

TRANSIT-ORIENTED DEVELOPMENT

Quarterly Status Report



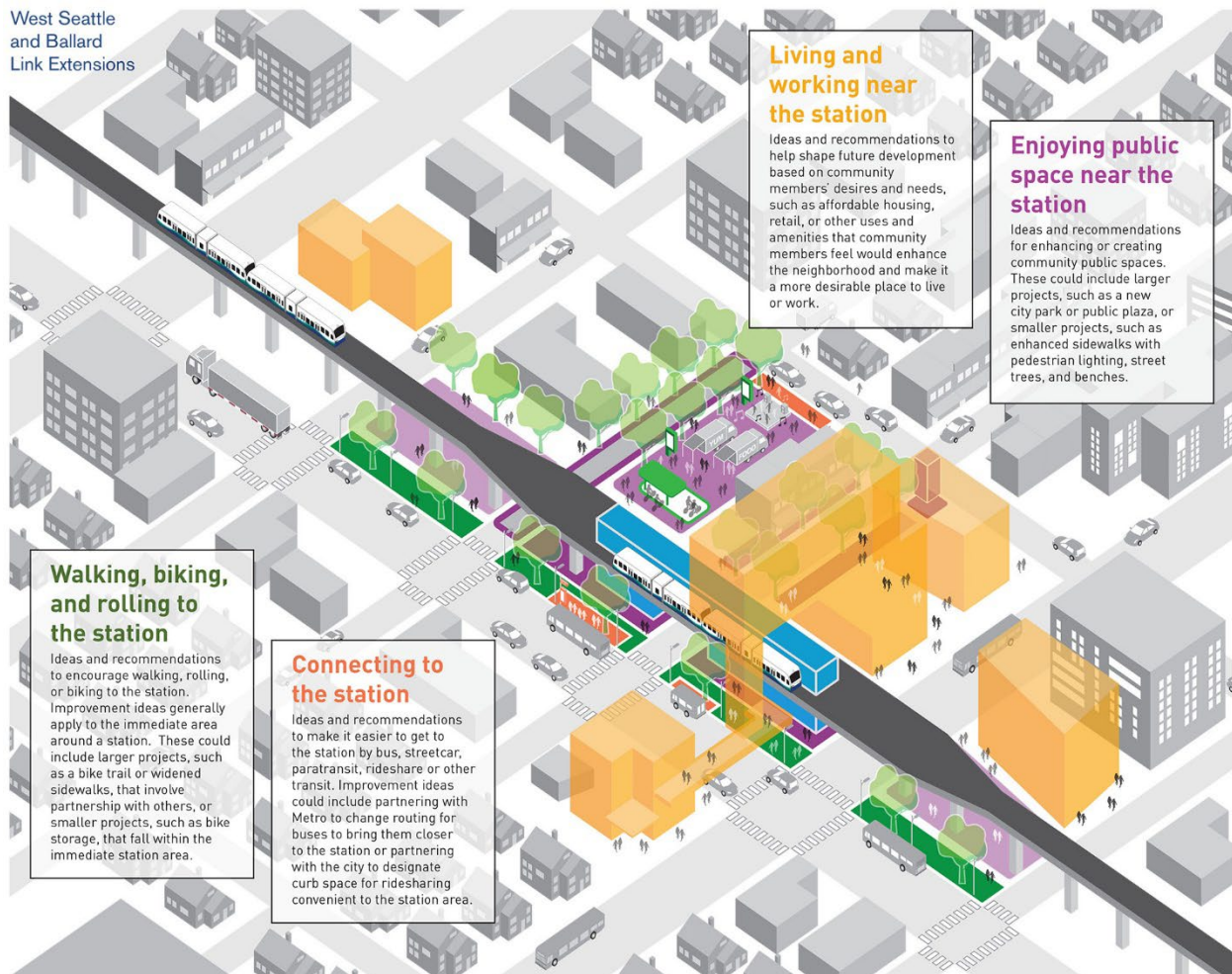
Overview

RCW 81.112.350 requires Sound Transit to provide quarterly updates on implementation of a regional equitable transit-oriented development (TOD) strategy. The TOD program is empowered by the voter-approved plan to create diverse, vibrant and mixed-income communities around transit. To achieve these outcomes, Sound Transit offers its surplus properties—those acquired for building and operating the transit system but no longer provide a transit use to the agency—as development opportunities for affordable housing or other developments benefiting the public.

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Highlights

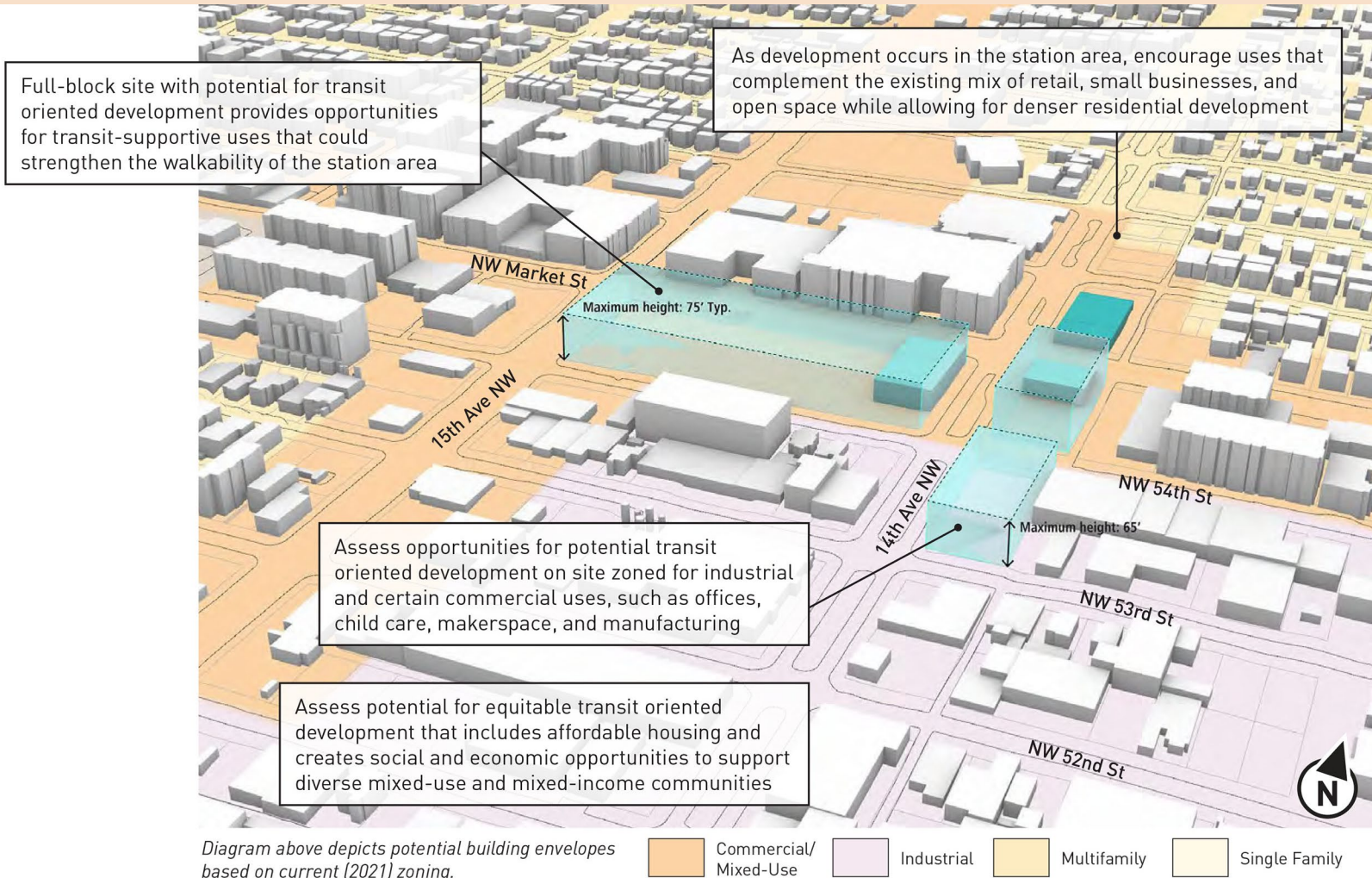


The WSBLE Station Planning Progress Report thematic focus areas.

Station Planning Progress Reports released for West Seattle and Ballard Link Extensions

In January, Sound Transit released the Station Planning Progress Report for West Seattle and Ballard Link Extensions (WSBLE), which summarizes the interagency co-planning program with the City of Seattle and other key partner agencies in delivering the project. The report presents the many project design alternatives in a more accessible graphic format, and shows how each alternative functions from mobility, urban design, and community fit perspectives. It also lifts up ideas and recommendations from agency staff for consideration by community members and policymakers, including ways of refining project design, or of partnering to leverage or otherwise expand the benefits of the region's investment in light rail. The report was released in conjunction with the publishing of the Draft Environmental Impact Statement (Draft EIS) for WSBLE.

Highlights, continued



TOD Potential at Ballard Station for Preferred Alternative (Tunnel - IBB 2a).

Several urban planning themes are introduced early in the Station Planning Progress Report, and carried throughout the document to systematically organize information: nonmotorized access, transit system integration, equitable transit-oriented development, and public space integration. These concepts and their relationships are expressed through site plan and thematic diagrams, with callouts highlighting specific ideas and recommendations that may be further developed as project design progresses. The above diagram illustrates the urban planning concepts and lenses utilized in the report to elaborate upon and evaluate the station alternatives.

Opportunities for TOD, both on potential construction staging sites and via joint development, comprise a major focus of the report. Site plans and thematic diagramming show potential TOD footprints and zoning massings, with callouts speaking to ideas for use and programming of potential TOD spaces, including opportunities for affordable housing and community-oriented retail and service spaces. Several stations will serve areas with industrial zoning, which expand the range of possibilities for equitable transit-oriented development to include employment-oriented uses, and spaces for making. The report draws upon more focused technical study of potential TOD opportunities that sought to quantify development potential and feasibility.

Highlights, continued

The report, and supporting technical studies, represents the culmination of two years of intense work that included two dozen workshops and meetings with agency partners covering every new station and alternative studied in the Draft EIS, along with a series of workshops and meetings on the Chinatown-International District Station and the broader transit hub in which it is situated. Feedback from communities gleaned in conversations during earlier phases of the project guided the interagency work. Extensive engagement during the Alternatives Development phase of the project (2017-2019) directly contributed to the identification of routes and station locations studied in the Draft EIS, along with agency partners' understanding of community needs and desires to incorporate in early station area design concepts. The work program advances Sound Transit's equitable TOD Policy (2018) and modified statute directing it to support a regional strategy for station planning and equitable transit-oriented development.

The Draft EIS comment period closes April 28. The Board is expected to confirm or modify a preferred project alternative to inform preparation of the Final Environmental Impact Statement (Final EIS) and identification of a project to be built. The work contained in the Station Planning Progress Report provides a stepping stone to refining and advancing concepts for whatever project alternative(s) move forward into the final phase of environmental review, and Sound Transit remains committed to working closely with communities and agency partners to do so.

- Review the WSBLE [Station Planning Progress Report](#).
- Review the WSBLE [Draft EIS](#) and [comment on the Draft EIS](#) before April 28, 2022.
- For more information about the West Seattle and Ballard Link Extensions project, visit the project [webpage](#).

Highlights, continued



A rendering of the new building planned for the Angle Lake North TOD site. (Runberg Architecture Group)

Sound Transit Board approves key business terms for affordable housing at Angle Lake North TOD Site

In February, the Sound Transit Board of Directors approved key transaction terms with Mercy Housing Northwest (Mercy) to develop the three-quarter acre site known as Angle Lake North, which is adjacent the park-and-ride garage at Angle Lake Station. Mercy will build a minimum of 85 affordable housing units (currently targeting 95 units) and ground-floor commercial or office space. The units will be a mix of studios and one-, two- and three-bedroom apartments. More than half of the units will be family-sized housing with two or three bedrooms. Mercy would also set aside approximately 20 housing units for residents living with developmental or intellectual disabilities. Mercy is partnering with The Arc of King County to relocate their headquarters to the ground-floor space. The Board approved a sale price of \$300,000-\$400,000, representing a discount of more than \$1.8 million.

Sound Transit Board approves key business terms for more housing at Angle Lake South TOD Site

Also in February, the Sound Transit Board of Directors approved key transaction terms with 200th Street Station, LLC, to incorporate the South TOD Site at Angle Lake Station into their adjacent 20-acre master planned development. Much of that site, which is located on the south side of South 200th Street on the west side of Angle Lake Station, is a large surface parking lot that is currently operated as a park-and-fly business. Over time, the site will be redeveloped to add many new mixed-use buildings. As a condition of Sound Transit's property transfer, a minimum of 230 housing units will be created as part of the master plan development with 20% of the units provided as affordable housing. The developer will pay Sound Transit \$1.95 million for the property.

Highlights, continued

Amazon announces funding for Sound Transit affordable housing projects

In March, Amazon announced that it was providing two projects \$42.5 million in low-interest, flexible loans and grants to create 318 affordable housing units on Sound Transit's TOD sites in Bellevue and SeaTac. The new housing commitments include:

- ❖ **Spring District/120th Station:** In partnership with Sound Transit and BRIDGE Housing, Amazon is helping to create 233 new-construction affordable apartments in Bellevue, Washington near a new light rail station that is scheduled to open in 2023. Amazon is funding a \$25.8 million low-rate loan commitment and predevelopment grant to BRIDGE Housing, a nonprofit developer, owner, and manager of affordable housing. BRIDGE Housing has teamed up with YMCA of Greater Seattle for youth and family services at the property.
- ❖ **Angle Lake Station:** In partnership with Sound Transit and Mercy Housing Northwest, Amazon is helping to create a minimum of 85 new construction affordable apartments located next to the light rail station in the City of SeaTac, Washington, which is near high-quality transit, jobs, parks, and schools. The property will be constructed with high-quality sustainable construction materials and methods to ensure sustainability and energy efficiency—thus providing savings to residents while minimizing environmental impact. Amazon is funding a \$16.7 million low-rate loan commitment and predevelopment grant to Mercy Housing Northwest. Mercy Housing Northwest will in turn partner with The Arc of King County, a nonprofit which supports people with intellectual and developmental disabilities, to provide onsite resident services.

The sites at Angle Lake Station and Spring District/120th Station are the first loans and grants announced by Amazon for Sound Transit TOD sites, which are funded through Amazon's Housing Equity Fund. In June 2021, Sound Transit and Amazon announced a partnership that would align \$100 million in low-interest, flexible loans to Sound Transit's TOD sites to create affordable housing. Developers that Sound Transit selects can apply for Amazon funding to create and expedite affordable housing.

TOD Program implementation

Future Station Area Planning

A key aspect of delivering a regional equitable TOD strategy is ensuring that stations are located and designed in a manner that supports good land use and development outcomes. To this end, land use planning staff are embedded in capital project teams to lead station planning and urban design efforts during the project development and early engineering phases. The outputs of this work inform the Board of Directors' decision-making on alignments, baseline project budgets, and other project-related decisions.

West Seattle and Ballard Link Extensions (WSBLE)

The Federal Transit Administration and Sound Transit released the Draft Environmental Impact Statement in January 2022 and is available for public comment until April 28, 2022. Sound Transit also released the Station Planning Progress Report, which summarizes the interagency co-planning program with the City of Seattle and other key partner agencies in delivering the project. Additional details are found in the Highlights section of this document.

Tacoma Dome Link Extension (TDLE)

Work continued on developing a concept for retail at the Tacoma Dome Station "Close to Sounder" alternative in Q1. Sound Transit and its consultant team also continued developing a draft report on the station planning work for TDLE. In addition to depicting the conceptual layout of station alternatives, the report will summarize the more focused technical work around access and TOD.

Stride Bus Rapid Transit (BRT)

Potential Agency TOD opportunities associated with Stride BRT are associated with future parking capital investments, which are now delayed to 2034 and later, which will be 7-8 years after the anticipated start of core transit service for the BRT lines. This will shift the focus to how partnerships with public and private entities can be leveraged to deliver cost-effective parking solutions like shared parking between transit riders and residents or patrons of TOD adjacent to stations. Board guidance directs staff to continue work developing innovative alternatives to stand-alone parking facilities that advance the idea of parking as a mobility service.

In Kenmore, Sound Transit will co-explore the potential of realizing TOD in conjunction with King County Metro's Kenmore Park-and-Ride by shaping the future Stride park-and-ride project requirements, including anticipated real property interests. The agency will support KCM's developer solicitation approach to evaluate creative ways that could allow for TOD and/or future Stride facility needs to be met earlier than the current plans, consistent with ST board direction in Resolution No. R2021-05.

TOD Program implementation

Everett Link Extension (EVLE)

The Everett Link Extension project is planning for six light rail stations, one unfunded provisional station, and an operations and maintenance facility (OMF) to extend the regional network. The project will add 16-miles of service from Lynnwood City Center to Everett Station.

In the first quarter of 2022, the EVLE project team focused on the refinement of options, evaluation of Level 1 alternatives and preparing for the upcoming Level 2 analysis. This final level of evaluation in the alternatives development phase will continue to examine potential alignments and station and OMF locations. This will inform advisory group recommendations and the Sound Transit Board's identification of alternatives for further study in the next project phase of environmental review, likely through a Draft Environmental Impact Statement. It is anticipated that these alternatives will be identified by the Board in Q1 2023.

The station area planning (SAP) team has focused on refining the Level 1 station concepts based on previous stakeholder feedback. These concepts will be evaluated at station area planning workshops with the Interagency Group partners this spring. These workshops will help define the station concept layouts to be evaluated during Level 2. The SAP team has been evaluating criteria to consider for the station area urban design analysis - urban growth around the station areas, transit integration, non-motorized access, parking, and station programmatic elements. The team has been preparing larger scale site plans for each of the concepts and developing materials to inform station area access functions, including defining pedestrian walksheds and identifying potential future development parcels based on the Corridor Development Propensity analysis work conducted last year.

- For more information about the Everett Link Extension project, and to sign up for project updates, visit the project webpage: everettlink.participate.online.

TOD Program implementation, continued

Everett Link Extension Model Code Partnership

The Everett Link Extension project includes a unique component, called the Model Code Partnership (MCP), which is intended to implement consistent best practices along the corridor, streamline permitting, and create greater predictability for all partners. The MCP is primarily funded by an FTA TOD Pilot Program grant and is evaluating how local policies and regulations may impact the design, permitting and construction of light rail facilities and transit-oriented development within the broader station areas. This includes regulatory language to facilitate TOD, multimodal transportation, economic development, infrastructure improvements, public/private partnerships, green building, affordable housing, and other topics supported by the jurisdictions and encouraged by the FTA.



TOD Case Studies document was completed in Q1 2022

The MCP consists of four major components: policy and regulations inventory, gap analysis, TOD case studies, and model code development. During this first quarter of 2022 the MCP team submitted both the Draft TOD Case Studies Report and the Draft Economic Development Considerations and Financial Tools Report for review by partners and the FTA.

The Draft TOD Case Studies Report considers six diverse light rail corridors or station areas from peer transit and land use agencies. Three case studies provide insights on corridor-wide planning strategies (San Jose, CA; St. Paul, MN; and Honolulu, HI) and three others examine specific sites that include master planning approaches to TOD (Hillsboro, OR; Denver, CO; and Pleasant Hill, CA) that have been catalyst projects for their station areas. The Draft Economic Development Considerations and Financial Tools Report outlines options available at the local, regional, state and federal levels to support development of transportation facilities, infrastructure, and/or residential, commercial and green buildings.

TOD Program implementation, continued



The exterior façade of the First Hill TOD made substantial progress in Q1 2022, while the upper floors awaited concrete pours that were delayed by the concrete strike. (Northwest Skyview Imagery)

Current TOD projects

- **Roosevelt - Cedar Crossing:** Construction is on-going ahead of opening in June 2022.
- **First Hill:** Construction is on-going ahead of opening in 2023. Concrete pours resumed at the end of March.
- **Capitol Hill - Pride Place:** Construction began in fall 2021 and subsequently delayed in Q1 2022 by the concrete strike.
- **OMF East:** The project is in the agreements, design, permitting and finance phase.
- **Angle Lake North:** The project is in the agreements, design, permitting and finance phase.
- **Angle Lake South:** The project is in the agreements, design, permitting and finance phase.

TOD Program implementation, continued



The Cedar Crossing project next to Roosevelt Station is nearing completion. (Northwest Skyview Imagery)

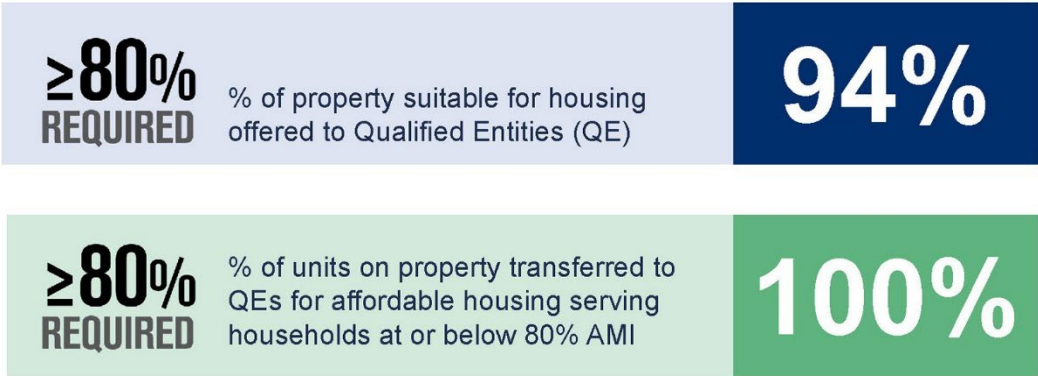
- **Columbia City - Youth Achievement Center:** Negotiating a term sheet that would be brought to the Board for consideration.
- **Kent/Des Moines Station:** Preparing potential property offering strategies that will inform additional engagement with developers and community-based organizations.
- **Overlake Village Station:** Preparing potential property offering strategies that will inform additional engagement with developers and community-based organizations.
- **Mt. Baker Station:** Preparing a request for interest for the Sound Transit property to inform next steps on advancing the East Portal properties.
- **Lynnwood City Center:** Evaluating the piped stream study that affects the TOD site.
- **Federal Way Transit Center:** Continuing to design the planning process for the TOD sites, including conducting a traffic study to inform TOD planning.
- Further pipeline detail is available in the appendix.

Transfers of surplus property

No applicable surplus properties were transferred in Q1 2022. Sound Transit typically transfers property to developers once the projects are ready to begin construction.

Compliance with RCW 81.112.350

RCW 81.112.350 requires Sound Transit to offer at least 80% of its surplus property that are suitable for the development of housing first to Qualified Entities (local governments, housing authorities, and non-profit developers) for affordable housing, unless certain exceptions apply. If a Qualified Entity receives property through that process, then at least 80% of the housing units created on that property need to be affordable to households earning no greater than 80% of area median income. Since the statute took effect, Sound Transit has complied with the statute, as depicted below:



Looking ahead

Overview

The following notable TOD activities are anticipated for Q2 2022:

- Release a notification of Sound Transit's intention to consider an unsolicited proposal on a small property located a quarter mile south of Columbia City Station, and to request other proposals for consideration on the site.
- Release final Community Engagement Reports summarizing the input received through Sound Transit's equitable engagement efforts conducted around the Kent/Des Moines and Overlake Village TOD sites.
- Hold forums for the Kent/Des Moines and Overlake Village TOD sites to seek input from developers and community-based organizations on Sound Transit's offering strategies for the sites.
- Release a request for interest for Sound Transit's Mount Baker Station TOD property (East Portal site) to better understand the development potential of the property.
- Support the Seattle Office of Housing's release of the first RFP for affordable homeownership projects on the Rainier Valley sites Sound Transit transferred to the City last year.

The Q2 2022 report will be published by July 15, 2022.

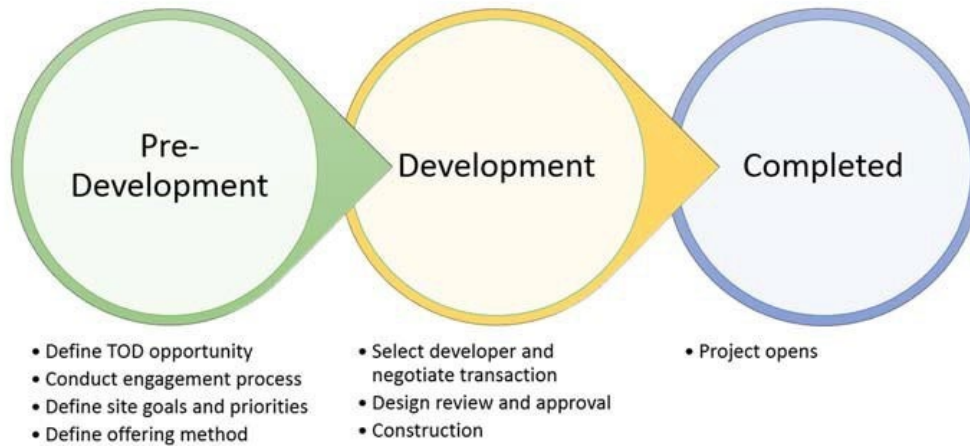
Upcoming Sound Transit TOD opportunities

The following is a schedule look ahead of the Sound Transit's more substantial near-term TOD projects with the year in which each milestone is anticipated to occur. Additional information on these and other opportunities are available in the appendix.

Project	Define Goals	Issue RFP	Finalize terms	Start TOD construction*
Kent/Des Moines	2022	2022	2023	2024-2025+
Overlake Village	2022	2022	2023	2024-2025+
Mount Baker East Portal	2022	2022	2023	2025+
U District	2022	Early 2023	2023	2025+
Lynnwood City Center	2022	Early 2023	2023	2025+
Federal Way Transit Ctr	2022-2023	2023	2023	2025+
SE Redmond	2023	2023	2024	2025+

* Earliest anticipated TOD construction date, dependent on availability of property and finalization of TOD terms, permitting, and financing schedules.

Appendix: Pipeline



Pre-Development

Mount Baker East Portal

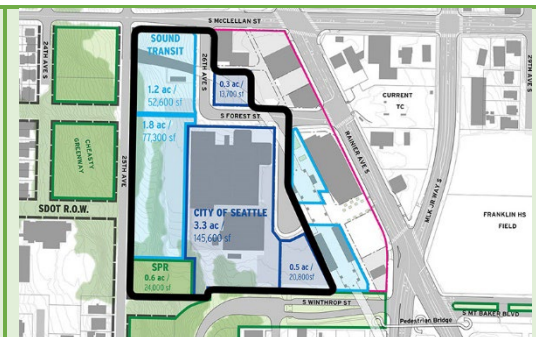
Location: Mount Baker Station, Seattle

Site Area: ±2 acres

Current site use: Interim Sound Transit storage

TOD Status: Defining site goals

Development Partner(s): None selected



- In 2021, Sound Transit and the Seattle Office of Housing jointly studied and engaged the community on property both agencies own west of the Mount Baker Station.
- A joint property evaluation started in 2020 to examine different approaches to developing the sites and potentially incorporate other city goals. A joint community engagement was completed in 2021. Sound Transit will solicit additional input from the development community in Q2 2022 for the Sound Transit properties to help inform next steps.

Appendix: Pipeline, continued

Kent/Des Moines Station TOD sites

Location: Kent/Des Moines Station, Kent

Site Area: ±4 acres across 2 blocks

Current site use: Transit construction

TOD Status: Community engagement / defining site goals

Development Partner(s): None selected



- Sound Transit anticipates two blocks immediately adjacent the future Kent/Des Moines Station that will be available for redevelopment as TOD following construction of the station. Each block is large enough to support multiple buildings.
- Sound Transit, in coordination with the City of Kent, engaged stakeholders and community members in 2020 and 2021. A development feasibility study was completed in Q1 2022, which will be used to engage prospective developers and community-based organizations ahead of finalizing a recommended strategy on how to proceed with TOD on these properties. It is anticipated that the Sound Transit Board will consider that strategy in summer 2022 ahead of an RFP that would come out in the fall.

U District TOD site

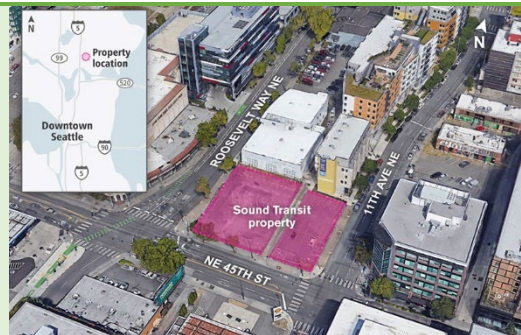
Location: U District Station, Seattle

Site Area: ±0.4 acres

Current site use: Interim tiny home village

TOD Status: Defining site goals

Development Partner(s): None selected

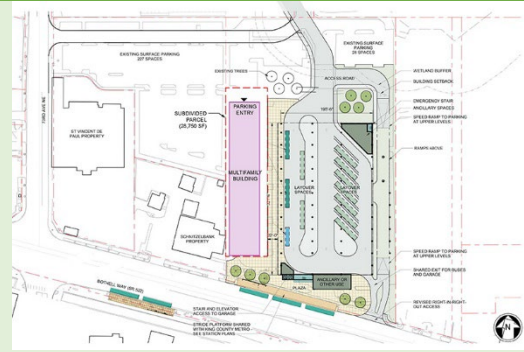


- Sound Transit conducted community engagement in 2021 for the TOD site, which identified strong support for affordable housing. An existing alley separates the property in two. Sound Transit is exploring the potential of an alley vacation and dedication that would relocate the portion of alley running through the property, as to increase the development yield. This process is expected to run through most of 2022. Sound Transit anticipates seeking Board approval on the development strategy for the site by the end of 2022.
- Sound Transit leased the property at no cost to the City of Seattle for temporary use as Rosie's Tiny Home Village to house and support up to 65 people experiencing homelessness. The village, which opened in October 2021, is operated by the Low Income Housing Institute (LIHI).

Location: Overlake Village Station, Redmond
Site Area: ±2 acres across 2 blocks
Current site use: Vacant
TOD Status: Community engagement / defining site goals
Development Partner(s): None selected



- Location:** Kenmore Stride Station, Kenmore
Site Area: TBD portion of existing property
Current site use: Park and ride
TOD Status: Defining TOD site
Development Partner(s): None selected



Appendix: Pipeline, continued

Lynnwood City Center TOD sites

Location: Lynnwood City Center, Lynnwood
Site Area: ±1.5 acres
Current site use: Temporary park and ride
TOD Status: Defining TOD site / community engagement
Development Partner(s): None selected



- Community engagement began in Q4 2021 and will continue throughout much of 2022.
- The agency is analyzing an existing piped stream that runs through a portion of the property to inform the site development constraints and opportunities. That analysis will then inform a subsequent development feasibility analysis that will begin in Q2 2022.

Downtown Federal Way TOD sites

Location: Federal Way Transit Center, Federal Way
Site Area: ±5-6 acres across 4 blocks
Current site use: Transit construction
TOD Status: Defining TOD site
Development Partner(s): None selected



- Sound Transit finalized the layout of the Federal Way Transit Center in Q2 2021, which resulted in four blocks to be developed as TOD following transit construction.
- The agency started site due diligence activities to inform development opportunity and strategy in Q1 2022, starting with a traffic analysis of potential development outcomes (i.e., number of potential housing units and size of non-housing uses). Community engagement and a development feasibility analysis will start later in 2022.

SE Redmond TOD sites

Location: SE Redmond Station, Redmond
Site Area: ±2.6 acres
Current site use: Transit construction
TOD Status: Defining TOD sites
Development Partner(s): None selected



- Sound Transit anticipates having a ±2.6 acre site adjacent the future SE Redmond Station available for redevelopment as TOD following construction of the station. Initial planning efforts for this opportunity are expected to begin mid-2022.

Appendix: Pipeline, continued

Surrey Downs single family homes

Location: East Main Station, Bellevue

Site Area: ±2 acres

Current site use: Vacant

TOD Status: Defining TOD site

Development Partner(s): None selected

Program: Single family homes



- Sound Transit owns 10 properties, many non-conforming, on just over two acres of property that is zoned and deed-restricted for single-family homes. Sound Transit is preparing information on the property ahead of conducting engagement and determining a development strategy. In the future, the Board will consider actions on the development strategy ahead of the agency finding a development partner(s).

Pine Street Triangle

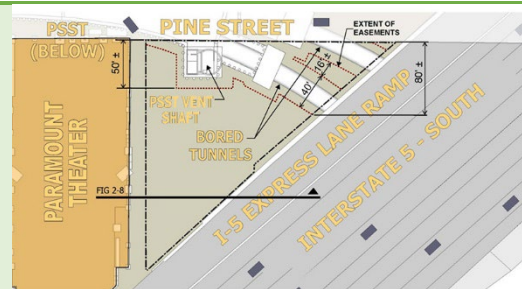
Location: Westlake Station, Seattle

Site Area: ±0.64 acres

Current site use: Transit facilities, partially vacant

TOD Status: Defining TOD sites

Development Partner(s): None selected



- A technical report was completed in Q4 2021, which documents on-going transit infrastructure and operational considerations to guide future development. The site contains underground tunnels, a vent shaft, and other on-site infrastructure. The agency has not yet determined when the property will be available for TOD.

Appendix: Pipeline, continued

Development

Cedar Crossing (Roosevelt Central Site)

Location: Roosevelt Station, Seattle

Site Area: 1.2 acres

TOD Status: Under construction

Development Partner(s): Bellwether Housing and Mercy Housing NW

Program: 254 affordable units, 12,000 SF of retail, 6,000 SF of daycare



- The Cedar Crossing project started construction in May 2020 and is anticipated to open in June 2022.
- The project includes more than 250 housing units affordable to those earning 30% to 60% of area median income. A childcare center will be owned and operated by El Centro de la Raza. In partnership with Children's Hospital and Mary's Place, 20 of the homes will be set aside for families simultaneously experiencing homelessness and caring for children with a chronic health condition.

Madison/Boylston project at First Hill

Location: First Hill, Seattle

Site Area: 0.48 acres

TOD Status: Under construction

Development Partners: Bellwether Housing and Plymouth Housing

Program: 360 affordable housing units, 4,000+ SF retail



- Construction started in 2020 and the building is anticipated to open in early 2023.
- Plymouth Housing and Bellwether Housing teamed up to develop 360 affordable homes. Plymouth will operate approximately 112 studio homes for formerly homeless seniors with on-site supportive services, and Bellwether will operate 248 affordable homes.

Appendix: Pipeline, continued

Pride Place (Site D/Atlas Site property exchange)

Location: Capitol Hill Station, Seattle
Site Area: 0.33 acres
TOD Status: Under construction
Development Partner: Community Roots Housing
Program: 118 affordable units, ground level retail and community-serving space



- In 2018, Sound Transit entered a four-party property exchange with Seattle Central College (SCC), the State Board for Community and Technical Colleges (SBCTC), and Capitol Hill Housing Improvement Program (now Community Roots Housing) to exchange the college's "Atlas Site" with Sound Transit's "Site D" to develop equitable transit-oriented development in the Capitol Hill Station area.
- Site D, as developed by SCC, will be incorporated into an adjacent SCC-owned parcel, and redeveloped as a primary entrance to the college. It is anticipated to include additional classrooms, student services, a bookstore, and faculty space.
- The Atlas Site will be developed by Community Roots Housing as Pride Place, a LGBTQ-affirming senior housing and resource center that includes 118 housing units serving seniors earning 30%-60% of the area median income and will include on-site resources through a partnership with GenPride. Groundbreaking occurred in September 2021 with pre-construction activities commencing soon thereafter. Final property closing occurred in October 2021.

Capitol Hill Site D

Location: Capitol Hill Station, Seattle
Site Area: ±0.24 acres
TOD Status: Transfer complete; Project planning
Partner: Seattle Central College
Program: College building



- Sound Transit exchanged Site D, a surplus property adjacent the West Entrance of Capitol Hill Station, with the college to consolidate Site D with the college's property and to facilitate the Pride Place project on a former college-owned property. The transfer was completed in Q4 2021.
- Seattle Central College intends to develop a new college building that will act as a gateway to their campus from the light rail station. In the interim, the college will make some improvements to Site D.

Appendix: Pipeline, continued

Spring District/120th Station TOD

Location: Spring District/120th Station, Bellevue

Site Area: ±6.8 acres

TOD Status: Negotiations

Development Partners: BRIDGE Housing, Touchstone, and Essex Property Trust

Program: ±500 housing units, 400,000+ SF office



- A master development team led by BRIDGE Housing with Touchstone and Essex Property Trust was selected to move into negotiations in September 2020. The BRIDGE team proposes more than 500 units of housing in four buildings and over 400,000 square feet of office space in two additional buildings. More than 280 units of affordable housing were proposed, including 230 units of long-term affordable housing in two buildings to be built by BRIDGE. The proposal includes a new park and active ground floor uses, including retail.
- Term sheets with the three-member development team were approved by the Sound Transit Board in November 2021 and signed in Q1 2022. Amazon recently announced that it will provide low-interest loans, including some grant funds, to the project.

Angle Lake South Site

Location: Angle Lake Station, SeaTac

Site Area: ±0.63 acres

TOD Status: Negotiations

Development Partners: South 200th Street, LLC

Program: 276 market-rate apartments with ground floor commercial space



- Sound Transit issued a request for proposals in spring 2021 to the wider market for TOD. The agency selected development partner South 200th Street LLC to develop the site for mixed-use housing as part of a larger development occurring on the adjacent property. The Sound Transit Board approved the key business terms of the transaction in Q1 2022, which requires at least 230 housing units, participation in the city's Multi-Family Tax Exemption program to provide on-site affordable housing units, and other terms.

Appendix: Pipeline, continued

Angle Lake North Site

Location: Angle Lake Station, SeaTac

Site Area: ±0.77 acres

TOD Status: Negotiations

Development Partners: Mercy Housing NW

Program: 85+ affordable housing units with ground floor commercial space



- ▶ Sound Transit issued a request for proposals in spring 2021 to select an affordable housing developer for the Angle Lake North site. The agency selected Mercy Housing NW to develop a 95-unit or more mixed-use affordable housing project on the site. The Sound Transit Board approved the key business terms of the transaction in Q1 2022, which requires at least 85 affordable housing units at or below 80% of area median income with an average income served at or below 60% of area median income, amongst other terms. Amazon recently announced that it will provide low-interest loans, including some grant funds, to the project.

Rainier Valley Affordable Homeownership

Location: Rainier Valley, Seattle

Site Area: ±1.65 acres across 10 sites

TOD Status: Transferred to City of Seattle

Development Partner: Seattle Office of Housing

Program: 100-150 affordable housing units available for purchase



- ▶ Sound Transit transferred 10 sites to the City of Seattle at no cost to create affordable homeownership opportunities in Q4 2021. The Seattle Office of Housing committed at least \$10 million to support construction of those homes. The Seattle Office of Housing will issue a request for proposals for the first phase of the project in spring 2022 that will include both property and funding.

Appendix: Pipeline, continued

Youth Achievement Center

Location: Columbia City Station, Seattle

Site Area: ±0.44 acres across 2 sites

TOD Status: Negotiating

Development Partners: Africatown CLT, Community Passageways, Creative Justice

Program: Affordable housing and services for youth



- Community members identified a youth-related affordable housing and community service need for two sites near the Columbia City Link light rail station.
- Sound Transit continues conversations with the community to advance the Youth Achievement Center on the sites.

Redmond Technology Station TOD

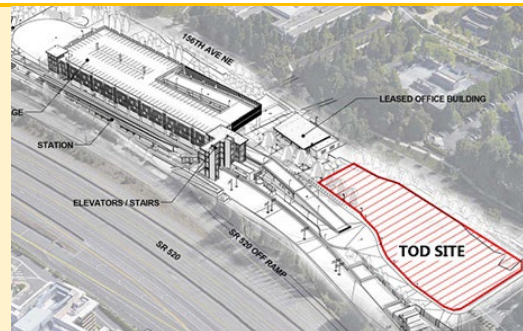
Location: Redmond Technology Station, Redmond

Site Area: ±1.1 acres

TOD Status: Negotiating

Development Partner: City of Redmond

Program: To be determined



- Sound Transit received this property in 2002 for constructing and operating a transit center or transit-supportive uses on the property. The transit facilities built on this site are being replaced with new facilities in conjunction with the light rail station under construction. When the property was initially transferred to Sound Transit, several permanent title encumbrances were placed on the property including specific transit use restrictions, reversionary rights, and use approvals held by the previous property owner.
- To resolve the title issues, achieve a TOD outcome, and support equitable development, Sound Transit and the City of Redmond are considering a transaction in which Sound Transit would transfer the property to the City, including the requirements for affordable housing. If the City sells the property, the proceeds would go to an affordable housing project within ½ mile of future light rail station in Redmond. The term sheet of a possible transaction may be ready for City and Sound Transit Board consideration in 2022.

Appendix: Pipeline, continued

Completed

Senior City

Location: Federal Way Transit Center, Federal Way

Site Area: 0.71 acres

Development Partners: Korean Women's Association and Common Ground

Architect: Environmental Works

Contractor: Marpac Construction

Program: 62 affordable housing units

Project Cost: ±\$17.3 million

Opened: 2010



- The Senior City project includes 62 affordable homes serving seniors at 50% of area median income.
- Senior City received the King County Green Globe Award in 2011 and was a finalist for Affordable Housing Finance Magazine's Reader's Choice senior housing project of the year.

Mount Baker Lofts

Location: Mount Baker Station, Seattle

Site Area: 0.53 acres

Development Partner: Artspace USA

Architect: SMR Architects

Contractor: Marpac Construction

Program: 57 affordable housing units, 10,000 SF retail

Project Cost: ±\$18 million

Opened: 2014



- Mount Baker Lofts includes 57 live/work units for artists and their families and ground level retail space that are sized small enough to be more affordable to small businesses and art galleries.

Appendix: Pipeline, continued

Mercy Othello Plaza

Location: Othello Station, Seattle

Site Area: 0.73 acres

Development Partner: Mercy Housing NW

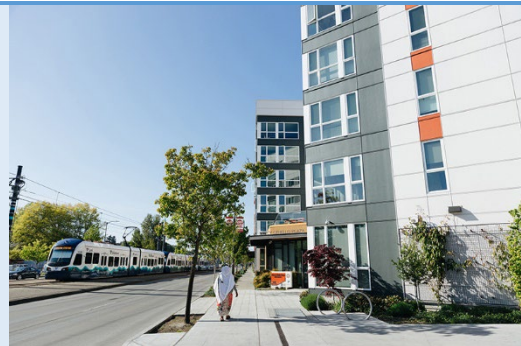
Architect: Ankrom Moisan Architects

Contractor: Walsh Construction

Program: 108 affordable housing units, 7,450 SF office/retail

Project Cost: ±\$31.1 million

Opened: 2017



- The project includes 108 affordable homes with over 60% of the units serving larger households with two- and three-bedrooms. The units serve those earning 30-60% of area median income and was the first project in Washington State to use both 4% and 9% Low-Income Housing Tax Credit programs.
- Mercy Othello Plaza won a 2018 Golden Nugget Merit Award for Best Affordable Housing Community, a 2018 VISION 2040 Award from Puget Sound Regional Council, and was a finalist in Affordable Housing Finance Magazine's 2018 Readers' Choice Awards in the Family category.

Station House (Capitol Hill Site B-North)

Location: Capitol Hill Station, Seattle

Site Area: 0.37 acres

Development Partner: Community Roots Housing

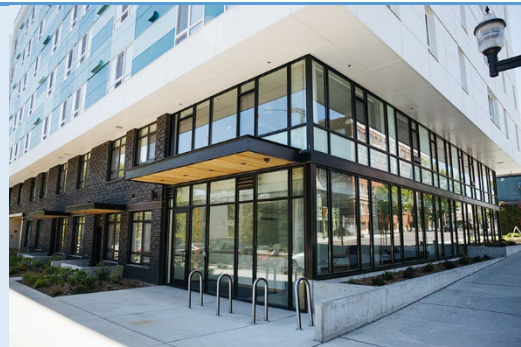
Architect: Schemata Workshop

Contractor: Walsh Construction

Program: 110 affordable housing units

Project Cost: ±\$36 million

Opened: 2020



- The first building opened as a part of the Capitol Hill Station Development, Station House was developed by Community Roots Housing and includes 110 affordable homes, serving households earning 30-60% of area median income. The building includes the Cathy Hillenbrand Community Room.
- The project won a 2020 PCBC Golden Nugget Merit Award for Best Affordable Housing Community, 60 du/acre or more.

Appendix: Pipeline, continued

Capitol Hill Station Development (Sites A, B-South, C)

Location: Capitol Hill Station, Seattle
Site Area: ±2 acres
Development Partners: Edlen & Co
Architect: HEWITT Architects, Schemata Workshop
Contractor: Lease Crutcher Lewis
Program: 318 mixed-income housing units, 30,000 SF retail
Project Cost: ±\$175 million
Opened: 2021



- Capitol Hill Station Development includes four buildings adjacent the Capitol Hill Station: Ander North, Ander South, Park, and Station House (see above entry). The overall project includes 428 housing units, with Edlen & Co developing 318 of those units in three buildings and Community Roots Housing developing 110 long-term affordable housing units in the Station House building. Overall, 42% of the housing units across the four buildings are affordable units.
- Edlen & Co completed the final three buildings in Q2 2021. The Capitol Hill Farmer's Market began using the new plaza on April 18, 2021. The AIDS Memorial Pathway opened in June 2021, with several community-led art installations located on the new plaza.

Colina Apartments (Beacon Hill small parcel)

Location: Beacon Hill Station, Seattle
Site Area: 0.05 acres (ST property)
Development Partner(s): Pacific Housing NW
Architect: Bumgardner Architects
Contractor: Walsh Construction
Program: 139 housing units (20% affordable), 6,500 SF ground level retail
Opened: 2021



- Construction activities started in January 2020 on the 139-unit project that is primarily built on adjacent private property, but includes a 2,256 SF property acquired from Sound Transit. The West building opened in May 2021. The East building opened in fall 2021.
- The Colina project is built around Sound Transit's Beacon Hill light rail station, which includes the surface plaza, vent shaft, and subsurface station. The project improved a portion of Sound Transit-owned property to create a new public plaza. The project includes affordable units as a part of the city's MFTE program.

Appendix: Pipeline, continued

Future and potential TOD opportunities

The following sites are not currently in active planning and are anticipated to be future opportunities. Projects listed with an asterisk indicate that the projects are in the transit planning process and preliminary information suggests a TOD project could potentially be available following the construction of the transit project. Potential projects could change because of design modifications or transit project needs.

This list excludes smaller surplus or excess property as well as potential TOD or joint development projects identified in early planning of ST3 projects.

Site	Station	City
Roosevelt North & South sites	Roosevelt Station	Seattle
Airport Station Passenger Pick-up/Drop-off zone overbuild	Airport Station	SeaTac
Rainier Beach sites	Rainier Beach Station	Seattle
Northgate TOD	Northgate Station	Seattle
RV003	Mount Baker Station	Seattle
Kent Sounder potential TOD site	Kent Sounder Station	Kent