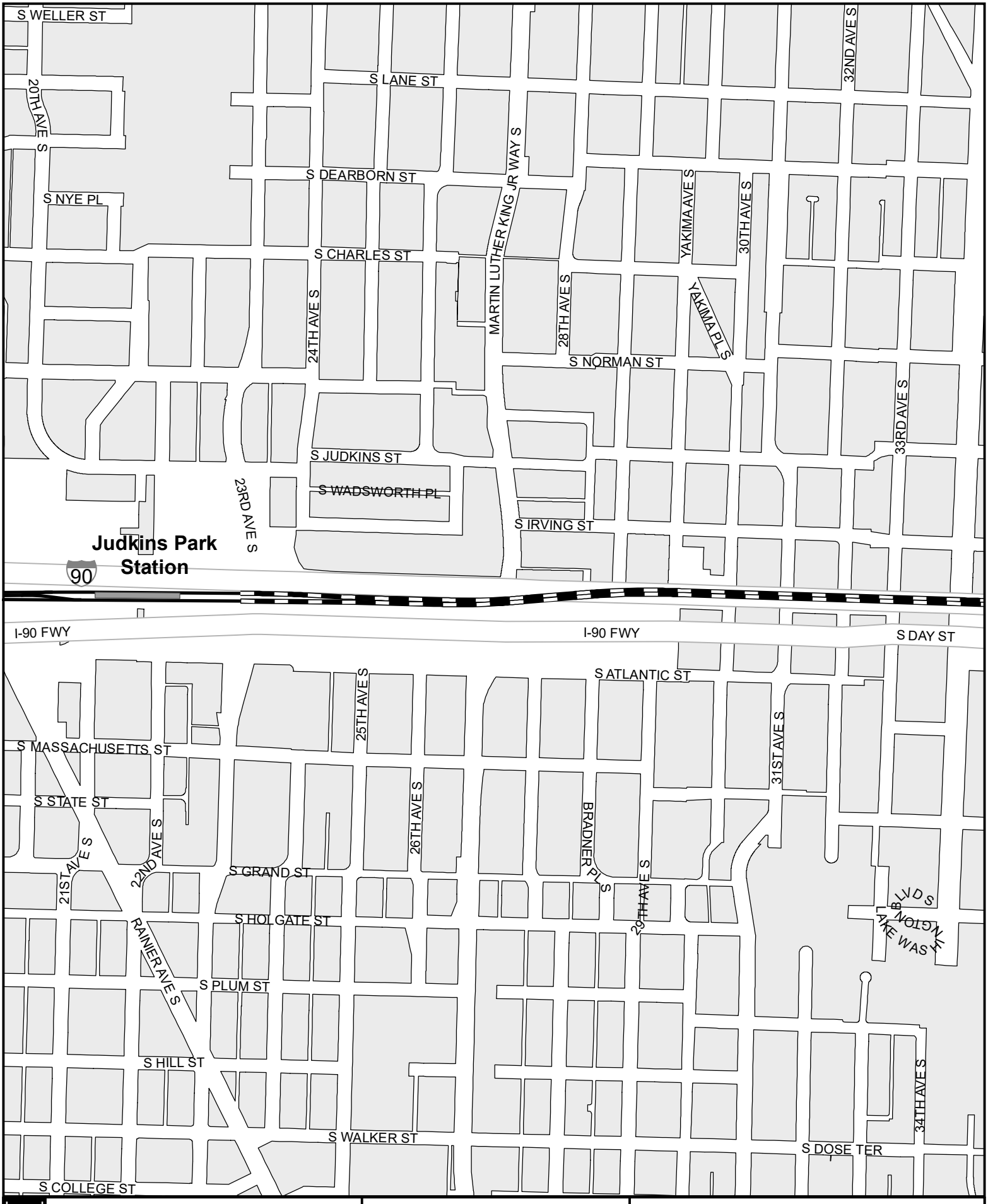
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 33 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment

- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

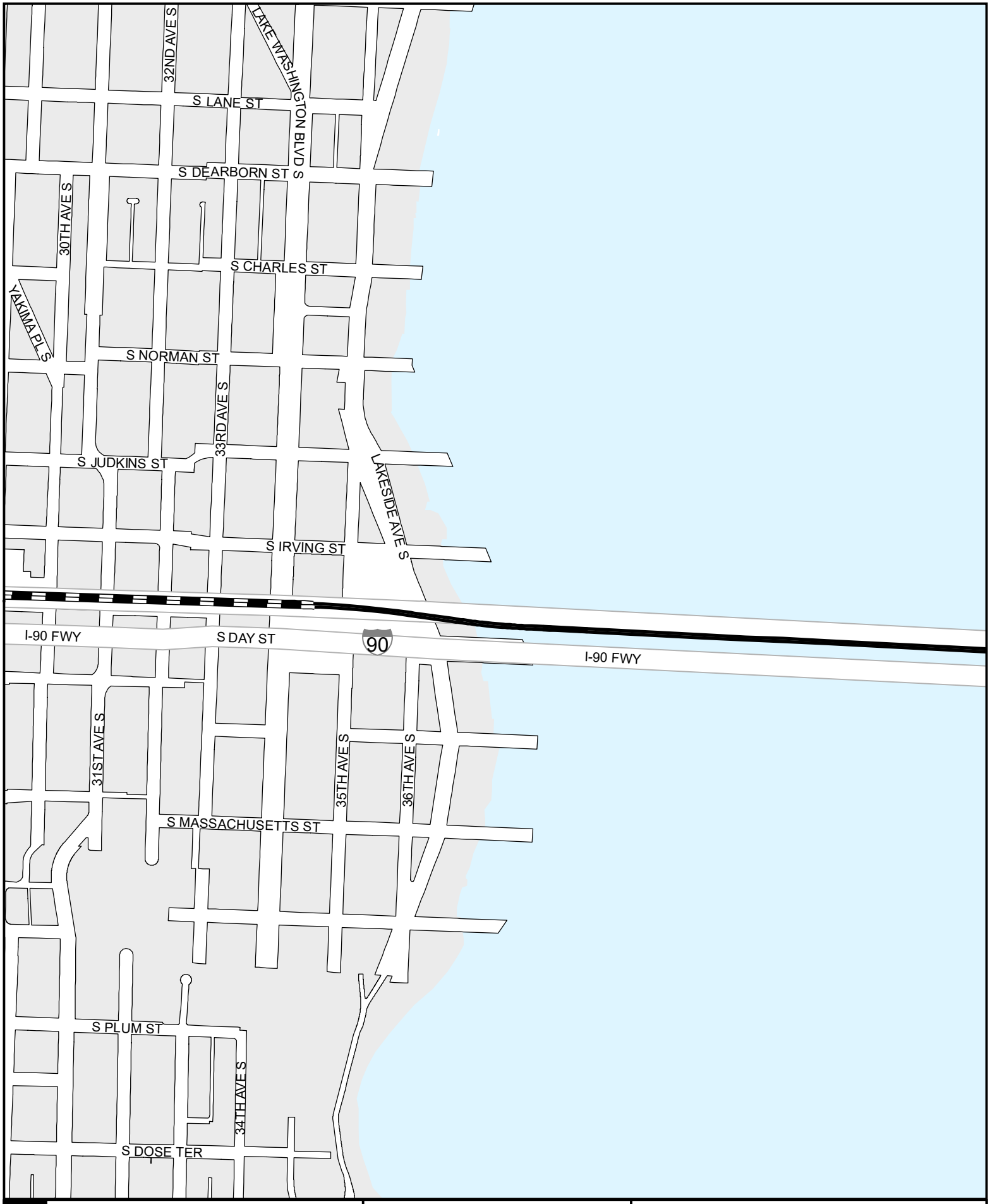
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 34 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 35 of 35

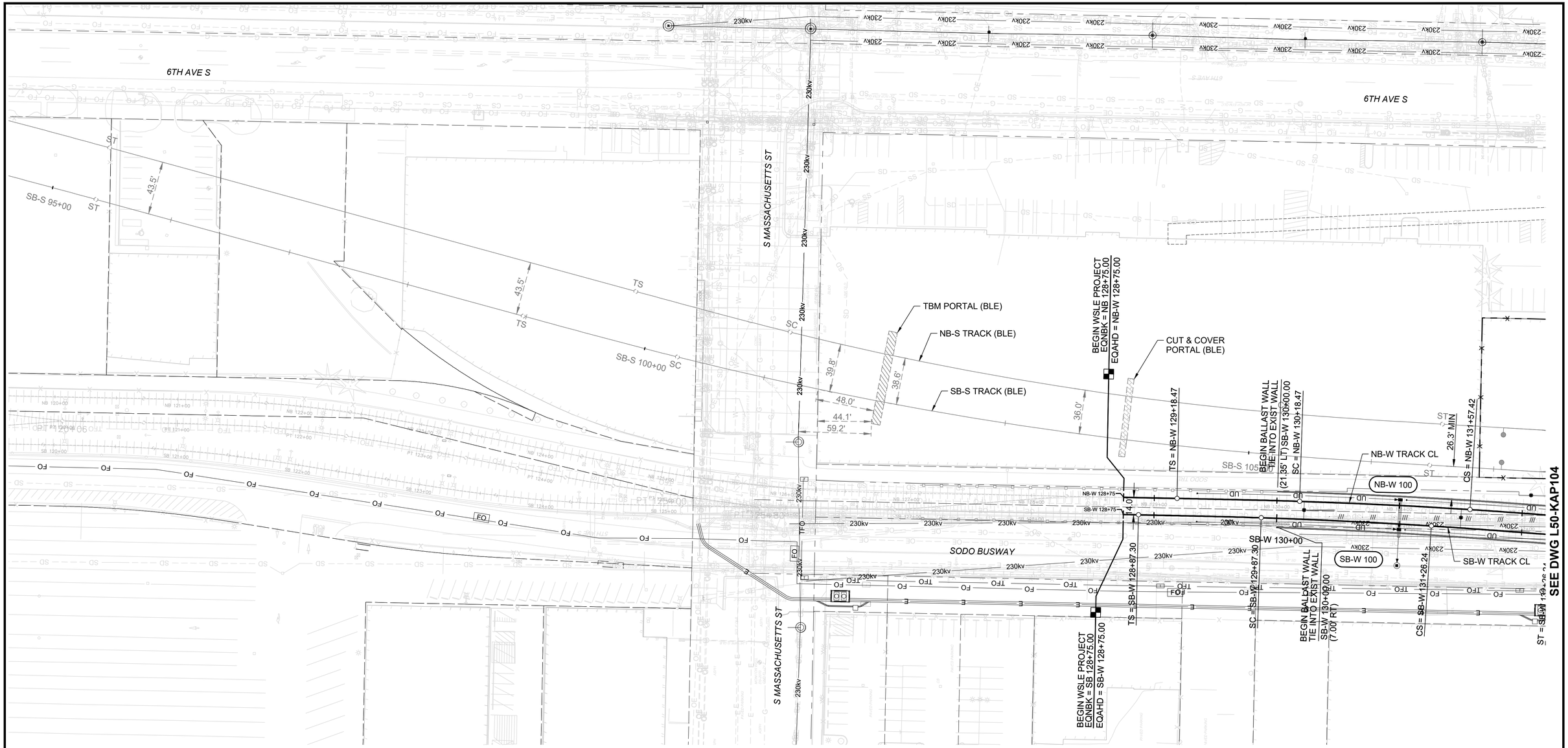
SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn

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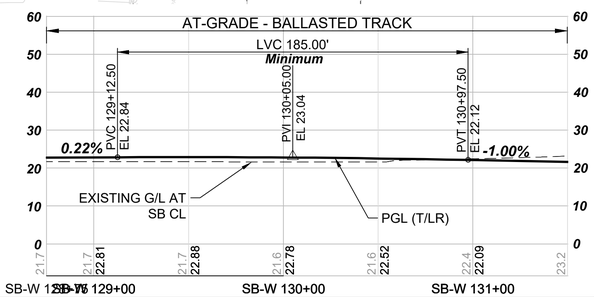
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xW100-L50-UDP100
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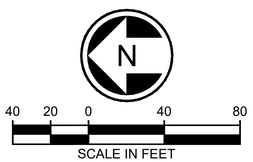


NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 100	NB-W 100
PI STA	SB-W 130+56.74	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

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP103
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-KAP103
LOCATION ID: L50
SHEET No.: 157
REV: 0

04/19/24 | 10:09 AM | AWHALEN
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xW100-L50-KAV100
xW100-L50-CRP100
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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_l30_ka
xW100-L50-KAP101
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-RPP100

CURVE	SB-T 200	NB-T 200
PI STA	SB-T 11+91.55	NB-T 11+90.55
R	2315.75'	2300.00'
Lc	200.04'	200.04'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	1.75"	1.75"
Eu	1.71"	1.74"
V	45 MPH	45 MPH

CURVE	SB-T 202	NB-T 202
PI STA	SB-T 17+37.74	NB-T 17+10.99
R	2300.00'	2600.00'
Lc	69.19'	99.96'
Ls1	90.00'	80.00'
Ls2	90.00'	80.00'
Ea	1.75"	1.50"
Eu	1.74"	1.57"
V	45 MPH	45 MPH

CURVE	SB-W 102*	NB-W 102*
PI STA	SB-W 139+52.92	NB-W 139+53.31
R	4215.75'	4200.00'
Lc	139.84'	138.95'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	1.25"	1.25"
Eu	1.59"	1.60"
V	55 MPH	55 MPH

* SEE NOTE 1

SEE DWG L50-KAP103

SEE DWG L50-KAP105

NOTE:
1. FROM SB-W 135+30 TO 141+25, FINAL WSLE CONNECTIONS TO BE CONSTRUCTED (TRACKS RE-ALIGNED) DURING END OF BLE PHASE, INCLUDING CURVE SB-W/NB-W 102.

PLAN
SCALE: 1" = 40'

SCALE IN FEET

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 43293 — REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

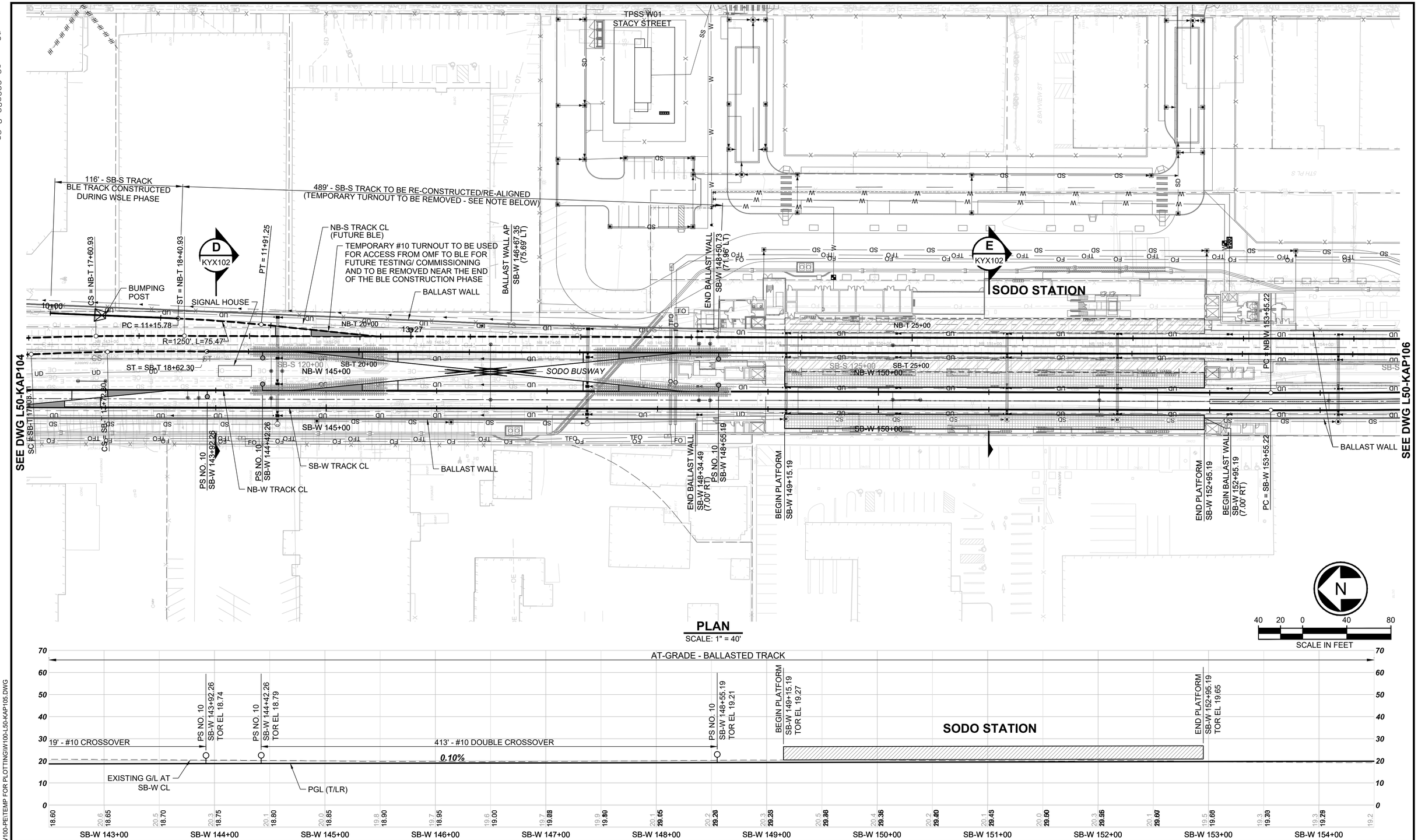
SCALE: H: 1" = 40'; V: 1" = 20'
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CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

04/18/24 | 4:21 PM | AWHALEN
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xWSBL-CES-VRX
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
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xW105-L51-UPP300
xWSBL-L55-KAP301
xW100-W01-APP200
c05_130_ka
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



PLAN
SCALE: 1" = 40'

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 42523 REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

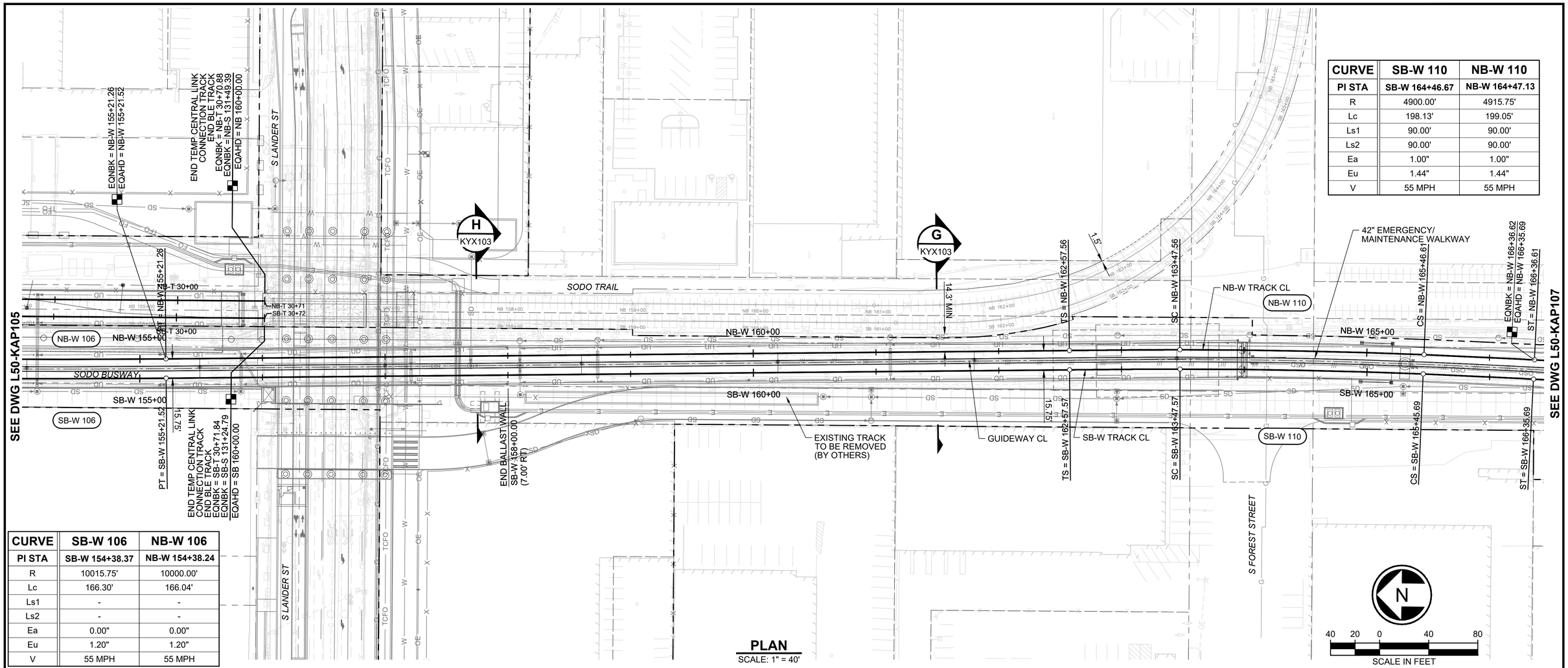
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP105
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

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

04/18/24 | 4:25 PM | AWHALEN
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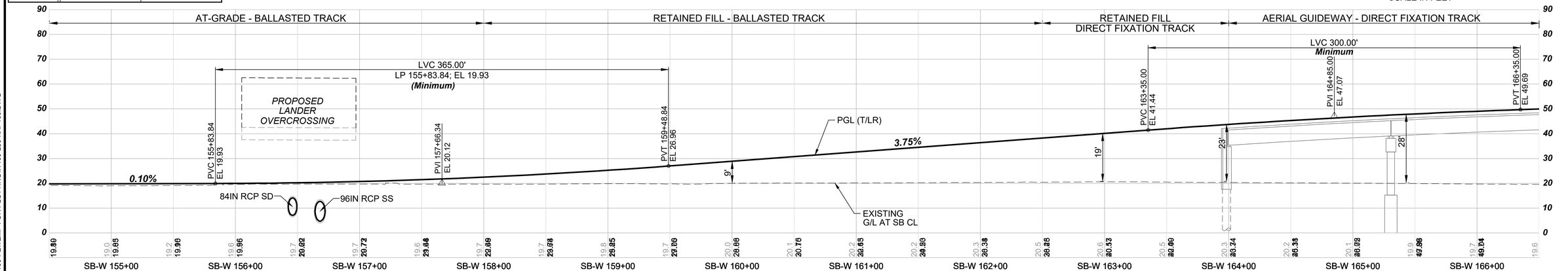
Xrefs:
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xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-SEV100
xW100-W01-APP200
xW100-L50-SEP801
xW100-L50-SEP802
xW100-L50-SWV100
xW100-W01-ASP100
xW100-W01-APP100
xW100-L50-RPP100
xW100-L50-KAV100
GB-SEAL-AKW
xW100-L50-JOP100
xW105-L51-UPP300
c05_130_ka



PLAN
SCALE: 1" = 40'

CURVE	SB-W 106	NB-W 106
PI STA	SB-W 154+38.37	NB-W 154+38.24
R	10015.75'	10000.00'
Lc	166.30'	166.04'
Ls1	-	-
Ls2	-	-
Ea	0.00"	0.00"
Eu	1.20"	1.20"
V	55 MPH	55 MPH

CURVE	SB-W 110	NB-W 110
PI STA	SB-W 164+46.67	NB-W 164+47.13
R	4900.00'	4915.75'
Lc	198.13'	199.05'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	1.00"	1.00"
Eu	1.44"	1.44"
V	55 MPH	55 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 21537 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SoundTransit

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP106
CONTRACT No.: RTA / XXXXXXXX

SUBMITTED BY: K. PROIA | DATE: 04/2024 | REVIEWED BY: C. RIDGE | DATE: 04/2024 | 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-KAP106
LOCATION ID: L50
SHEET No.: 160 | REV: 0

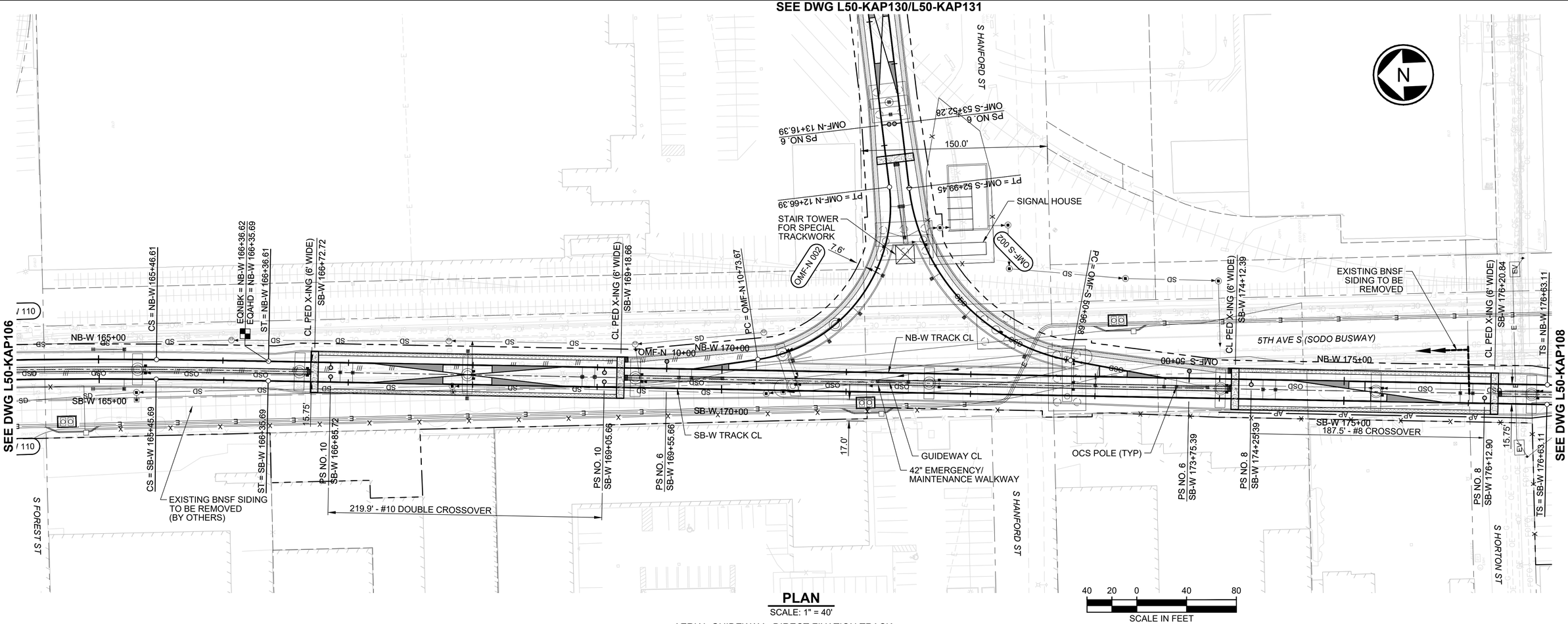
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW
xW105-L51-UPP300

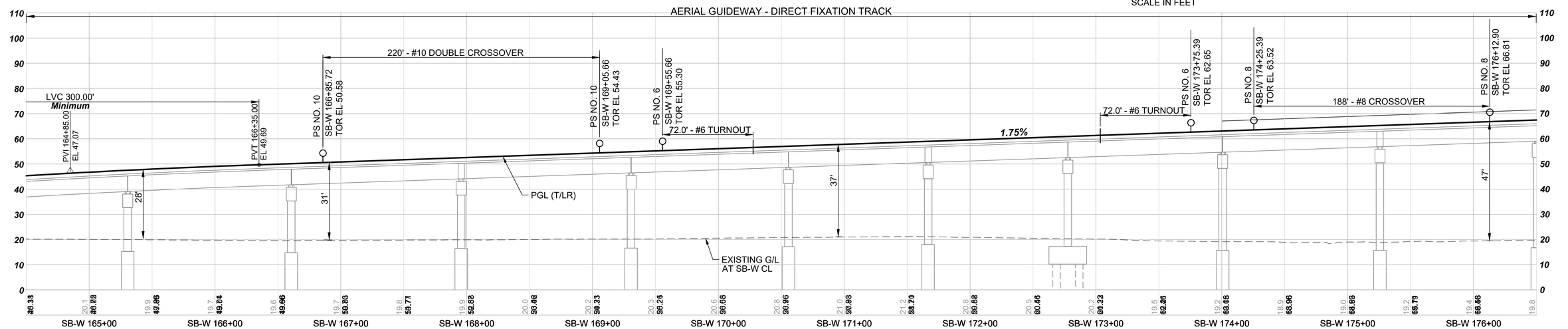
SEE DWG L50-KAP130/L50-KAP131

SEE DWG L50-KAP106

SEE DWG L50-KAP108



PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

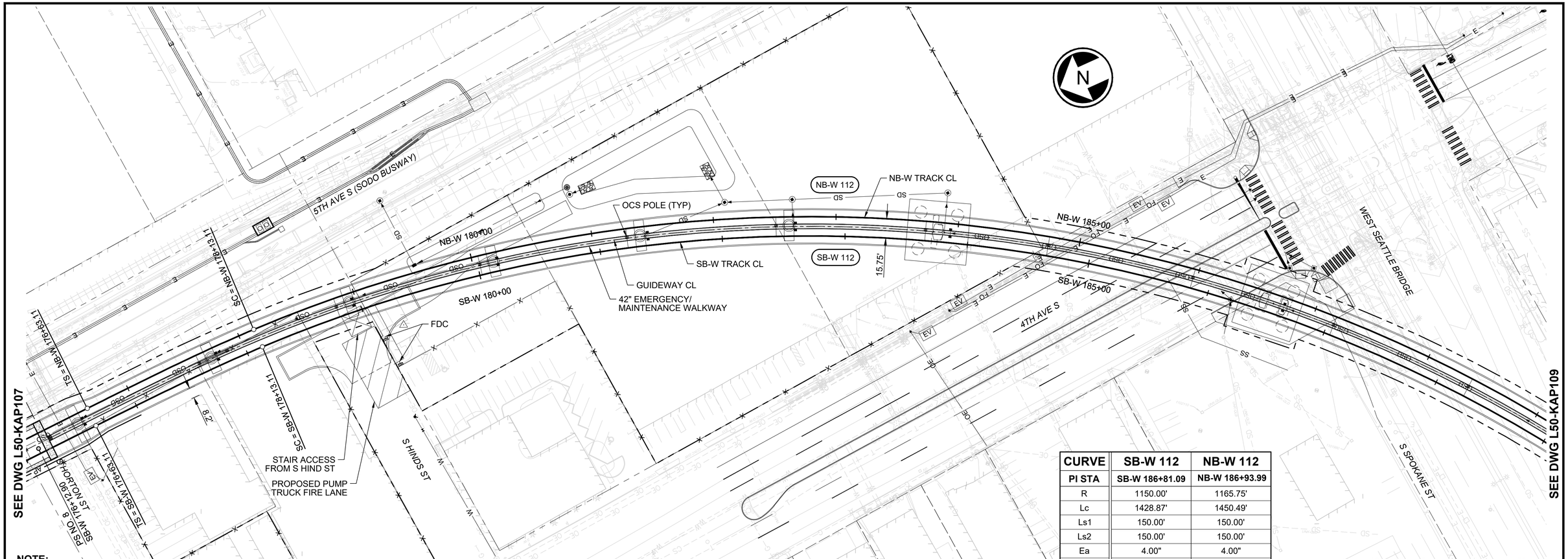
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/18/24 | 4:32 PM | AWHALEN
C:\CADD\IBW\SBL-PRINTING\W100-PE\TEMP FOR PLOTTING\W100-L50-KAP107.DWG

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
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xW105-L51-UPP300

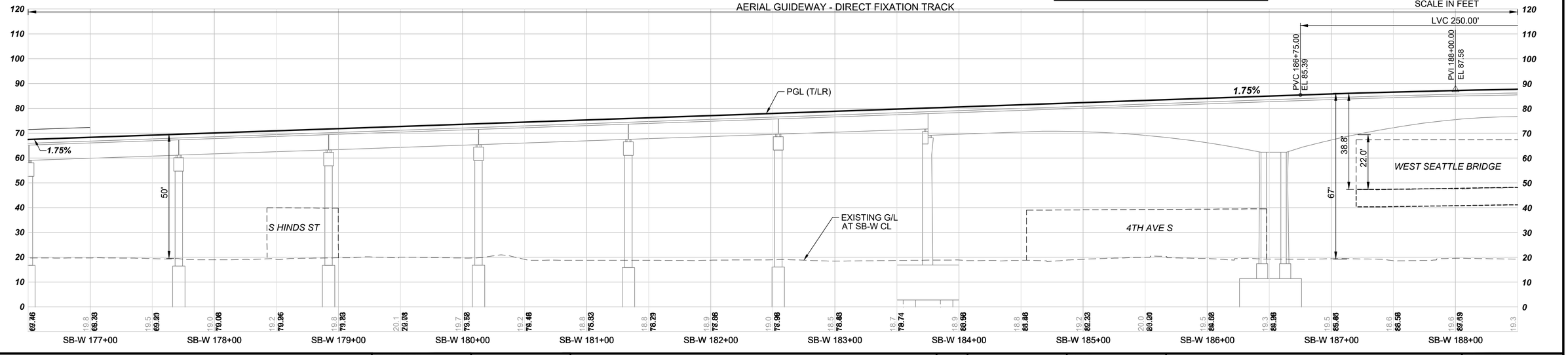


NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

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

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN · STATE OF WASHINGTON · 32523 · REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

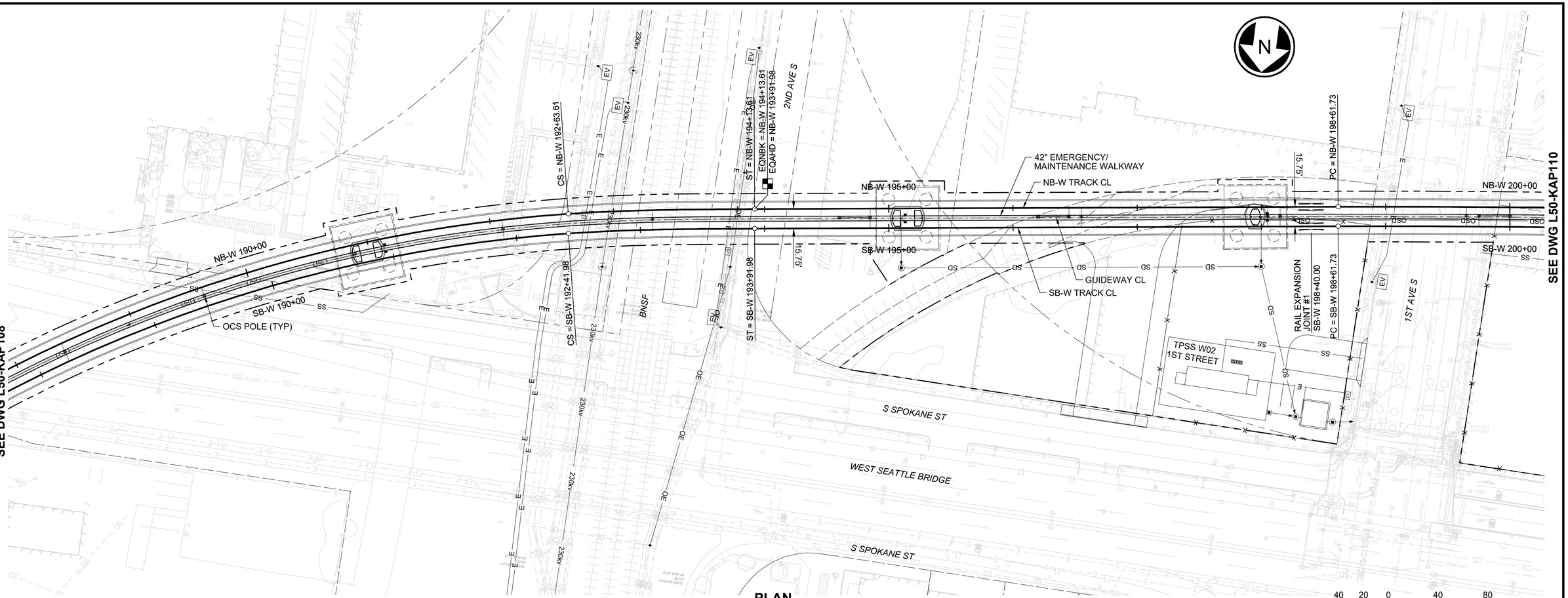
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP108
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

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

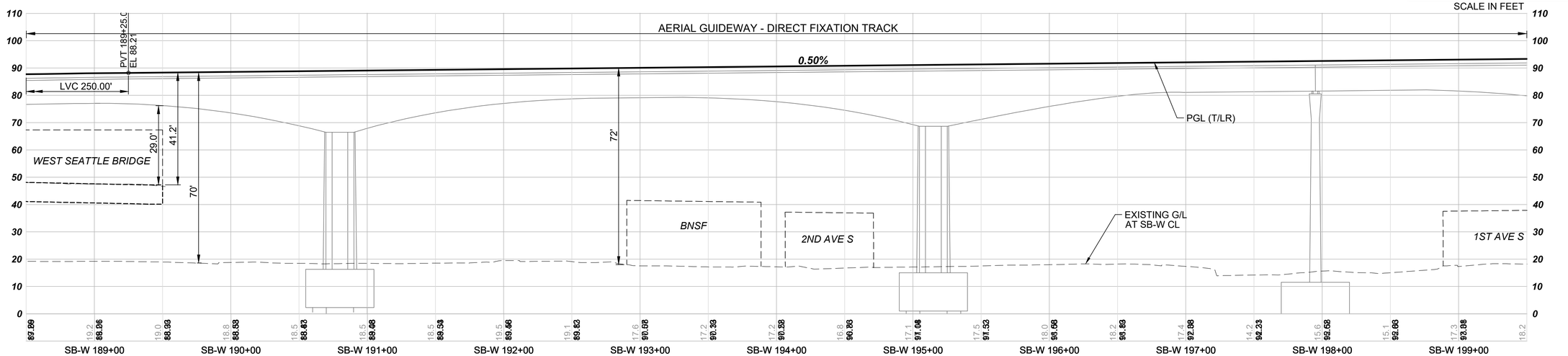
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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100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



PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 42523 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

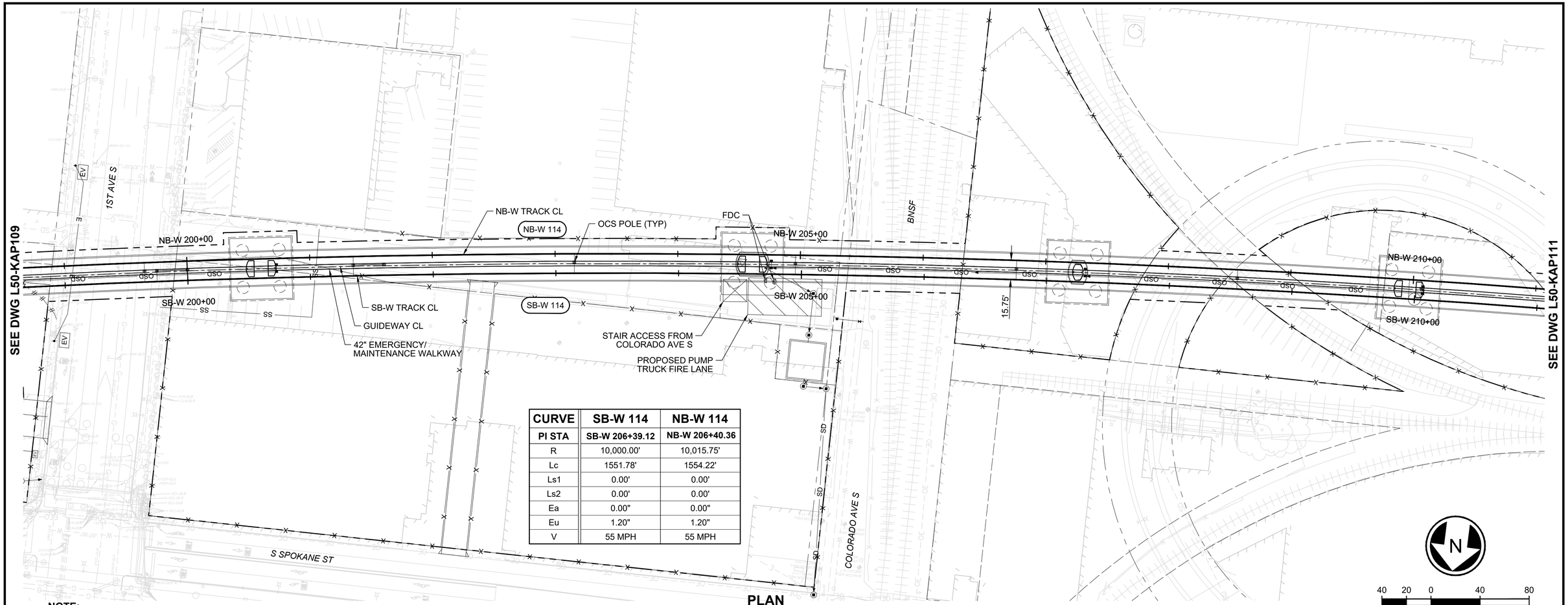
SUBMITTED BY: K. PROIA | DATE: 04/2024
REVIEWED BY: C. RIDGE | DATE: 04/2024 | DATE: 04/2024

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

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

04/18/24 | 4:38 PM | AWHALEN
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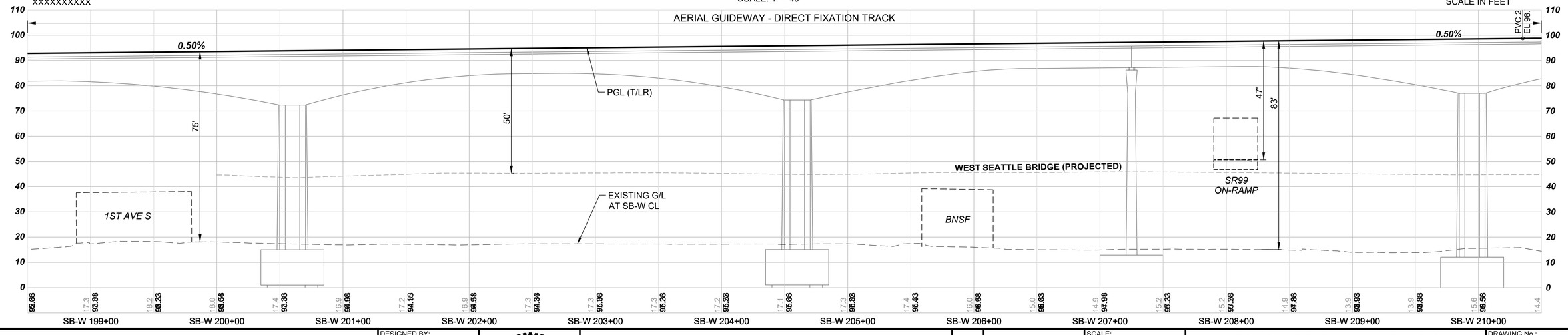
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xW100-L50-KAV100
xWSBL-SOE-VBP
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xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100



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



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 43293 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

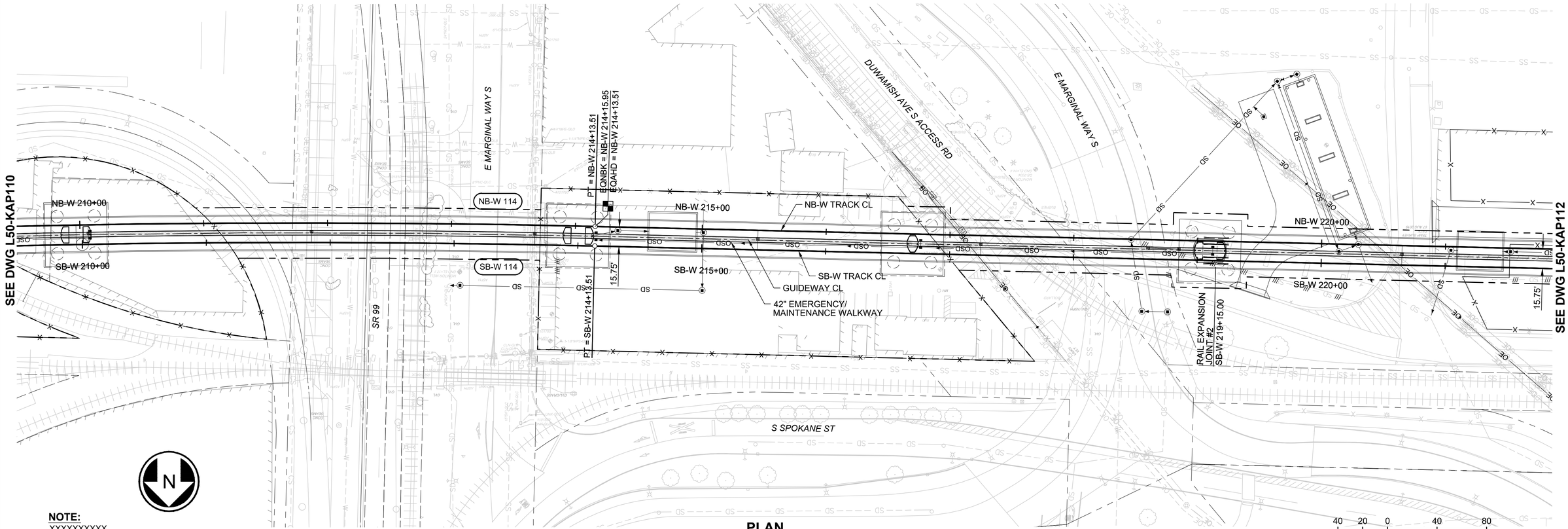
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP110
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

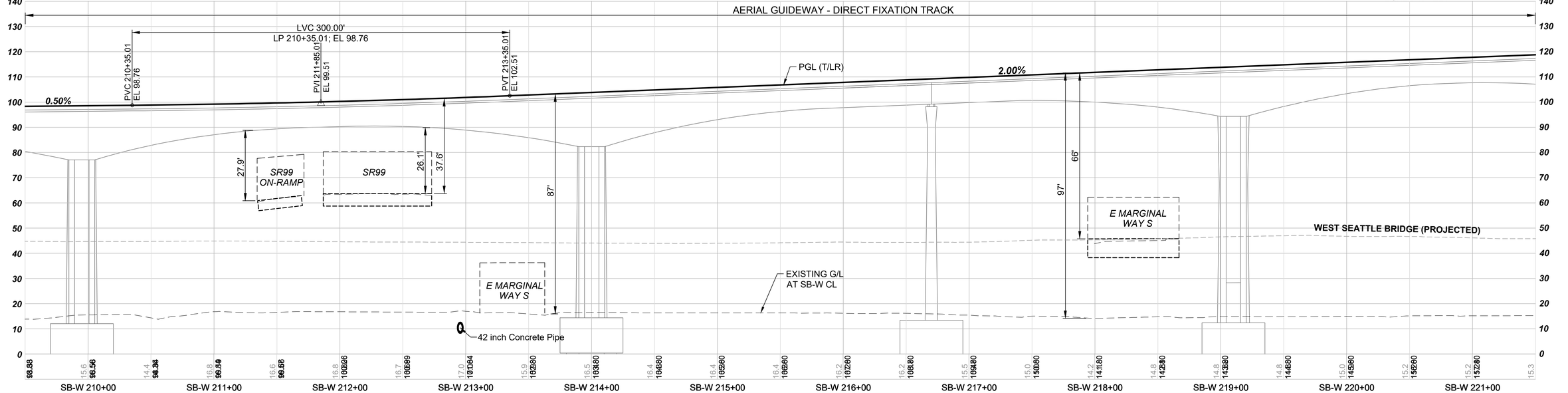
04/18/24 | 4:42 PM | AWHALEN
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Xrefs:
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xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEV100
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 19340 — REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

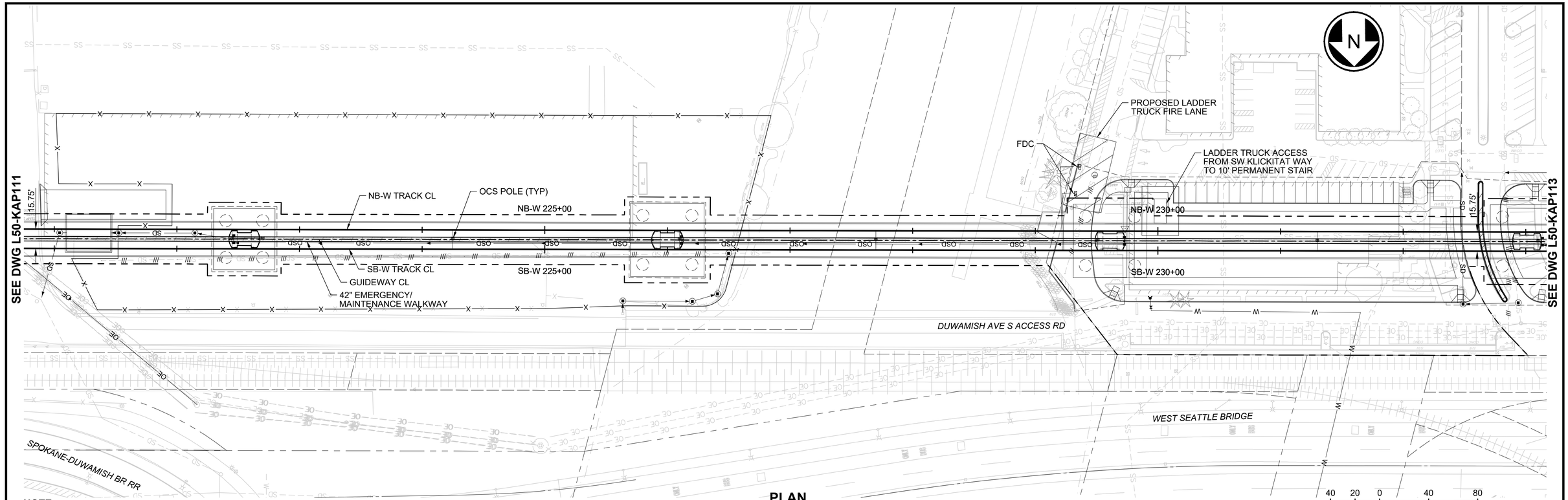
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FILENAME: W100-L50-KAP111
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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: 0

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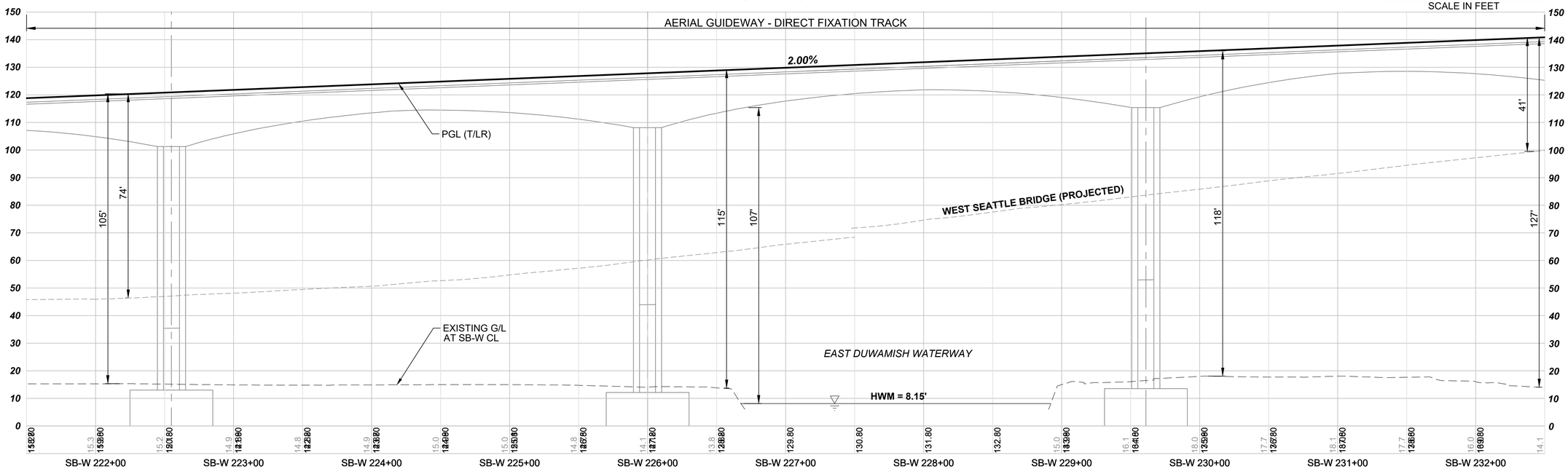
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xW100-L50-KAV100
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xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100



PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET

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

ALLEN K. WHALEN, STATE OF WASHINGTON, 42523, REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

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

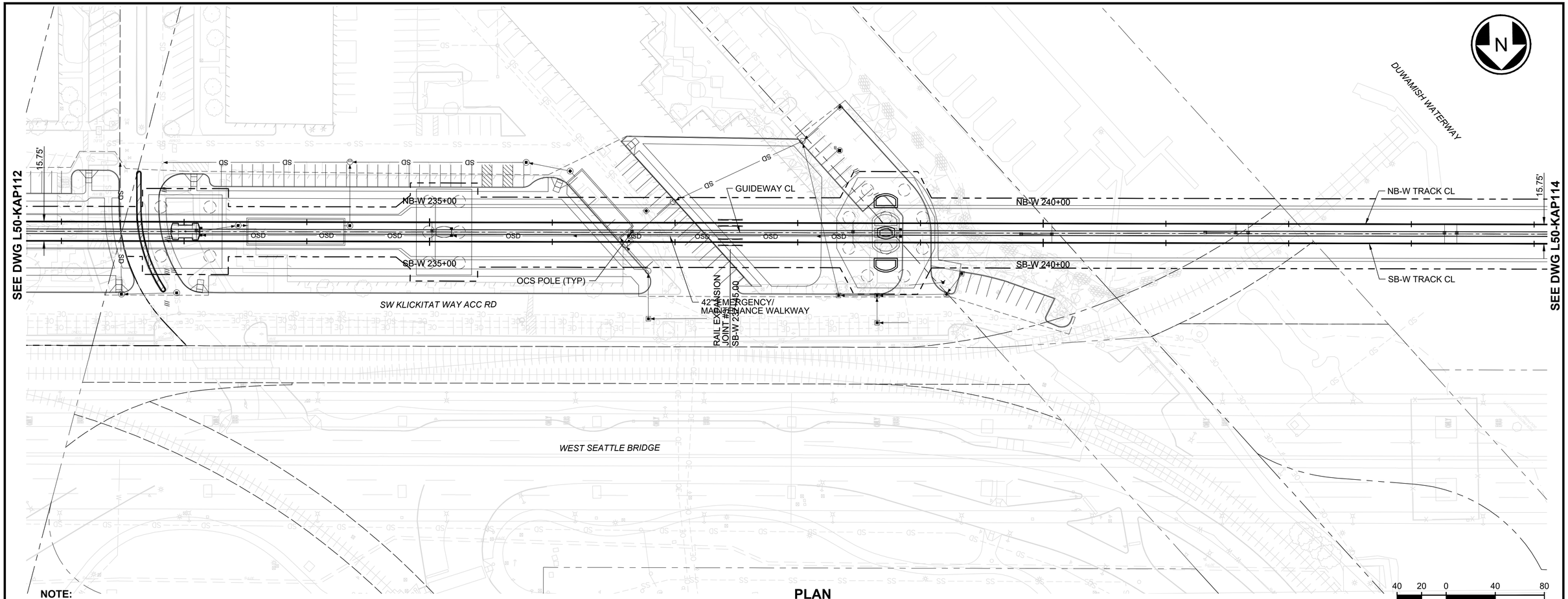
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/18/24 | 4:48 PM | AWHALEN
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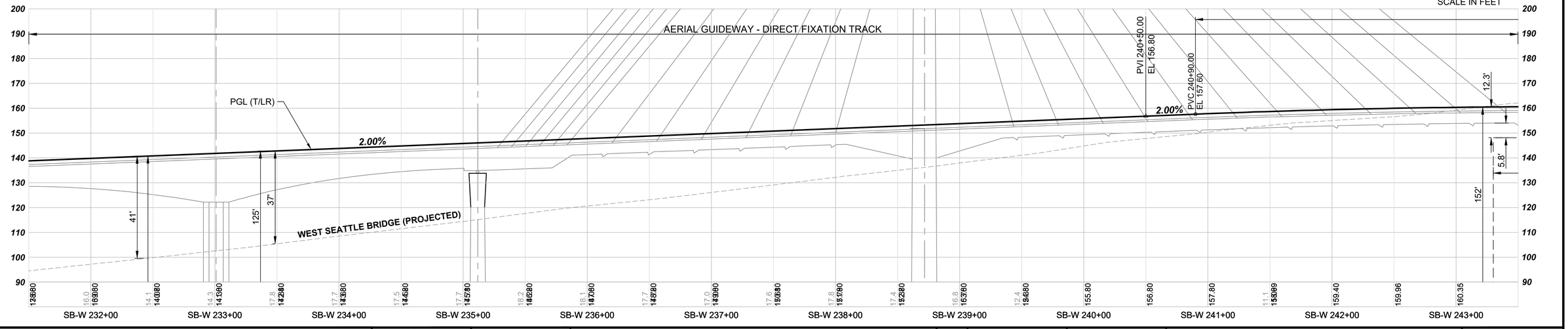
Xrefs:
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xW100-L50-KAP100
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEV100
xWSBL-SOE-VBP
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-J0P100



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

40 20 0 40 80
SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 52523 REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

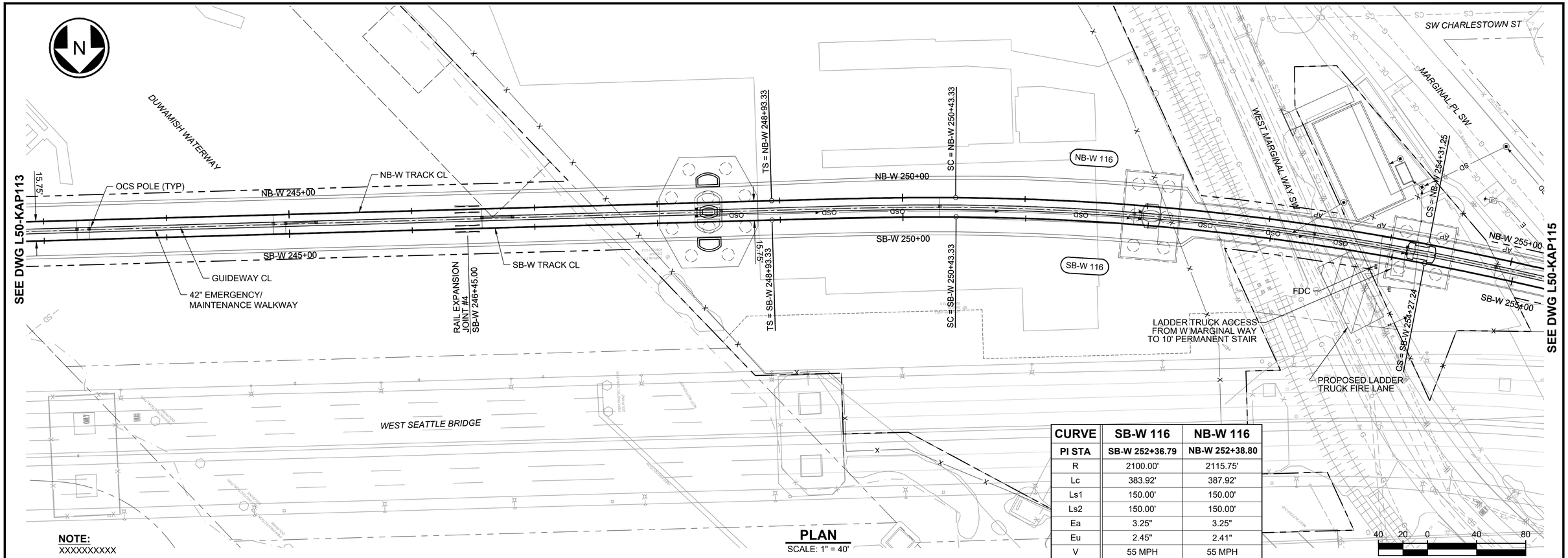
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP113
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

04/18/24 | 4:51 PM | AWHALEN
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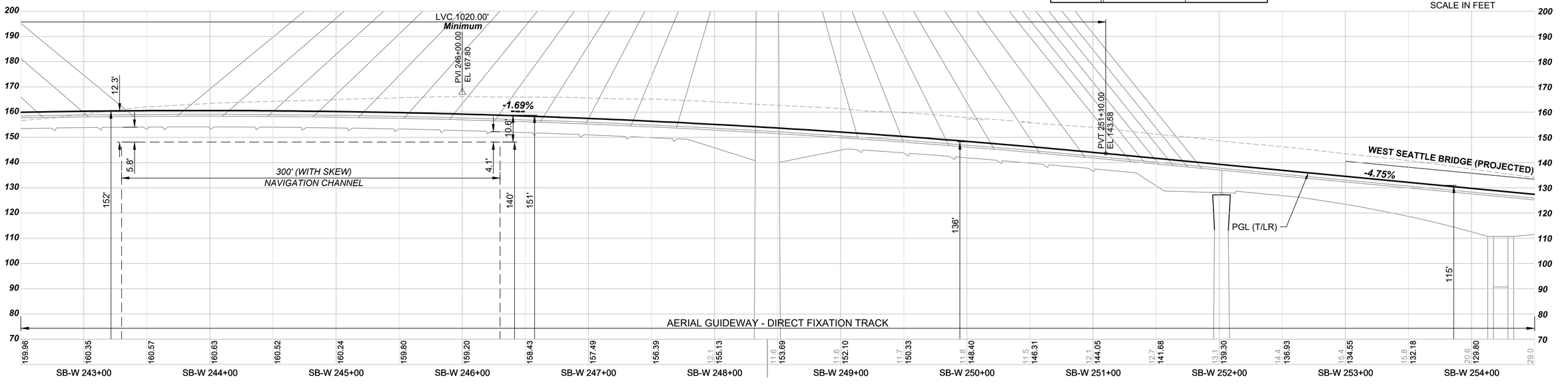
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 116	NB-W 116
PI STA	SB-W 252+36.79	NB-W 252+38.80
R	2100.00'	2115.75'
Lc	383.92'	387.92'
Ls1	150.00'	150.00'
Ls2	150.00'	150.00'
Ea	3.25"	3.25"
Eu	2.45"	2.41"
V	55 MPH	55 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN · STATE OF WASHINGTON · 43503 · REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT
DATE: 04/2024

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

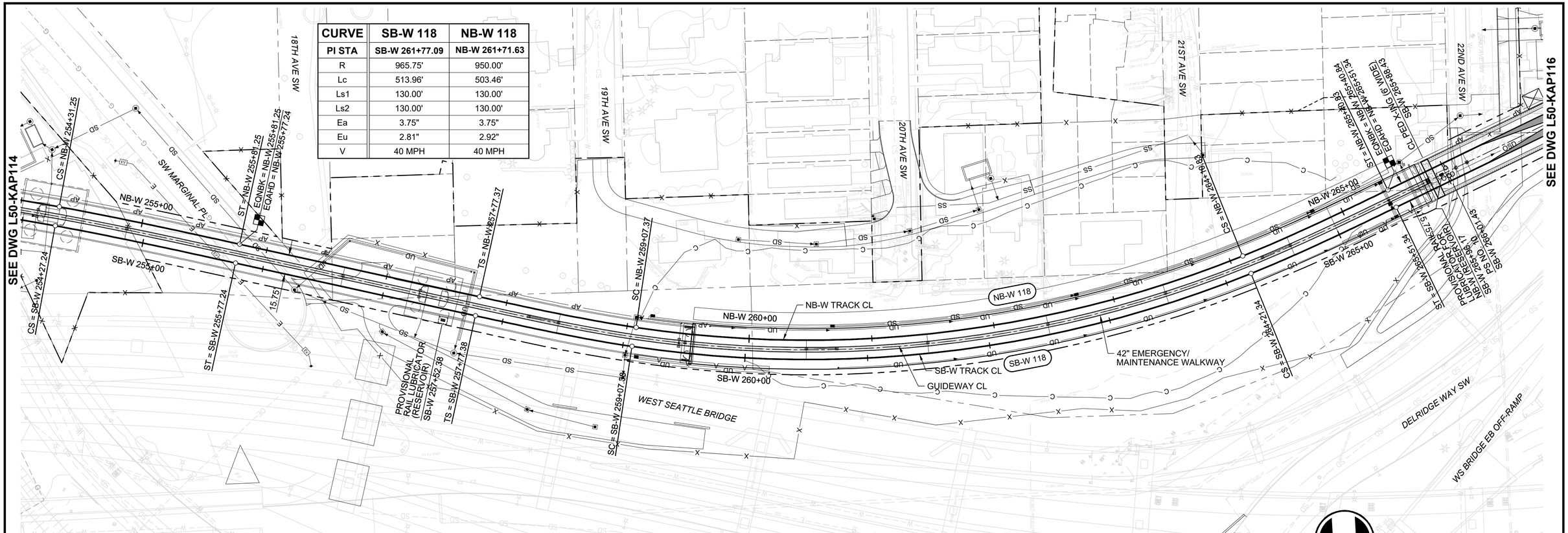
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/18/24 | 4:55 PM | AWHALEN
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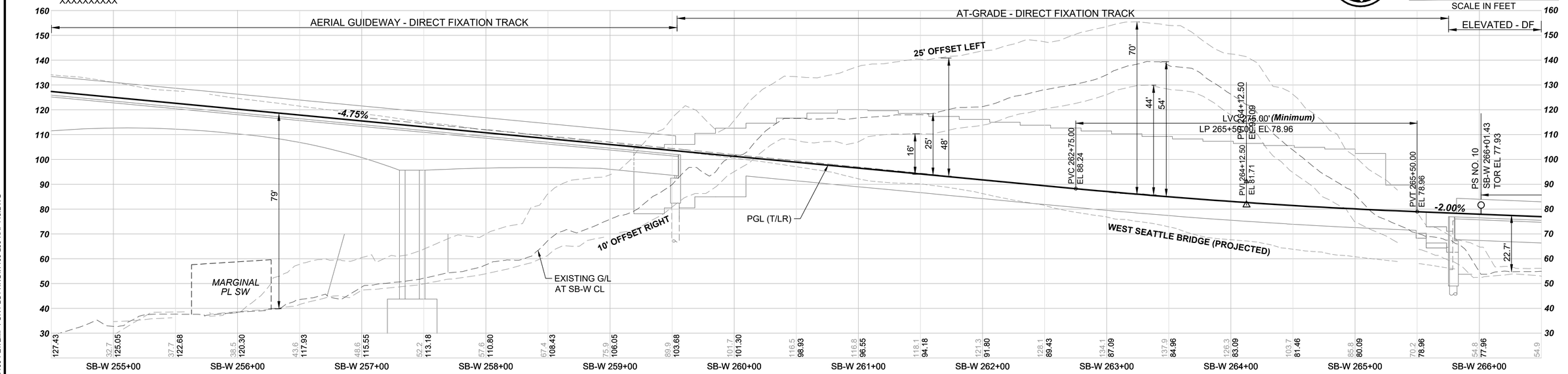
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xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEP100
xW100-L50-SEV100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-CRP100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100

CURVE	SB-W 118	NB-W 118
PI STA	SB-W 261+77.09	NB-W 261+71.63
R	965.75'	950.00'
Lc	513.96'	503.46'
Ls1	130.00'	130.00'
Ls2	130.00'	130.00'
Ea	3.75"	3.75"
Eu	2.81"	2.92"
V	40 MPH	40 MPH



PLAN
SCALE: 1" = 40'

NOTE:
XXXXXXXXXX



| | | |

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-W03-ASP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-MFP100
xW100-W03-APP300
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

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

SEE DWG L50-KAP115

SEE DWG L50-KAP117

ST = NB-W 265+40.84
EQNBK = NB-W 265+40.84
EQAHD = NB-W 265+51.34
CL PED X-ING (6' WIDE)
SB-W 265+88.43
22ND AVE SW
MAINTENANCE STAIR TOWER
SIGNAL HOUSE
50'
CL PED X-ING (6' WIDE)
SB-W 268+34.36
TS = NB-W 268+71.36
SC = NB-W 269+71.36
220' - #10 DOUBLE CROSSOVER
PROVISIONAL RAIL LUBRICATOR FOR NB-W (RESERVOIR)
SB-W 265+90.17
PS NO. 10
SB-W 266+01.43
DELRIDGE WAY SW
PS NO. 10
SB-W 268+21.36
13.7'
23RD AVE SW
TS = SB-W 269+36.19
SB-W 270+00
42" EMERGENCY/ MAINTENANCE WALKWAY
SC = SB-W 270+36.19
NB-W 270+00
NB-W 120
SB-W 120
SB-W TRACK CL
CS = SB-W 272+27.57
ST = NB-W 272+74.57
NB-W TRACK CL
NB-W 275+00
DELRIDGE STATION
EQNBK = NB-W 273+13.57
EQAHD = NB-W 273+27.57
FDC
SB-W 275+00
60.06'
PROVISIONAL RAIL LUBRICATOR RESERVOIR
SB-W 273+17.55
ST = SB-W 273+27.57
BEGIN PLATFORM
SB-W 273+87.63
TPSS W03 DELRIDGE
60.15'
43.21'
TS = NB-W 277+67.63
END PLATFORM
SB-W 277+67.63

PLAN
SCALE: 1" = 40'

SCALE IN FEET: 40 20 0 40 80

NOTE:
XXXXXXXXXX

AERIAL GUIDEWAY - DIRECT FIXATION TRACK
SB-W 266+01.43
TOR EL 77.93
220' - #10 DOUBLE CROSSOVER
PS NO. 10
SB-W 268+21.36
TOR EL 73.53
-2.00%
22.7'
34.3'
24.0'
WS BRIDGE ON-RAMP
DELRIDGE WAY SW
45'
37'
23RD AVE SW
EXISTING G/L AT SB-W CL
PVC 270+25.00
EL 69.46
LVC 300.00' *(Minimum)*
LP 272+43.23; EL 67.27
PVI 271+75.00
EL 66.45
PVT 273+25.00
EL 67.58
PGL (T/LR)
43'
BEGIN PLATFORM
SB-W 273+87.63
TOR EL 68.05
44'
DELRIDGE STATION
0.75%
END PLATFORM
SB-W 277+67.63
TOR EL 70.90
46'
54'
0.7

SB-W 266+00	SB-W 267+00	SB-W 268+00	SB-W 269+00	SB-W 270+00	SB-W 271+00	SB-W 272+00	SB-W 273+00	SB-W 274+00	SB-W 275+00	SB-W 276+00	SB-W 277+00	SB-W 278+00
77.96	76.96	75.96	74.96	73.96	72.96	71.96	70.96	69.96	68.98	68.21	67.67	67.36	67.27	67.42	67.77	68.14	68.52	68.89	69.27	69.64	70.01	70.39	70.76	17.3
54.9	52.8	40.5	24.2	26.2	32.5	32.7	30.3	28.3	24.7	22.7	23.6	24.0	23.8	24.2	24.3	23.8	22.9	23.9	23.8	21.7	23.8	17.4		

PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 43293 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

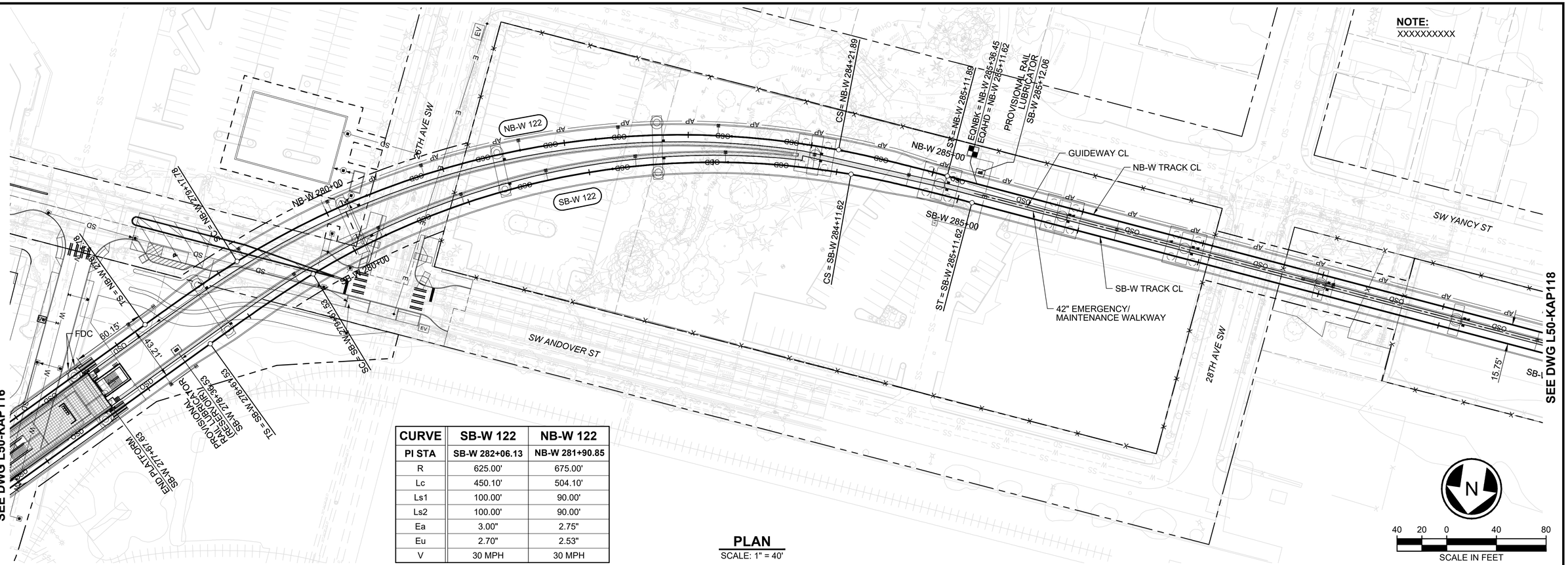
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP116
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

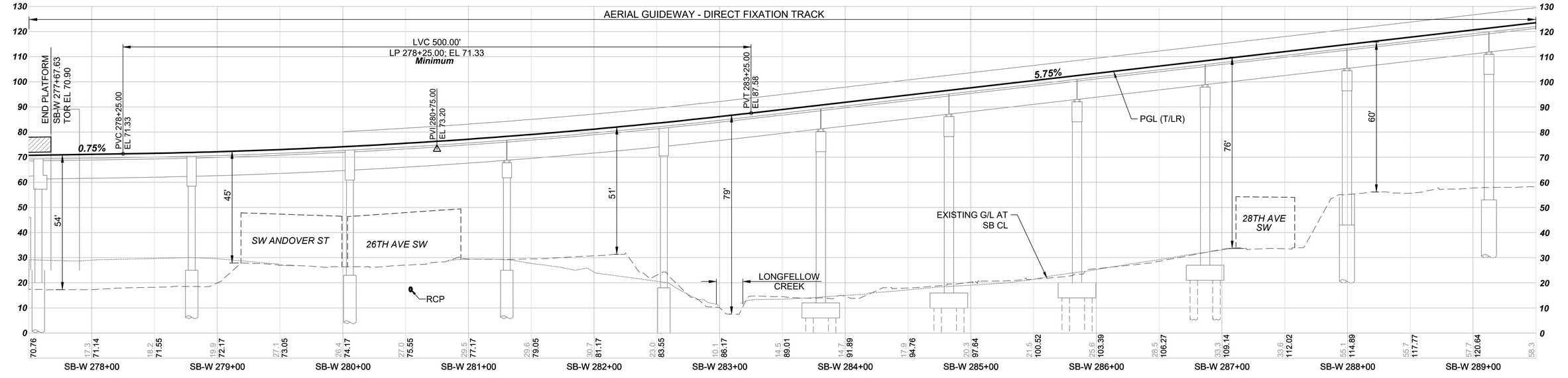
DRAWING No.: L50-KAP116
LOCATION ID: L50
SHEET No.: 170 | REV: 0

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Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRP
xWSBL-SOW-VRX
xW100-W03-ASP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SFP100
xW100-L50-UDP100
xW100-L50-KAV100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-UCP100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEAL-AKW
xW100-L50-JOP100



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



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 43503 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP117
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-KAP117
LOCATION ID: L50
SHEET No.: 171 REV: 0

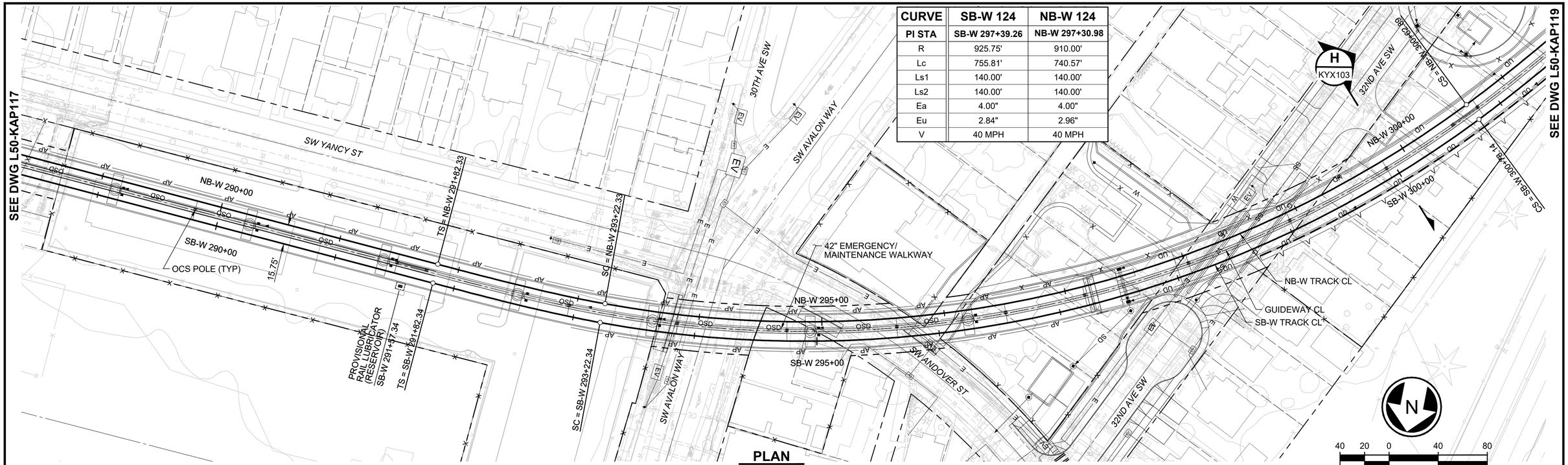
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Xrefs:
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xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-CRP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SWV100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

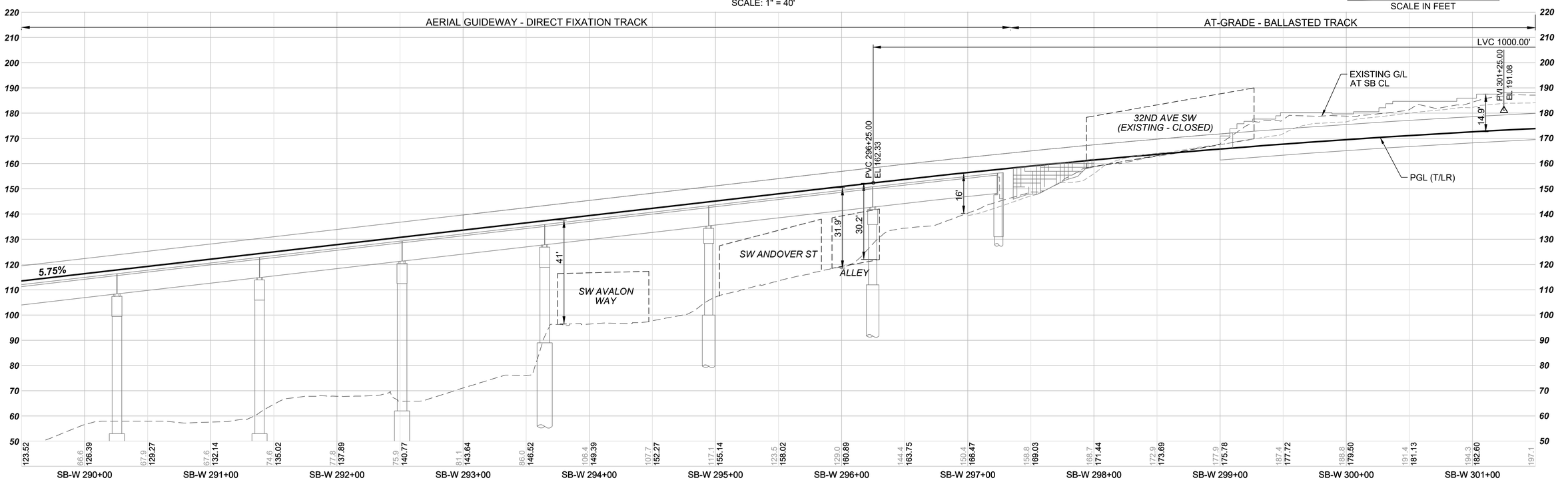
SEE DWG L50-KAP117

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



PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 62527 — REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

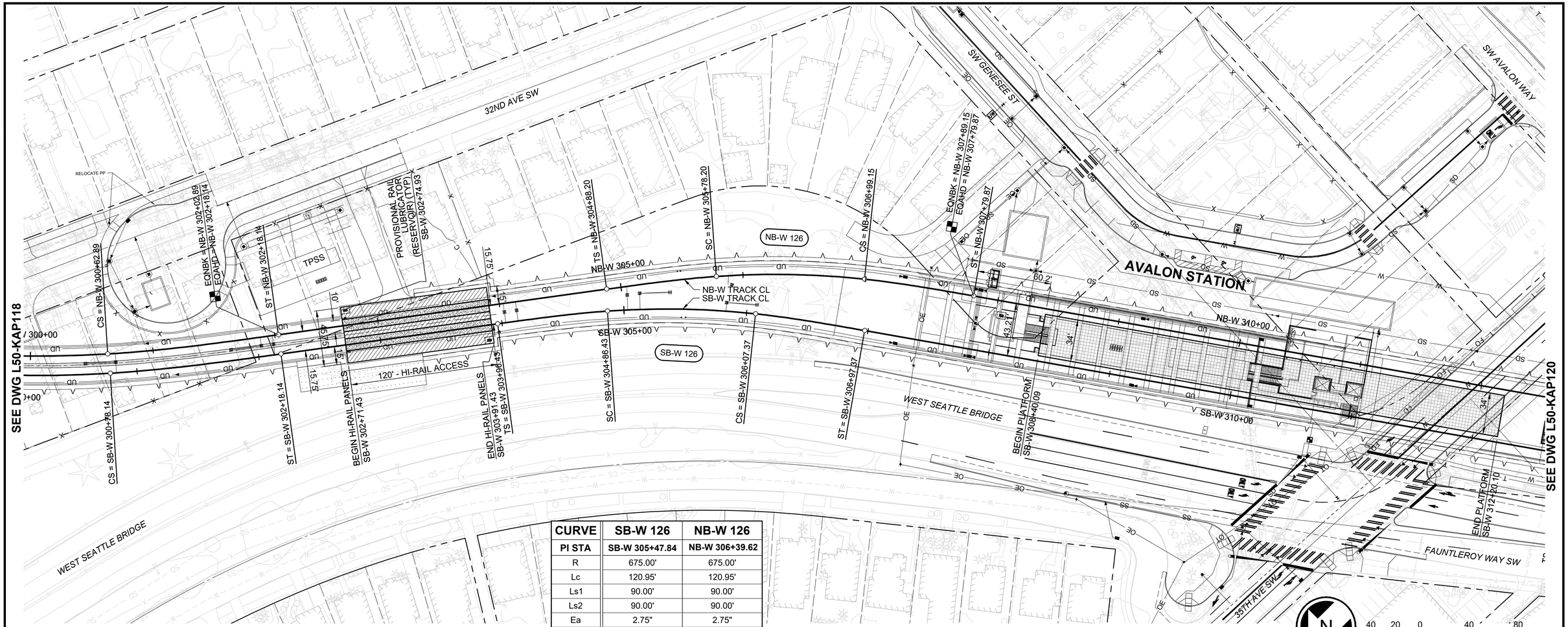
SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP118
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

04/18/24 | 5:08 PM | AWHALEN
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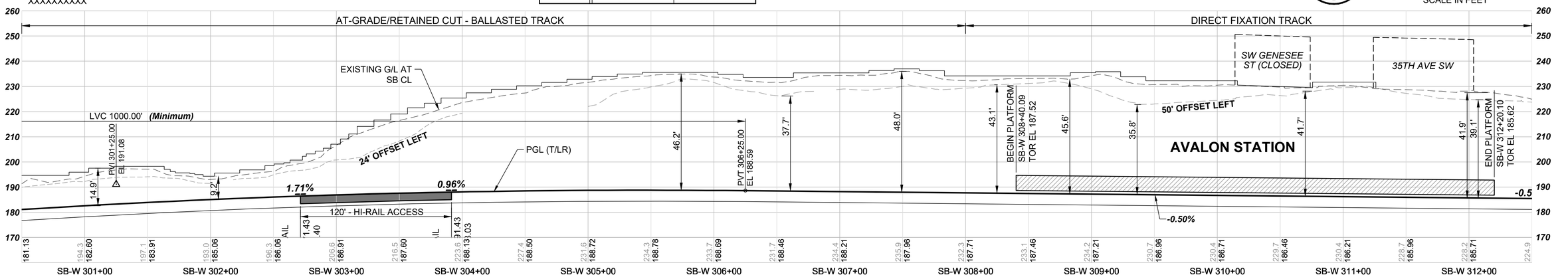
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xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VRX
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xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWV100
xW100-WOS-APP100
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-JTP100



CURVE	SB-W 126	NB-W 126
PI STA	SB-W 305+47.84	NB-W 306+39.62
R	675.00'	675.00'
Lc	120.95'	120.95'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	2.75"	2.75"
Eu	2.53"	2.53"
V	30 MPH	30 MPH

PLAN
SCALE: 1" = 40'

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

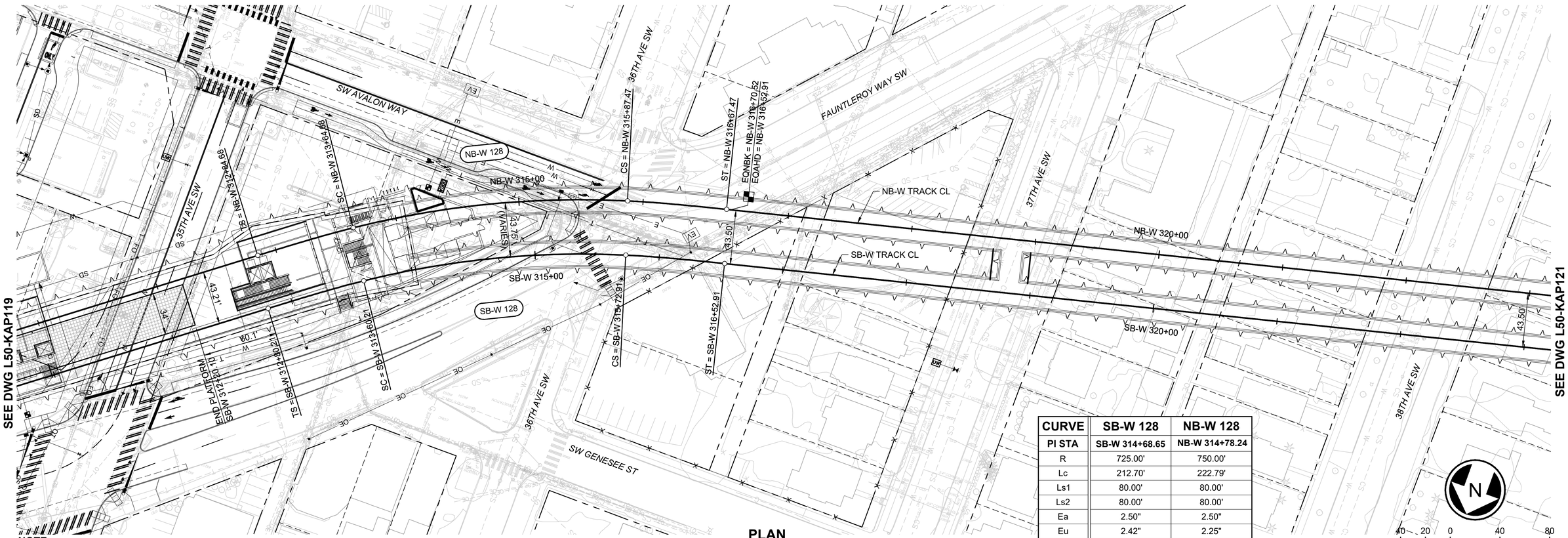
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

04/22/24 | 4:34 PM | AWHALEN
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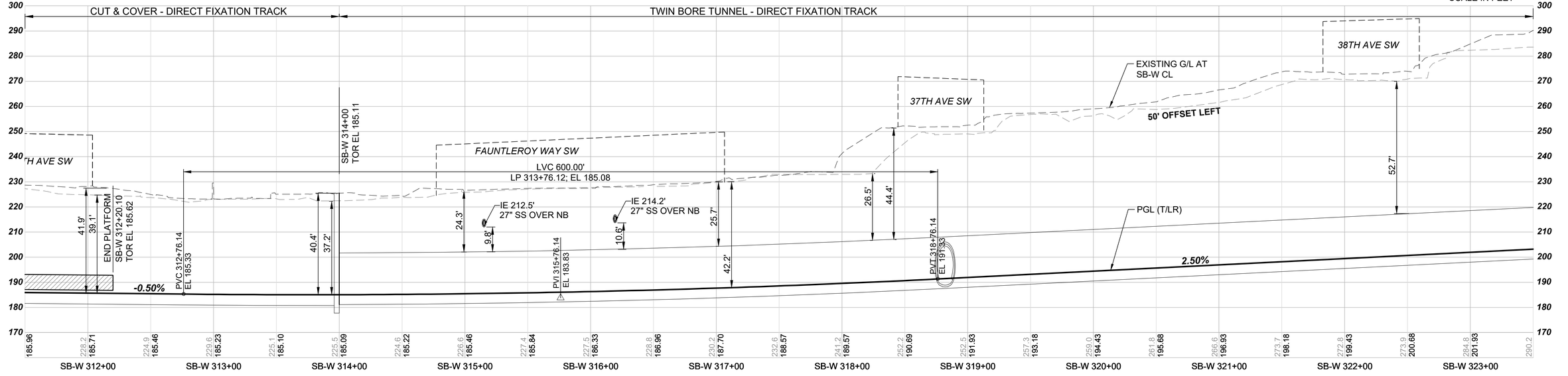
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xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-KAV100
xW100-L50-STV100
xW100-L50-SWV100
xW100-W05-APP100
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-SWV201



PLAN
SCALE: 1" = 40'

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

SCALE IN FEET



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42523 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

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

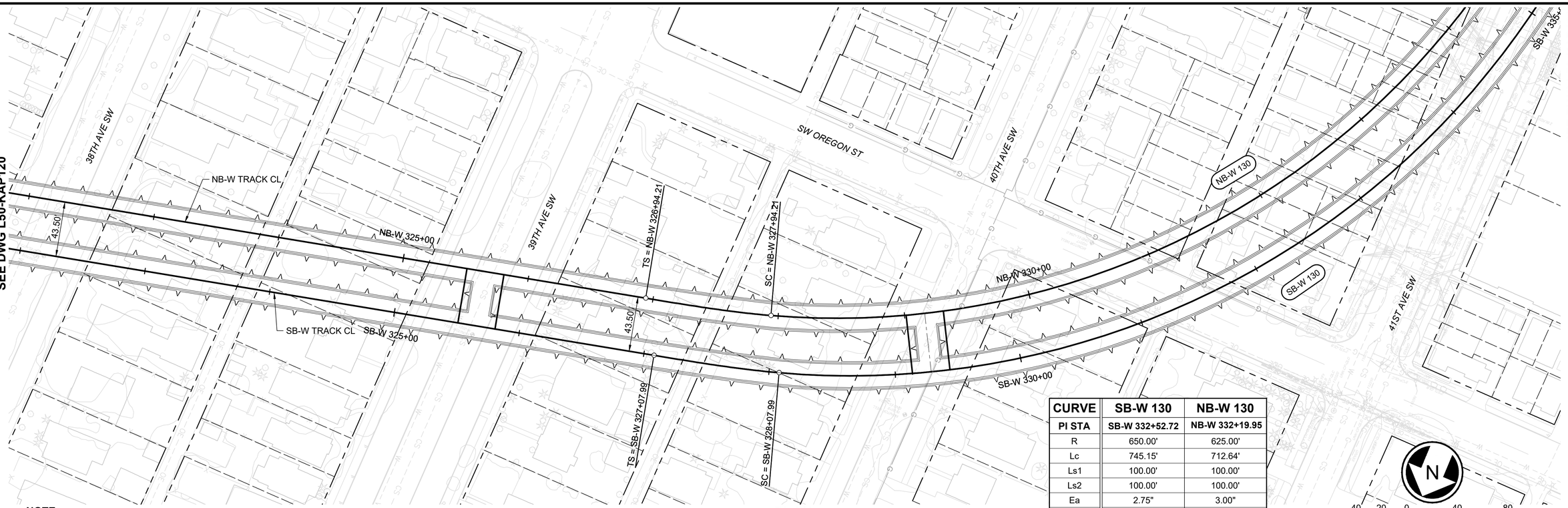
DRAWING No.: L50-KAP120
LOCATION ID: L50
SHEET No.: 174 | REV: 0

04/18/24 | 5:15 PM | AWHALEN
C:\CADD\LIB\WSBL-PRINTING\W100-PELTEMP FOR PLOTTING\W100-L50-KAP120.DWG

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-SEAL-AKW
xW100-L50-SWV201

SEE DWG L50-KAP120

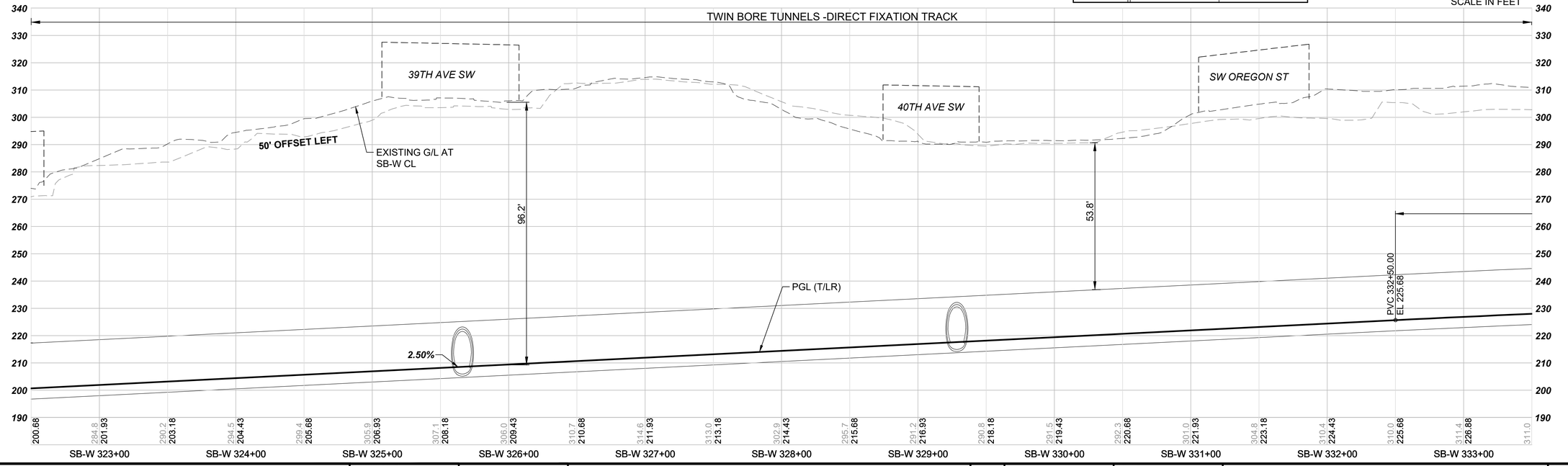
SEE DWG L50-KAP122



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

PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN STATE OF WASHINGTON 42523 REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

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

SOUNDTRANSIT

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

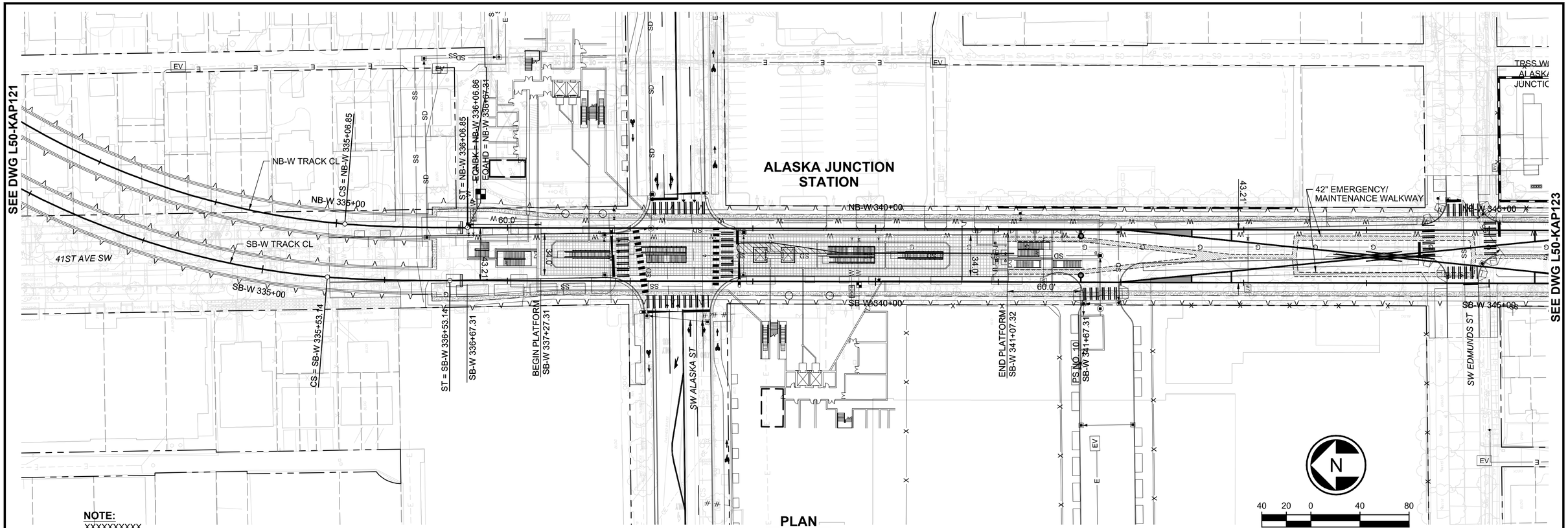
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CONTRACT W100
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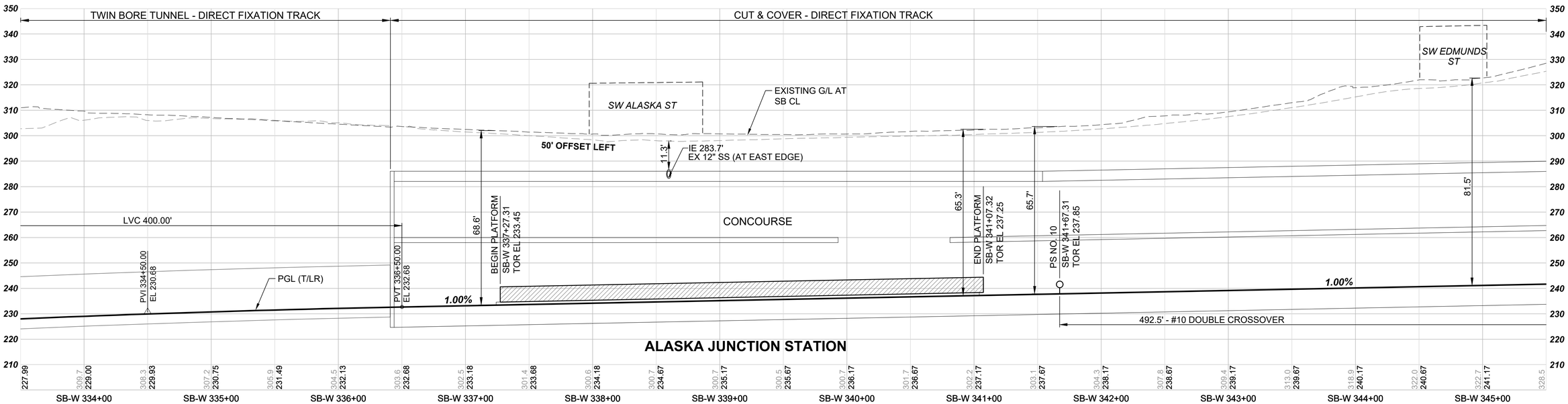
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TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

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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





PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 42503 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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

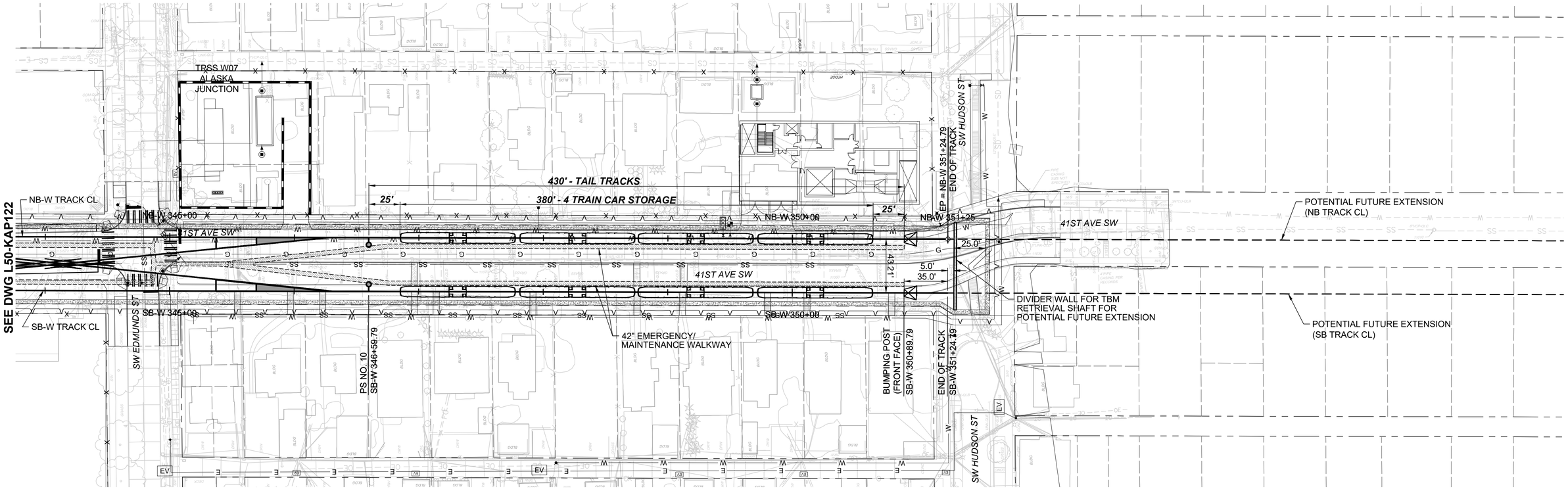
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

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

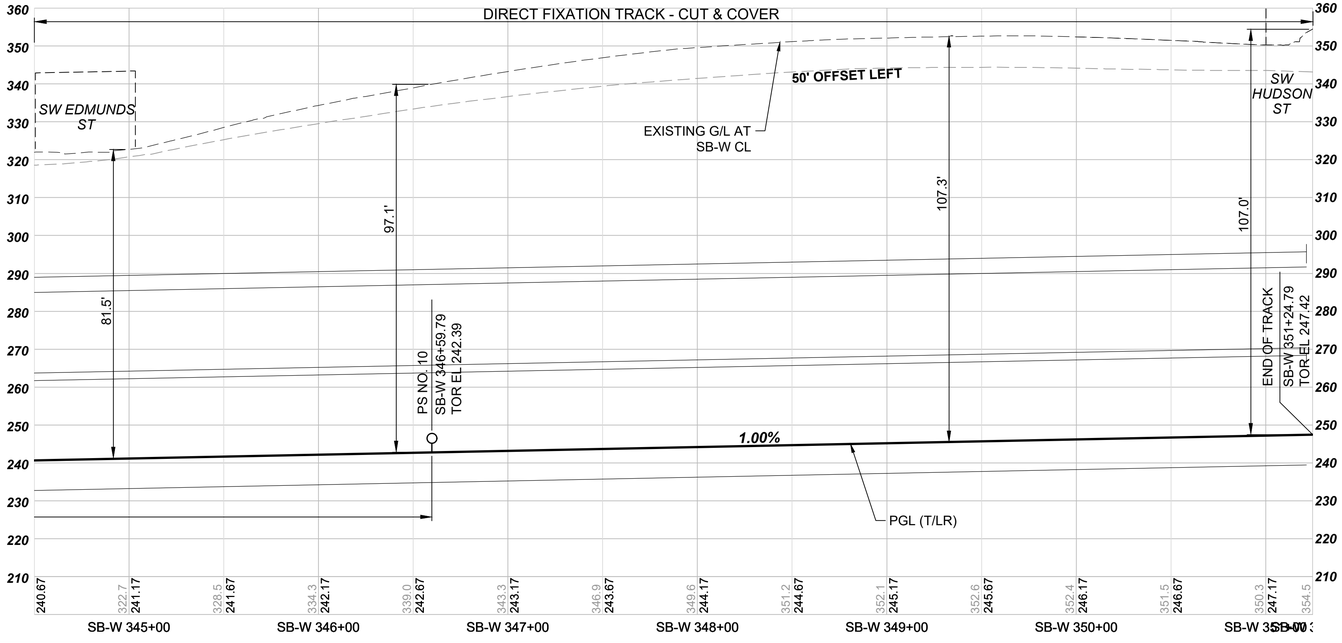
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xW100-L50-KAV100
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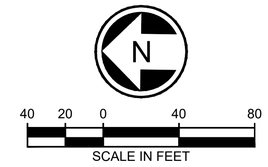
SEE DWG L50-KAP122



PLAN
SCALE: 1" = 40'



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

ALLEN K. WHALEN · STATE OF WASHINGTON · 46340 · REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

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xW100-L50-SWP100
xW100-L50-KAV100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-JOP100
xW100-L50-RPP100
GB-SEAL-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

PS NO. 10
SB-W 169+05.66
PS NO. 6
SB-W 169+55.66
CL PED X-ING (6' WIDE)
(SB-W 169+18.86
SB-W 170+00
OMF-N 10+00
PC = OMF-N 10+73.67
OMF-N 002
5TH AVE S - SODO BUSWAY
PT = OMF-N 12+66.39
15.75'
PS NO. 6
OMF-N 13+16.39
6TH AVE S
PS NO. 6
OMF-N 14+52.73
100'
42" MAINTENANCE WALKWAY
OMF-N TRACK CL
(OMF NORTH LEAD TRACK)
OMF-N 15+00
OMF-S 002
PT = OMF-S 52+98.45
PC = OMF-S 50+96.45
PS NO. 6
OMF-S 53+52.28
150'
S HANFORD ST
OMF-S 55+00
PS NO. 6
OMF-S 54+88.62
OMF-S TRACK CL
(OMF SOUTH LEAD TRACK)
15.75'
PC = OMF-N 17+24.40
OMF-N 004
+93.20
ON2
KYX104
PC = OMF-N 22+24.25
OMF-N 006
PT = OMF-N 24+22.76
40.0'
OMF-N 25+00
40.0'
OMF-N 25+71
PS NO. 8
OMF-N 25+71.25
(=RA 12+60.85 - EXIST)
AT-GRADE CROSSING TO BE MODIFIED (SECONDARY OMF GATED ACCESS). SHIFTED WEST TO AVOID SPECIAL TRACKWORK/ HEAL OF FROG OF #8 TURNOUT.
EXISTING RA CURVE RE-ALIGNED WITH RADIUS REDUCTION FROM 125.00' TO 110.00'
BALLAST WALL
ON1
KYX104
36" MAINTENANCE WALKWAY
PT = OMF-N 19+29.25
OMF-N 20+00
9.0'
6.0'
M6 - 325
M8 - 341
M3 - 311
WA 345
WA 346
N

NOTE:
XXXXXXXXXX

40 20 0 40 80
SCALE IN FEET

PLAN
SCALE: 1" = 40'

SEE DWG L50-KAP131

AT-GRADE - BALLASTED TRACK
EXISTING ST LRT STRUCTURE
18'
19'
91.3' - #8 TURNOUT (LAST LONG TIE)
9.4' TO HEEL OF FROG
-0.00%
69.0' TO 3/4" POINT OF FROG
MATCHLINE - SEE BELOW
OMF-N 23+00 OMF-N 24+00 OMF-N 25+00 OMF-N 25+71

#6 TURNOUT
1.75%
11.7' TO HEEL OF FROG
49.8' TO 1/2" POINT OF FROG
34.8'
PS NO. 6
OMF-N 10+00
TOR EL 55.30
(=SB-W 169+55.66)
PVC 11+16.94
EL 57.35
LVC 150.00'
PVI 11+91.94
EL 58.66
PVT 12+66.94
EL 57.35
49.5'
136.2' - #6 DOUBLE CROSSOVER
-1.75%
PS NO. 6
OMF-N 13+16.39
TOR EL 56.49
BNSF
32.9'
PS NO. 6
OMF-N 14+52.73
TOR EL 54.10
51.4'
6th Ave S
30.8'
30.1'
PVC 15+04.11
EL 53.20
LVC 160.00'
PVI 15+84.11
EL 51.80
PVT 16+64.11
EL 47.20
EXISTING G/L AT OMF-N CL
OMF-N PGL (T/LR)
-5.75%
BNSF TOR (FIELD SURVEY)
AERIAL GUIDEWAY - DIRECT FIXATION TRACK
RETAINED FILL - DIRECT FIXATION TRACK
AT-GRADE - BALLASTED TRACK
PVC 19+00.19
EL 33.63
LVC 300.00'
PVI 20+50.19
EL 25.00
PVT 22+00.19
EL 25.00
MATCHLINE - SEE ABOVE
OMF-N 10+00 OMF-N 11+00 OMF-N 12+00 OMF-N 13+00 OMF-N 14+00 OMF-N 15+00 OMF-N 16+00 OMF-N 17+00 OMF-N 18+00 OMF-N 19+00 OMF-N 20+00 OMF-N 21+00 OMF-N 22+00

No.	DATE	DSN	CHK	APP	REVISION

PRELIMINARY ENGINEERING

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

ALLEN K. WHALEN STATE OF WASHINGTON 12523 REGISTERED PROFESSIONAL ENGINEER

HNTB

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

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

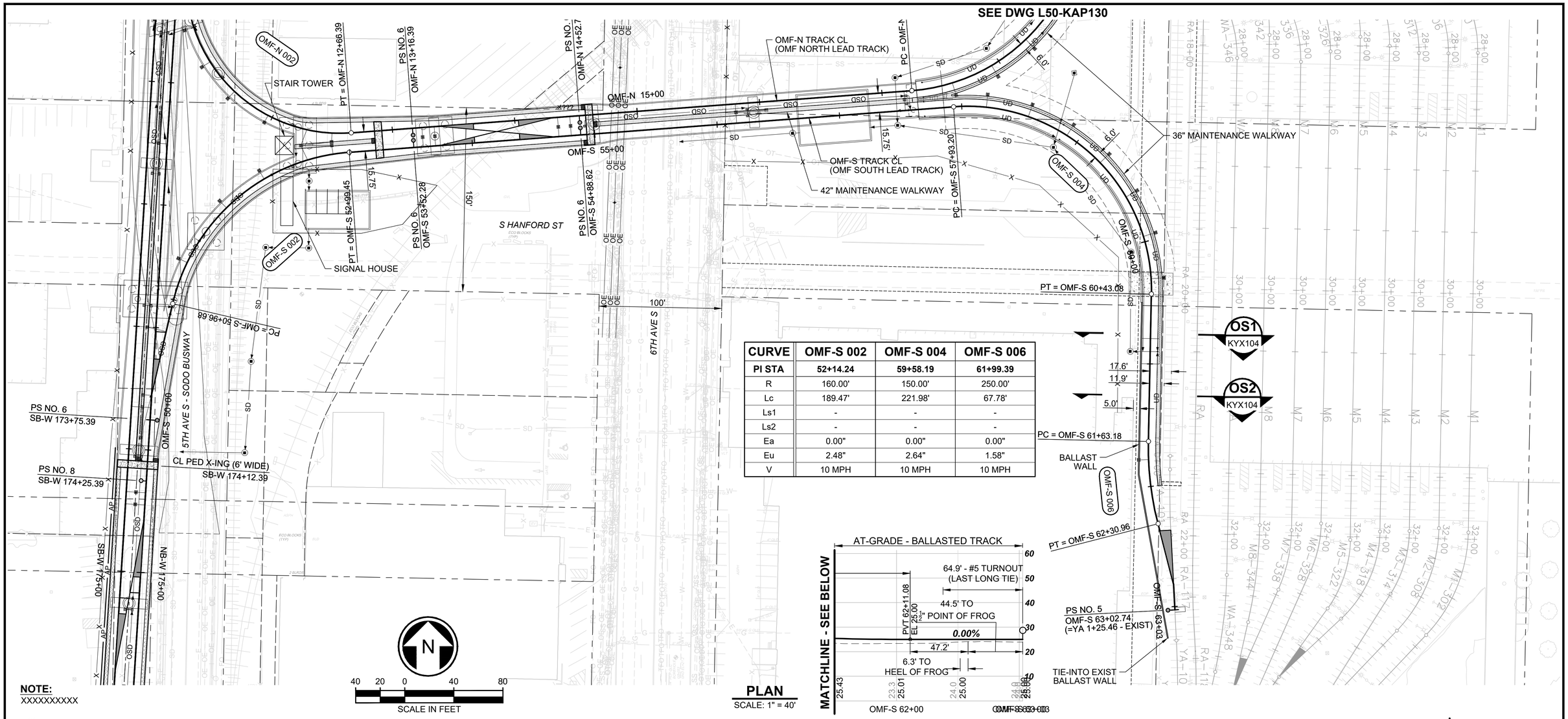
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CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

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

04/18/24 | 5:28 PM | AWHALEN
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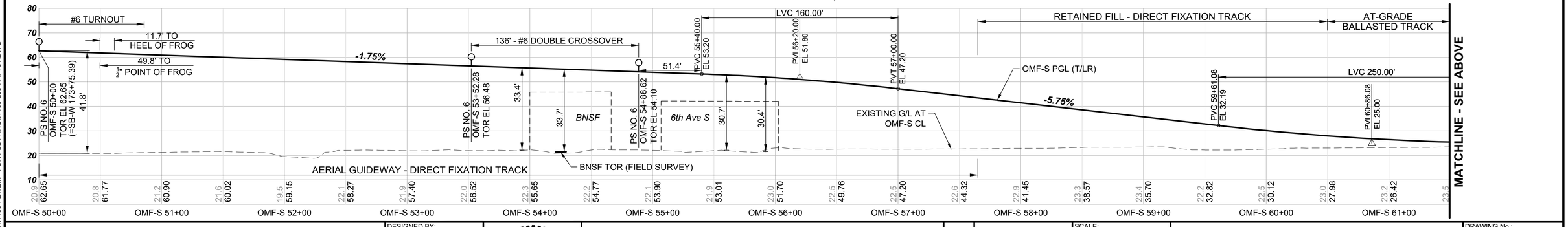
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xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
GB-SEAL-AKW
xW100-L50-JOP100
C80_M01_KA



CURVE	OMF-S 002	OMF-S 004	OMF-S 006
PI STA	52+14.24	59+58.19	61+99.39
R	160.00'	150.00'	250.00'
Lc	189.47'	221.98'	67.78'
Ls1	-	-	-
Ls2	-	-	-
Ea	0.00"	0.00"	0.00"
Eu	2.48"	2.64"	1.58"
V	10 MPH	10 MPH	10 MPH

NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

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

ALLEN K. WHALEN — STATE OF WASHINGTON — 21525 — REGISTERED PROFESSIONAL ENGINEER

HNTB

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

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

SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP131
CONTRACT No.: RTA / XXXXXXXX

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

DRAWING No.: L50-KAP131
LOCATION ID: L50
SHEET No.: 179
REV: 0

04/18/24 | 5:30 PM | AWHALEN
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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

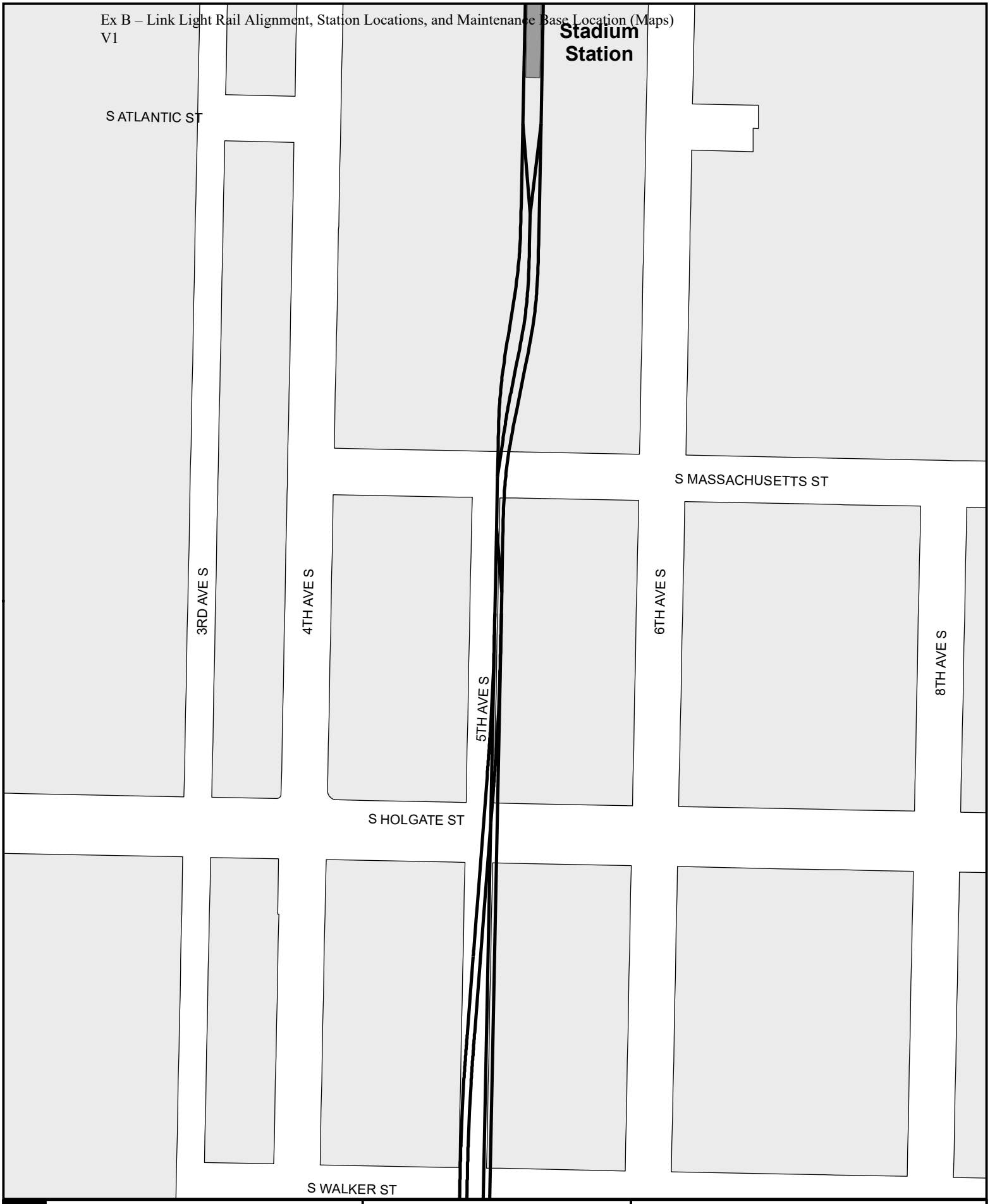
Maintenance Facility Maintenance Facility site - extends from 7th Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

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



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

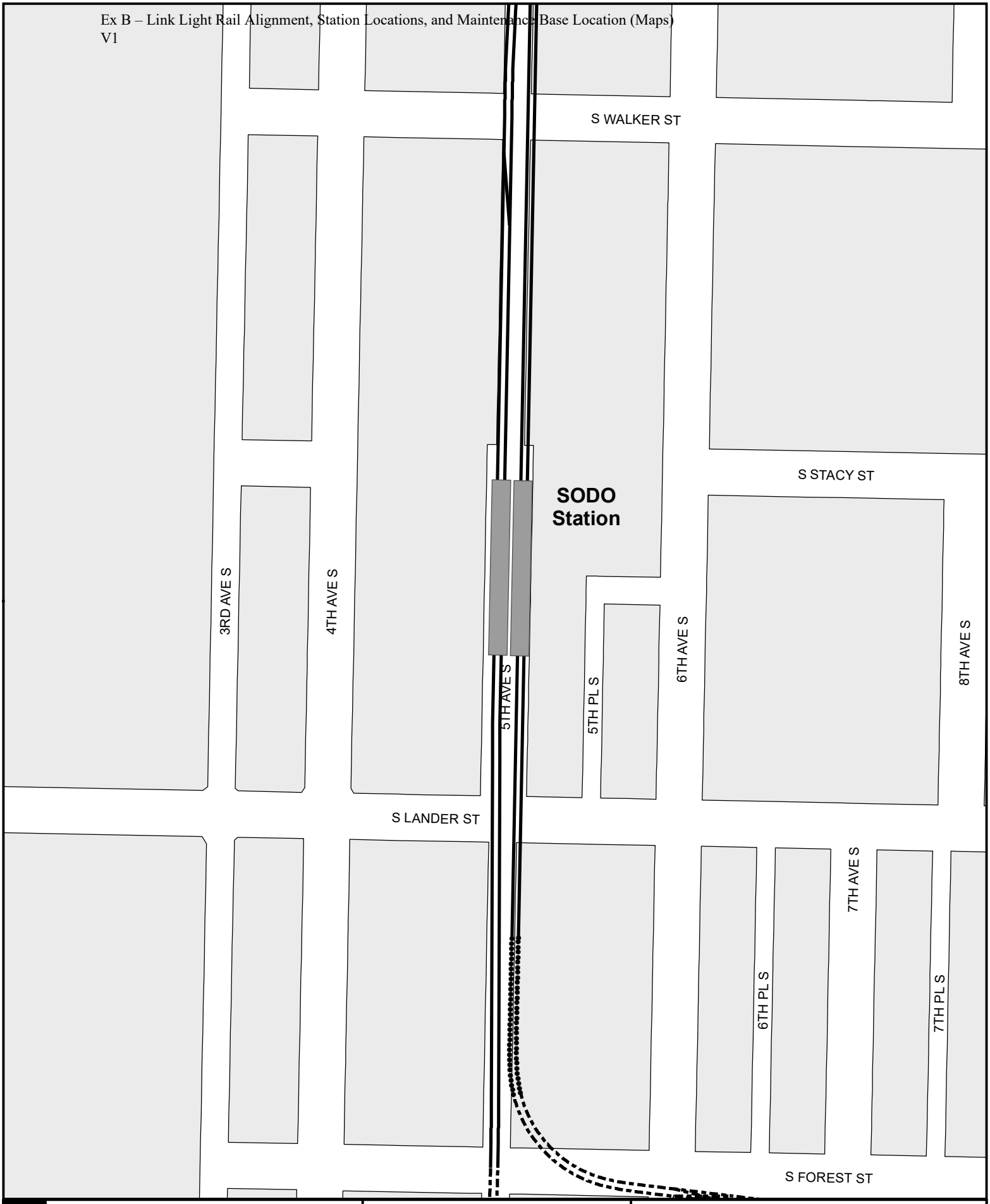
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

0 200
Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_WSLE_8x1



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

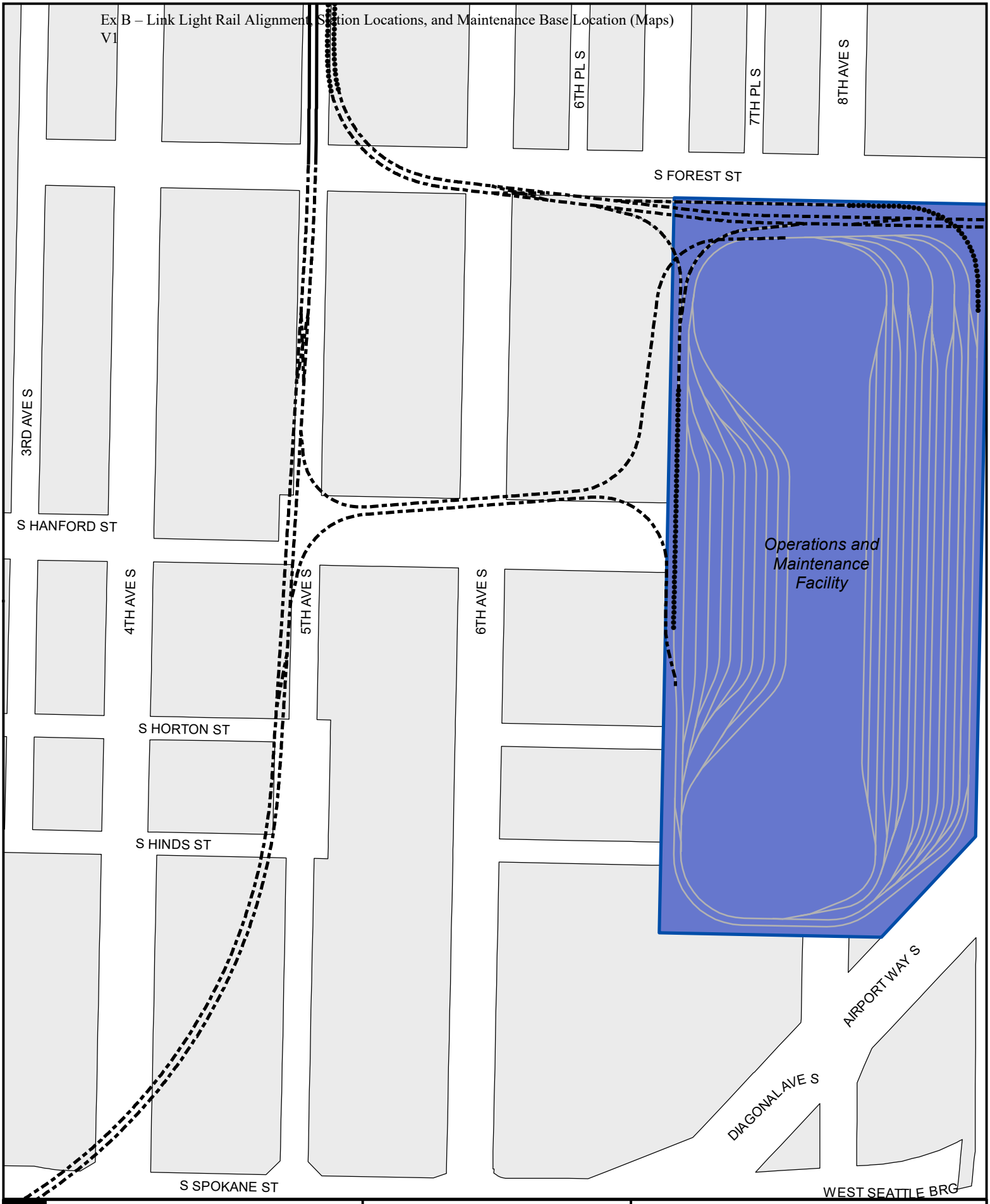
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

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Feet

Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

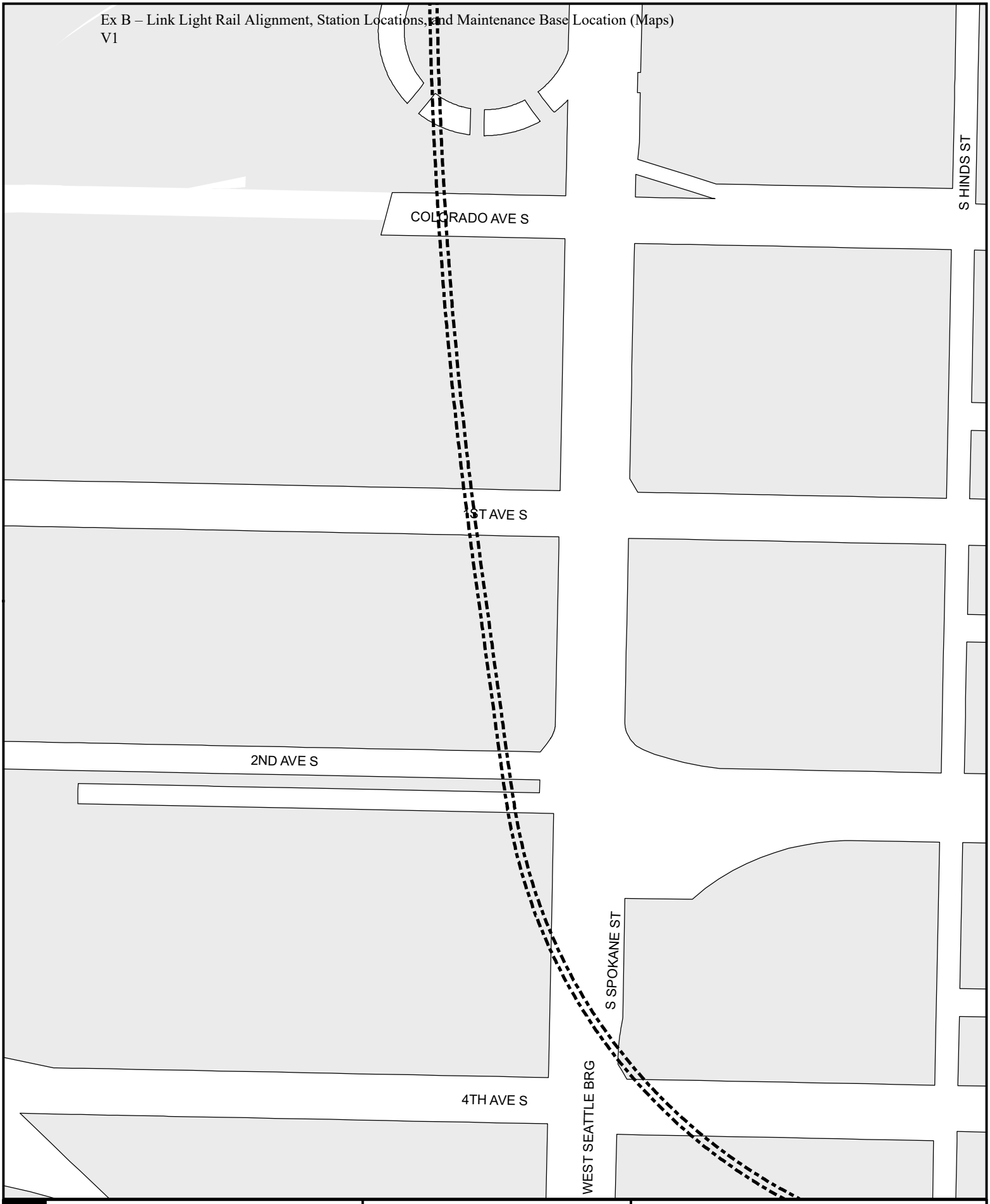
- Light rail station platform
- Maintenance facility
- Right-of-way

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

SOUNDTRANSIT
March 2025

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- At Grade
- Subway

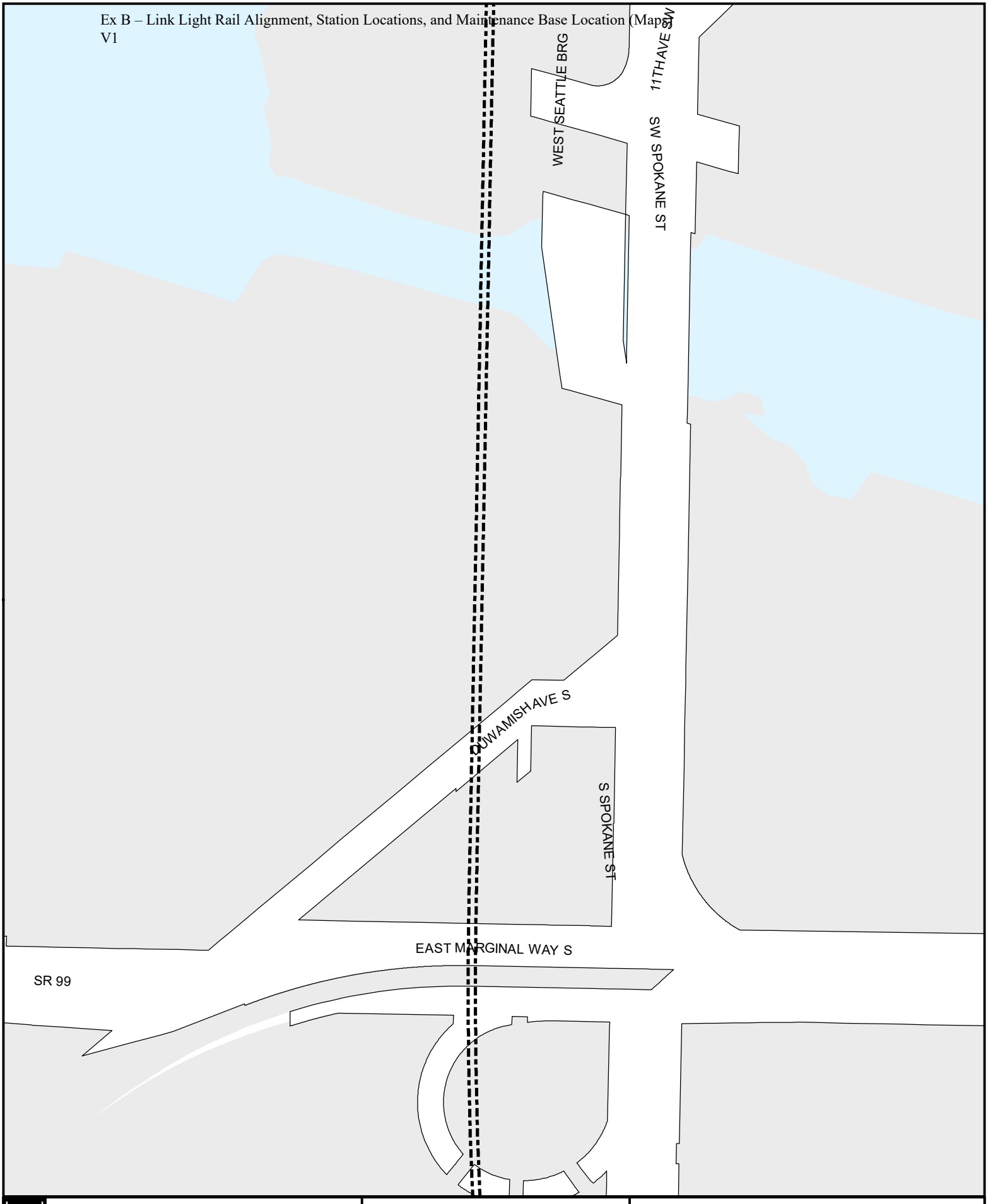
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Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 4 of 10

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March 2025

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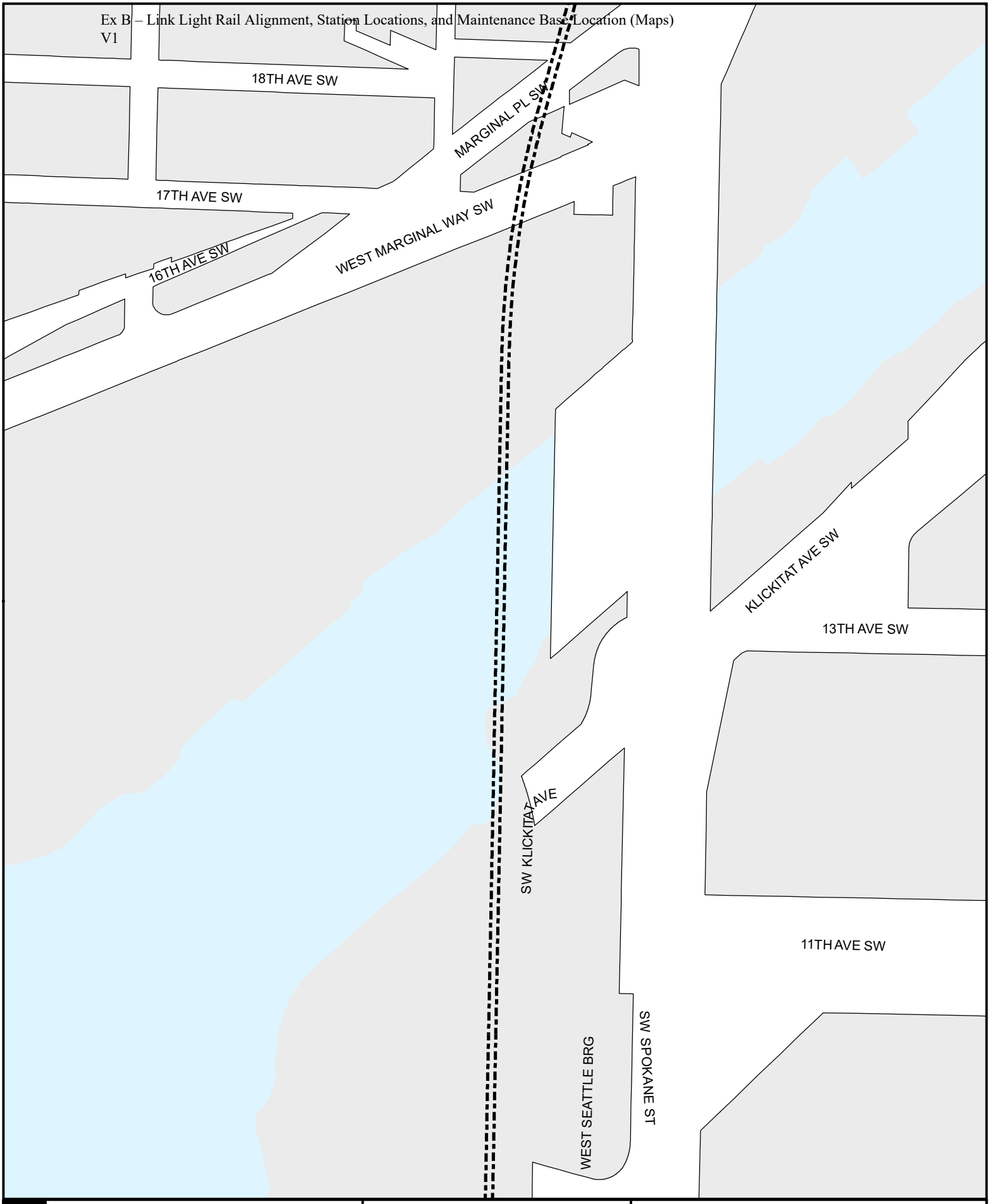
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Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 5 of 10

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March 2025

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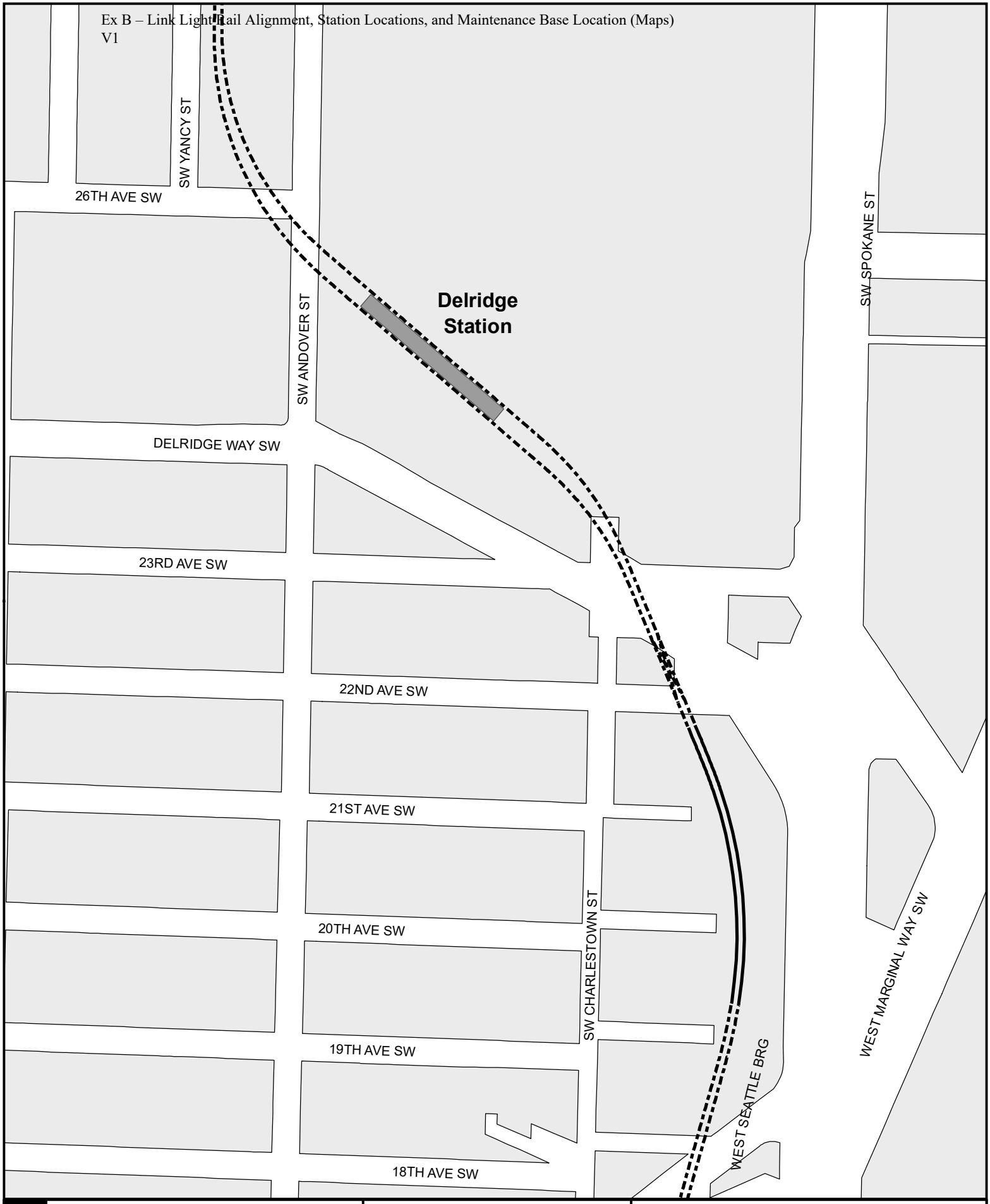
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- Right-of-way

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

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Light Rail Alignment
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- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

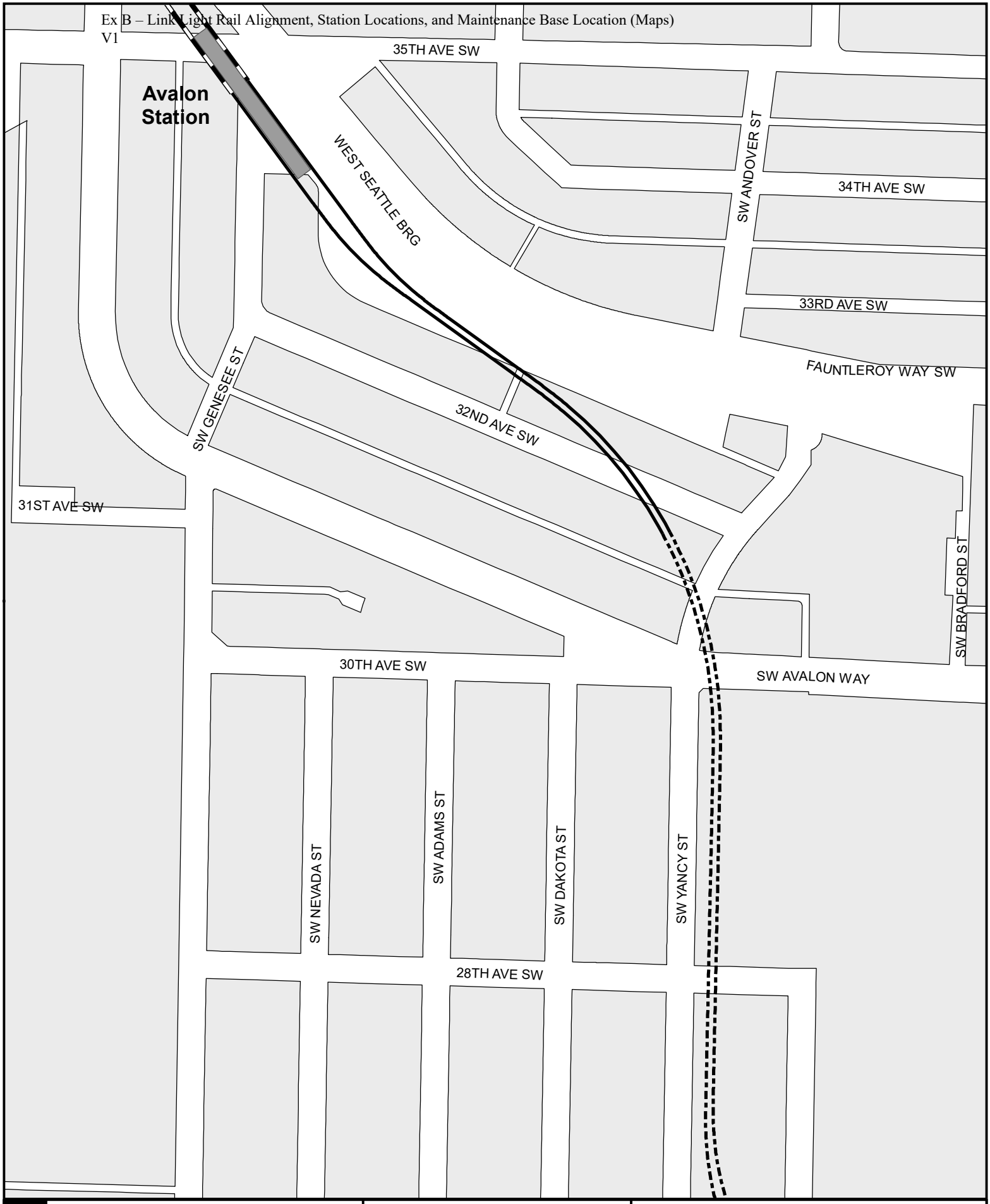
Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 7 of 10

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Light Rail Alignment
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- Subway

- Light rail station platform
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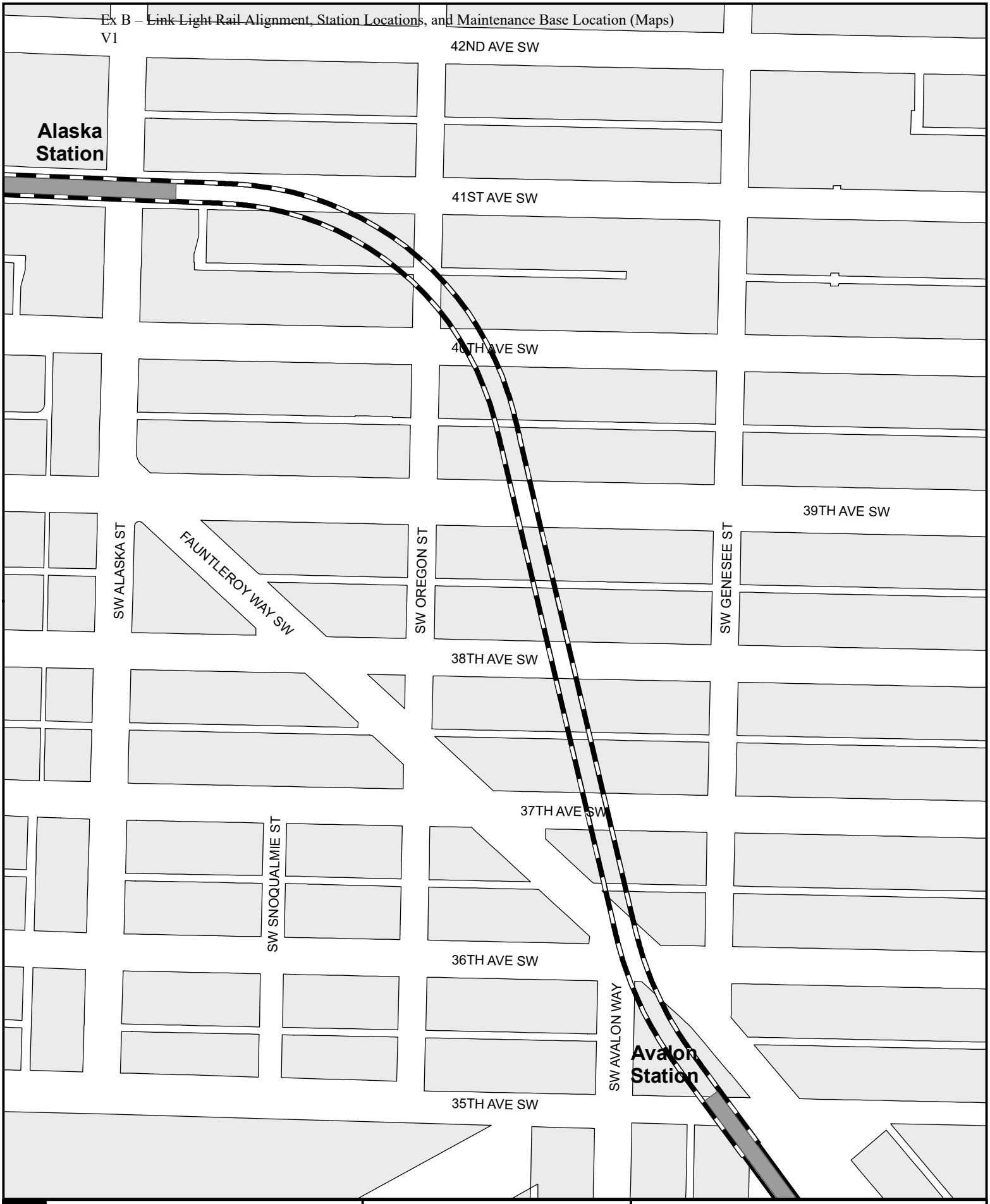
Exhibit B: West Seattle Light Rail Alignment and Station Locations
Map 8 of 10

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

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

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

SOUNDTRANSIT
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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.

Calvin Chow
Full Council
July 8, 2025
D1

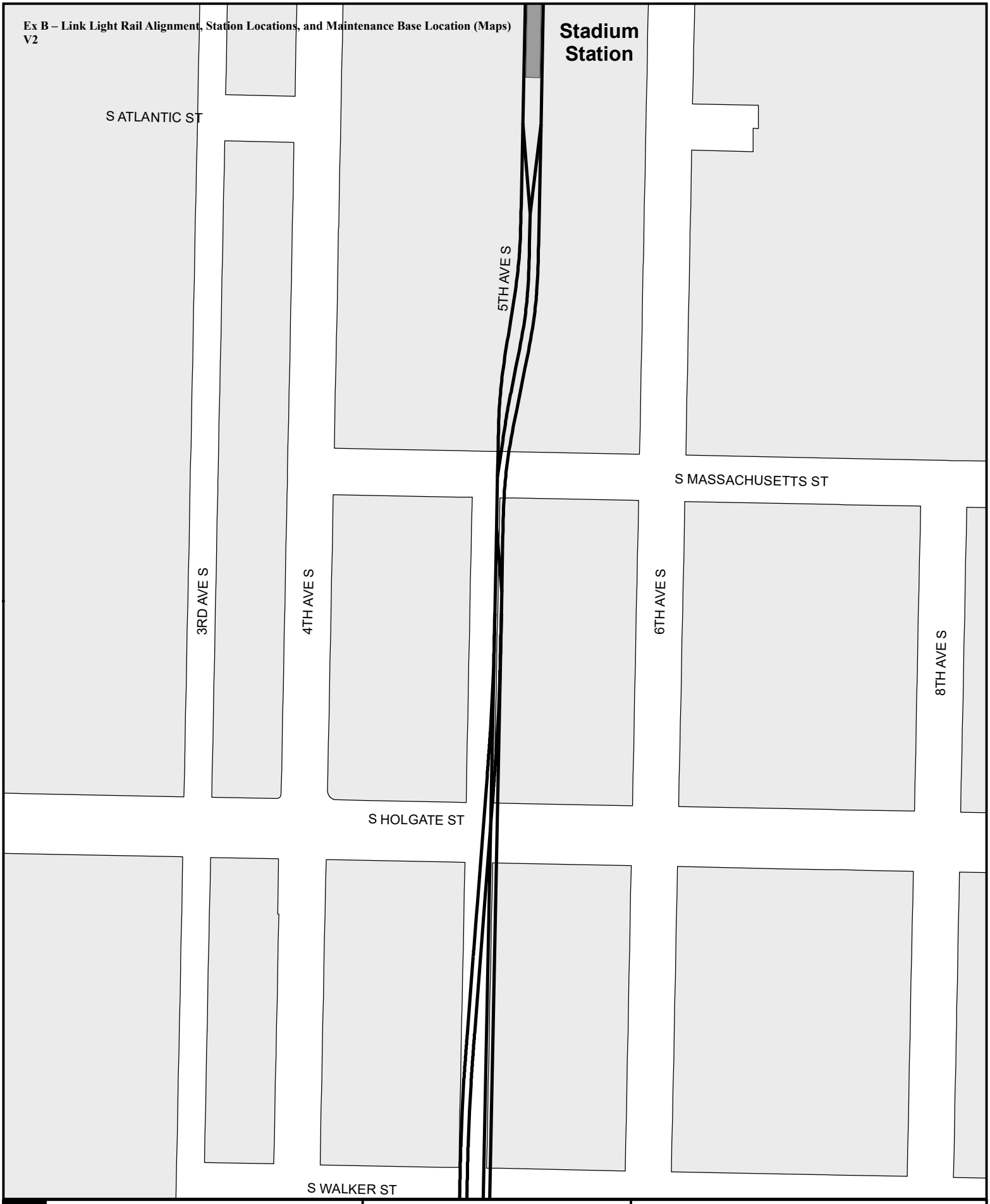
Amendment A to Resolution 32172 – West Seattle Link Extension Alignment

Sponsor: Councilmember Saka

Technical correction to Exhibit B.

Effect: This amendment would substitute a new Version 2 for Exhibit B which depicts the Sound Transit Link Light Rail alignment through Seattle. Version 1 included in the proposed resolution only depicts the new West Seattle Link extension and does not reflect the rest of Sound Transit's existing alignment through Seattle.

Substitute Version 1 of Exhibit B (Link Light Rail Alignment, Station Locations, and Maintenance Base Location (Maps)) with Version 2 as attached.



Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

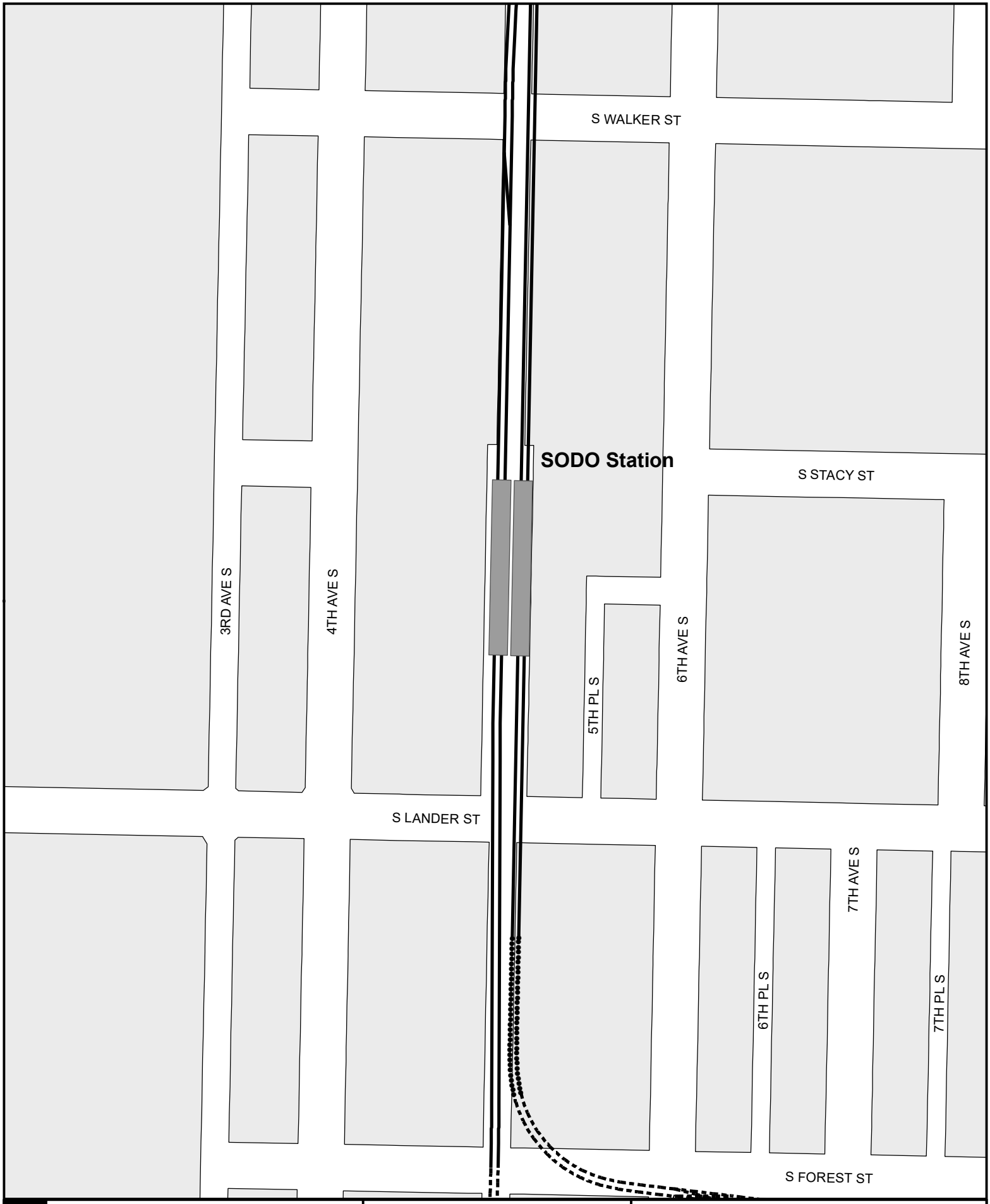
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 1 of 35

SOUNDTRANSIT
June 2025

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Data source: King County GIS, City of Seattle, Sound
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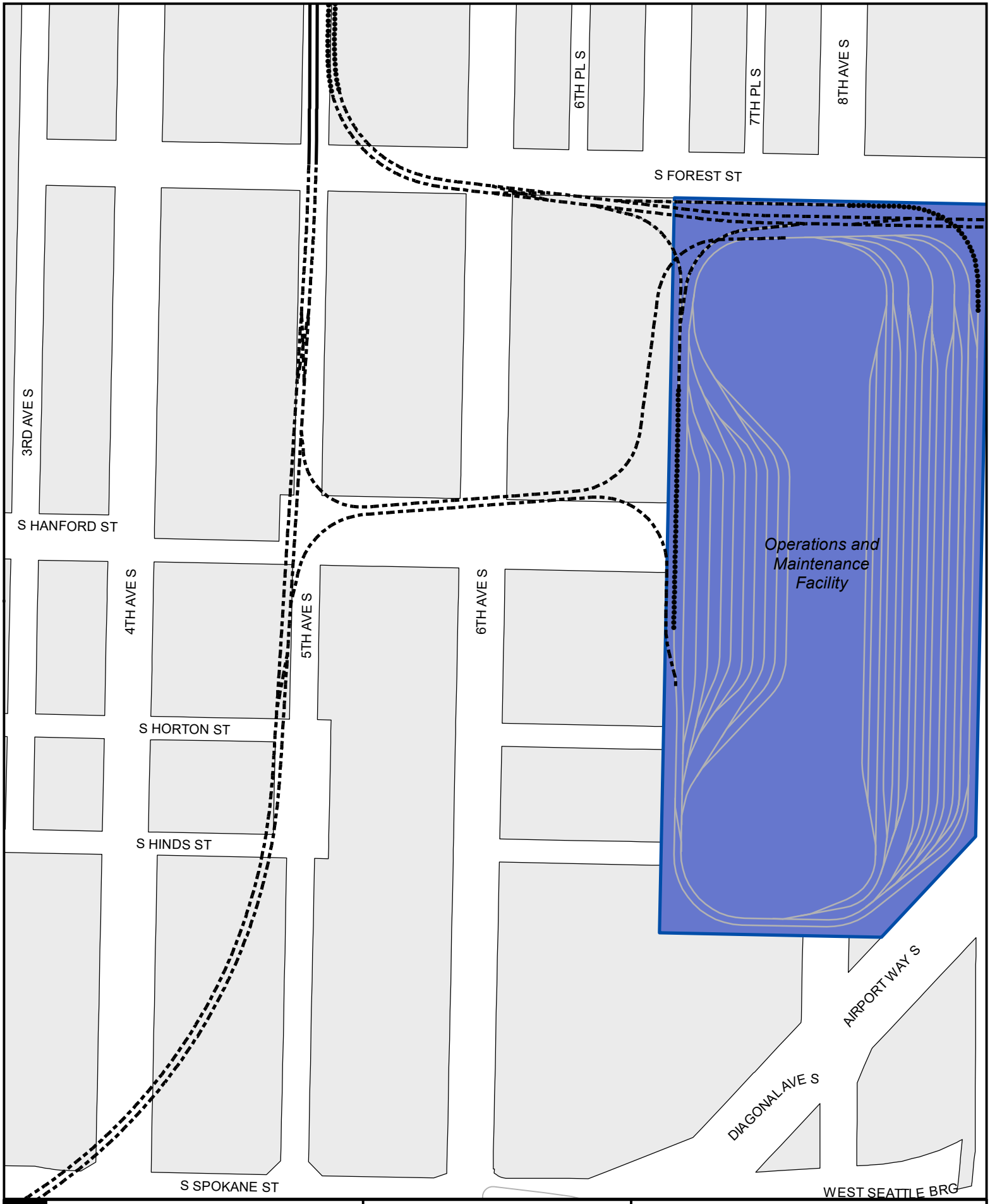
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 2 of 35

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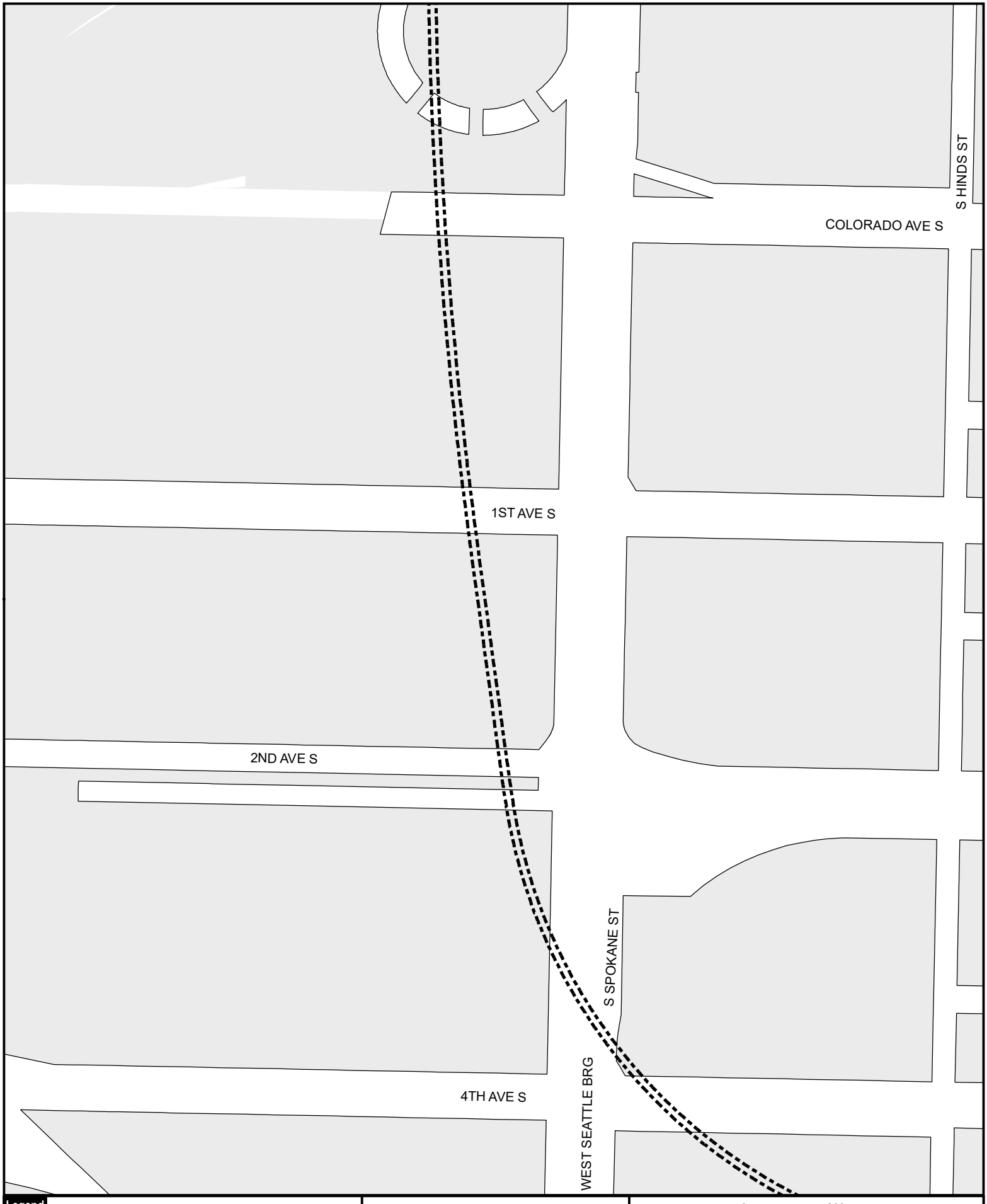
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 3 of 35

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June 2025

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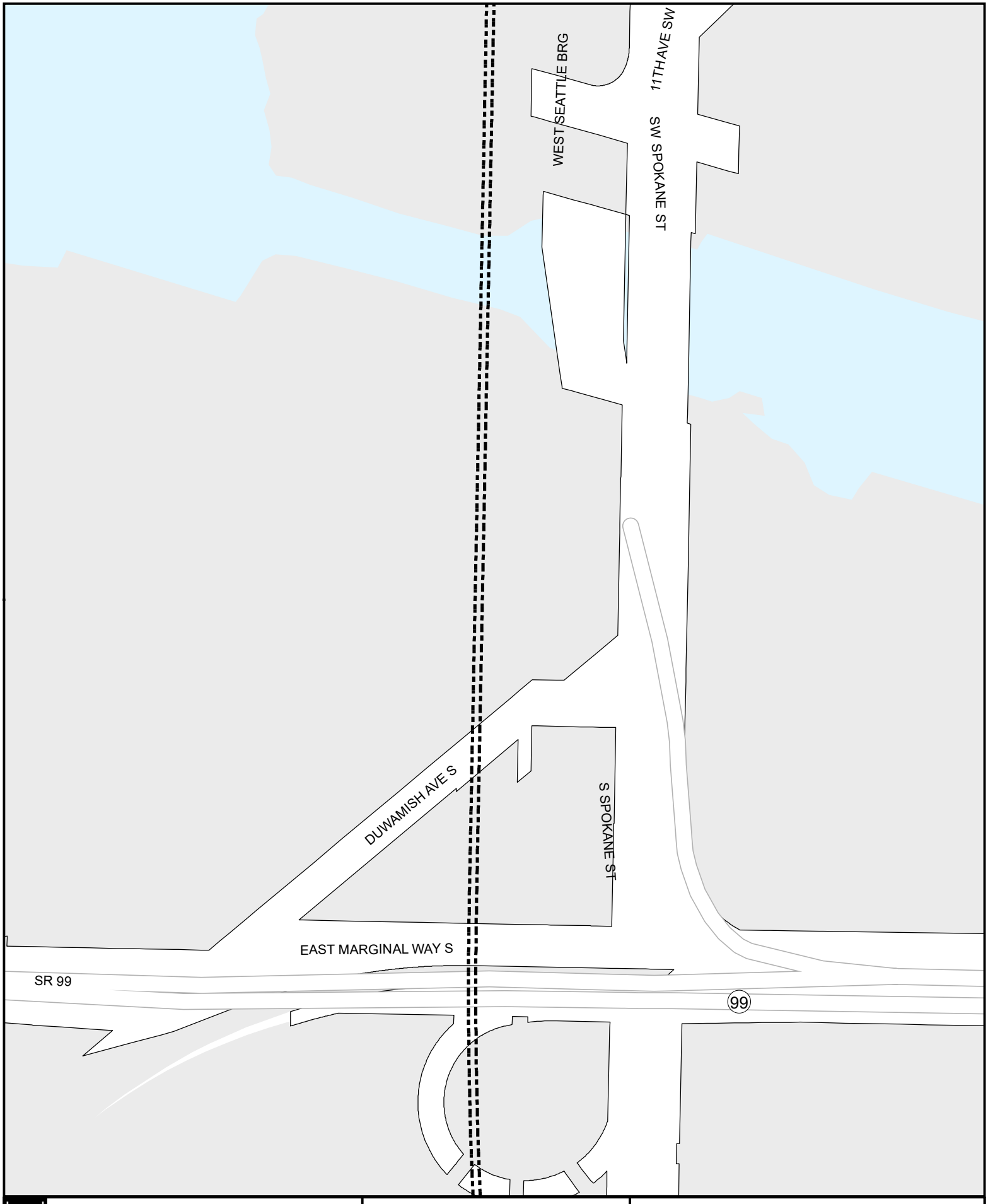
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 4 of 35

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June 2025

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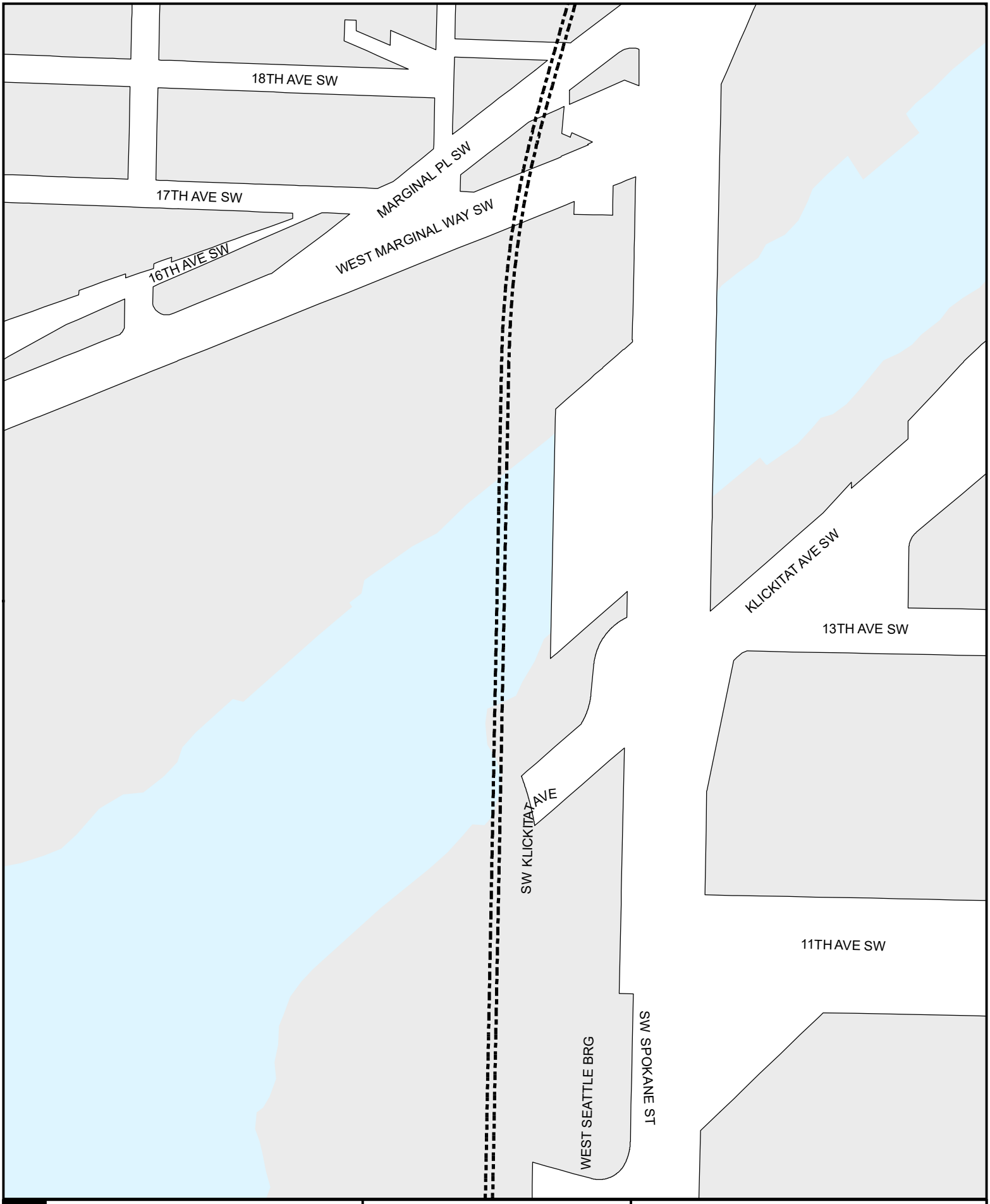
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 5 of 35

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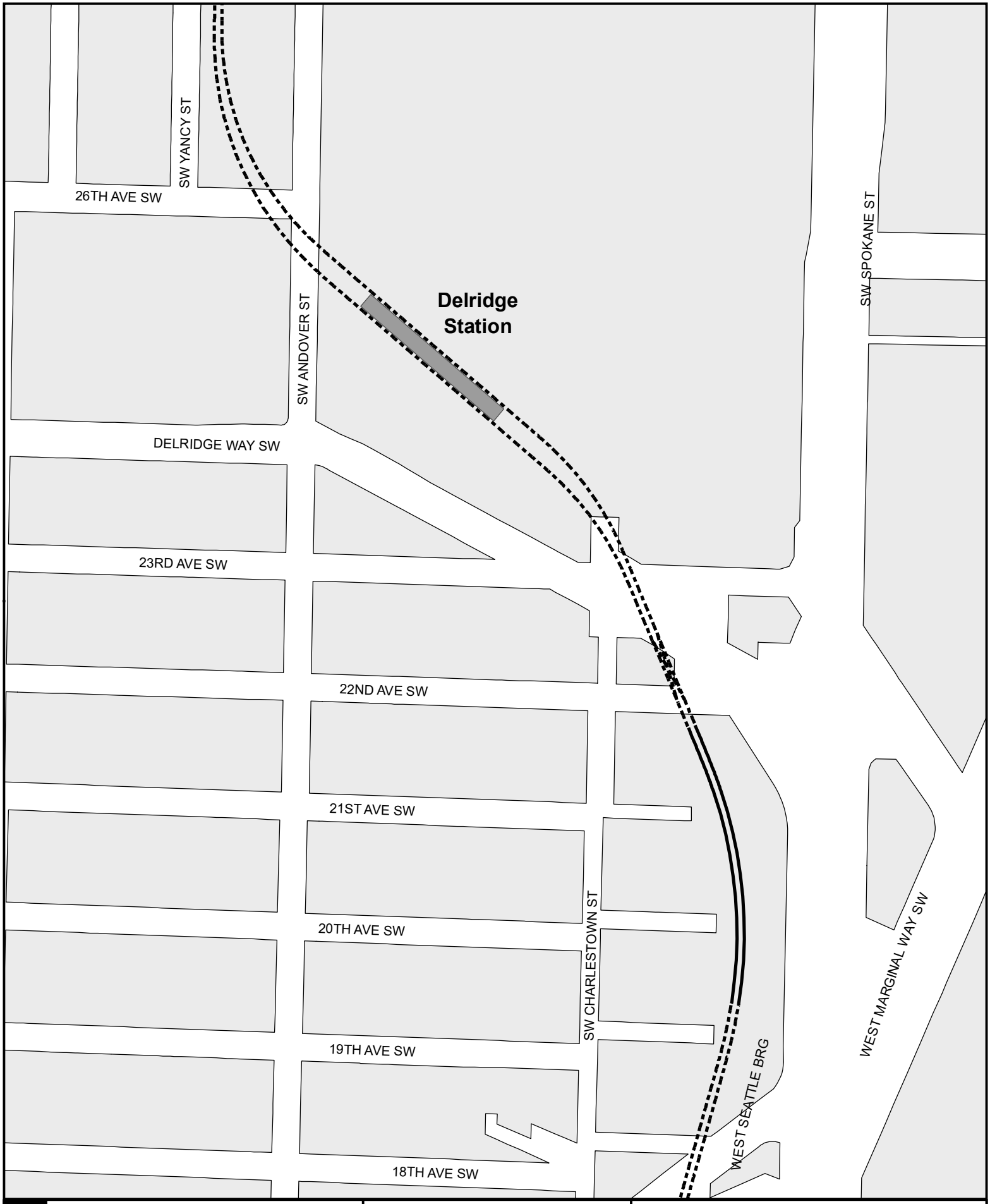
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 6 of 35

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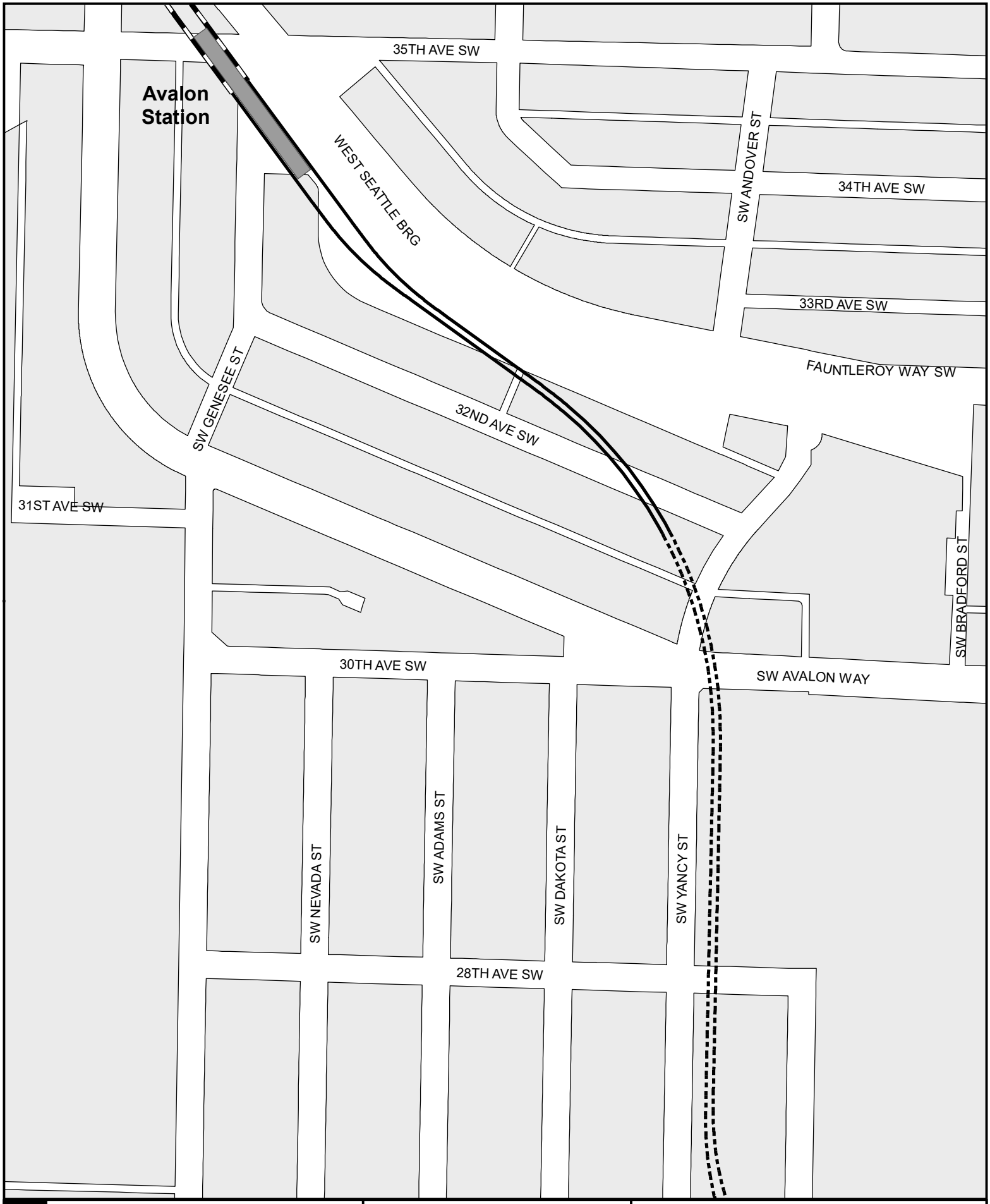
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 7 of 35

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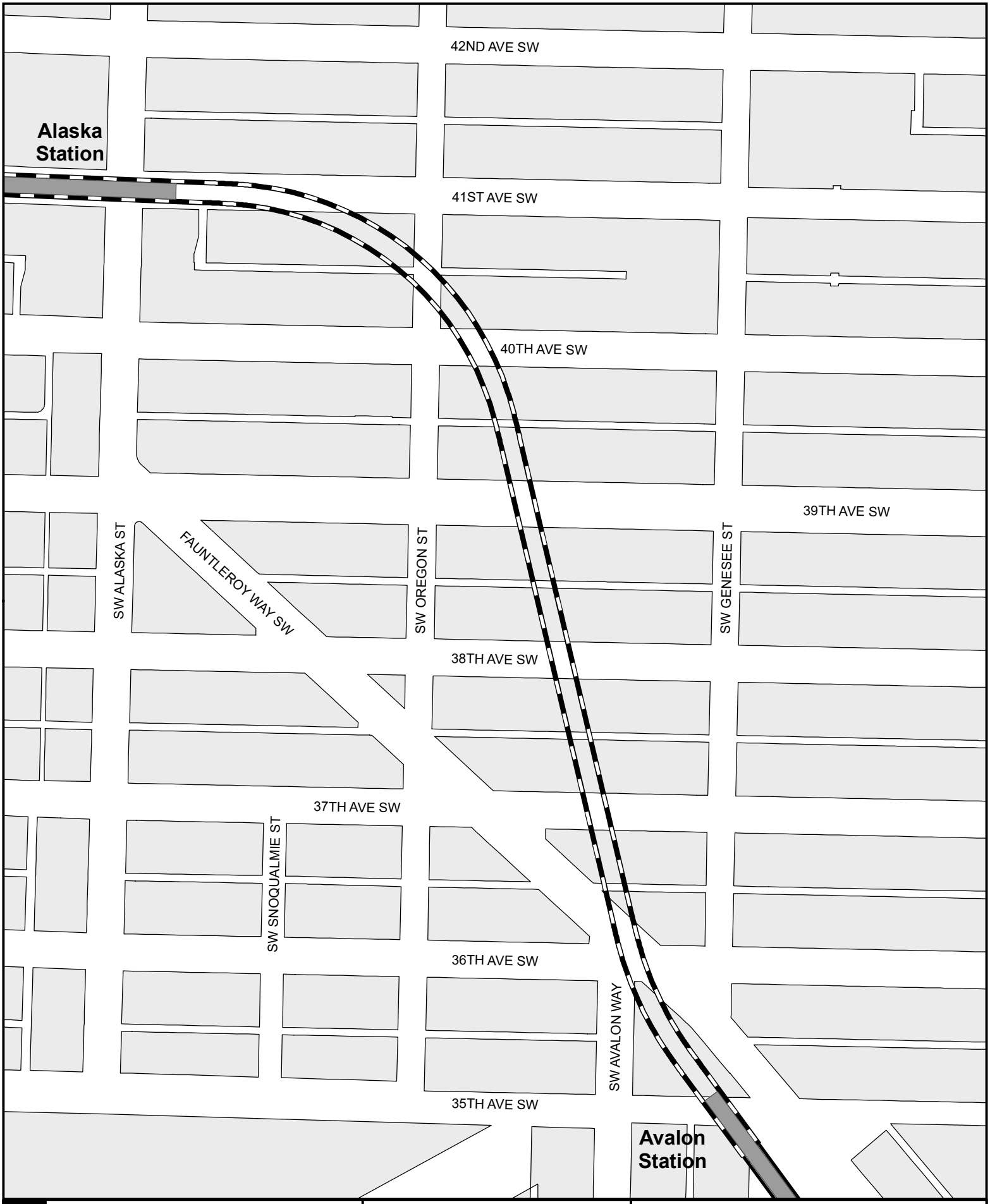
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 8 of 35

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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 9 of 35

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June 2025

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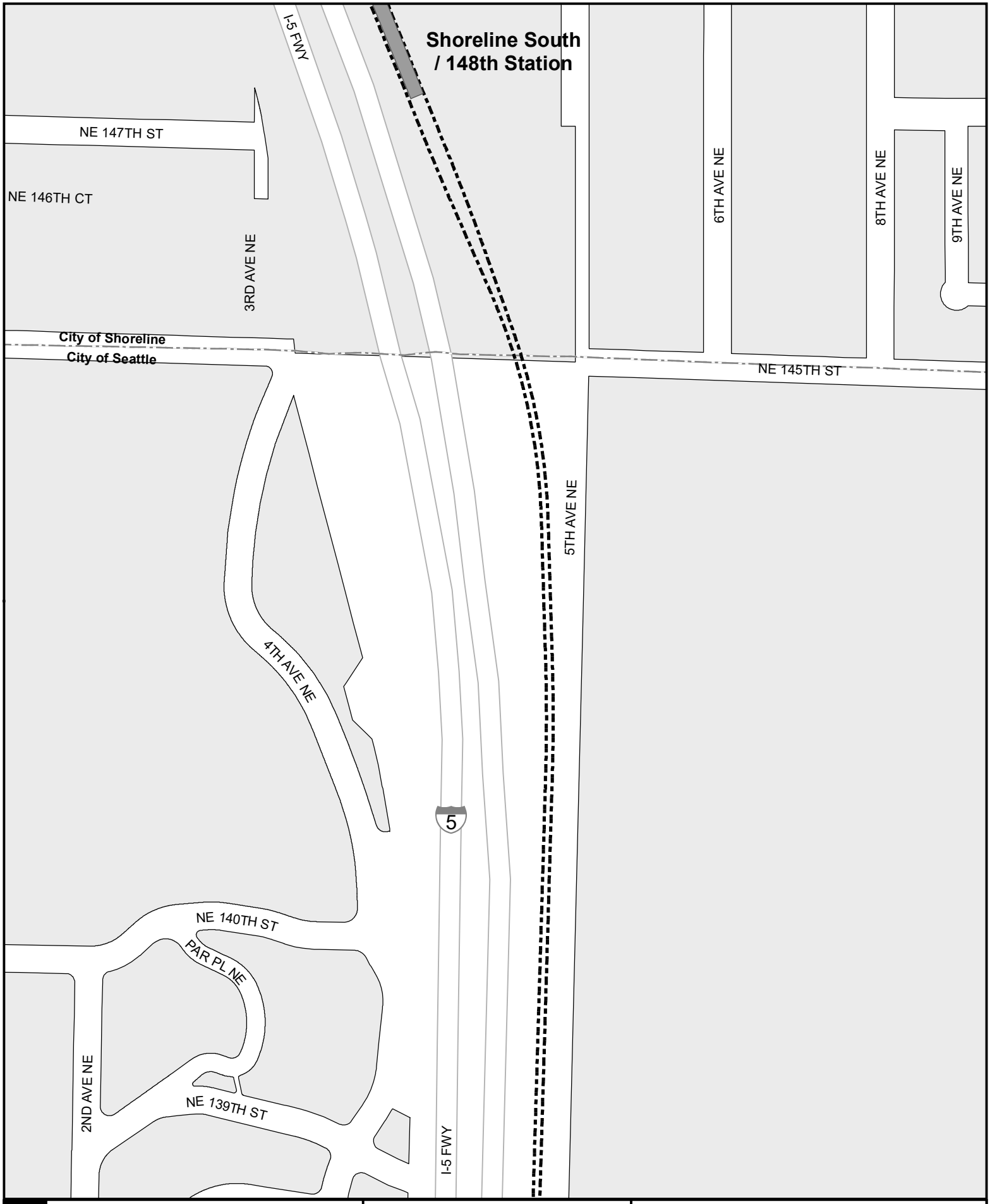
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 10 of 35

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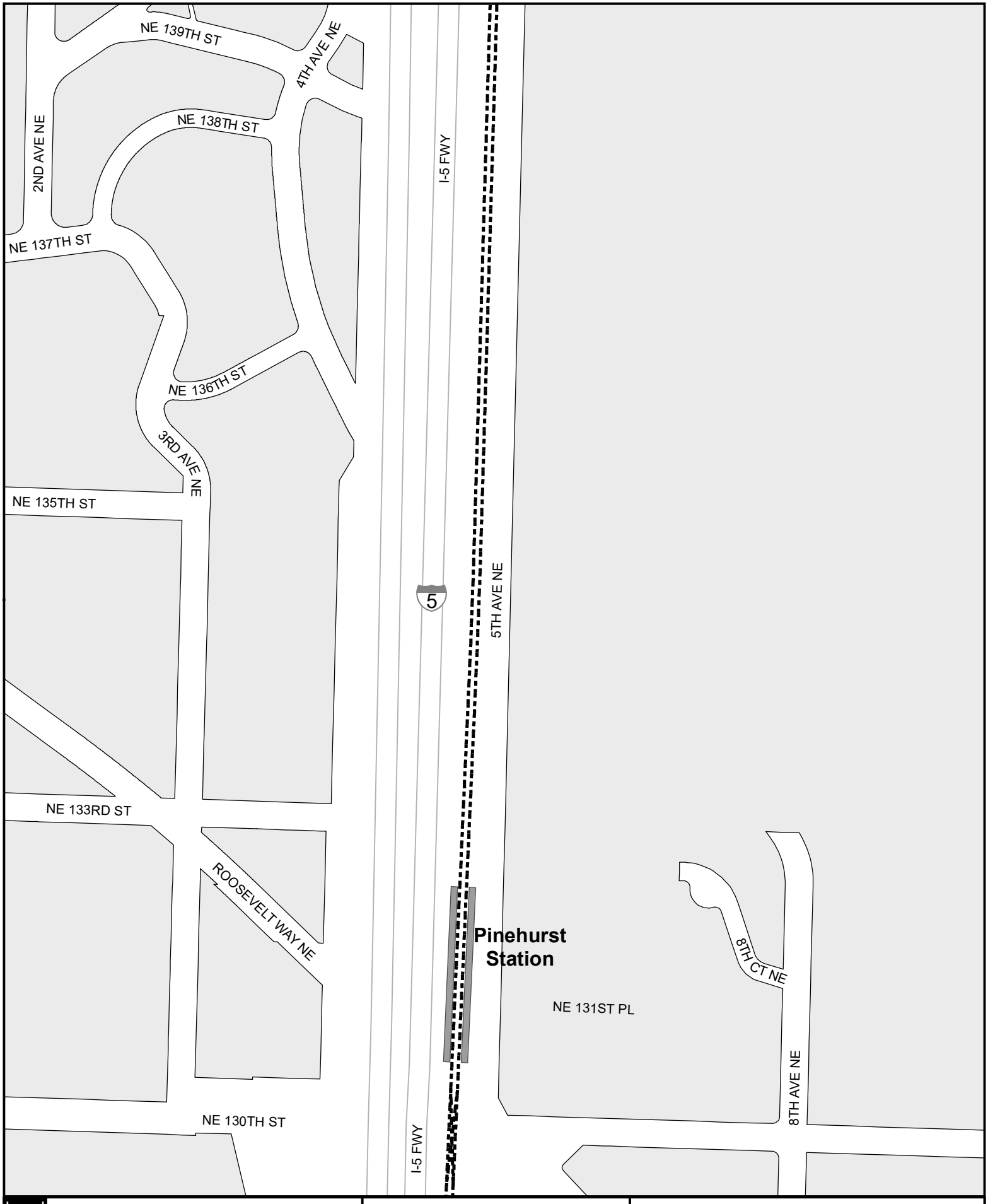
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 11 of 35

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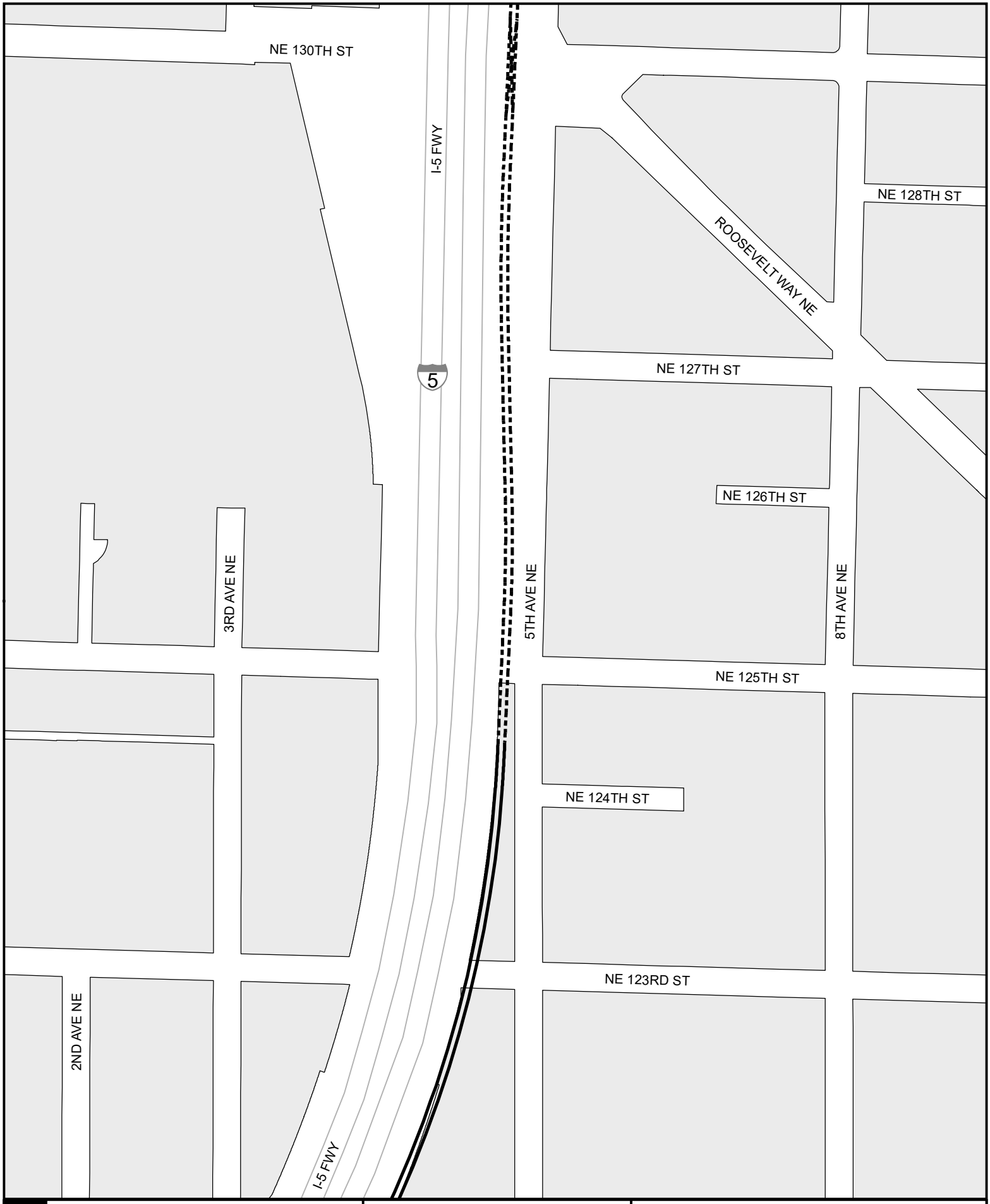
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 12 of 35

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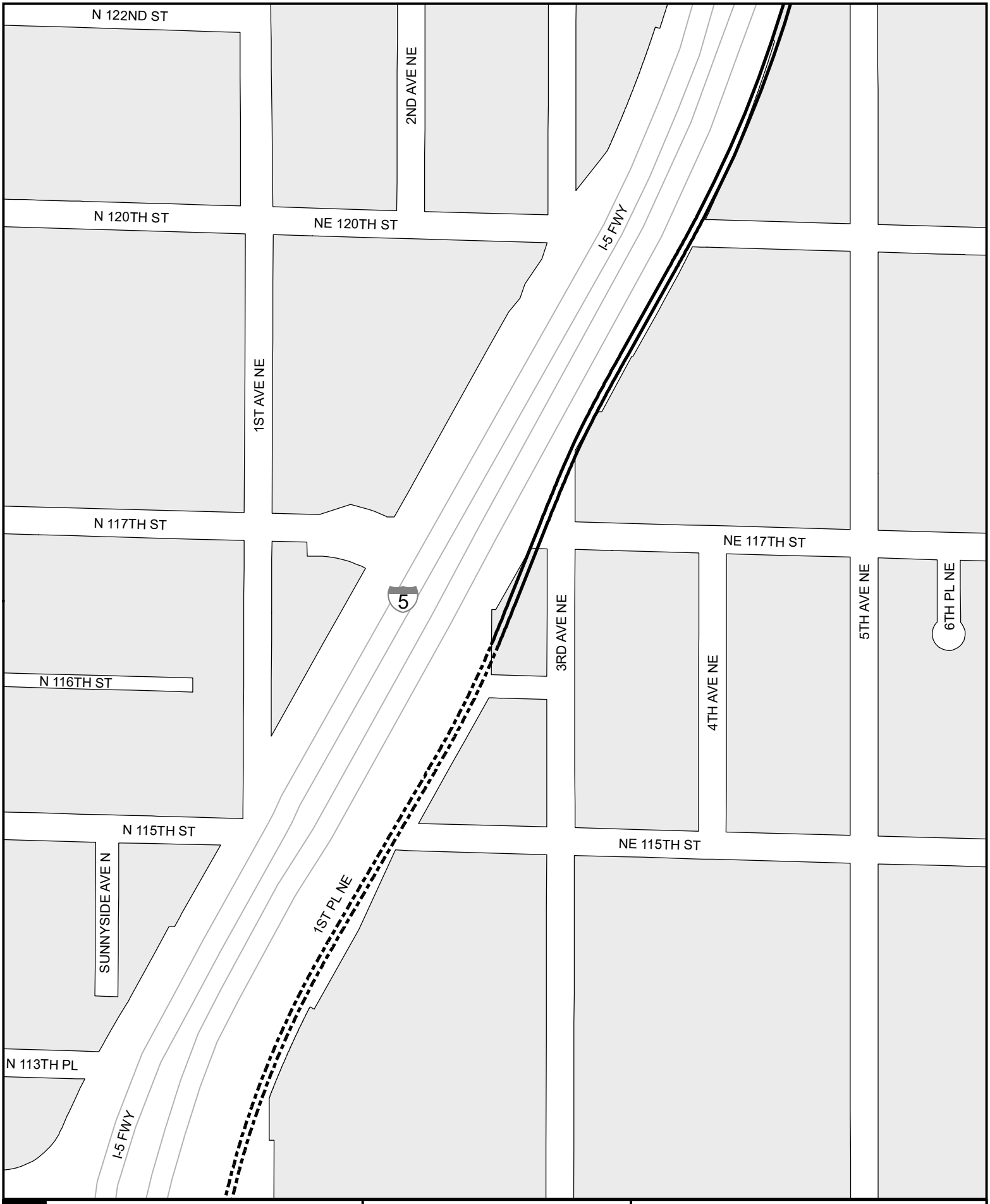
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 13 of 35

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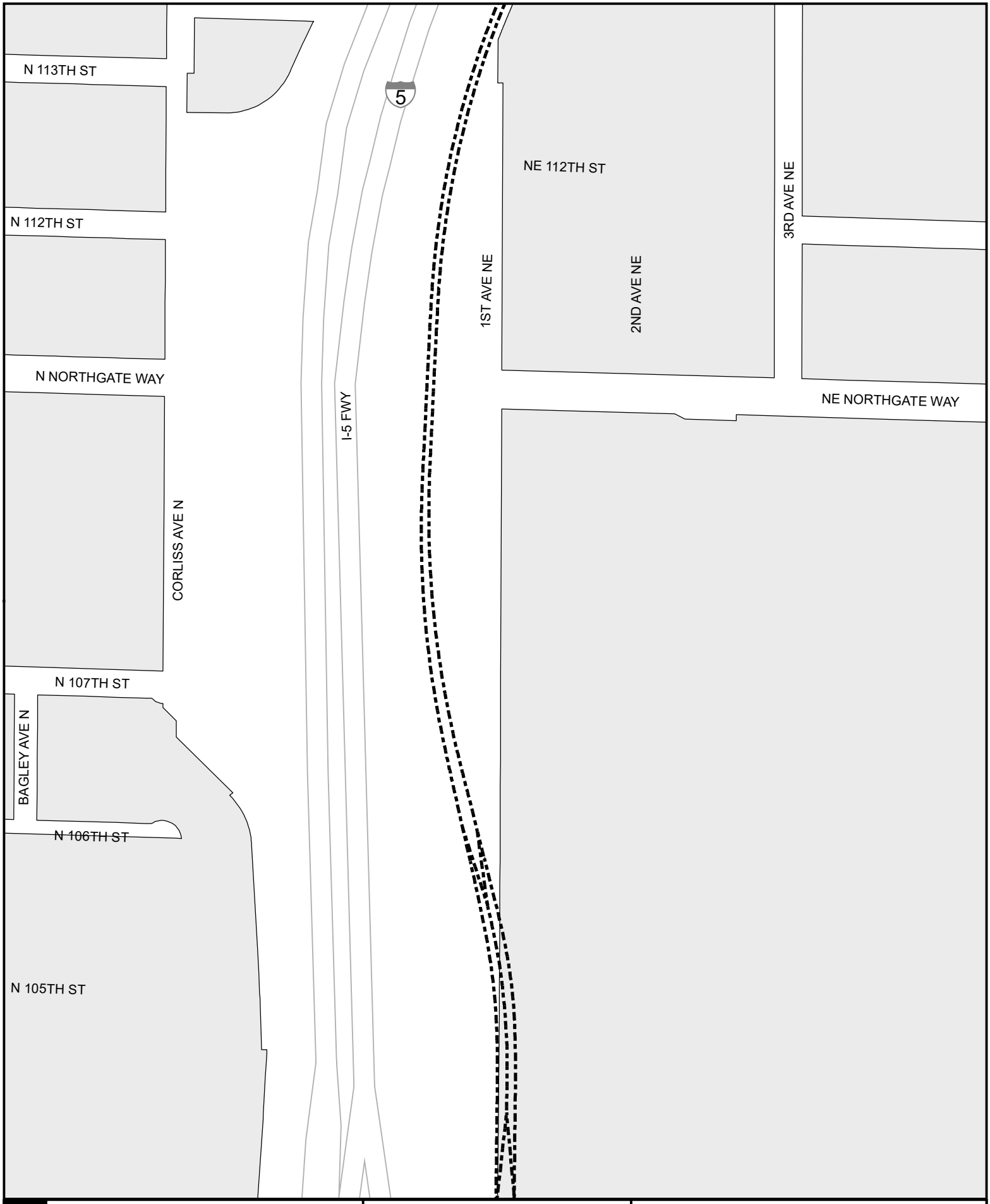
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 14 of 35

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June 2025

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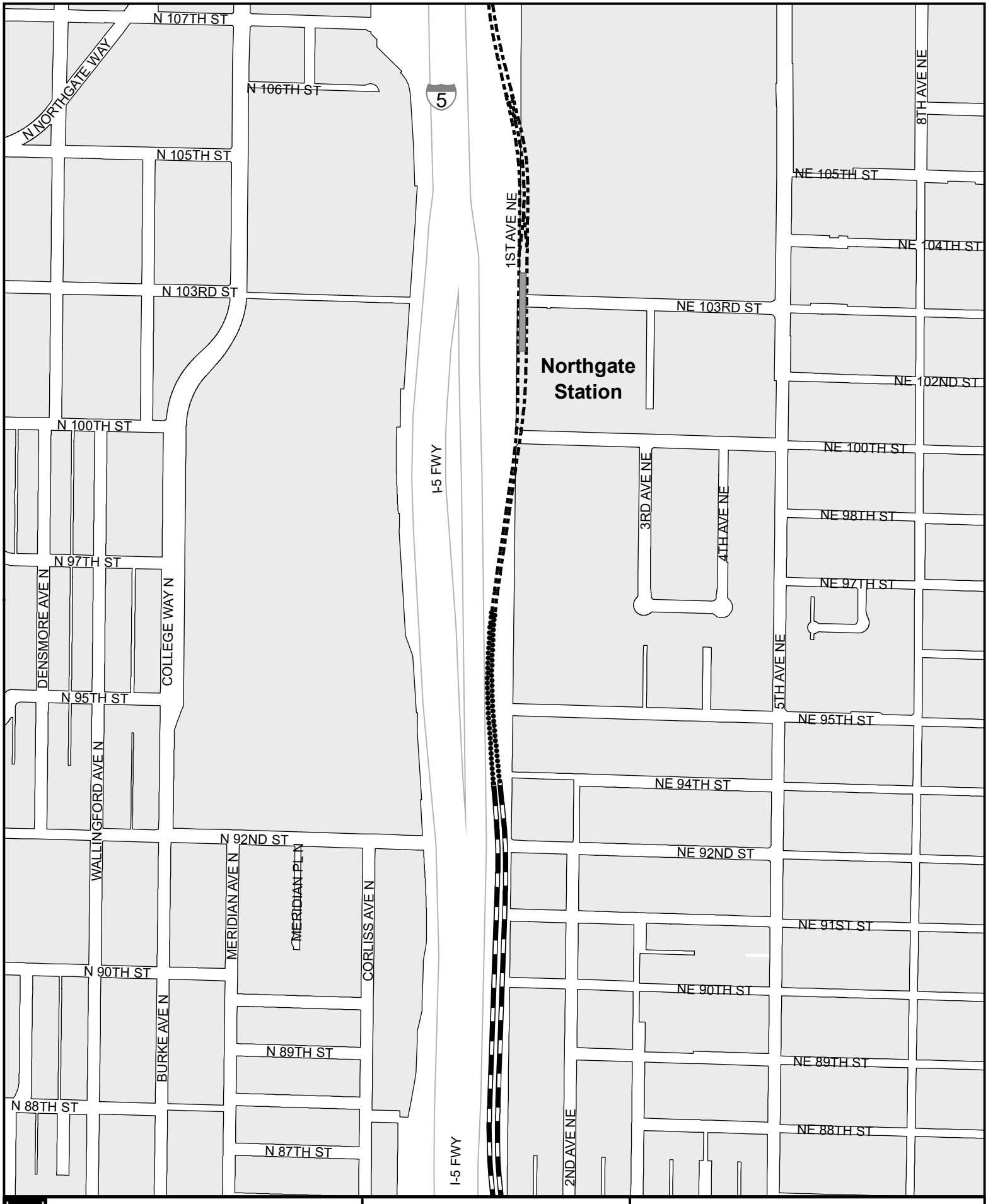
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 15 of 35

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June 2025

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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 16 of 35

SOUNDTRANSIT
June 2025

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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 17 of 35

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Data source: King County GIS, City of Seattle, Sound
No guarantee of any sort implied, including accuracy, completeness, or fitn
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Legend

Light Rail Alignment
- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 18 of 35

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SOUNDTRANSIT
June 2025

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

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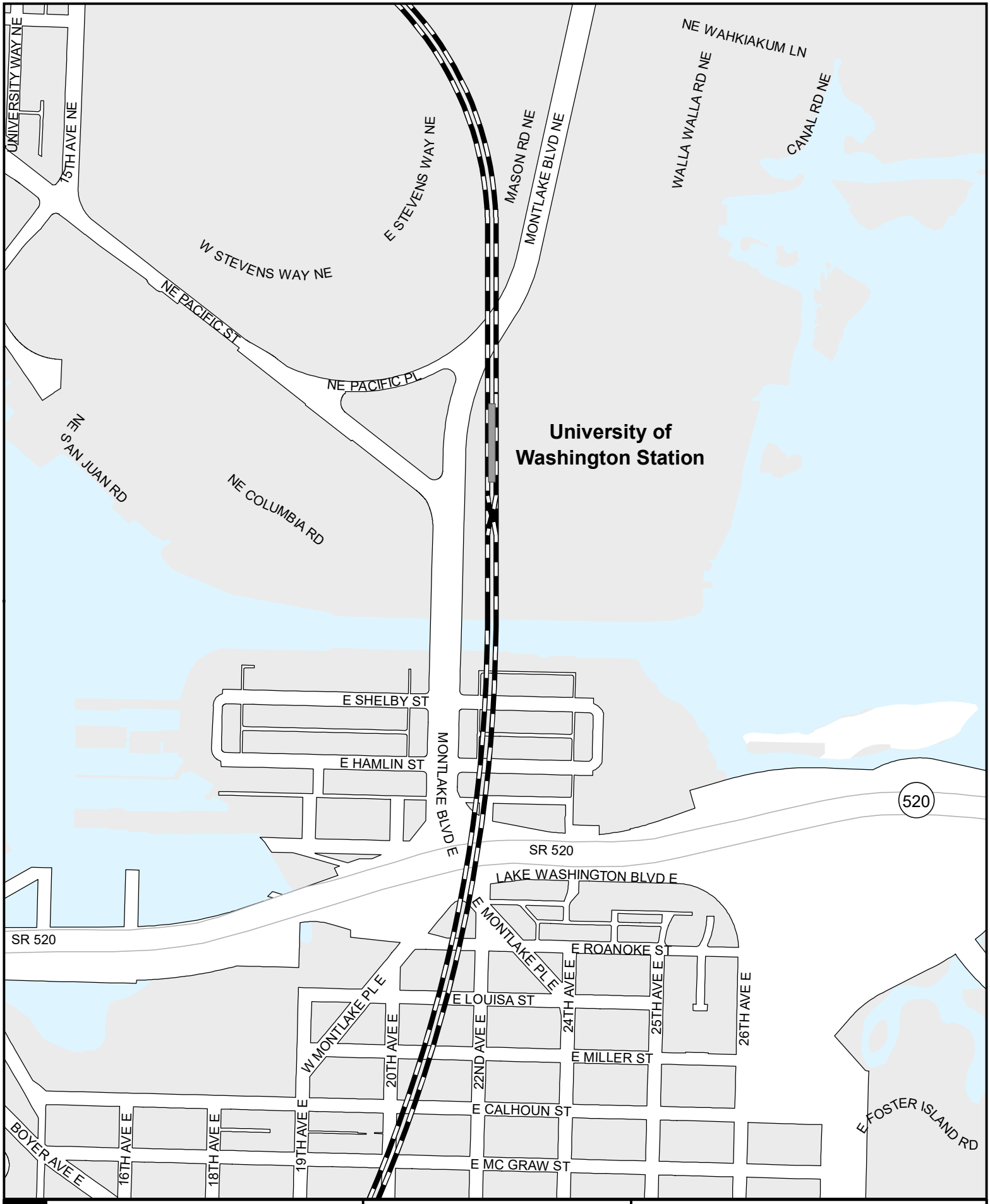
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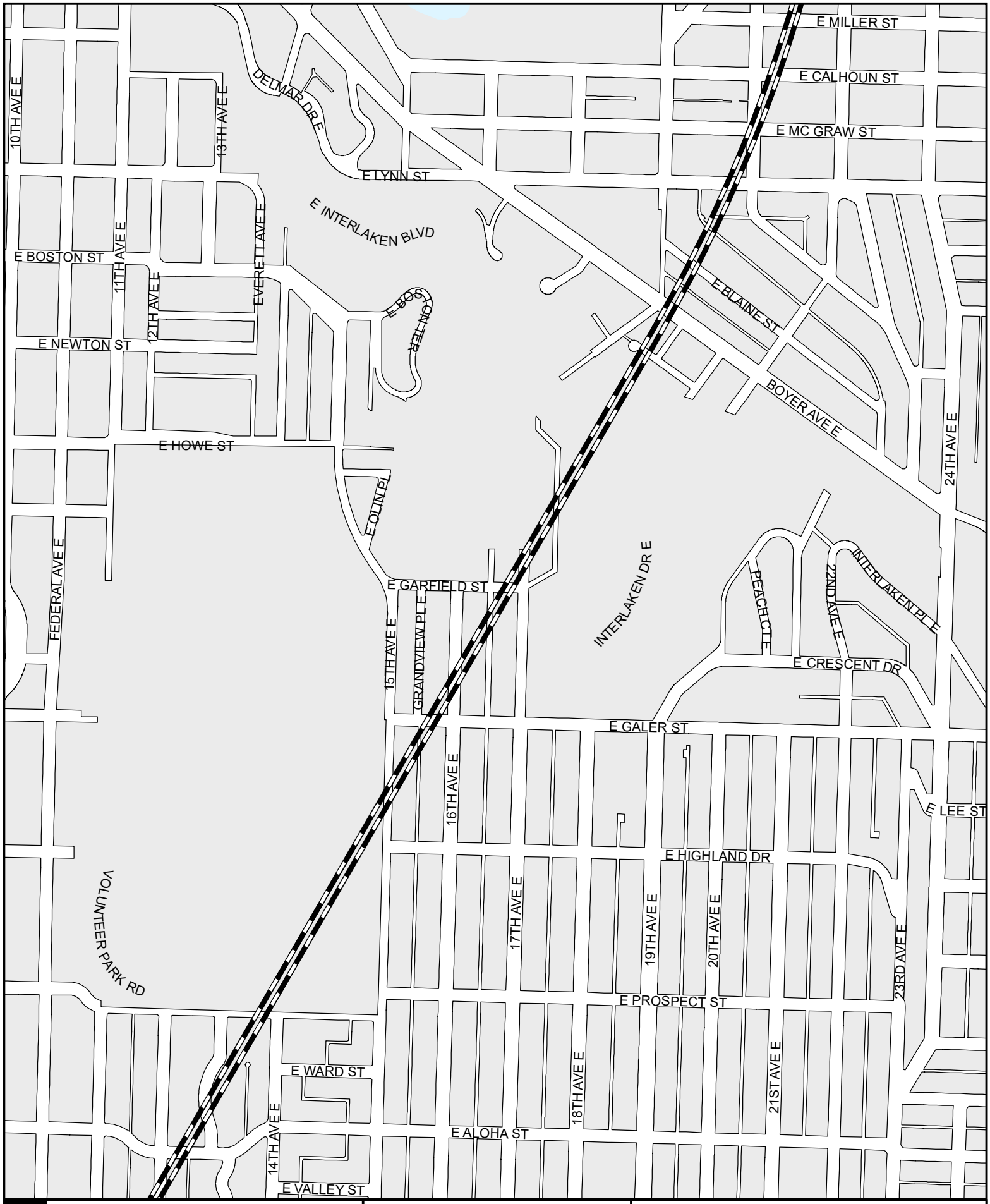
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 19 of 35

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Data source: King County GIS, City of Seattle, Sound Transit GIS
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University of Washington Station
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WALLA WALLA RD NE
CANAL RD NE
UNIVERSITY WAY NE
15TH AVE NE
E STEVENS WAY NE
MASON RD NE
MONTLAKE BLVD NE
W STEVENS WAY NE
NE PACIFIC ST
NE PACIFIC PL
NE SAN JUAN RD
NE COLUMBIA RD
E SHELBY ST
E HAMLIN ST
MONTLAKE BLVD E
520
SR 520
LAKE WASHINGTON BLVD E
E MONTLAKE PL E
E ROANOKE ST
E LOUISA ST
W MONTLAKE PL E
20TH AVE E
22ND AVE E
24TH AVE E
25TH AVE E
26TH AVE E
E MILLER ST
E CALHOUN ST
E MC GRAW ST
BOYER AVE E
16TH AVE E
18TH AVE E
19TH AVE E
E FOSTER ISLAND RD
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Light Rail Alignment
Aerial
At Grade
Subway
Light rail station platform
Maintenance facility
Right-of-way
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 20 of 35
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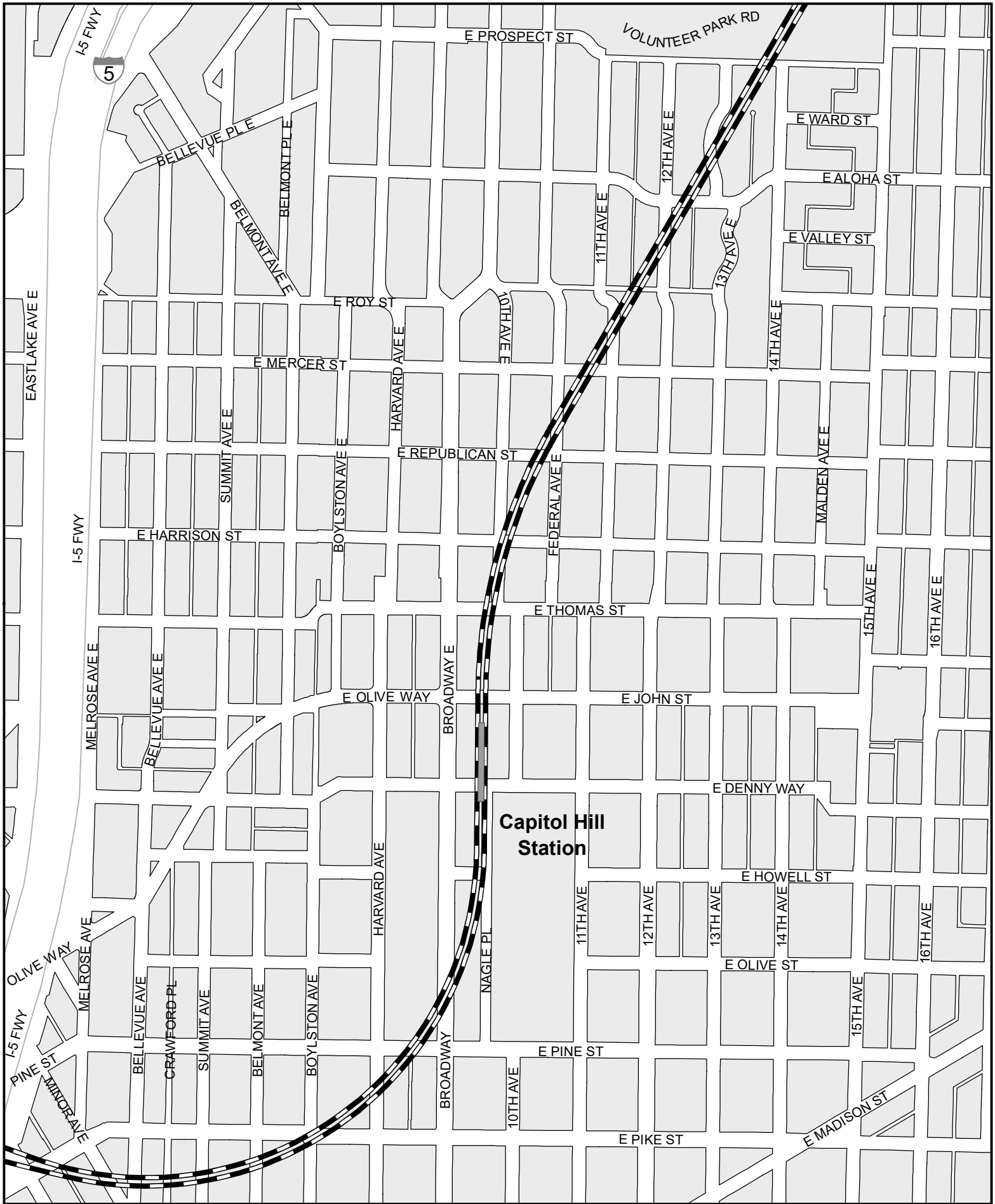
- Light rail station platform
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 21 of 35

SOUNDTRANSIT
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 22 of 35

SOUNDTRANSIT
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 23 of 35

SOUNDTRANSIT
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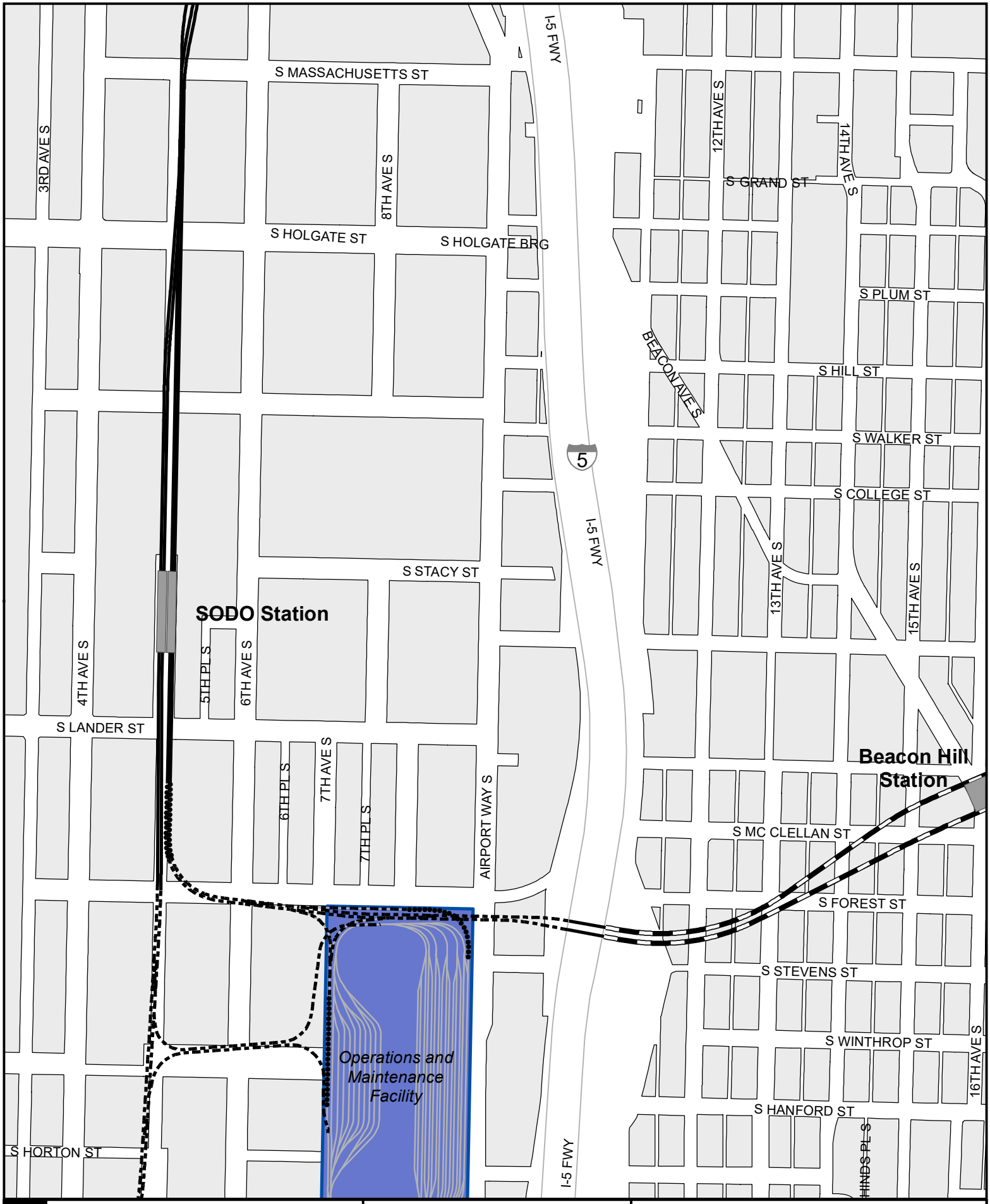
- Light rail station platform
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 24 of 35

SOUNDTRANSIT
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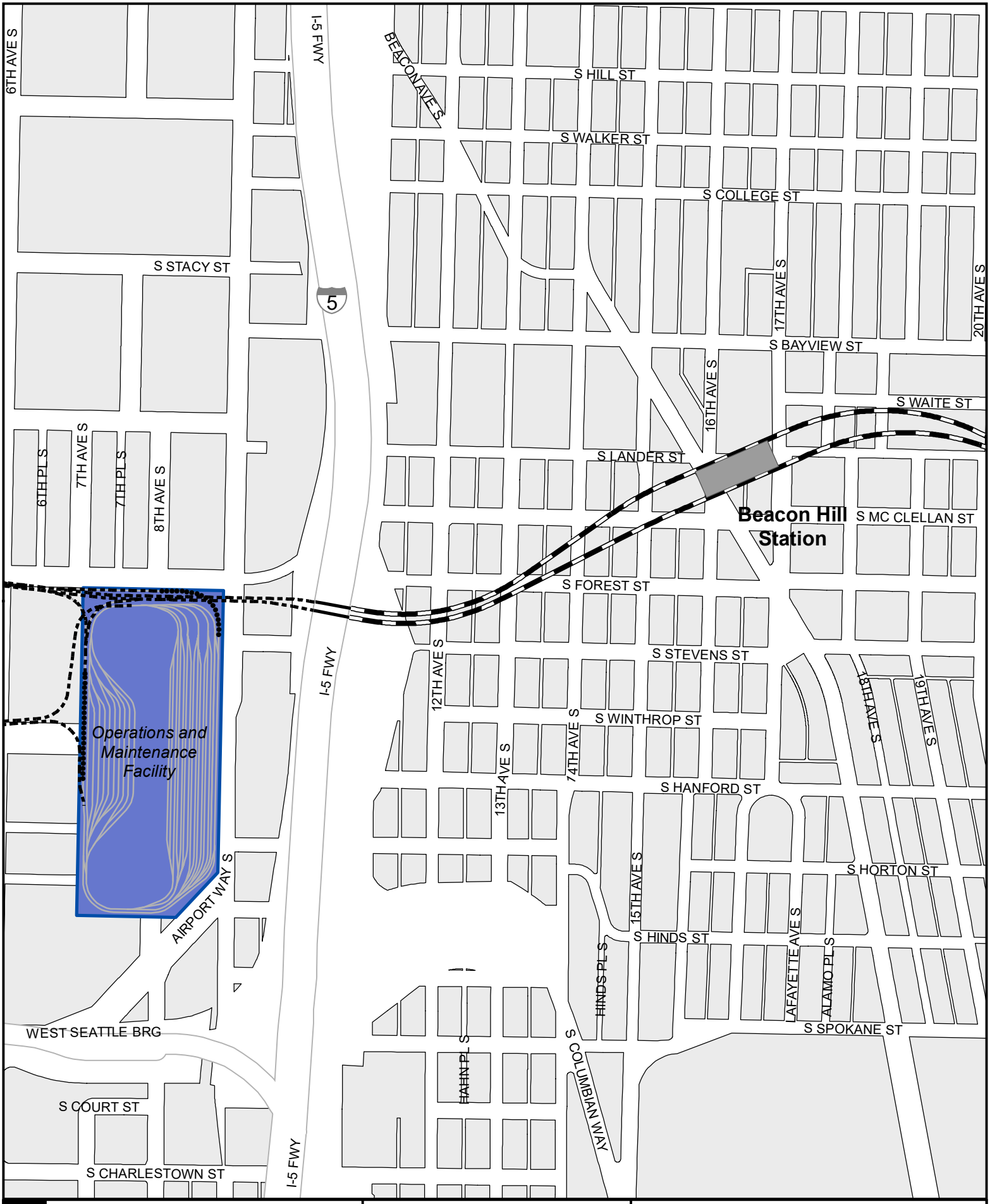
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 25 of 35

SOUNDTRANSIT
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Light Rail Alignment
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 26 of 35

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June 2025

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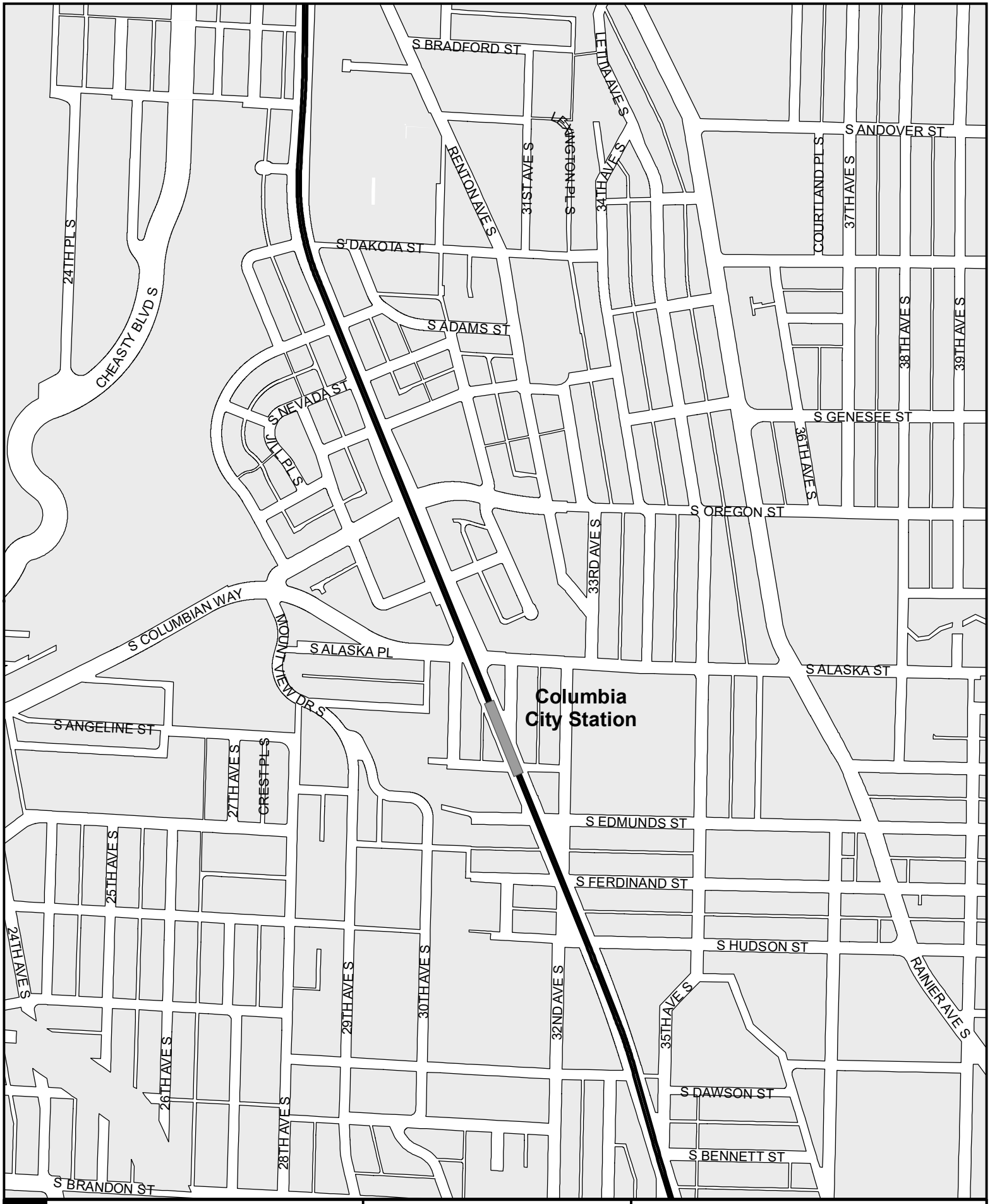
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 27 of 35

SOUNDTRANSIT
June 2025

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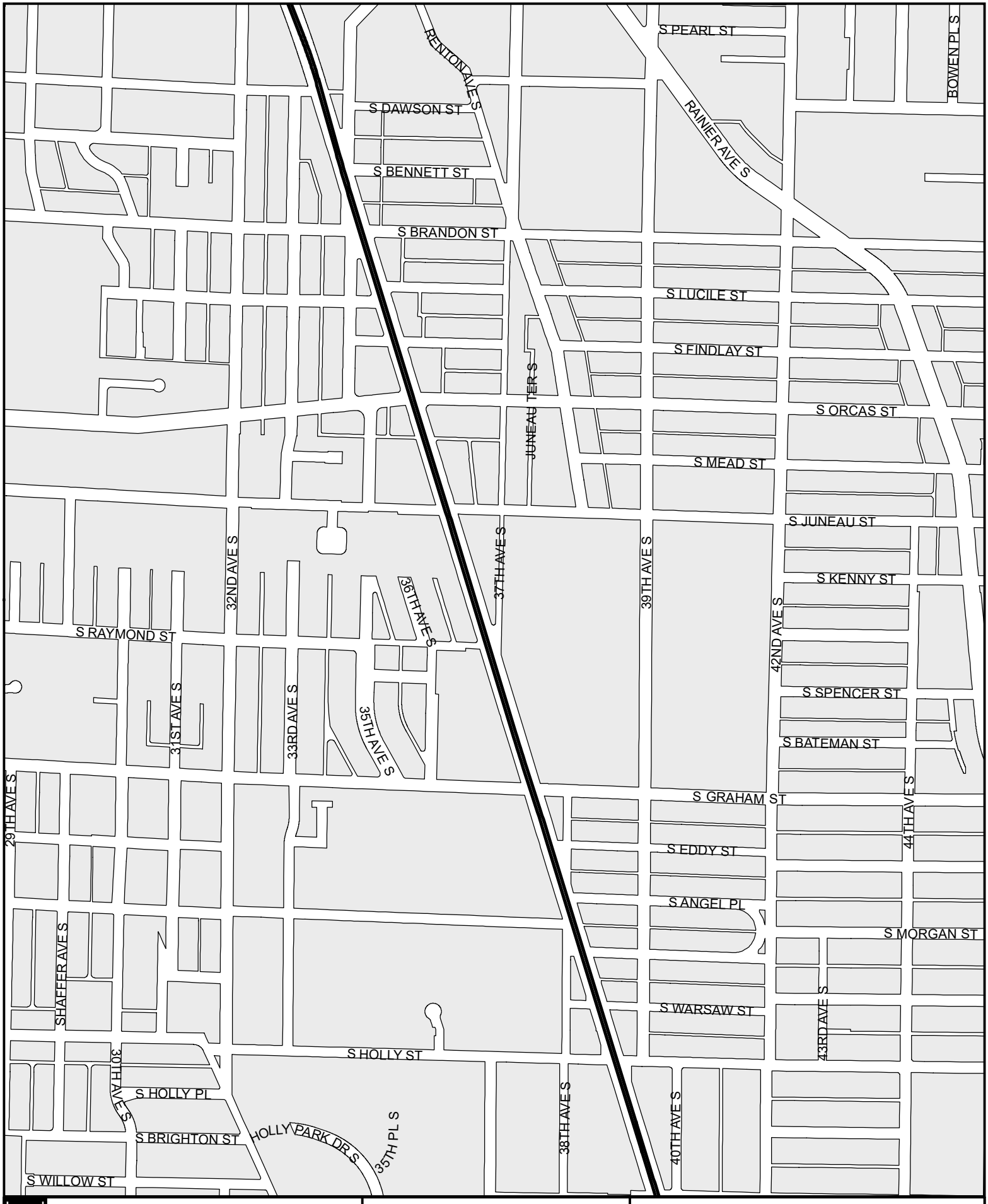
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 28 of 35

SOUNDTRANSIT
June 2025

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- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 29 of 35

SOUNDTRANSIT
June 2025

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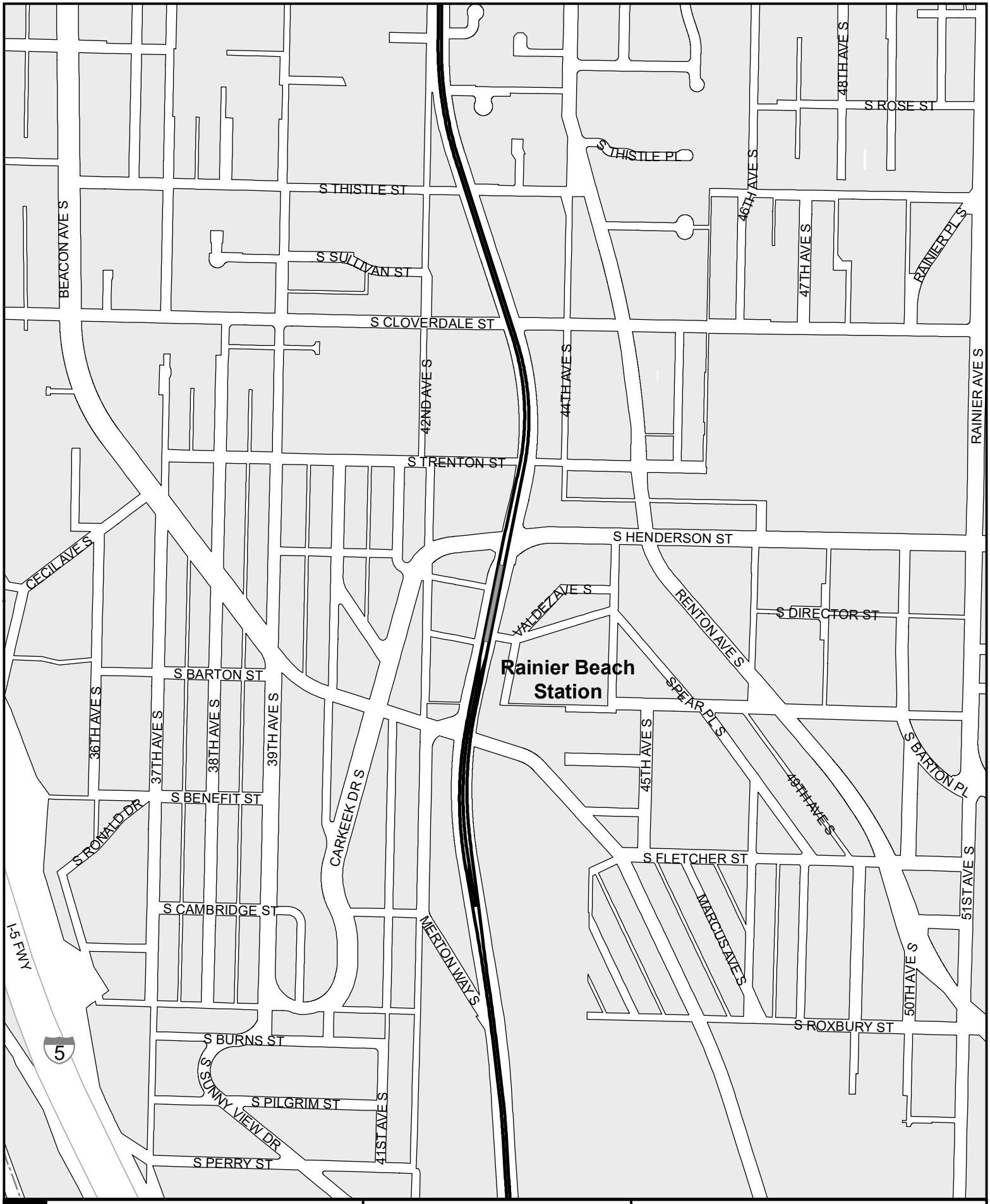
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 30 of 35

SOUNDTRANSIT
June 2025

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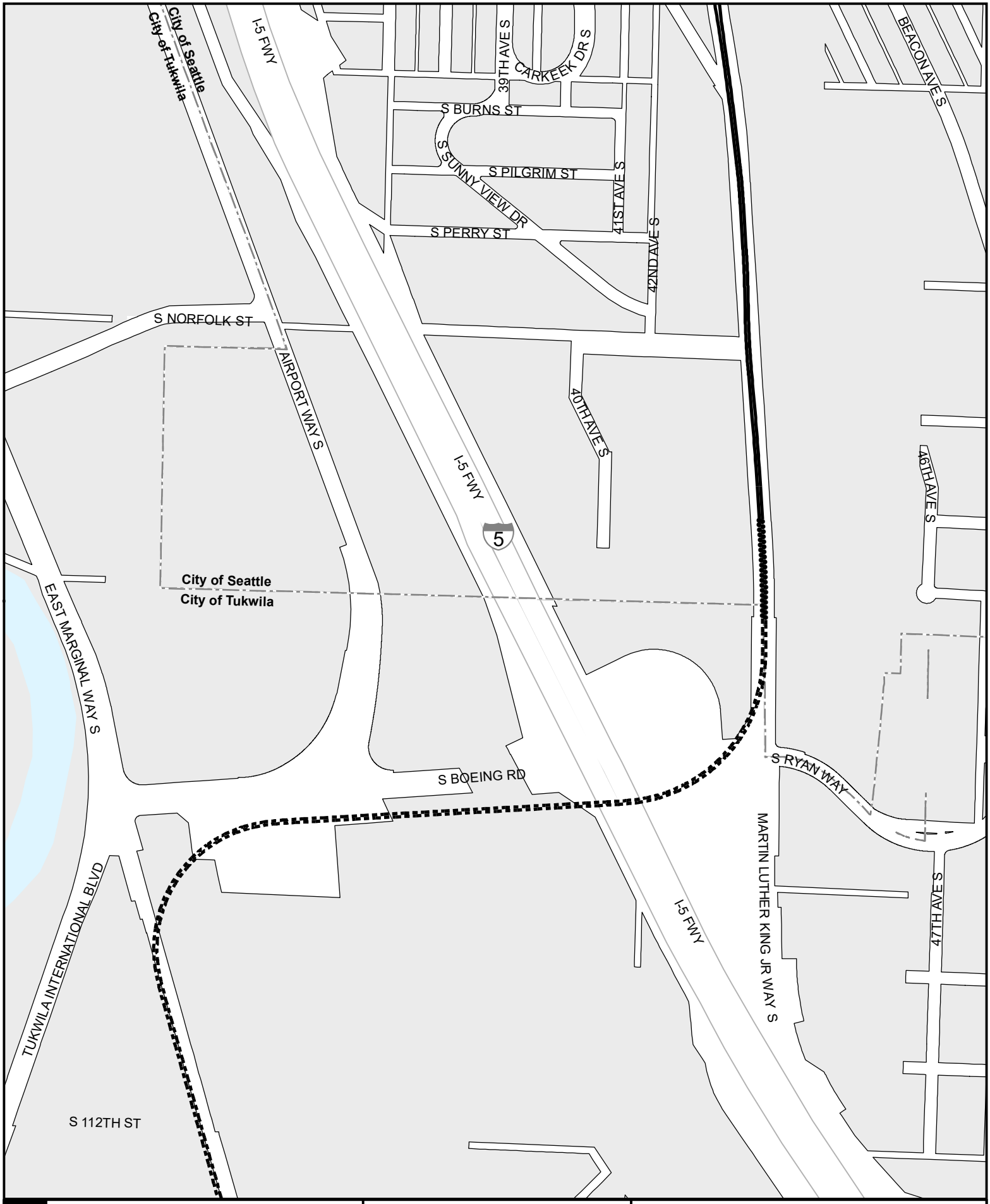
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 31 of 35

SOUNDTRANSIT
June 2025

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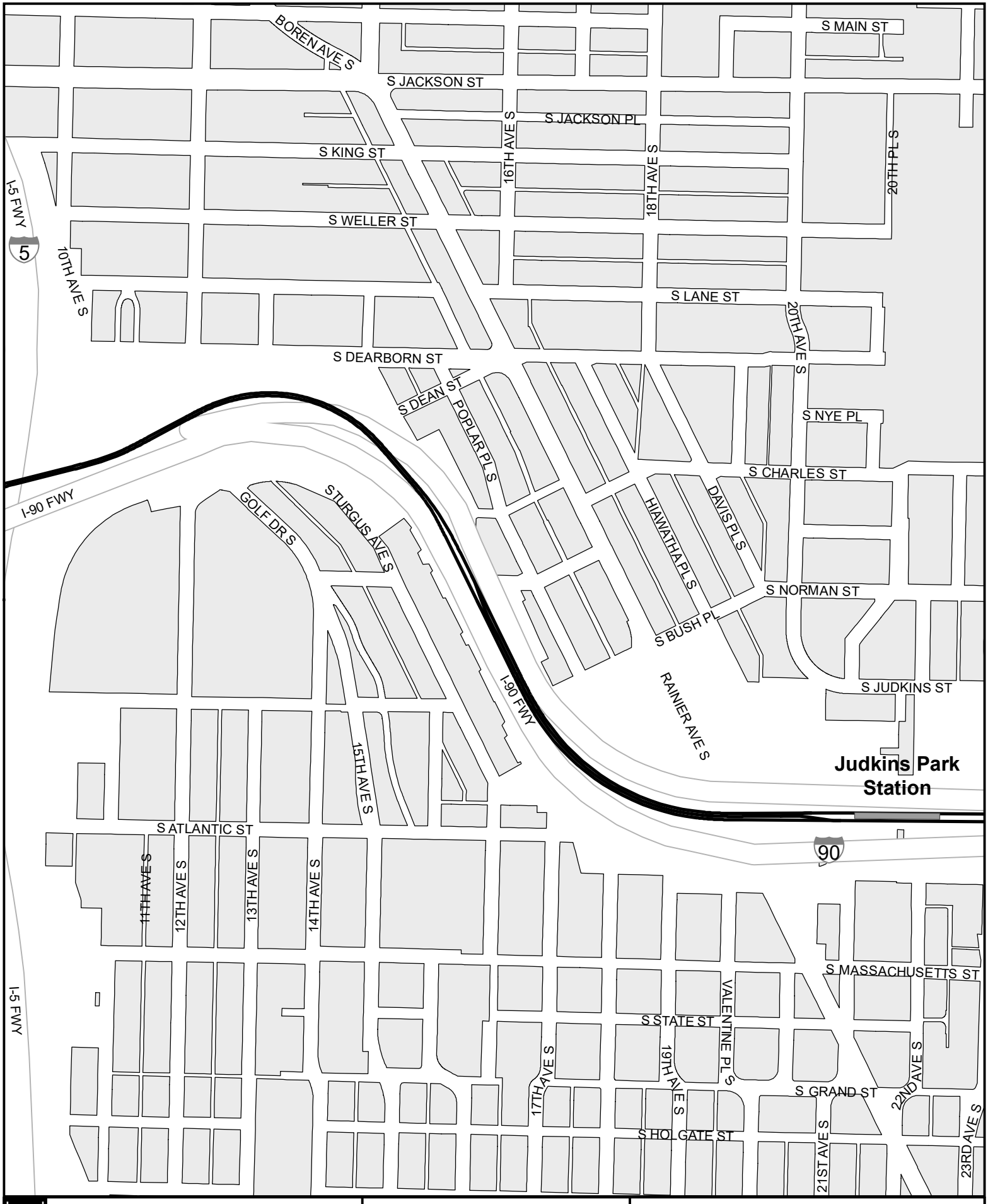
- Light rail station platform
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- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 32 of 35

SOUNDTRANSIT
June 2025

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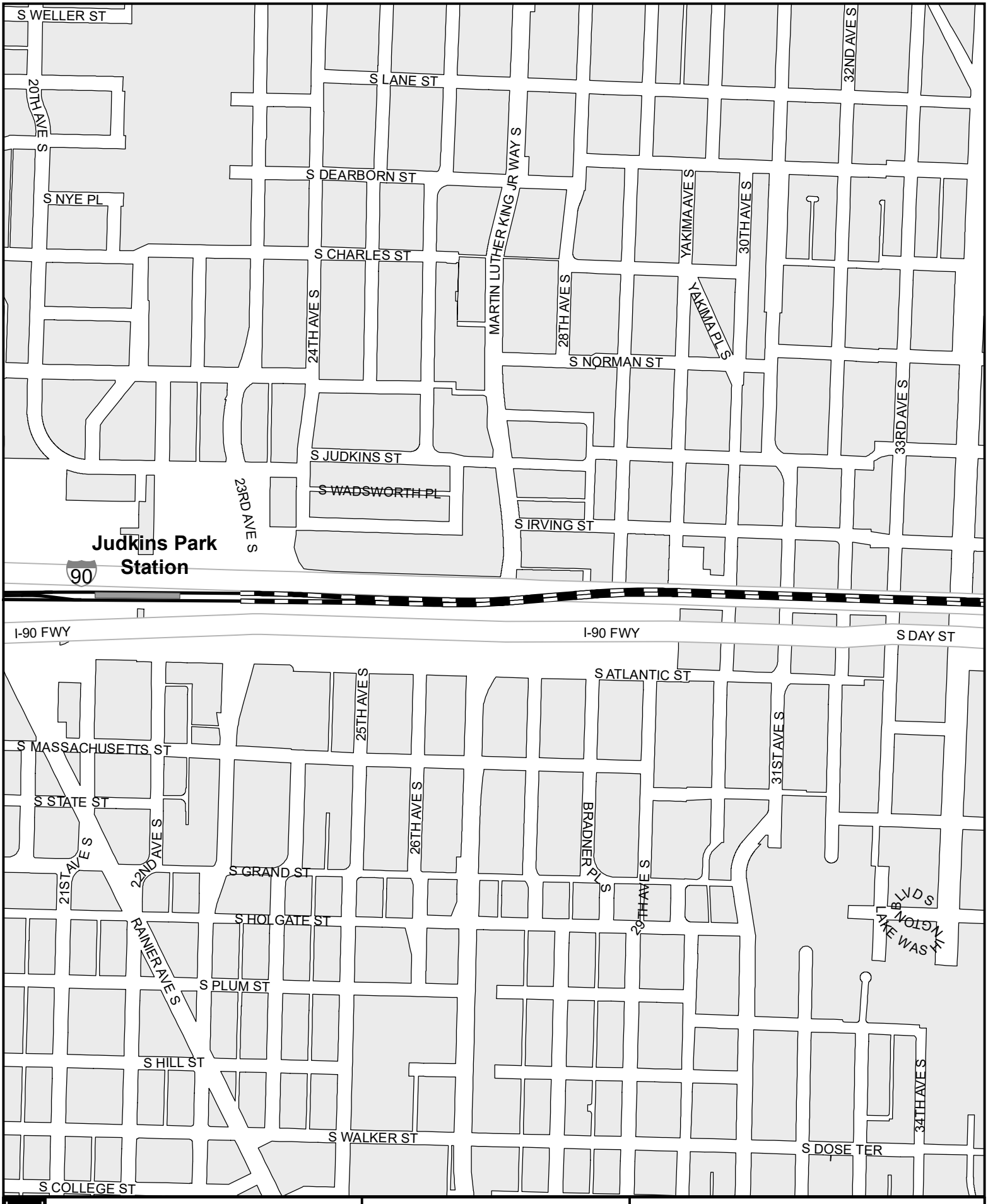
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 33 of 35

SOUNDTRANSIT
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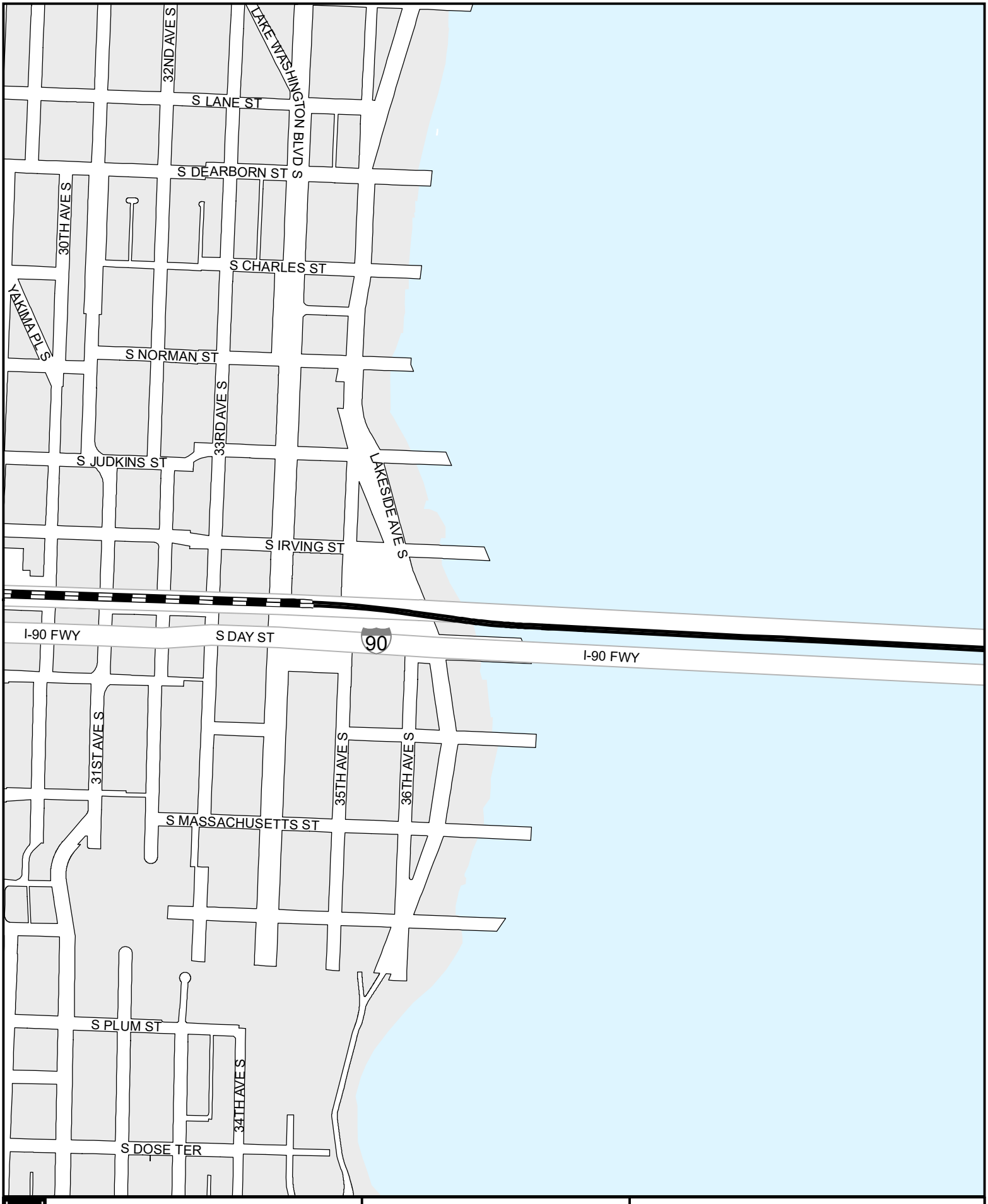
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 34 of 35

SOUNDTRANSIT
June 2025

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Light Rail Alignment
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Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 35 of 35

SOUNDTRANSIT
June 2025

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File #: CB 121008, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE amending the Landscape Conservation and Infrastructure Program Funding Plan for South Lake Union and Downtown as adopted by Ordinance 124286.

WHEREAS, Washington State allows cities, through the Landscape Conservation and Local Infrastructure Program (LCLIP) created by chapter 39.108 RCW, to capture and use a portion of future property tax revenue generated by new development to fund local improvements; and

WHEREAS, in 2013 the Seattle City Council approved a regional transferable development rights (TDR) program as part of the South Lake Union rezone through a suite of legislation including Ordinances 124172, 124285, 124286, and 124287; and

WHEREAS, through this program, developers in South Lake Union and Downtown were able to purchase development rights from farm and forest land to gain a portion of their extra floor area; and

WHEREAS, a portion of the King County property taxes on the value of new development in South Lake Union and Downtown are then used to fund local infrastructure improvements in the Local Infrastructure Project Area (LIPA) established by Ordinance 124287; and

WHEREAS, for the first ten years of the TDR program the revenues were directed to the Seattle Department of Transportation (SDOT), ending in 2025; and

WHEREAS, for years 11 through 20 of the TDR program, beginning in 2025, revenues will be directed to Seattle Parks and Recreation (SPR); and

WHEREAS, the public improvements that may receive funding from the LCLIP program were listed in the

Landscape Conservation and Local Infrastructure Program Infrastructure Funding Plan for South Lake Union and Downtown (LCLIP Funding Plan), which was attached to Ordinance 124286 as Attachment 1; and

WHEREAS, the Open Space Investments identified in the original LCLIP Funding Plan under the purview of SPR have either been completed or will be funded with a different funding source as noted in the 2025-2030 Adopted Capital Improvement Program; and

WHEREAS, SPR needs to amend the LCLIP Funding Plan to replace the list of completed Open Space Investments with potential new Open Space Investments; and

WHEREAS, no amendments are being made to the Streetscape Investments that are under the purview of SDOT, to which the funding will return in 2035; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Amended Landscape Conservation and Local Infrastructure Program Infrastructure Funding Plan for South Lake Union and Downtown is adopted as shown in Attachment A to this ordinance.

Section 2. 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 - Amended Landscape Conservation and Local Infrastructure Program Infrastructure Funding Plan for South Lake Union and Downtown

Landscape Conservation and Local Infrastructure Program Infrastructure Funding Plan For South Lake Union and Downtown

June 13, 2013
Amended June 25, 2025

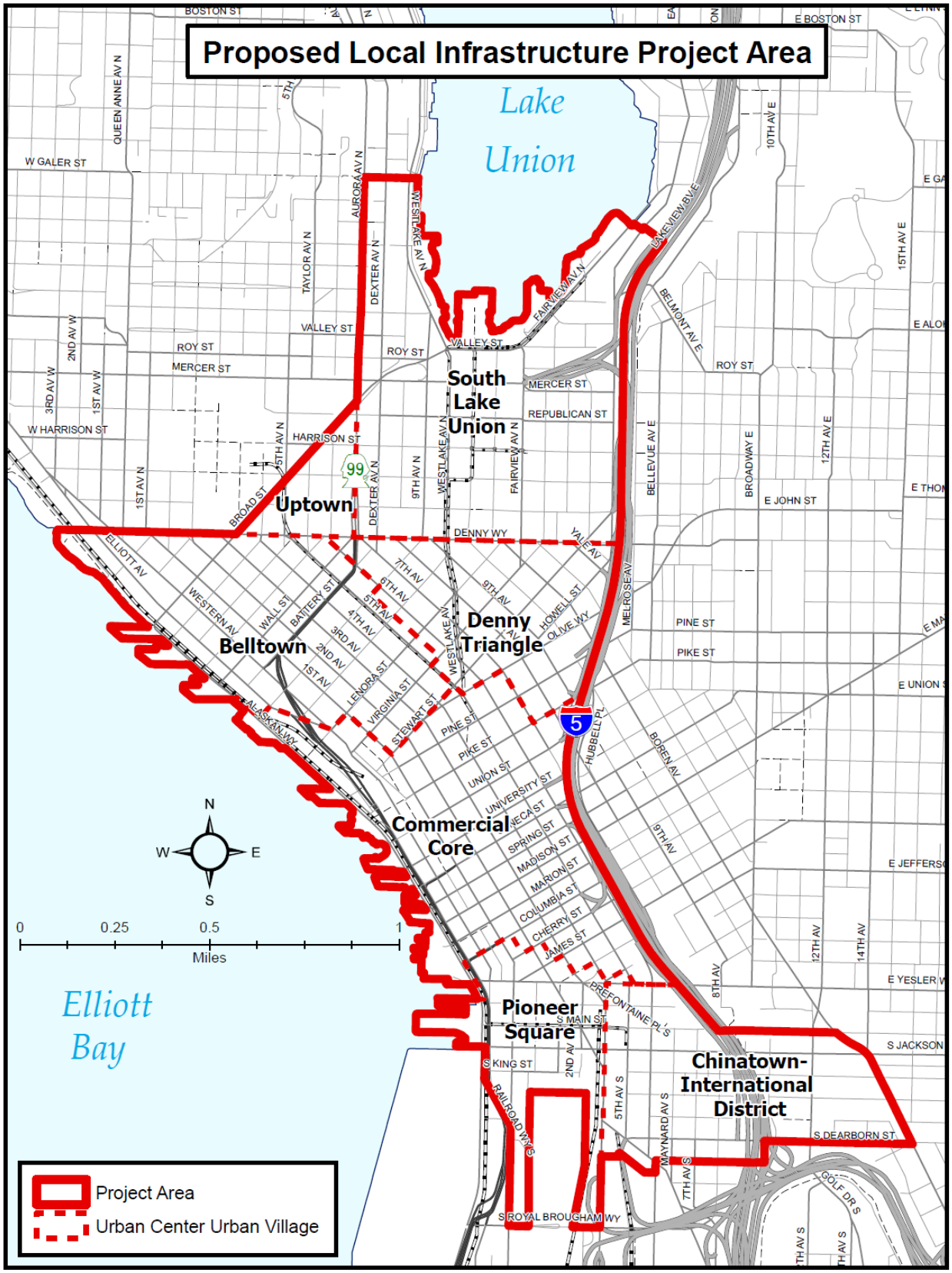
This plan outlines potential infrastructure investments that could be implemented through funding generated by the Landscape Conservation and Local Infrastructure Program (LCLIP) that is being proposed by the City of Seattle in cooperation with King County. While specific funding decisions will be made by the City based on the amount of funding available, project timing, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors, this plan outlines the scope of potential items that could be funded through this program. Funding of any items not included in this plan through the LCLIP program would require modification of the plan by legislative action. All dollar amounts are in 2012 dollars.

Background

The City of Seattle, in cooperation with King County, is proposing to implement the LCLIP program in the neighborhoods of South Lake Union and Downtown. The LCLIP program allows cities to receive a portion of future county property tax revenue for local infrastructure investments if they implement a program to obtain regional Transferable Development Rights (TDR). The City is proposing to meet the requirements for capturing TDRs through the incentive zoning program in South Lake Union and Downtown. The overall purpose of the Infrastructure Funding and Regional TDR Programs is to preserve farm and forest land by transferring development capacity from these lands to cities and generate funds for local infrastructure projects in the communities where the additional development capacity is located.

The Regional TDR program would be implemented by requiring developers to earn extra floor area and height in part by purchasing and extinguishing development rights (also known as TDR credits) from regional farms and forests.

In exchange for implementing a Regional TDR Program through the City's incentive zoning program, the City would be entitled to receive 17.44% of property tax revenue from new development occurring in the Local Infrastructure Project Area (LIPA) for up to 25 years according to the standards of RCW 39.108. The boundary area of the proposed LIPA is shown below.


Proposed Local Infrastructure Project Area
Lake Union
Elliott Bay
South Lake Union
Uptown
Denny Triangle
Belltown
Commercial Core
Pioneer Square
Chinatown-International District
N
W
E
S
0
0.25
0.5
1
Miles
Project Area
Urban Center Urban Village

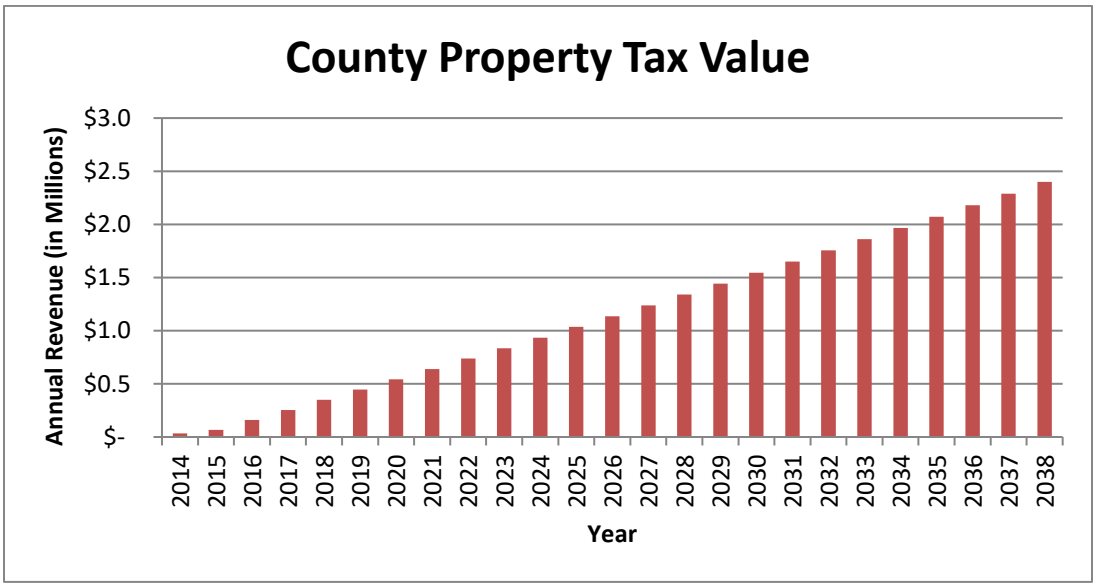
This funding would be contingent on meeting certain thresholds over time. The initial length of the program would be 10 years. The program would be extended to:

- 15 years if 400 credits are obtained within 9.5 years;
- 20 years if 600 credits are obtained within 14.5 years; or
- 25 years if 800 credits are obtained within 19.5 years.

King County would agree to consider each threshold met if, prior to each deadline, at least 70%-80% of the TDR credits necessary to meet the local property tax threshold had been obtained (the exact percentage varies by threshold) and the City requested in writing, that the threshold be considered met. If the option to extend to 25 years is used prior to obtaining 800 credits, the City would be required to continue the TDR program until 800 credits were obtained even if it required the TDR program to extend beyond 25 years.

Anticipated Revenue

It is anticipated that this program will result in $27.5M in revenue from King County property taxes over 25 years. If an annual discount rate of 3% is used to account for the reduced value of having money in the future, these funds would be equivalent to $15.7M in 2012 dollars. Below is an estimate of expected revenue by year.



Funding Strategy

Revenue generated from the LCLIP program will be spent on streetscape and open space investments as described below and detailed in the “specific investments” section.

These funds would be split between projects in South Lake Union and Downtown based on the proportion of regional TDR generated in each area. It is estimated that this split will result in

about 60% of the funds or $16.5M ($9.4M in 2012 dollars) being allocated to South Lake Union projects and 40% of the funds or $11.0M ($6.3M in 2012 dollars) to Downtown projects.

Decisions about which projects to implement and when they will be implemented will be made by the City based on the amount of funding available, project timing, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors. In order to streamline this process, the City is proposing to stage the projects such that the first 10 years of revenue would go toward streetscape and transportation projects managed by the Department of Transportation, the second 10 years of revenue would go to Open Space Investments managed by the Department of Parks and Recreation, and the last 5 years again would go to streetscape projects managed by the Department of Transportation.

A chart summarizing the proposed staging and projects (with priority projects in **bold**) is shown below:

Revenue Years	Agency	Estimated Total Revenue (2012 Dollars)	Proposed Projects by Area	
			South Lake Union	Downtown
0-10 years	SDOT	$2.9M	• **Green Streets** (Thomas & 8th) • Bike, Pedestrian, and Transit Improvements (Harrison & Denny)	• **3rd Avenue Improvements** (Capital Projects & Programs)
11-20 years	Parks	$7.8M	• Park Improvements	
21-25 years	SDOT	$5.0M	• Transportation Improvements – specific improvements to be determined later	

In general, the City plans to spend money as it is received; however, opportunities to use bonding to implement projects prior to the receipt of funds will be considered on a project-by-project basis.

Specific Investments
The specific investments that are proposed to be funded in part through LCLIP are outlined on the following pages. It is anticipated that funds generated though LCLIP will be combined with funds from other sources to accomplish these projects.

South Lake Union Streetscape Investment

Thomas Street Green Street (from Dexter Ave to Fairview Ave)

Proposed Improvements	Cost Estimate
Implement "green street" improvements to support Thomas Street's role as an important new east / west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. The current proposal includes a two-way, two-lane configuration with on-street parking. Curb bulbs will be added where appropriate and the north sidewalk will be expanded to provide a green promenade. Pedestrian-scale lighting and streetscape improvements will be made throughout.	$1,500,000

8th Avenue NE Green Street (from Mercer Street to John Street)

Proposed Improvements	Cost Estimate
Create a pedestrian-oriented street from Mercer to John with an enhanced green street environment that could serve as a *woonerf*. The project will likely include widened sidewalks, new trees and plantings, new pedestrian lighting, and streetscape improvements.	$2,500,000

Harrison Street Improvements (from Dexter Avenue to Fairview Avenue)

Proposed Improvements	Cost Estimate
Rebuild or repair pavement between Dexter and Eastlake to allow potential transit use and provide a three-lane roadway section as necessary; repair, replace or enhance sidewalks and install curb bulbs as needed; improve planting areas, tree canopy and parking as possible; provide pedestrian lighting and streetscape improvements. Harrison will become the primary street for traveling east / west through South Lake Union between Mercer Street and Denny Street.	$5,500,000

Denny Way Improvements (from Broad Street to Stewart Street)

Proposed Improvements	Cost Estimate
Make spot improvements consistent with Denny Way Streetscape Concept Plan; improve pedestrian crossing conditions, enhance signalized intersections, replace sidewalk in poor condition, improve planting strips and provide street trees where needed; Improve roadway delineation in locations where two streets intersect Denny at a diagonal.	$2,500,000

Downtown Streetscape Investments

Third Avenue Corridor Improvements

Proposed Improvements	Cost Estimate
This project makes multimodal improvements in the Third Avenue downtown corridor, a major travel corridor for pedestrians and transit vehicles. The project enhances the walking, biking and transit environment and improves safety for all travel modes. Improvements may include repair or enhancement of streets, improving sidewalks, upgrading or installing curb ramps, remarking crosswalks, and installing pedestrian countdown signals. It may also include pedestrian-scale lighting, bicycle facilities at select locations, high-capacity solar trash receptacles and wayfinding information. Transit will be made more attractive and convenient with improvements such as real-time transit information, transit maps and schedule information, improved weather protection, ticket vending machines or ORCA card readers.	$40 to 70 million

Open Space Investments

This funding plan outlines the scope of potential Open Space Investments that could be implemented through funding generated by the Landscape Conservation and Local Infrastructure Program ("LCLIP") that has been underway by the City of Seattle in cooperation with King County since 2013. This Open Space Investments funding plan in no way affects the proposed South Lake Union Streetscape Investment or the Downtown Streetscape Investments, both of which are under the purview of the Department of Transportation. Funding of any items through the LCLIP program not included in this plan would require modification of the plan by legislative action. The estimated $7.8M that SPR would get in 2012 dollars (in the table above) is equivalent to $14M in 2025 dollars.

Decisions about which projects to implement and when, will be made by the City based on the amount of funding available, project timing, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors. The Open Space Investments project list below amends the Open Space Investments project list approved with the 2013 legislation (Ord. 124286). The projects initially proposed with that legislation have already been completed by the Department utilizing other sources of funding with the exception of a north downtown community center that has already been identified as part of a debt financing package within the Park District Financial Plan.

Open Space Investments

Northwest Native Canoe Carving Center

Proposed Improvements	Cost Estimate	Year
Improvements for a new timber framed structure with localized site modifications within the existing Lake Union Park.	$550,000	2025-2026

Prefontaine Plaza

Proposed Improvements	Cost Estimate	Year
Improvements to restoring functionality at existing fountain and improving pathway safety at site.	$400,000	2025-2026

Lake Union Waterline Project

Proposed Improvements	Cost Estimate	Year
Improvements for a new water distribution system needed within Lake Union Park.	$4,500,000	2026-2029

City Hall Park

Proposed Improvements	Cost Estimate	Year
Site improvements at park to address user safety concerns, improved pedestrian circulation, and landscape plantings.	$3,000,000	2030-2032

South Lake Union Community Council SLU Parks Task Force Projects

Proposed Improvements	Cost Estimate	Year
Projects identified in collaboration with community members from South Lake Union to provide expanded activation and infrastructure to Lake Union Park, Denny Park and Cascade Playground.	$2,730,000	2026-2034

Downtown District Community-led Projects

Proposed Improvements	Cost Estimate	Year
Projects identified in parks in the Downtown District, in collaboration with community members from that district, to expand activation and infrastructure: Myrtle Edwards Park, Alaskan Way Boulevard, Belltown Cottage Park, Urban Triangle Park, Bell Street Park Boulevard, Westlake Square, McGraw Square, Victor Steinbrueck Park, Westlake Park, Freeway Park, Pioneer Square, Prefontaine Place, City Hall Park, Occidental Square, Pioneer Square, Union Station Square.	$1,070,000	2026-2034

Chinatown/International District Community-led Projects

Proposed Improvements	Cost Estimate	Year
Projects identified in parks in the Chinatown/International District, in collaboration with community members from that district, to expand activation and infrastructure: Kobe Terrace, Hing Hay Park, Hoa Mai Park, Donnie Chin International Children's Park, Beacon Place.	$750,000	2030-2034

Reserve

Proposed Improvements	Cost Estimate	Year
Set aside funds to address potential de minimus scope changes or cost increases.	$1,000,000	2030-2034

Total Open Space Investments: $14,000,000

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Seattle Parks and Recreation	Jonathan Garner	Alex Rouse

1. BILL SUMMARY

Legislation Title: AN ORDINANCE amending the Landscape Conservation and Infrastructure Program Funding Plan for South Lake Union and Downtown as adopted by Ordinance 124286.

Summary and Background of the Legislation:
Summary: This legislation amends the Landscape Conservation and Infrastructure Program (LCLIP) funding plan adopted by City Council in 2013 as part of the Interlocal Agreement for the Regional Transfer of Development Rights and Tax Increment Financing of Infrastructure by and between the City of Seattle and King County (Ordinance 124285). The ILA included an infrastructure funding plan to be financed by the LCLIP program and adopted separately in companion Ordinance 124286. A condition of that ordinance stipulates that legislative action is required to make any modifications to the original funding plan. Given the original list of Seattle Parks and Recreation (SPR) projects has either been completed or been funded with different funding sources, this legislation requests City Council approval of the proposed project modifications.

Background: The City entered into an agreement with King County in 2013 after the state legislature passed a bill that allows cities to create LCLIP programs to receive funding for infrastructure investments from future property tax revenues in areas that are designated to receive regional transferable development rights (TDRs). The overall purpose of the LCLIP program is to preserve farm and forest land by transferring development capacity from rural areas to cities and generate funds for local infrastructure projects in communities where the additional development capacity is located. The City ultimately implemented the incentive zoning program in South Lake Union and Downtown (see project area in Attachment B). The program began in 2013 and continues through 2038 (25 years).

The LCLIP funding plan proposed financial stages and projects within the designated neighborhoods to be undertaken by Seattle Department of Transportation (SDOT) and SPR over the 25-year timeframe. SDOT received annual funding from the program to implement a list of transportation projects over the first 10 years. SPR is to receive the annual funding beginning in 2025 and for the next 10 years, after which it switches back to SDOT for the remining five years. The SPR projects identified as Open Space Investments in the original funding plan have been completed with other funding sources since 2013, with the exception of a north downtown community center that has funding as part of a debt financing package within the Park District Cycle 2 Financial Plan. Therefore, a new list of Open Space Investments needs to be proposed

and approved by the City Council through an amendment to the original funding plan (see Summary Attachment A).[1]

To inform the proposed Open Space Investment list, SPR reviewed existing priority projects within the Local Infrastructure Project Area (LIPA) as well as engaged with community groups in each of the three neighborhoods. Specifically with regards to community engagement, throughout 2024, SPR held monthly meetings with numerous community advocacy groups representing the South Lake Union neighborhood where we learned of priorities for these groups and residents to help form the proposed Open Space Investment list. These groups formed a task force and were already established at the time planning began for the LCLIP. Additionally, significant community engagement over the previous 5 years working in conjunction with a downtown interdepartmental team formed during COVID established a clear mandate for an enhanced City Hall Park and Prefontaine Fountain to support downtown recovery. In the second half of 2024, SPR and Department of Neighborhoods began collaboration on developing a similar task force for the Chinatown-International District neighborhood to inform a project list for this area in future years of the program. We will continue these efforts utilizing a neighborhood-led engagement process that relies on both virtual and in-person tools that have been tailored to the language, culture, and lived experience of residents.

The annual funding is contingent on development in the designated areas and is currently estimated to generate between $1M-$1.5M annually, or approximately $14M over the 10 years. It should be noted that a requirement of the program is that the funding be spent proportional to how it is generated e.g., if 60% of the revenue is generated in the South Lake Union neighborhood, 60% of the funding must be spent within the South Lake Union neighborhood over the entirety of the 10 years. Decisions about which projects to implement and project timing will be made by the City based on the amount of funding available, project schedules, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors.

2. CAPITAL IMPROVEMENT PROGRAM

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

Note: Funding for the LCLIP program was transferred from SDOT to SPR in the 2025 Adopted Budget and is already part of SPR's 2025-2030 Adopted Capital Improvement Program.

3. SUMMARY OF FINANCIAL IMPLICATIONS

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

[1] The LCLIP Funding Plan included a proposal for a full-service community center north of downtown which is being considered separately as part of the Cycle 2 Seattle Park District financial plan.

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.

Funding for the LCLIP program was transferred from SDOT to SPR in the 2025 Adopted Budget. SPR would consider requesting additional funding as part of future budget processes if any capital project funded by LCLIP results in new operations and maintenance expenses for the department.

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.

The 2025 Adopted Budget and 2025-2030 Adopted Capital Improvement Program includes annual LCLIP funding. The department would not be able to undertake these commitments without the dedicated LCLIP funding.

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

Not implementing this legislation would prevent SPR from spending available LCLIP funding to undertake the listed projects.

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

This legislation is not anticipated to impact any other department until funding reverts back to SDOT after ten years with SPR.

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? Yes, this legislation will affect property, as depicted in Summary Attachment B – Local Infrastructure Project Areas; Environmental Impact Statements, Determinations of Non-Significance, or other reports will be generated at time of project initiation, if required by law or other development code.

d. 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.
Many of the projects listed will add investment and infrastructure to areas used by historically disadvantaged communities and came from the results of our Racial Equity Toolkit (See Summary Attachment C).

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.
It is attached as Summary Attachment C - Racial Equity Toolkit.

iii. What is the Language Access Plan for any communications to the public?
SPR utilizes several strategies to promote access to information in multiple languages and will apply them to varying degrees to projects included in the LCLIP funding plan. Examples include: placing relevant press releases or meeting events in Ethnic Media Outlets, standardizing translation procedures to better guide program staff, and creating a database of employees who speak languages other than English, among others.

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.
This legislation will not increase or decrease carbon emissions in a material way.

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.
Certain projects proposed with this legislation may impact resiliency to climate change, such as the waterline project at Lake Union which will improve the water distribution system, various tree plantings to increase the tree canopy, and walkway improvements to encourage walkability.

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:
Summary Attachment A – Amended LCLIP Funding Plan Tracked Changes
Summary Attachment B – SPR Local Infrastructure Project Area
Summary Attachment C – Racial Equity Toolkit

~~Brennon StaleyJonathan Garner~~
~~DPD LCLIP Implementation Part 1 ATT 1~~
~~June 17, 2013April 22, 2025~~
~~Version 43~~

Landscape Conservation and Local Infrastructure Program Infrastructure Funding Plan For South Lake Union and Downtown

June 13, 2013
Amended ~~MMDDYYYY~~June 25, 2025

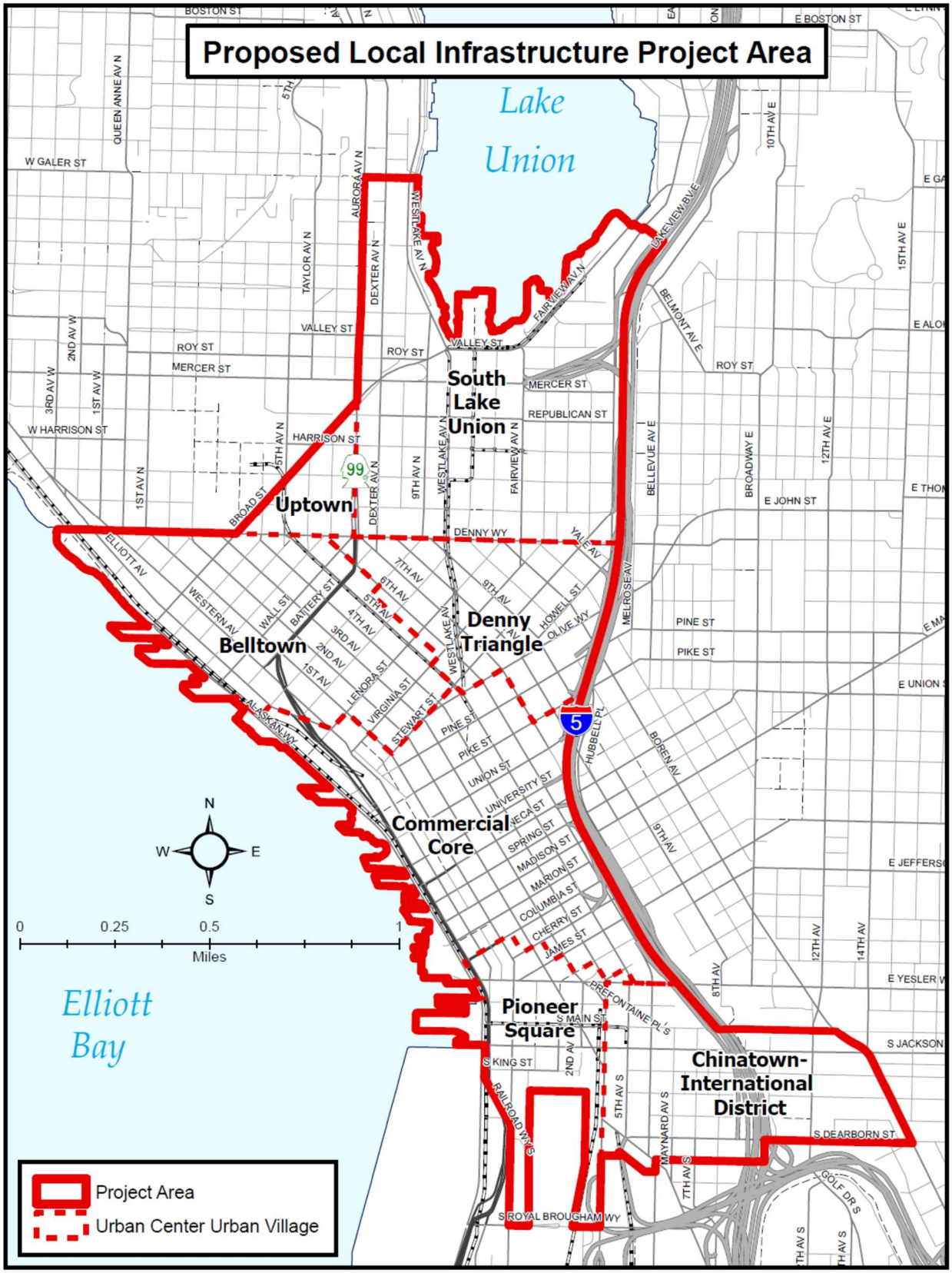
This plan outlines potential infrastructure investments that could be implemented though funding generated by the Landscape Conservation and Local Infrastructure Program (LCLIP) that is being proposed by the City of Seattle in cooperation with King County. While specific funding decisions will be made by the City based on the amount of funding available, project timing, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors, this plan outlines the scope of potential items that could be funded through this program. Funding of any items not included in this plan through the LCLIP program would require modification of the plan by legislative action. All dollar amounts are in 2012 dollars.

Background

The City of Seattle, in cooperation with King County, is proposing to implement the LCLIP program in the neighborhoods of South Lake Union and Downtown. The LCLIP program allows cities to receive a portion of future county property tax revenue for local infrastructure investments if they implement a program to obtain regional Transferable Development Rights (TDR). The City is proposing to meet the requirements for capturing TDRs through the incentive zoning program in South Lake Union and Downtown. The overall purpose of the Infrastructure Funding and Regional TDR Programs is to preserve farm and forest land by transferring development capacity from these lands to cities~~,~~ and generate funds for local infrastructure projects in the communities where the additional development capacity is located.

The Regional TDR program would be implemented by requiring developers to earn extra floor area and height in part by purchasing and extinguishing development rights (also known as TDR credits) from regional farms and forests.

In exchange for implementing a Regional TDR Program through the City's incentive zoning program, the City would be entitled to receive 17.44% of property tax revenue from new development occurring in the Local Infrastructure Project Area (LIPA) for up to 25 years according to the standards of RCW 39.108. The boundary area of the proposed LIPA is shown below.


Proposed Local Infrastructure Project Area
Lake Union
South Lake Union
Uptown
Denny Triangle
Belltown
Commercial Core
Pioneer Square
Chinatown-International District
Elliott Bay
N
W
E
S
0
0.25
0.5
1
Miles
Project Area
Urban Center Urban Village

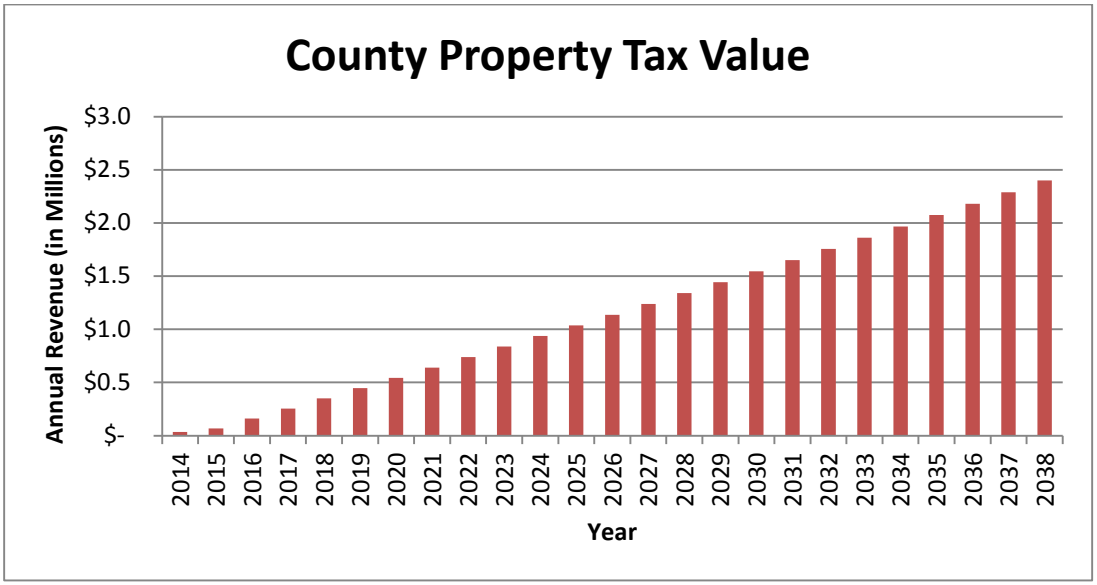
This funding would be contingent on meeting certain thresholds over time. The initial length of the program would be 10 years. The program would be extended to:

- 15 years if 400 credits are obtained within 9.5 years;
- 20 years if 600 credits are obtained within 14.5 years; or
- 25 years if 800 credits are obtained within 19.5 years.

King County would agree to consider each threshold met if, prior to each deadline, at least 70%-80% of the TDR credits necessary to meet the local property tax threshold had been obtained (the exact percentage varies by threshold) and the City requested in writing, that the threshold be considered met. If the option to extend to 25 years is used prior to obtaining 800 credits, the City would be required to continue the TDR program until 800 credits were obtained even if it required the TDR program to extend beyond 25 years.

Anticipated Revenue

It is anticipated that this program will result in $27.5M in revenue from King County property taxes over 25 years. If an annual discount rate of 3% is used to account for the reduced value of having money in the future, these funds would be equivalent to $15.7M in 2012 dollars. Below is an estimate of expected revenue by year.



Funding Strategy

Revenue generated from the LCLIP program will be spent on streetscape~~, recreational,~~ and open space investments as described below and detailed in the “specific investments” section.

These funds would be split between projects in South Lake Union and Downtown based on the proportion of regional TDR generated in each area. It is estimated that this split will result in about 60% of the funds or $16.5M ($9.4M in 2012 dollars) being allocated to South Lake Union projects and 40% of the funds or $11.0M ($6.3M in 2012 dollars) to Downtown projects.

Decisions about which projects to implement and when they will be implemented will be made by the City based on the amount of funding available, project timing, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors. In order to streamline this process, the City is proposing to stage the projects such that the first 10 years of revenue would go toward streetscape and transportation projects managed by the Department of Transportation, the second 10 years of revenue would go to ~~park projects~~Open Space Investments managed by the Department of Parks and Recreation, and the last 5 years again would go to streetscape projects managed by the Department of Transportation.

A chart summarizing the proposed staging and projects (with priority projects in **bold**) is shown below:

Revenue Years	Agency	Estimated Total Revenue (2012 Dollars)	Proposed Projects by Area	
			South Lake Union	Downtown
0-10 years	SDOT	$2.9M	• **Green Streets** (Thomas & 8th) • Bike, Pedestrian, and Transit Improvements (Harrison & Denny)	• **3rd Avenue Improvements** (Capital Projects & Programs)
11-20 years	Parks	$7.8M	~~• **Community Center**~~ Park Improvements ~~and Acquisitions~~	
21-25 years	SDOT	$5.0M	• Transportation Improvements – specific improvements to be determined later	

In general, the City plans to spend money as it is received; however, opportunities to use bonding to implement projects prior to the receipt of funds will be considered on a project-by-project basis.

Specific Investments

The specific investments that are proposed to be funded in part through LCLIP are outlined on the following pages. It is anticipated that funds generated though LCLIP will be combined with funds from other sources to accomplish these projects.

South Lake Union Streetscape Investment

Thomas Street Green Street (from Dexter Ave to Fairview Ave)

Proposed Improvements	Cost Estimate
Implement "green street" improvements to support Thomas Street's role as an important new east / west green street and public realm connection, linking the Cascade neighborhood through South Lake Union to the Seattle Center. The current proposal includes a two-way, two-lane configuration with on-street parking. Curb bulbs will be added where appropriate and the north sidewalk will be expanded to provide a green promenade. Pedestrian-scale lighting and streetscape improvements will be made throughout.	$1,500,000

8th Avenue NE Green Street (from Mercer Street to John Street)

Proposed Improvements	Cost Estimate
Create a pedestrian-oriented street from Mercer to John with an enhanced green street environment that could serve as a *woonerf*. The project will likely include widened sidewalks, new trees and plantings, new pedestrian lighting, and streetscape improvements.	$2,500,000

Harrison Street Improvements (from Dexter Avenue to Fairview Avenue)

Proposed Improvements	Cost Estimate
Rebuild or repair pavement between Dexter and Eastlake to allow potential transit use and provide a three-lane roadway section as necessary; repair, replace or enhance sidewalks and install curb bulbs as needed; improve planting areas, tree canopy and parking as possible; provide pedestrian lighting and streetscape improvements. Harrison will become the primary street for traveling east / west through South Lake Union between Mercer Street and Denny Street.	$5,500,000

Denny Way Improvements (from Broad Street to Stewart Street)

Proposed Improvements	Cost Estimate
Make spot improvements consistent with Denny Way Streetscape Concept Plan; improve pedestrian crossing conditions, enhance signalized intersections, replace sidewalk in poor condition, improve planting strips and provide street trees where needed; Improve roadway delineation in locations where two streets intersect Denny at a diagonal.	$2,500,000

Downtown Streetscape Investments

Third Avenue Corridor Improvements

Proposed Improvements	Cost Estimate
This project makes multimodal improvements in the Third Avenue downtown corridor, a major travel corridor for pedestrians and transit vehicles. The project enhances the walking, biking and transit environment and improves safety for all travel modes. Improvements may include repair or enhancement of streets, improving sidewalks, upgrading or installing curb ramps, remarking crosswalks, and installing pedestrian countdown signals. It may also include pedestrian-scale lighting, bicycle facilities at select locations, high-capacity solar trash receptacles and wayfinding information. Transit will be made more attractive and convenient with improvements such as real-time transit information, transit maps and schedule information, improved weather protection, ticket vending machines or ORCA card readers.	$40 to 70 million

Open Space Investments

~~The priority investment for this portion of the plan is a North Downtown Community Center if the Department of Parks and Recreation finds at a future date that such an investment is justified given services areas, funding needs, and other issues.~~

~~North Downtown Community Center~~

~~Proposed Improvements~~	~~Cost Estimate~~
~~Develop a full-service community center. No specific plans exist for this project; however, a 20,000 square-foot, full service center, is the typical size for new centers. These centers can include a gym, multi-purpose rooms, and a kitchen, among other spaces. The cost estimate does not include land.~~	~~$10,000,000~~

~~Enterprise Car Rental Lot Park Development~~

~~Proposed Improvements~~	~~Cost Estimate~~
~~Pay for a portion of the construction of a park that is proposed for the current Enterprise lot at Lenora and Westlake. This work could include landscaping, paving, lighting, seating, signage, and related park improvements.~~	~~$3,000,000~~

~~Bell Street Green Street Enhancement~~

~~Proposed Improvements~~	~~Cost Estimate~~

Extends the Bell Street Green Street from 5th Avenue to 6th Avenue. This work would provide for enhancement of landscaping, hardscape, and related park features. The estimate is based on the current Bell Street costs of $800,000 per block, plus an allocation for the enhancement work for the existing sections.	$1,300,000

Hing Hay Extension Park Development

Proposed Improvements	Cost Estimate
This project, which is west of the existing Hing Hay Park, will pay for a portion of demolition of the existing structure, site pavement and the construction of the new park. The improvements could include landscaping, paving, lighting, seating, signage, and related park improvements. There may also be renovation elements to the existing Park to ensure the two parts of the park are unified.	$2,500,000

Central Waterfront Pier Redevelopment

Proposed Improvements	Cost Estimate
Make improvements to one of Parks' piers (58 or 62/63), potentially including pier reconstruction and/or stabilization, landscaping, lighting, seating, signage, and related park improvements. The cost estimate was based on Parks' 2013-2018 Asset Management Plan that was derived from a prior study for Pier 58 redevelopment.	$3,000,000

This funding plan outlines the scope of potential Open Space Investments that could be implemented through funding generated by the Landscape Conservation and Local Infrastructure Program ("LCLIP") that has been underway by the City of Seattle in cooperation with King County since 2013. This Open Space Investments funding plan in no way affects the proposed South Lake Union Streetscape Investment or the Downtown Streetscape Investments, both of which are under the purview of the Department of Transportation. Funding of any items through the LCLIP program not included in this plan would require modification of the plan by legislative action. The estimated $7.8M that SPR would get in 2012 dollars (in the table above) is equivalent to $14M in 2025 dollars.

Decisions about which projects to implement and when, will be made by the City based on the amount of funding available, project timing, opportunities to leverage outside funds, opportunities to leverage developer improvements, and other factors. The Open Space Investments project list below amends the Open Space Investments project list approved with the 2013 legislation (Ord. 124286). The projects initially proposed with that legislation have already been completed by the Department utilizing other sources of funding with the exception of a north downtown community center that has already been identified as part of a debt financing package within the Park District Financial Plan.

Open Space Investments

Northwest Native Canoe Carving Center

Proposed Improvements	Cost Estimate	Year
Improvements for a new timber framed structure with localized site modifications within the existing Lake Union Park.	$550,000	2025-2026

Prefontaine Plaza

Proposed Improvements	Cost Estimate	Year
Improvements to restoring functionality at existing fountain and improving pathway safety at site.	$400,000	2025-2026

Lake Union Waterline Project

Proposed Improvements	Cost Estimate	Year
Improvements for a new water distribution system needed within Lake Union Park.	$4,500,000	2026-2029

City Hall Park

Proposed Improvements	Cost Estimate	Year
Site improvements at park to address user safety concerns, improved pedestrian circulation, and landscape plantings.	$3,000,000	2030-2032

South Lake Union Community Council SLU Parks Task Force Projects

Proposed Improvements	Cost Estimate	Year
Projects identified in collaboration with community members from South Lake Union to provide expanded activation and infrastructure to Lake Union Park, Denny Park and Cascade Playground.	$2,730,000	2026-2034

Downtown District Community-led Projects

Proposed Improvements	Cost Estimate	Year
Projects identified in parks in the Downtown District, in collaboration with community members from that district, to expand activation and infrastructure: Myrtle Edwards Park, Alaskan Way Boulevard, Belltown Cottage Park, Urban Triangle Park, Bell Street Park Boulevard, Westlake Square, McGraw Square, Victor Steinbrueck Park, Westlake Park, Freeway Park, Pioneer Square, Prefontaine Place, City Hall Park, Occidental Square, Pioneer Square, Union Station Square.	$1,070,000	2026-2034

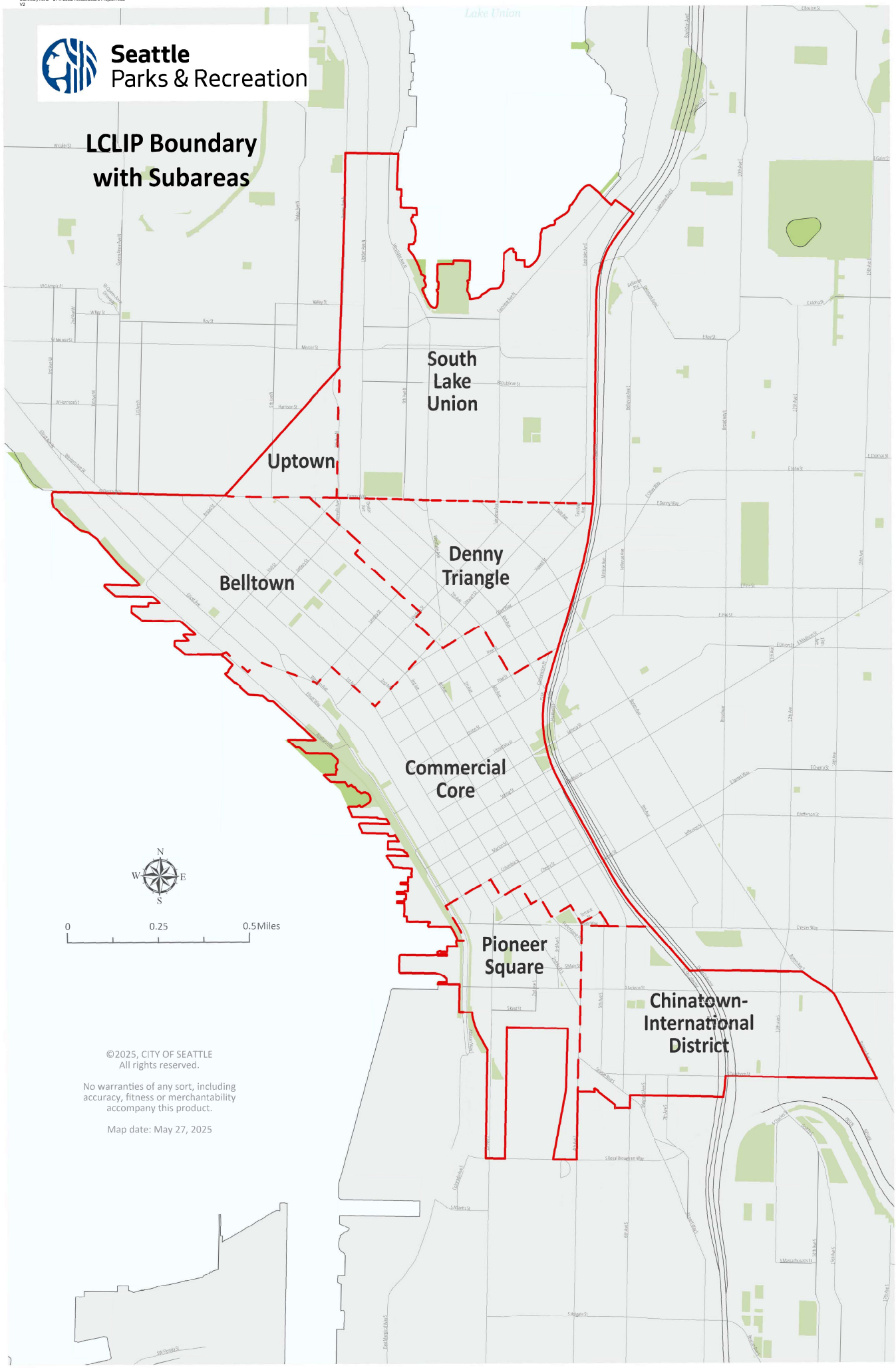
Chinatown/International District Community-led Projects

Proposed Improvements	Cost Estimate	Year
Projects identified in parks in the Chinatown/International District, in collaboration with community members from that district, to expand activation and infrastructure: Kobe Terrace, Hing Hay Park, Hoa Mai Park, Donnie Chin International Children's Park, Beacon Place.	$750,000	2030-2034

Reserve

Proposed Improvements	Cost Estimate	Year
Set aside funds to address potential de minimus scope changes or cost increases.	$1,000,000	2030-2034

Total Open Space Investments: $14,000,000


Seattle
Parks & Recreation
LCLIP Boundary
with Subareas
South
Lake
Union
Uptown
Denny
Triangle
Belltown
Commercial
Core
Pioneer
Square
Chinatown-
International
District
N
W
E
S
0
0.25
0.5Miles
©2025, CITY OF SEATTLE
All rights reserved.
No warranties of any sort, including
accuracy, fitness or merchantability
accompany this product.
Map date: May 27, 2025

RACE & SOCIAL JUSTICE INITIATIVE

Racial Equity Toolkit

to Assess Policies, Initiatives, Programs, and Budget Issues

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

Step 1. Set Outcomes.
Leadership communicates key community outcomes for racial equity to guide analysis.

Step 2. Involve Stakeholders + Analyze Data.
Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Step 3. Determine Benefit and/or Burden.
Analyze issue for impacts and alignment with racial equity outcomes.

Step 4. Advance Opportunity or Minimize Harm.
Develop strategies to create greater racial equity or minimize unintended consequences.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.
Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

Step 6. Report Back.
Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

Racial Equity Toolkit Assessment Worksheet

Title of policy, initiative, program, budget issue: Landscape Conservation & Local Infrastructure Program (LCLIP)

Description: See attached.

Department: SPR **Contact:** Jonathan Garner

☐ **Policy** ☐ **Initiative** ☑ **Program** ☐ **Budget Issue**

Step 1. Set outcomes.

1a. What does your department define as the most important racially equitable community outcomes related to the issue? *(Response should be completed by department leadership in consultation with RSJI Executive Sponsor, Change Team Leads, and Change Team.)*

1b. Which racial equity opportunity area(s) will the issue primarily impact?

- ☐ **Education**
- ☒ **Community Development**
- ☒ **Health**
- ☒ **Environment**
- ☐ **Criminal Justice**
- ☐ **Jobs**
- ☐ **Housing**

1c. Are there impacts on:

- ☐ **Contracting Equity**
- ☐ **Workforce Equity**
- ☐ **Immigrant and Refugee Access to Services**
- ☒ **Inclusive Outreach and Public Engagement**

Please describe: See attachment.

Step 2. Involve stakeholders. Analyze data.

2a. Are there impacts on geographic areas? ■ Yes ☐ No

Check all neighborhoods that apply *(see map on p.5)*:

- ☐ All Seattle neighborhoods
- ☐ Ballard
- ☐ North
- ☐ NE
- ☒ Central
- ☒ Lake Union
- ☐ Southwest
- ☐ Southeast
- ☐ Delridge
- ☐ Greater Duwamish
- ☐ East District
- ☐ King County (outside Seattle)
- ☐ Outside King County

Please describe:

2b. What are the racial demographics of those living in the area or impacted by the issue?

See attached.

(See Stakeholder and Data Resources pages 5 and 6)

2c. How have you involved community members and stakeholders?
(See page 5 for questions to ask community/staff to ensure their concerns and expertise are part of analysis.)

See attached.

2d. What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

See attached.

2e. What are the root causes or factors creating these racial inequities?
Examples: Bias in process; Lack of access or barriers; Lack of racially inclusive engagement

See attached.

Step 3. Determine benefit or burden.

Given what you have learned from data and from stakeholder involvement…

3. How will the policy, initiative, program, or budget issue increase or decrease racial equity? What are potential unintended consequences? What benefits may result? Are the impacts aligned with your department's community outcomes that were defined in Step 1?

See attached.

Step 4. Advance opportunity or minimize harm.

4. How will you address the impacts (including unintended consequences) on racial equity?

- What strategies address immediate impacts?
- What strategies address root causes of inequity listed in Question 6?
- How will you partner with stakeholders for long-term positive change?
- If impacts are not aligned with desired community outcomes, how will you re-align your work?

Program Strategies See attached.

Policy Strategies See attached.

Partnership Strategies See attached.

Step 5. Evaluate. Raise racial awareness. Be accountable.

5a. How will you evaluate and be accountable? How will you evaluate and report impacts on racial equity? What is your goal and timeline for eliminating racial inequity? How will you retain stakeholder participation and ensure internal and public accountability? How will you raise awareness about this issue?

See attached.

5b. What is unresolved? What resources/partnerships do you still need to make changes?

See attached.

Step 6. Report back.

Share analysis and report responses from Question 5a and Question 5b with Department Leadership, Change Team Leads, and Change Team members involved in Step 1.

Creating Effective Community Outcomes

Outcome = the result that you seek to achieve through your actions.

***Racially equitable* community outcomes = the specific result you are seeking to achieve that advances racial equity in the community.**

When creating outcomes think about:

- What are the greatest opportunities for creating change in the next year?
- What strengths does the department have that it can build on?
- What challenges, if met, will help move the department closer to racial equity goals?

Keep in mind that the City is committed to creating racial equity in seven key opportunity areas: **Education, Community Development, Health, Criminal Justice, Jobs, Housing, and the Environment.**

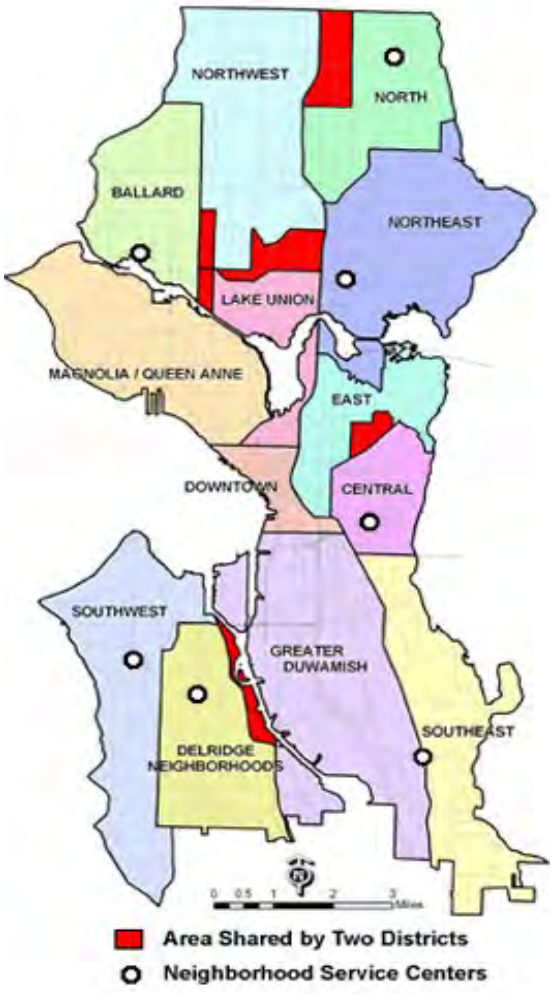
Examples of community outcomes that increase racial equity:

OUTCOME	OPPORTUNITY AREA
Increase transit and pedestrian mobility options in communities of color.	Community Development
Decrease racial disparity in the unemployment rat.	Jobs
Ensure greater access to technology by communities of color.	Community Development, Education, Jobs
Improve access to community center programs for immigrants, refugees, and people of color.	Health, Community Development
Communities of color are represented in the City's outreach activities.	Education, Health, Jobs, Environment, Housing, Criminal Justice
The racial diversity of the Seattle community is reflected in the City's workforce.	Jobs
Access to City contracts for Minority Business Enterprises is increased.	Jobs
Decrease racial disparity in high school graduation rates.	Education

Identifying Stakeholders + Listening to Communities of Color

Identify Stakeholders

Find out who are the **stakeholders** most affected by, concerned with, or have experience relating to the policy, program or initiative? Identify racial demographics of neighborhood or those impacted by issue.



Once you have identified your stakeholders ….

Involve them in the issue.
Describe how historically underrepresented community stakeholders can take a leadership role in this policy, program, initiative or budget issue.

Listen to the community. Ask:
1. What do we need to know about this issue? How will the policy, program, initiative or budget issue burden or benefit the community? *(concerns, facts, potential impacts)*

2. What factors produce or perpetuate racial inequity related to this issue?

3. What are ways to minimize any negative impacts (harm to communities of color, increased racial disparities, etc) that may result? What opportunities exist for increasing racial equity?

Tip: Gather Community Input Through…

- Community meetings
- Focus groups
- Consulting with City commissions and advisory boards
- Consulting with Change Team

Examples of what this step looks like in practice:

- A reduction of hours at a community center includes conversations with those who use the community center as well as staff who work there.
- Before implementing a new penalty fee, people from the demographic most represented in those fined are surveyed to learn the best ways to minimize negative impacts.

Glossary

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Accountable: Responsive to the needs and concerns of those most impacted by the issues you are working on, particularly to communities of color and those historically underrepresented in the civic process.

Community outcomes: The specific result you are seeking to achieve that advances racial equity.

Contracting equity: Efforts to achieve equitable racial outcomes in the way the City spends resources, including goods and services, consultants and contracting.

Immigrant and refugee access to services: Government services and resources are easily available and understandable to all Seattle residents, including non-native English speakers. Full and active participation of immigrant and refugee communities exists in Seattle's civic, economic and cultural life.

Inclusive outreach and public engagement: Processes inclusive of people of diverse races, cultures, gender identities, sexual orientations and socio-economic status. Access to information, resources and civic processes so community members can effectively engage in the design and delivery of public services.

Individual racism: Pre-judgment, bias, stereotypes about an individual or group based on race. The impacts of racism on individuals including white people internalizing privilege and people of color internalizing oppression.

Institutional racism: Organizational programs, policies or procedures that work to the benefit of white people and to the detriment of people of color, usually unintentionally or inadvertently.

Opportunity areas: One of seven issue areas the City of Seattle is working on in partnership with the community to eliminate racial disparities and create racial equity. They include: Education, Health, Community Development, Criminal Justice, Jobs, Housing and the Environment.

Racial equity: When social, economic and political opportunities are not predicted based upon a person's race.

Racial inequity: When a person's race can predict their social, economic, and political opportunities and outcomes.

Stakeholders: Those impacted by proposed policy, program or budget issue who have potential concerns or issue expertise. Examples might include: specific racial/ethnic groups, other institutions like Seattle Housing Authority, schools, community-based organizations, Change Teams, City employees, unions, etc.

Structural racism: The interplay of policies, practices and programs of multiple institutions which leads to adverse outcomes and conditions for communities of color compared to white communities that occurs within the context of racialized historical and cultural conditions.

Workforce equity: Ensure the City's workforce diversity reflects the diversity of Seattle ace can predict their social, economic and political opportunities and outcomes.

Go to top of worksheet

Racial Equity Toolkit Assessment Worksheet – LCLIP

Description: The LCLIP was created to allow the city to receive funding for infrastructure investments from future property tax revenues in areas that are designated to receive regional transfer of development to protect designated farm and forest land in rural areas. The South Lake Union and Downtown area designated to receive this funding was chosen because of its appropriateness and capacity to carry the additional development. This program will provide 25 years of funding for infrastructure improvements to parks and open spaces within the designated area. When the program was approved in 2013, the City proposed to stage the projects such that the first the first 10 years of funding would go toward streetscape and transportation projects managed by the Department of Transportation, the second 10 years of revenue would go to park projects managed by the Department of Parks and Recreation, and the last 5 years again would go to streetscape projects managed by the Department of Transportation.

Step 1. Set outcomes

1a. What does your department define as the most important racially equitable community outcomes related to the issue?

The most important racially equitable community outcome is to ensure that systemic and historical racist practices and investment do not prevent participation of frontline community members in park and recreation programs, facilities, or assets funded by this program.

1c. Impacts on Inclusive Outreach and Public Engagement

The LCLIP dictates that all funding be used within a Local Infrastructure Project Area (LIPA). The residents, workers, and visitors in the LIPA have been and will continue to be a key resource in the development of the Open Space Investments project list for SPR properties within the LIPA. However, frontline communities (those most affected by racism, oppression, and colonization) in all areas of our city have experienced inequitable public investment, exclusion from participatory city processes, and disregard when it comes to decision-making. This disinvestment and disregard often result in these individuals and groups experiencing displacement and/or a loss of their neighborhood and cultural identity, especially in rapidly densifying and redeveloping neighborhoods like South Lake Union, Belltown, Downtown and the Chinatown-International District where open space opportunities are already limited. The LIPA's population is comprised of 30% Asian and 8% Black or African American residents (compared to 17% and 6% citywide). Our intent is to ensure that all engagement throughout the implementation of this program allocates resources to adequately support meaningfully inclusion of members of these frontline

communities in decision-making with reliable and consistent communication within a transparent and tailored engagement process. If these efforts are not successfully undertaken, the systemic and historical racism governments have practiced in the past will be perpetuated and further deterioration will occur to the frontline community members' and city's overall quality of life.

2b. What are the racial demographics of those living in the area or impacted by the issue?

White alone	49.11%
Black or African American alone	8.09%
American Indian and Alaska Native alone	0.88%
Asian alone	30.24%
Native Hawaiian and Other Pacific Islander alone	0.26%
Some Other Race alone	2.87%
Population of two or more races:	8.56%
Population of three races:	0.79%
Population of four races:	0.10%
Population of five races:	0.01%
Population of six races:	0.00%
Hispanic or Latino (of any race)	2.34%

2c. How have you involved community members and stakeholders?

To date, SPR has used data from the racial and social equity map, the US Census, historical investment practices from our asset management system, and guidance from comprehensive planning efforts to establish a baseline for identifying frontline community groups for additional engagement. Additionally, SPR has also worked with colleagues at the Department of Neighborhoods and our community councils to identify established community advocacy groups, community leaders, and to understand barriers that have historically prohibited deeper engagement with frontline communities for park and open space development and programming. We have learned of priorities for community groups within the South Lake Union neighborhood as they were more formally established at the time planning began, however, we are currently working to establish connections with similar groups for the Downtown and Chinatown-International District neighborhoods. For future years, we will continue these efforts utilizing a neighborhood-led engagement

process that relies on both virtual and in-person tools that have been tailored to the language, cultural, and lived experience of residents.

2d. What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

In denser areas of the city like the LIPA, residents have less access to open space both at home and within reasonable walking distance of their home. More residents live in high rise residential buildings as opposed to single-family neighborhoods with yards. Public spaces are generally limited to areas along the right-of-way designed to get people in and out of these areas quickly and efficiently, that do not reflect the more pedestrian-oriented lifestyles of residents. This lack of open space reduces the opportunities for residents to have more emotionally and physically healthy lifestyles. These conditions mean that the parks and opens spaces within this area receive more pressure and use than other areas of the city, resulting in higher maintenance needs and requirements for more multi-use areas to support the needs of the more diverse population. Limited space also means that certain uses are not feasible within the LIPA that can be provided elsewhere in the city.

2e. What are the root causes or factors creating these racial inequities?

Racial inequities in the provision of recreational facilities and assets originated from constraints on where in the city people could historically live in the first 70 years of the city's history. It is documented that deeds for residential properties included deed covenants not allowing ownership by non-whites or even some religious groups (primarily Jewish). This was allowed nationwide until the federal Fair Housing Act of 1968 was enacted. For example, up until passage of this law, the only "open" neighborhoods for people of color were in the Central District and Chinatown-International District. It is not known how SPR provided services to these "open" neighborhoods during this period.

The effects of this multi-decade public disinvestment in "open" areas resulted in them being targeted for redevelopment. These areas were upzoned and grew exponentially with limited provisions for parks and open space to support the growing population. This growth also resulted in the displacement of existing residents contributing to a loss of representation/identity and strong cultural institutions. Those who remained were further marginalized. These issues have only very recently been openly and directly addressed by government practices.

3. How will the policy, initiative, program, or budget issue increase or decrease racial equity?

This program will help increase racial equity by utilizing the program's funding for projects and work that are most important to frontline community members within the LIPA. Investments will need to be well-designed to allow for easier maintenance, meet multiple interest groups' needs and desires, maximize usage, and support the emotional and physical well-being of the community. While this will not undo all the previous inequity, it will help create open spaces and assets that are more meaningful to user groups and comparable in quality to other areas of the city.

4. Program Strategies:

SPR will work to provide consistent maintenance of existing park assets and facilities and look to locate future open space investments in underserved areas based on the 2023 racial and social equity mapping. We will also use community partners and other City of Seattle colleagues to have a greater reach to underserved communities during public engagement opportunities.

Policy Strategies:

SPR will work to ensure inclusiveness in all public outreach events, planning, and development of future open space investments utilizing LCLIP funding.

Partnership Strategies:

SPR will work to help form various community workgroups or taskforces made up of individuals in the community that represent frontline community groups. These workgroups will help ensure more voices are heard during the planning phases of this work.

5a. How will you evaluate and be accountable?

Satisfaction surveys will be distributed during years 3, 6 and 10 of the program to help determine and guide the effectiveness of the outreach and work being undertaken. As such, SPR will seek to develop and review ways to identify the use of parks and open spaces in the LIPA by various racial and ethnic groups. This information will be useful for future planning for LCLIP and citywide projects. SPR will work to consistently collect demographic data of park users to help identify where gaps may exist and use this data to map future potential projects where racial inequalities or high percentage of people of color reside or work.

5b. What is unresolved?

SPR does not have the funding within this program or elsewhere in its budget to acquire additional park and open space land within the LIPA.

File #: CB 121014, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities; authorizing a direct sale of real property identified in King County records as parcel 162206-9049-04, a portion of Lake Youngs Aqueduct Right-of-Way in King County, Washington to Sherrell Development LLC, establishing the fair market value for said parcel; and authorizing the General Manager/CEO of Seattle Public Utilities to execute all documents and take other necessary actions to complete the sale of the property; designating the proceeds from the sale; and ratifying and confirming certain prior acts.

WHEREAS, pursuant to Ordinance 52768, The City of Seattle acquired certain properties, referred to as the Lake Youngs Aqueduct Right-of-Way (Properties); and

WHEREAS, Resolution 27707, adopted February 8, 1988, declared the Property acquired under Ordinance 52768 surplus to the City's needs and authorized its sale to abutting owners or others at fair market value; and

WHEREAS, one parcel of the acquired Property, described as King County parcel #162206-9049-04 at 23611 Maple Valley-Black Diamond Rd SE, King County WA, remains in City ownership; and

WHEREAS, an abutting landowner approached Seattle Public Utilities (SPU) on November 22, 2023, to purchase the Property; and

WHEREAS, SPU determined the Property is no longer needed for municipal water purposes, and declared it excess to its needs; and

WHEREAS, after negotiations, the abutting landowner and SPU agreed on terms and fair market value based on a professional appraisal; and

WHEREAS, the SPU General Manager/CEO recommends the sale and conveyance of the Property to the

abutting landowner; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Pursuant to RCW 35.94.040, the sale of the following described real property (the Property):

THAT PORTION OF THE 100-FOOT-WIDE CITY OF SEATTLE PIPELINE RIGHT-OF-WAY AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 201476, PURSUANT TO ORDINANCE NO. 52768, IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 22 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING WESTERLY OF THE COLUMBIA AND PUGET SOUND RAILROAD COMPANY RIGHT-OF-WAY.

SITUATE IN THE CITY OF MAPLE VALLEY, COUNTY OF KING, STATE OF WASHINGTON.

to Sherrell Development, LLC, a Washington State Limited Liability Company (Sherrell), for a fair market value of $44,625 and on other terms and conditions set forth in the agreement attached to this ordinance as Attachment 1, is authorized.

Section 2. Proceeds from the sale of the Property shall be deposited in the Water Fund.

Section 3. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

Section 4. 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 - Purchase and Sale Agreement for property at 23611 Maple Valley-Black Diamond Rd. SE

REAL ESTATE
PURCHASE AND SALE AGREEMENT

THIS REAL ESTATE PURCHASE AND SALE AGREEMENT (this "Agreement") is effective as of November 22, 2023 (the "Effective Date") and entered into by and between THE CITY OF SEATTLE ("Seller"), and SHERRELL DEVELOPMENT, LLC, a Washington limited liability company ("Buyer").

1. **BUYER**: Buyer agrees to buy the Property (as defined below) from the Seller for the consideration and subject to the terms, provisions, and conditions of this Agreement. With prior written notice to Seller, Buyer shall have the right to assign this Agreement to an existing entity related to Buyer, or an entity to be formed which shall be owned by Buyer, having assets sufficient to complete the purchase, prior to or at closing, but Buyer shall remain liable for the full and faithful performance of this Agreement and shall not be released.

2. **SELLER:** Seller agrees to sell the Property to the Buyer for the consideration and subject to the terms, provisions, and conditions of this Agreement.

3. **PROPERTY:** The subject property is vacant real property located at 23611 Maple Valley-Black Diamond RD SE, King County, WA, tax parcel 162206-9049-04, legally described on attached Exhibit A, together with all improvements thereon and appurtenances thereto (the "Property"). Transfer of title to the Property to Buyer shall include all of Seller's right, title, and interest in and to all streets, alleys, roads, and avenues adjoining the Property, if any. The Property shall be conveyed to Buyer at Closing via a Bargain and Sale Deed, subject only to exceptions disclosed in the title insurance policy and approved by Buyer prior to expiration of the Due Diligence Period (as defined below).

4. **PURCHASE PRICE**: The purchase price for the Property shall be $44,625.00 (the "Purchase Price"), to be paid in cash, electronic transfer, cashier's check, or bank money order at Closing (as defined below).

5. **CLOSING COSTS/PRORATIONS:**

5.1 Seller's Costs. At Closing, Seller shall pay (i) the State of Washington real estate excise taxes and all transfer taxes on the conveyance (unless an excise tax exemption is applicable to this transaction), (ii) Buyer's standard coverage owner's title insurance policy, (iii) one-half of the closing agent's closing-escrow fee and recording fees, and (iv) any real estate broker commissions related to this transaction owed by Seller per this Agreement, if any.

5.2 Buyer's Costs. At Closing, Buyer shall pay (i) one-half of the closing agent's escrow fees, (ii) standard usual and customary recording fees, (iii) a $7,115.00 legislative and administrative fee to Seller, (iv) the cost of any extended title insurance policy or endorsements providing coverage in addition to the Seller provided standard title policy set forth above; and (v) any real estate broker commissions related to this transaction owed by Buyer per this Agreement, if any.

5.2(a). Upon mutual acceptance of the Purchase and Sale Agreement, Buyer shall pay a non-refundable $7,115.00 legislative and administrative fee to Seller.

5.3 Taxes and Utilities. Real estate taxes and the current installments of both general and special assessments constituting liens on the Property for the then-current tax period shall be prorated between the Buyer and the Seller as of Closing. Any real estate taxes and installments of general or special assessments due and payable for any prior tax period, together with interest and penalties, if any, shall be paid on or before Closing by

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the Seller. All utilities and deposits on account thereof shall be prorated or credited between the Buyer and the Seller as of Closing.

5.4 All other escrow and closing costs shall be borne and paid in accordance with the custom and practice prevailing as of Closing in King County, Washington.

6. **EARNEST MONEY:** Buyer shall, upon signed offer and acceptance of this Agreement, deposit $4,462.50 dollars as earnest money ("Earnest Money") with Title Company (as defined below), which shall be held until Closing of the transaction or termination of this Agreement, and if this transaction closes then the Earnest Money shall be applied to the Purchase Price at Closing. Chicago Title Insurance company shall be the title insurance company and the escrow agent (collectively the "Title Company"). If Buyer fails or refuses to close the transaction per the terms of this Agreement, without legal cause, the Earnest Money shall be retained by Seller as liquidated damages and not as a penalty. The party holding the Earnest Money is dissolved from any responsibility to make payment to the Seller or Buyer unless the parties entered into a mutual release, or a Court issues an order for payment.

7. **CLOSING DATE/MEMO OF PURCHASE AGREEMENT**: Closing of this transaction and the transfer of the Property to Buyer ("Closing") shall take place at a mutually acceptable date that is on or before 60 days after approval by City of Seattle ordinance, but in no event later than December 31, 2025 (the "Closing Date") at Title Company's Seattle office. Buyer may, at its election and cost, record a "memo of purchase agreement" against the Property at any time prior to the Closing Date.

8. **TITLE**: Seller shall provide Buyer, at Seller's expense, with a standard ALTA owner's policy of title insurance in the amount of the purchase price issued by the Title Company, effective as of the date of closing. Seller shall provide Buyer a commitment to issue such a standard ALTA owner's policy of title insurance in the amount of the Purchase Price insuring marketable title vested in Buyer, including a real estate property tax status report, within ten (10) days after this Agreement is fully executed (the "Title Report"). Buyer shall have until the expiration of the Due Diligence Period to review and approve or disapprove the contents and encumbrances set forth in the Title Report. If Buyer objects to anything in the Title Report and provides written notice to Seller of such title objections, and if Seller fails to cure such objection(s) to Buyer's satisfaction prior to the expiration of the Due Diligence Period, Buyer may terminate this Agreement and receive a refund of the Earnest Money. If after expiration of the Due Diligence Period and prior to the Closing Date there is any change to the Property Title Report, such change shall be communicated in writing to Buyer and Buyer shall have ten (10) days after receipt of such information to review and approve or disapprove such new encumbrance(s) or matters. If Buyer disapproves of the new encumbrance(s)/matters, then Buyer may elect to terminate this Agreement and receive a refund of the Earnest Money. Under no circumstances shall the Seller be liable for nonperformance by reason of defective title except to cause the return of the Earnest Money.

9. **TAXES AND SPECIAL ASSESSMENTS**. Property taxes and special assessment shall be prorated to the Closing Date with Seller responsible for all such taxes and assessments incurred prior to the Closing Date, and Buyer responsible for all taxes and assessments incurred from the Closing Date forward.

10. **POSSESSION:** Buyer shall have possession of the Property on the Closing Date.

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11. **OPERATIONS PRIOR TO CLOSING:** From the Effective Date until the Closing Date, Seller:

    a. Shall operate and maintain Property, and perform all routine maintenance in accordance with Seller's past practices with respect to Property.
    b. Is self-insured and shall remain liable with respect to damage or injury to persons or property occurring on Property.
    c. Shall continue to pay, or cause to be paid, all taxes, utilities, and other obligations due.
    d. Shall not initiate or consent to any material zoning reclassification of the Property or any material change to any approved site plan, special use permit, planned unit development approval or other land use entitlement affecting the Property without the Buyer's prior written consent, which may be granted or withheld at the Buyer's sole discretion.

12. **RISK OF LOSS.** Damage by fire or other casualty to the Property or any part of Property prior to Closing shall be the risk of Seller. If, between the Effective Date and the Closing Date, all or any part of the Property is damaged by fire or natural elements or other causes beyond Seller's control which cannot be repaired prior to the Closing Date, or any part of the Property is taken pursuant to any power of eminent domain, Seller shall immediately notify Buyer of such occurrence, and Buyer may terminate this Agreement by written notice to Seller within fifteen (15) business days after the date of damage or notice of taking. If Buyer exercises the right to terminate this Agreement, the Earnest Money shall be returned to Buyer and this Agreement shall be null and void. If Buyer does not elect to terminate this Agreement, there shall be no reduction of the Purchase Price and, at Closing, Seller shall assign to Buyer whatever rights Seller may have with respect to any insurance proceeds or eminent domain award.

13. **DUE DILIGENCE PERIOD:** Buyer's obligations under this Agreement are contingent upon a satisfactory inspection of the Property, at Buyer's expense, by an inspector of Buyer's choice, and Buyer's approval of the Title Report and all aspects of the Property no later than 5:00 p.m. PST thirty (30) days after the Effective Date (the "Due Diligence Period"). Buyer reserves the right to inspect, or have inspected, all aspects of the Property and its surroundings, which may include, but not be limited to: the zoning, use and occupancy laws and ordinances, as well as any other inspections to determine the condition of the Property and surrounding grounds. The Property shall be sold "as is" and "where is" with all faults and defects, including patent and latent defects, known and unknown, and will rely on Buyer's own investigation and not on any representations or warrantees provided by Seller. If Buyer is not satisfied with the results of this inspection, prior to the expiration of the Due Diligence Period, Buyer shall provide a written report to Seller informing Seller of the inspection issues. Seller shall then have ten (10) business days in which to cure any stated defects found upon inspection. If Seller fails to cure such defects within said period, upon receipt of written notice delivered to Seller, then this Agreement shall be null and void and the Earnest Money shall be returned to Buyer.

    Notwithstanding anything herein to the contrary, if Buyer, in its sole judgment, determines the subject Property is not in satisfactory condition, or, if for any other reason whatsoever wishes to terminate this Agreement, Buyer may, at its sole option, cancel this Agreement prior to the expiration of the Due Diligence Period or within three (3) days after expiration of Seller's cure period as set forth above by written notice to Seller, and the Earnest Money shall be refunded to Buyer and this Agreement shall be null and void and of no further force or effect.

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Buyer shall indemnify, defend, and hold Seller harmless from and against any damages, costs, expenses or liabilities incurred by Seller as a result of Buyer's inspections as provided herein, unless such damages result from the gross negligence or willful misconduct of Seller, its employees, agents, assigns, or invitees. Buyer shall restore the Property to the condition that existed prior to Buyer's inspections.

In the event that Seller has not received from Buyer a written notice canceling the Agreement within the said periods specified herein, then the said conditions contained in this section shall be considered to have been satisfied and waived and both parties shall proceed to closing.

14. **NOTICE REGARDING HAZARDOUS WASTES OR SUBSTANCES AND UNDERGROUND STORAGE TANKS**: Although Seller will disclose any knowledge it actually possesses with respect to the existence of hazardous wastes or substances, or underground storage tanks on the Property, Seller has not made investigations or obtained reports regarding the existence or nonexistence of hazardous wastes or substances, or underground storage tanks on the Property. Seller has not made notice of the same, except as may be described in a separate written document signed by Seller. Seller makes no representations regarding the existence or nonexistence of hazardous wastes or substances, or underground storage tanks on the Property and Buyer should contact a professional, such as a civil engineer, geologist, industrial hygienist, or other persons with experience in these matters to advise them concerning the Property.

15. **FIRPTA:** The Seller and Buyer represent and warrant that they are not a "foreign person" or "foreign entity" as defined in the Foreign Investment in Real Property Tax Act (FIRPTA), IRC 1445 and shall execute any affidavits and/or statement that may be necessary to carry out the provisions of FIRPTA and regulations promulgated thereunder.

16. **DEFAULT BY BUYER:** In the event of the default by the Buyer of any terms herein, the Seller shall retain the Earnest Money as liquidated damages and not as a penalty as Seller's sole and exclusive remedy.

17. **DEFAULT BY SELLER:** In the event of a default by the Seller of any terms herein, the Buyer may, at Buyer's sole option, elect to enforce the terms hereof by specific performance, or receive an immediate refund of the entire Earnest Money in full termination of this Agreement.

18. **SELLERS DOCUMENTATION:** Seller has no documentation to share with Buyer.

19. **SELLERS REPRESENTATIONS AND WARRANTIES:** Seller represents and warrants to Buyer as follows:

    a. Authority and Title - Seller is the owner of the Property and has the power and authority to enter into this Agreement.
    b. Violations – To the best of Seller's actual knowledge, without duty to investigate, Seller is not aware of any pending violations of any law, ordinance or, regulation applicable to the Property or any failure of the Property to comply with the applicable zoning laws and regulations. Performance of the obligations of Seller will not violate any contract, indenture, statute, ordinance, judicial or administrative order, or judgment applicable to Seller or the Property.

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c. Litigation - To the best of Seller's actual knowledge, without duty to investigate, Seller is not aware of any pending or threatened lawsuits, actions or proceedings against Seller with respect to or against the Property. To the best of Seller's actual knowledge, without duty to investigate, Seller is not aware of any pending or threatened eminent domain, condemnation proceedings or other governmental taking of the Property or any part thereof.

d. Access - To the best of Seller's actual knowledge, without duty to investigate, Seller is not aware of any fact or condition which would result in the termination or impairment of access to the Property or the discontinuation of necessary utilities or services.

e. Service Contracts - To the best of Seller's actual knowledge, without duty to investigate, Seller is not a party to, and the Property is not subject to, any written or oral contracts with respect to the Property, which is not terminable effective upon no more than thirty (30) days' notice.

f. Seller's Liabilities and Obligations - Seller has paid or will in the normal course of its business pay in full all bills and invoices for labor and material of any kind relating to the Property, for the period prior to closing.

g. Taxes - Seller has received no notice and has no knowledge of any planned or commenced public improvements which may result in special assessments.

h. Seller has not contracted for the furnishing of labor and/or materials to the Property which will not be paid for in full prior to the Closing Date, and if any claim is made by any party for the payment of any amount due for the furnishing of labor and/or materials to the Property or Seller prior to the Closing Date and a lien is filed against the Property as a result of furnishing such labor and/or materials, Seller shall immediately pay the said claim and discharge the lien.

i. To the best of Seller's actual knowledge, without duty to investigate:

   (i) The Real Property has not been used to handle, treat, store, or dispose of any toxic, hazardous chemical waste, substances or contaminants, and no toxic, hazardous or chemical waste, substances or contaminants have been released into or deposited upon or below the surface of the Real Property or into any water systems on or below the surface of the Real Property.

   (ii) There are no underground tanks located in or under the Real Property.

   (iii) There are no claimed, threatened or, alleged violations with respect to any federal, state. or local environmental law, rule, regulation, ordinance, permit, license authorization, or common law which have existed or now exist on the Real Property.

j. To the best of Seller's actual knowledge, without duty to investigate, there are no latent defects that may exist on the Real Property.

k. Seller represents that there are no service, maintenance, supply, or management contracts that will extend past the date that Buyer takes possession of Property, except as may be disclosed to Buyer prior to the Closing Date or as allowed under the Lease.

l. Seller shall, in writing, reaffirm all of the foregoing representations as of closing, and there shall be no material change therein as of that date.

m. The person signing this Agreement is the lawful agent of the Seller and has full power and authority to enter into this Agreement and bind the Seller.

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Seller's Initials

20. BUYERS REPRESENTATIONS AND WARRANTIES: Buyer represents and warrants to Seller as follows:

a. Buyer has sufficient financial ability to close this transaction and shall not use its right to assign this Agreement to impair Buyer's financial ability to close.
b. The performance of obligations of Buyer under this Agreement will not violate any contract, indenture, statute, ordinance, judicial, or administrative order or judgment applicable to Buyer.
c. There is no litigation or proceeding, or to Buyer's knowledge threatened against or involving Buyer, and Buyer does not know or have reason to know of any ground for any such litigation or proceeding which could have an adverse impact on Seller or Seller's interest under this Agreement.
d. In entering into this Agreement, Buyer has not relied upon any written or verbal representations made by Seller or any representative of Seller including any real estate agent, regarding the Property or any aspect of this transaction, which are not expressly set forth in this Agreement.

21. ENVIRONMENTAL: During the Due Diligence Period, Buyer, at its sole cost and expense, shall have the right to order a Phase I Environmental Survey. In the event the results or findings of the Phase I survey are inadequate due to an environmental issue, the Buyer, at its sole option may notify the Seller in writing within five (5) business days of Buyer's receipt of the Environmental Survey of Buyer's intention to terminate this Agreement, which time may occur after the expiration of the Due Diligence Period. If this Agreement is terminated as set forth above, the Buyer shall receive a full and prompt refund of the Earnest Money.

22. AGREEMENT SURVIVES CLOSING: The terms, conditions, warranties, and obligations contained herein shall survive the Closing, shall not merge with the recording of the deed, and this Agreement shall become part of the closing documents.

23. NOTICES TO PARTIES: Any notices, including legal notices under this Agreement, to the parties under this Agreement may be delivered by email or regular mail (unless otherwise specified herein) to the addresses set forth below.

24. BINDING AUTHORITY: The covenants herein shall bind and insure to the benefit of the executors, administrators, personal representatives, successors, and assigns of the respective parties. The undersigned warrant that the corporations have authorized this Agreement or, if unincorporated, that they have the authority to act for all parties.

25. GOVERNING LAW: This contract shall be governed by the laws of the State of Washington, with venue in King County.

26. REAL ESTATE COMMISSIONS: Seller is responsible to pay any real estate commissions at Closing for any real estate agent/broker hired by Seller. Buyer is responsible to pay any real estate commissions at Closing for any real estate agent/broker hired by Buyer.

27. ATTORNEY CONSULTATION: The parties shall rely solely upon the advice of their own counsel as to the legal and tax consequences of this Agreement.

Buyer's Initials
10718912.3 - 358968 - 0018

Seller's Initials

28. **SELLER CONTINGENCY**: Seller's obligations under this Agreement are subject to and contingent upon Seller obtaining City of Seattle Council approval to sell the Property to Buyer per the terms and conditions of this Agreement. In the event the City Council does not approve the sale of this Property, the Agreement is terminated, and the Buyer will receive an immediate refund of the entire Earnest Money but not the nonrefundable legislative and administrative fee.

29. **REAL PROPERTY DISCLOSURE-FORM 17.** Within three (3) days of the Effective Date, Seller shall provide Buyer with the Seller Disclosure Statement (Form 17) per RCW 64.06 regarding real property.

IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of the Effective Date first written above.

SELLER	**BUYER**
City of Seattle By: _____ Andrew Lee Its: General Manager and CEO of Seattle Public Utilities	Sherrell Development, LLC, a Washington limited liability company By: _____ Its: Manager
Address: Seattle Public Utilities-RPS PO Box 34018 Seattle WA 98124-4018 Email: Andrew.Lee@Seattle.gov	Address: 22005 234TH AVE SE MAPLE VALLEY WA 98038 Email: GARY@DCSHQ.COM

_____
Buyer's Initials
10718912.3 - 358968 - 0018

_____
Seller's Initials

EXHIBIT A

Legal Description of the Property

THAT PORTION OF THE 100-FOOT-WIDE CITY OF SEATTLE PIPELINE RIGHT-OF-WAY AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 201476, PURSUANT TO ORDINANCE NO. 52768, IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 22 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING WESTERLY OF THE COLUMBIA AND PUGET SOUND RAILROAD COMPANY RIGHT-OF-WAY.

SITUATE IN THE CITY OF MAPLE VALLEY, COUNTY OF KING, STATE OF WASHINGTON.

STATE OF WASHINGTON)
) ss
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Andrew Lee is the person who appeared before me, and said person acknowledged that he signed this instrument, and acknowledged it as the General Manager and CEO of Seattle Public Utilities of City of Seattle to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.



DATED: April 16, 2024

NAME: SHAIDA ADATIA
(Print Name)
Notary Public in and for the State of Washington
Commission Expires: 3/09/2026

STATE OF WASHINGTON)
) ss
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Gary Sherrell is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument as the Manager on behalf of SHERRELL DEVELOPMENT, LLC, a Washington limited liability company, pursuant to the provisions of the Limited Liability Company Agreement of said company, and acknowledged it to be the free and voluntary act of said company for the uses and purposes mentioned in the instrument.



DATED: 11/22/2023

NAME: Deborah Jean Pangburn
(Print Name)
Notary Public in and for the State of Washington
Commission Expires: 12/01/2026

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Seattle Public Utilities	Bob Gambill	Akshay Iyengar

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Seattle Public Utilities; authorizing a direct sale of real property identified in King County records as parcel 162206-9049-04, a portion of Lake Youngs Aqueduct Right-of-Way in King County, Washington to Sherrell Development LLC, establishing the fair market value for said parcel; and authorizing the General Manager/CEO of Seattle Public Utilities to execute all documents and take other necessary actions to complete the sale of the property; designating the proceeds from the sale; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation:
This legislation authorizes the sale of the last remaining parcel of land acquired in 1928, by Ordinance 52768, which authorized the acquisition of land for the proposed building of a Water Supply Line from the Cedar River at Landsburg to Lake Youngs. The project to build the proposed supply line, referred to as the Lake Youngs Aqueduct Pipeline, was subsequently abandoned. Resolution No. 27707, adopted February 8, 1988, declared the Lake Youngs Aqueduct Right-of-Way surplus to the City's needs and authorized its sale to abutting owners or others at fair market value. Since that time, all but one of the Lake Young Aqueduct properties were sold. In 2023 an abutting landowner approached SPU to purchase the parcel. After negotiations, the parties agreed on terms and fair market value based on professional appraisal.

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**

Expenditure Change ($); General Fund	**2025**	**2026 est.**	**2027 est.**	**2028 est.**	**2029 est.**
	0				
Expenditure Change ($); Other Funds	**2025**	**2026 est.**	**2027 est.**	**2028 est.**	**2029 est.**
	0				
Revenue Change ($); General Fund	**2025**	**2026 est.**	**2027 est.**	**2028 est.**	**2029 est.**
Revenue Change ($); Other Funds	**2025**	**2026 est.**	**2027 est.**	**2028 est.**	**2029 est.**
	$44,625				

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0				
Total FTE Change	**2025**	**2026 est.**	**2027 est.**	**2028 est.**	**2029 est.**
	0				

3.a. Appropriations

☐ **This legislation adds, changes, or deletes appropriations.**

3.b. Revenues/Reimbursements

☒ **This legislation adds, changes, or deletes revenues or reimbursements.**

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
43000 Water	SPU	395010 - Sales Of Land & Buildings	**$44,625**	
		TOTAL		

3.c. Positions

☐ **This legislation adds, changes, or deletes positions.**

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.

Please describe any financial costs or other impacts of *not* implementing the legislation.
Foregoing implementation of this legislation would result in ongoing costs and risks to SPU associated with the ownership and management of this property.

4. OTHER IMPLICATIONS

a. Is a public hearing required for this legislation? No. RCW 35.94.040 provides whenever a city determines lands, property, or equipment acquired for public utility purposes is surplus to its needs and is not required for continued public utility service, and has an estimated value of more than $50,000, then it must hold a public hearing before selling the lands, property, or equipment. The property subject to this legislation has an estimated value less than $50,000.

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? Yes

d. 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.
The sale of this surplus property will have no impact on vulnerable or historically disadvantaged communities.

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?
No direct additional public communication is anticipated.

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.
The sale of this surplus parcel of land should not have any material impacts on carbon emissions. No studies of materials were used to make this determination.

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.
The sale of this surplus parcel of land should not have any material impacts on Seattle's resiliency or ability to adapt to climate change.

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?
No new initiatives or major programmatic expansion is proposed.

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:
Exhibit A – Regional Location Map
Exhibit B – Community Location Map
Exhibit C – Site Map

Exhibit A: Regional Location Map

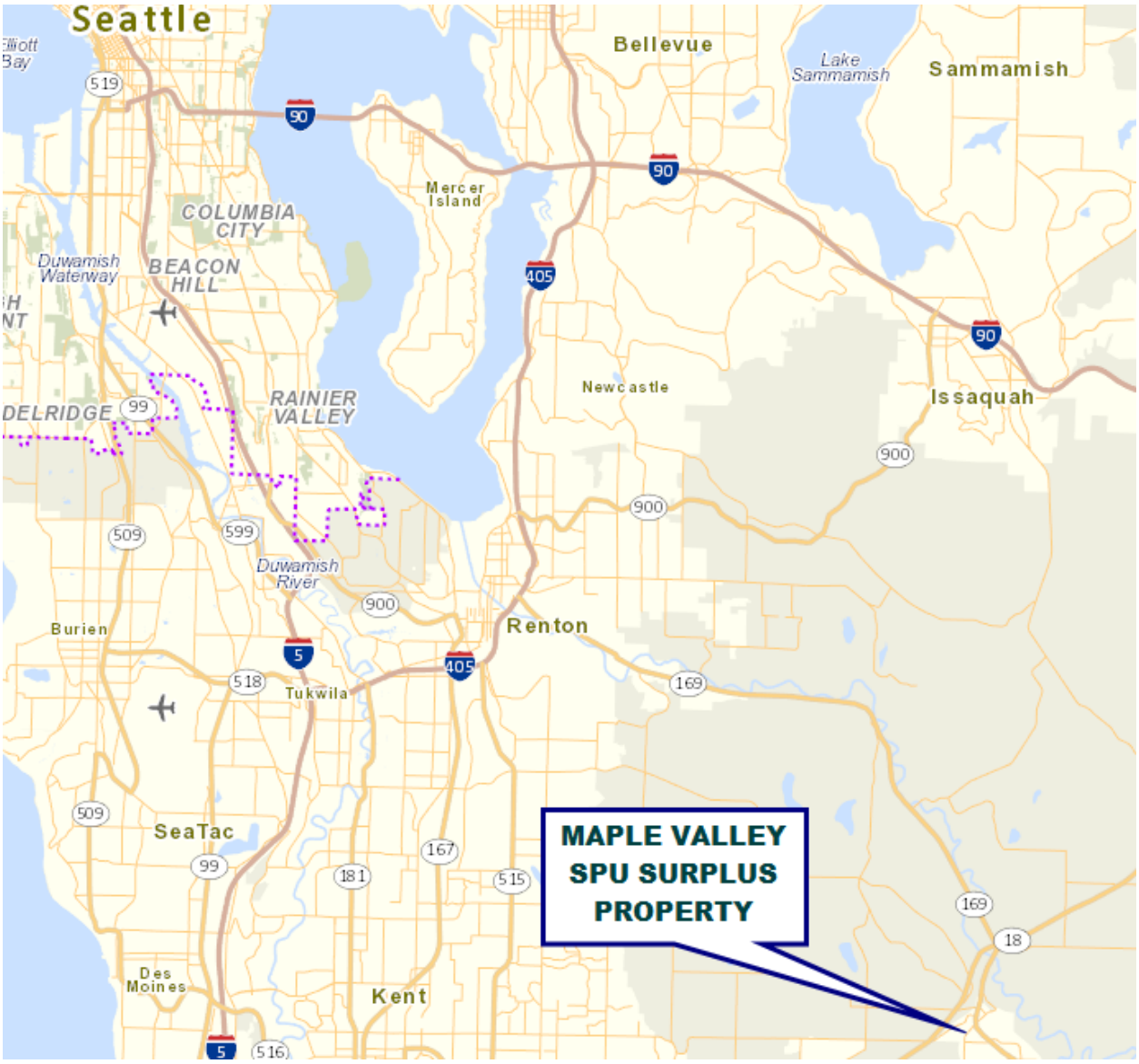
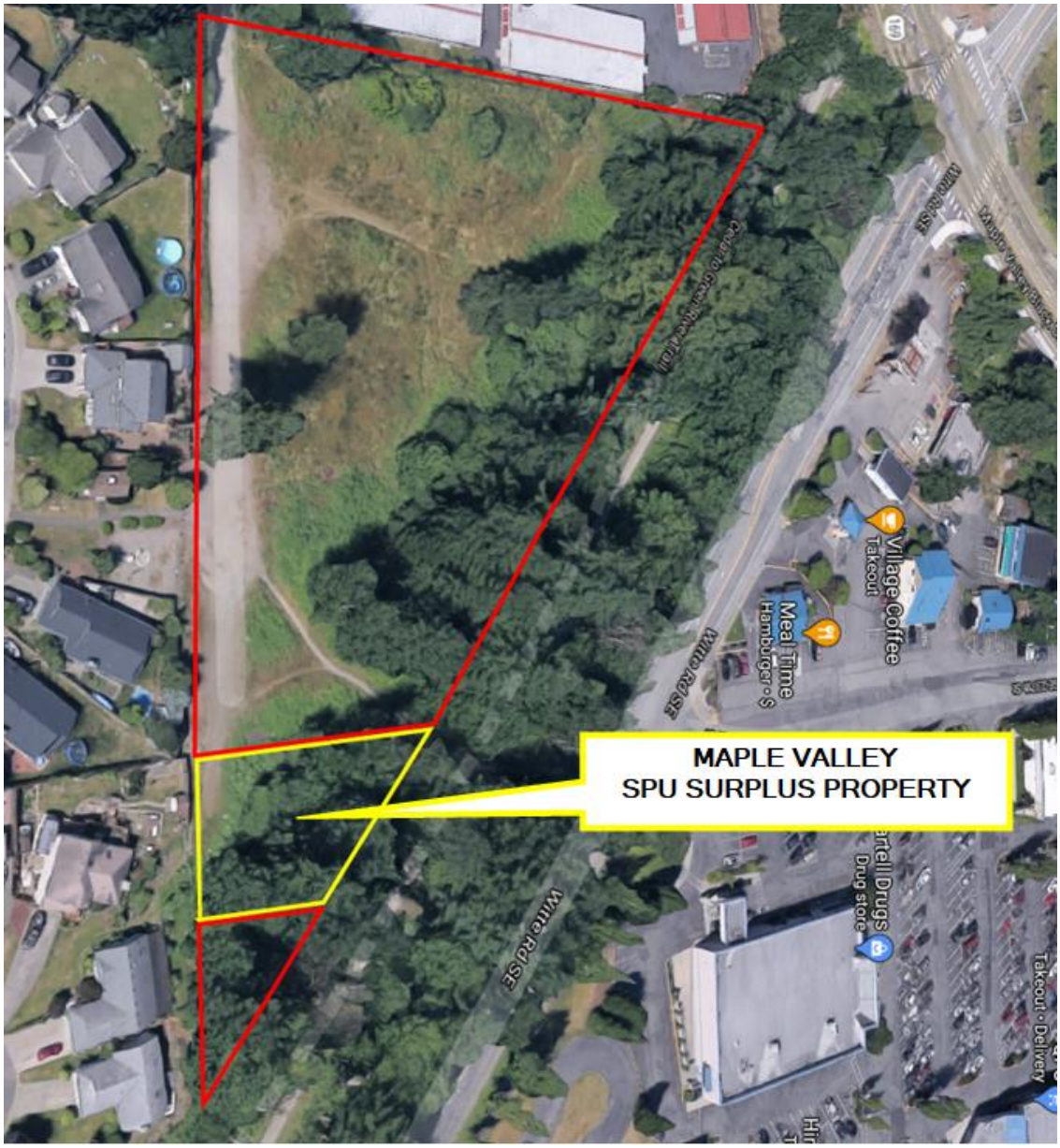


Exhibit B: Community Location Map



Exhibit C: Site Map



File #: CB 121015, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Seattle Public Utilities; authorizing the acceptance of an easement granted to the City of Seattle and recorded as King County document number 20220817000046 for the installation and operation of a drainage facility on property commonly known as 14100 Westwood Pl NE, King County parcel number 812410-0031; placing the property rights and interests conveyed by the easement under the jurisdiction of Seattle Public Utilities; and ratifying and confirming certain prior acts.

WHEREAS, Seattle Public Utilities (SPU) is charged with addressing public flooding and drainage issues, controlling surface flow on steep slopes and landslide prone areas - and SPU prioritizes the maintenance of drainage within natural drainage courses; and

WHEREAS, SPU identified drainage problems adjacent to 41st Ave NE and Westwood Pl NE, that may undermine roadway stability, cause erosion to public and private property, and decrease slope stability; and

WHEREAS, SPU determined the best course of action to resolve the drainage issues was to construct drainage improvements on private property identified as 14100 Westwood Pl NE; and

WHEREAS, the property owner and SPU agreed to terms and fair market value for the easement, based on a professional appraisal; and

WHEREAS, the property owner granted The City of Seattle an easement to install and operate a drainage facility at 14100 Westwood Pl NE; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The City of Seattle accepts the Drainage Easement, recorded under King County Recording number 20220817000046, described in Attachment 1 to this ordinance, and places it under the jurisdiction of

Seattle Public Utilities.

Section 2. Any act consistent with the authority of this ordinance taken 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 - Drainage Easement

Instrument Number: 20220817000046 Document:EAS Rec: $212.50 Page-1 of 10
Record Date:8/17/2022 7:54 AM
Electronically Recorded King County, WA EXCISE TAX NOT REQUIRED BY PAUL JUNG, DEPUTY

Att 1 - Drainage Easement
V1

ATTACHMENT 1

Recorded Requested By And
When Recorded Mail To:

Pree Carpenter
City of Seattle SPU – DWW
700 5th Ave, Suite 4900-RPS
PO Box 34018
Seattle WA 98124-4108

DRAINAGE EASEMENT

Grantor (insert correct title):	Hong Zhang and Xiang Chen, a married couple
Grantee (insert correct title):	City of Seattle
Legal Description (abbreviated)	ptn Lot 3, Blk 2, Sunrise Terrace Pk, Vol 45 Pg 4
Assessor's Tax Parcel ID#:	812410-0031
Reference No(s):	na

SPU R/W # 2021-013-001

THIS EASEMENT granted this 28 day of May, 2022 by **Hong Zhang and Xiang Chen, a married couple** ("Grantor"), to the City of Seattle ("City"), a municipal corporation of the State of Washington, acting by and through its Seattle Public Utilities Department ("SPU") ("Grantee").

WHEREAS: SPU, in its charge to resolve public flooding and drainage problems, and to assure proper surface water drainage flow control over and around steep slopes and landslide prone areas, endeavors to resolve public drainage concerns within 41st Ave NE and Westwood Pl NE, and

WHEREAS, SPU strives to maintain drainage within its natural drainage courses, and

WHEREAS, both Parties acknowledge that no action by the City contemplated in the Plans, if the Plans are complied with, has the potential to undermine roadway stability, cause erosion to public and/or private property, and decrease slope stability, and

WHEREAS, the Grantors are property owners of the private property parcel listed below,

BE IT RESOLVED that this Easement Agreement addresses the concerns of the Parties involved, and

WITNESSETH: Grantor, for and in consideration of the sum of Twenty Thousand Dollars ($20,000.00), and other valuable consideration, receipt of which is hereby

Att 1 - Drainage Easement
V1

acknowledged, hereby conveys and grants to Grantee and its successors and assigns, an Easement ("Easement") to install, construct, reconstruct, erect, alter, improve, repair, operate and maintain one 12-inch diameter surface-mounted stormwater culvert pipe, pursuant to the City's approved Utility and Restoration Plan #265-487 for Street Use Permit Number SUUMP0000197 issued October 18, 2021 (the "Plans"), over, under, through, across, along and upon the following described real property located in King County, Washington:

> Legally described as Parcel B on Exhibit A, a copy of which is attached and incorporated herein, hereto in the precise 10 foot wide strip of land legally described in Exhibit A as the Legal Description Drainage Area From Tax Parcel No. 8124100031 and depicted on Exhibit B, a copy of which is attached and incorporated herein (the "Easement Area").

Grantee, its employees, agents, contractors, subcontractors, consultants, representatives and/or licensees shall have the right without prior institution of any suit or proceeding at law, to enter upon said Easement Area for the purposes herein described, and in accordance with the City's Plans, without incurring any legal obligation or liability therefore, and except as provided herein, Grantee shall not be responsible for the restoration or repair of any of Grantor's improvements destroyed or damaged by aforesaid facilities, and further EXCEPTING, that where excavation is required in paved areas, Grantee shall backfill and restore the area using standard City roadway patching procedures.

During and after construction, while this proposed drainage pipe system remains in service, the City shall reestablish roadway stability with a new rock buttress and newly restored roadway pavement. The City shall continue regular roadway and utility maintenance to protect the roadway edge and water service lines at the (pre-project) culvert outlet. The Parties recognize that erosion at the (pre-project) culvert outlet has the potential to undermine the edge of Westwood Ave NE and compromise the water service pipes that run under the roadway. The City shall install the rock buttress as provided in the Plans; provided however, if further instability ensues in this area, the City shall comply with best practices to ensure its engineer's intentions are put into place and shall update the Plans if necessary to address any instability created by the City's construction.

Grantor shall have the right to use said property in any way and for any other legal purpose not inconsistent with the rights herein granted.

Grantor hereby agrees that no building, fence, wall, rockery, trees, shrubbery or obstruction of any kind shall be erected or planted, or any fill material will be placed within the boundaries of said Easement Area without the written permission of the City of Seattle's GM/CEO of Seattle Public Utilities or their designee.

Grantor agrees to allow the City, its agents or assigns, the temporary use of such additional area immediately adjacent to said Easement Area, as shall be required for the construction, reconstruction, maintenance and operation of said drainage culvert facilities pursuant to the Plans. Said area will be returned to as good a condition as it was immediately before the property was entered upon by the City or its agents. Nothing in this paragraph shall be construed to authorize Grantee to install anything other than one 12-inch diameter surface-mounted stormwater pipe.

In an emergency Grantee shall have the right to close the Easement Area and to cut into any private roadway without prior notice.

Grantor waives any present or future claim against Grantee relating to hazardous substances, pollutants, or contaminants, and shall indemnify and defend Grantee from any such claim, including enforcement action by a regulatory agency, unless the hazardous substances, pollutants or contaminants result from Grantee's operations.

Notwithstanding anything to the contrary herein, Grantee shall not construct or install any improvements on or in the Easement Area that exceed three feet in height above the currently existing levels of the Property.

To the extent allowed by law, including but not limited to RCW 35.32A.090 and RCW 4.24.115, Grantee agrees to indemnify, defend, and hold harmless Grantor from and against any and all claims, demands, suits, damages, loss or liability, including attorney's fees and costs of suit, arising from Grantee's exercise of the rights granted herein except to the extent such claims, demands, suits, damages, loss or liability arise out of the negligence of Grantor. Grantee expressly and specifically waives its immunity and defenses under the industrial insurance provisions of Title 51 RCW, which waiver is solely for the purpose of giving full force and effect to the foregoing indemnity. This waiver has been mutually negotiated by the parties.

Subject to SPU's prior approval, which shall not be unreasonably withheld, Grantor or its successor shall have the right to move Grantee's 12-inch pipe at any time in the future to another location on the Property, whether or not the new location is outside the Easement Area, so long as the function of and access to said pipe is not diminished and the pipe outlet is maintained at its approximate same post-construction location within Grantee's right of way.

Subject to SPU's prior approval, which shall not be unreasonably withheld, Grantor or its successor shall have the right to build over the Easement Area (e.g. a cantilevered residence) so long as the function of and maintenance access to Grantee's 12-inch pipe system is not diminished, and Grantee retains the right, privilege and authority to install, construct, reconstruct, erect, alter, improve, repair, operate and maintain one 12-inch diameter surface-

mounted stormwater culvert pipe within the Easement Area provided capacity needs of the system remain met, as determined by the Grantee.

In addition, Grantor acknowledges it will comply with any other laws or government regulations regarding improvements in environmentally critical areas, as and if applicable to the Property, including obtaining any required permits and approvals from government agencies. If Grantor exercises this right, Grantor shall move Grantee's pipe system at Grantor's sole cost and expense. If Grantor exercises this right and the pipe system is moved outside the Easement Area, Grantor, at Grantors cost, has the right to, and shall, amend this Drainage Easement with a new legal description and new map (Exhibit B) to reflect the new Easement Area with the written permission of the City of Seattle's Real Property Manager of Seattle Public Utilities or their designee.

This agreement and each of the terms, provisions, conditions and covenant herein, shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, successors and assigns.

The term of this Easement shall commence upon the giving by SPU of at least two weeks prior written notice that construction of the project will commence, and will only terminate if SPU abandons the portion of the culvert on Grantor's property. Grantor is not entitled to receive additional payments for the Easement beyond what is agreed upon herein.

GRANTOR: Hong Zhang and Xiang Chen, a married couple

By: _____
Hong Zhang

_____
Xiang Chen

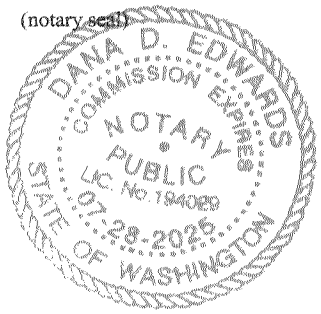
(Notary blocks on following page.)

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that XIANG CHEN is the person who appeared before me, and said person acknowledged that he/she signed this instrument and acknowledged it to be his/her free and voluntary act for the uses and purposes mentioned in the instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

(notary seal)



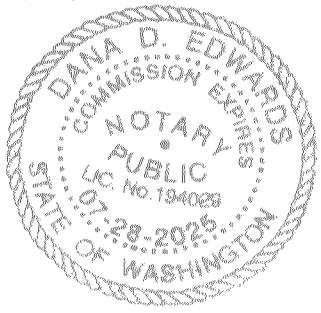
Signature: Dana D Edwards
Print name: Dana D. Edwards
Notary Public in and for the State of Washington
Residing at: Kenmore
My commission expires: 07/28/2025

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that HONG ZHANG is the person who appeared before me, and said person acknowledged that he/she signed this instrument and acknowledged it to be his/her free and voluntary act for the uses and purposes mentioned in the instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

(notary seal)



Signature: Dana D Edwards
Print name: Dana D. Edwards
Notary Public in and for the State of Washington
Residing at: Kenmore
My commission expires: 07/28/2025

Approved as to form:

Judith L. Cross
Division Manager
Real Property Services
Seattle Public Utilities

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this 11th day of AUGUST, 2022, before me personally appeared **Judith L. Cross** to me known to be the Division Manager of Real Property Services at Seattle Public Utilities, a department of the City of Seattle, the Washington municipal corporation that executed the within and foregoing instrument, and acknowledged that said instrument was the free and voluntary act and deed of said municipal corporation for the uses and purposes therein mentioned, and on oath stated that she/he was authorized to execute said instrument on behalf of the City of Seattle.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

(notary seal)

Signature: _____

Print name: JOSE R RODRIGUEZ
Notary Public in and for the State of Washington
Residing at: SEATTLE
My commission expires: 12/1/2022

JOSE R RODRIGUEZ
Notary Public
State of Washington
Commission # 175370
My Comm. Expires Dec 1, 2022

EXHIBIT A

LEGAL DESCRIPTION FOR DRAINAGE EASEMENT FROM TAX PARCEL NO. 8124100031

A 10.00 foot-wide strip of land across a portion of the below described PARENT PARCEL, lying within GOV'T Lot 1, Section 22 Township 26 North, Range 4 East, W.M., King County, Washington, the sidelines of said 10.00 foot-wide strip lying parallel to and 5.00 feet on either side of the following described centerline:

Commencing at the northwest corner of the below described **PARCEL B**, said point also lying on the southerly margin of 41st Ave NE; thence southeasterly along said southerly margin and the arc of a 165.00 foot radius curve, concave northeasterly, from which the radius point bears North 35°58'13" East, through a central angle of 14°58'09" an arc distance of 43.11 feet to the POINT OF BEGINNING of said centerline; thence leaving said southerly margin along a 62.00 foot radius non-tangent curve, concave southeasterly, from which the radius point bears South 75°30'48" East, through a central angle of 25°27'27" an arc distance of 27.55 feet to a point of reverse curvature for a 50.00 foot radius curve, concave southwesterly, thence along said curve through a central angle of 25°53'15" an arc distance of 22.59 feet; thence South 14°55'00" West, 33.44 feet; thence South 04°21'44" West, 34.90 feet, more or less, to a point on the northerly margin of Westwood PL NE and the terminus of said centerline description, the sidelines of said 10.00 foot-wide strip to be extended or shortened to terminate at said southerly margin of said 41st Ave NE and at said northerly margin of Westwood PL NE, containing 1,184 square feet, more or less.

PARCEL B

THAT PORTION OF LOT 3, BLOCK 2, SUNRISE TERRACE PARK, AS RECORDED IN VOLUME 45 OF PLATS, PAGE 4, RECORDS OF KING COUNTY, WASHINGTON, AS DESCRIBED IN STATUTORY WARRANTY DEED RECORDED UNDER RECORDING NUMBER 20210316003343, RECORDS OF KING COUNTY, WASHINGTON, FURTHER DESCRIBED AS FOLLOWS:

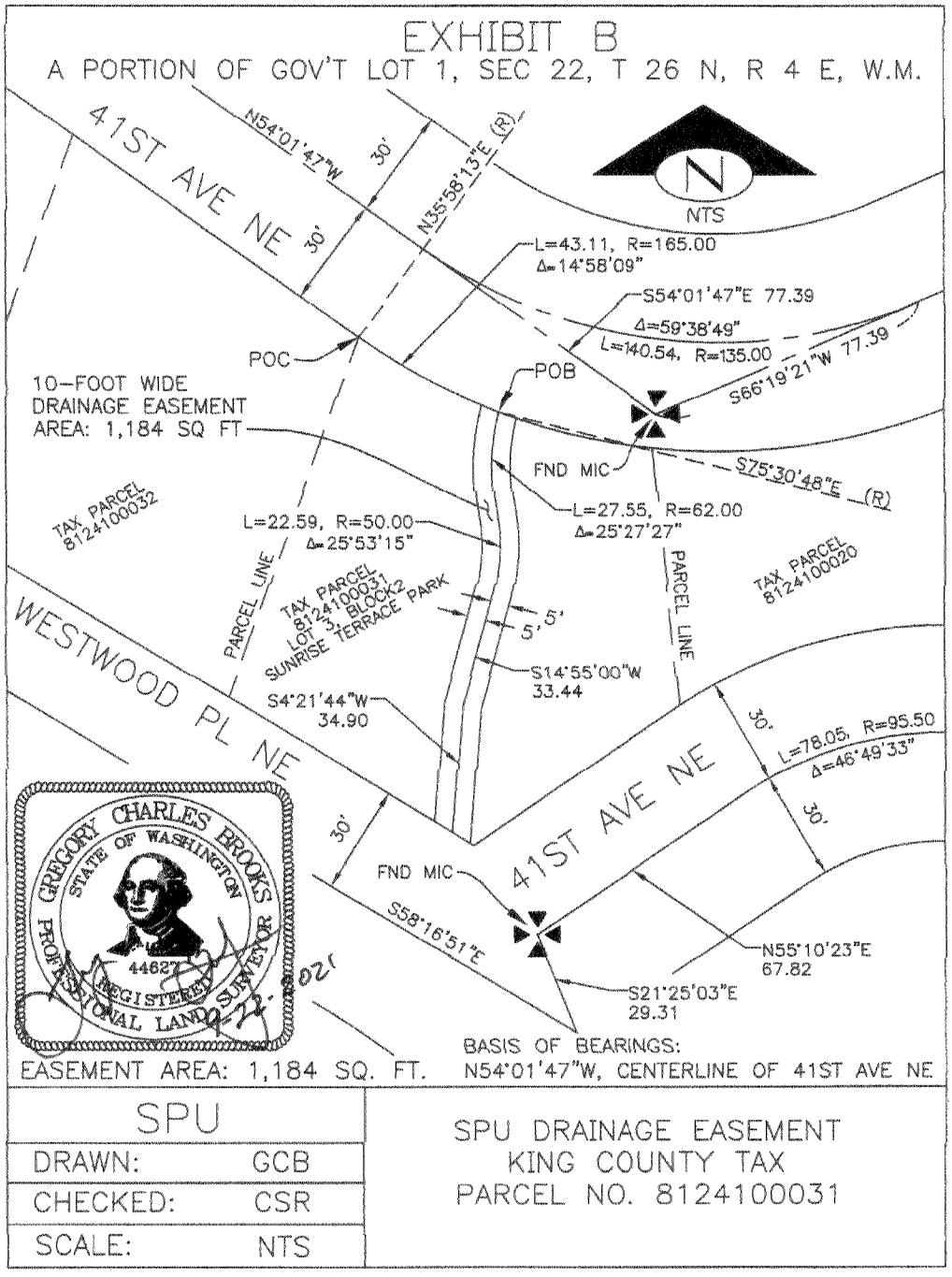
Att 1 - Drainage Easement
V1

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT, SAID CORNER BEING ON A 165 FOOT RADIUS CURVE CONCAVE TO THE NORTH, A RADIAL AT SAID CORNER BEARING NORTH 06°08'47" EAST; THENCE NORTHWESTERLY ALONG SAID CURVE AND NORTH LINE OF SAID LOT, A DISTANCE OF 85.89 FEET TO A POINT OF TANGENCY; THENCE SOUTH 19°03'38" WEST 106.02 FEET TO THE SOUTHERLY LINE OF SAID LOT; THENCE SOUTH 58°19'15" EAST ALONG SOUTHERLY LINE 68.08 FEET TO A POINT OF CURVATURE OF A 209.05 FOOT RADIUS CURVE TO THE RIGHT, THENCE ALONG SAID CURVE AND SOUTHERLY LOT LINE 8.92 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE NORTH 55°09'47" EAST ALONG THE SOUTHEASTERLY LINE OF SAID LOT 67.53 FEET TO THE MOST EASTERLY CORNER THEREOF; THENCE NORTH 05°33'55" WEST 72.06 FEET TO THE POINT OF BEGINNING.

BASIS OF BEARINGS: NORTH 54°01'47" WEST, CENTERLINE OF 41ST AVE NE, AS DESCRIBED IN STATUTORY WARRANTY DEED RECORDED UNDER RECORDING NUMBER 20210316003343, RECORDS OF KING COUNTY, WASHINGTON.

Att 1 - Drainage Easement
V1

EXHIBIT B



Att 1 - Drainage Easement
V1

Consent of Lien Holder

Wells Fargo Bank, N.A. ("Lien Holder"), is the current holder of a Deed of Trust dated March 16, 2021 as recorded in Instrument No. 20210316003344, Book/Page N/A Pg N/A hereby consents to the grant of the foregoing Drainage Easement dated May 28, 2022 and signed by Hong Zhang and Xiang Chen, a married couple and joins in the execution hereof solely as Lien Holder and hereby does agree that in the event of the foreclosure of said mortgage, or other sale of said property described in said mortgage under judicial or non-judicial proceedings, the same shall be sold and the same is hereby deemed to be sold subject to said Easement.

SIGNED AND EXECUTED this 28 day of July, 2022.

Wells Fargo Bank, N.A.

By: _____
Name: David B Johnson
Title: VICE PRESIDENT

State of Minnesota
County of Hennepin

This instrument was acknowledged before me on 7-28-2022 (date) by David B. Johnson (name(s) of person(s) as VICE PRESIDENT (type of authority, e.g., officer, trustee, etc.) of Wells Fargo Bank, N.A., a national banking association.

(Stamp)

Katherine Klaire White
Signature of notarial officer Katherine Klaire White
Notary Public
My commission expires: 01-31-2025

KATHERINE KLAIRE WHITE
NOTARY PUBLIC - MINNESOTA
MY COMMISSION EXPIRES 01/31/2025

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Seattle Public Utilities	Robert Gambill	Akshay Iyengar

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to Seattle Public Utilities; authorizing the acceptance of an easement granted to the City of Seattle and recorded as King County document number 20220817000046 for the installation and operation of a drainage facility on property commonly known as 14100 Westwood Pl NE, King County parcel number 812410-0031; placing the property rights and interests conveyed by the easement under the jurisdiction of Seattle Public Utilities; and ratifying and confirming certain prior acts.

Summary and Background of the Legislation:
Seattle Public Utilities identified a stormwater drainage problem on 41st Ave NE, which threatened to undermine and cause erosion to public and private property. The utility determined it needed to install facilities within an easement on private property, located at 14100 Westwood Pl NE, to mitigate flooding and improve drainage. SPU and the property owner agreed to terms and a fair market value of $20,000 for the easement and the property owner granted an easement to the City. This proposed ordinance would authorize acceptance of that easement.

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. The $20,000 to purchase this easement came from existing budget in the CIP: Master Project C343402, Small Landslide Projects.

Please describe any financial costs or other impacts of *not* implementing the legislation. NA. The drainage improvements which rely on this easement have been constructed.

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

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?
Yes. See Exhibits A and B attached.

d. 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.**
This work will have no impact on vulnerable or historically disadvantaged communities. The property is currently occupied by a single-family home.

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

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

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.
The legislation will not increase carbon emissions.

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.
Absent the drainage improvements built within this easement, increasing frequency and intensity of storms associated with climate change would accelerate erosion and increase landslide risk within the immediate steep slope area.

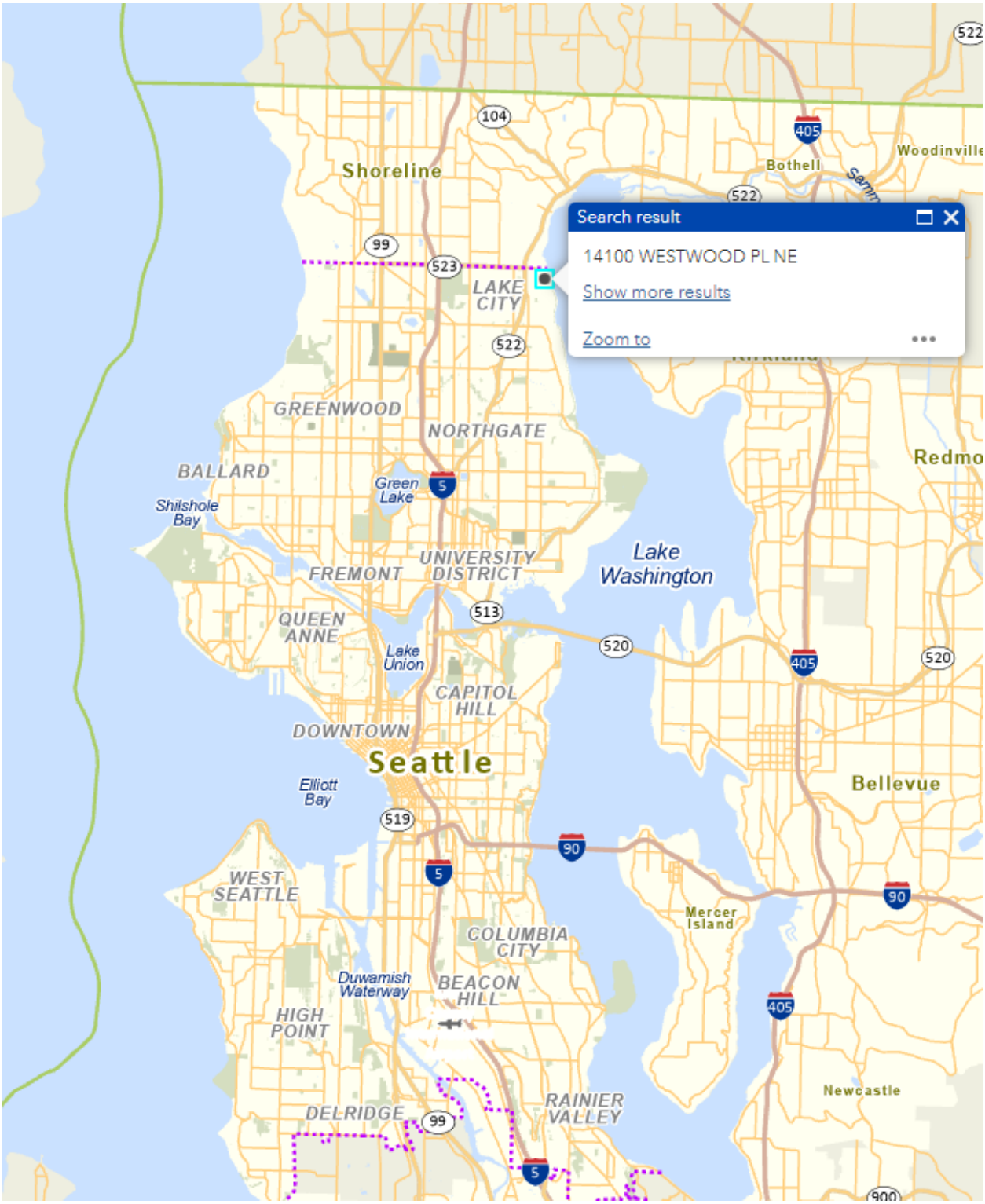
f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?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

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:
Summary Exhibit A – Vicinity Map
Summary Exhibit B – Site Map

Vicinity Map



Site Map

14100 Westwood Place NE, Seattle WA

