

TRANSIT-ORIENTED DEVELOPMENT

Quarterly Status Report



Passengers wait for a train at U District Station on opening day.

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



GenPride and Community Roots Housing held a groundbreaking for Pride Place in September. (GenPride)

Pride Place starts construction in Capitol Hill

Sound Transit joined GenPride and Community Roots Housing for a ground breaking on September 10, 2021 for Pride Place, a 118-unit affordable housing development on Seattle's Capitol Hill. In addition to seven stories of affordable apartments, Pride Place will feature a 4,400-square-foot senior community and health services center on the ground floor, which will be operated by GenPride in partnership with LGBTQIA+ focused service providers. The development plans also include 3,800 square feet of commercial retail space at the street level. Construction is planned to begin in October, 2021.

Located in the 1500 block of Broadway on the site of the historic Eldridge Tire Company building, the Capitol Hill site was acquired in collaboration with Sound Transit and Seattle Central College. Capitol Hill has a long history of being a home and cultural center for LGBTQIA+ life in Seattle. GenPride and Community Roots Housing hope to preserve and enhance this proud tradition by developing Pride Place in partnership with leaders from the LGBTQIA+ community.

Highlights, continued

Rents at Pride Place will be affordable to households earning 30% to 60% of the area median income. The \$52M development has been funded through a variety of public and private investments, including an \$8 million property discount from Sound Transit and low-income state and federal tax credits.

Data shows that LGBTQIA+ seniors face a unique set of challenges and health disparities as they age: they are more likely to experience poverty, are at higher risk for illness, are less likely to have the support of children or family, and often face discrimination and difficulty finding culturally competent care. This first of its kind affordable development in Washington State will provide affirming and supportive housing for LGBTQIA+ seniors and the broader community.

Northgate Link Extension opens

As of October 2nd, riders have more options for fast, reliable travel as Sound Transit opened the Northgate light rail extension. The 4.3-mile extension adds three new stations to the system, at Northgate, Roosevelt and U District, with trips of just 13 minutes from Northgate to downtown Seattle. The opening of Northgate Link will also bring significant service changes for bus riders, providing seamless connections to and from local and regional routes while enabling savings to be applied in other areas.

Thousands of new housing units, new retail space, and even the NHL's Kraken Iceplex practice facility are popping up at the new stations, making it easier for people to find housing, services, and entertainment near high frequency transit. Public investments in affordable housing in all three station areas seek to address housing instability by preserving existing affordable housing and creating new units, such as the Cedar Crossing project in Roosevelt.



Sound Transit officials celebrate Northgate Link Extension opening.

Highlights, continued

Governor Inslee visits Roosevelt Station and Cedar Crossing

In July, Governor Inslee met with Sound Transit officials, 43rd Legislative District Representatives Nicole Macri and Frank Chopp, Cedar Crossing's developers Bellwether Housing and Mercy Housing NW, and community stakeholders for a tour of Roosevelt Station and the Cedar Crossing project. The tour included a discussion on the benefits of locating affordable homes and daycares next to frequent, high-quality regional transit and the environmental benefits of transit and the Cedar Crossing projects.



Governor Inslee explores the Cedar Crossing project with Mercy Housing NW and Bellwether Housing.

Sound Transit, City of Seattle, and Low Income Housing Institute partner to open Rosie's Village in U District

Staff have begun the planning process, expected to continue for the next 3-4 years, on property Sound Transit owns approximately two blocks from the U District station at Roosevelt Way and NE 45th Street in Seattle's U District. This property was used for construction offices during the construction of the Northgate Link extension and is now part of Sound Transit's TOD portfolio.



Sharon Lee, Executive Director of LIHI, addressed stakeholders at an open house at Rosie's Village in September.

While Sound Transit prepares for permanent development on this site, the property was leased at no cost to the City of Seattle for use as a temporary tiny home village. Rosie's Tiny Home Village will be operated by the Low Income Housing Institute and will provide 36 furnished residential units and house up to 65 people experiencing homelessness. The village will also feature a common kitchen, bathrooms, and showers, and will have both on-site wrap-around services and 24-hour on-site staffing. The lease has a term of one year with the option to be extended through May 31, 2024. LIHI held a groundbreaking ceremony on August 18th, and the village is projected to open to residents in mid-October.

Highlights, continued

Youth Achievement Center fundraising effort launched

The coalition planning a youth-focused center for housing and wrap-around services launched a fundraiser in July that hit its initial \$100,000 goal shortly after launching. The project, which is being designed for and by youth, is led by Community Passageways, Creative Justice, Africatown Community Land Trust, and others. The center will include housing for approximately 100 youth and have space for community activities and services.



Artist Henry Luke works on a mural at the property envisioned as a youth achievement center near Columbia City Station.

The organizations held a community block party next to the properties on July 18, 2021 to kick off fundraising that included youth artists creating murals, a DJ, free food, and background on the envisioned project.

In September, the City of Seattle announced a \$700,000 funding award from the city's Equitable Development Initiative to support the project.

Sound Transit continues to work with King County, Councilmember Girmay Zahilay, the Youth Achievement Center coalition, and others toward achieving the youth achievement center on the two sites owned by Sound Transit at Columbia City Station.

Realignment process completed

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 took action in August 2021 to guide the agency on how to implement the capital program given financial pressures. Additional information on the realignment process can be found at <http://www.soundtransit.org/realignment>.

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

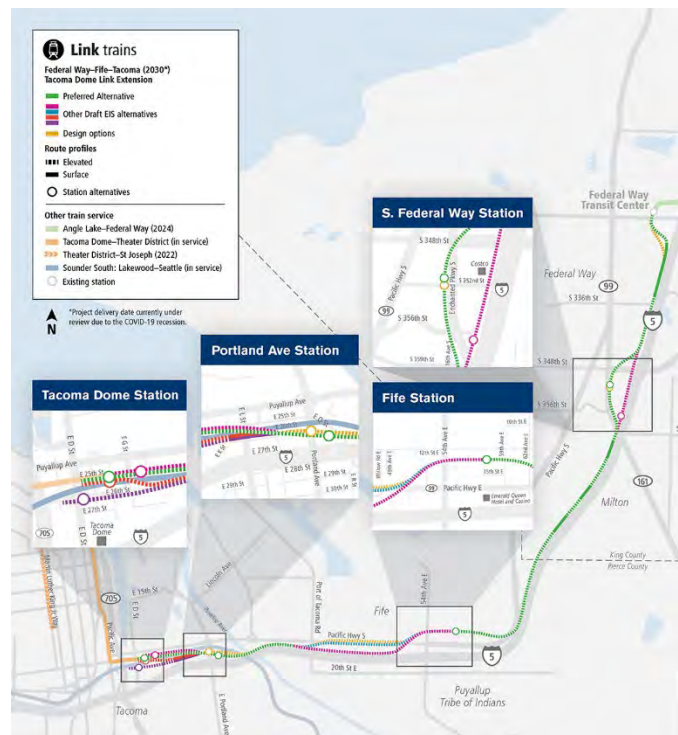
West Seattle-Ballard Link Extension (WSBLE)

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 during Q3. 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 Q3. 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 began 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 the TDLE prepares to publish its draft EIS.



Map of alternative alignment options for TDLE

TOD Program implementation

Everett Link Extension (EVLE)

EVLE's Q3 focus was the development and evaluation of initial alternatives for alignments and station locations. To support this, Sound Transit's consultant completed a development propensity analysis. This analysis provides a high-level corridor wide assessment of the potential for TOD within station areas along the proposed representative alignment. This analysis will also help to inform the development, evaluation, and selection of alternatives for project alignment, station locations, and station elements. Each station area encompasses a ¾-mile study area and identifies potential sites of interest (3+ acres sites) and other major infill sites with notable TOD potential.

During the month of September, Sound Transit conducted multiple station area planning workshops with Interagency Group (IAG) stakeholders. The workshops' objectives were to identify key issues that significantly differentiate the station location alternatives within a station area and identify site specific opportunities and/or challenges that will inform the Level 1 Analysis. The IAG looked at 29 different station alternative concepts and gathered feedback from participants.

Stride Bus Rapid Transit (BRT)

Sound Transit is continuing work with partner agencies to support potential future TOD or joint delivery at various locations of the Stride BRT project. Along the I-405 corridor, Sound Transit acquired property necessary to construct, maintain and operate the South Renton Transit Center (SRTC) project. After the SRTC project is completed, Sound Transit may have excess property that could be used to support the transit investment by creating TOD. Along the SR 522 corridor, Sound Transit continues to work with public partners at Bothell and Kenmore to advance findings from planning studies completed last year.

As the BRT projects transition into final design and construction, the focus of the TOD work will shift to partnering for implementation. The Sound Transit Board took action in August to realign the transit capital program to account for COVID-induced revenue shortfalls and increasing costs. One of the outcomes of the realignment action was a deferment of parking investments to later in the capital program.

For BRT projects, parking capital investments are 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. The Board resolution specifically called for 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, continued

Development partners selected at Angle Lake Station

The Sound Transit Board declared two properties at the Angle Lake station surplus following the completion of the light rail station's construction. Sound Transit evaluated the development potential for these sites, known as the "Angle Lake North" and "Angle Lake South," conducted community engagement, and coordinated with the City of SeaTac before recommending to the Board that these sites be offered for development through a request for proposal (RFP) process. Angle Lake North was offered to Qualified Entities to develop affordable housing, while Angle Lake South was offered to the development community at-large.

Sound Transit, with help from the City of SeaTac, reviewed proposals received through the RFP and selected projects that combined will generate approximately 370 units of affordable and market-rate housing, commercial space, and additional amenities. Sound Transit is in the process of negotiating transaction terms with the developers for the disposition of these two sites.

Angle Lake North will be developed by Mercy Housing NW into a mixed-use project creating 95+ units of affordable housing serving those who earn 60% of the area median income or below on average, with an emphasis on larger units for families. Mercy is working with The Arc of King County to create affordable office space and will reserve a portion of the housing units for families served by The Arc of King County, which provides services to individuals with intellectual or developmental disabilities and their families.

Angle Lake South will be developed by South 200th Street LLC. The developer is completing a master planned development on the adjoining 8-acres of land that will be comprised of residential, office, retail, hotel, and other amenities. They will utilize the surplus property from Sound Transit to develop 276 units of housing over ground floor commercial space as part of their larger master planned development.



Proposed 95-unit affordable housing project on the Angle Lake North site. (Mercy Housing NW)

TOD Program implementation, continued



The Overlake Village Station area fills in with new development ahead of the station's 2023 opening. Sound Transit has Agency TOD opportunities on property used for constructing the station.

Upcoming opportunity at Redmond's Overlake Village Station

The Overlake Village station area continues to transition into a transit-oriented community with nearly 3,000 housing units added in the area and many more in planning. The redevelopment of the 28-acre, former Group Health Hospital across the street from the future station is nearly complete. Known as Esterra Park, the project has more than 2,600 housing units, almost 250,000 SF of office space, 285 hotel rooms, and a new park. Other development nearby includes the 308-unit Village at Overlake Station built in 2002 by King County Housing Authority that includes a park-and-ride garage, childcare center, and affordable housing.

Sound Transit owns over two acres of surplus property initially used for construction of the station. Once redeveloped, the TOD will serve as a gateway to the community south and east of the station. To guide the redevelopment, Sound Transit and the City of Redmond are working collaboratively to plan the future of the site through a joint planning and community engagement process.

The City of Redmond is one of the region's densest employment centers, providing tens of thousands of jobs in multiple sectors, most notably in the technology industry. While these jobs provide some of the highest wages on average, more than 20,000 people commute to these jobs from outside City. This puts tremendous strain on the transportation network, environment, economy, and on families, whose family members spend hundreds of hours every year between home and work. Recognizing this, the City and Puget Sound Regional Council are in the midst of planning efforts to accommodate thousands of units in Redmond, with the City planning more than half – 10,000 units or more – to be developed in the Overlake neighborhood.

TOD Program implementation, continued

Both Sound Transit and the City of Redmond have policy that supports affordable housing near transit stations. As a part of the TOD planning process, the agencies are looking at the potential for maximizing the number of affordable housing units at the deepest level of affordability possible. Sound Transit is conducting a feasibility study to evaluate:

- the development potential for the site,
- potential policy tradeoffs that may exist,
- what amenities to co-locate with potential affordable housing,
- what financing tools may be available to support affordable housing, and
- how the TOD could be oriented to best support transit riders, among other factors.

Given the site's size, it is possible that multiple development programs may be possible, including substantial affordable housing and market-rate development.

In addition to this work, the agency is also conducting community engagement to solicit input on the desired outcomes of the TOD. Sound Transit, in coordination with the city, completed an online survey that found that more than 65% of respondents supported development of affordable housing at the site. Additional engagement is scheduled to take place over the coming months, including a second round of engagement with community-based organizations and a report out to the community detailing our findings.



TOD Program implementation, continued



Scaffolding around Cedar Crossing begins removal, as seen in this September photo. (Northwest Skyview Imagery)

Progress towards a model code along Everett Link Extension

On July 1, 2021, Sound Transit submitted the Policies and Regulations Inventory Report and the draft Gap Analysis for the Model Code Partnership (MCP) project to the FTA. Work in Q3 2021 focused on identifying and beginning to develop case studies, which are the third component of the MCP and an end-of-year FTA TOD grant deliverable. In September, Sound Transit hosted a workshop with jurisdictions to discuss potential case studies. The TOD case studies will be a mix of comprehensive and practical examples that addressed a number of issues faced by Puget Sound jurisdictions; site-specific best practices; and vignettes that describe innovative strategies for energy and water use, place-making, parking standards, and other topics.

Four workshops were held previously with partners to develop the Inventory Report and Gap Analysis, and to discuss TOD principles and topics of interest for case studies and model code development. Code development and local adoption are the fourth component of the MCP, with this work occurring from 2022 to 2024. Topics of greatest interest to the jurisdictions were street typologies and cross-sections, techniques to mitigate displacement caused by gentrification, how to manage transition from more intense uses near future stations to existing single-family neighborhoods, and how to manage transition of station areas over time. The MCP will also seek to identify areas in existing code that are in conflict with permitting for light rail facilities to help facilitate a more efficient delivery of these projects.

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 several retail tenants in the buildings.
- **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 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, will begin construction in October 2021.

TOD Program implementation, continued



Construction nears completion on Colina East at Beacon Hill Station, which includes a new plaza and landscaped area

- **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:** Mercy Housing NW selected to develop 95+ units of affordable housing.
- **Angle Lake South:** South 200th Street LLC selected to develop TOD, which consists of 276 housing units.
- **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. The Youth Achievement Center coalition kicked off a fundraising effort in July.
- **Kent/Des Moines Station:** 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. Engagement activities targeted to begin in late Q4/early Q1.
- **Overlake Village Station:** Engagement activities occurred this summer for the TOD sites. On-going planning to last through the end of 2021.
- **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:** Advanced documenting property information and prepared a community engagement strategy for the TOD site.
- Further pipeline detail is available in the appendix.

Transfers of surplus property



U District Station on opening day. In the future, a 13-story office building with groundfloor retail will line Brooklyn Avenue between the two station entrances. The University of Washington owns the air rights above the station and leased those rights to a developer that will build the new building.

Sound Transit did not transfer any surplus property in Q3 2021. Information on upcoming project milestones and anticipated transfers are provided in the Pipeline Appendix.

Looking ahead

Overview

The following notable activities are anticipated for Q4 2021:

- Transfer property with Seattle Central College and Community Roots Housing for Pride Place.
- Transfer property to the City of Seattle for the Rainier Valley Home Ownership program.
- Completion of the Colina East building at Beacon Hill Station.
- Launch community engagement for Lynnwood City Center Station TOD.
- Conduct additional engagement with the affordable housing community on the revolving loan fund's affordable housing loan product and business plan development.

The Q4 2021 report will be published by January 15, 2022.

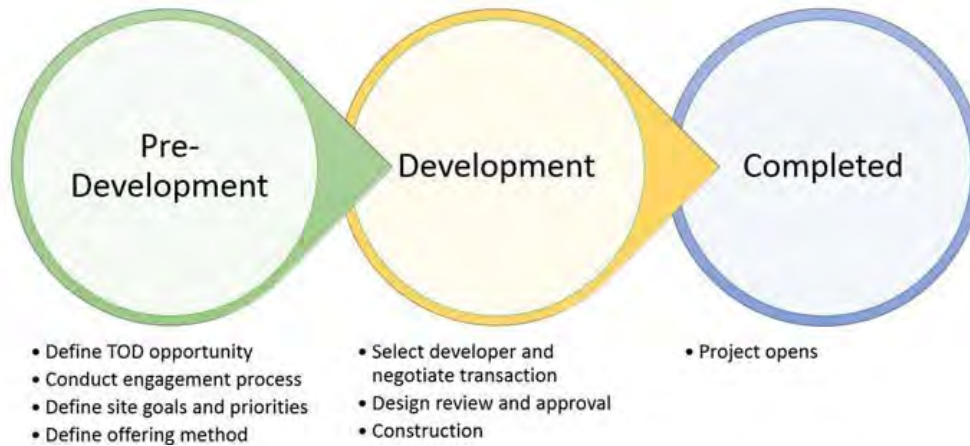
Upcoming Sound Transit TOD opportunities

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	2022	2024+
Kent/Des Moines	2022	2022	2022 - 2023	2024-2025+
U District	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	2022-2023	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

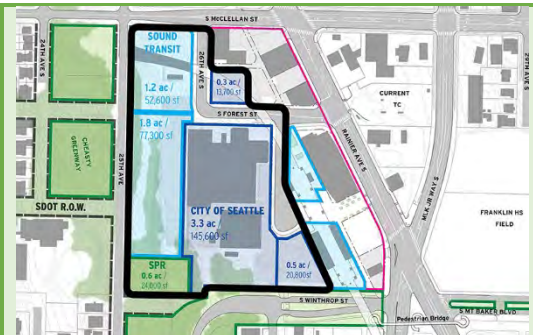
Site Area: ±2 acres

Current site use: Interim Sound Transit storage

TOD Status: 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. The agencies evaluated the results in Q3 and Sound Transit will determine its development strategy over the coming months.

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 began in Q2 with the release of an online public survey to better understand community priorities and preference for the TOD sites. Additional engagement in the fall will inform a development strategy to be finalized in 2022.

U District TOD site

Location: U District Station, Seattle

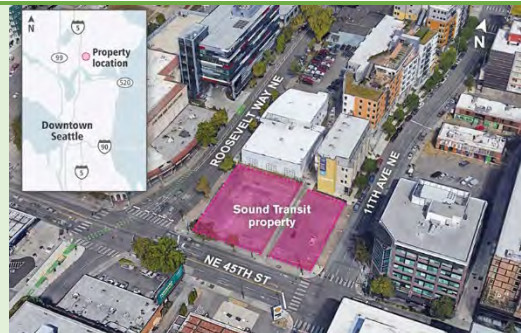
Site Area: ±0.4 acres

Current site use: Interim tiny home village

TOD Status: 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. Additional engagement will occur in Q4.
- 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 will be operated by the Low Income Housing Institute and is expected to open in mid-October.

Appendix: Pipeline, continued

Overlake Village TOD sites

Location: Overlake Village Station, Redmond
Site Area: ±2 acres across 2 blocks
Current site use: Vacant
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 has been completed with an additional round starting in the coming months.

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 or early 2022.

Lynnwood City Center TOD sites

Location: Lynnwood City Center, Lynnwood
Site Area: ±2 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 advancing site due diligence activities to understand development constraints and opportunities in Q3. Community engagement planning is underway with an online open house, engagement survey and stakeholder interviews initiating in Q4.

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 in the coming months.

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 S3 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 realignment decision delays the timing of construction Stride parking facilities and its impact on potential joint development in Kenmore is being evaluated.

Pine Street Triangle

Location: Westlake Station, Seattle

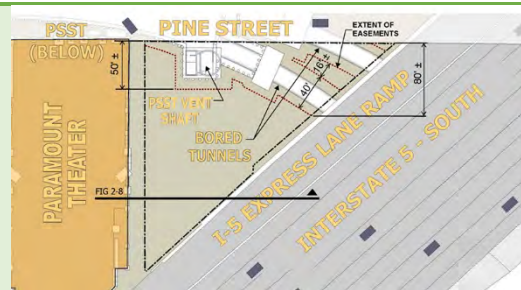
Site Area: ±0.64 acres

Current site use: Transit facilities, partially vacant

TOD Status: Defining TOD sites

Development Partner(s): None selected

Program: To be determined



- A technical report is under staff review which contains analysis defines 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 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: Under construction

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 the college's "Atlas Site" with Sound Transit's "Site D" as to develop equitable transit-oriented development in the Capitol Hill Station area.
- 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, 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 GenPride. Groundbreaking occurred in September 2021 with pre-construction activities commencing soon thereafter. Final property closing will occur in October 2021.

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 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.
- Term sheets with the development team are anticipated to be considered by the Sound Transit Board in Q4 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 groundfloor 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 master development occurring on the adjacent property. Negotiations are underway.

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 groundfloor commercial space



- Sound Transit issued a request for proposals in spring 2021 to select an affordable housing developer. The agency selected development partner Mercy Housing NW to develop a 95-unit or more mixed use affordable housing project on the site. Negotiations are underway.

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 will transfer the properties to the city in October 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 or early 2022.

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

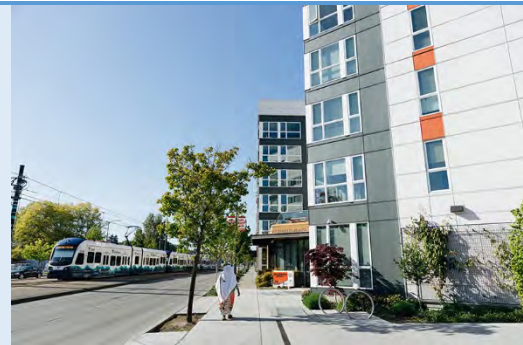
Architect: Ankrom Moisan Architects

Contractor: Walsh Construction

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

Project Cost: ±\$31.1 million

Opened: 2017

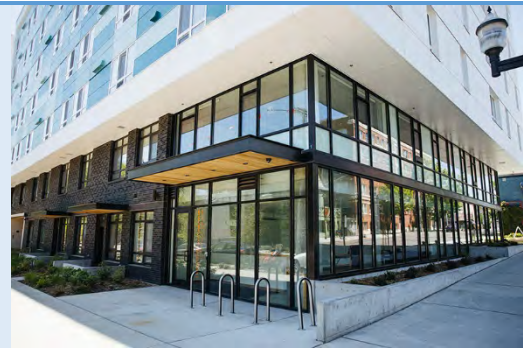


- ▶ The project includes 108 affordable homes with over 60% of the units serving larger households with two- and three-bedrooms. The units serve those earning 30-60% of area median income and was the first project in Washington State to use both 4% and 9% low income housing tax credit programs.
- ▶ Mercy 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