

## TRANSIT-ORIENTED DEVELOPMENT

# Quarterly Status Report



**Mercy Othello Plaza opened in 2017 with 108 affordable homes and street-level commercial space.**

## 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

### Seeking TOD proposals at Angle Lake Station

In September 2020, the Board approved an offering strategy for two mid-sized surplus properties near the Angle Lake Link light rail station. In March 2021, Sound Transit released Requests for Proposals (RFP) for the sites that will advance this offering strategy.

Following Board direction, the RFP for the North Site is first offered to qualified entities who will develop affordable housing on the site and may request a discounted lease or purchase price commensurate with the affordable housing outcomes proposed. The RFP for the South Site is open to all interested parties as a sale for fair market value. Sound Transit expects to issue Notices of Intent to Award to the winning proposers in Q3 2021. Development of these sites will build on previous community engagement and help further activate the City's Angle Lake Station Overlay District.



In March, the agency issued two requests for proposals at Angle Lake Station.

### Adjusting project schedules and plans in response to the COVID-19 recession

Sound Transit is facing an unprecedented and extremely challenging financial environment caused by two major, simultaneous factors: (1) a pandemic-driven recession that has severely reduced consumer spending and government agency tax revenues; and (2) unrelenting pressures in the real estate and construction sectors of the economy that are continuing to drive costs to levels significantly beyond those foreseen in our plans. 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 Program development

## Evaluating the agency's surplus property and planning its Agency TOD property pipeline

In 2020, the program began evaluating approximately 25 of its surplus properties for its development potential as to inform a pipeline planning process. The process includes conceptual capacity studies of the each property to identify potential number of housing units, commercial space, and parking requirements, as well as estimates of property value. Additionally, the process will look at opportunities and needs within individual station areas where those properties are located to help the agency engage stakeholders around prioritization and potential issues to further explore ahead of determining the redevelopment goals for individual properties.



**A massing study of an Agency TOD at Overlake Village Station in Redmond. (ZGF)**

## 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) to work with Sound Transit in developing a business plan for implementing the program. LISC and the agency will develop a business plan framework in 2021 that includes loan products, governance model, targeted affordable housing outcomes, geographic focus, and additional information on leveraging funds.

A needs assessment found the three most acute issues for financing affordable housing were:

- Land costs are high in station areas, which act as a barrier to creating affordable housing.
- Most affordable housing projects require subsidy, even if the underlying land is free or discounted, and that those subsidy sources are oversubscribed.
- There are a lack of loan programs in this region that offer a single loan that covers multiple phases of the affordable housing project, which increases project costs.

LISC and Sound Transit evaluated the possibility of creating a loan product that would provide an alternative to creating affordable housing without needing to rely on federal Low Income Housing Tax Credits. After evaluation and further engaging stakeholders, it was determined that the product was unlikely viable. The agency is instead further looking into stakeholder-identified needs of cost-effective pre-development funding and strategic acquisition funding. Engagement with stakeholders is on-going and will inform a draft business plan framework that will be brought to the Sound Transit Board for discussion prior to finalizing a business plan.



## TOD Program development, continued



Plymouth Housing and Bellwether Housing are developing 360+ affordable homes in First Hill. (Northwest Skyview Imagery)

### Aligning property and affordable housing funding

Sound Transit continues to work with affordable housing funders, developers, and stakeholders to help create affordable housing projects on Sound Transit's surplus property and joint development opportunities. The following are recent updates on aligning property and funding.

- ▶ In January, the Washington State Housing Finance Commission awarded funding to the LGBTQ senior housing project led by Capitol Hill that Community Roots Housing.
- ▶ Sound Transit and the Washington State Housing Finance Commission began exploring potential ways to coordinate and potentially align their resources with future Sound Transit opportunities, such as a bond set-aside or other prioritization considerations.
- ▶ Sound Transit, LISC, and affordable housing stakeholders continue to engage in planning the agency's Revolving Loan Fund for affordable housing, as discussed later in this report.
- ▶ On-going pipeline coordination with King County, Seattle Office of Housing, and ARCH.



# 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. The outputs of this work inform the Board of Director's decision-making on alignments, baseline project budgets, and other project-related decisions.

The following are highlights from the planning program efforts in Q1 2021:

### Planning for Bus Rapid Transit in Kenmore

Over the course of the fall and winter of 2020, Sound Transit, King County Metro and the City of Kenmore explored an early partnering agreement process that would enable transitioning the project delivery into a King County Metro-led alternative delivery. This process helps define an implementation approach for TOD at the Kenmore Park-and-Ride site. In addition, this process defines roles and goals for the partnership for the alternative delivery exploration.



**A massing study of potential joint development alternatives in Kenmore. (Scharrer Architects)**

Given Sound Transit's current financial revenue challenges and realignment work that is taking place, both transit agencies wanted to explore an alternative delivery strategy that could help deliver the transit program with less up-front capital investment while still creating development outcomes for a potential future master development solicitation in Kenmore. King County Metro is the owner and lessee of two parcels ( $\pm 7$  acres total) at the Kenmore site and this would allow them the opportunity to leverage their land value and existing relationship with St. Vincent de Paul (Lessor) for the future development solicitation.

On February 22, 2021, Sound Transit and King County made a joint presentation to the Kenmore City Council on the findings of the TOD report and the proposed next steps around this partnership process. The city council was supportive of the project direction and the partnership. In addition, the City's goal is to create affordable housing at this location. Moving forward, partners will work together on a preferred affordable housing strategy for the Kenmore location. The TOD feasibility report identified a potential of up to 400 units of housing if all three sites are to be developed as residential.

The Sound Transit project team is currently working to document consensus on some of the early terms around the potential partnership and approach between all three parties: Sound Transit, King County Metro and the City. The two transit agencies intend to work closely on defining transit project requirements to ensure that ST3 commitments are met as well as supporting the creation of the master development solicitation.

# TOD Program implementation

➤ **Bothell Joint Development**  
Sound Transit completed the Bothell TOD report for three joint development conceptual TOD scenarios studied in partnership with the City during summer/fall 2020. The City received the report in March and will be providing feedback to Sound Transit in April.

Moving forward, the City and Sound Transit will meet with affordable housing funders to look at further evaluating a potential affordable housing strategy for a site the agency is considering acquiring for a park and ride garage that could potentially also incorporate a TOD as a part of a joint development. Sound Transit considered a variety of integrated TOD scenarios that would allow shared parking across uses (commuter parking/TOD parking) to reduce the capital expenditures and maximize the development potential.



One of the massing models used in evaluating potential joint development opportunities in Bothell. (Scharrer Architects)

## ➤ **Retail in Stations**

The agency is nearing completion of a study of opportunities to integrate retail into Sound Transit's stations and station environments. While the Agency does have a number of isolated examples of retail integrated into our transit system, in the past it has been implemented case-by-case, not guided by an overarching strategy. This study is a first step toward creating such a strategy, and its primary purpose is to articulate the value proposition for integrating retail into our network. The study found that Sound Transit has an opportunity to use retail to improve the passenger experience, contribute to community development, and in some cases support station operations. The study also suggests that while in-station retail has modest potential to generate revenue for the Agency — and that the best returns could be realized through larger joint development projects — such revenue is not likely to be the primary driver for whether to pursue station-integrated retail.

# TOD Program implementation, continued

## Rainier Valley Homeownership Project advances

In February 2021, the Board held a public hearing - during which unanimously supportive public comment was received - and passed a motion approving the key business terms of a no-cost transfer of 10 small sites in the Rainier Valley to the City of Seattle for the development of affordable homeownership opportunities. The City will contribute \$10 million to this project, which builds on a joint, equity-focused engagement effort, and will help implement an important anti-displacement TOD strategy near the Othello, Columbia City, and Mt. Baker Link light rail stations.

Sound Transit expects to execute a Property Transfer Agreement with the City in April 2021. The Seattle Office of Housing will contract with Puget Sound Sage and Grounded Solutions Network to lead a community visioning, education and assessment effort to guide the development and stewardship of the properties. The Requests for Proposals for the first phase of development opportunities are projected for release in Fall 2021.



## Current TOD projects

- **Capitol Hill Sites A-C:** All buildings now have a certificate of occupancy. Additional site finishing work will continue into Q2 2021.
- **Beacon Hill - Colina:** Construction continues on the Colina project with opening occurring in phases, expected in Q2 and Q4 2021.
- **Roosevelt - Cedar Crossing:** The project continues to construction and will open in 2022.
- **First Hill:** The project is under construction and will open in fall 2022.
- **LGBTQ-Affirming Senior Housing and Service Center:** The project, located south of Capitol Hill Station on property the agency is exchanging with Seattle Central College, will bring 125 units of affordable housing development providing affirming housing and vital services to Seattle's LGBTQ seniors. The project expects to start construction in Q2 2021
- **OMF East:** Negotiation of a term sheet is underway with BRIDGE Housing, Touchstone, and Essex Property Trust for a mixed-income, mixed-use master development.
- **Angle Lake:** Two requests for proposals were issued in March 2021.



**Residents began to move into three new buildings at Capitol Hill Station in Q1 2021 as the project nears final completion.**



## TOD Program implementation, continued



- **Rainier Valley Youth Achievement Center:** Sound Transit is 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 sites near the Columbia City Link light rail station.



- **Kent-Des Moines Station:** Determined areas of preliminary analysis to inform community engagement efforts that will take place in 2021.



- **Federal Way Transit Center:** Coordinated with transit project team on street and utility design that interface with TOD opportunities at the future Link light rail station. Continued to design the planning process for the TOD sites.

- **Overlake Village Station:** The City of Redmond and Sound Transit continued planning efforts, focused on determining the issues to address in evaluating the sites and in engaging the community.

- **Mt. Baker Station:** Sound Transit is working with the City of Seattle on a plan for land both agencies own west of the Mount Baker Station for new affordable housing options and other uses. Sound Transit and the City of Seattle completed an online survey in Q1 for community members to share feedback on goals and priorities for the sites.

- **Lynnwood City Center:** Work continued with the city on developing a project management and partnering plan for the TOD site.

- Further detail available in the TOD Pipeline Table.

The Colina project will open in 2021 and is built almost entirely on property that the agency did not own. A small portion of the east building is located on surplus property the agency sold to the project, which will result in additional homes and a new plaza.



# Transfers of surplus property



**Construction of the Cedar Crossing project next to Roosevelt Station in March 2021. Bellwether Housing and Mercy Housing NW are building over 250 affordable homes. (Northwest Skyview Imagery)**

Sound Transit did not transfer any surplus property in Q1 2021.

# Looking ahead

## Overview

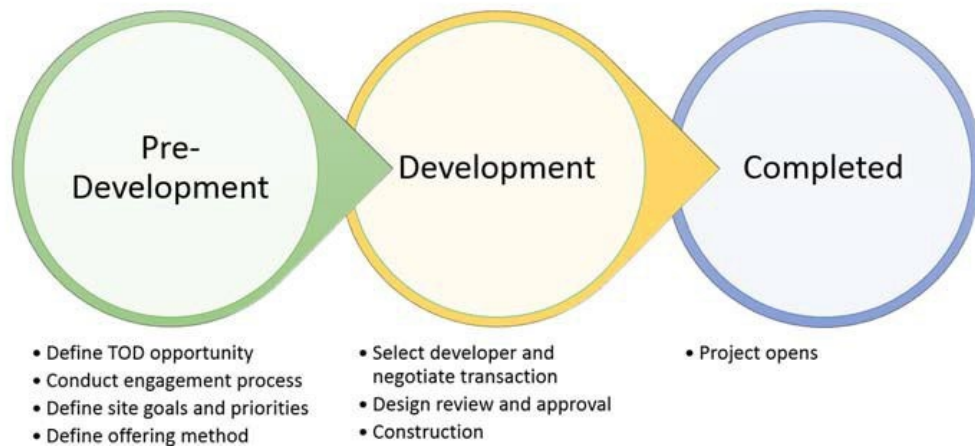
The following notable activities are anticipated for Q2 2021:

- Complete joint development potential opportunity site investigations for Tacoma Dome Link Extension and West Seattle-Ballard Link Extension.
- Finalize station context frameworks for West Seattle-Ballard Link Extension.
- Continue community engagement efforts at Mount Baker TOD with release to the public of three site alternatives and holding online Q&A session for additional feedback.
- Completion of the Capitol Hill Sites A-C TOD project.
- Launch Kent/Des Moines Station TOD equitable engagement effort and urban design and market studies.
- Start feasibility analysis of TOD outcomes to inform future engagement at Overlake Village Station.
- Conduct additional engagement with the affordable housing community on the revolving loan fund's affordable housing loan product and business plan development.

The Q2 2021 report will be published by July 15, 2021.



# TOD Pipeline



## Pre-Development Projects

### Kent-Des Moines Station TOD sites

**Location:** Kent-Des Moines Station, Kent

**Site Area:** ±4 acres across 2 blocks

**Program:** TBD

- Sound Transit anticipates two sites immediately adjacent the future Kent-Des Moines Station that will be available for redevelopment as TOD following construction of the station. Each site may be large enough to support multiple buildings on them.
- Staff from Sound Transit and the City of Kent began active planning for the properties in 2020, developing an implementation approach. The team conducted early stakeholder engagement in Q4 2020 to inform an upcoming technical evaluation of the sites and subsequent community engagement that was scoped in Q1 2021 and will be executed in Q2.

### Federal Way Transit Center TOD sites

**Location:** Federal Way Transit Center, Federal Way

**Site Area:** ±6 acres across 4 blocks

**Program:** TBD

- Sound Transit anticipates four sites near the future Link station at Federal Way Transit Center will be available for redevelopment as TOD following construction of the station.
- In Q1 2021, Sound Transit advanced the design of Federal Way Transit Center, which will allow the TOD site layouts and constraints to be finalized and be used to inform upcoming technical evaluation of the sites and subsequent community engagement expected in late 2021.

### **Surrey Downs single family homes**

**Location:** East Main Station, Bellevue

**Site Area:** ±89,000 SF (2 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 sites that sit between the Overlake Village Station and the private redevelopment occurring to the east. Early engagement with the City of Redmond began in Q3 2020 and continues as the agencies develop an implementation plan that is coordinated with the city's existing housing and community planning efforts.



### **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.
- Sound Transit is discussing the potential of partnering with the Seattle Office of Housing to combine the East Portal site and the city's UW Laundry site, where the city will develop affordable housing. The two agencies are jointly studying the sites that will inform the potential terms and approach with bringing on a development partner(s).
- A joint property evaluation started in 2020 that is looking at different approaches to developing the sites and potentially incorporate other city goals. A joint community engagement effort started in Q1 2021 with an online survey to inform additional planning efforts before additional engagement occurs later this year.

### **Pine Street Triangle**

**Location:** Westlake Station, Seattle

**Site Area:** ±28,200 SF (0.64 acres)

**Program:** TBD

- The final phase of a technical analysis for the Pine Street Triangle property was initiated in Q1 and is expected to be complete by Q3. 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 – 45<sup>th</sup> & 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 was used until late 2020 for construction staging. Sound Transit completed a development feasibility analysis and plans to undertake community engagement in Q2/Q3 2021 in order to determine a development strategy for the property.
- The agency received a request to use the property on an interim basis for a tiny house village that would provide people experiencing homelessness with enhanced shelter

and services. The agency evaluated the request and is currently negotiating a lease with the City of Seattle for this purpose.

#### **Lynnwood TOD sites**

**Location:** Lynnwood City Center Station, Lynnwood

**Site Area:** ±1.5 acres

**Program:** TBD

- Sound Transit anticipates having a 1.5 acre site near the future Link station at Lynnwood Transit Center that will be available for redevelopment as TOD following construction of the station.
- Efforts in 2020 were primarily focused on coordinating with the Lynnwood Link Extension project and the City of Lynnwood on defining the anticipated property. Staff begin developing an implementation plan with the city in Q1 and is preparing for future due diligence activities later in 2021.

#### **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. As of Q1 2021, all three buildings had a certificate of occupancy. Site work continues into Q2 2022. The Capitol Hill Farmer's Market will begin using the new plaza on April 18, 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 Sound Transit Board approved a one-year extension of the four party property exchange in Q4 2020 to allow the project time to finish permitting and secure financing. In January 2021, the project was awarded funding from the Washington State Housing Finance Commission, which will allow the project to start construction in Q3 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:** Request for Proposals open

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

**Program:** TBD

- In September 2020, 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 released developer solicitations for the sites on March 29, 2021 and anticipates issuing Notices of Intent to Award to the winning proposers in Q3 of 2021.

### Operations and Maintenance Facility – East

**Location:** Spring District/120<sup>th</sup> Station, Bellevue

**Site Area:** ±6.8 acres

**Developer:** BRIDGE Housing, Touchstone, and Essex Property Trust

**Status:** Negotiating

**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/120<sup>th</sup> 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.

### **Rainier Valley Affordable Homeownership Program**

**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

- Sound Transit is pursuing an 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](http://www.soundtransit.org/TOD).
- Sound Transit's Board approved a surplusing, suitability for housing and offering strategy for the properties in October 2020, and approved the key business terms of a no-cost transfer to the City of Seattle for the creation of affordable housing in February 2021. Sound Transit expects to execute a Property Transfer Agreement with the City of Seattle in April 2021.

### **Youth Achievement Center**

**Location:** Columbia City Station, 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

- 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 continued conversations with the community, and with local government partners, in order to advance this outcome on the sites.

Completed Projects
<p><b>Senior City</b></p> <p><b>Location:</b> Federal Way Transit Center, Federal Way  <b>Developer:</b> Korean Women's Association, Common Ground  <b>Site Area:</b> 30,834 SF (0.71 acres)  <b>Program:</b> 62 Affordable Units (Senior – 1BR); 3,125 SF common room  <b>Project Cost:</b> \$16.9 million</p>
<p>➤ Opened in 2010</p>
<p><b>Mount Baker Lofts</b></p> <p><b>Location:</b> Mount Baker Station, Seattle  <b>Developer:</b> Artspace USA  <b>Site Area:</b> 23,064 SF (0.53 acres)  <b>Program:</b> 57 Affordable Units (Artist's Studio); 10,000 SF retail (12 bays)  <b>Project Cost:</b> \$18 million</p>
<p>➤ Opened in 2014</p>
<p><b>Othello Plaza</b></p> <p><b>Location:</b> Othello Station, Seattle  <b>Developer:</b> Mercy Housing NW  <b>Site Area:</b> 31,870 SF (0.73 acres)  <b>Program:</b> 108 Affordable Units (1-3 BR at 30% - 60% AMI); 7,450 SF retail/office  <b>Project Cost:</b> \$29.8 million</p>
<p>➤ Opened in 2017</p>
<p><b>Station House (Capitol Hill Site B-North)</b></p> <p><b>Location:</b> Capitol Hill Station  <b>Developer:</b> Community Roots Housing (f/k/a Capitol Hill Housing)  <b>Site Area:</b> 15,878 SF (0.37 acres)  <b>Program:</b> 110 Affordable Units (30%-60% AMI)  <b>Project Cost:</b> \$36 million</p>
<p>➤ Opened in 2020</p>

<b>Future / Potential Sites*</b>		
<b>Sites</b>	<b>Corridor</b>	<b>Approximate Timing to move into Pre-Development</b>
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. The list excludes joint development project evaluation that is occurring as a part of the ST3 program.