



Resolution No. R2026-08

Offering strategy for three Transit-Oriented Development Sites at Mount Baker and Roosevelt Stations

Meeting:	Date:	Type of action:
System Expansion Committee	04/09/2026	Recommend to Board
Board	04/23/2026	Final Action

Staff name:	Staff title:
Marshall Foster	Chief Planning and Development Officer
Mara D'Angelo	Acting Director, CDO
Heather Burns	Senior Project Manager, TOD

Proposed actions

(1) Approves the Chief Executive Officer's declaration that three Transit-Oriented Development (TOD) sites known as Mount Baker Site A, Mount Baker Site B, and Roosevelt Site C are surplus; (2) declares the three TOD Sites to be suitable for development as housing; (3) authorizes staff to negotiate an agreement to transfer Mount Baker A and Roosevelt C at a discount to the City of Seattle for affordable housing development; and (4) authorizes staff to offer Mount Baker B for sale at fair market value to all interested parties.

Key features summary

- This set of four proposed actions advances the disposition of three TOD Sites known as Mount Baker A, Mount Baker B, and Roosevelt C located in Seattle. These actions are packaged together because Mount Baker A and B are linked geographically and Mount Baker A and Roosevelt C are linked programmatically.
- The first action approves the Chief Executive Officer's (CEO) declaration that the three TOD Sites are surplus.
- The second action declares the three TOD Sites to be suitable for the development of housing.
- The third action authorizes staff to negotiate a discounted transfer of Mount Baker Site A and Roosevelt Site C to the City of Seattle's Office of Housing for the development of affordable homeownership opportunities.
- The fourth action authorizes staff to offer the Mount Baker Site B for sale at fair market value to all interested parties.
- The TOD Sites identified in this requested action are depicted in Exhibit A.

Background

Properties

This action concerns three TOD Sites identified as Mount Baker Site A, Mount Baker Site B, and Roosevelt Site C, the locations of which are shown on Exhibit A.

Mount Baker TOD Sites A and B

Mount Baker Sites A and B are two contiguous parcels that were acquired in 2000 to support construction of Central Link and for permanent transit infrastructure. The tunnel portal and elevated guideway bifurcate the parcels, creating the smaller north site (Mount Baker Site A) of approximately 13,000 square feet and the larger south site (Mount Baker Site B) of approximately 100,000 square feet.

A short plat will be recorded in advance of development to create three parcels: Mount Baker Site A, Mount Baker Site B, and a parcel between them containing the tunnel portal and guideway that Sound Transit will retain. Sound Transit will retain minimum guideway setback requirements and no-build easements to protect transit infrastructure.

Both sites are zoned for a mix of uses including residential and commercial. Mount Baker Site A was appraised in 2026 for approximately \$1,950,000. A current appraisal for Mount Baker Site B is in process and staff will return to the board in a future board action to approve key business terms including a sale price, once a fair market value offer on the property is accepted.

Roosevelt TOD Site C

Roosevelt Site C is approximately 6,000 square feet and was acquired in 2008 to support construction of Northgate Link Extension and the Roosevelt Station north headhouse. After Northgate Link Extension was completed, the Site was then used to stage construction of the adjacent Cedar Crossing TOD project from 2020-2022 and has been vacant and fenced since that project's completion. The light rail tunnel runs beneath the Site at a depth of approximately 150 feet. Sound Transit will retain a tunnel easement from any future conveyance of the property.

The Site is zoned for a dense mix of uses including residential and commercial. It was appraised in 2025 for approximately \$2,450,000.

Recommended Actions

- 1) Approve the CEO's Declaration that Mount Baker Site A, Mount Baker Site B, and Roosevelt Site C are surplus;

In accordance with Sound Transit's Real Property Excess, Surplus and Disposition Policy, a property can be declared surplus when it is determined by the Chief Executive Officer (CEO) that it is no longer needed for present or future transit purposes.

The properties are currently vacant and fenced. In 2017 and 2021, the Sound Transit Real Property Utilization Committee (RPUC) recommended that the CEO declare the Sites surplus and no longer needed for a transit purpose. The CEO approved these recommendations and declared the Sites surplus. Based on the combined fair market value of the sites, Board approval of the CEO Declaration is required.

- 2) Declare the three TOD sites as suitable for development as housing;

Staff recommends that these sites are suitable for development as housing based on the following considerations:

- Housing is a permitted use within the properties' zoning district;

- The size and shape of the properties meet the zoning code’s minimum requirements for constructing housing;
- There are no known environmental conditions that would prevent housing construction.
 - While some environmental conditions may add complexity to development, they do not preclude it entirely.

Discretionary evaluation considerations

- Local land use plans support housing on the sites;
- The community is supportive of housing on these sites;
- Despite identified site constraints, housing is feasible on the sites; and
- Appraisals identified housing as the highest and best use of these sites.

For these reasons, staff recommend these properties be declared suitable for housing development.

- Authorizes staff to negotiate an agreement to transfer Mount Baker A and Roosevelt C at a discount to the City of Seattle for affordable housing development;

Staff recommend pursuing affordable homeownership outcomes on these sites for several reasons:

- There is community support for affordable housing on both sites, especially for homeownership opportunities, particularly larger units with multiple bedrooms;
- Sound Transit and the Seattle Office of Housing have a strong partnership and proven track record to deliver affordable homeownership units on some of Sound Transit’s smaller surplus sites;
- The City of Seattle has agreed to commit local funding to support affordable homeownership outcomes;
- Both sites are too small and constrained for large multifamily housing developments to be viable; and
- As smaller sites, Mount Baker A and Roosevelt C are expected to each support townhomes or low-rise condominium buildings. Mount Baker A could generate between 4 and 8 homes; Roosevelt C could generate up to 20 depending on unit size and bedroom count.

In 2021, through Motion No. M2021-08, the Board approved the transfer of 10 smaller surplus sites in the Rainier Valley to the City of Seattle for affordable homeownership development. The current action builds on the success of that prior agreement. As with the 2021 agreement, the City’s Office of Housing has agreed to pre-commit public funding for the development of affordable homes based on its Housing Funding Policies. Should this action be approved, staff will return for Board approval of the terms of an agreement with the Office of Housing, including restrictive covenants to ensure the properties remain affordable long-term. The Office of Housing would use a competitive Request for Proposals process to select the development entities that would ultimately create these affordable homeownership units and steward them for permanent affordability.

- 3) Authorize staff to offer Mount Baker Site B for sale at fair market value to all interested parties

Staff recommend offering Site B at fair market value for several reasons:

- The steep slope adds additional cost and complexity that would constrain development of affordable housing;

- A market-rate development outcome will contribute to a mixed-use, mixed-income outcome at the station in conjunction with the adjacent UW Laundry Site and other area development projects; and
- The sale of the Site offers a revenue opportunity for the agency.

Mount Baker Site B is challenging to develop due to its steep slope, with grades more than 40% at points, which increases the complexity and cost to build. Additionally, the southernmost portion of the South Site is designated a Wildlife Environmentally Critical Area (ECA) by the City of Seattle, which requires a future development to mitigate any impacts to the ECA.

These constraints present development challenges that would strain the feasibility of an affordable housing development, including but not limited to increased infrastructure costs. However, feasibility studies show Site B is developable and can support multifamily development.

The site is adjacent to the City of Seattle's UW Laundry Site, which is being developed as a 431-unit affordable housing project with an onsite early learning facility. Developing Mount Baker Site B as a market-rate project will help contribute to a mixed-use, mixed-income outcome around the station that will help to activate and enhance safety and quality of life near the station, consistent with community input.

Fiscal information

The agency's long-range financial plan assumes \$130M (YOES) from the disposition of the agency's ST2 surplus property. To date, the agency has received or has under contract approximately \$88 million from property sales and ground leases through 2046.

Market appraisals in 2025 and 2026 valued the Roosevelt Site C at \$2.45M and the Mount Baker Site A at \$1.95M. The long range financial plan assumes the Roosevelt Site C property will be sold at a discounted rate and the Mount Baker Site A and Site B properties will be sold near estimated value.

If the Mount Baker Site A property was also offered at a discount, the agency believes that the financial plan target can still be achieved within the same timeframe through other properties in its portfolio of current and upcoming surplus property. As a result, this action does not have an impact on the affordability of the financial plan.

The sale of Mount Baker Site B would advance the target in the financial plan by the fair market value attained for the disposition of the Site. The value of the sale is to be determined at a later time and another motion will be brought to the board for approval.

Public involvement

Mount Baker

Along with Seattle's Office of Housing and Enterprise Community Partners, Sound Transit conducted two rounds of community engagement in Mount Baker in 2021. Engagement included over 500 completed responses to an online survey, and in-language focus group conversations with over 70 participants. Key themes shared included:

- Family- and community-centered design in buildings, open space, and programming.
- Design, features, and uses that celebrate and support the community's history and diversity.
- Vibrant and welcoming spaces attracting people, businesses, restaurants, events or activities.
- Site activation and development that is responsive to personal and pedestrian safety.
- A development that is inviting, welcoming, and integrated with the community.

Sound Transit conducted a third round of engagement in 2025 with key community and jurisdictional partners to inform the preferred approach for these sites. That engagement reinforced earlier key themes and showed strong support for housing, especially homeownership opportunities. A desire to see the Sites developed and the surrounding area activated was also persistent throughout the rounds.

Roosevelt

Along with the Seattle Office of Housing and the Roosevelt Neighborhood Association, Sound Transit conducted community engagement on three Roosevelt Sites in 2018. This engagement included all then-surplus sites, including the larger central site that later became Cedar Crossing, a 254-unit affordable housing building developed by Bellwether Housing and Mercy Housing NW. The effort included a public survey, community-led workshops and open houses, and resulted in the creation of Community Stakeholder Principles that should be applied to the Roosevelt projects:

- Projects should create significant long-term affordable housing opportunities.
- Projects should maximize orientation to pedestrians.
- Projects should minimize orientation to automobiles.
- Projects should incorporate active ground floor uses.
- Projects should contribute to the identity of the local community and public realm.

Sound Transit conducted a second round of engagement in 2024, and a third in 2025. These efforts, which focused on the Roosevelt Neighborhood Association, reinforced the importance of the Community Stakeholder Principles and affirmed the neighborhood's desire to see such a visible and centrally-located parcel developed.

Time constraints

A one-month delay would not create a significant impact for these three TOD sites.

Prior Board/Committee actions

Motion No. M2021-08: (1) Approved the key business terms of a Property Transfer Agreement with the City of Seattle for the transfer of 10 Transit Oriented Development Sites in the Rainier Valley at no cost for the creation of affordable housing; and (2) delegated to the Chief Executive Officer the authority to execute and subsequently amend as necessary the Property Transfer Agreement, deed, and associated documents, all subject to the Board-approved key business terms.

Resolution No. R2017-09: Approved the CEO's declaration of surplus for the for the Roosevelt TOD parcels

Resolution No. R2018-10: Adopted an Equitable Transit Oriented Development Policy to reflect ST3 and RCW 81.112.350 direction to implement a regional equitable TOD strategy during planning, design, construction and operation of the high-capacity transit system and supersedes Resolution No. R201224.

Environmental review – KH 3/16/26

Legal review – JV 4/3/26



Resolution No. R2026-08

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) Approving the Chief Executive Officer's declaration that three Transit-Oriented Development (TOD) sites known as Mount Baker Site A, Mount Baker Site B, and Roosevelt Site C are surplus; (2) declaring the three TOD Sites to be suitable for development as housing; (3) authorizing staff to negotiate an agreement to transfer Mount Baker A and Roosevelt C at a discount to the City of Seattle for affordable housing development; and (4) authorizing staff to offer Mount Baker B for sale at fair market value to all interested parties.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, Sound Transit acquired the subject parcels for the Central Link and Northgate Link Extension projects; and

WHEREAS, RCW 81.112.350 requires Sound Transit to "develop and seek voter approval for a system plan, ... to implement a regional equitable transit-oriented development strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with transit-oriented development plans developed with community input by any regional transportation planning organization within the regional transit authority boundaries"; and

WHEREAS, on June 23, 2016, the Sound Transit Board adopted Resolution No. R2015-16 approving the Sound Transit 3 Regional Transit System Plan (the "ST3 Plan") and on November 8, 2016 the voters approved the ST3 Plan. The ST3 Plan provides (at page 12), "Sound Transit will implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed income communities adjacent to Sound Transit stations that are consistent with transit oriented development plans developed with the community by the regional transportation planning organization within Sound Transit's boundaries. ... Sound Transit will use such plans as the 2013 Growing Transit Communities Strategy to inform the content and implementation of its TOD strategy"; and

WHEREAS, unless certain exceptions apply, RCW 81.112.350 requires that the agency offer for transfer at no cost, sale, or long-term lease at least 80 percent of its surplus properties that are suitable for development as housing first to qualified entities (local governments, housing authorities, and non-profit developers) that agree to develop affordable housing on the property, and if accepted, at least 80 percent of the housing units created on the property must serve those whose adjusted income is no more than 80 percent of the adjusted median income for the county in which the property is located; and

WHEREAS, on April 26, 2018, the Sound Transit Board adopted Resolution No. R2018-10 adopting an Equitable TOD Policy to reflect the ST3 Plan and RCW 81.112.350 direction to implement a regional equitable TOD strategy during planning, design, construction and operation of the high-capacity transit system; and

WHEREAS, the agency's long term financial plan does not assume the value for all TOD sites as revenue, and discounting the Mount Baker Site A and Roosevelt Site C properties does not result in a negative impact on the affordability of the financial plan,

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

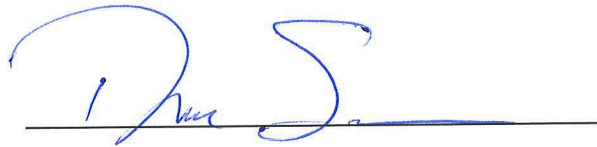
Section 1. The chief executive officer's declaration that the TOD Sites known as Mount Baker Site A, Mount Baker Site B, and Roosevelt Site C are surplus and are no longer needed for a transit purpose is approved.

Section 2: The TOD Sites are suitable for development as housing.

Section 3. Staff is hereby authorized to negotiate an agreement to transfer Mount Baker Site A and Roosevelt Site C at a discount to the City of Seattle for affordable housing development.

Section 4. Staff is hereby authorized to offer Mount Baker Site B for sale at fair market value to all interested parties.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 23, 2026.



Dave Somers
Board Chair

Attest:



Kathryn Flores
Board Administrator

Resolution No. R2026-08
Exhibit A

Site Depictions

Mount Baker Sites A and B



Roosevelt Site C

