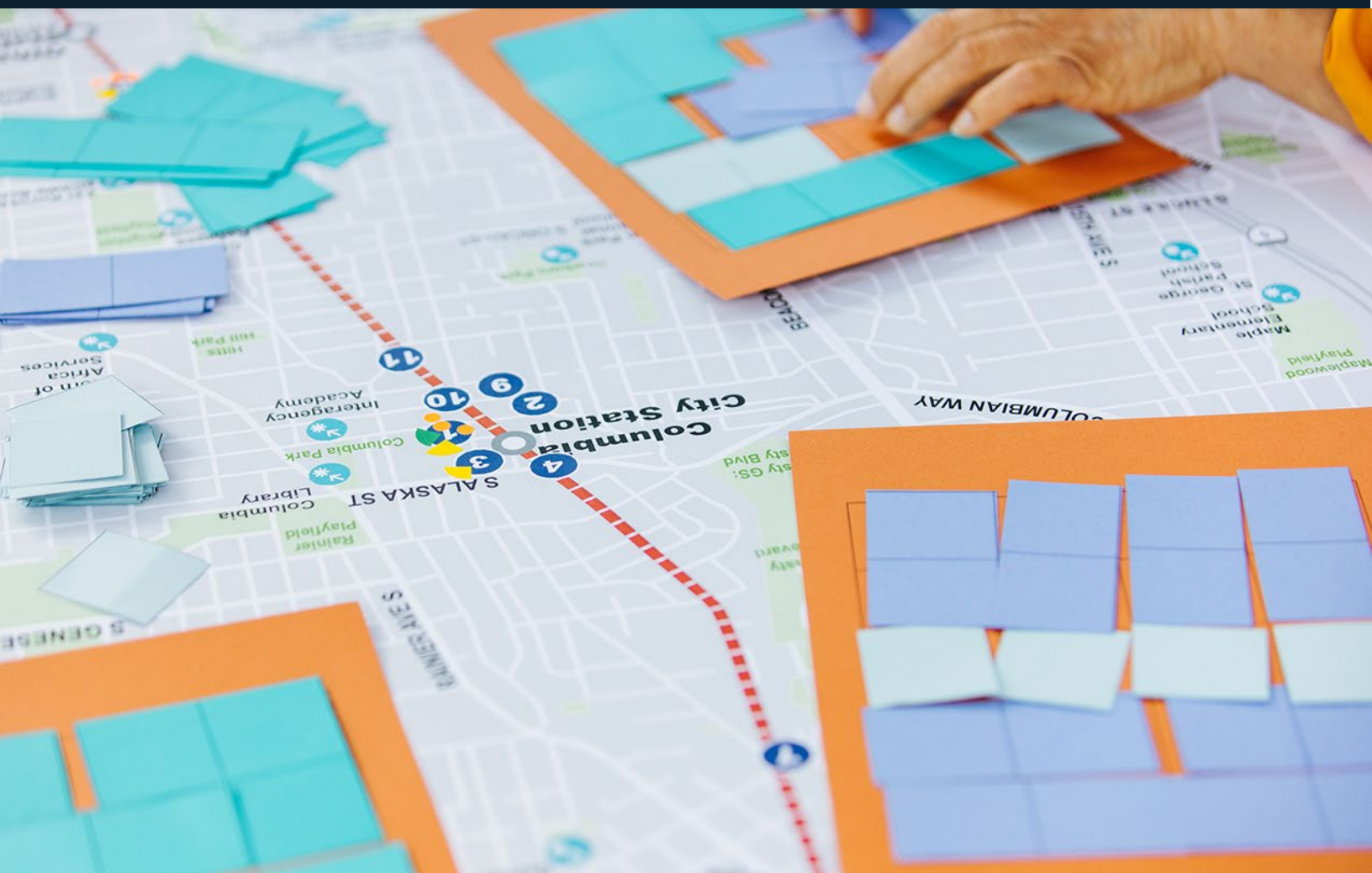


TRANSIT-ORIENTED DEVELOPMENT

Quarterly Status Report



Community engagement in 2019 in Rainier Valley informed an affordable housing homeownership partnership between the Seattle Office of Housing and Sound Transit, which was the subject of a Board action in Q4 2020.

Overview

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

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Highlights

Sound Transit's TOD program is creating housing and supporting community development in its station communities.

This year saw the opening of Station House at Capitol Hill Station, which brought 110 new affordable homes to the community. Construction started on more than 600 affordable homes in the First Hill and Roosevelt neighborhoods of Seattle. Significant strides were made to advance projects at the Spring District-120th Station in Bellevue, throughout the Rainier Valley in Seattle, and at Angle Lake Station in SeaTac. Planning efforts kicked off for future development opportunities at Kent-Des Moines Station, Federal Way Transit Center, Overlake Village Station, and Lynnwood City Center Station. Station planning and design efforts for West Seattle-Ballard Link Extension, Tacoma Dome Link Extension, and the Bus Rapid Transit program were in full force and included evaluating station alternatives for how they supported development opportunities in station areas.

By the numbers:

- Over 1,000 homes were under construction on Sound Transit properties at the end of 2020.
- Since the program's inception, over 1,500 homes are built, under construction, or are in design on properties awarded to developers. Nearly 1,200 of those units are affordable. Additional units are expected in the years to come.
- The projects represent more than \$600 million in total development costs, which supports construction, design, and engineering jobs, as well as increases the tax base.
- The projects represent over \$63 million in revenue to Sound Transit. That revenue supports transit services and expansion.
- Since 2017, 86% of properties that are suitable for the development of housing were approved to be offered first for affordable housing, many at reduced costs.

The Sound Transit Board authorized staff to negotiate an affordable housing development partnership with the City of Seattle for 10 sites in Rainier Valley.

In October, the Board authorized staff to negotiate a no-cost transfer of 10 sites in Rainier Valley for an affordable home ownership program with the City of Seattle. The city would commit \$10 million to fund the development of the housing units, which are to combat displacement in a diverse and rapidly gentrifying area of Seattle.

The Board's action follows on a robust equitable engagement effort around this project conducted in the summer of 2019. Through the engagement process, Sound Transit and the City of Seattle held in-person community meetings with Limited English Speaking and historically underrepresented groups, offered an online survey available in six languages, sent letters to neighbors, posted signage, and staffed community fairs and festivals. In total, nearly 1,500 people received letters; nearly 1,000 took the survey; more than 200 spoke with staff at community events; and more than 100 provided in-person input at community meetings. Feedback received through this process overwhelmingly supported affordable homeownership outcomes on these 10 properties, and specific input regarding project elements such as unit sizes and programming for non-residential spaces.

TOD Program development

Revolving Loan Fund for Affordable Housing

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

In November, the Sound Transit Executive Committee received a briefing on the findings of a Needs Assessment of affordable housing finance in the Sound Transit district and on the potential structure options for a fund. The 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.

Additionally, the committee heard about the three programmatic structure options for Sound Transit's contribution to a fund, which are contributing to an existing fund, directly funding affordable housing projects, or contributing into a new fund that leverages Sound Transit's contribution with funding from other sources.

In December, Sound Transit and LISC followed up with additional engagement to affordable housing funding and development stakeholders to discuss potential loan products. 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.

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>.

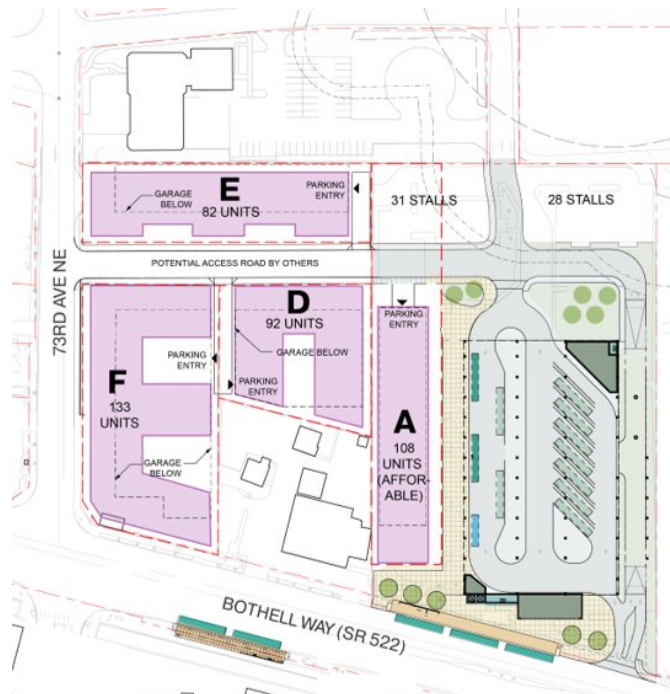
TOD Program implementation

Kenmore Joint Development Report

In 2019, Sound Transit and King County Metro (KCM) convened a planning process for the KCM park-and-ride site in the City of Kenmore. Identified as the preferred location for a new parking facility to be delivered as part of the SR 522 bus rapid transit (BRT) project, the site has high potential for transformative transit-oriented development. Several adjacent property owners engaged in the planning workshops, which also included City and County staff with planning, community development, and housing expertise. The series of three workshops yielded several development concepts for an assemblage of sites nearly 10 acres in size.

Sound Transit recently completed a report on this planning process, along with further analysis of the feasibility of the resulting TOD concepts, and recommendations for future consideration by the partners. The report found that nearly 400 units of housing could be created on the site, potentially including a street grid to help increase site accessibility and create an urban scale. Site efficiencies could be improved by the consolidation of the transit center and parking uses into a single structure.

Accomplishing this more ambitious vision requires alignment and commitment between the partners, public and private, particularly to help underwrite the costlier integrated transit parking structure. Partners in the planning effort are currently exploring next steps.



A Coordinated Development Vision for Kenmore Park and Ride site (Sound Transit, 2020)

TOD Program implementation, continued

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 Q4 2020:

Bothell Joint Development

Sound Transit completed an assessment of joint development concepts for a property currently owned by the City of Bothell that could potentially serve as a park and ride site. Several site configuration concepts were considered, including one that included an integrated residential and transit parking development. The assessment also considered financial feasibility of the various options that will inform potential approaches to constructing the park and ride facility.

Tacoma Dome Link Extension online open house

The Tacoma Dome Link Extension launched and concluded an online open house over the course of Q4 2020. The purpose of the open house was to introduce station layouts and access concepts for the alternatives currently under study in the Draft EIS.

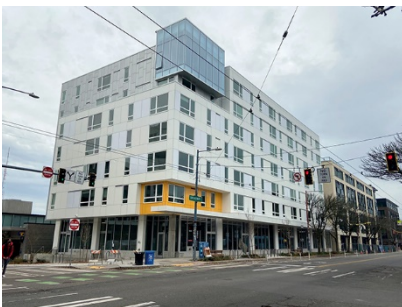
West Seattle Ballard Link Extension online open house

The West Seattle and Ballard Link Extension launched an online open house in November, and will remain open until the end of January 2021. As was Tacoma Dome, the purpose of the open house was to introduce station layouts and access concepts for the alternatives currently under study in the Draft EIS. These concepts do not identify specific joint development opportunities, though future efforts will explore potential joint development opportunities at select sites.

Retail in Stations

Staff neared conclusion of a several month effort to evaluate the business case for integrating retail in Sound Transit's stations and station environments. The study includes a best practice review of peer agencies and considers the findings in context to three stations to be delivered as part of the ST3 capital program (Westlake, Chinatown-ID, and Tacoma Dome) to inform future planning activities.

TOD Program implementation, continued



Construction nears completion for three buildings at Capitol Hill Station, set to open in Q1 2021

Current TOD projects

- **Capitol Hill Sites A-C:** Construction is nearing completion of three buildings at Capitol Hill Station, with opening occurring in Q1 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 TOD project at Roosevelt, called Cedar Crossing, continues to make progress after starting construction in May 2020. The 250+ units of affordable housing will open in 2022.
- **OMF East:** Negotiation of a term sheet is underway with BRIDGE Housing, Touchstone, and Essex Property Trust for a mixed-income, mixed-use master development.
- **Rainier Valley Homeownership Initiative:** The Sound Transit Board approved a resolution in November to authorize staff to negotiate a no-cost transfer of 10 sites in the Rainier Valley to the City of Seattle to create affordable home ownership opportunities. The city committed \$10 million to construct housing on the sites.
- **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.
- **Angle Lake:** Progress was made on developing developer solicitations for two sites at Angle Lake Station. The North Site will be offered first to local jurisdictions, housing authorities, and non-profit developers for affordable housing. The South Site will be offered to the broader real estate market.
- **Federal Way Link Extension:** Engagement with the cities of Kent and Federal Way continued in Q4, focusing on TOD at the Kent-Des Moines Station and Federal Way Transit Center, respectively.

TOD Program implementation, continued



The Colina East building at Beacon Hill Station topped out in Q4

➤ **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.

➤ **Overlake Village TOD:** The agency continued TOD planning with the City of Redmond in Q4.

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

➤ Further detail available in the TOD Pipeline Table.



Construction of the Cedar Crossing project at Roosevelt Station came out of the ground in Q4 2020.

Transfers of surplus property

Sound Transit did not transfer any surplus property in Q4 2020.

Looking ahead

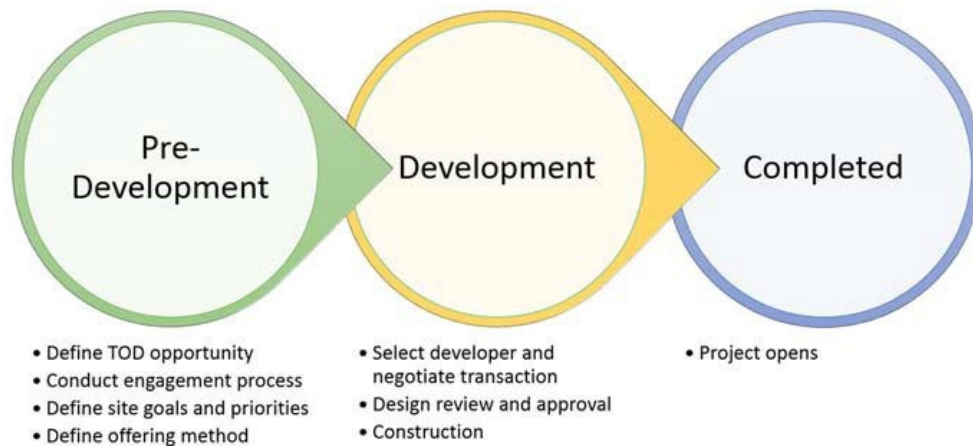
Overview

The following notable activities are anticipated for Q1 2021:

- Issuance of request for proposals for TOD sites at Angle Lake Station.
- Public hearing and final Board consideration of key business terms to transfer 10 sites in Rainier Valley to the City of Seattle for affordable home ownership.
- Additional work to realize a Youth Achievement Center on two sites near Columbia City Station.
- Complete joint development opportunity site investigations for TDLE and WSBLE.
- Finalize station context frameworks for WSBLE.

The Q1 2021 report will be published by April 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 sites

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.

Federal Way Transit Center TOD sites

Location: Federal Way Transit Center, Federal Way

Site Area: ±6 acres across 4 sites

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.
- Efforts in 2020 were primarily focused on coordinating with the Federal Way Link Extension project and the City of Federal Way on defining the anticipated property and coordinating transit infrastructure design relative to the TOD sites. Staff from both agencies began developing an implementation approach for the TOD sites.

Surrey Downs single family homes

Location: East Main Station, Bellevue

Site Area: ±89,000 SF (2.04 acres)

Program: Single family homes

- Sound Transit owns 10 properties, many non-conforming, for just over two acres of property that are zoned and deed-restricted for single-family homes. Sound Transit is preparing information on the property ahead of conducting engagement and determining a development strategy. In the future, the Board will consider actions on the development strategy ahead of the agency finding a development partner(s).

Redmond Technology Station

Location: Redmond Technology Station, Redmond

Site Area: ±53,000 SF (1.2 acres)

Zoning: OBAT

Program: TBD

- Sound Transit received this property in 2002 for constructing and operating a transit center or transit-supportive uses on the property. The transit facilities built on this site are being replaced with new facilities in conjunction with the light rail station under construction. Through the design-build process for Redmond Technology Station, a 1.2-acre TOD site emerged. Sound Transit evaluated the TOD potential of this new opportunity and identified several redevelopment challenges that would need to be addressed to implement a TOD project, primarily property title encumbrances and limited development rights. When the property was transferred to Sound Transit, several permanent title encumbrances were placed on the property, including specific transit use restrictions, reversionary rights, and use approvals held by the previous property owner.
- In order to resolve the title issues, achieve a TOD outcome, and support equitable development, Sound Transit and the City of Redmond are considering a transaction in which Sound Transit would transfer the property to the City, including the requirements for affordable housing. If the City sells the property, the proceeds would go to an affordable housing project within ½ mile of future light rail station in Redmond. The term sheet of a possible transaction may be ready for City and Sound Transit Board consideration in 2021.

Overlake Village TOD sites

Location: Overlake Village Station, Redmond

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

Program: TBD

- Planning started for the TOD site(s) that sits between the Overlake Village Station and the redevelopment occurring to the east. Early engagement with the City of Redmond began in Q3 2020 and continued throughout Q4 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. The team engaged the Urban Land Institute to conduct a Technical Advisory Panel to provide third-party technical expertise for the station area. The process improved interagency collaboration and provided concepts to explore in the next phase of work.
- Sound Transit is discussing the potential of partnering with the Seattle Office of Housing to combine the East Portal site and the city's future UW Laundry site. The two agencies are jointly studying the sites that will inform the potential terms and approach with bringing on a development partner(s).
- A joint community engagement effort is anticipated to start in early 2021.

Pine Street Triangle

Location: Westlake Station, Seattle

Site Area: ±28,200 SF (0.64 acres)

Program: TBD

- The first phase of a technical analysis for the Pine Street Triangle property was completed in Q4. The effort will document the on-going transit infrastructure and operational considerations that should guide future development. The site contains underground tunnels, a vent shaft, and other on-site infrastructure. The agency has not yet determined when the property will be available for TOD.

U District – 45th & Roosevelt property

Location: U District Station area, Seattle

Site Area: 18,034 SF (0.4 acres)

Zoning: SM-U 95-320 (mixed use, with a maximum height of 320 feet)

Program: TBD

- Sound Transit owns a property located two blocks west of the future U District Station that is currently used for construction staging. Sound Transit has completed a development feasibility analysis and will next undertake community engagement in order to determine a development strategy for the property. The property is bifurcated by a public alley, which may affect the development potential of the property.
- 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 in discussions with the City of Seattle on potential next steps.
Lynnwood TOD sites Location: Lynnwood City Center Station, Lynnwood Site Area: ±1.5 acres Program: TBD
<p>➤ 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.</p> <p>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 from both agencies kicked off planning of the TOD in Q4 2020.</p>

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

<p>➤ 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.</p>
<p>Cedar Crossing (Roosevelt Central Site)</p> <p>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</p>
<p>➤ 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.</p> <p>➤ The project broke ground in May 2020 and is expected to open in 2022.</p>
<p>Madison/Boylston project at First Hill</p> <p>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</p>
<p>➤ 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.</p> <p>➤ 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.</p>

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

Location: Capitol Hill Station, Seattle

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

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

Status: Atlas Site: Design

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

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

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

Angle Lake Sites

Location: Angle Lake Station, SeaTac

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

Developer: TBD

Status: Preparing Request for Proposals

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

Program: TBD

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

- Sound Transit anticipates releasing developer solicitations for the two sites in Q1 2021.

Operations and Maintenance Facility – East

Location: Spring District/120th Station, Bellevue

Site Area: ±6.8 acres

Developer: BRIDGE Housing, Touchstone, and Essex Property Trust

Status: Pending Award

Zoning: BR-OR-2, Master Development Plan

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

- Following the completion of the Operations and Maintenance Facility – East, Sound Transit will have a 6.8-acre TOD site available for redevelopment. The site is entitled for over 1.1 million square feet across six buildings, resulting in an exciting mixed-use, mixed-income project in the Spring District/120th Station area.
- The City of Bellevue, which owns approximately one acre of the TOD property (equivalent to a building pad site), agreed to transfer the property to Sound Transit at no cost in exchange for providing a similar property within the site for affordable housing at no cost. Sound Transit agreed to also offer a building pad site within the larger TOD property to affordable housing developers at no cost. King County and A Regional Coalition for Housing (ARCH) both agreed to bring much needed affordable housing financial resources to build affordable housing on those properties, with King County committing \$10 million and ARCH \$4 million.
- A joint RFP was issued by Sound Transit in December 2019 and final submittals of the RFP closed on June 25, 2020. The RFP sought a master development team that will deliver a mixed-use, mixed-income project and included the free land for affordable housing components from Sound Transit and the City of Bellevue as well as affordable housing financial assistance from King County and ARCH.
- A master development team led by BRIDGE Housing with Touchstone and Essex Property Trust was selected to move into negotiations in September 2020. The BRIDGE team proposes over 500 units of housing in four buildings and over 400,000 square feet of office space in two additional buildings. Over 280 units of affordable housing were proposed, including 230 units of long-term affordable housing in two buildings to be built by BRIDGE. The proposal includes a new park as well as active ground floor uses, including retail. The team proposed a creative financing strategy that would allow King County and ARCH to reallocate their \$14 million in funding to support additional affordable housing in the community. Following negotiation of a term sheet, the Sound Transit Board will consider key business terms with the development team.

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.
- Sound Transit's Board approved a surplusing, suitability for housing and offering strategy for the properties in October 2020 – which includes a no-cost land transfer to the City of Seattle. A public hearing and a final action by the Board is expected in early 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>Senior City</p> <p>Location: Federal Way Transit Center, Federal Way Developer: Korean Women's Association, Common Ground Site Area: 30,834 SF (0.71 acres) Program: 62 Affordable Units (Senior – 1BR); 3,125 SF common room Project Cost: \$16.9 million</p>
<p>➤ Opened in 2010</p>
<p>Mount Baker Lofts</p> <p>Location: Mount Baker Station, Seattle Developer: Artspace USA Site Area: 23,064 SF (0.53 acres) Program: 57 Affordable Units (Artist's Studio); 10,000 SF retail (12 bays) Project Cost: \$18 million</p>
<p>➤ Opened in 2014</p>
<p>Othello Plaza</p> <p>Location: Othello Station, Seattle Developer: Mercy Housing NW Site Area: 31,870 SF (0.73 acres) Program: 108 Affordable Units (1-3 BR at 30% - 60% AMI); 7,450 SF retail Project Cost: \$29.8 million</p>
<p>➤ Opened in 2017</p>
<p>Station House (Capitol Hill Site B-North)</p> <p>Location: Capitol Hill Station Developer: Community Roots Housing (f/k/a Capitol Hill Housing) Site Area: 15,878 SF (0.37 acres) Program: 110 Affordable Units (30%-60% AMI) Project Cost: \$36 million</p>
<p>➤ Opened in 2020</p>

Future / Potential Sites*		
Sites	Corridor	Approximate Timing to move into Pre-Development
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.