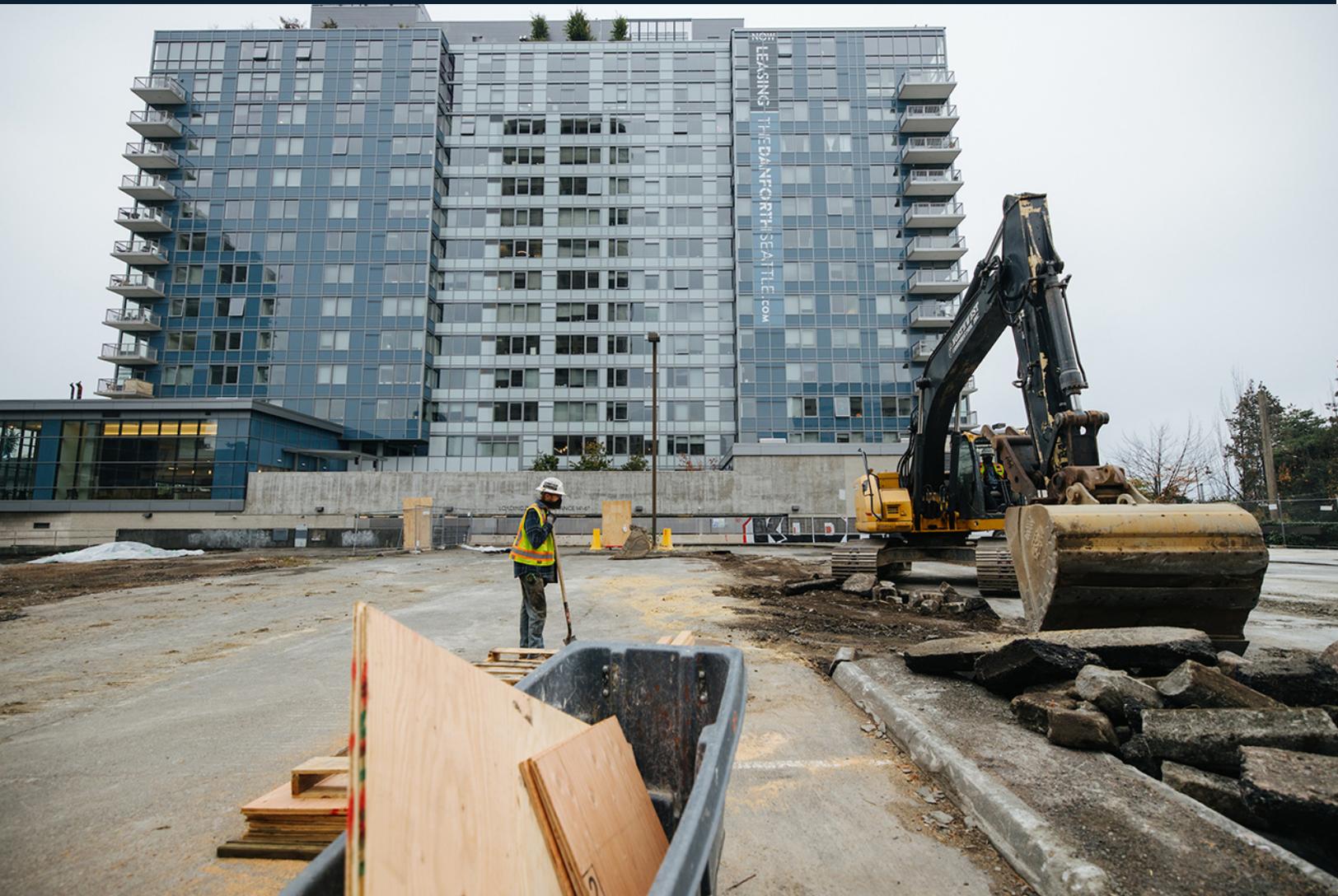


TRANSIT-ORIENTED DEVELOPMENT

Quarterly Status Report



The Madison/Boylston project in Seattle's First Hill neighborhood started construction activities in Q3 2020.

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.

TABLE OF CONTENTS

- Highlights
- TOD program development
- TOD program implementation
- Transfers of Surplus Property
- Looking Ahead

Highlights

OMF East TOD

Sound Transit entered negotiations with the master development team led by BRIDGE Housing that will develop the nearly seven-acre property into a \$500+ million mixed-used, mixed-income community. The BRIDGE team includes Touchstone and Essex Property Trust. Sound Transit issued a request for proposals in December 2019 that combined free land for affordable housing contributed by the City of Bellevue and Sound Transit with \$14 million in affordable housing funding from King County and A Regional Coalition for Housing (ARCH).

The BRIDGE team proposes approximately 500 units of housing in four buildings and over 400,000 square feet of office space in two additional buildings. Over 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 as well as active ground floor uses, including retail. The team proposed a creative financing strategy that would allow King County and ARCH to reallocate their \$14 million in funding to support additional affordable housing in the community.



The conceptual site plan for the 6.88-acre TOD site at the OMF East TOD site at the Spring District-120th Station. Graphic courtesy of GGLO.

First Hill Closing/Construction Start

The TOD project at First Hill has closed and construction work has begun. The project will provide 360 affordable studios and one-, two-, and three-bedroom apartments for residents. It will also have more than 4,000 square feet of ground floor retail space. It will open in 2022 and constitute Seattle's largest affordable housing project to date. Sound Transit played a significant role in making this ambitious affordable housing outcome possible by undertaking the agency's first no-cost land transfer under State Statute RCW 81.112.350.

Board Approves Angle Lake Offering Strategy

Sound Transit's Board has approved an offering strategy for two TOD sites located near the Angle Lake Link light rail station. Both sites were declared suitable for housing. The North Site will be offered first to qualified entities for the development of affordable housing; the South Site will be offered more broadly. A Requests for Proposals for these two offerings will be released in the upcoming months.

TOD Program development

The COVID-19 recession could change project timelines

The pandemic crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. As some businesses remain closed and people stay home, sales tax revenues critical to funding transit construction have declined rapidly. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects will need to change due to lower revenue projections, absent receiving alternative state or federal revenue. Additional information on the realignment process can be found at <http://www.soundtransit.org/realignment>.

TOD Guidelines

Following the adoption of Sound Transit's Equitable TOD Policy (R2018-10) in 2018, the agency began refining its process and guidelines to articulate how the agency uses its surplus property portfolio to implement the policy. Much of 2018 and 2019 were used to pilot ways to implement the policy and those lessons learned will be applied to the guidelines, as well as a strategic plan for the program. Program and project guidelines are being developed for transaction requirements, construction oversight, design review and approvals, development strategies, and partnering process for surplus properties.

TOD Five-Year Planning

In Q2, the agency initiated an effort to produce a TOD and surplus property inventory and 5-year planning framework. Both deliverables will help OLUPD plan for and deliver TOD in alignment with the state statute, the agency's Equitable TOD Policy, and agency strategic goals. Development on the inventory and planning framework continued in Q3, yielding draft deliverables including preliminary massing studies on eight TOD sites, a GIS platform for surplus properties, station area needs assessments, and a portfolio-wide scenario testing framework. Completion of both the property inventory and planning framework is scheduled for early 2021.



Concrete work at the Cedar Crossing project in Roosevelt continued in Q3 2020. Due to the project's close proximity to the underground station, Sound Transit and the developer have a construction coordination plan that addresses safety, settlement monitoring, haul routes, etc.

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, OLUPD staff are embedded in capital project teams to lead station planning and urban design efforts during the project development and early engineering phases.

In Q3 2020, the following were advanced for each of the below ST3 projects:

- SR 522 and I-405 BRT**
Began scoping a joint development agreement with King County Metro for the Kenmore Park and Ride site. Continued negotiations with WSDOT on joint development offering at Kingsgate. Began evaluation of a new potential parking and joint development project at Bothell.
- Tacoma Dome Link Extension**
Advanced evaluation of potential joint development opportunities.
- West Seattle and Ballard Link Extension**
Following completion of “co-planning” workshops with City of Seattle, King County Metro, and other public agencies to introduce DEIS station concepts, documented comments and refinement/partnership ideas to pursue in stakeholder and public engagement in late 2020 and early 2021. Advanced evaluation of potential joint development opportunities.
- Everett Link Extension**
Coordinated on \$2 million grant award, announced in June as a part of the Federal Transit Administration’s Pilot Program for TOD Planning, which would assist the agency in developing a “model code” for jurisdictions to consider.

Revolving Loan Fund for Affordable Housing

Sound Transit is directed by RCW 81.112.350 (1)(a) to contribute \$4 million a year for five years to support affordable housing in its district. To ensure the loan funds are used effectively, Sound Transit retained Local Initiatives Support Corporation (LISC) in July 2019 to work with Sound Transit in developing a business plan for implementing the program.

Sound Transit and LISC engaged affordable housing stakeholders in Q2 on the findings of a needs assessment that is informing the development of the draft business plan. The agency anticipates further engaging the board and stakeholders on later in 2020 on the fund development.

TOD Program implementation, continued



Construction workers cleared buildings in First Hill as a part of the \$150 million project that will bring 360 units of affordable housing to the community

Current TOD projects

- **Capitol Hill Sites A-C:** Construction continues after COVID-19 related delays with opening expected in 2021.
- **Beacon Hill:** Construction continues on the Colina project after COVID-19 related delays with opening occurring in phases, expected in Q2 and Q4 2021.
- **Roosevelt Cedar Crossing:** The TOD project at Roosevelt, called Cedar Crossing, continues to make progress after starting construction in May 2020. The 250+ units of affordable housing will open in 2022.
- **OMF East:** The Request for Proposals submittal period closed on June 26. An evaluation committee consisting of Sound Transit, City of Bellevue, King County and ARCH selected a master development team, which was announced on October 1. See the TOD Pipeline for more information.
- **Rainier Valley Homeownership Initiative:** Sound Transit continues to work with the Seattle Office of Housing on a partnership that would result in the creation of affordable housing opportunities, with a focus on homeownership, on 10 sites in the Rainier Valley. The Board's Executive Committee approved resolutions surplusing the sites, and allowing staff to begin negotiating a no cost transfer to the Seattle Office of Housing to advance this outcome. The resolutions will advance to the full Board at the end of October.
- **Rainier Valley Youth Achievement Center:** Sound Transit is also working with a coalition of organizations, and with public agency partners, to advance a proposal for a Youth Achievement Center to be developed on two TOD properties near the Columbia City Link light rail station.

TOD Program implementation, continued

- **Angle Lake:** The Sound Transit Board approved a resolution in September that declared two surplus properties near the Angle Lake Link light rail station suitable for the development of housing and authorized staff to offer the North site to qualified entities for affordable housing at a potential discount, and the South site to the open market.
- **RV183:** Sound Transit received an unsolicited proposal for a 3,400 SF triangular property at Holly St. and MLK near Othello Station. The opportunity was advertised in Q3 2020. The agency is in the evaluation phase.
- **LGBTQ-Affirming Senior Housing and Service Center on Capitol Hill:** The TOD project at 1515-1519 Broadway, south of the Link Capitol Hill station, is in collaboration with Community Roots Housing, formerly known as Capitol Hill Housing. The project encompasses 125-unit affordable housing development providing affirming housing and vital services to Seattle's LGBTQ seniors. Community Roots Housing is currently securing permits and financing with groundbreaking expected for Q2 2021. Sound Transit facilitated this project through a property swap with Seattle Central College.
- **Overlake Village TOD:** The agency kicked off its TOD planning process with the City of Redmond in Q3.
- **Federal Way Link Extension:** Engagement with the cities of Kent and Federal Way continued in Q3, focusing on TOD at the Kent-Des Moines Station and Federal Way Transit Center, respectively. The TOD team continues to engage with the light rail design-build team to ensure that any surplus property from the project at the transit centers are as conducive as possible for future development. Both Kent and Federal Way are interested in mixed-use, mixed-income TOD, hoping to capitalize on the new transit stations to bring new development to their communities.

TOD Program implementation, continued

➤ **Mt. Baker TOD:** Sound Transit and the City of Seattle are partnering on a joint study to develop a street network, site plan, open space, and urban design recommendations for the former University of Washington (UW) Laundry Site and adjacent parcels, including Sound Transit-owned sites. The study will inform future development.

➤ Further detail available in the TOD Pipeline Table.



The east building of the Colina project next to the Beacon Hill Station rises out of the ground.

Transfers of surplus property



A rendering of the Madison/Boylston project on Sound Transit's First Hill surplus property.

Sound Transit transferred the First Hill property to the Plymouth Housing and Bellwether Housing team in August 2020. The development team then demolished the building ahead of the project's financing closing in September 2020. The development team is a qualified entity that will build all the units, excluding manager units, as affordable housing with 112 units at or below 30% of area median income, and 248 units at 50% and 60% of area median income.

Looking ahead

Overview

The following notable activities are anticipated for Q4 2020:

🔗 Program Development:

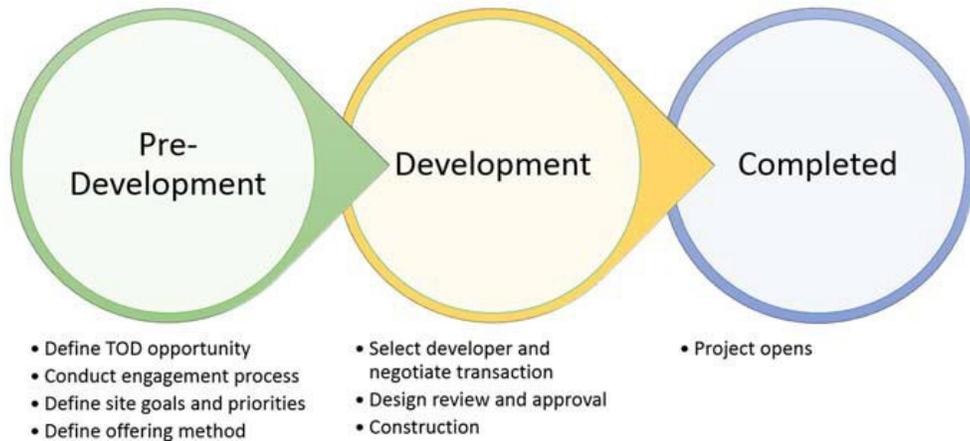
- Presentation to the Board of the Housing Needs Assessment and programmatic development for a revolving loan fund for affordable housing.
- Completion of the draft program guidelines for internal review and refinement.

🔗 TOD Projects:

- A declaration of surplus, suitability for housing, and offering strategy for the 10 Rainier Valley affordable housing sites is expected to go before the Board in October.
- An extension of the Capitol Hill Site D/Atlas Site 4-party agreement is anticipated to be considered by the Board in October.
- Additional work to realize a Youth Achievement Center on two sites near Columbia City Station.
- Commencement of a street network, open space, urban design, and massing study with the City of Seattle that will inform the future Request for Qualifications for development of the Mount Baker University of Washington Consolidated Laundry site and the Sound Transit East Portal Site, and the long-term vision for the Mount Baker station area.

The Q4 2020 report will be published by January 15, 2021.

TOD Pipeline



Pre-Development Projects
<p>Rainier Valley Affordable Homeownership Program</p> <p>Location: Rainier Valley, Seattle Site Area: ±72,000 SF across 10 sites/16 parcels Zoning: LR-2/LR-3 Multifamily residential/townhome Program: Anticipate 80-150 Units</p>
<ul style="list-style-type: none"> ➤ Sound Transit is exploring a potential agreement with the City of Seattle’s Office of Housing on an affordable housing program, focused on homeownership, on a group of small parcels primarily located along Martin Luther King Jr. Way S. in the Rainier Valley, in proximity to the Columbia City, Mount Baker, and Othello light rail stations. ➤ In 2019, Sound Transit and the Seattle Office of Housing, with support from Puget Sound Sage, completed a community engagement process that piloted the TOD program’s draft equitable engagement approach. The engagement report is available at www.soundtransit.org/TOD. ➤ Sound Transit’s Executive Committee approved a surplusing, suitability for housing and offering strategy for the properties – which includes a no-cost land transfer to the City of Seattle. The full Board is anticipated to consider those actions in October 2020.
<p>Youth Achievement Center</p> <p>Location: Rainier Valley, Seattle Site Area: ±19,000 SF across 2 sites/6 parcels Zoning: LR-2/LR-3 Multifamily residential/townhome Program: Affordable housing and youth programming and services</p>
<ul style="list-style-type: none"> ➤ Community members identified a youth-related affordable housing and community service need for two sites previously identified for the affordable home ownership program. Sound Transit will continue conversations with the community, and with local government partners, in order to advance this outcome on the sites.

Surrey Downs single family homes

Location: East Main Station, Bellevue

Site Area: ±89,000 SF (2.04 acres)

Program: Single family homes

- Sound Transit owns 10 properties, many non-conforming, for just over two acres of property that are 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).

Redmond Technology Station

Location: Redmond Technology Station, Redmond

Site Area: ±53,000 SF (1.2 acres)

Zoning: OBAT

Program: TBD

- 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. Through the design-build process for Redmond Technology Station, a 1.2-acre TOD site emerged. Sound Transit evaluated the TOD potential of this new opportunity and identified several redevelopment challenges that would need to be addressed to implement a TOD project, primarily property title encumbrances and limited development rights. When the property was 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.
- In order 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 2021.

Overlake Village TOD sites

Location: Overlake Village Station, Redmond

Site Area: Site A: ±87,000 SF (2.0 acres) Site B: ±12,000 SF (0.28 acres)

Program: TBD

- Planning started for the TOD site(s) that sits between the Overlake Village Station and the redevelopment occurring to the east. A kick off meeting with the City of Redmond occurred in Q3.

Mount Baker Station East Portal site**Location:** Mount Baker Station, Seattle**Site Area:** ±77,000 SF (1.8 acres)**Program:** TBD

- ▶ In 2019, Sound Transit participated on an interagency team with the City of Seattle (Office of Housing, Department of Transportation, Office of Planning and Community Development, Parks and Recreation), King County Metro, and King County Wastewater Treatment on an effort to implement a town center vision in the station area. The team engaged the Urban Land Institute to conduct a Technical Advisory Panel to provide third-party technical expertise for the station area. The process improved interagency collaboration and provided concepts to explore in the next phase of work.
- ▶ Sound Transit is discussing the potential of partnering with the Seattle Office of Housing to combine the East Portal site and the city's future UW Laundry site. The two agencies are jointly studying the sites that will inform the potential terms and approach with bringing on a development partner(s).

Pine Street Triangle**Location:** Westlake Station, Seattle**Site Area:** ±28,200 SF (0.64 acres)**Program:** TBD

- ▶ Work started on a technical analysis for the Pine Street Triangle property. Internal stakeholder interviews have concluded and the consultant is preparing recommendations on what to analyze further. The effort will document the on-going transit infrastructure and operational considerations that should 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.

U District – 45th & Roosevelt property**Location:** U District Station area, Seattle**Site Area:** 18,034 SF (0.4 acres)**Zoning:** SM-U 95-320 (mixed use, with a maximum height of 320 feet)**Program:** TBD

- ▶ Sound Transit owns a property located two blocks west of the future U District Station that is currently used for construction staging. Sound Transit has completed a development feasibility analysis and will next undertake community engagement in order to determine a development strategy for the property. The property is bifurcated by a public alley, which may affect the development potential of the property.

Development Projects

Capitol Hill Sites A, B-South & C

Location: Capitol Hill Station, Seattle

Developer: Gerding Edlen

Site Area: 105,890 SF (2.43 acres)

Status: Under construction

Program: 428 Mixed-income units (176 Affordable Units, 252 Market Rate Units); 30,000 SF retail - Capitol Hill TOD master development

Other: FTA Joint Development project

➤ Three 99-year ground leases (Sites A, B-South, and C) closed on June 20, 2018 and the contractor broke ground on June 21, 2018. Construction on the three buildings is expected to be complete in Q4 2020, with construction temporarily stopped in March and April 2019 due to the COVID-19 virus. The three buildings include 318 housing units (66 affordable and 252 market-rate), and over 30,000 SF of retail space and are expected to open in 2021. A fourth building, Station House, opened in March 2020 and provided 110 affordable housing units (see Completed Projects section).

Beacon Hill small parcel (Colina project)

Location: Beacon Hill Station, Seattle

Site Area: 2,256 SF (0.05 acres)

Status: Under construction

Zoning: NC2P-65 Neighborhood Commercial 2

Program: 139 housing units on ST-owned and adjacent private property, 20% of which will be affordable.

➤ 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 Colina project will be developed around Sound Transit's operating light rail station, which includes the surface plaza, vent shaft, and subsurface station. The project will improve a portion of Sound Transit-owned property to create a new public plaza. The project is providing affordable units as a part of the city's MFTE program.

Cedar Crossing (Roosevelt Central Site)

Location: Roosevelt Station, Seattle

Developer: Bellwether Housing & Mercy Housing NW

Site Area: ±54,000 SF (1.2 acres)

Status: Under construction

Zoning: NC3-P-85 Neighborhood Commercial 3

Program: 254 Affordable Units (30-60% AMI), 12,000 SF retail, 6,000 SF daycare

Other: FTA Joint Development project

- Sound Transit has a 1.2-acre TOD site adjacent the future Roosevelt Station that will be redeveloped into a new mixed-use building that has street-level retail, a daycare, and 254 units of affordable housing. The site was used for constructing the underground tunnel and station but provided the additional opportunity to be redeveloped into transit-oriented development.
- The project broke ground in May 2020 and is expected to open in 2022.

Madison/Boylston project at First Hill

Location: First Hill, Seattle

Developer: Bellwether Housing & Plymouth Housing

Site Area: ±21,000 SF (0.48 acres)

Status: Under construction

Zoning: NC3-P-160 Neighborhood Commercial 3

Program: 360 units at 0-60% AMI, 4,000+ SF retail

- 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 on floors 1-5, and Bellwether will operate 248 affordable studios and one-, two-, and three- bedroom homes on floors 6-17. The project will also include more than 4,000 square feet of ground floor retail.
- Sound Transit provided the property at no cost to facilitate such an ambitious affordable housing outcome. Washington State Housing Finance Commission, Washington State Department of Commerce, King County Department of Community and Human Services, Seattle Office of Housing, Enterprise Community Partners, and private fundraising by Bellwether and Plymouth Housing all provided funding support for the project. Citi and Bank of America are the project lenders. Weber Thompson is the project architect and Turner Construction Company is the general contractor.

LGBTQ-Affirming Senior Housing and Service Center (Capitol Hill Site D/Atlas Site property exchange)

Location: Capitol Hill Station, Seattle

Site Area: Site D: 10,383 SF (0.24 acres); Atlas Site: 14,356 SF (0.33 acres)

Developer: Atlas Site: Community Roots Housing (f/k/a Capitol Hill Housing)

Status: Atlas Site: Design

Zoning: Site D: NC3-P-40 Neighborhood Commercial 3 (Development Agreement between Sound Transit and City of Seattle allows height up to 85 feet)

Program: Site D: college expansion. Atlas Site: 125+ affordable units

- In 2018, Sound Transit entered into 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 property in order to develop equitable transit-oriented development in the Capitol Hill Station area. Sound Transit granted SCC a right of first refusal in 2011 for Site D. SCC and SBCTC approached Sound Transit about exchanging Site D for two contiguous parcels nearby that SCC owns (the “Atlas Site”).
- Site D, as developed by SCC, would be incorporated into an adjacent SCC-owned parcel and redeveloped as a primary entrance to the college and is anticipated to include additional classrooms, student services, bookstore, and faculty space.
- Community Roots Housing is developing the former Atlas Site as and LGBTQ-affirming senior housing and resource center, which received a funding award from the Seattle Office of Housing in December 2019. The project is currently planned for 125 residential units at 60% AMI and below and will include on site resource center and ground floor retail. The project is in the design and permitting stage and is expected to break ground in 2021.

Angle Lake Sites

Location: Angle Lake Station, SeaTac

Site Area: North Site: ±34,000 SF (0.77 acres); South Site: ±27,500 SF (0.63 acres)

Developer: TBD

Status: Preparing Request for Proposals

Zoning: RBX – Regional Business Mix with an Angle Lake Station Area Overlay District

Program: TBD

- In September, the Board approved a resolution declaring two surplus properties located at the Angle Lake Link light rail station suitable for the development of housing, and offering the North site to qualified entities for affordable housing at a potential discount, and the South site to the general market.
- Sound Transit will next issue RFPs for the two properties in the upcoming months.

Operations and Maintenance Facility – East

Location: Spring District/120th Station, Bellevue

Site Area: ±6.8 acres

Developer: BRIDGE Housing, Touchstone, and Essex Property Trust

Status: Pending Award

Zoning: BR-OR-2, Master Development Plan

Program: ±500 units of housing (280 affordable), 400,000+ SF office

- Following the completion of the Operations and Maintenance Facility – East, Sound Transit will have a 6.8-acre TOD site available for redevelopment. The site is entitled for over 1.1 million square feet across six buildings, resulting in an exciting mixed-use, mixed-income project in the Spring District/120th Station area.
- The City of Bellevue, which owns approximately one acre of the TOD property (equivalent to a building pad site), agreed to transfer the property to Sound Transit at no cost in exchange for providing a similar property within the site for affordable housing at no cost. Sound Transit agreed to also offer a building pad site within the larger TOD property to affordable housing developers at no cost. King County and A Regional Coalition for Housing (ARCH) both agreed to bring much needed affordable housing financial resources to build affordable housing on those properties, with King County committing \$10 million and ARCH \$4 million.
- A joint RFP was issued by Sound Transit in December 2019 and final submittals of the RFP closed on June 25, 2020. The RFP sought a master development team that will deliver a mixed-use, mixed-income project and included the free land for affordable housing components from Sound Transit and the City of Bellevue as well as affordable housing financial assistance from King County and ARCH.
- 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 over 500 units of housing in four buildings and over 400,000 square feet of office space in two additional buildings. Over 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 as well as active ground floor uses, including retail. The team proposed a creative financing strategy that would allow King County and ARCH to reallocate their \$14 million in funding to support additional affordable housing in the community. Following negotiation of a term sheet, the Sound Transit Board will consider key business terms with the development team.

Completed Projects

Senior City

Location: Federal Way Transit Center, Federal Way

Developer: Korean Women's Association, Common Ground

Site Area: 30,834 SF (0.71 acres)

Program: 62 Affordable Units (Senior – 1BR); 3,125 SF common room

Project Cost: \$16.9 million

 Opened in 2010

Mount Baker Lofts

Location: Mount Baker Station, Seattle

Developer: Artspace USA

Site Area: 23,064 SF (0.53 acres)

Program: 57 Affordable Units (Artist's Studio); 10,000 SF retail (12 bays)

Project Cost: \$18 million

 Opened in 2014

Othello Plaza

Location: Othello Station, Seattle

Developer: Mercy Housing NW

Site Area: 31,870 SF (0.73 acres)

Program: 108 Affordable Units (1-3 BR at 30% - 60% AMI); 7,450 SF retail

Project Cost: \$29.8 million

 Opened in 2017

Station House (Capitol Hill Site B-North)

Location: Capitol Hill Station

Developer: Community Roots Housing (f/k/a Capitol Hill Housing)

Site Area: 15,878 SF (0.37 acres)

Program: 110 Affordable Units (30%-60% AMI)

Project Cost: \$36 million

 Opened in 2020

Future / Potential Sites*		
Sites	Corridor	Approximate Timing to move into Pre-Development
Kent-Des Moines Station – Future TOD sites	South	Started in 2019
Federal Way Transit Center – Future TOD sites	South	Started in 2019
Lynnwood Transit Center – Potential Future TOD Site	North	Started in 2020
Southeast Redmond Station – Potential Future TOD site	East	2021
Roosevelt Station – North and South TOD sites	Central	2021
Rainier Beach – Future TOD sites	Central	TBD
Airport Station – Potential joint development over pick up/drop off zone	South	TBD
Northgate Station – Potential TOD site	Central	TBD

* These sites are either currently in the TOD Strategic Plan and not yet moved to market or are anticipated to become TOD sites for projects in design. Please note, any site identified as “potential” could change because of design modifications or transit project needs.