

GROUND RULES

1. Share airtime
2. No blaming or complaining
3. Propose something better
4. Seek Crown Hill's highest potential
5. Think on behalf of those not present
6. Explore unconventional approaches
7. Commit to common solutions

CROWN HILL

URBAN VILLAGE

COMMUNITY PLANNING

WORKSHOP #3



Seattle
Office of Planning &
Community Development

12:30PM Welcome to the Community Workshop!

Visit the introduction boards to get acquainted with the planning process and learn about what we've heard so far.

12:45 Visit Workshop Stations

1 Community Planning & Background

- Learn about the community planning process and what we've heard so far about Crown Hill

2 Shaping the Center @ 90th & Mary

- Design ideas for the future heart of Crown Hill

3 Pedestrian Experience & Future Development on 15th/Holman

- Improving the pedestrian experience
- Design and site organization considerations
- What types of open space does Crown Hill need?

4 Where the Sidewalk Ends

- Learn about low-cost sidewalk alternatives

5 Design Guidelines & Prioritizing Ideas

- What are the most important things to work on over the next 5- 10 years?
- What specifics and/or topics should Design Guidelines address?

2:30PM Wrap-up

WELCOME TO WORKSHOP #3!



Place a dot where you live, work, or own property in Crown Hill!



What is community planning?

Why does Crown Hill need an Action Plan?

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 Community Action Plan will aim to strike a balance between what is important to the community and citywide goals that will help make Seattle a more livable and sustainable city for everyone.

What is a Community Action Plan?

A community action plan is a roadmap of specific actions, strategies, and projects for the community and City to collaborate on over the next 5+ years.

Community planning brings together together the people who live, work, go to school, or use services in an area to **identify and prioritize strategies for how policies, investments, and community-led efforts can shape the neighborhood as it grows over time.**

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.**

When will the Community Action Plan be finished?

The community action plan will be complete by fall 2019, but that doesn't mean the work is done! This plan will be a road map to future projects and actions for the city and community to work on in the upcoming years to help shape the neighborhood as it grows.

How will the ideas in this plan get implemented?

Achieving success will take the continued involvement of community members and City departments to maintain the conversation and work together on the ideas included in this plan.

Many of the projects included in this plan will be ideas that require more refinement. Many of the ideas in this plan are will require the Crown Hill community to take the lead, and for the City to support your efforts.

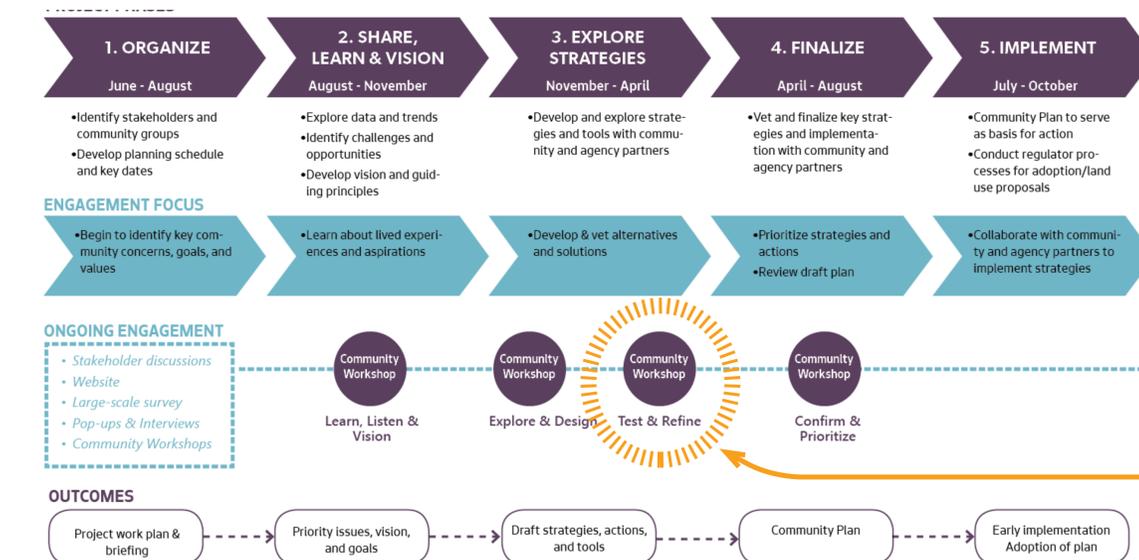
The plan will aim to outline the roles of the community and the City for each idea, as well as next steps for taking action.

Who creates a Community Action Plan?

Crown Hill community members, that is, everyone who lives, works, shops, or uses services in the neighborhood is invited to participate.

We seek to engage a broad range of stakeholders with varying perspectives and ideas, including those that are traditionally underrepresented.

The Community Planning Process



We are here!

HOW YOUR INPUT (TODAY) SHAPES THE PLAN

CROWN HILL WORKSHOP SERIES

Community Planning Workshop Series

Today's workshop is the third of four. Each workshop builds on the one before it as we work towards developing an action plan to address community priorities.

What are we doing today?

At previous workshops, you provided great ideas and goals for your neighborhood. **We've been working to refine and develop those ideas into policies, strategies, and tools that will help shape the neighborhood as it grows over time.**

Today, we want your feedback and ideas for several key topic areas:

- Creating a pedestrian-oriented commercial core near 90th and Mary Ave
- Planning for future redevelopment on 15th/Holman
- Strategies and design concepts for implementing low-cost sidewalk alternatives in residential areas
- Types of open space & locations
- Priority topics for future Design Guidelines

TODAY'S GOAL
Focus on key topic areas to shape policies that guide future development and investments

What is the role of community?

Your ideas and vision for the best future of Crown Hill shaped the values that guided a more detailed exploration of specific projects and strategies that will shape the neighborhood. While not every idea will go into the plan, you worked together to prioritize what issues and ideas were the most important to get to work on.

What is the role of City Staff?

Our role is to understand your aspirations and needs, and translate or convert these ideas into design proposals, policies, and planning documents. We will make sure that planning efforts in Crown Hill align with existing citywide policies and plans.

1

Oct. 2018

Info & Ideas

We shared data and asked you about the future you wanted for your neighborhood as it continues to grow.

Outcomes

- Community priorities
- Big-picture goals & aspirations
- Ideas to explore

After that...

City staff reviewed your ideas, concerns, and feedback and began to translate wishes and aspirations into conceptual strategies.

For example...

You told us that you wanted a lively, walkable "neighborhood center" with shops and destinations, where you could bump into neighbors.

2

March 2019

Exploring Solutions

We asked you for ideas on how to achieve what you told us were community priorities, and for feedback on ideas or strategies that we had.

Outcomes

- Refined list of ideas to explore further

After that...

Based on your feedback and available tools, we refined the strategies and got more specific ideas for potential projects and policies.

For example...

You gave us feedback potential locations for where a "center" could be, and what you think should be there, what it should look like

3

TODAY!

Refine & Prioritize

Today is about digging in deeper on the details. We want to get more specific about the outcomes you want to see so that we can develop policies and prioritize strategies.

Outcomes

- Direction on design-related policies/projects
- Priority projects/strategies

After that...

We will develop a draft Community Action Plan that will be a roadmap for prioritizing and collaborating on future work.

For example...

We developed several preliminary design alternatives to get more feedback on what elements you like or don't

4

Fall 2019

Finalize & Mobilize

We will get your feedback on how to improve the draft Community Action Plan, and discuss the next steps for community and City collaboration to make things happen!

Outcomes

- Crown Hill Community Action Plan

After that...

City staff will develop draft policies that implement community priorities. Crown Hill neighbors can work together on community-led initiatives.

For example...

We will have refined design concepts and key principles that will inform future land use policies (e.g. development standard for new buildings)

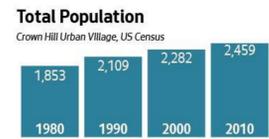
BACKGROUND

Crown Hill Urban Village

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 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

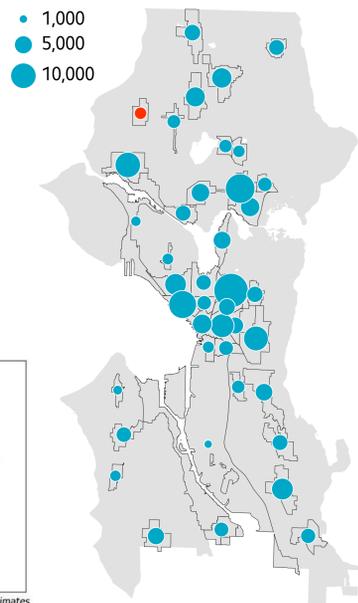


In the 30 years from 1980 to 2010, Crown Hill grew by less than 1,000 people

	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

Urban Village Population



Street Network & Transit

15th Ave NW/Holman Road and NW 85th Street are important transit routes and crucial for the movement of goods. Rapid Ride D and other bus routes provide important transit service to people going north-south and east-west.

15th Ave NW, Holman Rd, and N 85th St are Major Truck Streets, which are arterial streets with "connections to

the regional network, NW 85th is designated as a Minor Truck Street, which are important for goods delivery to commercial districts.

These streets carry high volumes of traffic and feel like barriers to those in the Crown Hill neighborhood who are looking to cross these arterials.



Existing Housing

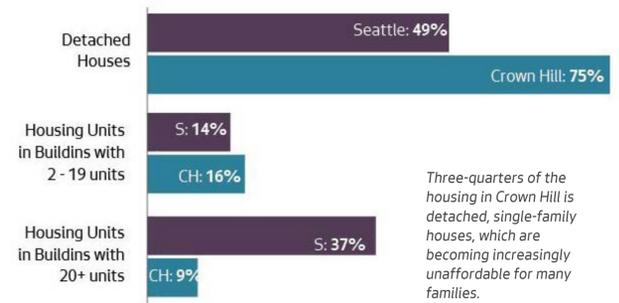
Affordability, Equity, & Displacement

The availability of housing at an attainable price for a household affects who can live or continue living in a neighborhood.

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.

Number of Housing Units by Building Size



Three-quarters of the housing in Crown Hill is detached, single-family houses, which are becoming increasingly unaffordable for many families.

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

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

Sidewalks & Drainage

North of 85th Street, much of Crown Hill lacks sidewalks, other pedestrian walkways, and/or effective drainage infrastructure. Filling these gaps has been an ongoing priority of the community.

For larger development, new buildings are required to provide sidewalks and drainage improvements. Other strategies to improve pedestrian connectivity include community-initiated grants for sidewalks, cost-effective walkways, and other pedestrian safety improvements.



SPU is evaluating potential solutions for localized flooding, which may include the use of green stormwater infrastructure (GSI). GSI mimics natural drainage functions to clean stormwater runoff, safely move it away from problem areas, and soak it into the ground.



WHAT YOU TOLD US

To better understand your concerns, values, and vision for the future, we asked you to complete the following sentences. Here's what you said!

Different types of outreach were used to engage a variety of people and groups. We used an online survey to get input from the general public, mapping to capture ideas from the residents of Labateyah, and door knocking to engage renters.

Today, Crown Hill is...

- "Full of gardens and single-family houses"
- "Boring and dominated by cars"
- "Growing fast with no plan."
- "Losing small businesses which give our area character."
- "Too many large parking lots and dead zones."
- "The roads flood all the time. Parking is a mess and not regulated."
- "A quiet neighborhood."
- "A pass-through, congested."
- "Dangerous for pedestrians."
- "Full of potential."
- "Getting expensive, our neighbors are being pushed out."
- "Growth without green space."

In the future, Crown Hill should be

- Walkable and safe.
- More dense, diverse, and people friendly.
- "Families of all kinds can afford to live here."
- "A destination instead of a place people just pass through."
- Greener, slower, more people-centered.
- A family neighborhood.
- "Crown Hill should welcome lots of different cultures and families that gather here and feel supported in the community."

One thing I really want to see is...

- "Places to socialize, more retail, a better sense of community."
- More crossings and sidewalks
- New small businesses, and a reason to stay in Crown Hill.
- "More for kids and teens to do!"
- The area around 90th and Mary Ave should be a walking street loaded with retail, shops, restaurants, bars and outdoor areas for the community to gathers and stroll in the evening.
- Less parking, more trees and green space.
- "More Indigenous art!"
- We need a small area in the center where kids can ride bikes and pedestrians walk where no cars are allowed to drive there.

Community Priorities

Based on what we heard from you about your concerns, values, and vision for the future three key themes emerged that became the framework for exploring ideas.

PRIORITY A The Crown Hill Urban Village should be **A distinct neighborhood with great destinations and a vibrant public realm.**

- Foster a cohesive identity for Crown Hill that brings together multiple neighborhoods
- Create iconic places for social interaction, celebrate local people and cultures, and support a vibrant public life.
- Enhance the identity of districts and nodes within the urban village

PRIORITY B Crown Hill Urban Village should have **Streets that encourage walking and make it easy to get around**

- Address the lack of sidewalks to make walking safe, convenient, and delightful.
- Encourage shorter trips by foot or bike within the urban village and gradually reduce the need for a vehicle
- Stitch the barrier created by arterials while supporting the efficient movement of goods and people through and to Crown Hill.

PRIORITY C Crown Hill Urban Village should support **Connected & thriving communities**

- Build capacity of the neighborhood's business and community organizations
- Support economic opportunity and local business in the neighborhood
- Ensure that public spaces and the public realm are welcoming and reflect the communities and cultures in Crown Hill.

THE CROWN HILL LOOP



THE IDEA

A walkable, pedestrian-friendly loop that connects existing and future assets and destinations.

Where did the Loop come from?

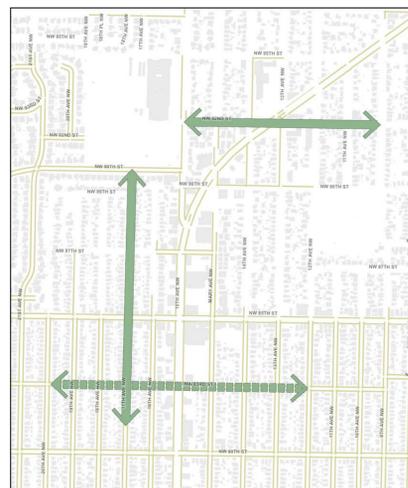
Participants in the first two workshops noticed that existing and future connections created a loop around the neighborhood.

Because this loop connects across Holman Road and 85th, they noted that had the potential to become a pleasant, green, walking loop away from the busiest roads in the neighborhood.

"Crown Hill could have a series of art benches that make people want to walk through the neighborhood."

"Outdoor workout equipment or fitness loop."

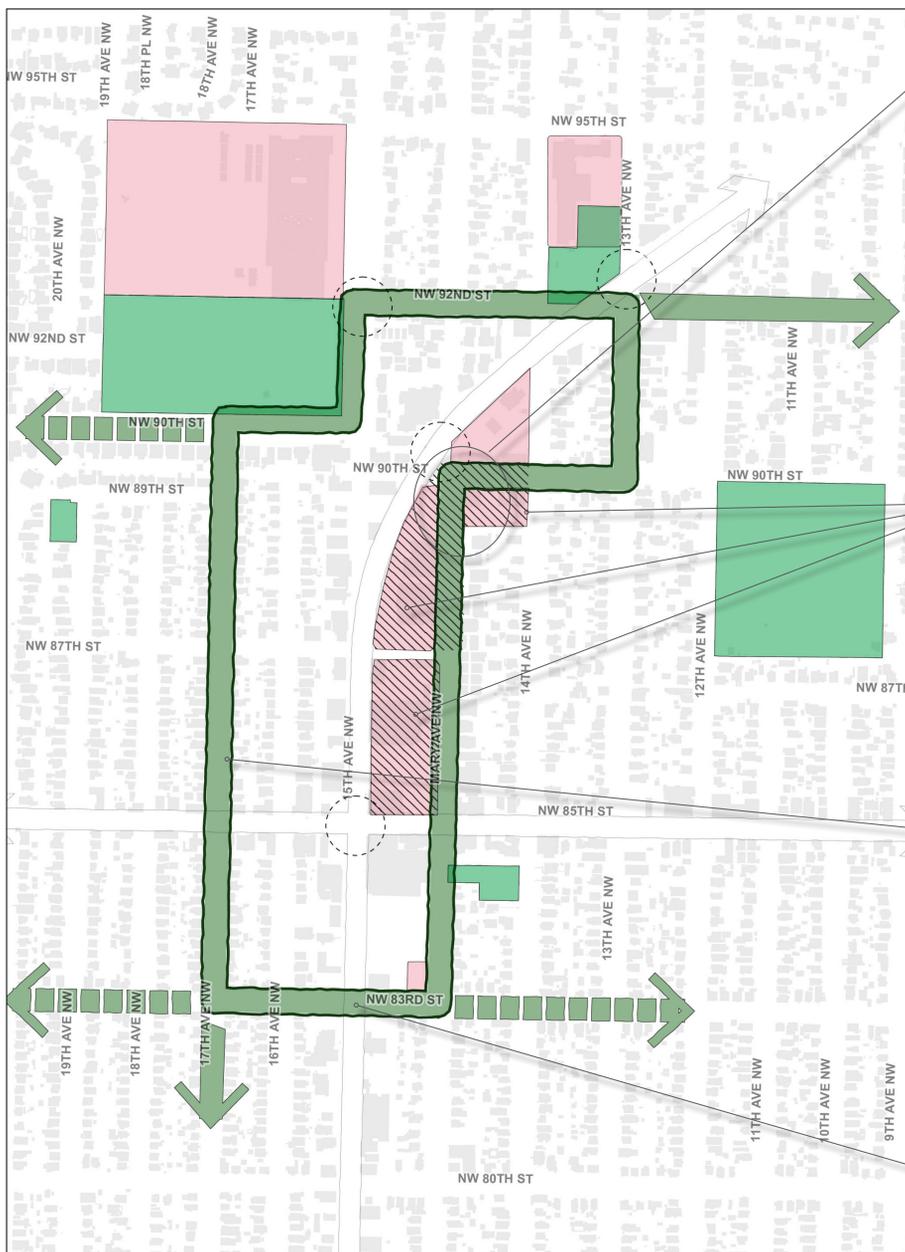
Greenways + Sidewalks



Green space + Neighborhood Destinations + Transit Corners



Crown Hill Loop Key Focus Areas



Heart at 90th & Mary

How can future redevelopment and special streetscape design create a neighborhood gathering space for festivities and everyday social activities?



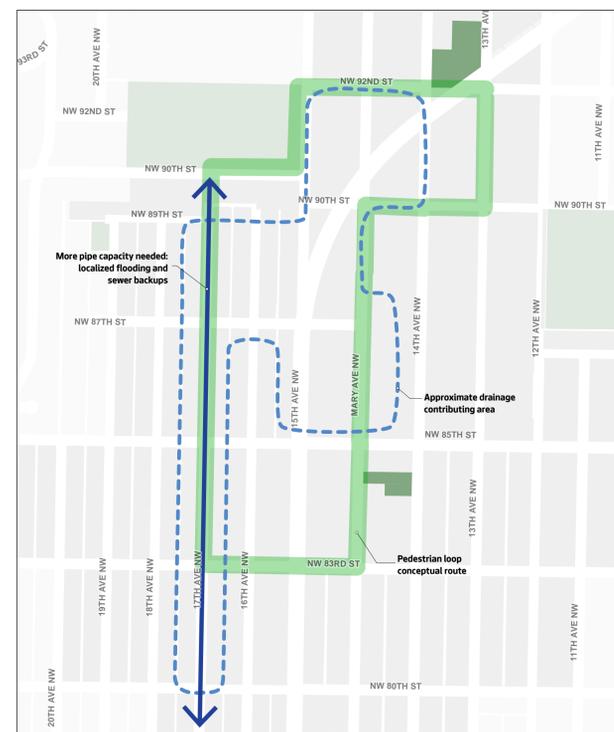
Potential Future Redevelopment on Large Sites

How can future redevelopment enhance the pedestrian experience along the Loop, and become neighborhood destinations that contribute to a vibrant core of the neighborhood?



Opportunities for Drainage + Ped Improvements

Because 17th Ave NW is Greenway that lacks sidewalks and has localized flooding and sewer backup problems caused by stormwater runoff, there are opportunities for SDOT and SPU to coordinate on future investments that address both issues.



Potential New Pedestrian Crossing

A new pedestrian crossing at NW 83rd Street and 15th Ave NW is currently under consideration for Neighborhood Street Fund grant.

What elements would you most like to see along a CH Loop?

Design guidelines or development standards could encourage certain features to be included as part of new development along the "Loop".

Art

Play spaces

Open Space

Trees

Pollinator plants

Rain gardens

Other?

SHAPING THE CENTER: 90TH & MARY



We need a small area in the center where kids can ride bikes and pedestrians walk where no cars are allowed to drive there.

The area around 90th and Mary Ave should be a walking street loaded with retail, shops, restaurants, bars and outdoor areas for the community to gathers and stroll in the evening.

Turn portions of the road into parks that allow peds and bikes but not cars.

THE IDEA
Create a vibrant, people-first neighborhood center for people of all ages.

Goals & Design Elements

1. A social destination with places to sit and bump into neighbors
2. A place for neighborhood festivals and events
3. People-first
4. Trees and landscaping
5. Reduce/restrict traffic and parking, retain loading access
6. Attract new businesses with a great pedestrian environment and lots of foot traffic
7. A variety of activities, including for kids and teens
8. Green stormwater infrastructure

"Put 'main street' and pedestrian attractions off of the main transportation corridors to improve the character of the area and increase safety."

"Make Mary Ave a wide promenade or park from 90th to 85th."

Space prioritized for pedestrians and vegetation instead of cars.

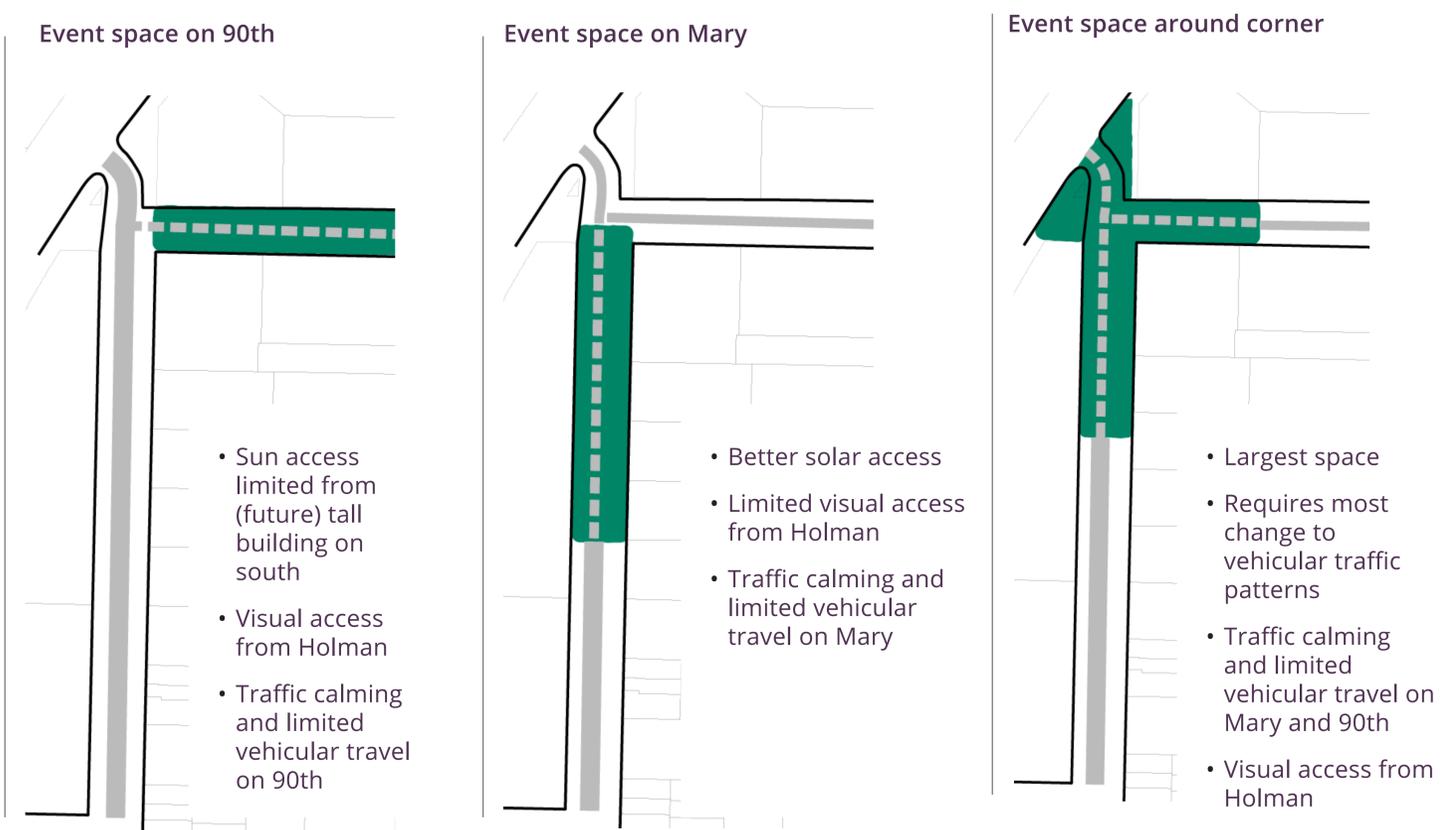
Existing Conditions



Precedent images



Alternatives for arranging event space

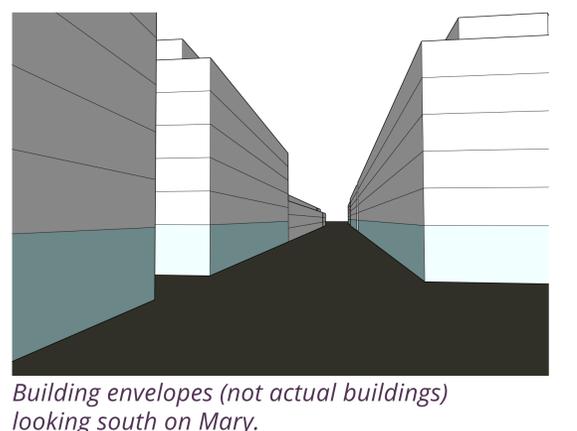


Zoning & Future Uses



Zoning regulations will require new development along Holman Road, portions of NW 90th St., and parts of Mary Ave to have commercial uses (including live-work) at grade.

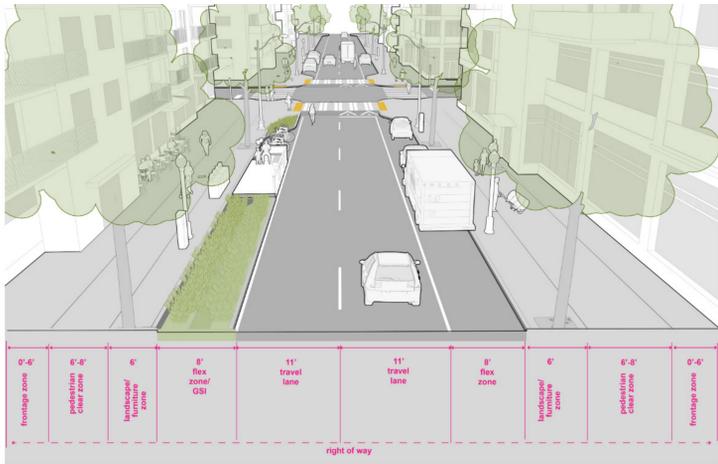
Mixed-use buildings on Mary Ave and 90th will be allowed to build to 75' tall.



MARY AVE NW



Current Standards

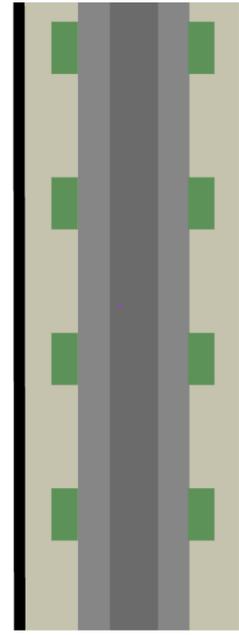


Conceptual Space Allocation

- Pedestrian space
- Landscaping or flexible use spaces
- Vehicular Travel Lane
- On-street Parking

The following diagrams illustrate how space currently devoted to vehicular traffic could be reallocated to be used to create spaces for pedestrians and trees.

Flexible use spaces or “flex zones” could accommodate seating, landscaping, vendors, trees, bicycle parking, art displays, kiosks, etc.



Features:

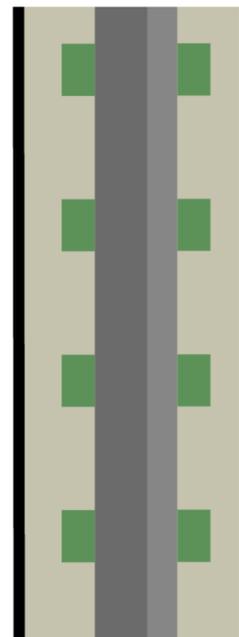
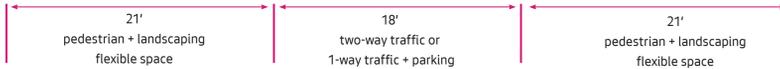
- Wider pedestrian spaces at both sides of street than currently exist
- Retains two-way vehicular traffic and parking lane
- “Typical” street section

Strategy 1: Enhanced Pedestrian Space

Widen pedestrian space on both sides of Mary Ave, providing room for tables and chairs, landscaping, bike parking and loading.



A curbless design (above) would allow the space to function as a continuous shared space.

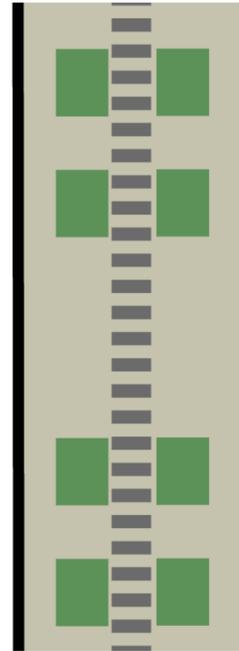
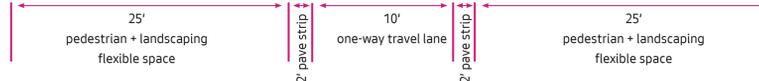


Features:

- Wider pedestrian spaces at both sides of street
- Remove one lane of traffic or parking
- Creates wider flexible zone for small clusters of pedestrian uses such as cafe seating
- Could be curbless design

Strategy 2: Central Room (Shared Street)

Design the north end of Mary Ave, adjacent to commercial uses, as a “central room” shared space that can be closed for events.

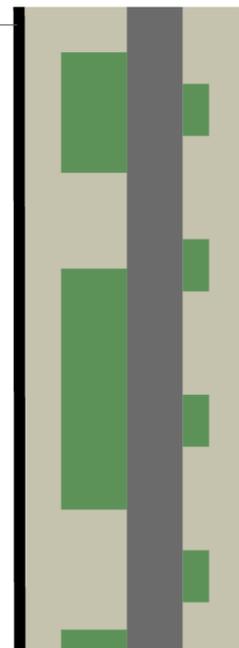


Features:

- Creates central, building-to-building flexible, shared space for pedestrians
- Can accommodate events such as markets or festivals
- Slows traffic
- Reduces vehicular space to one travel lane and loading areas
- Curb or curbless design
- Can insert parking spaces at south end of street for residential uses

Strategy 3: Pedestrian Promenade

Create a continuous “promenade” along the west side of Mary Ave.



Features:

- Creates wide “promenade” on west side of street that can accommodate a variety of pedestrian uses and events
- Creates small “rooms” for cafe seating or adjacent commercial uses
- Retains two-way traffic, or one-way traffic and one lane parking

NW 90TH ST.



Current Standards



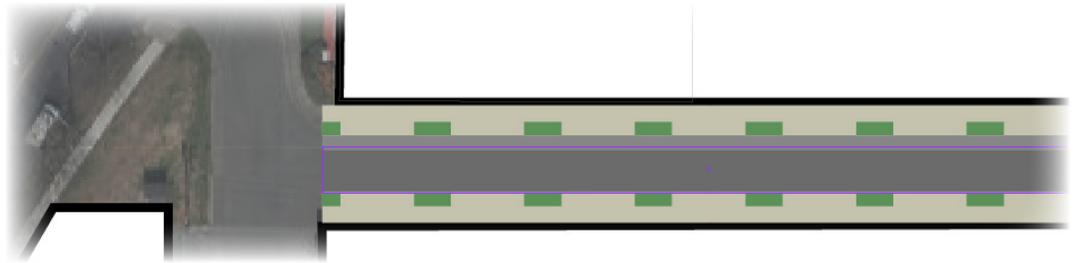
Features:
 Flex zone accommodates parking or pedestrian uses
 More space for pedestrians that currently exists

Conceptual Space Allocation

- Pedestrian space
- Landscaping or flexible use spaces
- Vehicular Travel Lane
- On-street Parking

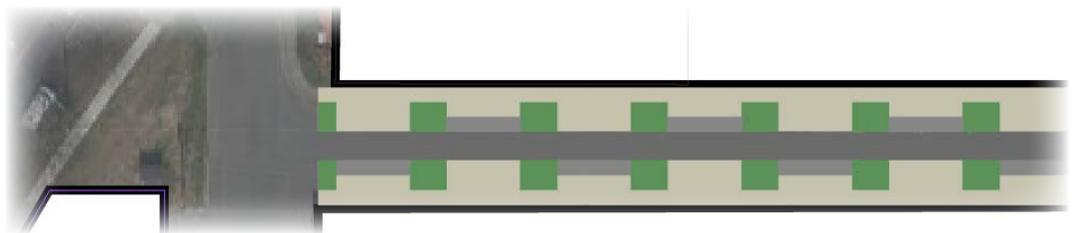
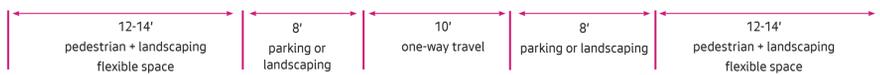
The following diagrams illustrate how space currently devoted to vehicular traffic could be reallocated to be used to create spaces for pedestrians and trees.

Flexible use spaces or "flex zones" could accommodate seating, landscaping, vendors, trees, bicycle parking, art displays, kiosks, etc.



Strategy 1: Grove - Side Rooms

Create small "rooms" on alternating sides of 90th to create space for seating, landscaping, etc.



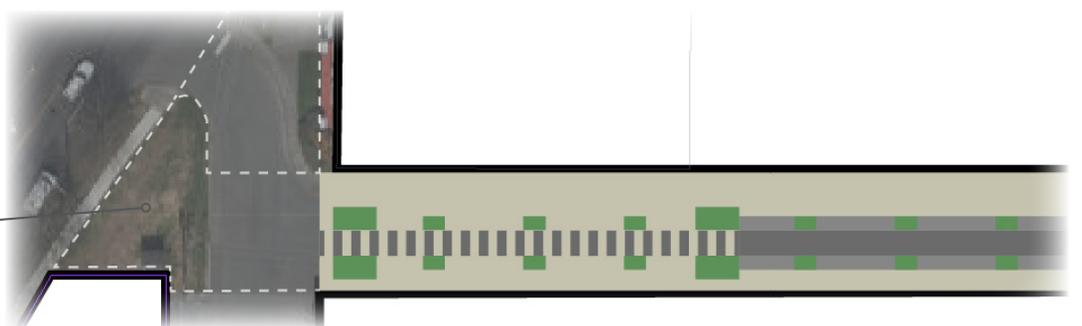
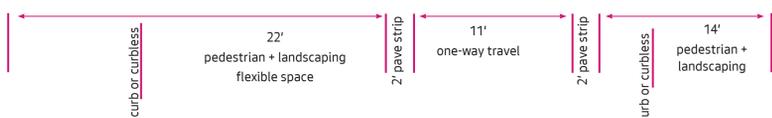
Features:
 Creates small spaces for a variety of flexible pedestrian uses
 Separates pedestrian and vehicular uses
 Curb bump outs help slow traffic
 More parking is retained

Strategy 2: Central Space

Design the street to be used for events with a "central room" shared space that extends from building edge to building edge.



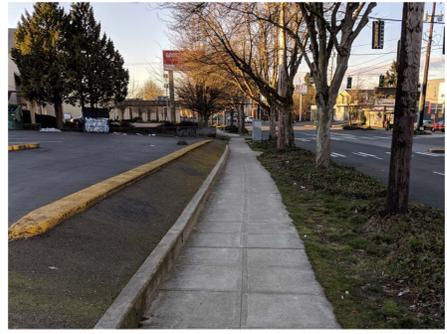
Features:
 Creates central, building-to-building flexible, shared space for pedestrians
 Can accommodate events such as markets or festivals
 Slows traffic
 Reduces vehicular space to one travel lane and loading areas



Curb or curbless design
 Can insert parking spaces at east end of block
 Potential to expand into intersection and across vacant ROW space

IMPROVING PEDESTRIAN EXPERIENCE 15TH/HOLMAN

Existing Conditions



15th Ave/Holman Road is not inviting to bike and walk along. It would be nice if there was a buffer between the sidewalk and the street.

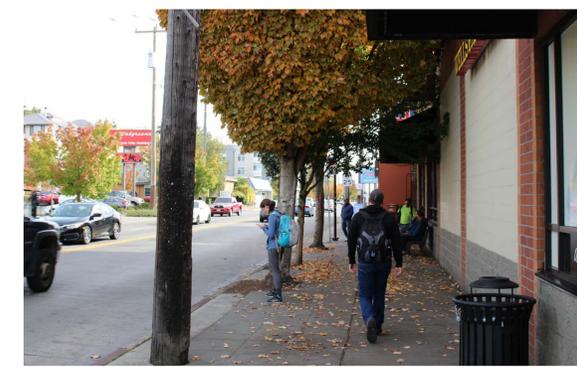
Goals & Design Elements

1. Mitigate noise and proximity to heavy traffic
2. Increase tree canopy
3. Increase landscaping buffer

THE IDEA
 Improve the pedestrian experience walking and waiting for transit along 15th/Holman

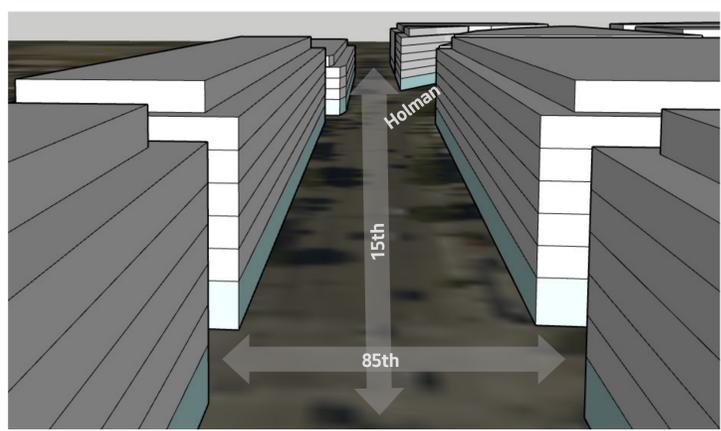
Under Existing Regulations...

New development with commercial uses at grade can build up to the edge of the sidewalk.

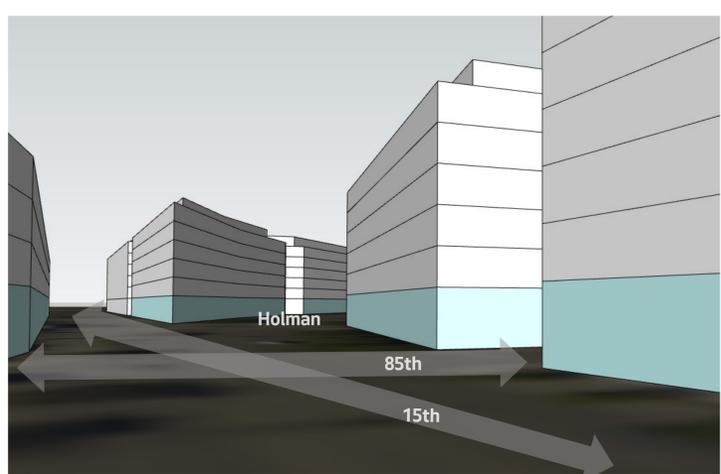


Zoning & Uses

Zoning regulations will require new development along portions of 15th & Holman Road to have commercial uses (including live-work) at grade.



Building envelopes looking north on 15th Ave NW. Most buildings along the corridor would be allowed to build to 75'.

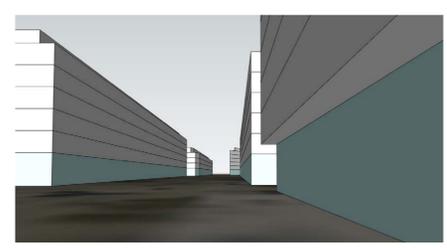


Building envelopes looking northeast on 15th Ave NW. Most buildings along the corridor would be allowed to build to 75'.



Strategy 1: First-floor setback for active uses

Additional space at the street edge used for seating, furniture, and adjacent businesses to activate the street.



First-floor set backs provide weather-protected space and transitional space from the sidewalk to the building edge.



Seating along building edge

Strategy 2: First-floor setback for landscaping

Additional space at the street edge used for more landscaping, either at the street for a more substantial buffer, or at the building edge to provide privacy.



A landscape buffer between the sidewalk and building provides privacy for residential units at the street.



Wide, dense landscaping buffer between the street and sidewalk

SHAPING FUTURE REDEVELOPMENT

We should add green space as we add residents.

More open space and safe places for kids and teens.

THE IDEA
Shape future development to have positive impacts on the public realm.

Goals & Design Elements

1. Reduce perceived size of new development
2. Organize site layout and open space to positively impact public realm
3. Break up large blocks with mid-block pedestrian pathways
4. Active edges to increase safety and "eyes on the street"
5. Human-scaled massing and design
6. Provide space for nature
7. Provide space for pedestrian uses and commercial uses to "spill" into

Although open space that is part of new development is private, it can have significant impacts on the public realm.

Where should on-site private open space be encouraged or prioritized on large sites?

Strategy 1: Encourage open spaces along 15th/Holman



Locating private open spaces along Holman Road could:

- Provide visual relief from large buildings
- Provide space for landscaping and trees
- Provide transitional space from the high volumes of movement on the corridor
- Provide space for entries or forecourts

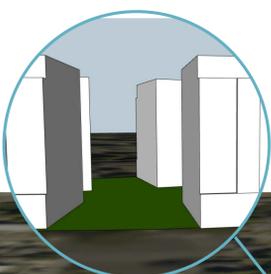
Strategy 2: Open spaces along Mary Ave



Locating private open spaces along Mary Ave could provide:

- Visual relief from large buildings
- Space for landscaping and trees
- Space for small retail plazas or outdoor seating

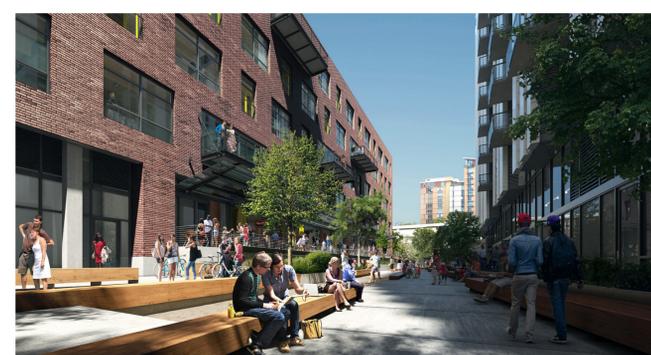
Strategy 3: Open spaces mid-block



Locating private open spaces near the middle of long blocks could provide:

- Visual relief from long blocks

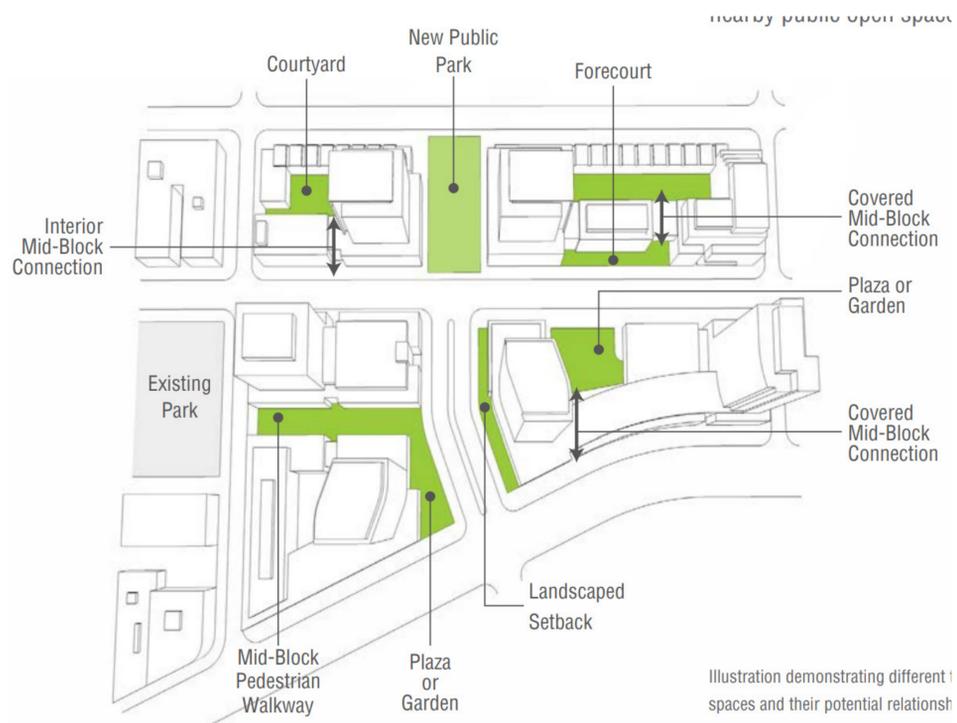
- Pedestrian pathways through long blocks
- Space for retail plazas or outdoor seating
- Car-free areas for pedestrian activities



TYPES OF OPEN SPACE



What types of open spaces does Crown Hill need more of?



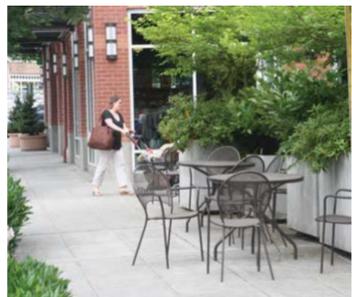
Mid-block pedestrian walkways



Small plazas at corners or building entries



Internal (private) courtyards



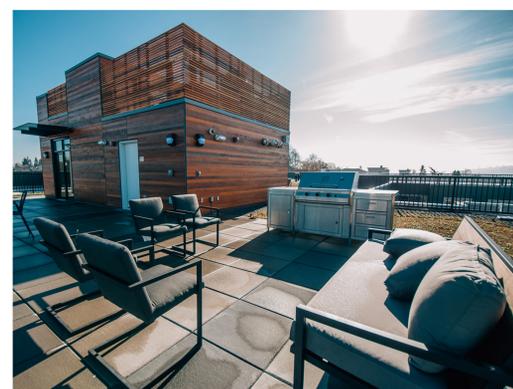
Private patios or stoops



Balconies



Rooftop Decks



WHERE THE SIDEWALK ENDS



THE IDEA

Explore strategies and tools that enhance pedestrian safety on residential streets.

Goals & Design Elements

1. Designed to slow traffic
2. Add green and trees
3. Organize uses, including parking, vehicular traffic, bicycle traffic, and pedestrians
4. Make travel safer for pedestrians
5. Include Green Stormwater Infrastructure in areas with drainage issues

Home Zone: Tools for Safer Residential Streets

When considering a holistic approach to making residential streets more walkable within a neighborhood--such as Crown Hill--a variety of elements can be used depending on the size of the street, existing conditions, and desired outcome.

Traffic calming and walkway improvements work together to slow traffic and provide a safer pedestrian environment in residential neighborhoods.

Examples of Cost-Effective Walkways

Wheel stops and/or paint is used to delineate a separate pathway for pedestrians and narrow traffic lanes to slow down cars.



Why cost effective walkways instead of sidewalks?

Over 11,000 blocks across Seattle do not have sidewalks. To maximize constrained funding and cover the greatest number of blocks, non-traditional, cost-effective treatments can be implemented on non-arterial streets.

Cost-effective walkways:

- Are adaptive to each street
- Can be installed in phases
- Can provide tree canopy & landscaping

Cost to install traditional sidewalks per block: **\$400,000**

Cost to install wheel stops per block: **\$20,000 - \$40,000**

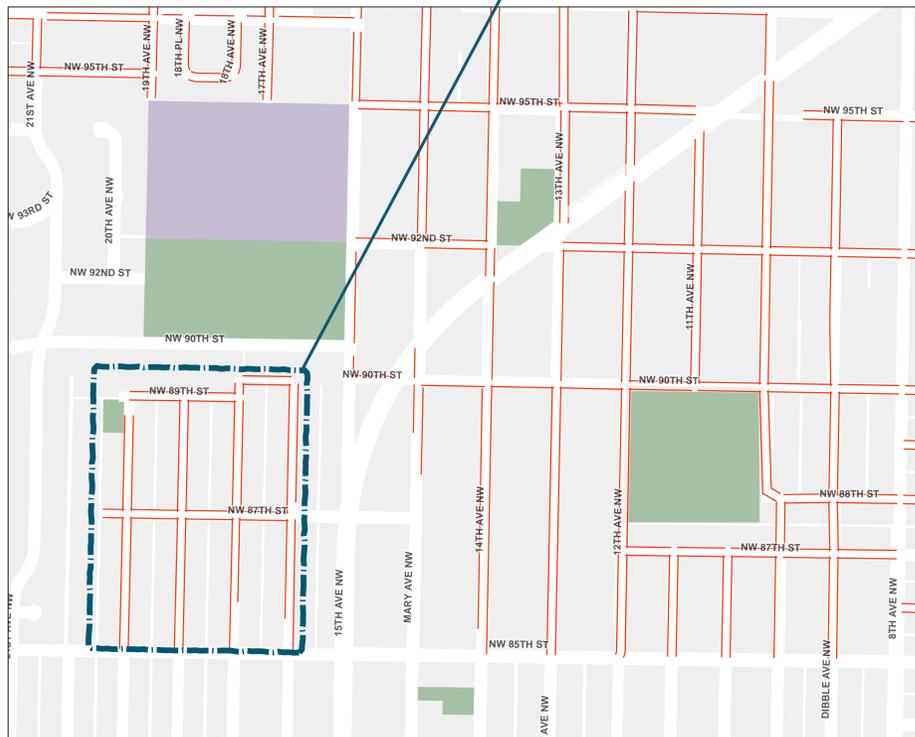
Blocks Without Pedestrian Walkways

Why are there no sidewalks?

Many residential streets north of NW 85th Street do not have sidewalks, as these areas were built out before the area was annexed as part of Seattle.

Incorporating Green Stormwater Infrastructure

Streets in this area should include Green Stormwater Infrastructure or rain gardens as part of street improvements to help reduce drainage issues. GSI may require more space than standard planting strips.



Traffic Calming Devices

Roadway features designed to slow down car traffic, making streets safer.



Painted curb bulbs or intersection treatments slow cars as they turn corners and provide a safe place for pedestrians to cross.



Chicanes narrow lanes and make cars yield to each other as they go around them.



Speed humps or tables make cars slow down. Multiple humps can be installed on a block.

How can I get a cost-effective walkway or traffic calming devices on my block?

We recommend that you start by:

- 1. Reaching out to your neighbors.** Talk to your neighbors to build consensus around the pedestrian safety issues that need to be solved. See if anyone else on your street is interested in applying for fund, donating time or money, or helping organize. Both grants take into account community support as a key criteria for being chosen.
- 2. Looking for potential issues or constrains.** Are people on your street using the right-of-way as personal property? Are there encroachments, like fences or retaining walls? These may need to be moved, and it is best to discuss this early on with neighbors.

- 3. Discussing potential changes to how the street is used.** Make sure neighbors are aware that there might need to be changes made to how the street is organized. Implementing cost-effective pathways often mean that parking is reorganized to make space for pedestrians, and there may be less on-street parking. If planting areas are added, adjacent land owners will be responsible for maintenance.
- 4. Apply for grant funding!** Every year, funds are set aside for projects chosen as part of the Your Voice Your Choice Program or the Neighborhood Streets Fund Program. Individuals and community groups are encouraged to apply!

EXAMPLES OF C.E. WALKWAYS

Existing Conditions



Concerns:

- Disorganized spaces for cars, pedestrians, bikes
- No clear space for pedestrians
- Drainage issues at edges push pedestrians into vehicular travel lane
- Wide right of way and lack of street trees do not create sense of enclosure that slows down cars

Existing: Typical 50' ROW with no sidewalks and gravel edges



Strategy 1: Wheel Stops + Planters or GSI

Before



After



Wheel stops can be added to make separated walkways; planters or GSI can be added at a later phase or by community members.



Possible Outcomes:

- Retains more on-street parking
- Less room for water infiltration; less effective at reducing drainage issues
- Less space for trees and landscaping
- Overall lower cost

How might this happen?

- Community applies for funding
- SDOT provides wheel stops
- Residents on street volunteer to install and maintain planters or rain gardens in front of their property

Strategy 2: Wheel Stops + Planting Strips

Before



After



Larger planting strips may be more effective at solving drainage issues.



Possible Outcomes:

- Retains less-on street parking
- More room for water filtration; less spot flooding
- More space for trees
- Greater perceived narrowing of roadway helps slow traffic

How might this happen?

- Community applies for funding, donates volunteer hours
- SDOT provides wheel stops
- City and community work together to install and maintain amended planting areas
- Residents maintain plantings

PRIORITIZING IDEAS

This list of ideas was generated by community members, and refined by City staff to align with citywide policies and goals.

Some of these potential projects are city-led, others are community-led.

Use dots to let us know what you think are the highest and lowest priority projects for community and City staff to work on over the next 5-10 years.



	High	Medium	Low
Develop tools to shape the future of 90th & Mary as a pedestrian-oriented commercial district			
• Festival Street designation for 90th and/or Mary			
• Land use tools and street designs that shape future redevelopment			
Use placemaking opportunities to develop neighborhood identity			
• Art on the Holman Bridge			
• Design guidelines that encourage using architectural features, art, and public space to mark neighborhood gateways and enhance important corners			
Increase the amount of green open spaces and places for social interaction			
• Land use tools that increase the amount of green and social spaces associated with new development			
Improve pedestrian connectivity and safety on routes that connect neighborhood destinations			
• New or enhanced pedestrian crossings on arterials (85th, 15th/Holman)			
• Mid-block pedestrian pathways on long blocks			
• Realignment at 16th & 85th			
• Speed limit signs			
Make the 15th/Holman corridor more comfortable for walking			
• Increased sidewalks or landscaping as part of future development			
• Landscaped medians			
Increase pedestrian safety where there are no sidewalks			
• Low-cost sidewalk alternatives (wheel stops, asphalt pathways)			
• Traffic calming (speed humps, narrow lanes)			
• Green stormwater infrastructure to fix drainage issues			
Support small and local businesses			
• Land use tools that increase spaces for small businesses			
Foster connections to art, culture, and nature			
• Temporary and permanent art and activities in the public realm			
• Increased tree canopy			
• Spaces for public or community art and cultural uses			
• Places, markers, expressions that reflect Indigenous cultures			
Support assets that make Crown Hill family-friendly			
• Family-sized infill development			
• Green and open spaces to play			
Support community groups in building capacity to manage and expand community-serving initiatives			
• Connect community members and businesses owners to funding opportunities			
• Support formation of Land Use Review Committee			

OTHER IDEAS?



*Leave us notes
and let us know
what you think!*

*What do you
agree with?*

*Did we miss
anything?*

*Have any great
ideas?*

TOPICS FOR DESIGN GUIDELINES



What are Design Guidelines?

Design Guidelines define the qualities of architecture, site design, and open space that make successful projects, and are a tool for guiding individual projects towards successful design outcomes.

The Seattle Citywide Design Guidelines apply to all projects required to undergo design review in all areas of the city.

Crown Hill Design Guidelines would provide more specific guidance, unique to the neighborhood for projects located the neighborhood.

Design Review Boards use the design guidelines to provide feedback on individual projects.

How do Design Guidelines work?

Design guidelines set help to shape what is allowed by the Land Use Code by setting the parameters for discussion about building siting, shape, and materials.

Design Guidelines can:

- Focus specific design elements that are most important for new projects
- Indicate design approaches the community wants to encourage
- Reinforce desired neighborhood character through design
- Help architects and developers make design decisions

Design Guidelines cannot:

- Change zoning, allowed height, or density (units)
- Require design changes
- Require parking
- Control uses or uses of spaces in the building
- Significantly reduce a project's height or size
- Require community benefits

What topics or focus areas should Design Guidelines for Crown Hill focus on?

A focused set of Design Guidelines for Crown Hill would focus on specific design guidance for specific area or topics that are unique to the context of the neighborhood.

The following themes are based on what we've heard so far from the community. Let us know what you think is important to include!

Leave us notes and let us know what you think!

What do you agree with?

Have any great ideas?

Placemaking at gateways & prominent corners

"Gateways" define the edges of Crown Hill, and should receive a high degree of unique design articulation and features.

AGREE DISAGREE

"Prominent corners" contribute to a sense of place and should receive some degree of special architectural and design treatment.

AGREE DISAGREE

Design and activation of on-site open spaces

A large variety of open spaces are desirable to create a "front yard" for the neighborhood and contribute to a coherent network of neighborhood open space.

AGREE DISAGREE

Open spaces at street-level should be designed to be welcoming and easily accessible to the public.

AGREE DISAGREE

Design concepts, materials & colors

Buildings should express design concepts and use materials that are durable, timeless, and highly-articulated.

AGREE DISAGREE

Simple, but varied building massing and articulated facades should contribute to a fine-grained pedestrian scale environment.

AGREE DISAGREE

90th & Mary

Design all street fronts for activation, visual interest, and variety. The design of buildings and streetscapes should support the use of the public realm as an "outdoor living room".

AGREE DISAGREE

Design of residential and commercial frontages to create a lively pedestrian environment and encourage interaction and permeability between activities in the building and the outdoor public realm.

AGREE DISAGREE

Improving the pedestrian experience on busy corridors

Use lush vegetation and highly articulated facades at street-level to create a welcoming pedestrian experience.

AGREE DISAGREE

Strategic setbacks for commercial and live-work uses to provide wider setbacks, space for building entries, and accommodate activities "spilling" into the public realm.

AGREE DISAGREE

Family-friendly design

Design near transit stops

Space for big trees

Integrating art and local cultures

Landscape species