

TRANSIT-ORIENTED DEVELOPMENT

Quarterly Status Report



Overview

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

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Highlights



The new plaza built as a part of the TOD project is home to the AIDS Memorial Pathway and the Capitol Hill Neighborhood Farmers Market.

Final phase of Capitol Hill Station TOD Development opens

Sound Transit's development partner, Gerding & Co, opened the final phase of a four-building project built on property above and adjacent to Capitol Hill Station. The final phase, which included three buildings (Ander North, Ander South, and Park) as well as a new public plaza, contains 318 housing units and 34,000 SF of retail space. The first phase of the project, 110 affordable housing units developed by Community Roots Housing, opened in spring 2020. Overall, the project includes 428 housing units; ±42% are considered affordable housing.

The project includes community amenities, such as a day care facility, public plaza, community room available to the public, and the recently relocated Capitol Hill Neighborhood Farmers Market. The property also hosts the AIDS Memorial Pathway project, a community-driven public art memorial "to create a physical place for remembrance and reflection." The buildings were designed with sustainability in mind, including Leadership in Energy and Environmental Design (LEED) certification for Homes Platinum and Washington State Evergreen Sustainable Development Standards.

Highlights, continued

Sound Transit engaged in an extensive community outreach process in partnership with the City of Seattle, the Capitol Hill Community Council, the Capitol Hill Chamber of Commerce, and many community groups to shape the outcomes of Sound Transit's property around the Capitol Hill Station. Sound Transit worked with the Capitol Hill Champion, a volunteer based advocacy organization for redevelopment of the TOD sites, to incorporate the community's vision and priorities in the station planning and developer selection process for the site.

Gerding & Co (f/k/a Gerding Edlen) was selected as the master developer of the project in April 2015 as part a competitive Request for Proposal process. They partnered with Community Roots Housing to include a substantial affordable housing component in the project. Construction began in June 2018.

Amazon commits \$100 million to creating affordable housing on Sound Transit property

Amazon and Sound Transit announced a partnership to accelerate the creation of up to 1,200 new affordable housing units on Sound Transit surplus properties near light rail stations. Amazon is committing \$100 million in below-market funding to developers to help create and expedite the development of Sound Transit property offered for affordable housing. The partnership will help ensure that moderate- to low-income families can afford to live in great neighborhoods with easy access to employment, schools, health care, education, and other amenities.



Alice Schobe, Global Director of Amazon in the Community, and Peter Rogoff, Sound Transit CEO, at Roosevelt Station with Cedar Crossing under construction, which is the type of affordable housing the Amazon partnership could support.

The first \$25 million will fund pre-development activities like site due diligence, engineering, and permitting, while the remaining \$75 million will support the construction of new affordable housing, which is expected to begin within five years. Up to \$7.5 million of the \$25 million in pre-development loans may be forgiven, when matched by a property discount by Sound Transit.

The partnership is focused on expediting the creation of affordable housing, prioritizing projects that open before the end of 2025, though projects starting construction by the end of 2025 are also eligible.

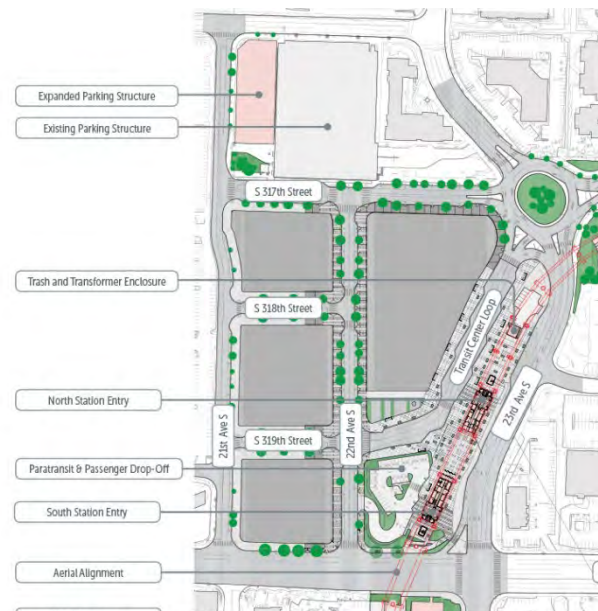
TOD Program development

Evolution of station planning

There's a lot more behind a TOD project than a ribbon cutting and the sight of tenants moving in. Planning for any successful development actually begins years before that milestone, and in the case of Sound Transit's TOD projects, often a decade or more. High capacity transit projects are immense undertakings, involving years of community engagement, engineering, and environmental review to define alignments, station locations, and design configurations. And that's before the first shovel hits the ground to erect the first guideway girder. As part of that work, Sound Transit (and similar agencies) identifies a footprint for its project, including real property it needs to construct and operate the eventual transit line. Decisions made during this process can make or break good TOD outcomes in the immediate vicinity of the station, regardless of who owns the property.

Sound Transit's Equitable TOD Policy elevated the importance of early planning and thinking about TOD, and helped to embed that practice in the agency's approach to the delivery of ST3. It drew on the example of the Federal Way Link Extension (FWLE), which engaged TOD outcomes and strategies much earlier in the project design and environmental review, through an inclusive and collaborative engagement process. This work produced a vision that is now coming to fruition in two key station areas along the FWLE: Kent/Des Moines Station and Federal Way Transit Center.

Starting in 2015, as environmental review for the FWLE was underway, Sound Transit convened a series of five workshops at Highline Community College and City of Federal Way with a range of agency and community stakeholders. The objective of this engagement was to finalize the locations of Kent/Des Moines and Federal Way Transit Center stations, as well as advance concepts for station area design. It accomplished more than that, providing a vision and roadmap to Sound Transit and its agency partners that continues to guide investments in the station areas. The vision involved transforming auto-dominated strip centers into vibrant urban centers characterized by a finer grained grid of streets and blocks appropriately sized for mixed use development. Special attention was paid to how designs enable efficient circulation of buses, which will be how most FWLE riders access the system, but stakeholders also emphasized the importance of providing opportunities for housing as well as jobs and skills development adjacent to the transit investment.



The design of Federal Way Transit Center evolved from 2015 (top) to 2020 (bottom).

TOD Program development, continued

Through the subsequent negotiations over development agreements, selection of a design-build contractor, and the completion of design and beginning of construction, the priorities of that initial engagement have held firm. The images on the prior page show the evolution of the design from workshop concept to engineering drawing to final design that will be built. Each step of the journey allowed for some additional optimization, notably the innovative proposal to expand the existing Federal Way Transit Center garage, allowing more land to be available for development and providing a single location for park and ride users to go to find parking. In total, over 6 acres of development across four development sites will provide an opportunity to deliver up to 900 new homes and tens of thousands of square feet of other uses, creating a lively center right next to the station. Community engagement to inform the future of these TOD sites already started for Kent/Des Moines Station and will begin later this year for Federal Way Transit Center.

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 Director's decision-making on alignments, baseline project budgets, and other project-related decisions.

The following are highlights from the planning program efforts in Q2 2021:

- ▶ Started development propensity analysis in support of early alternatives development for Everett Link Extension.
- ▶ Co-organized and participated in two stakeholder workshops on station area planning for Jackson Hub, the site of the new Chinatown-International District Station planned as a part of the Ballard Link Extension project.
- ▶ Advanced pre-final draft of Station Experience Design Manual, including guidelines for Station Environment planning and design.

TOD Program implementation

Engagement guiding upcoming TOD project sites

In alignment with the Equitable TOD Policy and the agency's strategic goals, Sound Transit has committed to conducting equitable engagement in the communities that future TOD projects will help to shape. Sound Transit strives to reach a broad audience by deploying a variety of engagement strategies and tools, and translating materials based on prominent languages spoken in the local communities. This summer, the agency is undertaking four substantial engagement efforts, through which best practices are being tested and established for the program.

🔗 In the Mount Baker neighborhood of Seattle, Sound Transit partnered with the Seattle Office of Housing (OH) to engage the community about a large, OH-owned property targeted for affordable housing and community services, and an adjacent Sound Transit-owned property. The agencies' two-part engagement effort started with general development concepts and was followed by a second round to understand community preferences for building layouts and potential open space. This outreach included surveys, virtual meetings, focus groups in multiple languages, meetings with community-based organizations, and a presentation given in three languages. Over 750 people participated in the online survey.

🔗 In Kent, Sound Transit is using a three-phased engagement effort in partnership with the City of Kent around four acres of property available for TOD at the Kent/Des Moines Station. This engagement effort is one of Sound Transit's Equitable Engagement Tool pilot projects, providing critical information back to Sound Transit about the efficacy of a variety of processes, tools, and strategies. The first-phase survey that closed in mid-June was available in English, Spanish, Russian, Vietnamese, Somali and Tagalog, and received over 900 responses. Future phases of engagement will explore potential uses and share back findings with the community.



TOD will act as a gateway to the Kent/Des Moines Station from SR-99.

🔗 In Seattle's U District neighborhood, Sound Transit began engagement for a property located a few blocks west from the soon-to-open U District Station. On-going and planned engagement activities include an online survey, meetings with a variety of community groups, and in-person presence at the U District Farmers Market. Early engagement materials were translated into Chinese and Spanish and plans are being made to engage the many community service providers in the immediate area.

🔗 In Redmond, Sound Transit launched engagement for nearly two acres of TOD at the Overlake Village Station with a survey translated into Spanish, simplified and traditional Chinese, and Russian. The survey will be complemented by a presentation to be narrated in multiple languages and posted to Sound Transit's website, and interviews conducted with community-based organizations to further understand area needs and opportunities.

TOD Program implementation, continued

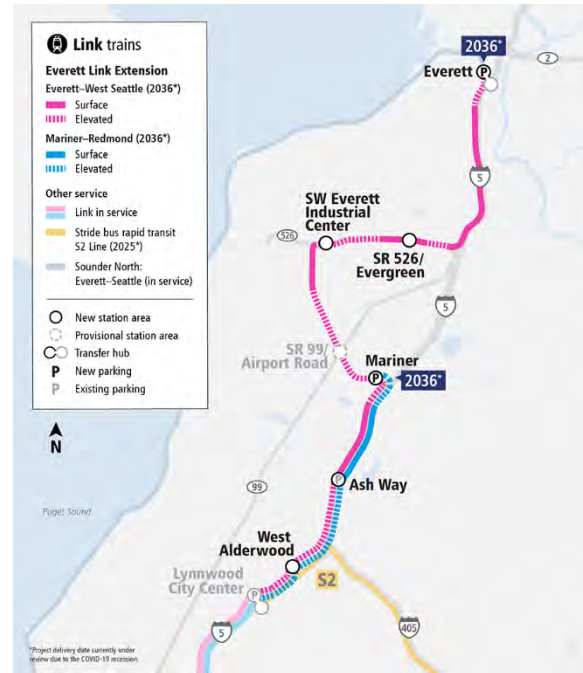
Developing model code along Everett Link Extension

The Everett Link Extension (EVLE) project, which is currently in the early stages of the Planning phase, includes a unique component intended to implement consistent best practices along the corridor and streamline permitting in later stages of the project. This Model Code Partnership (MCP) is funded primarily by a \$2 million grant from the FTA TOD Pilot Program. Sound Transit is working with the three partner jurisdictions along the corridor, Snohomish County and the cities of Lynnwood and Everett, and the Puget Sound Regional Council to analyze the existing regulatory environment and develop potential code language to be considered for local adoption by 2024.

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.

The MCP consists of four major components: policy and regulations inventory, gap analysis, case studies, and model code development. The policy and regulations inventory catalogs existing language from guiding documents for each of the three jurisdictions. The gap analysis identifies potential gaps and/or conflicts between policies and regulations within each jurisdiction, between jurisdictions, and between existing and best practices. Case studies will focus on exemplary planning and TOD efforts in peer cities, and model code development will provide options for policies and regulations that could close local gaps and implement best practices along the full EVLE corridor. The partnership will culminate in local adoption of policies and regulations, customized for each of the jurisdictions.

Work completed in Q2 2021 include the Policy and Regulations Inventory Report and the draft Gap Analysis, which will be reported on and submitted to the FTA in July.



TOD Program implementation, continued



Construction of Plymouth Housing and Bellwether Housing's project in First Hill. (Northwest Skyview Imagery)

Current TOD projects

- **Capitol Hill Sites A-C:** All buildings are open. Construction is underway for the project's major commercial tenant, Korean-American supermarket chain H-Mart.
- **Beacon Hill - Colina:** The West Colina building opened in May 2021. The East Colina building will open this fall.
- **Roosevelt - Cedar Crossing:** The project continues to construction and will open in Q2 2022.
- **First Hill:** The project is under construction and will open in fall 2022.
- **Pride Place:** The project, located south of Capitol Hill Station on property the agency is exchanging with Seattle Central College, expects to start construction in 2021.

TOD Program implementation, continued



Colina West opened in May 2021 at Beacon Hill Station.

- **OMF East:** Negotiation of a term sheet is underway with BRIDGE Housing, Touchstone, and Essex Property Trust for a mixed-income, mixed-use TOD project.
- **Angle Lake North & South sites:** Requests for proposals that were issued for the two sites in March 2021 are currently in the proposal evaluation phase.
- **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:** Launched second-phase of community engagement. Continued site feasibility study that will inform third-phase of engagement this fall.
- **Federal Way Transit Center:** Continued to design the planning process for the TOD sites. Began planning engagement activities targeted to begin in fall.
- **Overlake Village Station:** Engagement activities launched in June for the TOD sites.
- **Mt. Baker Station:** Sound Transit and the City of Seattle completed a second phase of community engagement in June.
- **Lynnwood City Center:** Advanced documenting property information and worked with the city on developing an implementation plan for the TOD site.
- Further pipeline detail is available in the appendix.

Realignment process

Sound Transit is facing an unprecedented and extremely challenging financial environment caused by two major, simultaneous factors: (1) a pandemic-driven recession that has 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>.

Transfers of surplus property



Construction of the Cedar Crossing project next to Roosevelt Station in June 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 Q2 2021.

Looking ahead

Overview

The following notable activities are anticipated for Q3 2021:

- Identify top ranked firms to negotiate terms to develop Angle Lake North and South sites.
- Potential completion of the Colina East building at Beacon Hill Station.
- Launch third phase of community engagement for Kent/Des Moines Station TOD.
- Start feasibility analysis of potential TOD outcomes 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 Q3 2021 report will be published by October 15, 2021.

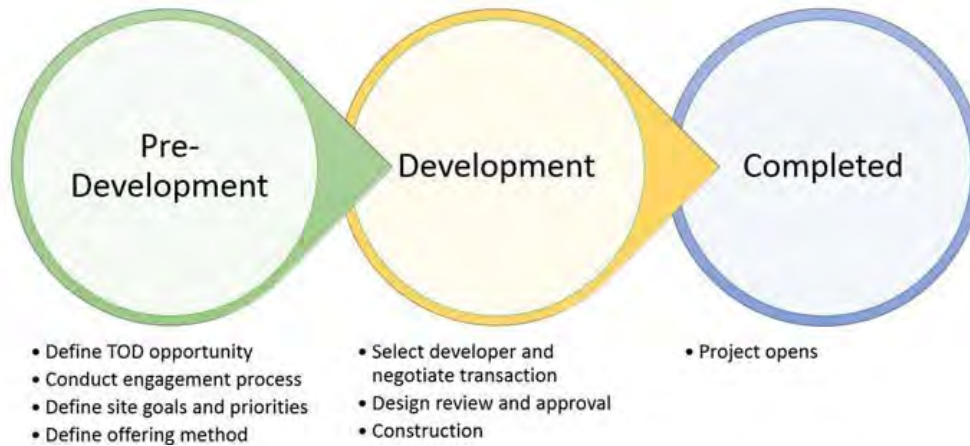
Upcoming Sound Transit TOD opportunities

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	2021-2022	2021-2022	2022	2024+
Kent/Des Moines	2021-2022	2022	2022 - 2023	2024-2025+
U District	2021-2022	2022	2022 - 2023	2024+
Overlake Village	2022	2022	2023	2024+
Federal Way Transit Ctr	2022	2022-2023	2023	2024-2025+
Lynnwood City Center	2022	2023	2023	2025+
SE Redmond	2022-2023	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

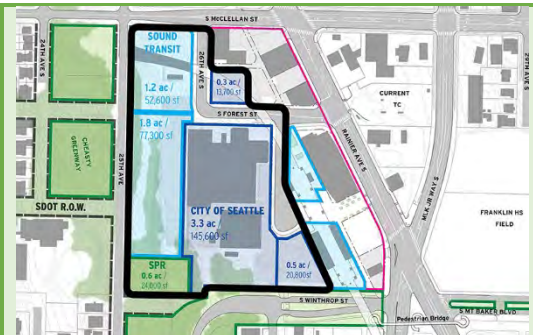
Site Area: ±2 acres

Current site use: Interim Sound Transit storage

TOD Status: Community engagement

Development Partner(s): To be selected in 2022

Program: To be determined



- 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. A second survey and online public open house were initiated in Q2 focused on potential site layout options and community priorities.

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

Development Partner(s): To be selected in 2022

Program: To be determined



- 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 with the first phase of outreach commencing in Q2 with the release of an online public survey to better understand community priorities and preference for the TOD sites.

U District TOD site

Location: U District Station, Seattle

Site Area: ±0.4 acres

Current site use: Vacant, pending tiny home village

TOD Status: Community engagement

Development Partner(s): To be selected in 2022

Program: To be determined



- Sound Transit began community engagement in Q2 to inform a development strategy for the property. Engagement included early stakeholder conversations and the launch of an online survey. Work to prepare the property development strategy is expected extend into 2022.
- The agency received a request earlier in 2021 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 is working on lease negotiations with the City of Seattle for this purpose.

Appendix: Pipeline, continued

Overlake Village TOD sites

Location: Overlake Village Station, Redmond
Site Area: ±2 acres across 2 blocks
Current site use: Transit construction
TOD Status: Community engagement
Development Partner(s): To be selected in 2022
Program: To be determined



- ▶ Planning started for the TOD sites that sit between the Overlake Village Station and the private redevelopment occurring to the east. TOD planning is coordinated with the city's existing housing and community planning efforts underway. The initial phase of community engagement began in late June.

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): To be selected in 2023
Program: To be determined



- ▶ Sound Transit finalized the layout of the Federal Way Transit Center in Q2, which results in four blocks to be used as TOD following transit construction. Initial community engagement is anticipated to begin later in 2021.

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
Development Partner(s): To be selected in 2023
Program: To be determined



- ▶ Staff began developing an implementation plan with the city in Q1 and is preparing for future due diligence activities later in 2021.

Appendix: Pipeline, continued

SE Redmond TOD sites

Location: SE Redmond Station, Redmond

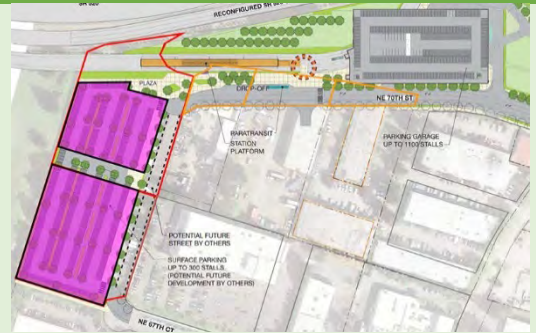
Site Area: ±2.6 acres

Current site use: Transit construction

TOD Status: Defining TOD sites

Development Partner(s): To be selected in 2023

Program: To be determined



- Sound Transit anticipates having an approximately 2.6 acre site that can accommodate two buildings adjacent the future SE Redmond Station that will be available for redevelopment as TOD following construction of the station. Planning efforts for this opportunity will ramp up later in 2021.

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, 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).

Appendix: Pipeline, continued

Kenmore Park and Ride (King County Metro)

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

Program: To be determined



- King County Metro owns and leases property for the existing Kenmore Park and Ride. As a part of Sound Transit's Stride BRT project, Sound Transit is planning a park and ride garage for a portion of King County Metro's property. In 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 that could support a potential TOD outcome on the property.
- Sound Transit and King County Metro are defining transit project requirements that would be incorporated into a potential future master developer solicitation process. Sound Transit's current realignment process may affect the scope and timing of transit improvements of the Stride project and any potential TOD that could occur in conjunction.

Pine Street Triangle

Location: Westlake Station, Seattle

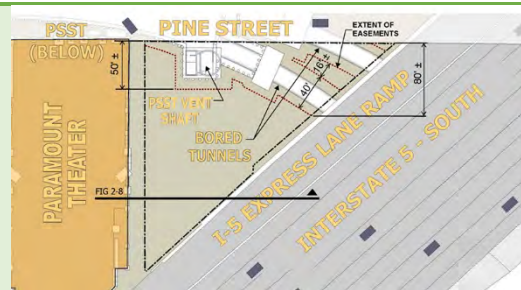
Site Area: ±0.64 acres

Current site use: Transit facilities, partially vacant

TOD Status: Defining TOD sites

Development Partner(s): None selected

Program: To be determined



- The final phase of a technical analysis will be completed in Q3 2021 to define 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.

Appendix: Pipeline, continued

Development

Beacon Hill small parcel (Colina project)

Location: Beacon Hill Station, Seattle

Site Area: 0.05 acres (ST property)

TOD Status: Under construction

Development Partner(s): Pacific Housing NW

Program: 139 housing units (20% affordable), ground level retail



- 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 will open in fall 2021.
- The Colina project is built around Sound Transit's operating light rail station, which includes the surface plaza, vent shaft, and subsurface station. The project improves 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

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 over 250 housing units affordable to those earning 30% to 60% of area median income. The daycare will be owned and operated by El Centro de la Rasa. 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.

Appendix: Pipeline, continued

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 relevel retail



- Construction started in 2020 and 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 studios and one-, two-, and three- bedroom homes.

Pride Place (Site D/Atlas Site property exchange)

Location: Capitol Hill Station, Seattle

Site Area: Site D: 0.24 acres, Atlas Site: 0.33 acres

TOD Status: Atlas Site: Design

Development Partner: Community Roots Housing

Program: 118 affordable units, ground level retail and community-serving space



- 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.
- The Atlas Site is being 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 area median income and will include on-site resources through a partnership with Gen Pride. Construction is expected to begin in 2021.

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- This aerial map illustrates the proposed South Aviation Support Area (future) and the North Site and South Site. The map also shows the FDC SeaTac, Angle Lake Station, and Pacific Hwy 169. The South Aviation Support Area (future) is highlighted in blue, while the North Site and South Site are highlighted in red. The map includes labels for 25th Ave, S 200th St, and Pacific Hwy 169.

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Appendix: Pipeline, continued

Angle Lake North Site

Location: Angle Lake Station, SeaTac
Site Area: ±0.77 acres
TOD Status: Selecting a development partner
Development Partners: To be determined
Program: Affordable housing



- Sound Transit issued a request for proposals in spring 2021 to select an affordable housing developer. The agency is currently evaluating proposals. The agency anticipates issuing Notice of Intent to Award to the top ranked proposer in Q3 2021.

Rainier Valley Affordable Homeownership

Location: Rainier Valley, Seattle
Site Area: ±1.65 acres across 10 sites
TOD Status: Pending transfer to city
Development Partner: Seattle Office of Housing
Program: 100-150 affordable housing units available for purchase



- Sound Transit is transferring 10 sites to the City of Seattle at no cost to create affordable homeownership opportunities. 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 later in 2021 that includes both property and funding. Sound Transit expects to transfer the properties to the city in 2021.

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 previously identified for the affordable home ownership program. Sound Transit continues conversations with the community, and with local government partners, in order to advance this outcome on the sites.

Appendix: Pipeline, continued

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.
- 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

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.

Appendix: Pipeline, continued

Mount Baker Lofts

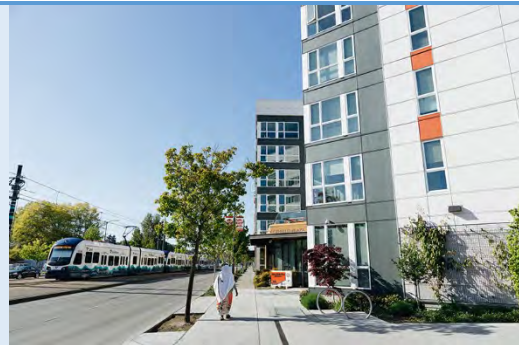
Location: Mount Baker Station, Seattle
Site Area: 0.53 acres
Development Partner: Artspace USA
Architect: SMR Architects
Contractor: Marpac Construction
Program: 57 affordable housing units, 10,000 SF retail
Project Cost: ±\$18 million
Opened: 2014



- Mount Baker Lofts includes 57 live/work space 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.

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

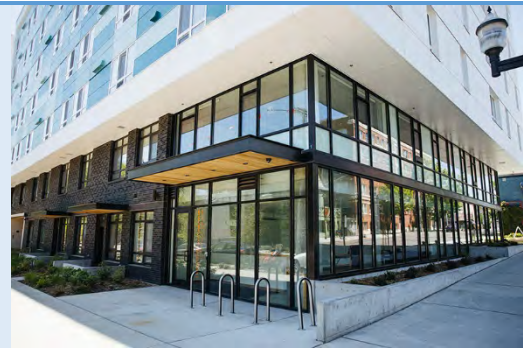


- The project includes 108 affordable homes with over 60% of the units serving larger households with two- and three-bedrooms. The units serve those earning 30-60% of area median income and was the first project in Washington State to use both 4% and 9% low income housing tax credit programs.
- Mercy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

Appendix: Pipeline, continued

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.

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

Location: Capitol Hill Station, Seattle
Site Area: ±2 acres
Development Partners: Gerding & 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 Gerding & Co developing 318 of those units in three buildings and Community Roots Housing developing 110 long-term affordable housing units in the Station House project. Overall, 42% of the housing units across the four buildings are affordable units.
- Gerding & 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 of the community-led art installations located on the new plaza.

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