

**CROWN HILL**

URBAN VILLAGE

**COMMUNITY PLANNING**

# WORKSHOP #1

## AGENDA



**Seattle**  
Office of Planning &  
Community Development

**9:30AM**

**Welcome to the Community Workshop!**

Visit stations to provide feedback about different topics. We encourage you to discuss

**10:00AM**

**Brief Presentation**

OPCD staff will provide a brief overview of the

**10:15AM**

**Resume visiting stations**

Visit stations to provide feedback about different

**10:30AM**

**Wrap up**

Thank you for taking the time to provide input. Make sure you sign-in with your email address if you'd like to get updates about upcoming events and new

*Visit us on the web!*

**[HTTP://BIT.LY/OPCD-CROWNHILL](http://bit.ly/opcd-crownhill)**



# WELCOME!

Thank you for coming to the first Community Workshop!



## Workshop Goals

- Share information about community planning;
- Learn from you about what it is like to live, work and play in the Crown Hill Urban Village; and
- Get input on what concerns and hopes you have for the Crown Hill Urban Village in future!

This workshop is the first in a series of four community workshops to be held throughout the coming year. Each workshop will build on the one before it as we work towards developing a community plan.

### Workshop Layout & Format

This workshop is an open house format, so feel free to move around the room.

There are 6 stations around the room, each on a different topic. We encourage you to visit them all if you have time!

We encourage you to mark up maps, leave comments, ask questions, discuss with your neighbors, and leave us sticky notes with you feedback and ideas!

Feedback you leave today will inform what priority issues community and the City will address, and will help shape the final outcomes of the process!

## What is community planning?

Community planning is an opportunity for neighborhood stakeholders to **come together to shape the future** of an area of a city--in this case, Crown Hill--and to **ensure that our neighborhoods are livable** and support healthy communities.

### Who is involved?

Everyone! Every voice in your community brings a unique perspective, and strive to ensure that a broad range of stakeholders are involved, including those that are traditionally underrepresented.

The Office of Planning and Community Development (OPCD) partners with other City departments, including:

- Seattle Department of Transportation
- Seattle Public Utilities
- Office of Housing
- Seattle Parks & Recreation
- Department of Neighborhoods
- Office of Economic Development

### What are the outcomes?

The outcomes of every community planning process differ, as they are shaped by the community and the unique challenges and opportunities specific to the neighborhood.

During this community planning process, we will work with community to develop a Community Plan that **identifies several short- and long-term strategies to address community priorities.**

### Potential outcomes include:

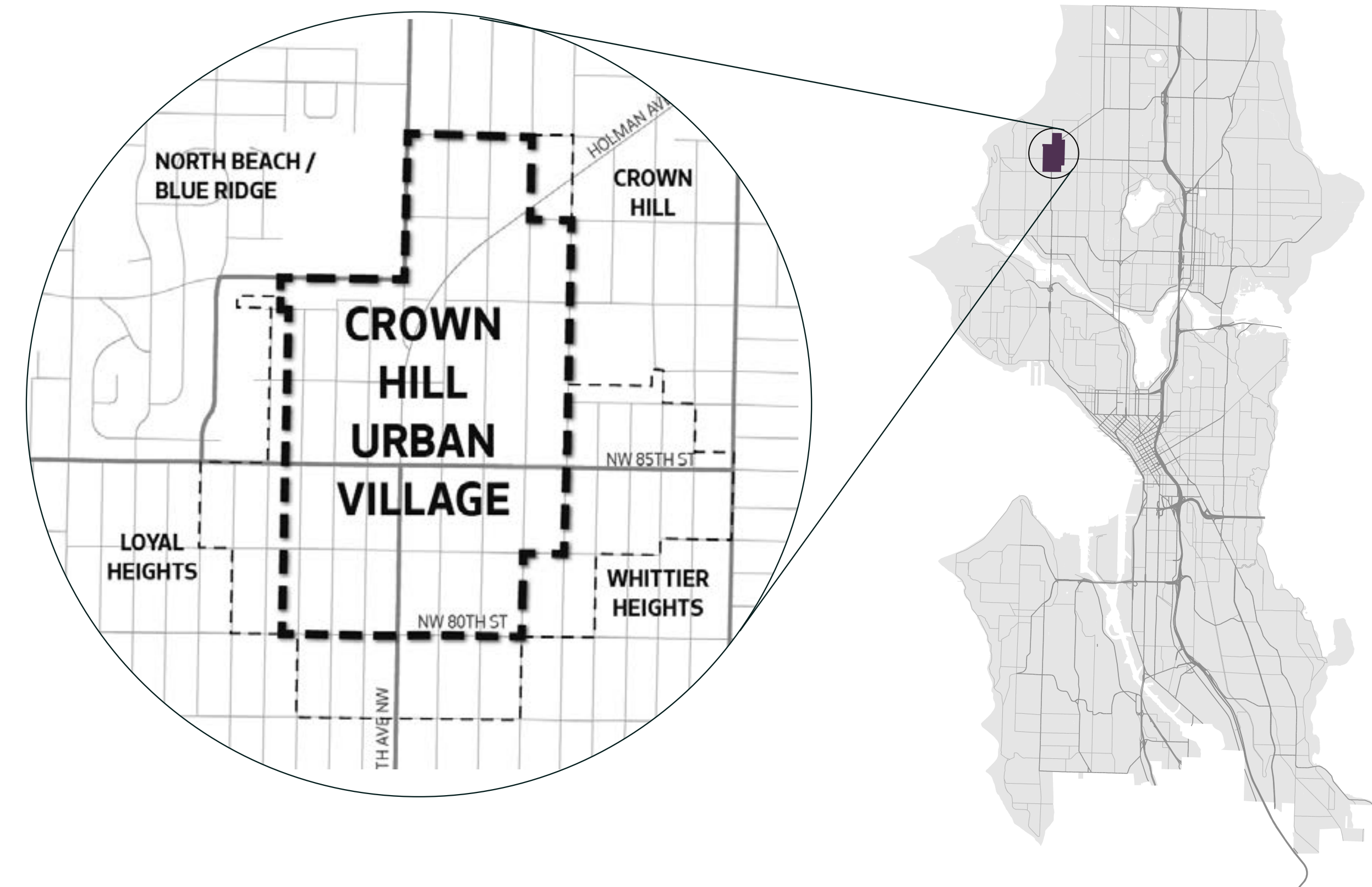
- Concepts for future walkway improvements;
- Urban design strategies to coordinate private development and foster a neighborhood center;
- Enhance the community's identity and sense of place;
- Support residents and groups working towards community goals;
- Coordination of city investments to achieve multiple community benefits.

## Why are we planning in Crown Hill?

As more people call Crown Hill home, it is important to have a community plan that guides future decisions and investment in the neighborhood to ensure that current and future generations have access to what they need to thrive.

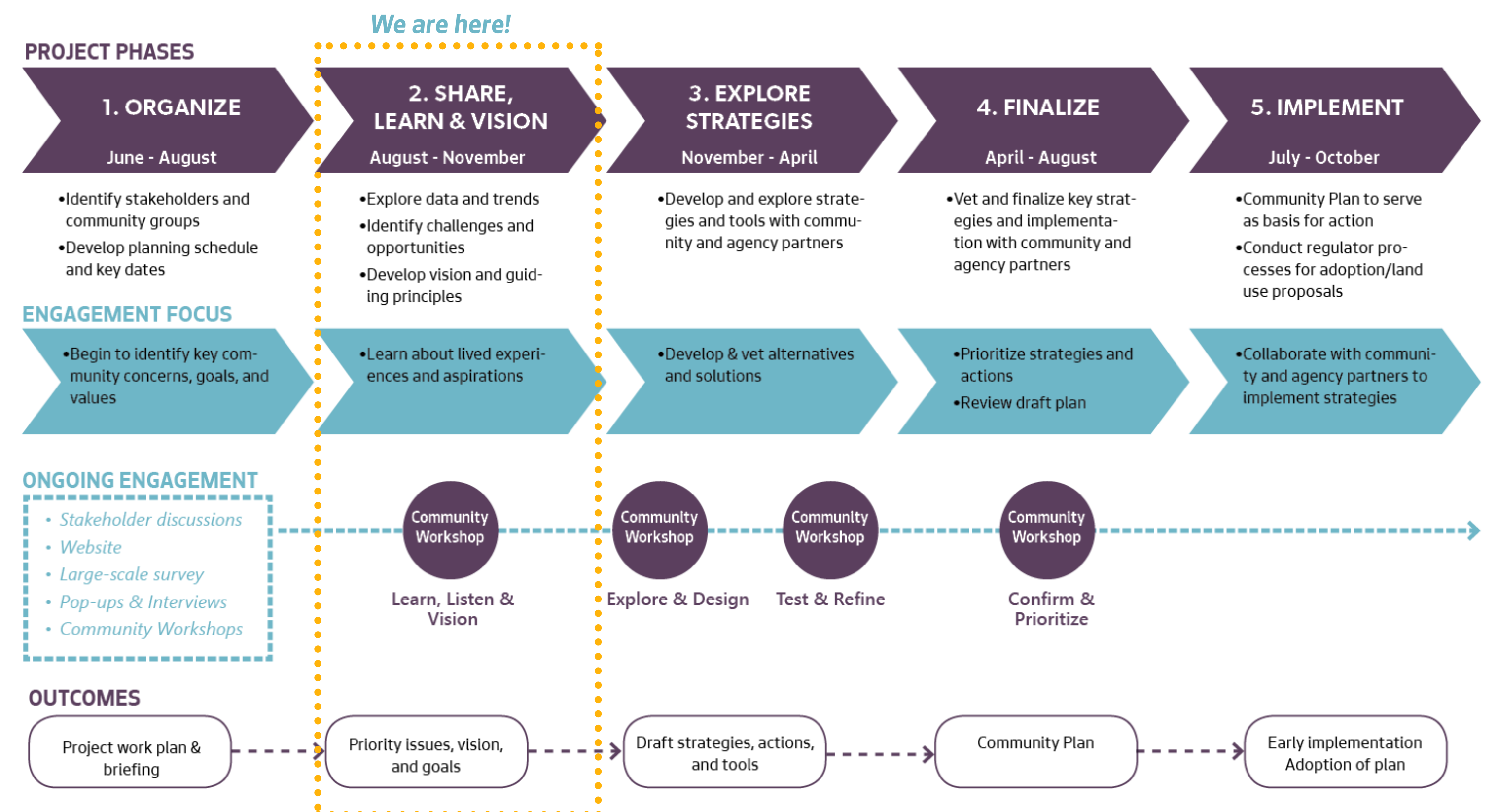
The Crown Hill Urban Village (Crown Hill) has never had its own community plan. Through this planning effort, we will work with

community to develop a vision for the Crown Hill Urban Village and within the proposed urban village expansion. This work builds on efforts already underway by community members and City departments. Together we will seek to explore and identify priority strategies for how investments, policies, and programs can work together to improve access to critical elements of livability in the neighborhood.



## Planning Timeline

The community planning process consists of multiple phases, expected to take about a year. Below is a general outline of the anticipated process and phases, including community workshops.





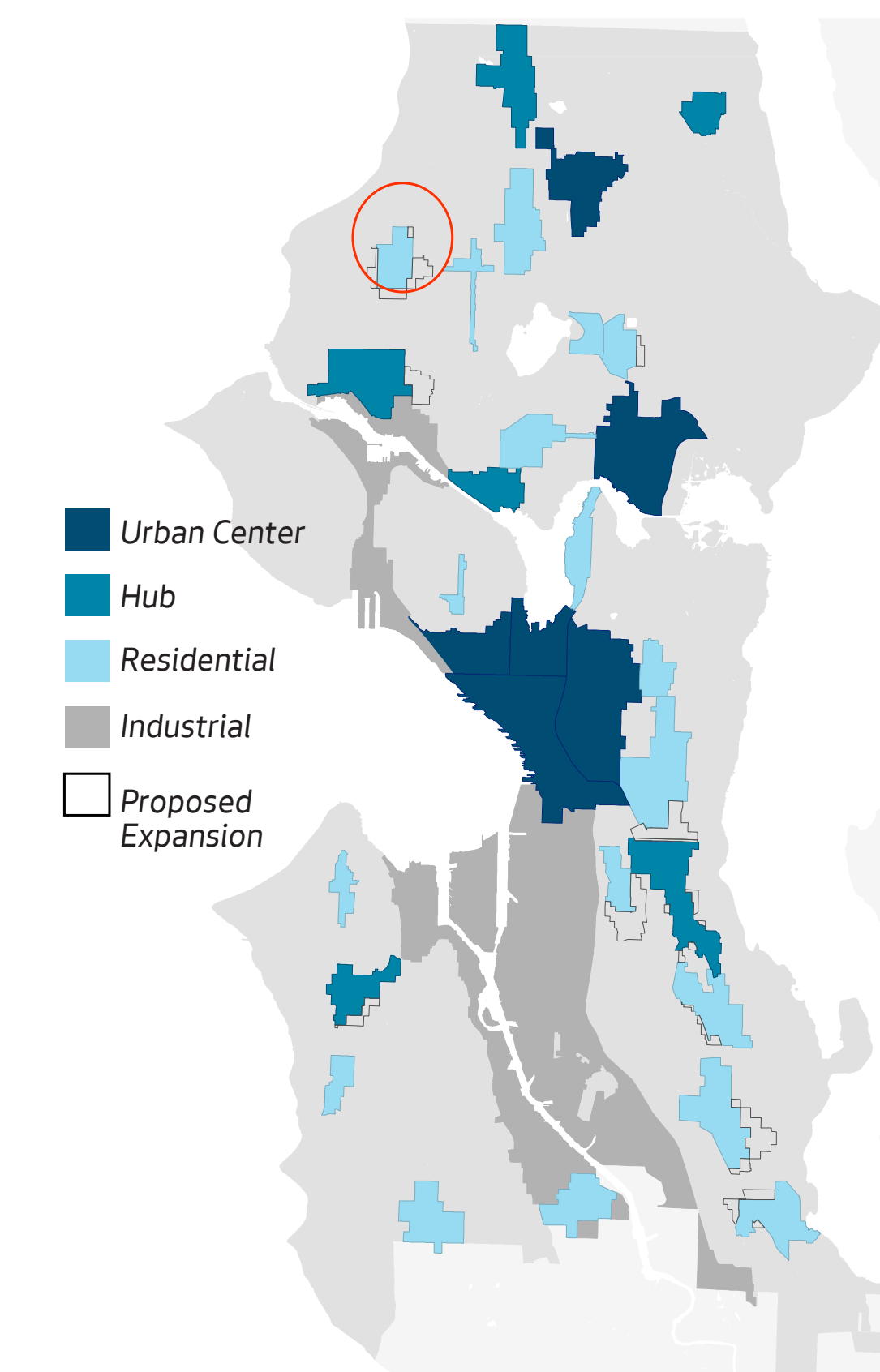
# SHAPING GROWTH

## Seattle's Growth Strategy

Seattle's Comprehensive Plan sets a 30-year vision for how Seattle and its neighborhoods grow. The foundation of the Comprehensive Plan is the **urban village strategy**, which guides most future job and housing growth to those areas best able to welcome it due to existing or planned transportation assets, local retail, parks, schools, and other services and amenities.

By encouraging both business and housing growth in these areas, we make it possible for more people to live near job opportunities and services that can meet their everyday needs. At the same time, the urban village strategy prioritizes new investments in these areas to improve livability in these communities as more people call them home.

Seattle's Urban Villages



### Livability

"Livability" comes not from any one thing, but rather from access to the many elements that lead to a high quality of life - good jobs, housing, essential services, parks, natural areas, stores, and vibrant public spaces.

The community planning process in the Crown Hill Urban Village will seek to explore strategies for maintaining and improving what people feel is essential to their quality of life as the physical environment is changing to accommodate more people.

### Equity

As our city grows, we must ensure that we are investing in our current and future generations while at the same time ensuring that the benefits and burdens of growth are shared equitably both within our neighborhoods and from neighborhood to neighborhood.

## Crown Hill Today

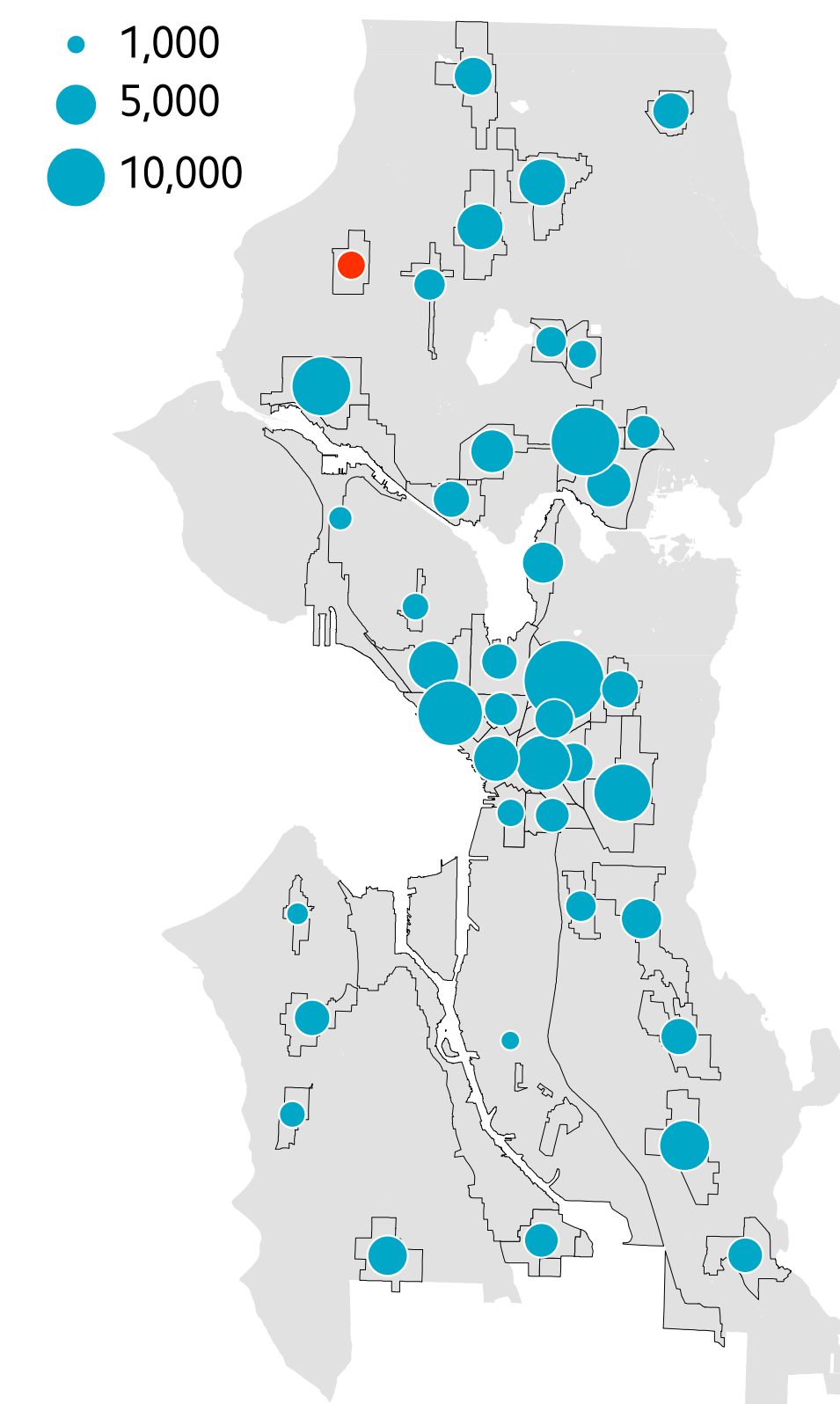
As more people continue to call Crown Hill home, it will be critical to have a community plan that guides future decisions and investment in the neighborhood to ensure that current and future generations have access to what they need to thrive.

Urban Village Size & Density

Urban Village	Housing Units	Net Acres	Housing Density (units/net acre)
Green Lake	2,605	57	45.7
Greenwood/Phinney Ridge	1,757	64	27.5
Morgan Junction	1,342	75	17.9
Aurora-Licton Springs	3,454	232	14.9
Columbia City	2,683	216	12.4
Crown Hill	1,307	123	10.6
South Park	1,292	184	7.0

By population, the CHUV is one of the smaller Residential Urban Villages, with around 2,500 people and about 1,500 housing units. It has fewer units per acre of land than many urban villages.

Urban Village Population



	Crown Hill	Seattle
Persons of Color	16.8%	33%
Median Income	\$76,401	\$65,270
People 65 & Older	10.9%	33%
People under 18	18.6%	15%

Crown Hill Urban Village Reporting Area, 2013 ACS 5-Year Estimates

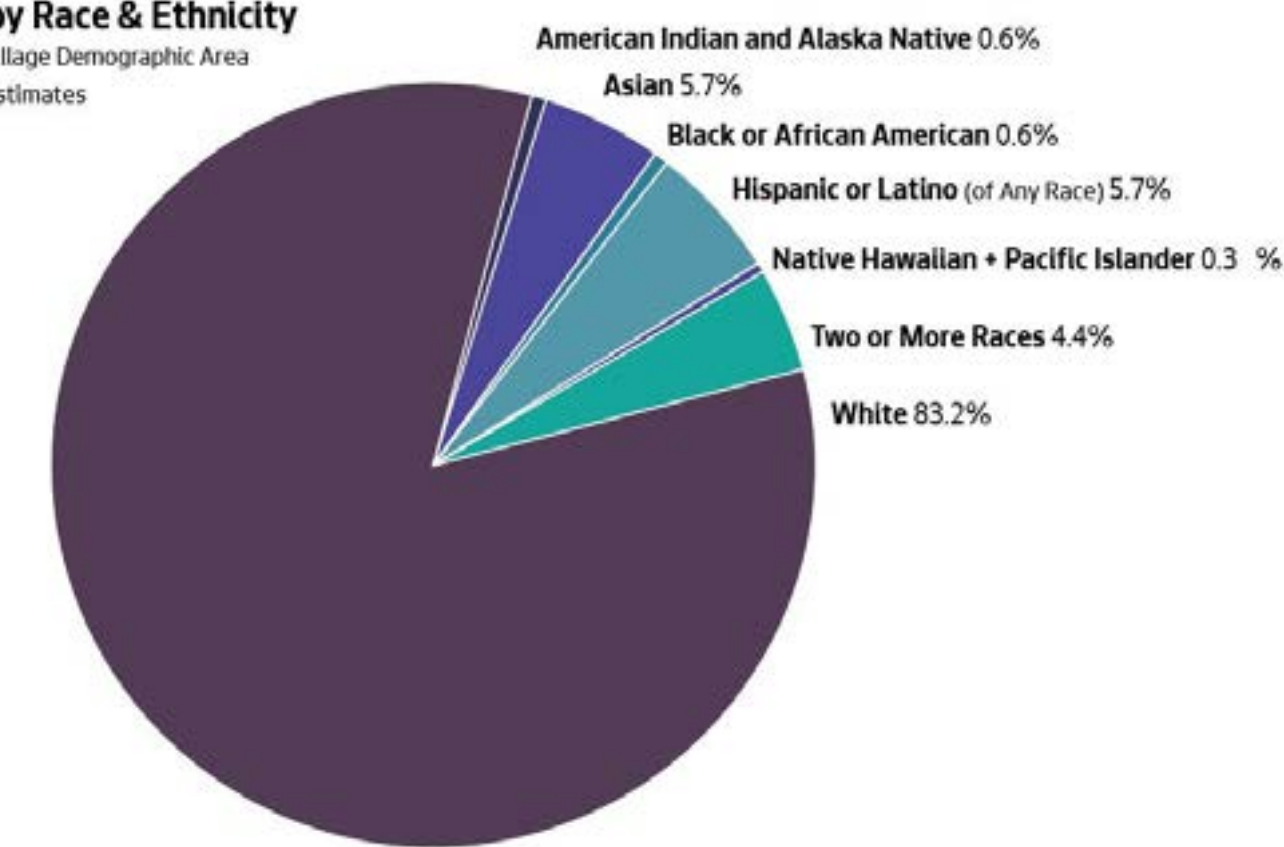
Total Population



From 1980 to 2010, Crown Hill grew by less than 1,000 people

Population by Race & Ethnicity

Crown Hill Urban Village Demographic Area  
ACS 2013 5-Year Estimates



## Story of Development in Crown Hill

Ballard, 1894

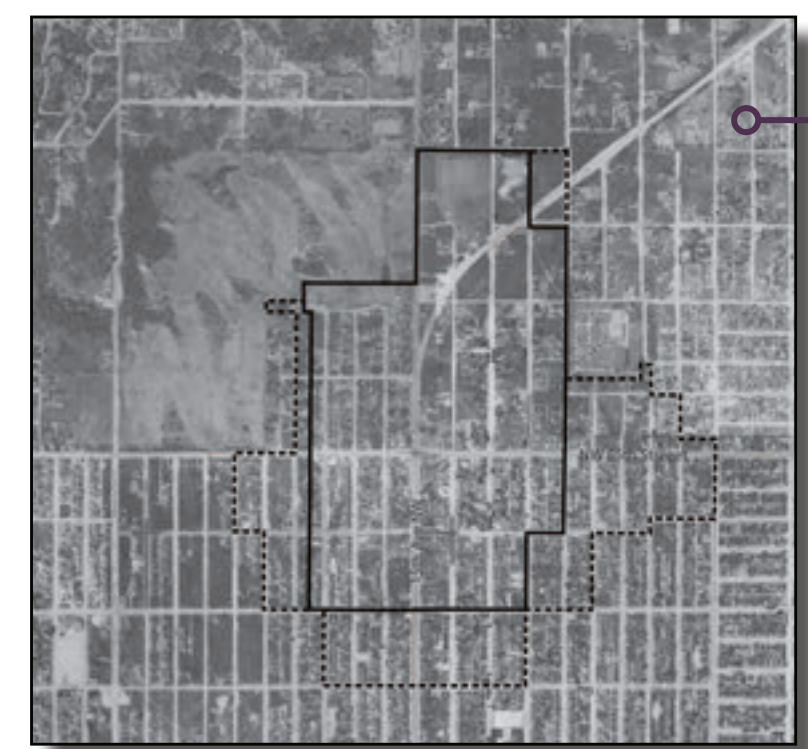


Prior to white settlement, Native people long inhabited this land. Permanent villages were located along the shores of Shilshole Bay. The area that is now Crown Hill was heavily forested with stands of Douglas fir, hemlock and spruce.

Seattle's growth spurt in the 1880's brought more people to what is now Ballard. The area north of Ballard, including Crown Hill, remained relatively untouched by development until the early 1900's.

White settlers began to significantly alter the landscape of what is now Seattle in the 1850's.

Crown Hill, 1929



Broad clearing land of trees increased in the 30's and through the 50's, when post-war growth brought a boom in population to the areas north of the then city boundary at NW 85th Street.

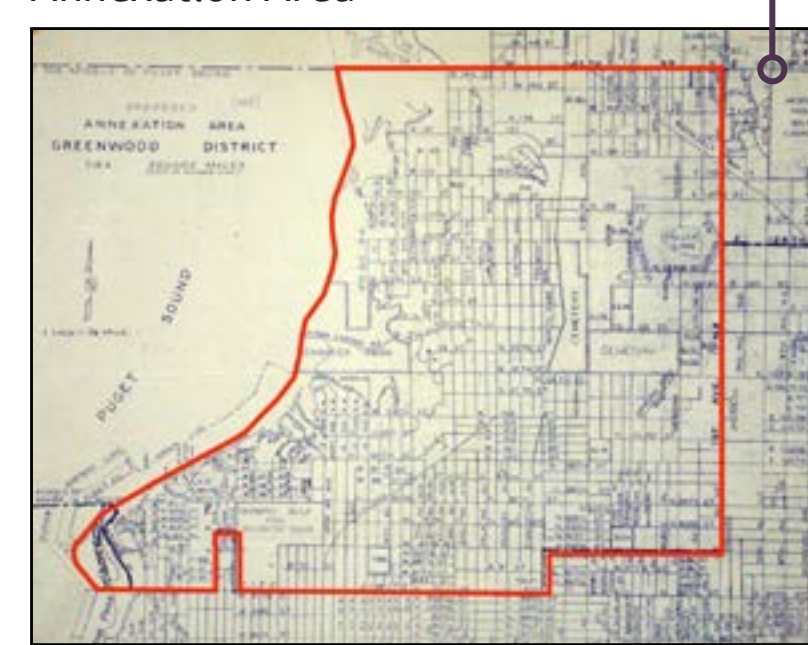
Holman Road 1970, looking northeast



In 1954, the area north of NW 85th Street was annexed by Seattle. At this point, much of the area had been platted and built out, largely without sidewalks or a formal drainage system.

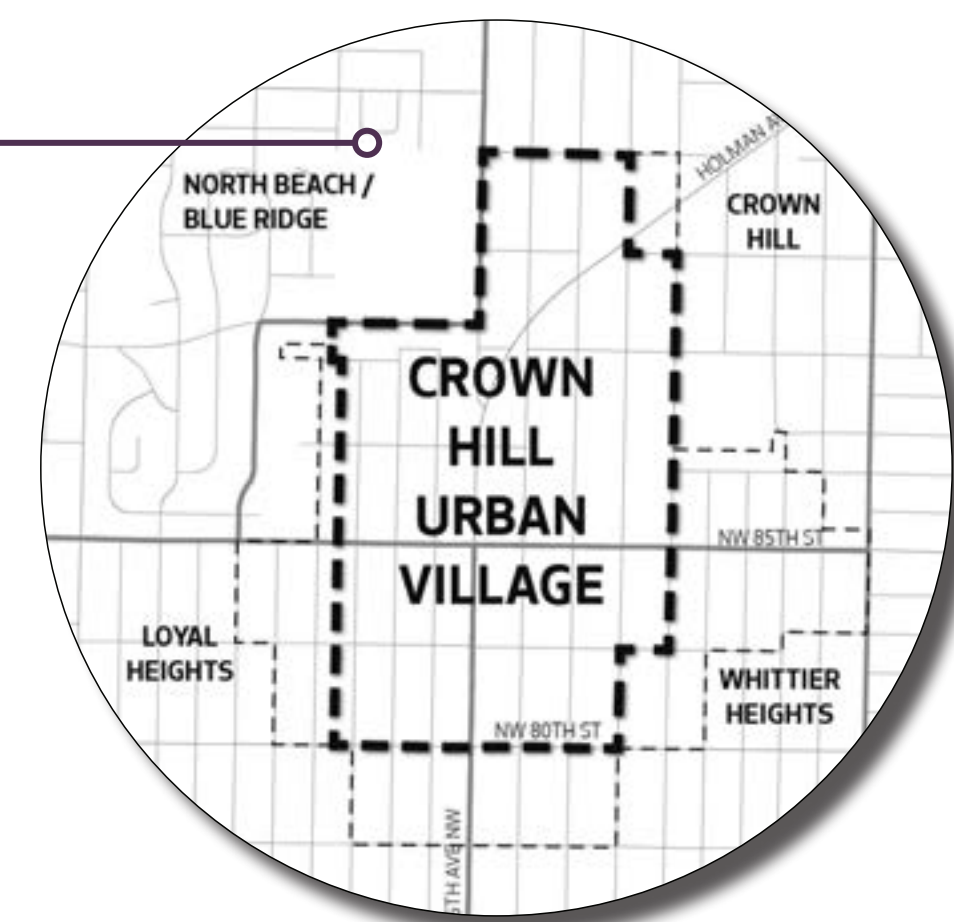
The 1994 Comprehensive Plan designates "urban villages" across Seattle, including Crown Hill. The boundary for the urban village is adopted in 1998.

Annexation Area



The area continues to grow along the corridors of 15th Ave NW/Holman Road and NW 85th Street.

As part of the implementation of Mandatory Housing Affordability, expanding the boundary of the Crown Hill Urban Village for the first time in 30 years and zoning for more housing is proposed.



## Growing Crown Hill

### Commercial Uses & Business Diversity

In recent years, small and/or local businesses in Crown Hill have closed, been displaced, or are currently at risk of displacement with new development.

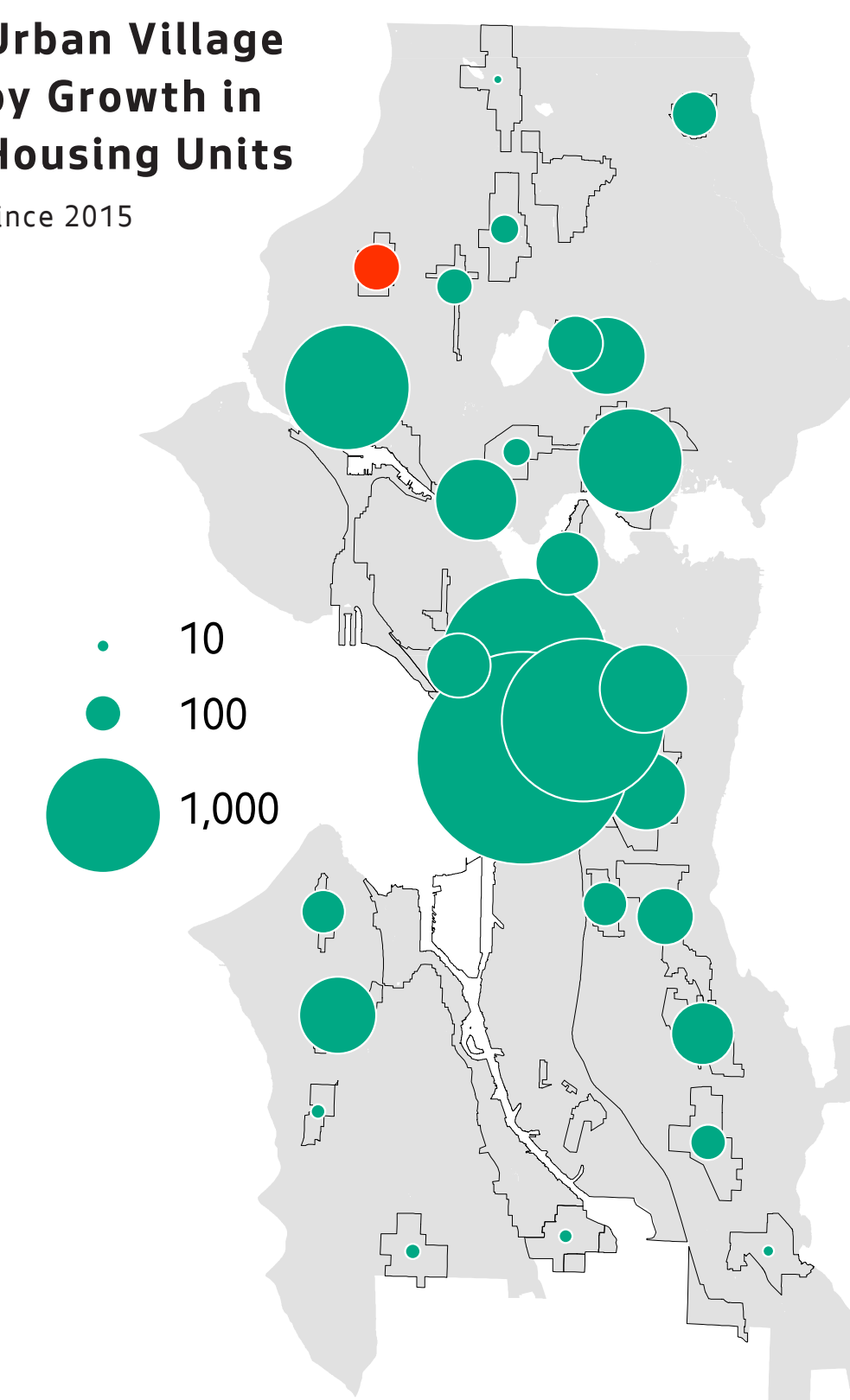
Currently, most commercial zoning that would allow a mix of uses, including ground floor retail and upper level residential, is located directly along Holman Road, 15th Ave NW, and NW 85th Street.

### Residential Uses

A few larger mixed-use developments have provided most of the new housing units, while townhouses have added to the variety of housing types in the neighborhood.

Some new construction has been one-to-one replacement of smaller, detached single-family houses.

Urban Village by Growth in Housing Units since 2015



### Risk of Displacement

With more people moving into the city, property values could continue to increase or existing buildings and homes could be replaced with new and more expensive ones. Changes like these will affect some communities more than others and could make it more difficult for residents or businesses to remain in their current neighborhoods.

**Physical displacement** is direct displacement, usually because the current tenants are evicted or the building is demolished.

**Economic displacement** occurs when residents and businesses can no longer afford escalating rents or property taxes.

Because land is limited, most new development has been redevelopment of existing lots and buildings. The residents or businesses in existing buildings being demolished may be physically displaced, and may further be economically displaced if there is a lack of other available housing or commercial space that they can afford and meets their needs.

## What We've Heard So Far

- Crown Hill does not currently feel like a "village". It is lacking a compact, walkable retail core or central gathering space.
- New development should minimize the displacement of existing businesses and residents.
- Growth and new development should be concentrated along the corridors.
- Growth should support a more walkable, pedestrian-friendly retail shopping experience and vibrant public life.
- Retain and increase space available for local businesses.
- Traffic volumes on Holman Road/NW 15th Street will prevent this corridor from being pedestrian-friendly retail. Consider shifting the "pedestrian retail core" to another street or node.
- Investments and growth should strengthen the community identity and make Crown Hill a destination, instead of a pass-through.

Agree?

Disagree?



# SHAPING GROWTH

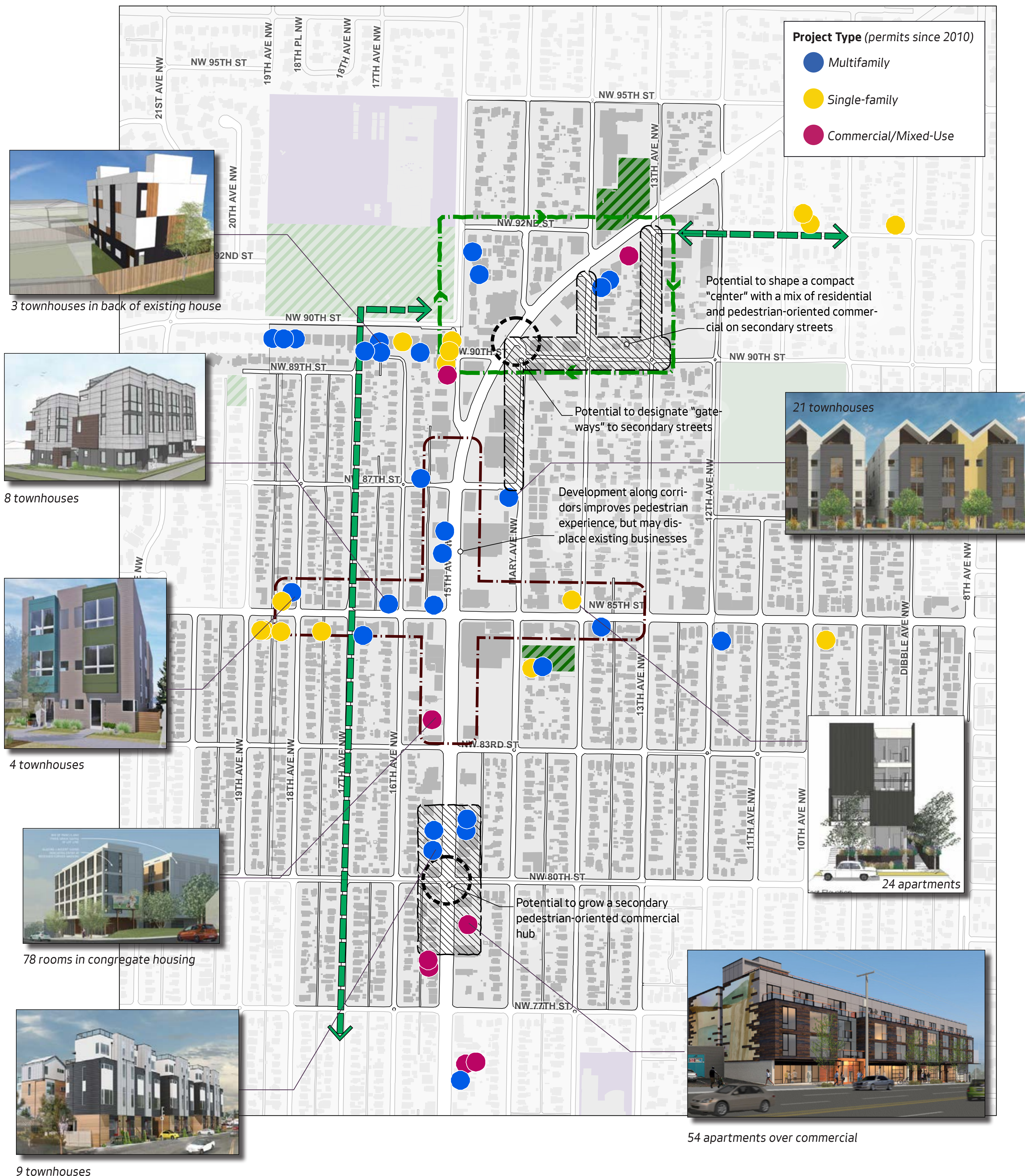
## New Development & Opportunities to Shape Growth

Most of the new development in Crown Hill is adjacent to arterials (and bus routes!) and parks and schools. One significant challenge facing Seattle, including Crown Hill, is how to redevelop and add housing and space for businesses while at the same time retain existing residents and businesses.

New growth can be shaped to help meet community desires, such as growing a walkable, pedestrian-priority "center", and improving the conditions along Holman Road and NW 85th Street to be more pedestrian-friendly.

Where and how could new development help foster a strong "center" for the Urban Village?

How and where should new development go to minimize displacement of existing residents and businesses?





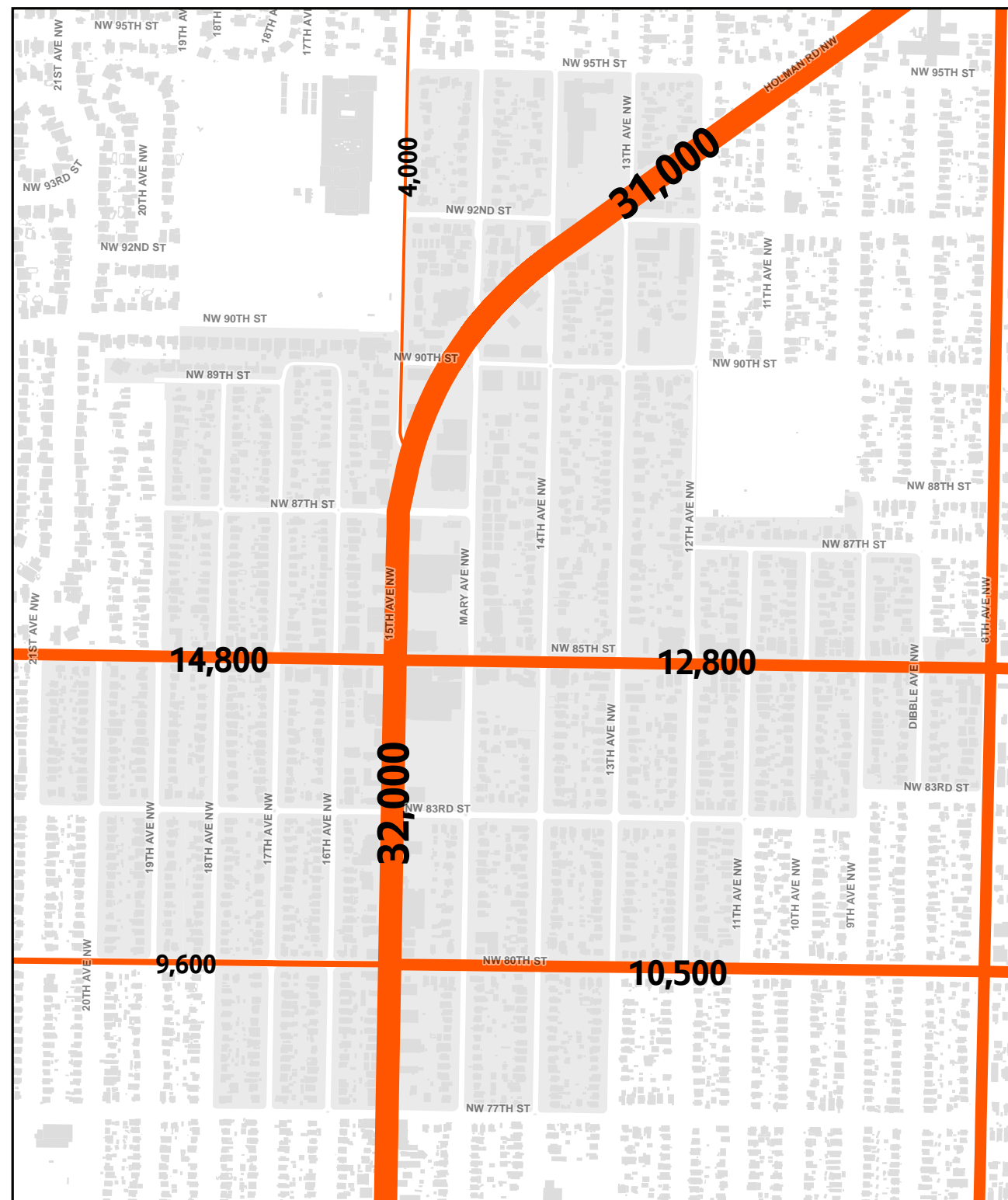
## Street Network & Transit

### Connectivity & Character

Crown Hill developed as a suburban area that could be accessed quickly by car from Ballard and downtown Seattle. But as the city grew, Crown Hill ceased to be an outlying suburban neighborhood--and roads became more congested.

Holman Road/15th Ave NW and NW 85th Street are major arterials that connect Crown Hill to surrounding neighborhoods and bring heavy traffic volumes through the neighborhood.

### Traffic Flow Volumes: Weekday Average



Heavy traffic volumes, a wide right-of-way, and lack of pedestrian crossings make Holman Road/NW 15th Street challenging for pedestrians to cross the urban village from east to west.



Much of the Holman Road/NW 15th Street corridor has car-oriented development, with frequent driveways that cross sidewalks and buildings set back from the street. These elements do not enhance the pedestrian experience along this commercial corridor.

## What We've Heard

- A lack of pedestrian crossings across major arterials
- Constrained resources to implement traditional curb and gutter sidewalks in areas currently lacking
- Long blocks, a lack of pedestrian pathways and sidewalks, and space dedicated to surface parking presents a challenge for fostering an inviting, walkable, pedestrian-friendly urban environment, especially along Holman Road where many businesses are located.
- In residential areas, traffic calming on long blocks with few crossings where cars drive at high speeds.
- Improving transit options and accessibility
- Managing parking needs and expectations

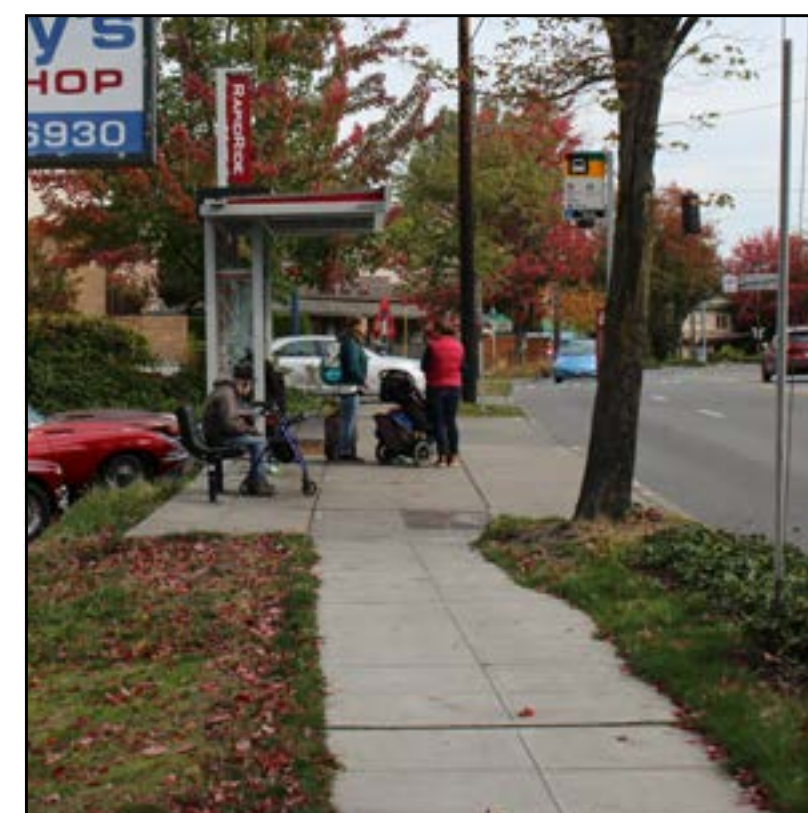
### Transit

Three frequent transit lines connect in the heart of Crown Hill providing Crown Hill residents with reliable access to several other urban centers and villages. Each of these lines provides service every 15 minutes or less for more than 12 hours per day.

- Rapid Ride D line runs north south along 15th Ave. NW from the Holman Rd. plaza to downtown.
- Metro Route 40 runs from the Northgate Transit Center along Holman Rd., and 85th St., south to Ballard and on to South Lake Union.
- Metro 45 line runs from Loyal Heights west of Crown Hill along NW 85th St. through Green Lake and to the University of Washington.

At peak times each of these bus routes experiences high demand, sometimes with full buses at stops in Crown Hill.

Transit riders are pedestrians at least twice, when walking to and from bus stops.



A Rapid Ride stop on Holman Road

## Pedestrian Travel

### Sidewalks

Much of the residential area north of 85th St. that was annexed in 1954 was developed without sidewalks and formalized drainage. This has led to poor walking conditions on most residential streets.

### Improving Pedestrian Infrastructure

**Private development:** Most new development over a certain size is required to build pedestrian infrastructure. However, this can leave gaps in the sidewalk network.

**Public funding:** Traditional concrete, curb and gutter sidewalks can cost over \$400,000 per block to construct, and the City has limited funding each year to construct new sidewalks. SDOT works to maximize resources by using lower-cost pathway improvements on non-arterial streets as a means to provide more safe pedestrian routes over a larger area of the city, but drainage needs to be taken care of at the same time.



An at-grade separated pathway

### Neighborhood Greenways

Neighborhood greenways are safer, calmer residential streets for you, your family, and neighbors that make people walking and biking the priority. Improvements on these streets can include traffic calming, signs and pavement markings to help people find their way and safer crossings on busy streets. Once built, neighborhood greenways can create safe pathways for students to walk to school, provide opportunities for placemaking, and provide routes for getting to popular destinations such as schools, parks, and business districts.

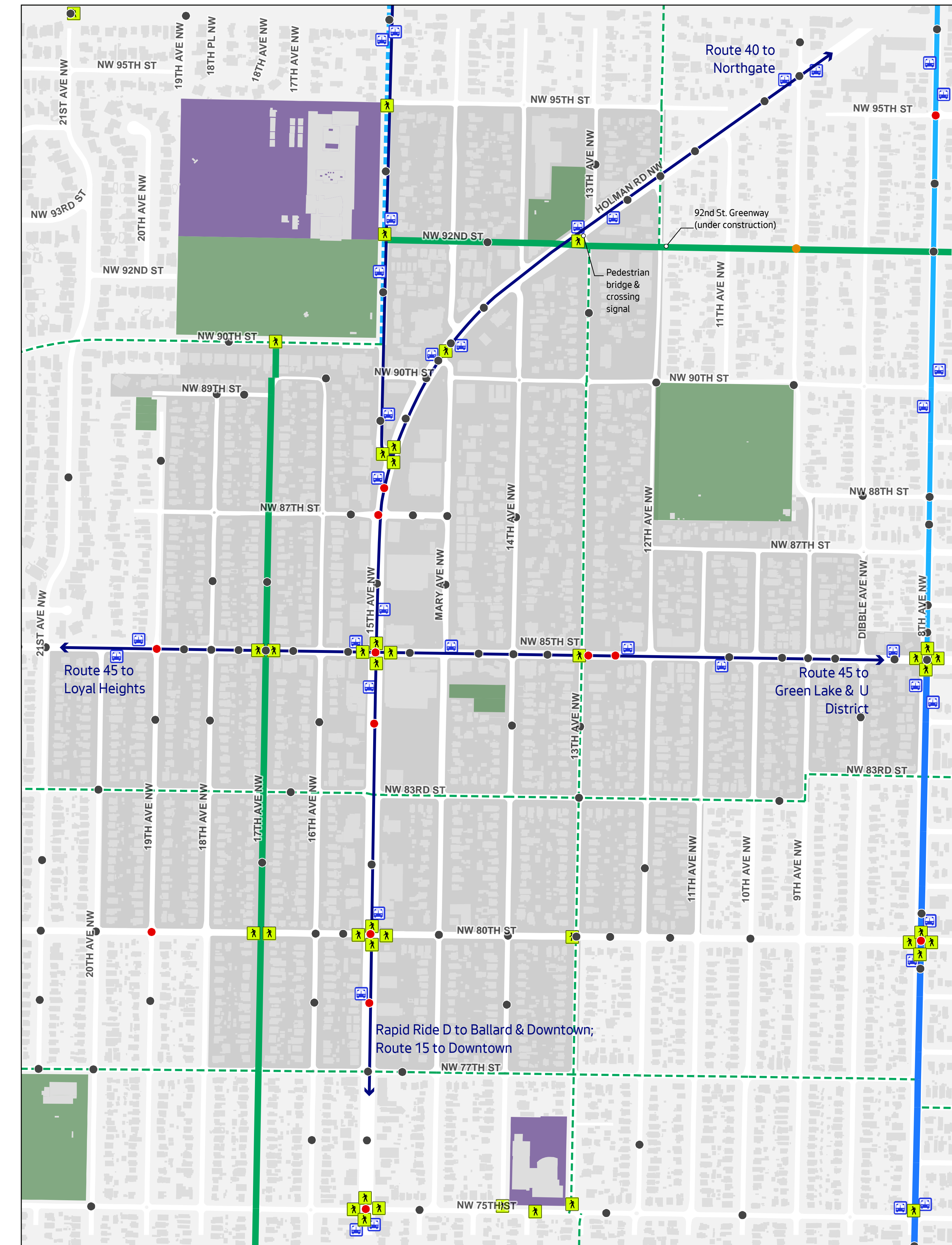
Crown Hill has an existing Greenway on 17th Ave NW, connecting Soundview Playfield to Salmon Bay Park in Ballard.

The 92nd St. Greenway, currently being constructed, provides access east into Greenwood, Seattle Community College, and eventually the pedestrian bridge over I-5 to the Northgate Light Rail Station.



The 17th Ave NW Greenway has speed humps to help slow down traffic

### Transportation Facilities



- Bus Stop
- Bus Route
- Pedestrian Crossing
- Vehicle - vehicle collision
- Pedestrian/Bike - Vehicle Collision
- Greenway
- Sharrows
- Bike lane
- Potential Greenway
- Potential bike lane
- No sidewalk or pedestrian pathway
- Sidewalk or pedestrian pathway

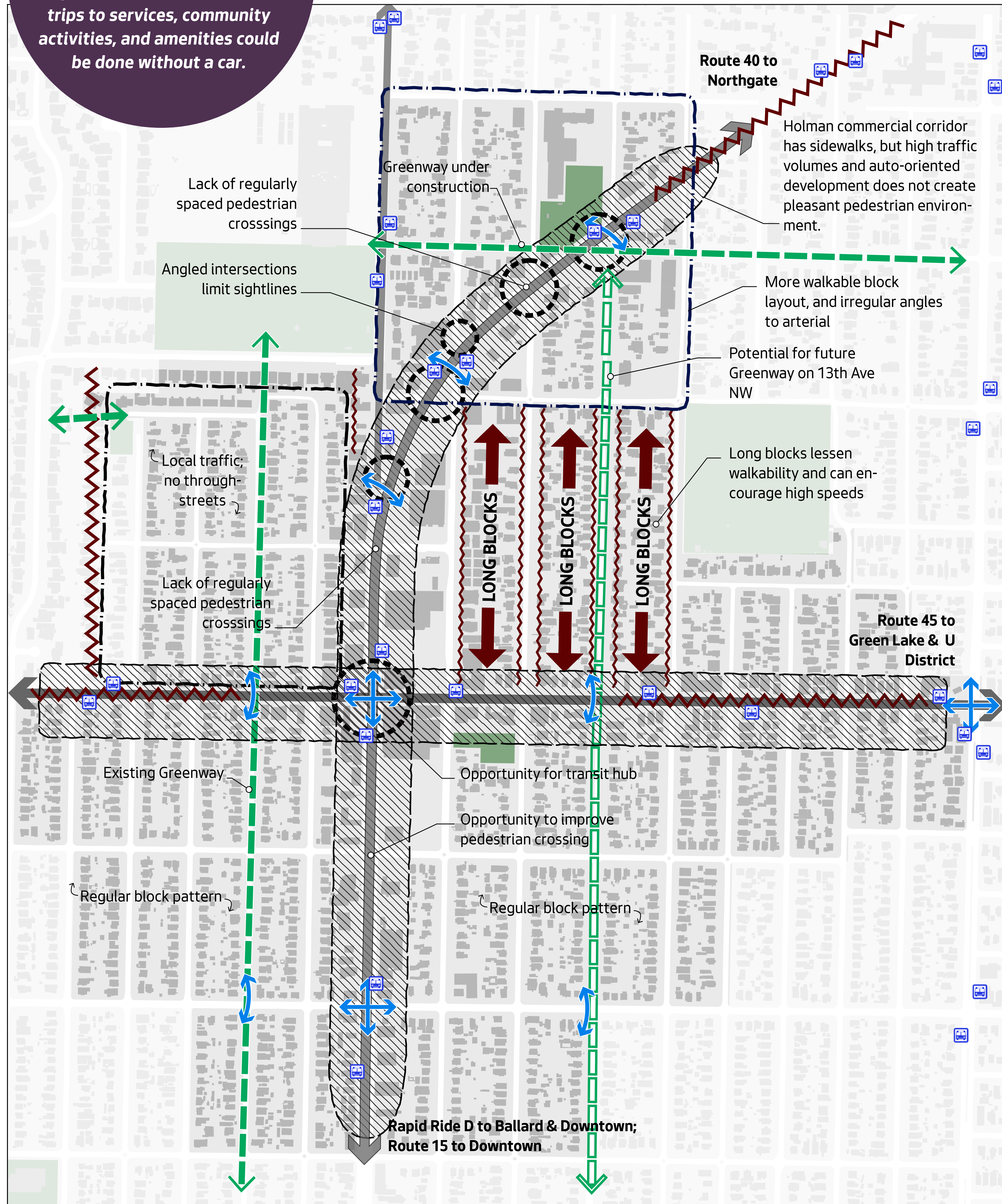


# MOBILITY & ACCESS

As Crown Hill continues to grow with more homes and jobs, ease of movement within the neighborhood will be more important because more local trips to services, community activities, and amenities could be done without a car.

## Observations

This diagram illustrates observations about mobility and access in and around the Crown Hill Urban Village.



## Ideas & Opportunities

- Improve east-west connections across Holman Road and north-south connections across NW 85th Street
- Shift walkable retail core from Holman to next street east or west to foster a quieter, pedestrian-friendly area with less traffic
- Making the urban village more walkable can reduce the need to use a car for everyday trips
- Design some streets for pedestrians as the primary user, where the street becomes space for people to move and gather.
- Design and implement lower-cost sidewalk alternatives for residential areas that can enhance the character of streetscapes, provide space for trees and green stormwater infrastructure, and provide traffic calming



Example of shared residential street without sidewalks; incorporates parking and landscaping



Example of shared residential street

- Introduce traffic-calming measures or design throughout urban village side streets
- Improve pedestrian connections between streets on long blocks
- Slow traffic on Holman and determine appropriate speed limit on arterials within urban village, and add more pedestrian crossings

What are the most important issues to address related to how people move around and to Crown Hill?

What are your ideas for improving walkability and pedestrian safety in Crown Hill for all ages and abilities?



The intersection of 15th Ave NW and NW 85th Street has pedestrian crosswalks and signals, but is otherwise not a destination with pedestrian-friendly design or activating uses.



Many of the commercial uses along Holman Road are oriented towards parking lots, set back from the street, and not designed for pedestrians as the primary user.



## Existing Housing

### Affordability, Equity, & Displacement

Where people live impacts many aspects of their lives, including access to transportation, employment, schools, cultural resources, health care, and open space.

The availability of housing at an attainable price for a household affects who can live or continue living in a neighborhood. When people cannot find housing they can afford, or can no longer afford the housing they are in, they may be forced to move further away, making access to everyday needs more challenging.

A neighborhood with a variety of housing types at a variety of price points can support individuals and families with a wide spectrum of incomes at all stages in their life cycle.

One major challenge in Crown Hill is how to add more housing in an area that is largely built out while at the same time minimizing the displacement of existing residents.



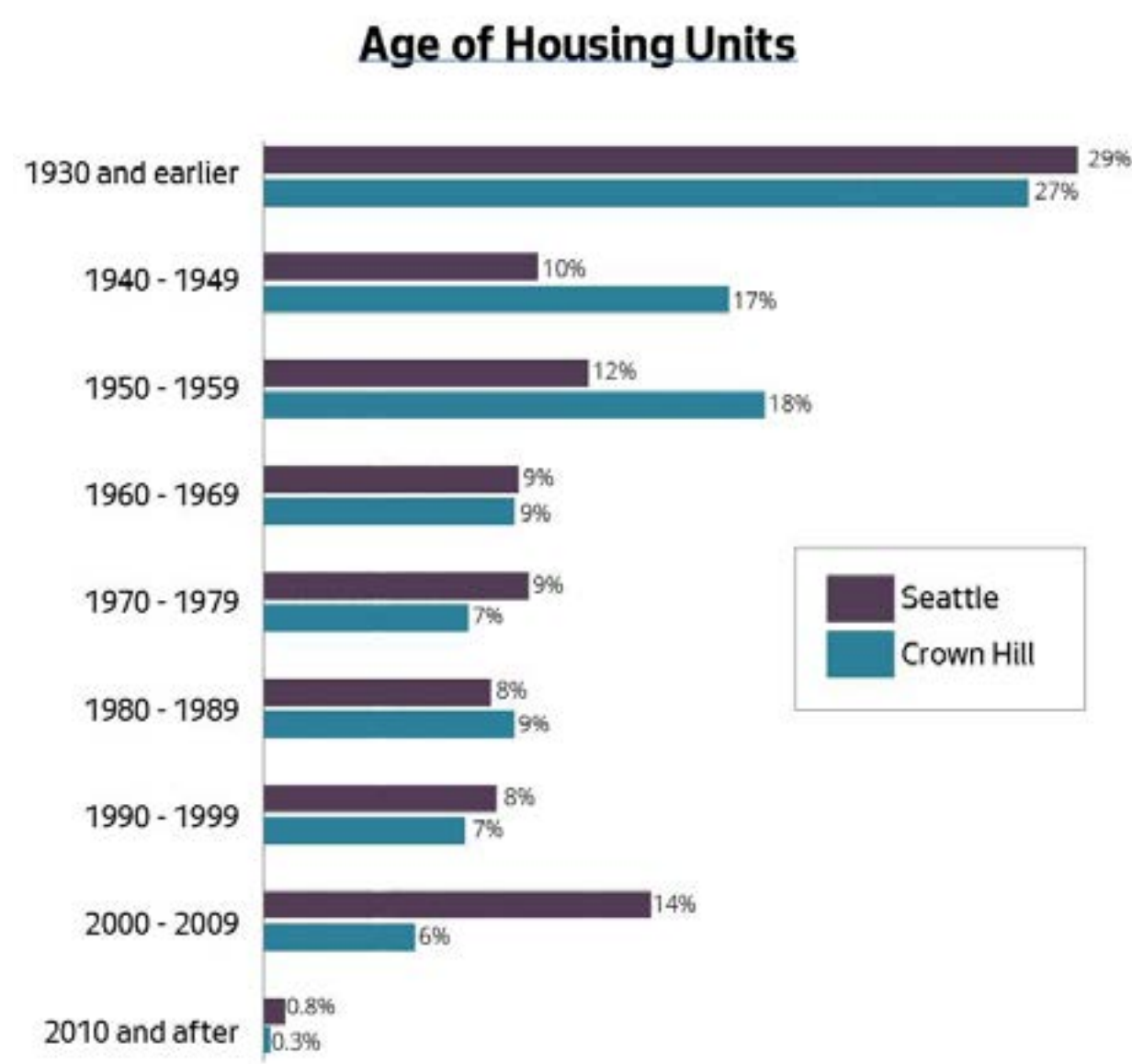
Existing houses are being replaced with larger, single-unit houses.



New mixed-use buildings and townhouses often fetch higher prices or rents, and add to the housing options available.



Older apartment buildings often have relatively affordable rents, but may become more expensive if there is greater demand.



### Rates of Rental and Ownership Housing



Crown Hill has a lower rate of renters than the city as a whole.

### THE MEDIAN HOME VALUE IN CROWN HILL IS \$695,000.

A high barrier to entry could exclude many households in Seattle from living in Crown Hill if alternative housing options are lacking.

## What We've Heard So Far

- Look for ways to add housing that enhances desirable characteristics related to scale and development pattern
- Reduce tear-downs of existing structures
- A lot of new housing could fit along the 15th Ave corridor as infill or redevelopment
- Residential Small Lot (zoning) could be a good fit for Crown Hill
- Increase options for small scale, moderate cost ownership opportunities
- Retain existing relatively affordable housing
- Avoid displacement, as the area is home to renters, low-income seniors, and other vulnerable populations

## Increasing Housing Options in Crown Hill

### Mandatory Housing Affordability

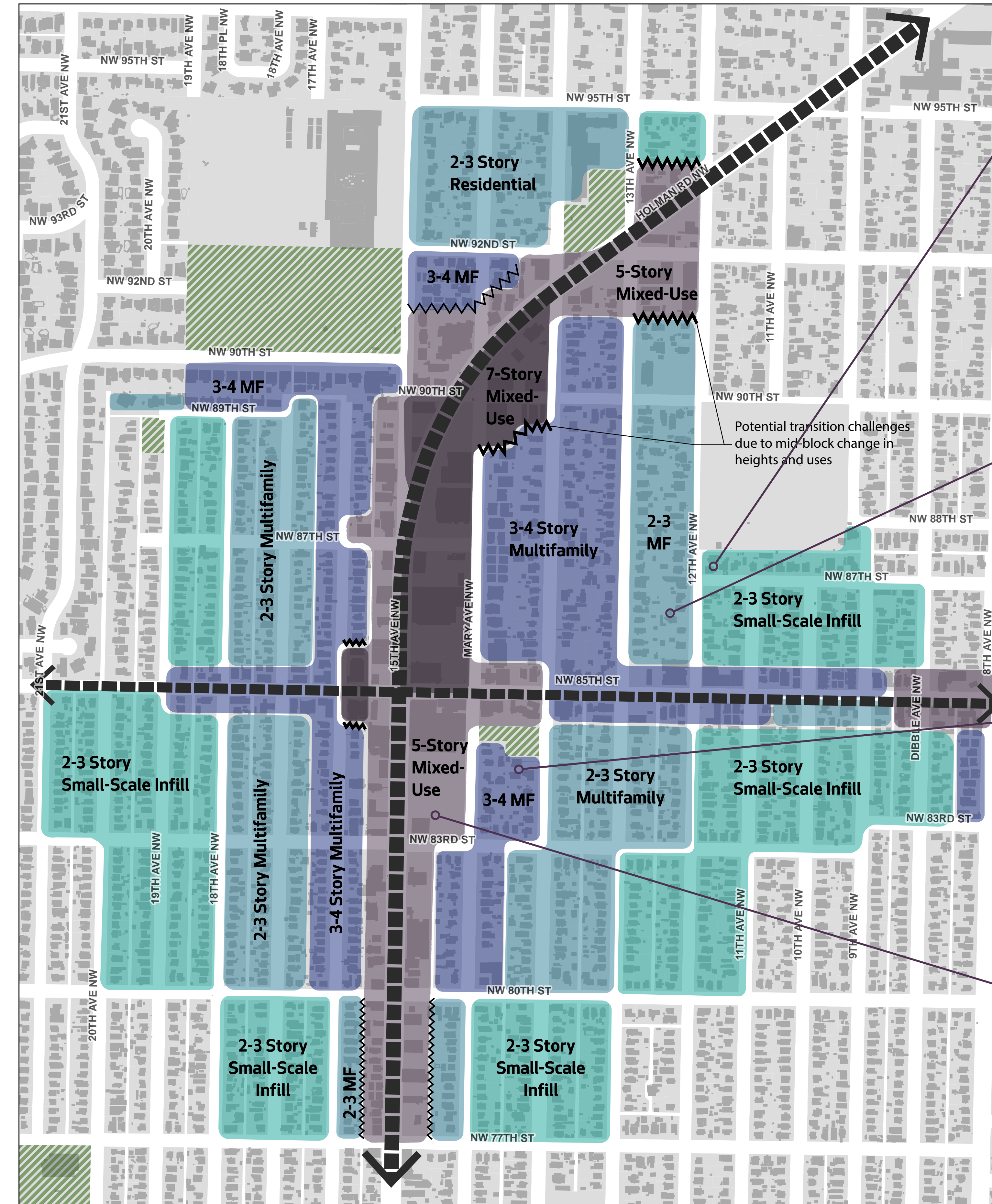
MHA would require new development to reserve a percentage of new homes built as affordable, or pay into a City fund to support affordable housing.

To put the requirement in place, the City must provide an incentive to developers in the form of zoning changes. Proposed changes were informed by community during

outreach about MHA. In Crown Hill, an urban design charrette held with neighbors and residents helped inform the preferred alternative.

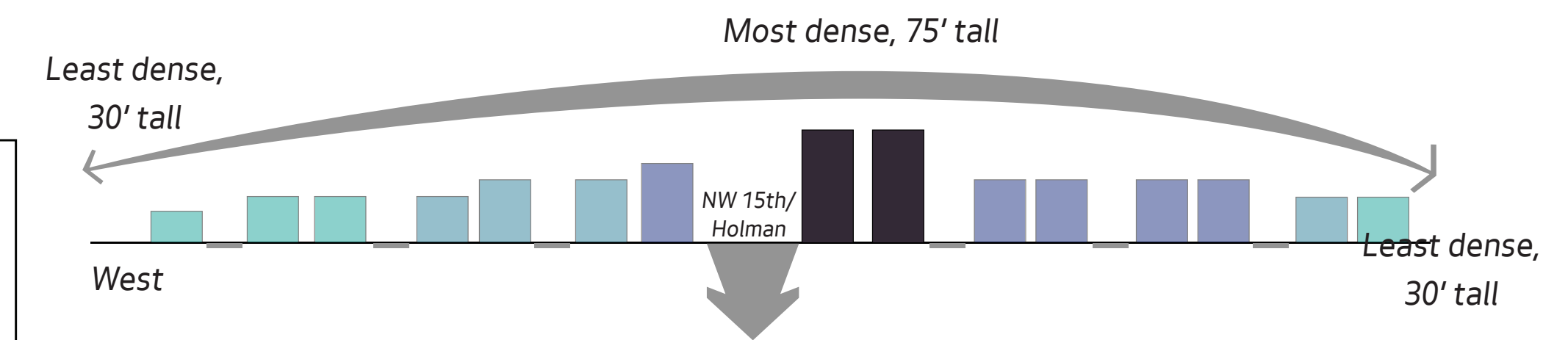
No zoning changes have been made yet, and this community plan can inform the final changes that would be voted on by City Council.

### Housing types that would be allowed with proposed Mandatory Housing Affordability

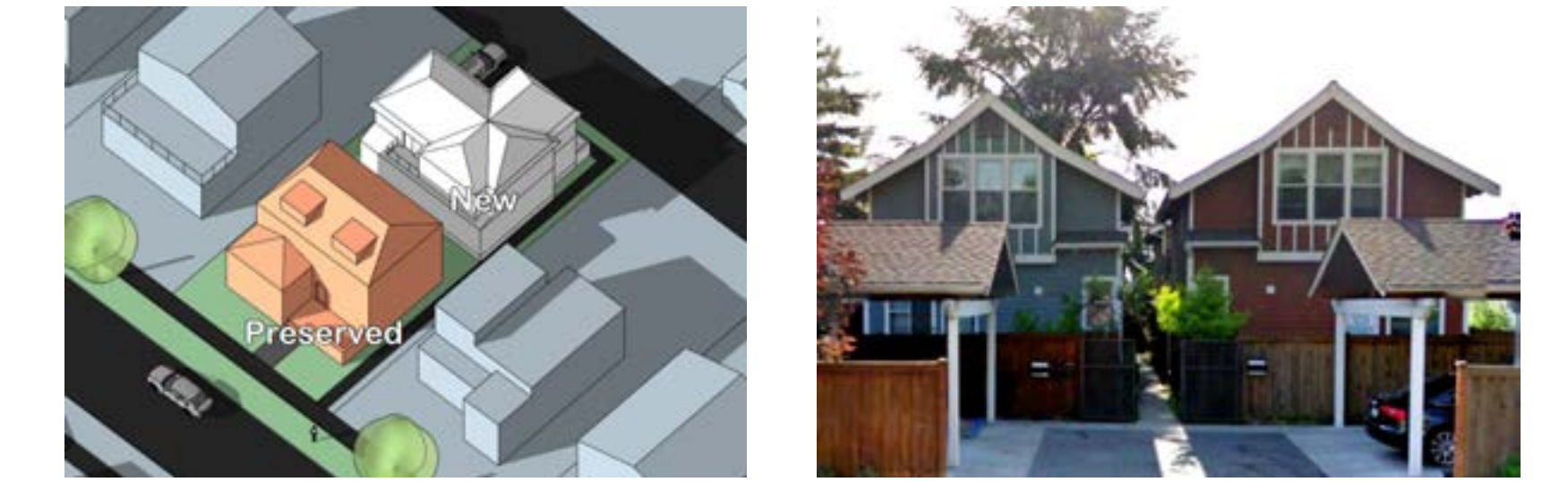


### Transitions

The proposed zoning in the Crown Hill Urban Village seeks to create a transition from the tallest buildings along arterials to smaller scale residential infill at the boundaries of the urban village.



**2-3 Story Small-Scale Infill:** Allows conversion of existing houses to multiple units, cottage housing, stacked flats, and small-lot houses at a similar scale to existing detached, single-family units. Provides flexibility for homeowners to add units without tearing-down existing houses.



**2-3 Story Multifamily:** Would likely result in new rowhouse and townhouses, as well as some small apartment buildings.



**3-4 Story Multifamily:** Would likely result in a mix of townhouses, rowhouses, and three- or four-story apartment



**5 Story Mixed-Use:** Ground-floor commercial or residential uses with apartments or condos above. Changes in zoning would require an upper level setback.



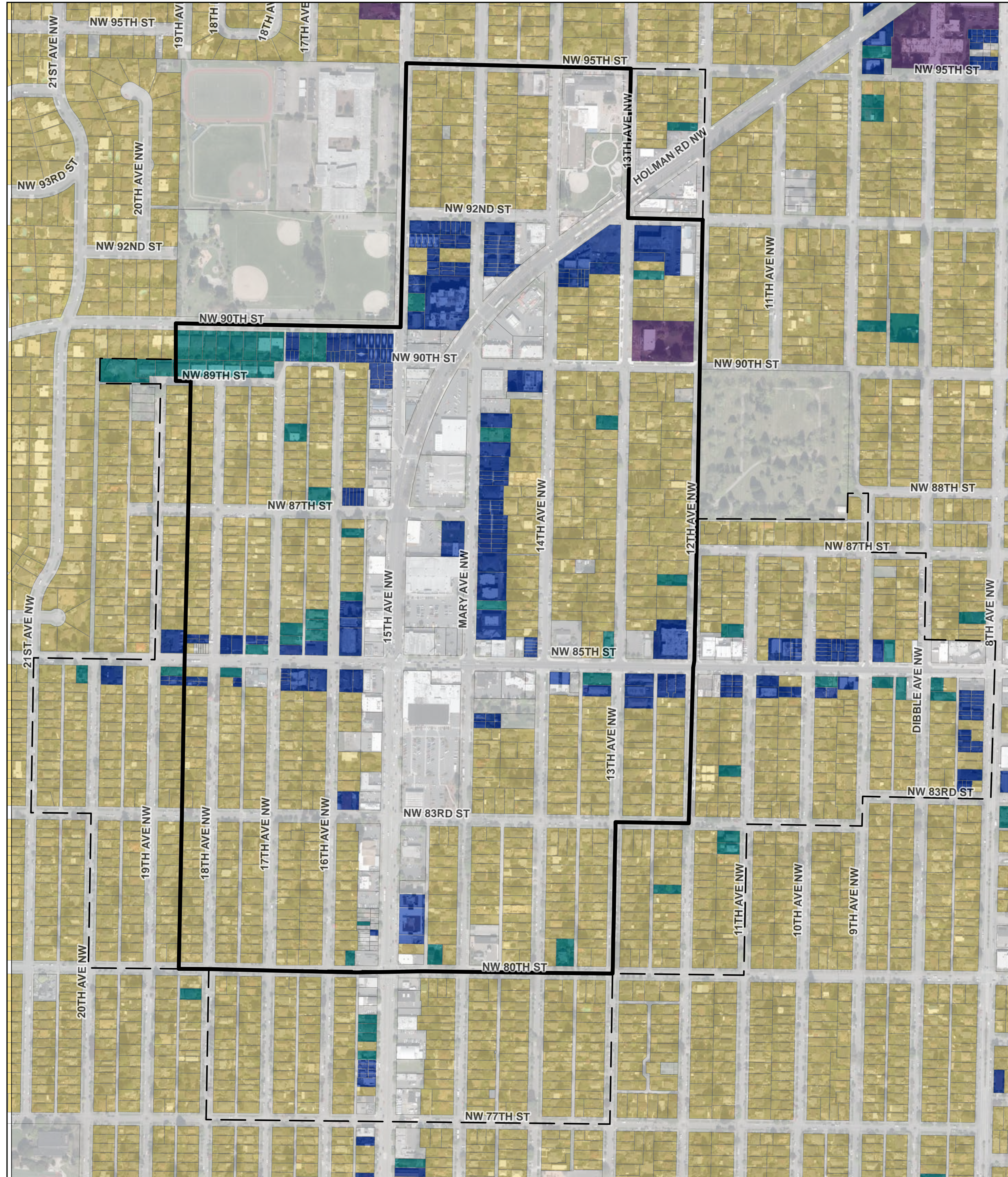
**7 Story Mixed-Use:** Ground-floor commercial uses with apartments or condominiums above. Changes in zoning would require an upper level setback.





## Existing Housing Types & Location

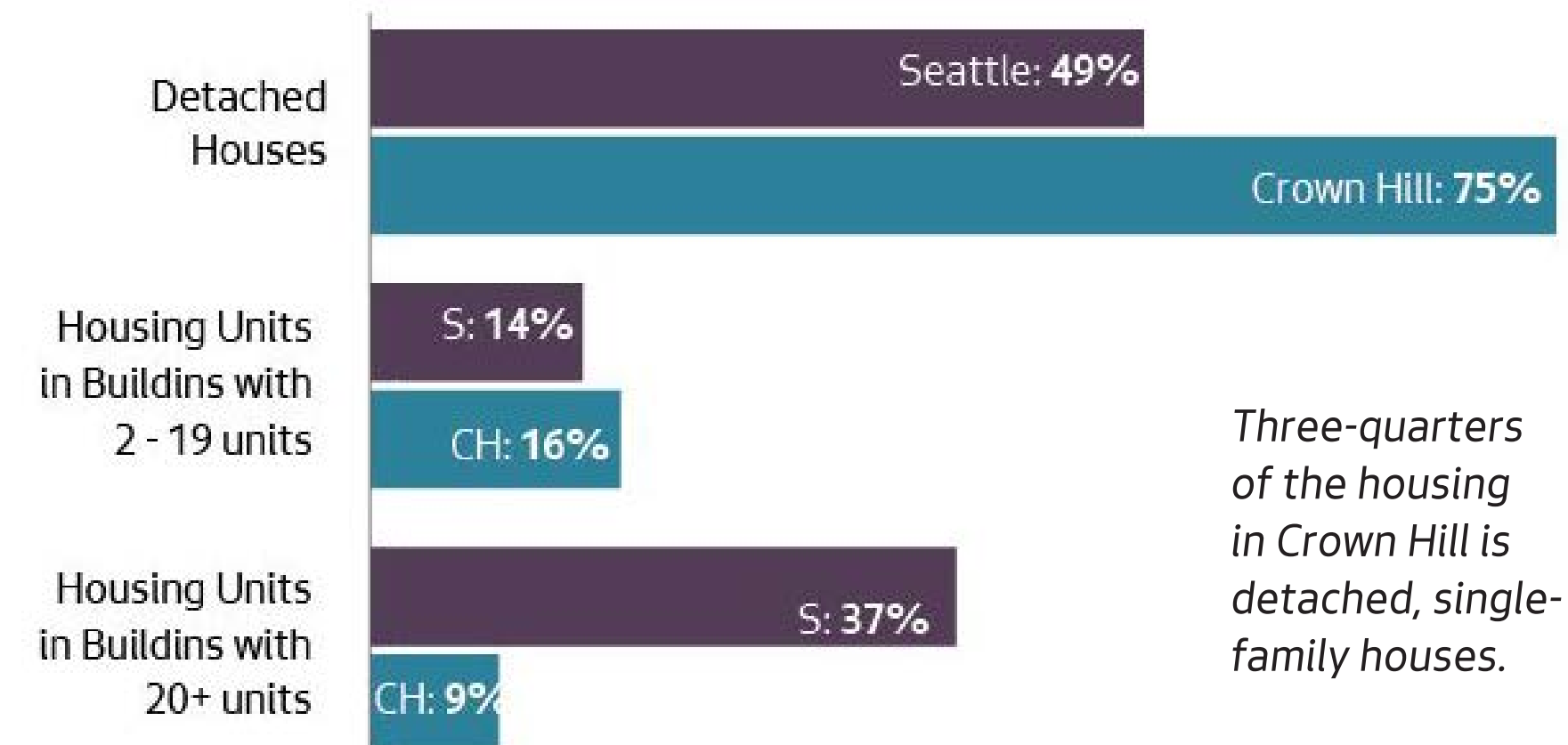
This map shows the location and distribution of the existing housing types in the Crown Hill Urban Village. Most multifamily housing is located along or close to arterial streets, with some scattered duplexes throughout the neighborhood.



### Existing Housing Types

- Detached, single-unit
- Duplex & Triplex
- Multifamily & Mixed-Use
- Group Home

### Number of Housing Units by Building Size



## How and where should more housing be fit into the neighborhood?

## What kind of housing does the neighborhood need more of to ensure that households of all incomes, ages, and abilities can find a home and stay in the community?



# COMMUNITY IDENTITY

## Community Assets

The Crown Hill Urban Village has many existing assets that can be the foundation for growing a walkable, pedestrian-friendly urban village where everyday needs are within walking distance. Emphasizing what the community has can be used to meet those same community needs; they can improve community life and contribute to a stronger neighborhood identity.

### Physical Setting

**Views:** Crown Hill's location at the top of a gentle hill provides views of Puget Sound to the west, and Elliot Bay and Downtown Seattle to the South.

**Street Grid & Block Pattern:** Unique characteristics in the built environment include the layout of blocks interrupted by the curve of 15th Ave NW as it turns into Holman Road. This curve and diagonal result in some triangular blocks and small remnant parcels.

**Buildings and Open Spaces:** The relationship of built to unbuilt space, is sometimes called the "fabric" of a neighborhood. Many of the buildings in Crown Hill are detached, surrounded by space. The amount and nature of unbuilt space is telling of the "spread out" character of many of the commercial and residential uses, and demonstrates why the area does not currently feel like a "village" with a compact urban fabric.

### Built Environment & Urban Design

**Commercial & Retail Corridors:** Commercial building character ranges from small shops typical in the earlier part of last century to auto-oriented retail along 15th/Holman Road, and recently developed, pedestrian-oriented commercial with residential uses above.

**Residential Areas:** Residential buildings vary greatly depending on the use, age, height, and underlying zoning. Residents have expressed some concern over the quality and design aesthetic of newer development.

**Parks, Recreation & Open Space:** The Crown Hill Park, Soundview Playfield, and Baker Park provide recreational open space for residents. A gap analysis done by the Parks Department in 2017 shows that some areas of Crown Hill are not within a 5 minute walk to parks or open space.

### Cultural

**Converging Neighborhoods:** The Crown Hill Urban Village is located where Crown Hill, Whittier Heights, and Loyal Heights meet.

**Community Groups:** There are a number of active community groups in the neighborhood, including business organizations, community councils, and committees that focus on geographic issues.

**Community Events:** A variety of events are held in the community throughout the year. From the weekly Crown Hill Market, to local theater and art events, to clean ups and neighborhood garage sales.

**Local Businesses:** The urban village has seen some change in the types of businesses in the neighborhood as new development has displaced some existing businesses and made space for new ones.



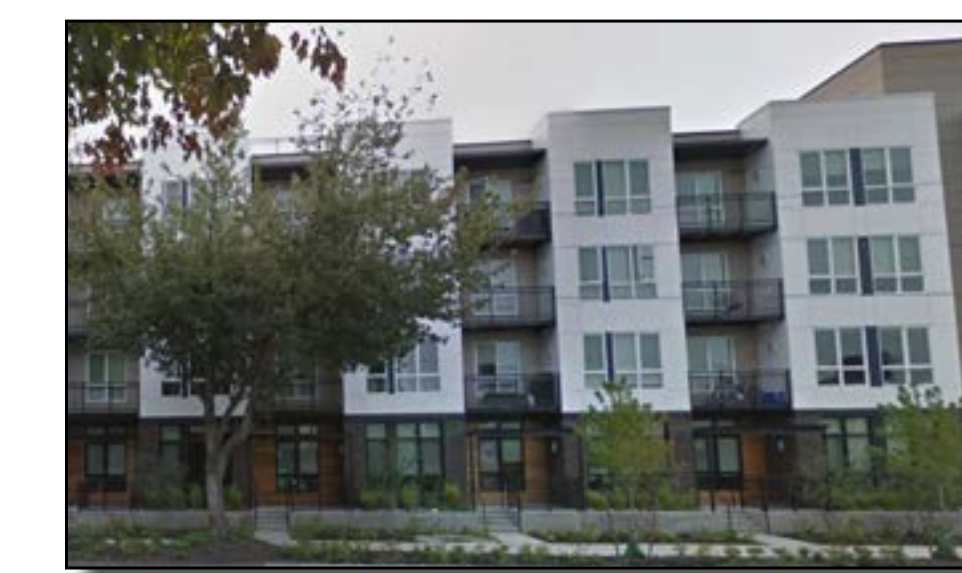
The Crown Hill Urban Village is at the convergence of several neighborhoods.



Parks and open space contribute to community identity and provide recreation.



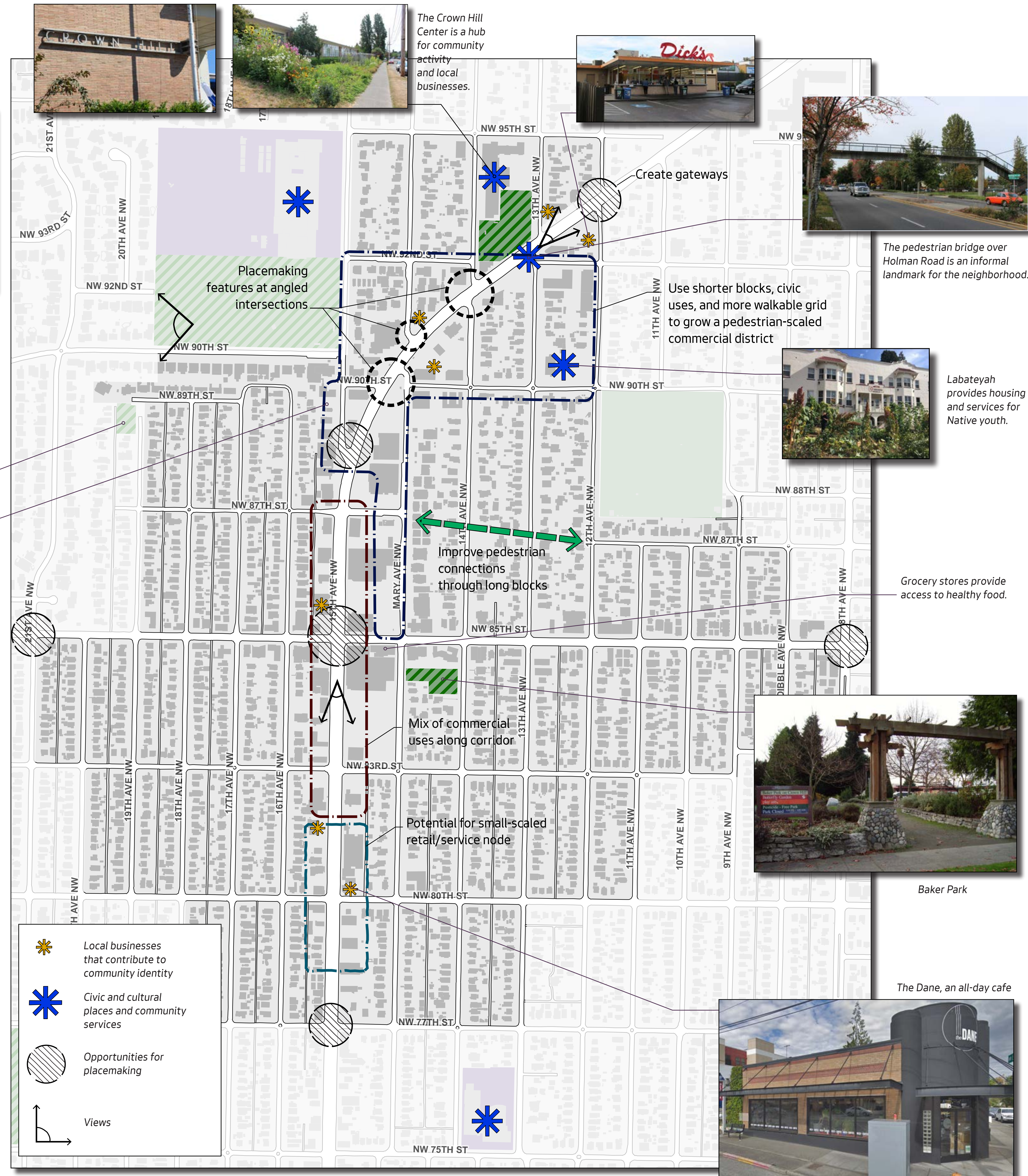
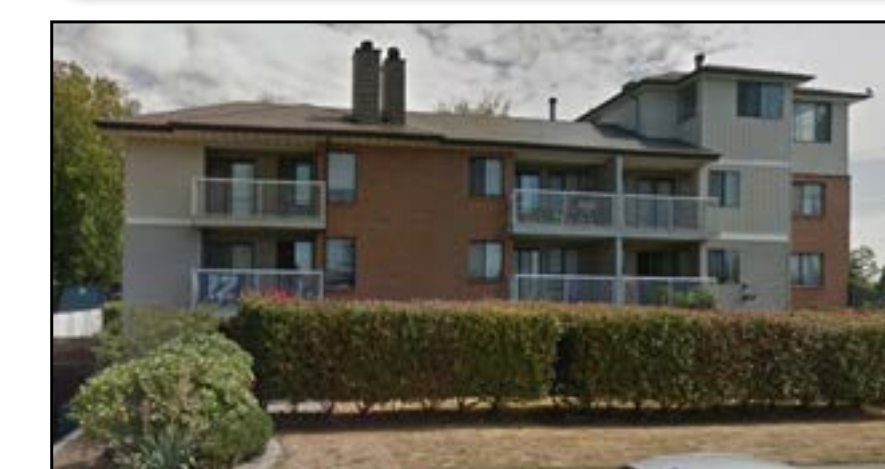
New development provides space for small-scale commercial uses.



New development provides ground-related housing at grade.



There are a variety of architectural styles and building types, from detached, single-family houses to midcentury duplexes, to mid-sized and large apartment buildings with ground-related entrances.





# 4 COMMUNITY IDENTITY

How can new development contribute to enhancing the identity of Crown Hill?

What cultural assets contribute to Crown Hill's identity, and how can these have a more visual presence in the neighborhood?

## Mapping Community Assets



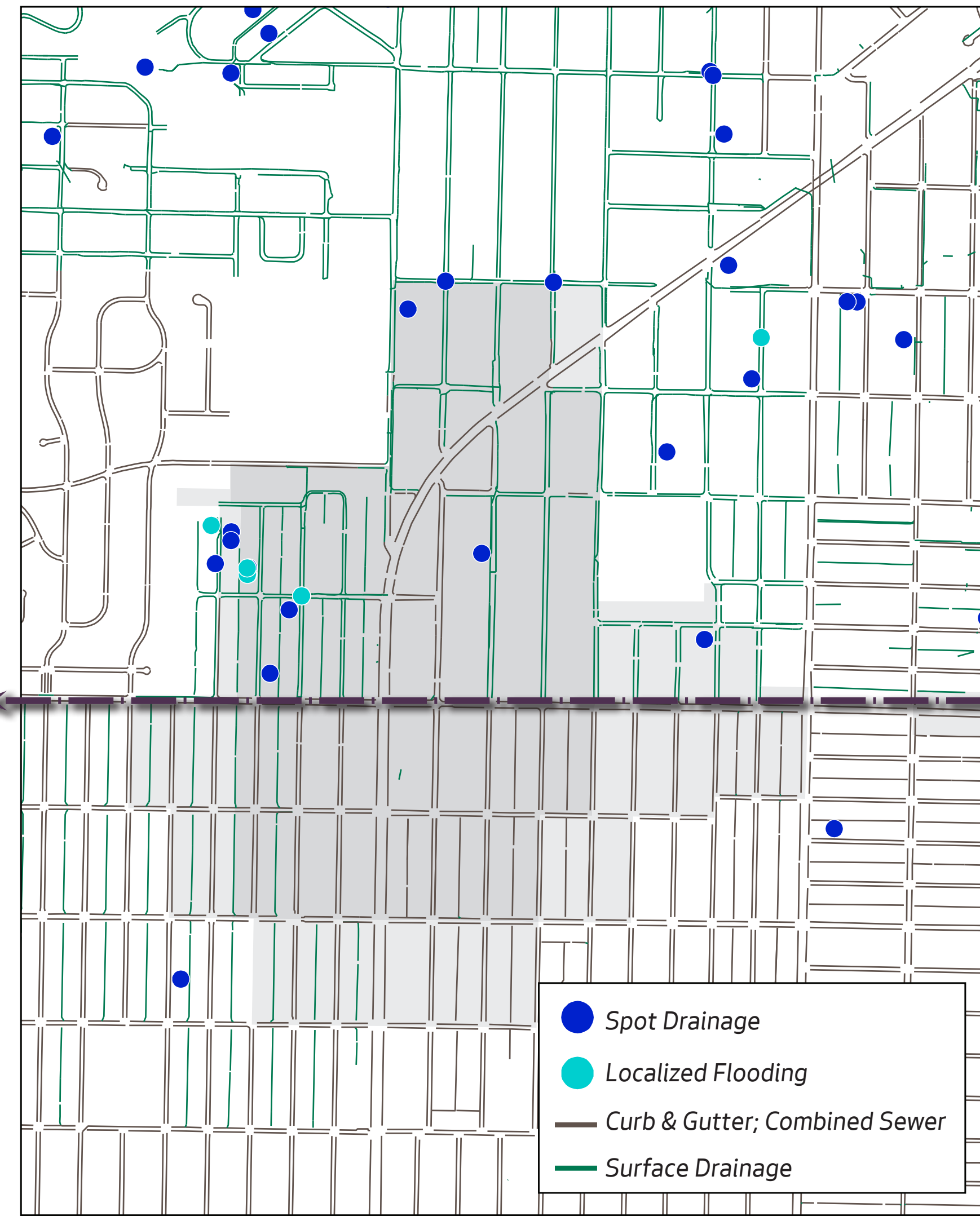


# 5 DRAINAGE & NATURAL FEATURES

## Drainage Systems

The flow of stormwater to Puget Sound is critical to the health and well-being of the environment and for livable communities.

The Crown Hill Urban Village is at the edge of two distinct types of drainage systems.



**1** North of NW 85th Street, the drainage system is a mix of a formal stormwater drainage system in separate pipes from sewer, and an informal system consisting of ditches and culverts. In some cases, there is only street surface drainage. Spot drainage issues can make it more challenging for pedestrians to navigate roadways, as seen at right.



Drainage issues in Crown Hill

This condition exists through much of Seattle north of NW 85th Street, as these areas were platted and had infrastructure built before being annexed by the City of Seattle in the 1950's.

**2** South of NW 85th Street, most drainage flows to a "formal" combined sewage and drainage system consisting of curbs, gutters, and inlet-to-pipe drainage systems.

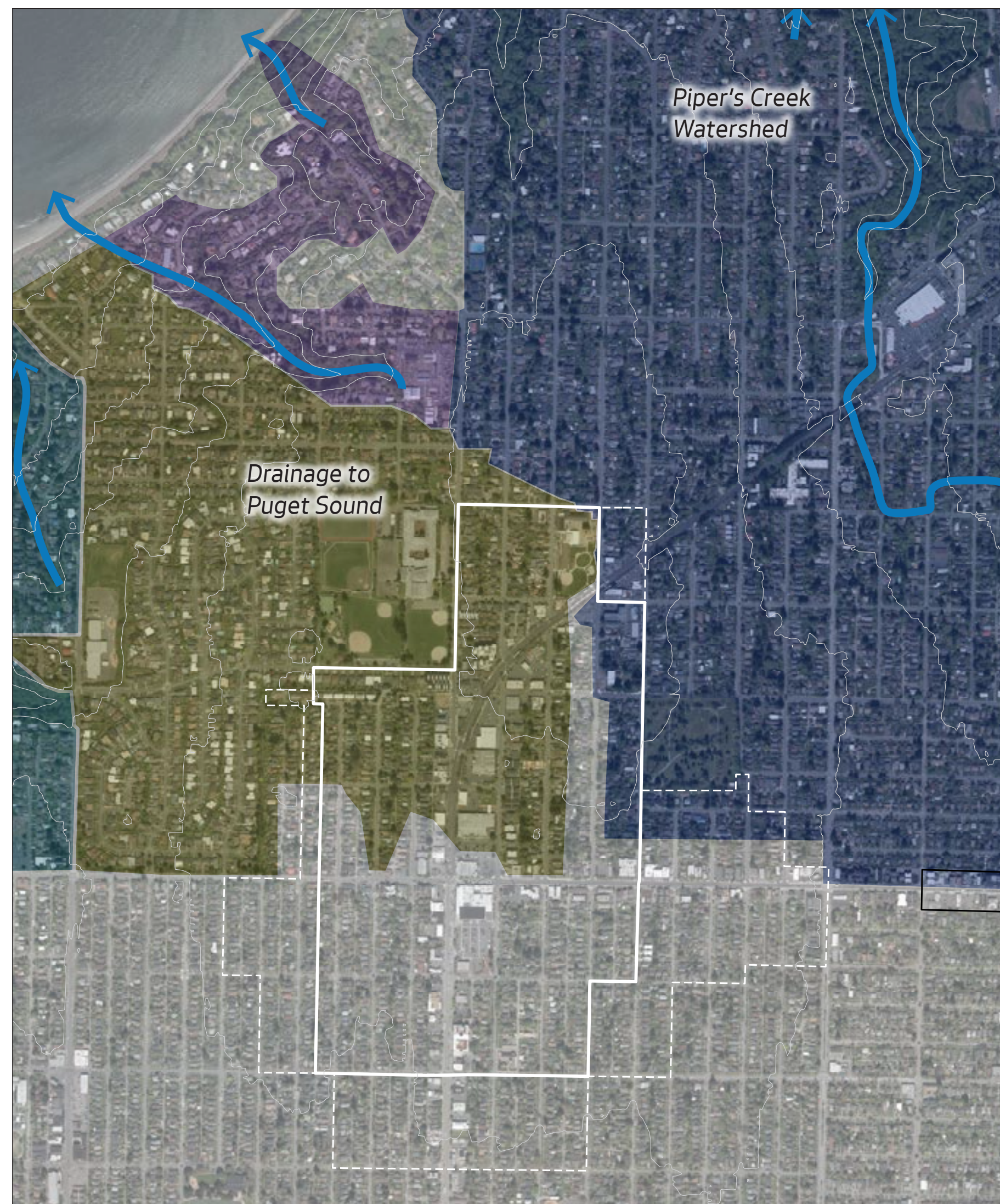


Curb & gutter

### Watersheds

A portion of the north end of Crown Hill area drains naturally to Puget Sound. A small portion drains naturally to Piper's Creek, the City's third largest urban watershed, covering approximately 2.5 square miles and draining a total of 1,835 acres into Puget Sound. The

main stem channel is roughly two miles in length. Piper's Creek contains a number of in-stream species including coho and chum salmon (hatchery origin), sea-run and resident cutthroat trout, rainbow trout, and four kinds of sculpin.



## What We've Heard So Far

- Reducing localized flooding issues for a large portion of North Seattle with constrained resources
- Implement less costly alternatives to sidewalk & gutter that can improve stormwater infiltration and enhance the character of streets
- Introduce green stormwater infrastructure
- Educating about the impacts to nearby creeks and watersheds
- Retain existing large trees, and plant new trees for future generations

## Seattle Public Utilities Drainage & Wastewater

Seattle Public Utilities (SPU) manages stormwater and wastewater. SPU holds a long-term vision for holistic sustainable stormwater management that supports the health and well-being of all residents and the broader environment.

### Green Stormwater Infrastructure

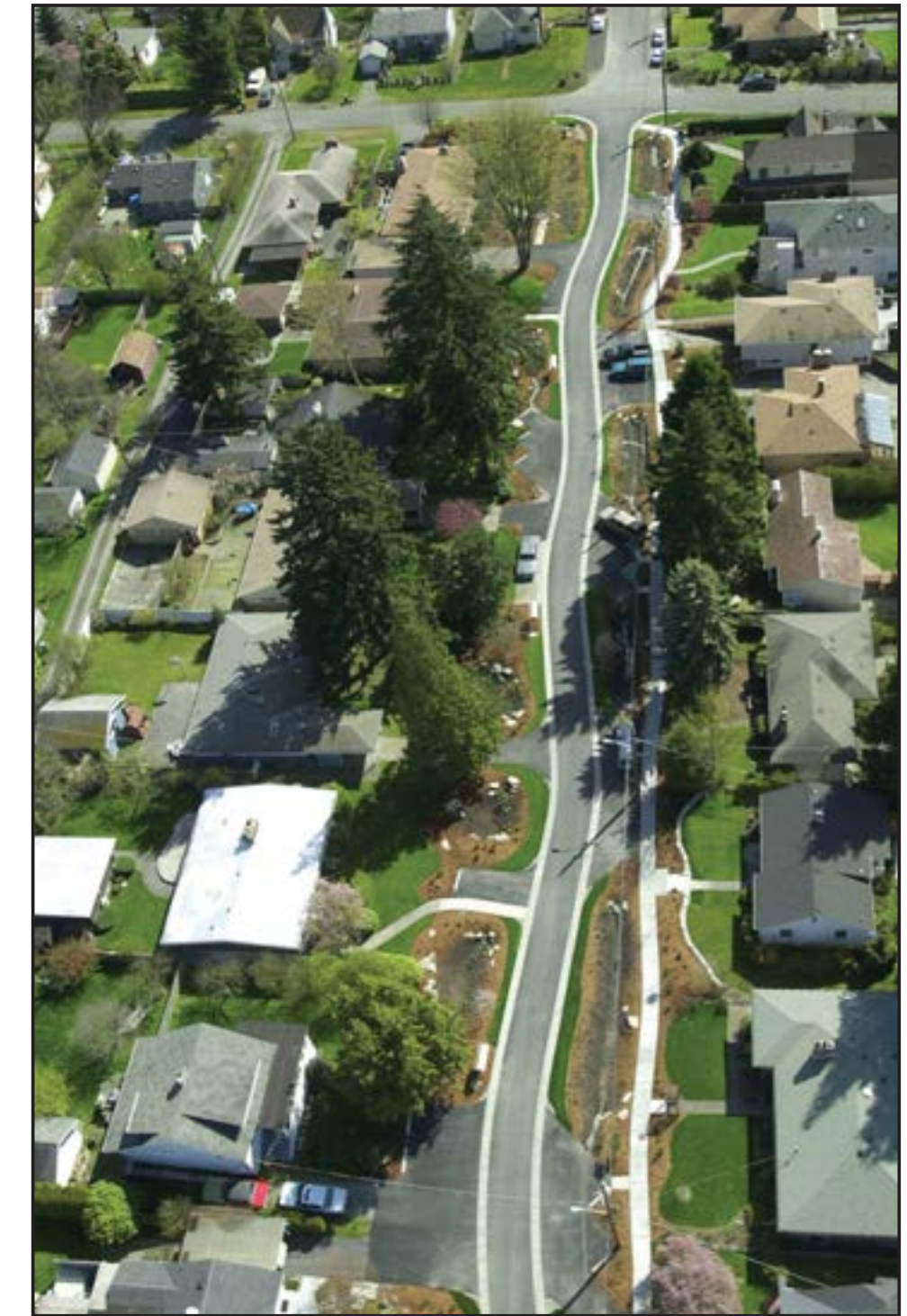
SPU is also committed to green infrastructure investments to improve drainage and water quality outcomes in neighborhoods. These investments are driven by multiple benefits and long-term value to rate payers. SPU is seeking to invest in multiple-benefit green infrastructure improvements in urban villages beginning in 2020.

### Issues & Improvements

SPU has programs that work to address known small or isolated drainage issues or localized flooding conditions. Many areas of the city face similar drainage challenges to Crown Hill. SPU has limited resources and looks for multiple community benefits when allocating resources.



Green Stormwater Infrastructure at High Point



The Sidewalk Edge Alternative (SEA) Street provides landscaping, traffic calming, and adding pedestrian pathways into the natural drainage systems.

## Tree Canopy

Large trees ARE important to the natural environment for reducing heat island effect, providing habitat, absorbing greenhouse gasses, and improving health and well-being.

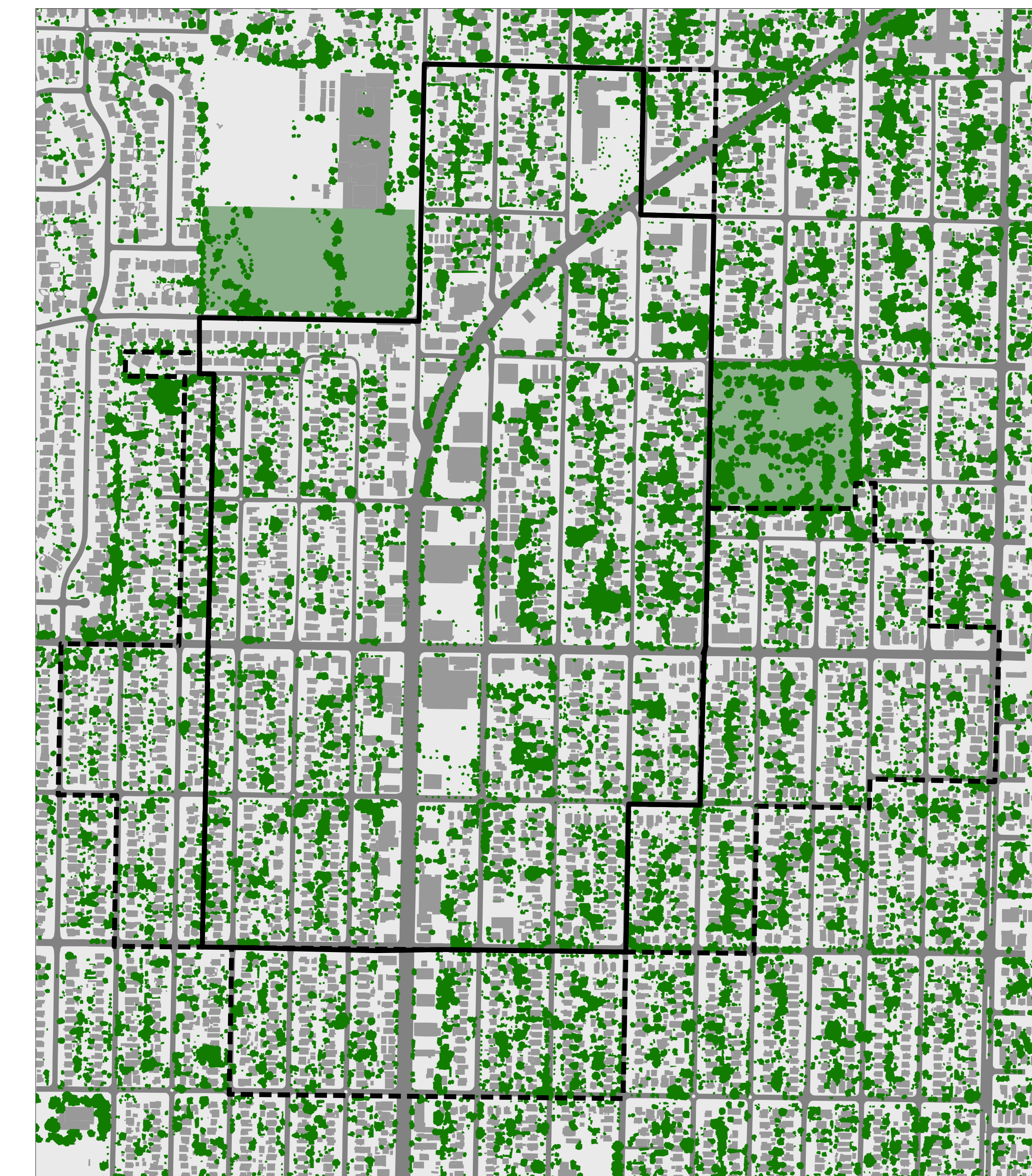
### Preserving Trees & Planting New Trees

- Seattle has a citywide goal to achieve 30% canopy coverage, and was at 28% as of 2016.
- Many of the trees in the Crown Hill area were cleared with new development through the early and mid 1900's.
- Trees on private property are generally only protected if they are an exceptional tree.
- When trees are removed during construction of new development, Green Factor requirements generally require planting new trees.
- Trees in parks and in rights-of-way can be stewarded by public agencies.



Green Factor requirements encourage a variety of shrubs and trees to be planted with new development.

### Tree Canopy, 2016





**How can we enhance and integrate more "green" elements and nature into Crown Hill?**

**What are the most critical environmental issues to address in Crown Hill?**





# WHAT ARE YOUR BIG IDEAS FOR CROWN HILL?