

TRANSIT-ORIENTED DEVELOPMENT

Quarterly Status Report



Colina Apartments fully opened just east and south of the Beacon Hill Station this fall. (Feature Graphics)

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

Sound Transit Board approves transaction terms for \$500+ million TOD by Spring District/120th Station in Bellevue

In November, the Sound Transit Board of Directors approved key transaction terms with developers to build nearly seven acres of transit-oriented development (TOD) adjacent to the recently completed Operations and Maintenance Facility: East. BRIDGE Housing and its partners, Essex Property Trust, and Touchstone were selected last year to develop the project, with a total development cost of more than \$500 million.

Sound Transit and the City of Bellevue worked together for many years on a creative plan to integrate the OMF East into the city's plans for the rapidly developing BelRed corridor. The collaborative vision for the site, located across from the Spring District/120th Link light rail station opening in 2023, features a vibrant mix of uses including affordable and market-rate housing, offices, retail, and public space.

BRIDGE Housing will serve as the qualified entity, lead developer and affordable housing developer. BRIDGE has participated in the development of more than 18,000 homes on the West Coast. Touchstone, a URG Company, will develop the commercial office component. They are based in Seattle and have worked in the region for more than 35 years. Essex Property Trust will develop the market-rate housing and is a fully integrated real estate investment trust that acquires, develops, redevelops, and manages multifamily residential properties in selected west coast markets.

The project is planned to include:

- Approximately 500 housing units, with approximately 280 affordable to households earning 30% to 80% of area median income.
- Approximately 430,000 SF of office space, with no less than 375,000 SF.
- Active ground floor uses, including retail and resident amenities.
- A publicly accessible park.

Conceptual Site Plan




The development plan includes six buildings, new streets and paths, and a park. (BRIDGE Housing)

Highlights, continued

The master-planned, multi-phase TOD is expected to be built over the next decade, following recent residential and office growth in the neighboring Spring District. The City of Bellevue and Sound Transit each contributed approximately one acre of land, valued at approximately \$6 million each, to support the development of affordable housing at no cost.

Once all office and market-rate housing projects complete their construction and lease-up period, Sound Transit expects a minimum of \$1.36 million in annual ground rent payments. This amount increases over time and is considered a flexible funding source for the agency. Sound Transit will also have profit participation upon the first sale of market-rate building improvements.

 For more information about the OMF East TOD project, visit the project [webpage](#).

Congress approves new tool for transit-oriented affordable housing

In December, Congress provided transit agencies a new tool to create affordable housing on surplus property. The Promoting Affordable Housing Near Transit Act (H.R. 3680), which was introduced and championed by Congressman Adam Smith, was included in the FY2022 National Defense Authorization Act. The law provides an additional disposition method for federalized surplus property, allowing the Secretary of Transportation to approve extinguishing the federal interest if the property is transferred to local governments, non-profit organizations, or other third-party entities for the purpose of creating affordable housing. These entities must develop the sites transferred under this method with at least 40% of the housing units in the project serving households at or below 60% of area median income with at least 20% of those units serving households at 30% of area median income.

A broad coalition of local and national organizations supported the Promoting Affordable Housing Near Transit Act, including Sound Transit. “There is no better place to develop affordable housing than near transit, where people can rely less on costly and carbon-generating automobiles” said Sound Transit CEO Peter Rogoff. “This bill supports agencies like Sound Transit in our work to turn the surplus property that remains after transit construction into vibrant and affordable development that ensures that transit remains accessible to all.”

Sound Transit is working with its federal agency partners to understand the timing of any updates to guidance documents. The new disposition method provides Sound Transit and other public agencies additional tools to facilitate affordable housing on federalized property. In recent years, the Federal Transit Administration (FTA) also expanded the flexibility of the FTA Joint Development program to support affordable housing development, which helped Sound Transit's TOD projects at Angle Lake Station and Spring District/120th Station.

Highlights, continued

Sound Transit's 2021 TOD performance

Highlights from Sound Transit's efforts to advance TOD in 2021 include the following:

- Amazon committed \$100 million in flexible, low-cost loans to support the creation of up to 1,200 affordable housing units on Sound Transit property.
- Construction started on Pride Place, which includes 118 affordable homes targeting LGBTQ+ seniors on property Sound Transit exchanged with Seattle Central College.
- The final phases of the Capitol Hill Station development opened, including the opening of the new public plaza that became home to the Capitol Hill Neighborhood Farmers Market and the AIDS Memorial Pathway installation.
- Colina Apartments opened next to the Beacon Hill Station.
- Sound Transit transferred 10 sites to the City of Seattle for affordable homeownership near the Mount Baker, Columbia City, and Othello stations.
- The Board approved the key business terms of a multi-phase, mixed-use, mixed-income TOD project across from the Spring District/120th Station that includes approximately 500 apartments and 400,000+ square feet of office space.
- Selected and began negotiations with developers at Angle Lake Station on two projects, one affordable housing and the other market-rate housing on two sites next to the station.
- Advanced planning of TOD projects at U District Station, Kent/Des Moines Station, Overlake Village Station, Mount Baker Station, Federal Way Transit Center, and Lynnwood City Center Station.
- Co-led station planning and evaluated potential TOD associated with the West Seattle-Ballard Link Extension, Tacoma Dome Link Extension, Everett Link Extension, and Stride BRT program.

Additionally, the program to date has achieved the following:



2,504

Homes built or in process



\$1.2 BILLION

Total public and private investment in projects built or in process

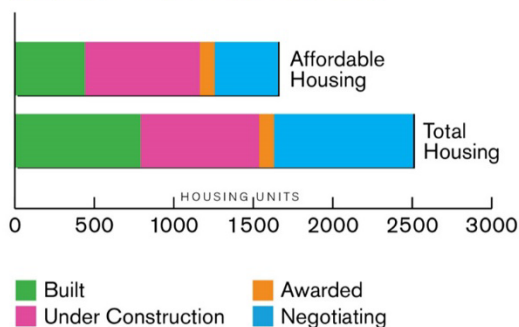


\$64 MILLION

Total revenue for transit from projects built or in process

*Exact number may change based on unit mix in final project

Forecasted housing units on Sound Transit property – affordable and total*



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-Ballard Link Extension (WSBLE) updates

The interagency station planning process was brought to a close in Q2, shifting Sound Transit and its consultant team's focus towards documentation of that work for community engagement. A progress report on the station planning work will be published soon alongside the Draft Environmental Impact Statement (EIS) for the WSBLE projects, highlighting opportunities, ideas, and recommendations for communities to consider. A major focus of the progress report is identifying opportunities for TOD within the station context, what types of uses and intensities these opportunities might present, and how the opportunities differ between the project alternatives under consideration in the Draft EIS. Community review and feedback in 2022 will inform engagement with property owners and developers on potential joint development projects to pursue once the Sound Transit Board confirms or modifies the preferred alternative for the Final EIS.

Tacoma Dome Link Extension (TDLE)

Work continued on developing a concept for retail at the Tacoma Dome Station "Close to Sounder" alternative in Q4. This included interviews with local and national retailers experienced in delivering and operating small-scale retail in similar environments, as well as focused workshops with key partners at Sound Transit who will be involved in supporting realization of any retail opportunities.

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. This report will be completed and published in 2022 as TDLE prepares to publish its draft EIS.

Stride Bus Rapid Transit (BRT)

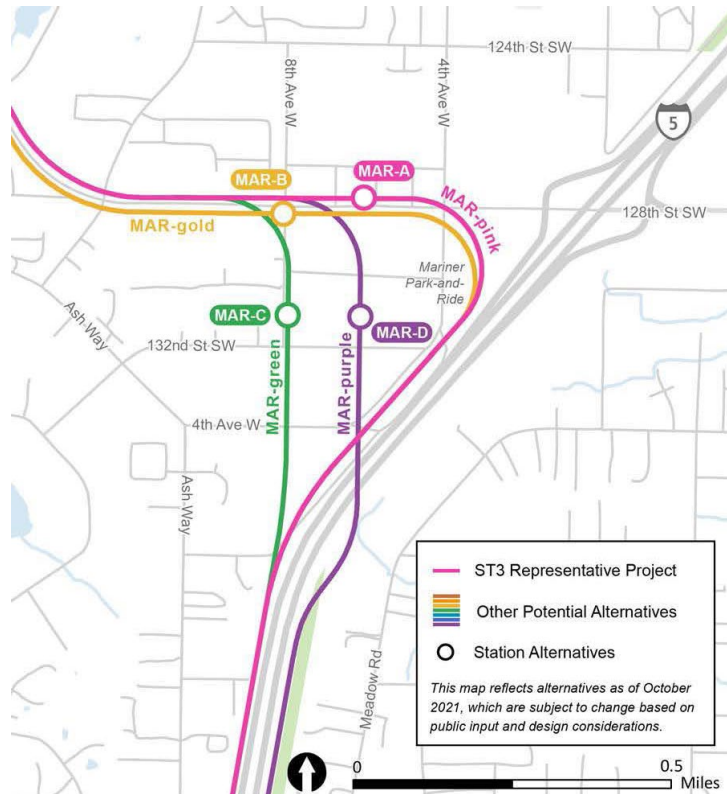
Potential Agency TOD opportunities associated with Stride BRT are associated with future parking capital investments, which are now delayed to 2034 and later, which will be 7-8 years after the anticipated start of core transit service for the BRT lines. This will shift the focus to how partnerships with 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.

TOD Program implementation

Everett Link Extension

The Everett Link Extension (EVLE) project will add six light rail stations, plus one unfunded provisional station, and will run 16-miles of service from Lynnwood City Center to West Alderwood, to Ash Way, to SR99/Airport Rd (provisional station), SW Everett Industrial Center, to SR526/Evergreen Way, and to downtown Everett.

As part of the EVLE Phase 1 Alternatives Development early planning efforts, the station area planning team identified a total of 29 potential station concepts to consider for the Level 1 evaluation work on initial alternatives for alignments and station locations. This is the first of two levels of evaluation that the team will undertake during the alternatives development process to inform the Sound Transit Board's identification of a preferred alternative, and other alternatives, to evaluate in a Draft Environmental Impact Statement in early 2023.



Map of Mariner representative project and potential station alternatives.

Recently, Sound Transit's completed documentation of the Level 1 Station Area Planning workshops for the various station alternatives. These workshops were done in collaboration with the Interagency Group (IAG) stakeholders – a group comprised of representatives from city, county, the regional MPO (PSRC) and transit stakeholders. The IAG participated in a virtual planning exercise for the 29 station concepts along the corridor and provided feedback on a variety of themes and issues - site configuration, station access, multi-modal connections, and land use and development issues. This document was shared with members of the IAG during the month of December.

Sound Transit shared the Corridor Development Propensity Analysis technical memo with the IAG members and received feedback from the IAG on the potential sites of interest and major infill opportunity sites that were identified in the memo. In addition, Sound Transit engaged local jurisdiction staff as part of a one-on-one conversation series to gather additional input for future development propensity work to be performed.

TOD Program implementation, continued

In coordination with partner transit agencies, Community Transit and Everett Transit, the agency conducted transit integration analysis to review potential future 2037/2041 service network route and frequency needs in preparation for future planning workshops in Q1 2022 that will review draft network plans and discuss station-specific needs such as active bus bays, bus layover capacity, and operational needs.

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

Everett Link Extension Model Code Partnership

The Everett Link Extension project includes a unique component intended to implement consistent best practices along the corridor and streamline permitting in later stages of the project called the Model Code Partnership (MCP). This collaborative effort is evaluating how local policies and regulations may impact the design, permitting and construction of light rail facilities but also incorporating considerations for 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.

Central Corridor's six subareas



The six subareas within the Central Corridor of St. Paul, MN that guided recommended policies and strategies within the Central Corridor Affordable Housing Coordinated Plan (LISC Twin Cities)

The MCP consists of four major components: policy and regulations inventory, gap analysis, TOD case studies, and model code development. Progress during Q4 2021 focused on developing TOD case studies and researching economic considerations and financial tools. To begin drafting the Case Study Report, Sound Transit researched six TOD case studies from a variety of similar projects to highlight best practices and potential applicability to the Everett Link corridor. As part of this effort, Sound Transit met with peer agencies to understand the successes and challenges of past TOD projects. Sound Transit staff also met with developers of the TOD projects and city planners from the case study jurisdictions.

To begin preparing for the Economic Considerations and Financial Tools Report, Sound Transit researched several resources, including those mentioned during case study conversations. Tools are being organized by scalability (local, regional, state, and federal) and by types of TOD or other applicable areas (affordable housing, green building, infrastructure, commercial development, etc.). Individual meetings were held to discuss potential tools with each of the three EVLE jurisdictions and with the Puget Sound Regional Council.

Sound Transit anticipates submitting the draft of both reports to the FTA in early 2022.

TOD Program implementation, continued



The Colina East building opened this fall, completing the two-building Colina Apartments. (Feature Graphics)

Colina Apartments opens final building at Beacon Hill Station

Pacific Housing NW opened the Colina East building, which now completes the two-building project. Approximately 140 housing units, with 20% of them affordable through the City of Seattle's Multifamily Tax Exemption program, and 6,000 SF of retail space make up the combined Colina Apartment project and includes new plaza space that enhances the Roberto Maestas Festival Street on the north. The project was designed by Bumgardner Architects and built by Walsh Construction.

Local restaurateurs that operated Baja Bistro and Kusina Filipina in Beacon Hill until 2020 and 2017, respectfully, will reopen as Baja Bistro and CheBogz in a shared 3,500 SF space in the Colina West building just steps south of the Beacon Hill Station entrance. An announcement is expected soon on a future tenant of an additional storefront space in the Colina East building.

TOD Program implementation, continued

Community engagement begins at Lynnwood City Center

Last month Sound Transit asked the public to participate in an online survey to share community priorities on future transit-oriented development in Lynnwood. The agency owns land next to the future Lynnwood City Center Station that will become available for development following construction completion. The land is currently being used as temporary parking for the Lynnwood Transit Center while the future Lynnwood City Center light rail station is being built.

Sound Transit's survey, made available in English, Korean, Spanish, and Vietnamese, sought community feedback to help create a vision for future development near the station, focused on the opportunities created through easy access to transit.

A summary of the more than 1,300 survey responses will be shared in an online open house in spring 2022, which will also include additional opportunities to provide feedback. The information collected from the community helps identify priorities for how the property gets developed.

➤ For more information about the Lynnwood City Center Station project, visit the project [webpage](#).



The Lynnwood City Center TOD site is located north of the station, in between the station and a large private redevelopment planned on the north side of 200th Street SW known as Northline Village.

TOD Program implementation, continued



The planned TOD project looking NE from the station platform. (AAA Management)

Sound Transit supports TOD project next to future Shoreline South/148th Station

A new 250+ unit apartment building is currently in design next to the future Shoreline South/148th Station that will open in 2024 as a part of the Lynnwood Link Extension.

AAA Management intends to build the 7-story TOD on private property just northeast of the station. The building may also include storefront retail space. In September, the Sound Transit Board approved selling temporary and permanent easements for the project along the agency's shared property line. Through this arrangement, the building will be oriented toward the station, resulting in the station being better integrated into the community and having access to more potential riders.

TOD Program implementation, continued



New affordable housing rises at the intersection of Madison/Boylston in First Hill. (Northwest Skyview Imagery)

Current TOD projects

- **Roosevelt - Cedar Crossing:** Construction is on-going ahead of opening in Q2 2022.
- **First Hill:** Construction is on-going ahead of opening in fall 2022.
- **Capitol Hill - Pride Place:** Construction began in fall 2021 and will be complete in 2023.
- **OMF East:** The Board approved business terms with the developers in Q4 2021.
- **Angle Lake North:** Mercy Housing NW and Sound Transit are negotiating a term sheet that would result in Mercy developing 95+ units of affordable housing.

TOD Program implementation, continued



Construction started on Pride Place in Capitol Hill, which includes the preservation of historic façade elements. (Northwest Skyview Imagery)

- **Angle Lake South:** South 200th Street LLC and Sound Transit are negotiating a term sheet that would consolidate Sound Transit's site with the adjacent property owner and create approximately 270 housing units.
- **Columbia City - Youth Achievement Center:** Sound Transit and King County signed a non-binding Letter of Concurrence in Q4 to document key process steps in transferring the property to the county to facilitate a Youth Achievement Center.
- **Kent/Des Moines Station:** Conducted additional community engagement in November and advanced work on a development feasibility analysis.
- **Federal Way Transit Center:** Continued to design the planning process for the TOD sites, including beginning a traffic study to inform TOD planning.
- **Overlake Village Station:** Continued development evaluation of the property ahead of additional community engagement to take place in early 2022.
- **Mt. Baker Station:** Sound Transit and the City of Seattle continued planning efforts to determine priorities for the redevelopment of each agency's property.
- **Lynnwood City Center:** Launched community engagement for the TOD site.
- Further pipeline detail is available in the appendix.

Transfers of surplus property

Complex property transfer near Capitol Hill Station

Sound Transit completed a property exchange in September 2021 with Seattle Central College and Community Roots Housing in Capitol Hill. Sound Transit transferred surplus property located at 1821 Broadway, and adjacent the west entrance to Capitol Hill Station, to Seattle Central College for property the college owned at 1515-1519 Broadway. Community Roots Housing subsequently acquired the property at 1515-1519 Broadway to construct the Pride Place project. Sound Transit received \$0.77 million for the value of the retail space and Community Roots Housing paid the college \$2.1 million for the difference in value between the properties exchanged for a total acquisition cost of \$2.8 million. Sound Transit contributed \$7.5 million in property value to help facilitate this project, as permitted by RCW 81.112.350.

Properties transferred to the City of Seattle to support affordable homeownership

Sound Transit completed the transfer of 10 sites (16 total properties) to the City of Seattle for affordable homeownership. These properties located near Mt. Baker, Columbia City and Othello Stations, were transferred at no cost, representing a contribution of \$9.4 million in land value by Sound Transit. The no-cost property transfers were made in part by federal approval from the Federal Transit Administration to extinguish the federal interest in the properties in exchange for affordable housing. The City of Seattle committed \$10 million in city funding to develop affordable homes available for homeownership. The Seattle Office of Housing will manage the process to select partners to develop and sell the housing.

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:



94%

≥80% required

% of property suitable for housing offered to Qualified Entities (QE)

100%

≥80% required

% of units on property transferred to QEs for affordable housing serving households at or below 80% AMI

Looking ahead

Overview

The following notable TOD activities are anticipated for Q1 2022:

- ▶ Brief West Seattle-Ballard Link Extension Community Advisory Group and Seattle Design Commission on the Station Planning Progress Report, which will be released aside the Draft Environmental Impact Statement.
- ▶ Complete first phase of community engagement for Lynnwood City Center Station TOD.
- ▶ Sound Transit Board to consider key business terms with development entities at Angle Lake Station's North and South TOD sites.

The Q1 2022 report will be published by April 15, 2022.

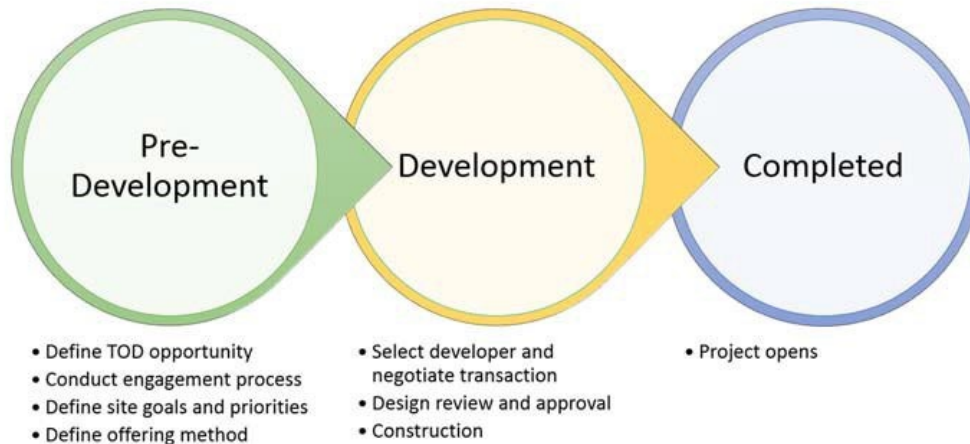
Upcoming Sound Transit TOD opportunities

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*
Mount Baker East Portal	2022	2022	2023	2024-2025+
Kent/Des Moines	2022	2022	2022-2023	2024-2025+
Overlake Village	2022	2022	2023	2024-2025+
U District	2022	2022-2023	2023	2024-2025+
Lynnwood City Center	2022	2022-2023	2023	2025+
Federal Way Transit Ctr	2022-2023	2023	2023	2025+
SE Redmond	2023	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

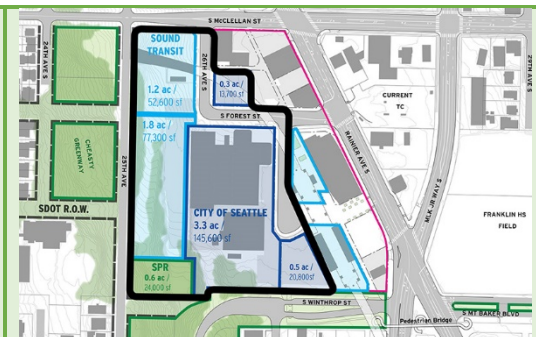
Location: Mount Baker Station, Seattle

Site Area: ±2 acres

Current site use: Interim Sound Transit storage

TOD Status: Defining site goals

Development Partner(s): None selected



- 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 effort began in Q1 2021 with an online survey to inform additional planning efforts. A second survey and online public open house were initiated in Q2 and focused on potential site layout options and community priorities. The agencies evaluated the results in Q3 and are working into 2022 to make decisions on how to move forward with redevelopment.

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 beginning in 2020 and continuing throughout 2021. A development feasibility study is expected to wrap up in Q1 2022 and will inform further engagement intended to finalize a development strategy. Decisions on how to proceed with the redevelopment of this property are expected in 2022.

U District TOD site

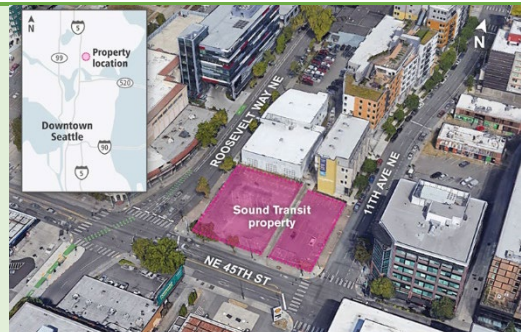
Location: U District Station, Seattle

Site Area: ±0.4 acres

Current site use: Interim tiny home village

TOD Status: Defining site goals

Development Partner(s): None selected

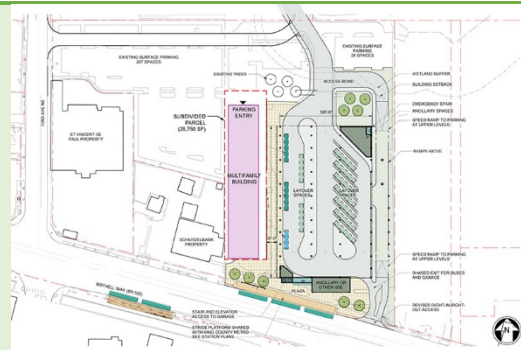


- Sound Transit began community engagement in Q2 to inform a development strategy for the property. Additional engagement occurred in Q4. Work to prepare the property development strategy is expected extend into 2022.
- An existing alley separates the property in two. Sound Transit is exploring the potential of an alley vacation and dedication that would relocate the portion of alley running through the property, as to increase the development yield.
- 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 planning is underway with an online open house, engagement survey and stakeholder interviews which began in Q4 and will continue into 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.

Federal Way Transit Center 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 is commencing 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).

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

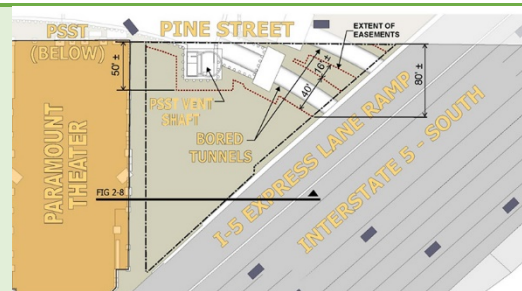
Location: Westlake Station, Seattle

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 is now complete, 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 Q2 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 2022.
- 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

Operations and Maintenance Facility - East

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.

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. Term sheet negotiation is in-process. The Sound Transit Board is expected to consider the key business terms of the transaction in Q1 2022.

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: 95-118 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. Term sheet negotiation is in-process. The Sound Transit Board is expected to consider the key business terms of the transaction in Q1 2022.

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

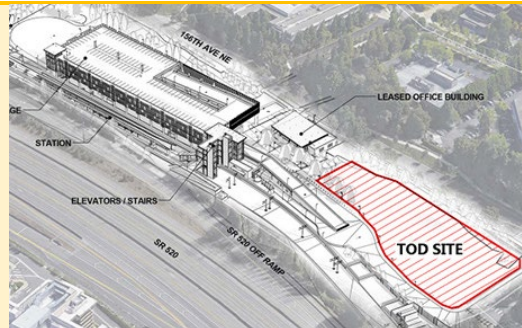
Location: Columbia City Station, Seattle
Site Area: ±0.44 acres across 2 sites
TOD Status: Negotiating
Development Partners: Africatown CLT, Community Passageways, Creative Justice
Program: Affordable housing and services for youth



- Community members identified a youth-related affordable housing and community service need for two sites near the Columbia City Link light rail station.
- In November 2021, Sound Transit signed a Letter of Concurrence with King County that lays out a transfer process for the properties, if transferred through King County.
- Sound Transit continues conversations with the community and local government partners 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

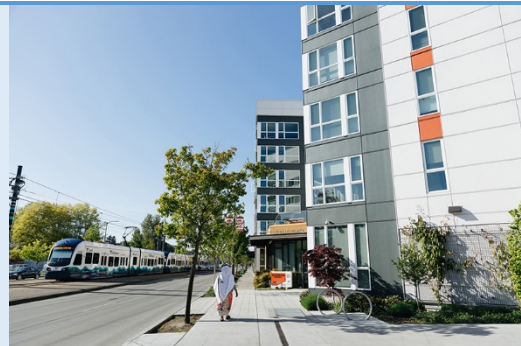
Architect: Ankrom Moisan Architects

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