



100 Unit Residential Building
Light Rail Station 1/2 Block Walk
(scheduled for completion 2023)

\$31,000,000

SEAVEST
REALTY

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999 Hiawatha Apartment Summary

The 999 Hiawatha Apartments are located at 999 Hiawatha Pl S in Seattle. The subject combines 97 apartment units and one commercial office space, consisting of three combined live/work units. A new Light Rail station connecting the Eastside and the current Westside rail system which currently serves downtown Seattle, the U of W, and the airport will be complete in 2023. The property is strategically located just minutes away from downtown Seattle, and across from a park connecting Seattle to the Eastside by bicycle path over Lake Washington. 999 is close to Interstate 5 (I-5) and Interstate 90 (I-90), the primary north/south and east/west freeways through the Seattle area. 999 Hiawatha has easy access by car, bike and bus to downtown Seattle, hospitals, Bellevue, Capitol Hill, Pioneer Square and the Seattle Waterfront.

BUILDING GENERAL FACTS

Total Apts	97
Commercial	1 Space Combining 3 apt units
Building Completion	2014
Stories	4
Apt Gross Sq Ft	109,615
Apt Rentable Sq Ft	59,838
Commercial SF	3,158
Land Area SF	29,000
Enclosed Secure Parking	129
Parking Spaces/Unit	1.30
Storage Units	104
Fl Area Ratio (RFA/Land SF)	2.07
Floor Area Ratio (GBA/Land SF)	3.78
Zoning	NC3-40
Future Zoning	NC3-75
Contractor:	The Rafn Company
Architect:	Mulvanny G2

UNIT AMENITIES

- Chef's Gourmet Dream Kitchens
- Full Size Washer/Dryers
- Spacious Closets
- Many units with views

BUILDING AMENITIES

- 2 Roof Top Terraces & Barbecues
- S. Terrace View of Mt Rainier
- N. Terrace View of Downtown Seattle
- Seasonal Herb Gardens for Tenants
- Landscaped, Park Like Central Courtyard
- Across from Park
- EZ Garage & Street Parking
- Extra sound insulation between floors
- Bike storage
- Car Charging Station



999 Hiawatha Apartment - INCOME & EXPENSE ANALYSIS

BUILDING OVERVIEW			
Price	\$31,000,000		
Price Per Unit	\$310,000	Commercial space is 3 combined units	
Price/SF	\$518		
Origination Date	9.18.14		
Original Loan	15,000,000		
Interest	4.16		
Amortization	30		
Monthly Payment	\$73,003		
Loan Assumption	1%		
MONTHLY RENT INCOME			
Units	Type	Square Feet	Actual Monthly Rent
50	Studios	427-521	\$1,150 - \$1,995
16	One Bdrms	614-703	\$1,596 - \$1,725
25	1 Bdrm + Den	620-722	\$1,615 - \$1,850
1	2 Bd/1 Bath	838	\$1,995
5	2 Bd/2 Bath	838-853	\$1,995 - \$2,195
3	Commercial	3158	\$7,145.50
100	TOTAL	59838	\$157,541
ANNUAL INCOME		2018 ACTUAL	2019 PRO FORMA
Rent		\$1,989,992	\$2,129,290
Rent Parking*		\$57,956	\$82,000
Other Income		\$3,221	\$3,391
Rent Storage Lockers		\$14,061	\$18,279
Rent - Pets		\$8,413	\$8,856
Water & Sewer Reimbursement		\$40,461	\$6,000
Trash Reimbursement		\$40,562	\$41,778
NNN Reimbursement		\$23,508	\$25,983
R&M Reimb. (move outs)		\$5,749	\$5,921
Reimbursements Electricity		\$1,138	\$1,172
Late Fees		\$4,273	\$4,401
Interest		\$140	\$150
TOTAL INCOME		\$2,189,474	\$2,327,221

ANNUALIZED OPERATING EXPENSES	2018 ACTUAL	2019 PRO FORMA
Repair & Maintenance*	\$119,885	\$123,481
Insurance	\$22,039	\$22,700
Professional Management	\$102,529	\$94,525
Res Management	\$73,553	\$77,230
Cleaning, including grounds	\$47,114	\$48,527
Turnover Costs*	\$60,330	\$60,330
Utilities	\$74,556	\$76,792
Real Estate Tax	\$293,788	\$293,788
Advertising=+cable incentive (ends Oct)	\$18,250	\$0
Misc	\$2,780	\$2,863
Security	\$15,960	\$16,440
Cable Subscriptions-WAVE**	\$79,096	
TOTAL	\$909,880	\$816,676
GROSS INCOME	\$2,189,474	\$2,327,221
Vacancy - Est 5%	\$109,474	\$116,361
Effective Income	\$2,080,000	\$2,210,860
Less Expenses	\$909,880	\$816,676
Net Operating Income	\$1,170,120	\$1,394,184
SUMMARY		
CAP	3.8	4.5

Notes

*Parking has increased from \$80/mo to \$125 to compete with lowest comp parking.

Building down street just completed consists of micro units only with no available parking for tenants. Good opportunity.

** Cable - Owner was on a mandatory multi year program with WAVE for cable/internet entire building 2014-2018. Beginning 10.1.18, tenants now pay own cable/internet. Expense removed for 2019.

GENERAL - Rail Station, connecting Seattle and Eastside, is scheduled for completion 2023, and is one block away from subject.

999 Hiawatha Apartment - RENT ROLL - MONTHLY INCOME



Unit	Unit Type	Approx sf	Current Rent	Current Rent/sf
1870**	Commercial	3,158	\$7,336.38	2.32
100	Studio	427	\$1,375	3.22
101	1 bdrm	614	\$1,700	2.77
102***	Studio	443	\$1,395	3.15
103	1 bdrm + den	620	\$1,595	2.57
104	Studio	427	\$1,395	3.27
105	1 bdrm	662	\$1,550	2.34
106	Studio	443	\$1,250	2.82
107	2bdrm/1bath	838	\$1,995	2.38
108	Studio	521	\$1,425	2.74
109	1bdrm + den	707	\$1,650	2.33
110	Studio	521	\$1,395	2.68
111	1bdrm + den	707	\$1,650	2.33
112	Studio	521	\$1,350	2.59
113	1bdrm	660	\$1,550	2.35
115	1bdrm + den	741	\$1,775	2.40
116	Studio	521	\$1,495	2.87
117	1bdrm + den	707	\$1,880	2.66
118	Studio	521	\$1,295	2.49
119	1bdrm + den	707	\$1,725	2.44
120	Studio	521	\$1,300	2.50
121	2bdrm/2bath	838	\$2,195	2.51
122	Studio	443	\$1,295	3.04
124	Studio	427	\$1,300	3.04
126	Studio	443	\$1,295	2.92
128	Studio	427	\$1,445	3.38
200	Studio	427	\$1,295	3.03
201	1 bdrm	614	\$1,595	2.60
202	Studio	443	\$1,225	2.77
203	1 bdrm + den	620	\$1,625	2.62
204	Studio	427	\$1,425	3.34
205	1 bdrm	662	\$1,695	2.56
206	Studio	443	\$1,395	3.15
207	2 bdrm/2bath	838	\$2,100	2.51
208	Studio	521	\$1,300	2.50
209	1 bdrm + den	707	\$1,745	2.47
210	Studio	521	\$1,350	2.59
211	1bdrm + den	707	\$1,880	2.66
212	Studio	521	\$1,425	2.74
213	1 bdrm	521	\$1,595	2.42
215	1 bdrm + den	741	\$1,880	2.54
216	Studio	521	\$1,395	2.68
217	1 bdrm + den	707	\$1,765	2.50
218	Studio	521	\$1,425	2.74
219	1 bdrm + den	707	\$1,885	2.67
220	Studio	521	\$1,445	2.77
221	2 bdrm/2bath	838	\$2,250	2.68
222	Studio	443	\$1,295	2.92
223	1 bdrm	677	\$1,395	2.06
224	Studio	427	\$1,365	3.20
225	1 bdrm + den	635	\$1,650	2.60
226	Studio	443	\$1,375	3.10
227	1 bdrm	629	\$1,450	2.31
228	Studio	427	\$1,200	3.21

Unit	Unit Type	Approx sf	Current Rent	Current Rent/sf
300	Studio	427	\$1,210	2.83
301	1 bdrm	614	\$1,650	2.69
302	Studio	443	\$1,150	2.60
303	1 bdrm + den	620	\$1,700	2.74
304	Studio	427	\$1,295	3.03
305	1 bdrm	662	\$1,695	2.56
306	Studio	443	\$1,325	2.99
307	2 bdrm/2bath	838	\$2,295	2.74
308	Studio	521	\$1,295	2.49
309	1 bdrm + den	722	\$1,695	2.35
310	Studio	521	\$1,200	2.30
311	1 bdrm + den	722	\$1,695	2.35
312	Studio	521	\$1,400	2.69
313	1 bdrm	660	\$1,650	2.50
314	Studio	448	\$1,450	3.24
315	1 bdrm	701	\$1,745	2.49
316	Studio	521	\$1,350	2.59
317	1 bdrm + den	707	\$1,650	2.33
318	Studio	521	\$1,400	2.69
319	1 bdrm + den	707	\$1,750	2.48
320	Studio	521	\$1,370	2.63
321	2 bdrm/2 bath	853	\$2,275	2.67
322	Studio	443	\$1,450	3.27
323	1 bdrm	662	\$1,595	2.41
324	Studio	427	\$1,450	3.40
325	1 bdrm + den	620	\$1,745	2.81
326	Studio	443	\$1,350	3.05
327	1 bdrm	614	\$1,725	2.81
328	Studio	427	\$1,300	3.04
407	1 bdrm + den	703	\$1,660	2.36
408	Studio	521	\$1,400	2.69
409	1 bdrm + den	707	\$1,700	2.40
410	Studio	521	\$1,295	2.49
411***	1 bdrm + den	707	\$1,865	2.64
412	Studio	521	\$1,450	2.78
413	1 bdrm	660	\$1,675	2.54
414	Studio	448	\$1,425	3.18
415	1 bdrm	701	\$1,695	2.42
416	Studio	521	\$1,495	2.87
417	1 bdrm + den	707	\$1,670	2.36
418	Studio	521	\$1,450	2.78
419	1 bdrm + den	707	\$1,745	2.47
420	Studio	521	\$1,495	2.87
421	1 bdrm + den	703	\$1,625	2.31
		AVE SF 584	MO AVE \$1,549	AVE \$/SF 2.69
		TOTAL SF 59,838	MO TOTAL \$157,541	
			ANNUAL \$1,890,497	

*Gross Rent Roll as of 04/2019

** Commercial Lease expires at sale

***Vacancies, Rent used is market rate

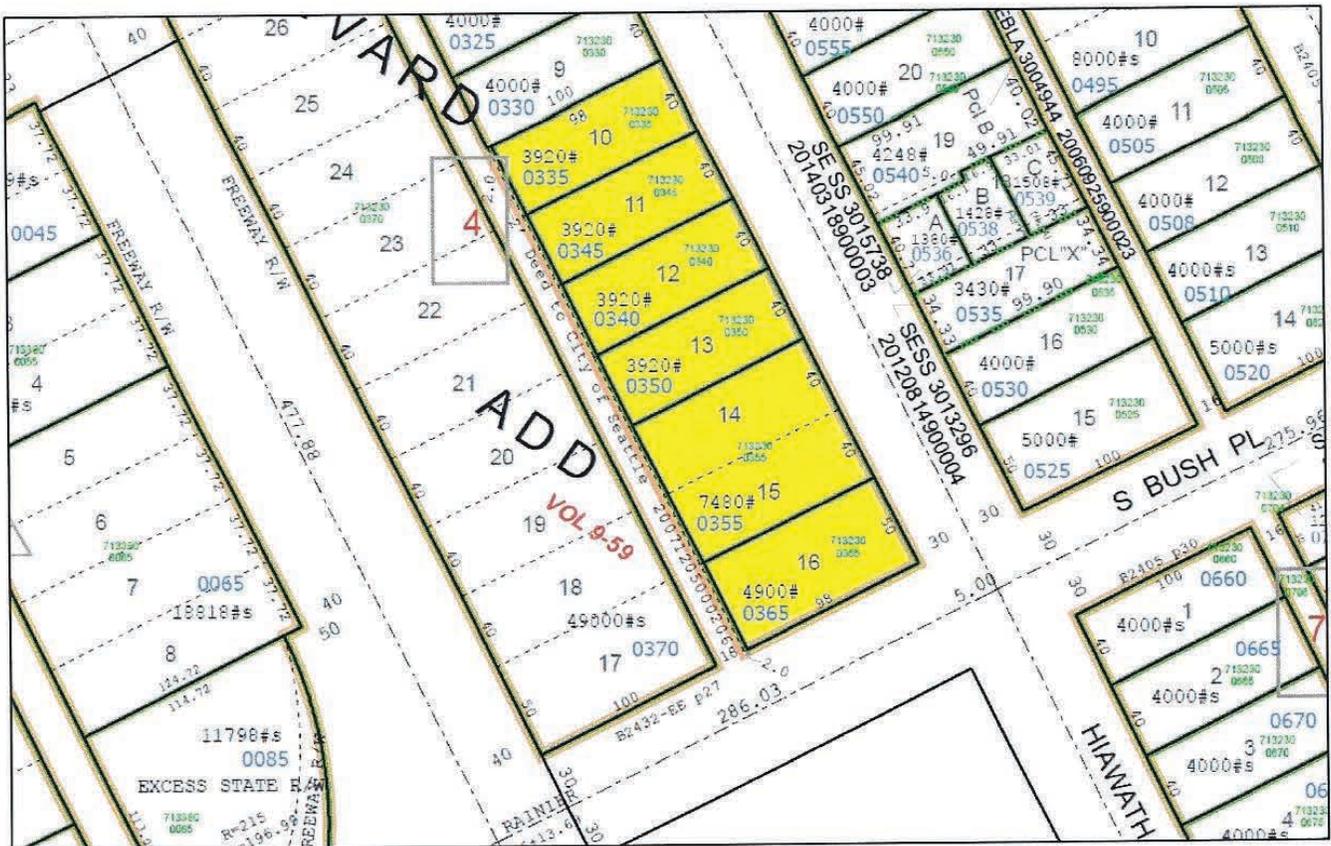
999 Hiawatha Apartment - COMPARABLE BUILDING SALES



Sales Comparables	Year Built	Units	Sales Price	Price/Unit	Price/SF	GRM/CAP	Sales Date	CAP	Parking	Ave Unit Size	Retail
Subject Property	2014	100	\$40,000,000	\$400,000	668	18/9/3.24		3.24	129	583	
999 Hiawatha Pl. S Seattle, WA 98144											
Remi Apartments	1996	Some	\$17,733,000	\$466,658	561	17.7/3.5	04.12.18				
2727 Eastlake Avenue East Seattle, WA 98102											
Roy St Apartments	1948	69	\$22,000,000	\$318,841	557	13.4/5	03.01.18				
100 West Roy St Seattle, WA 98199											
The Cove	2017	60	\$32,160,000	\$536,000	596	19.5	5.11.18	4.1	19	543	
601 E. Pike St Seattle, WA											
Chloe Apartments	2009	117	\$53,664,900	\$458,674	609		03.08.18	5	33	691	
1408-1412 E. Union St Seattle, WA											
Zig Apartments	2017	170	\$68,500,000	\$402,941	585		1.19.18	4.7		585	
550 Broadway Seattle, WA											5018
Union Bay	1994	73	\$24,000,000	\$328,767	277		1.12.17	5.25		669	
526 Yale Ave N Seattle, WA											
The Summit	1949	52	\$16,974,000	\$326,423	272		12.21.16				
733 Summit Ave E Seattle, WA											
The Cue	2015	90	\$39,595,500	\$439,950	510		8.12.16	5	30	622	3 units retail
721 E. Pine Seattle, WA											
Walton Lofts	2015	136	\$76,000,000	\$558,823	720		08.08.16	N/A	75		
75 Vine Seattle											
Rivet	2014	131	\$55,000,000	\$419,847	408		08.01.16		N/A	646	
1201 Mercer Seattle, WA											
Melmar	1962	28	\$10,500,000	\$375,000	597						
219 Harvard Seattle, WA											
Average	1994	93	Average \$/Unit	\$421,084							

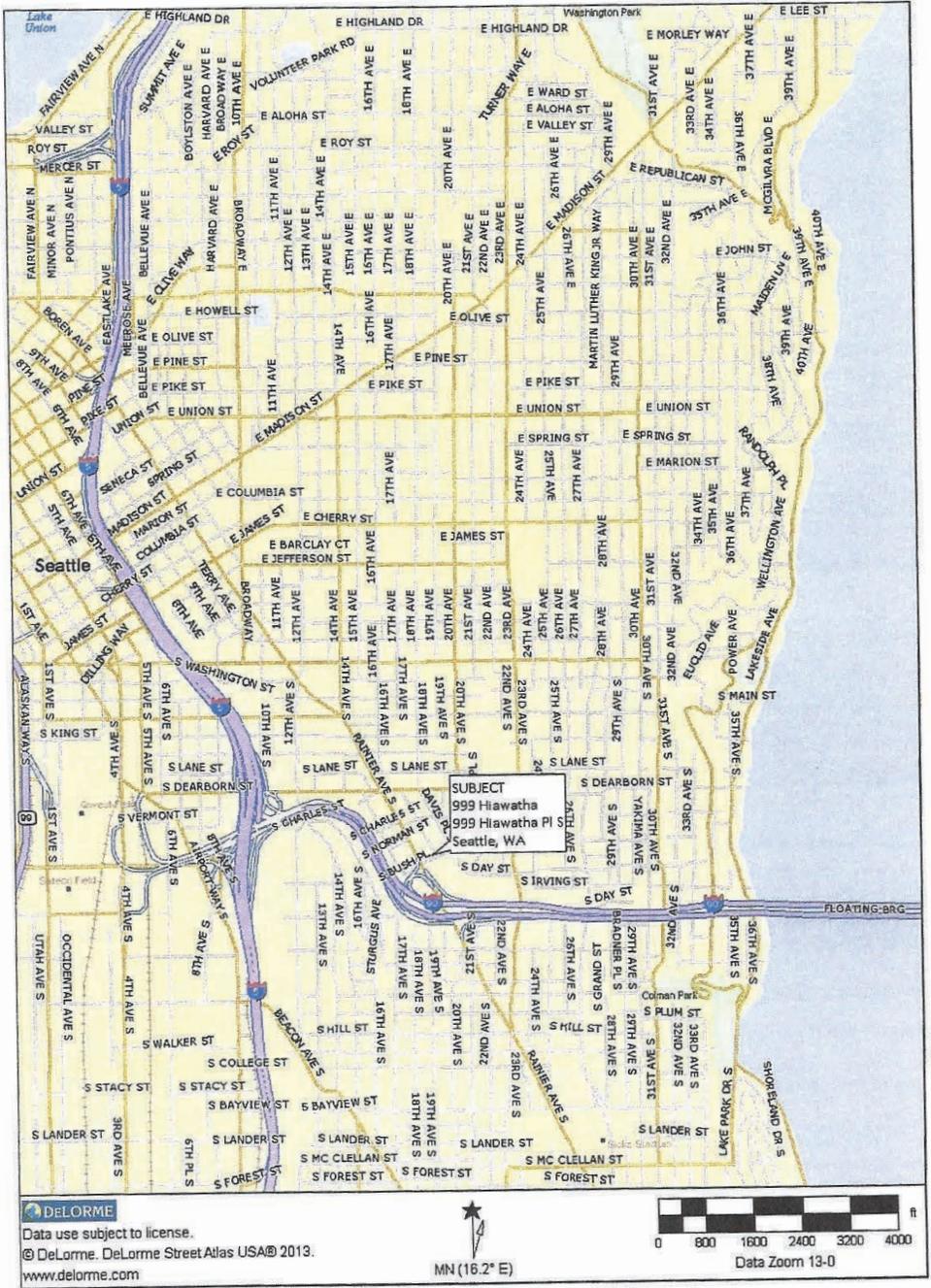


999 Hiawatha Apartment - PARCEL MAP





999 Hiawatha Apartment - AREA MAP





PHOTOS



Building Entrance



Aerial of Subject and Downtown Seattle

*SUBJECT



Rooftop Terrace



999 Courtyard Sculpture



*Lake Washington

Aerial Views

*SUBJECT



PHOTOS



Exterior Building



Interior Unit Kitchen



Lobby Balcony



Courtyard Seating



Courtyard



Rooftop Seating



Rooftop Seating View



Lobby Historical Mural



999 Front Entrance



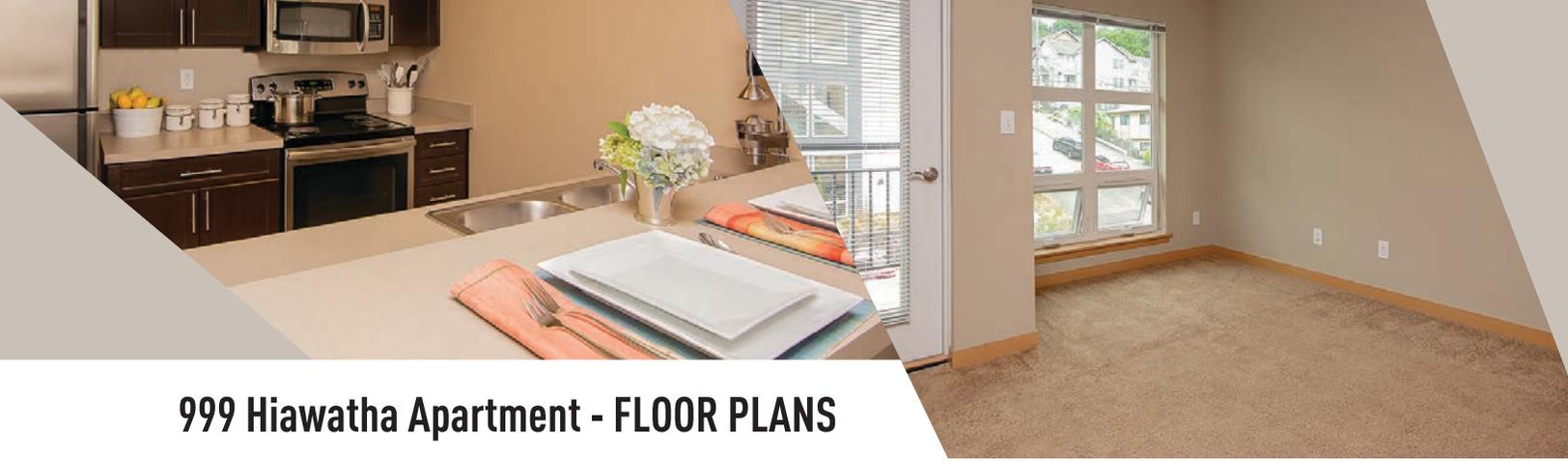
Courtyard with Downtown Seattle Skyline



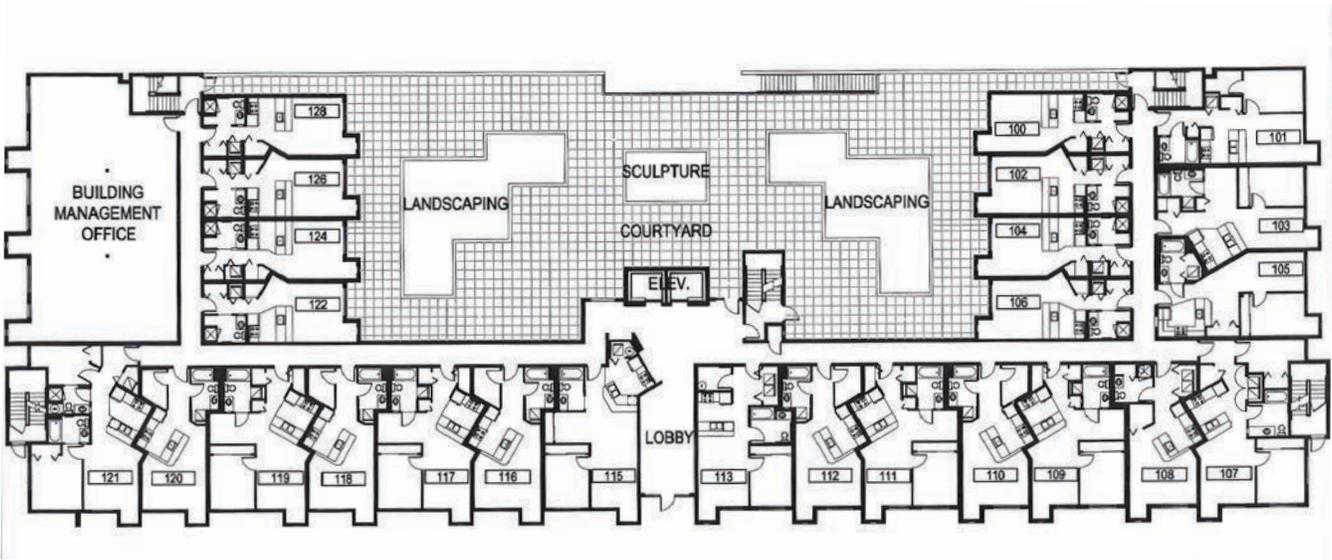
Office



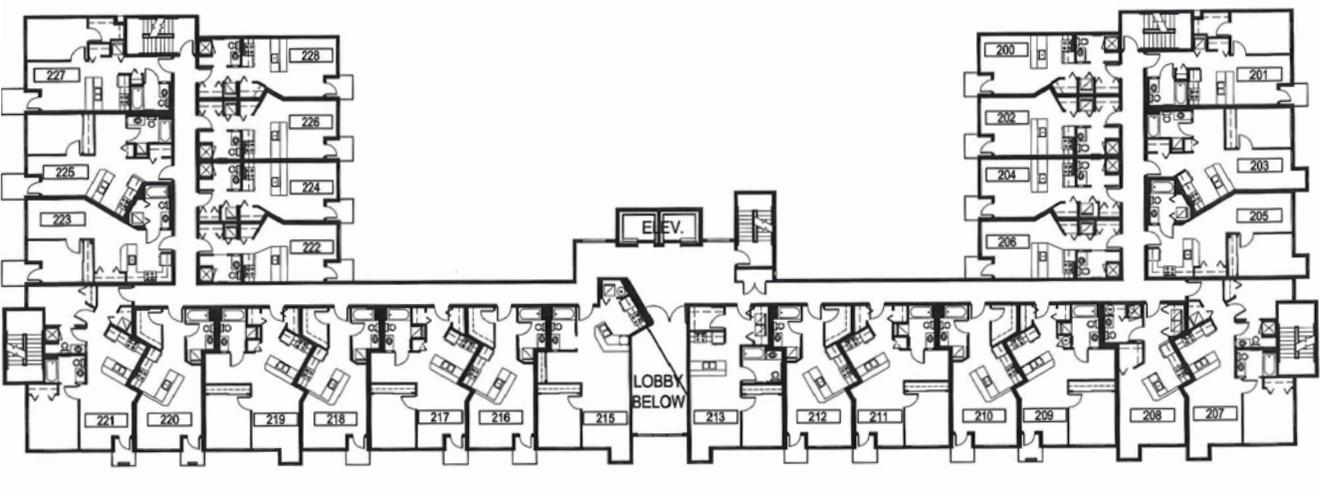
Office Stairwell



999 Hiawatha Apartment - FLOOR PLANS



FLOOR 1



FLOOR 2



999 Hiawatha Apartment - FLOOR PLANS



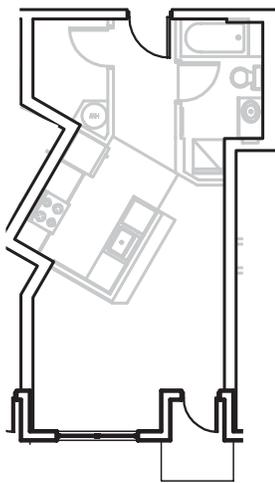
FLOOR 3



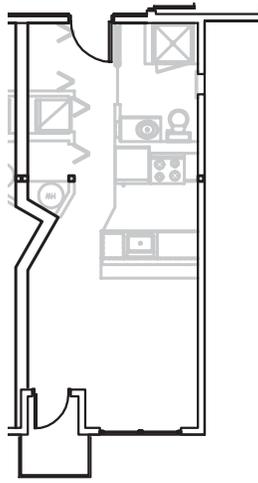
FLOOR 4



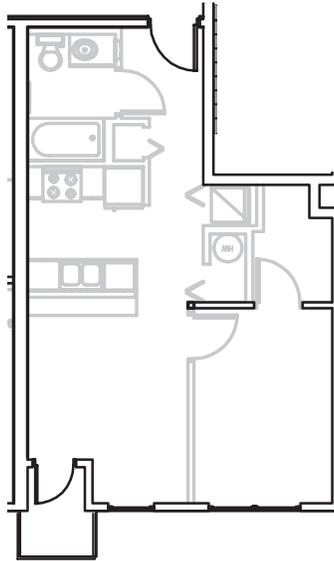
999 Hiawatha Apartment - FLOOR PLANS



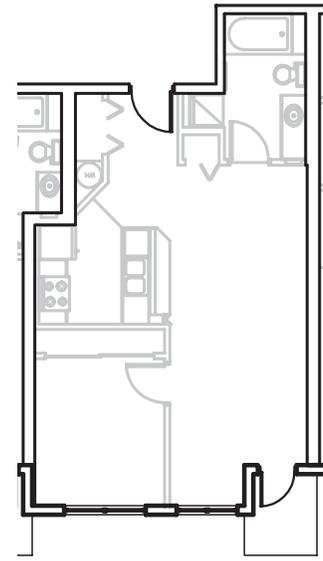
STUDIO
 110 112 116 118 120
 210 212 216 218 220
 308 310 312 316 318 320
 408 410 412 416 418 420



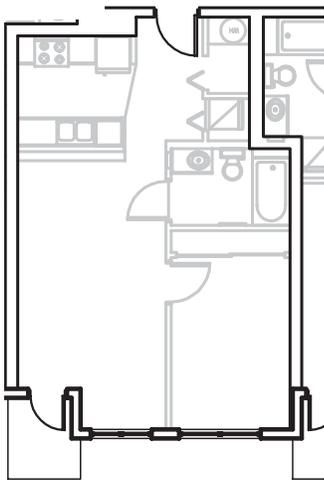
STUDIO
 100 104 124 128
 200 204 244 228
 300 304 324 328



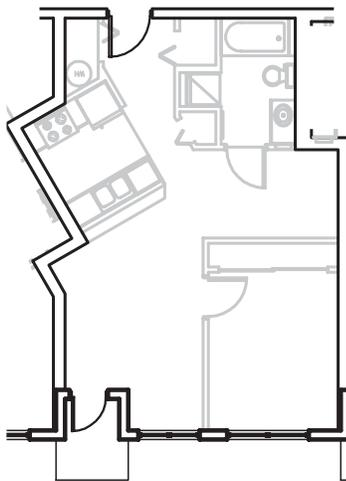
ONE BEDROOM 101 201 227 301 327



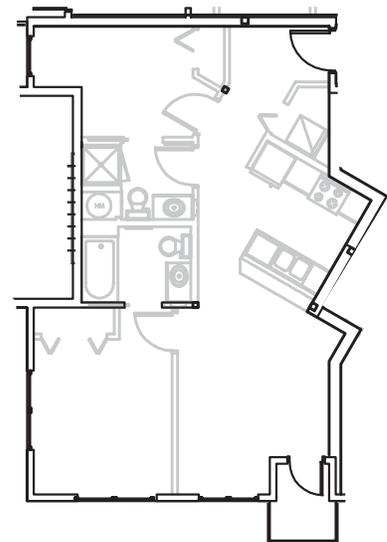
ONE BEDROOM 315 415



ONE BEDROOM 313 413



ONE BEDROOM + DEN
 111 117 119
 211 217 219
 317 319
 409 411 417 419



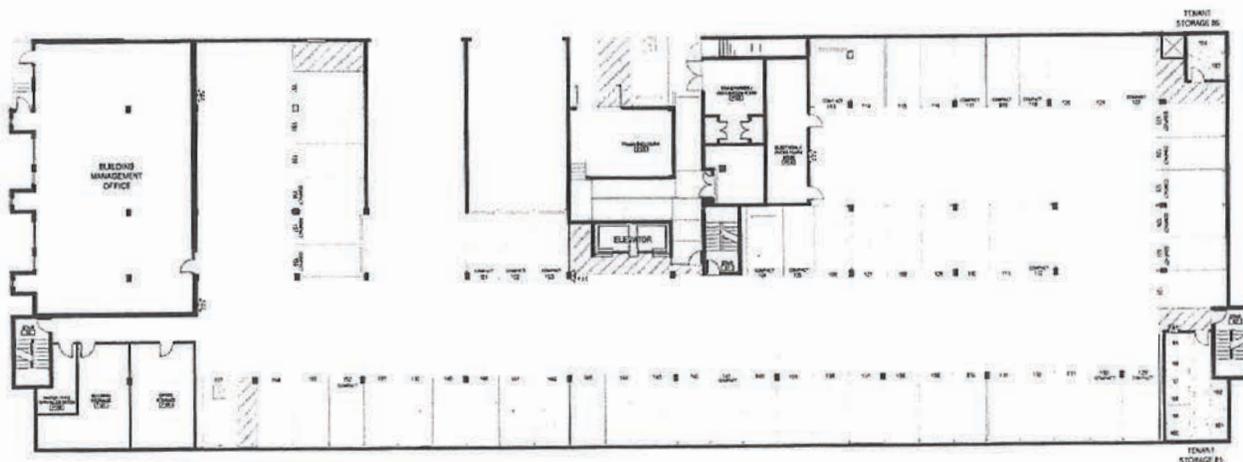
TWO BEDROOM + TWO BATH
 121
 207 221
 307 321



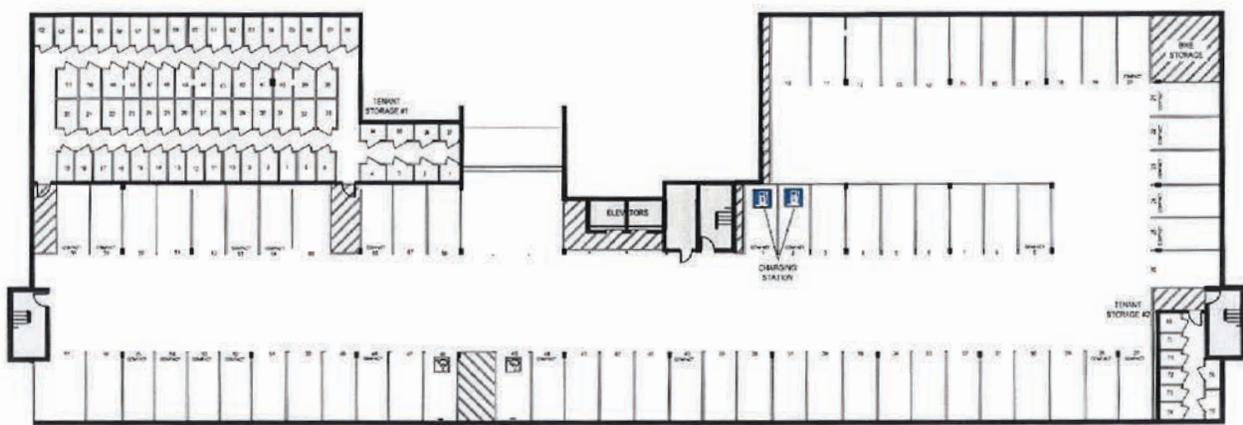
999 Hiawatha Apartment - PARKING PLANS



FLOOR P1



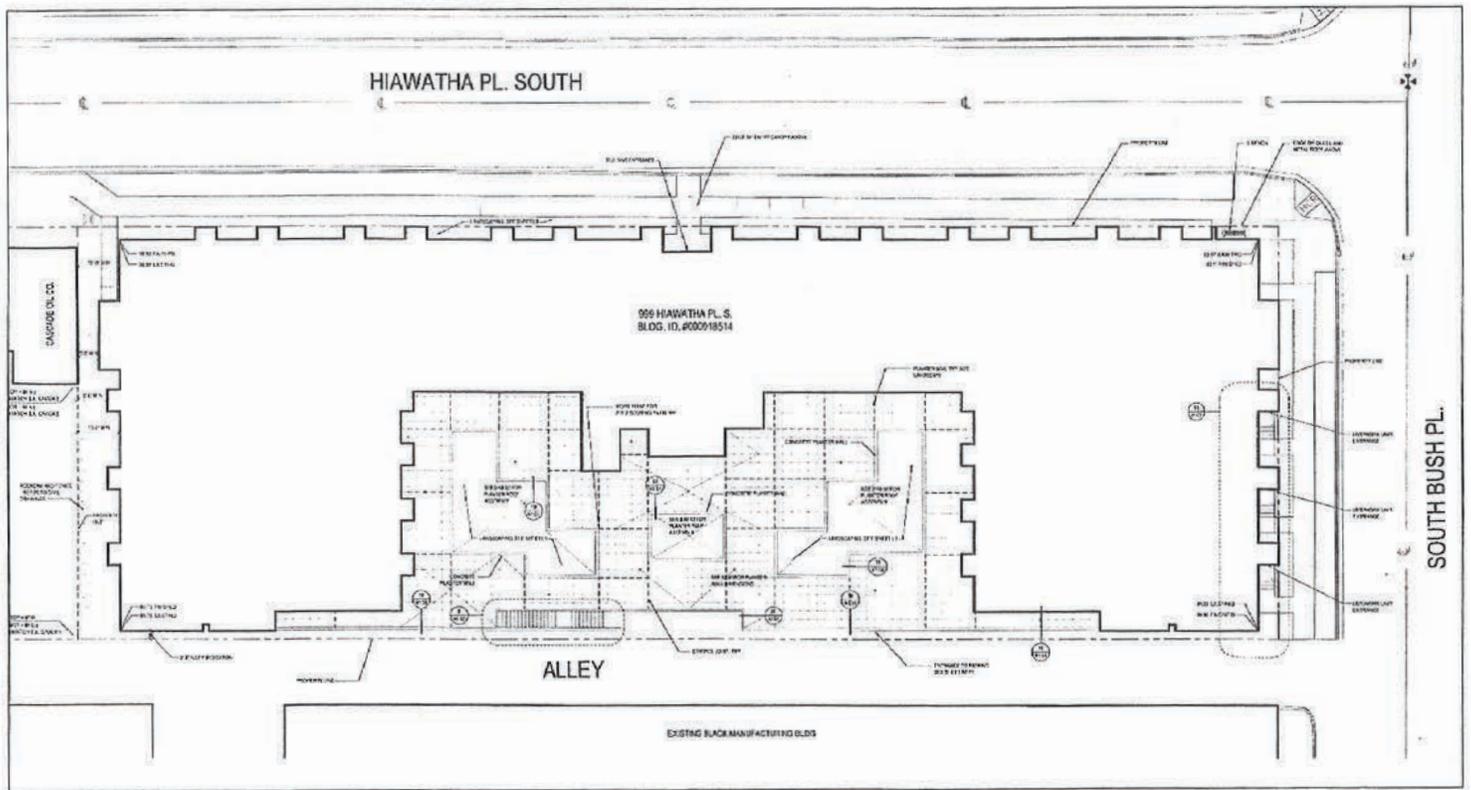
FLOOR P1



FLOOR P2



999 Hiawatha Apartment - SITE PLAN



SOUND TRANSIT FUTURE SERVICE

Link Light Rail

Future service:

- Everett–Seattle–West Seattle
- Redmond–Seattle–Mariner
- Ballard–Seattle–Tacoma
- Issaquah–Bellevue–South Kirkland
- Tacoma Dome–Tacoma Community College

In service:

- Univ. of Washington–Angle Lake
- Tacoma Dome–Theater District

Souder Commuter Rail

Future service:

- DuPont–Lakewood

In service:

- North Line (Everett–Seattle)
- South Line (Lakewood–Seattle)

Bus

Future service:

- Bus Rapid Transit (BRT)

In service:

- ST Express bus (service re-evaluated annually)

○ New station or bus facility
 P Added parking
 ⊕ Station improvements
 ⊕ Major transfer hub
 ○ Existing station or bus facility
 P Existing parking
 ○ Provisional light rail station



Central Link

Central Link is a light rail line in Seattle, Washington, United States, and part of Sound Transit's Link light rail system. It serves 16 stations in the cities of Seattle, SeaTac, and Tukwila, traveling 20 miles (32 km) between University of Washington and Angle Lake stations. The line connects the University District, Downtown Seattle, the Rainier Valley, and Seattle–Tacoma International Airport. Central Link carried over 23 million total passengers in 2017, with an average of 72,000 daily passengers on weekdays. It runs for 20 hours per day on weekdays and Saturdays, with headways of up to six minutes during peak hours, and reduced 18-hour service on Sundays and holidays. Trains are composed of two or more cars that each can carry 194 passengers, including 74 in seats, along with wheelchairs and bicycles.

Voters approved Central Link in a 1996 ballot measure and construction began in 2003, after the project was reorganized under a new budget and truncated route in response to higher than expected costs. The light rail line, which followed decades of failed transit plans for the Seattle region, opened on July 18, 2009, terminating at Westlake in the Downtown Seattle Transit Tunnel and Tukwila International Boulevard near Sea–Tac Airport. It was extended south to SeaTac/Airport in December 2009, north to the University of Washington in March 2016, and south to Angle Lake in September 2016. The line is scheduled to be extended north to Northgate in 2021, followed by further extensions to Lynnwood and Federal Way in 2024. East Link will open in 2023, connecting Seattle to the Eastside suburbs and forming a multi-line network via its connection with Central Link. Further expansion under Sound Transit 3 will divide Central Link between two lines, the Red Line from Snohomish County to West Seattle, and the Green Line from Ballard to Tacoma.

Contents

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- Light rail planning
- Budget issues and delays
- Construction and testing
- Opening and later extensions

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- Notes

Service

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- Fares

Rolling stock and equipment

Future plans

References

External links

History

Background and early transit proposals

Public transit service within Seattle began in 1884, with the introduction of the city's first horse-drawn streetcar line. The system had been replaced with a network of electric streetcars and cable cars by the end of the decade, which spurred the development of new streetcar suburbs across modern-day Seattle.^{[2][3]} Interurban railways to Everett, Tacoma, and the Rainier Valley were established after the turn of the century, giving the region an intercity passenger rail system to feed the streetcar lines.^[4] The interurban systems failed to compete with the increasing popularity of automobile travel, capped by the completion of U.S. Route 99 in the late 1920s, and was shut down.^[5] By 1941, the streetcars had also been acquired by the municipal government and replaced with a trolleybus network.^{[3][6]}

Various proposals for a rapid transit system in Seattle, to replace the streetcar—and later bus—networks, were presented in the 20th century and rejected by city officials or voters due to their cost or other factors. In 1911, urban planner Virgil Bogue proposed a 41-mile (66 km) system of subway tunnels and elevated railways as the centerpiece to a comprehensive plan for the city, which was rejected by voters.^[7] The

Central Link



A two-car light rail train on an elevated guideway in Tukwila

Overview

Type	Light rail
System	Link light rail
Status	Operational
Locale	Seattle, Washington, U.S.
Termini	University of Washington (north) Angle Lake (south)
Stations	16
Daily ridership	72,028 (2017, weekdays) ^[1]
Website	soundtransit.org (https://www.soundtransit.org/schedules/link-light-rail)

Operation

Opened	July 18, 2009
Owner	Sound Transit
Operator(s)	King County Metro
Character	At grade, elevated, and underground
Rolling stock	62 Kinkisharyo-Mitsui light rail vehicles

Technical	
Line length	20.35 mi (32.75 km)
Number of tracks	2
Track gauge	4 ft 8½ in (1,435 mm) standard gauge
Electrification	1,500 V DC, overhead catenary
Operating speed	55 miles per hour (89 km/h)

Route map



Seattle Center Monorail, originally built for the 1962 World's Fair, has been the subject of several unsuccessful expansion proposals backed by Governor Albert Rosellini in the 1960s and Seattle voters in the early 2000s.^[8] The Forward Thrust Committee of the late 1960s proposed a 47-mile (76 km) rapid transit system, to connect Downtown Seattle to Ballard, the University District, Lake City, Capitol Hill, Bellevue, and Renton. The federal government offered to fund two-thirds of the rail system's capital costs, approximately \$770 million (equivalent to \$4.16 billion in 2016 dollars),^[9] if \$385 million (equivalent to \$2.08 billion in 2016 dollars)^[9] in local property taxes were approved by voters.^[10] The rapid transit initiative was placed on the ballot in February 1968, but failed to receive the necessary supermajority to pass. A second attempt in May 1970, with \$440 million (equivalent to \$2.15 billion in 2016 dollars)^[9] in local funding and \$870 million (equivalent to \$4.25 billion in 2016 dollars)^[9] in federal funding,^[11] failed amid a local economic downturn caused by layoffs at Boeing.^[12] The federal funding earmarked towards the rapid transit system was granted to Atlanta, Georgia, forming the initial funding for the Metropolitan Atlanta Rapid Transit Authority's rail system.^[13]



Light rail planning

Following the failed Forward Thrust initiatives, Metro Transit was created in 1972 to oversee a countywide bus network, and plan for a future rail system.^[14] In the early 1980s, Metro Transit and the Puget Sound Council of Governments (PSCOG) explored light rail and busway concepts to serve the region,^[15] ultimately choosing to build a downtown transit tunnel that would be convertible from buses to light rail at a later date.^[16] The PSCOG formally endorsed a light rail plan in 1986, recommending a system be built by 2020, and include a line between Seattle and Sea-Tac Airport,^[17] with routing alternatives that served the Rainier Valley.^{[18][19]} A 1988 advisory measure on light rail planning was passed in King County, encouraging Metro Transit to accelerate the plan's timeline to open by 2000.^[20] In 1990, the state legislature endorsed the creation of a regional transit board composed of politicians from King, Pierce, and Snohomish counties, with the goal of implementing the regional transit plan.^[21]

The Central Puget Sound Regional Transit Authority, later renamed Sound Transit, was created in 1993 to write and present a regional transit plan for voter approval.^[22] The agency proposed a 70-mile (110 km) light rail network as the centerpiece of a \$6.7 billion transit ballot measure, with a surface line through the Rainier Valley and tunnels between Downtown Seattle, Capitol Hill, and the University District.^{[23][24]} The ballot measure failed to pass on March 14, 1995,^[25] and the light rail line was shortened to 25 miles (40 km), between the University District and Sea-Tac Airport.^[26] Voters approved the \$3.9 billion package on November 5, 1996, along with increases to sales taxes and motor vehicle excise taxes across the regional transit district.^{[26][27]} Sound Transit considered several routing options during a series of public hearings and studies early into the project's environmental impact study,^[28] which adopted the name "Central Link".^[29] In 1999, Sound Transit selected the alignment for the light rail project, consisting of a line between the University District and Sea-Tac Airport, with surface segments passing through Tukwila, the Rainier Valley, and SoDo, and tunnels under Beacon Hill, First Hill, Capitol Hill, and Portage Bay.^[30]

Budget issues and delays

The Central Link project was originally planned to open in 2006 and projected to cost \$1.9 billion (equivalent to \$2.76 billion in 2016 dollars),^[9] but the estimates were found to be unrealistic by auditors in November 2000.^[31] New executives, hired by Sound Transit to replace previous program directors, presented a revised plan with an opening date pushed back three years to 2009, costing \$3.8 billion (equivalent to \$5.17 billion in 2016 dollars).^{[9][32]} Planning of the Portage Bay tunnel between Capitol Hill and the University District was suspended due to higher than expected contractor bids, attributed to difficult soil conditions.^[33] Sound Transit adopted the revised budget and schedule in January 2001, including provisions to re-study routing options between Downtown Seattle and the University District, along with a \$500 million federal grant agreement to fund the construction of an "initial segment" for the project.^{[34][35]} The initial segment identified and approved by Sound Transit later that year shortened the line to 14 miles (23 km), between Downtown Seattle and a southern Tukwila station near Sea-Tac Airport. The remaining routes to the airport and University District were sent back to the planning stage, and re-organized into separate light rail projects.^{[36][37]}

In November 2001, Sound Transit approved construction of the shortened Central Link light rail project, calling for a summer 2002 groundbreaking.^[38] Property acquisition in the Rainier Valley began in March 2002,^[39] but two legal battles delayed the start of construction. In November 2002, the King County Superior Court ruled in favor of Sound Transit in a lawsuit filed by light rail opponents, alleging that it lacked the authority to shorten a voter-approved line.^[40] The approval of Tim Eyman's Initiative 776 threatened to repeal motor vehicle excise taxes needed to fund Sound Transit's budget, but was declared unconstitutional in February 2003.^[41] Another routing change requested by the City of Tukwila, placing light rail tracks along freeways in lieu of International Boulevard, was approved by Sound Transit and the Federal Transit Administration in 2002, moving the project closer to construction.^[42]

Construction and testing



The headhouse of Beacon Hill station, seen under construction in May 2009.

Sound Transit received its \$500 million federal grant agreement in October 2003,^[43] and a groundbreaking ceremony was held in SoDo on November 8, 2003.^[44] Construction contracts for various segments were awarded in 2004 and 2005, coming six percent under Sound Transit's estimates,^[45] and work began along all parts of the system.^{[46][47]} The first rails were installed on August 18, 2005, in the SoDo area;^[45] a month later, the downtown transit tunnel closed for a two-year renovation to accommodate light rail service.^[48] Excavation of the Beacon Hill tunnel and station began in 2005, and two tunnel boring machines were launched in early 2006 to bore the twin tunnels between SoDo and the Rainier Valley.^[49]

The SODO and Stadium stations were completed in May 2006,^[50] and light rail testing in the SoDo area began the following March.^[51] Testing was extended to the re-opened downtown transit tunnel in September 2007, initially limited to weekends without bus service,^[52] and further to the Rainier Valley after the completion of the Beacon Hill tunnel in 2008.^{[53][54]} The elevated guideway in Tukwila, including crossings over major freeways and the Duwamish River, was completed in 2007 after the installation of 2,457 precast concrete segments and balanced cantilever bridges.^[55] During construction in the Rainier Valley, Sound Transit and the City of Seattle offered \$50 million in mitigation funds and development opportunities to affected

businesses.^[56] Construction of light rail along Martin Luther King Jr. Way South also resulted in utility lines being moved underground, improved sidewalks, street crossings, and landscaping.^[57]

Opening and later extensions

Central Link was opened on July 18, 2009, with a community celebration that attracted more than 92,000 riders over the first weekend of free service.^[58] Trains began operating on the 13.9-mile (22.4 km) segment between Westlake and Tukwila International Boulevard stations,^[59] along with a bus shuttle to serve Sea-Tac Airport from Tukwila.^[60] The 1.7-mile (2.7 km) extension to SeaTac/Airport station opened on December 19, 2009, replacing the shuttle and other bus services to the airport.^[61] Sound Transit added lubrication equipment and rubber mats to segments in Tukwila and the Rainier Valley in 2010 to reduce noise levels that had reached up to 83 decibels, surpassing federal safety standards and triggering noise complaints from nearby residents.^[62] A contract dispute with the Rainier Valley construction contractor was settled in 2011, bringing the project's total price to \$117 million below the \$2.44 billion budget.^[63] The opening of light rail service to the Rainier Valley spurred new transit-oriented development, which had initially stalled during the Great Recession but recovered in the mid-2010s.^{[64][65]}

Central Link train service was increased to a frequency of six minutes during peak hours, from 7.5 minutes, in 2015 to prepare for the opening of the University Link extension.^[66] The line was extended north to University of Washington station, via Capitol Hill station, on March 19, 2016, via a \$1.8 billion, 3.15-mile (5.07 km) tunnel.^[67] The extension opened six months ahead of its scheduled date, and the opening celebrations drew 67,000 people during the first day of service. Sound Transit deployed additional three-car light rail trains to cope with higher ridership after the extension opened.^[68] The line was extended 1.6 miles (2.6 km) south from Sea-Tac Airport to Angle Lake station on September 24, 2016, including the opening of a 1,120-stall park and ride.^[69]

Route

Central Link's northern terminus is University of Washington station, located near Husky Stadium and the campus of the University of Washington in northeastern Seattle. The line heads south in the University Link tunnel, crossing under the Montlake Cut of the Lake Washington Ship Canal and State Route 520 before taking a turn to the southwest. The tunnel climbs Capitol Hill and passes under Interlaken Park and Volunteer Park before turning due south to enter Capitol Hill station on the east side of Broadway.^[70] The tunnel makes a gradual turn to the west, dipping as far south as East Union Street, and crosses under Interstate 5 at Pine Street.^{[71][72]} It merges into the Downtown Seattle Transit Tunnel within the Pine Street Stub Tunnel, joining buses from Convention Place station.^{[73][74]}

The downtown transit tunnel, shared between light rail trains and buses,^[75] travels west under Pine Street through Westlake station and south on 3rd Avenue through University Street and Pioneer Square stations in Downtown Seattle.^[74] The tunnel ends at International District/Chinatown station, adjacent to King Street Station (served by Amtrak and Sounder commuter rail),^[76] with buses continuing onto the SODO Busway and other streets. Central Link parallels the busway through Stadium and SODO stations, traveling through several gated crossings.^[51] From SODO station, the track ascends to an elevated guideway traveling east along South Forest Street,^{[71][77]} passing the line's railyard and maintenance facility.^[78] The elevated trackway passes over Airport Way and comes to rest on an embankment under Interstate 5, entering the Beacon Hill tunnel.^{[79][80]}

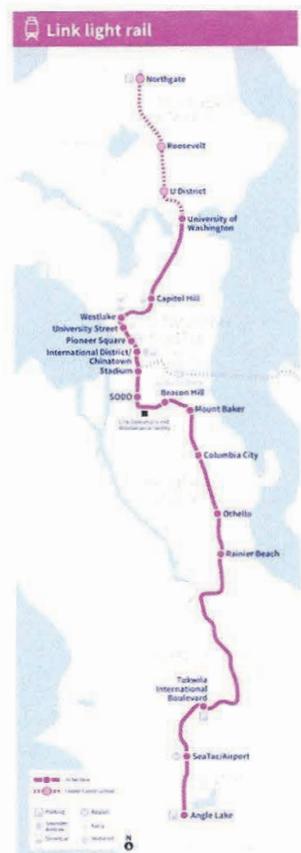
The Beacon Hill tunnel travels approximately one mile (1.6 km) under Beacon Hill, serving a station at Beacon Avenue South.^[81] Trains exit the tunnel on the east side of the hill, turning southeast and approaching the elevated Mount Baker station at the intersection of Rainier Avenue South and Martin Luther King Jr. Way South.^[82] Light rail trains descend from Mount Baker station onto the median of Martin Luther King Jr. Way South, running at-grade with signal priority at 28 street crossings.^{[83][84]} Central Link passes through the Rainier Valley and serves three at-grade stations, Columbia City, Othello, and Rainier Beach, before leaving Seattle.^{[71][85]}

The line enters Tukwila and crosses west over Interstate 5 and a mainline railroad at Boeing Access Road, near Boeing Field, before making a southward turn over East Marginal Way South. Central Link continues south over the Duwamish River, traveling non-stop through Tukwila on a 4.7-mile (7.6 km) elevated guideway.^[86] The guideway runs along the west sides of State Route 599 and Interstate 5 towards Southcenter Mall, where it turns west along State Route 518. The line passes through Tukwila International Boulevard station, home to a 600-stall park and ride facility, and turns south into the median of the Airport Expressway towards SeaTac. Light rail trains continue along the east side of Seattle-Tacoma International Airport, stopping at SeaTac/Airport station near the airport's terminals, before reaching Angle Lake station, where it terminates.^{[71][77]}

Central Link, while officially a "light rail" line, has also been described as a "light metro" hybrid by transit experts due to its grade separated sections and use of larger trainsets than typical American light rail systems.^[83] Approximately 6.4 miles (10.3 km) of the 20.35-mile (32.75 km) line is at-grade, including segments along freeways that are separated from intersecting roads.^{[87][88] 6–7}

Stations

Central Link stations are spaced approximately one mile (1.6 km) apart in most areas and are built with 380-foot-long (120 m) platforms to accommodate four-car train sets.^{[88] 6[89]} Some stations are grade separated, with underground or elevated platforms connected to surface entrances by stairs, escalators, and elevators, while others were built at street level.^{[88] 6} The line's sixteen stations include bus connections,^{[90] 16} ticket vending machines, public art, and bicycle parking.^[91] Stations are also designed with clear sight lines on platforms, emergency phones and lights, and are monitored with surveillance cameras.^[92] As of 2016, there are only two stations with park and ride facilities (Angle Lake and Tukwila International Boulevard); for other stations, Sound Transit and local governments are encouraging alternative means of transportation to and from stations, including bus riding, walking, or bicycling.^{[93][94]}



A map of Central Link, showing the current line and future Northgate extension



ORDER NO.: 18000200721

This sketch is provided without charge for information. It is not intended to show all matters related to the property, including, but not limited to area, dimensions, encroachments, locations or boundaries. It is not a part of, nor does it modify the commitment or policy to which it is attached. The Company assumes NO liability for any matter related to this sketch. Reference should be made to an accurate survey for further information.



SR 90

JCT SR 5 TO W SHORE MERCER ISLAND
SEC 1, JCT SR 5 TO BARDNER PL S



File No.: 13073898-410-MP

EXHIBIT A
LEGAL DESCRIPTION

LOTS 10 THROUGH 16, INCLUSIVE, BLOCK 4 OF RAINIER BOULEVARD ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 9 OF PLATS, PAGE 59, RECORDS OF King COUNTY AUDITOR;

EXCEPT THE WESTERLY 2.00 FEET OF LOTS 10 THROUGH 16, INCLUSIVE, BLOCK 4, RAINIER BOULEVARD ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 9 OF PLATS, PAGE 59, RECORDS OF King COUNTY AUDITOR, AS CONVEYED TO THE CITY OF SEATTLE FOR ALLEY PURPOSES RECORDED IN VOLUME 9 OF PLATS AT PAGE 59, RECORDS OF KING COUNTY, WASHINGTON BY DEED RECORDED DECEMBER 5, 2007 UNDER RECORDING NO. 20071205000206, RECORDS OF KING COUNTY, WASHINGTON;

SITUATE IN THE CITY OF Seattle, County of King, STATE OF WASHINGTON.

