

**Capitol Hill Station Transit-Oriented Development (TOD) Community Forum
Century Ballroom
October 27, 2009**

Public Comments

The following are comments recorded at the October 27, 2009 Capitol Hill Station TOD Community Forum. Topics at the forum included the Nagle Place extension, plans for the Broadway Farmers Market, and parking at the TOD sites. Approximately 50-60 people attended this community forum.

Nagle Place Extension: Sound Transit described design considerations and operational issues regarding an extension of Nagle Place to be created during station and TOD construction between TOD sites A and B. Sound Transit also presented its initial staff recommendation to accommodate the Broadway Farmers Market within the Nagle Place extension once station and TOD construction is complete. Comments, questions and feedback from the forum audience on this topic are recorded below. Sound Transit acknowledges that many specific details about the configuration and use of the Nagle extensions are unknown at this time and will be determined as the TOD proposal and design process proceeds.

- Forum attendees supported providing future long term space for the Farmers Market in the Nagle Extension.
- Several people requested that the use of Nagle extension should be expanded to include other community activities throughout the whole year, including a larger street market (street carts, food vendors, non-food vendors). People encouraged Sound Transit to “think bigger” than just accommodating the Farmers Market in this space once or twice a week for part of the year.
- The Nagle extension should be designed to contribute to the open space of the area. One person felt that John and Denny should be treated as open/green space too.
- If the Nagle extension remains a private street, what will the public access look like?
- If Site A or B has underground parking access from the Nagle extension, there will be some pedestrian conflicts that will need to be worked out.
- Parking on Sites A, B and C should be minimized. Access to parking garages should be from Denny, not Nagle.
- Some felt that if the Nagle extension becomes a pedestrian oriented area, the same treatments should extend farther south along Nagle Place along Cal Anderson Park.
- The largest TOD site, Site A, should be split into two sites with a mid-block path to the Nagle extension.
- There needs to be attention to the building “walls” along each side of the Nagle extension to avoid the feeling of being in a canyon.
- Can the parking garages for the sites not be used on Sundays during market hours?

TOD Sites Parking: Sound Transit described its position on not creating commuter or additional business district parking at its TOD sites. Also described were potential alternatives to car parking that could be required or recommended of the site developers. These alternatives promote sustainability, use of transit and pedestrian orientation of the sites. Comments, questions and feedback from the forum audience on this topic are recorded below. Sound Transit acknowledges that many specific details about the configuration, amount and use of parking at the TOD sites are unknown at this time and will be determined as the TOD proposal and design process proceeds.

- How many parking spaces can the sites accommodate?
- Sound Transit should place a maximum limit on the amount of parking developers can provide.
- Sound Transit should challenge the lender's standard assumptions for how much parking needs to be provided.
- Providing no parking is not reasonable because banks will not fund those projects.
- Sound Transit should consider whether parking for several of the TOD sites could be consolidated in one garage under one of the sites.
- Bike sharing is a parking alternative that should be considered.
- Scooter and motorcycle parking should be considered.
- The City and community needs to better utilize the existing parking inventory around the station site.
- Sound Transit is not providing enough bicycle parking at its Capitol Hill station.
- Parking needs to be unbundled from residential and merchant rental costs and charged separately to users at its actual cost.
- Capitol Hill is non-car friendly. It is possible to live in Capitol Hill without owning a car.
- The number of parking spots available is less important than good parking management.
- The opportunity cost of potential parking space for other uses should be considered.
- Sidewalks are important too.
- Each parking space provided generates more traffic and takes away from the pedestrian environment.