

**Capitol Hill Station Transit-Oriented Development (TOD) Community Forum**  
**Seattle Central Community College, Room 4106**  
**March 25, 2009**

**Public Comments**

The following are comments recorded at the March 25, 2009 Capitol Hill Station TOD Community Forum. Many of these topics will be discussed in more detail at future TOD community forums.

- Capitol Hill neighborhood planning has been moving toward a more pedestrian orientation. Any inclusion of additional parking within the developments will be counter to the pedestrian focus.
- The Nagle Extension should not allow for non-essential auto traffic.
- Sound Transit should solicit community comments and involvement through this TOD process by increased use of web tools, surveys, etc.
- There should be a focus on the sizes of retail spaces within the developments; smaller businesses tend to do better in this neighborhood.
- The Farmer's Market is a good idea for the TOD, but it should be expanded to be a larger scale street market.
- Sound Transit should be bold in the TOD development and use Cal Anderson Park to interact with the TOD.
- If there is Farmer's Market use of space on certain days of week, partnerships might be developed to provide use of space on other days.
- There needs to be focus and thought on how to balance community uses and desires for the TOD with Sound Transit's requirement to receive fair market value.
- Several comments concerned the mix of businesses appropriate for this area.
- Several people requested a clearer definition of fair market value.
- Several people asked for more information about the tools Sound Transit has to encourage developers to include community uses and whether Sound Transit will require more than minimum design requirements.
- There should be neighborhood circulator/connector bus service to the station.
- There was discussion about whether an improvement district can be created for Capitol Hill cultural and community uses. There have been three attempts to date at creating a LID on Capitol Hill.
- Several people asked how the City can become more involved in ensuring that community uses in the development are feasible even if they do not bring fair market value.
- Broadway sidewalks should be widened with new developments to increase the pedestrian-oriented environment.

- There were inquiries whether Sound Transit intends to develop the land through sale or long term leases.
- A commenter requested information about Sound Transit's track record with other dense urban TOD projects.
- Sound Transit is proceeding in a timid manner and letting developers lead, rather than taking a strong stance. Don't miss opportunities.
- Sound Transit is the intermediary. The community needs to speak to politicians and the City Council to get development criteria changed.
- FTA and HUD are starting a dialogue recognizing the mix between transit and affordable housing.