

# CROWN HILL COMMUNITY WORKSHOP 3

## Refine & Prioritize

June 23, 2019 from 12:30 - 2:30pm @ The Parla Apartments

### WORKSHOP SUMMARY

- In general, participants supported the three community priority areas.
- There was significant interest around adding pedestrian space to Mary Ave and 90<sup>th</sup> to create a place for community events and enhanced pedestrian realm.
- Many participants were supportive of more open spaces, green spaces, and social spaces that are adjacent to or visible from the public realm (as opposed to private or inward facing courtyards).
- Participants were enthusiastic about wheel-stops as cost-effective pedestrian infrastructure. Many had positive reactions to more landscaping and trees, but voiced concerns that neighbors might want to retain as much parking as possible.

### Station 1: Welcome & Background

- Crown Hill Loop
  - General support of Loop as a safe, slow, pedestrian-friendly route around the neighborhood
  - Desired elements on loop: open space (12); trees (11); play spaces (8); art (7); pollinator plants (7); rain gardens (6)
  - Notes
    - Somewhere for smaller kids to play
    - Access to light rail extended to Crown Hill
    - Sidewalks from 85<sup>th</sup> to Holman on 13<sup>th</sup>
    - Community gardens

### Station 2: Creating Holman Grove

- General support for alternative sidewalk design as a way to create community gathering spaces
- Many liked the idea of limiting vehicles in a small area to make pedestrian-friendly, but noted the challenges of doing so
- Notes
  - Like it the way it is; "not a place where people come" is a positive characteristic
  - Residential-focused is okay
  - Like "around corner" option; something to draw people to businesses
  - Incorporate green space to "stop off" while walking
  - How can I help?
  - Limit car/vehicular space
  - Keep future light rail expansion in mind
  - 85<sup>th</sup> & 15<sup>th</sup> bottle neck
  - People diverting to quieter residential streets to avoid traffic
  - Lack of setbacks undercuts ped focused streets
  - Make more room on street for pedestrian and bikers

- Restrict parking to increase intersection visibility
- Hybrid of 90<sup>th</sup>/around corner; only move on to next phase if busy/growing
  - Phase 1: 90<sup>th</sup>
  - Phase 2: park on grass patch
  - Phase 3: Mary
- 90<sup>th</sup> - dark and drab, needs activated uses to increase foot traffic
- Canyon-like due to tall buildings; more public space between buildings
- More diversity in built environment
- Too developer-driven
- Mid-block space creates breathing room
- Rapid ride needed on 85<sup>th</sup> (east-west)
- Require green and open space as part of ne housing units
- Like promenade idea, one big area instead of 2 smaller on each side

### **Station 3: Future Redevelopment on Holman Road**

- Improving Pedestrian Experience 15<sup>th</sup>/Holman
  - Participants generally in favor of wider setback to increase space for landscaping and/or a wider sidewalk.
  - Participants generally in favor of mid-block corridors on long blocks
  - Notes
    - Bigger buffer needed on 15<sup>th</sup>
    - More plants
    - Buffer on both sides of sidewalk
    - Even a small buffer can work on side street
    - Landscape buffer needed on Holman
- Shaping Future Redevelopment
  - Notes
    - Support mid-block connections, like Morrow Lane in Greenwood
    - Vary and stagger building height
    - Consider access to sunlight and shadows
- Types of Open Space
  - General support for open space and amenity space types that faces the street/public realm: corner plazas or entry plazas, mid-block pedestrian walkways, patios or stoops at the street
  - Generally not in favor of spaces not visible from the public realm: internal courtyards, rooftop decks
  - Notes:
    - More passive recreation space and community gardens
    - Prioritize public over private
    - Spaces facing street
    - Atriums for using all year round, or covered outdoor spaces
    - Similar to "pedestrian promenade" idea, a small green area for relaxing in the shade, or a pocket park

- Notes
  - Make space for community gardens and passive open spaces.
  - Slow traffic down, reduce speeding through neighborhood streets
  - Make open spaces publicly accessible
  - Make sure public open space is activated
  - Crown Hill Center agreement is changing, we will need a new gathering/community center
  - Private spaces for newer development comes at the loss of privacy for existing residents, and takes away sunlight
  - Development standards should be directly determined by the people of the particular village; livability should be respected even for those who cannot afford to live in Seattle
  - Pay attention to the shadow pattern for the different seasons, and prioritize sunlight into open spaces
  - Use setbacks to preserve sunlight access
  - Use permit fees to finance urban village improvements
  -

#### **Station 4: Where the sidewalk ends**

- Where the sidewalk ends
  - Notes
    - Would love to see rapid ride line that goes east/west
    - Connections Ballard to Crown Hill
    - 13<sup>th</sup> needs sidewalk and traffic calming
    - A shared assessment with city participation would work
    - On 92<sup>nd</sup>, cars park close to fence so no room for pedestrians, yes to wheel stops
    - Put trees where cars don't drive
    - Bus only lane on Holman
    - Wheel stops on 13<sup>th</sup>
    - Need wheel stops! Painted pedestrian and bike lanes don't deter cars. And since there is no physical separation between roadway and walkway, a feeling of safety may not be achieved.
    - Prefer speed bumps with cuts for wide trucks and bicycles
- Types of cost effective sidewalks
  - General support for both ideas
    - Participants noted that more neighbors might be supportive of strategy 1, which includes more parking instead of planting strips
  - Notes
    - RPZ needed
    - New senior housing with no parking proposed
    - More likely that neighbors would be supportive of strategy 1
    - Walkway should be permeable
    - Pathways on 92<sup>nd</sup>
    - We need parking because apartments are being built without it

## Station 5: Prioritizing Work + Design Guidelines

- Topics for Design Guidelines
  - Participants generally agreed with the topics and high-level design topics/approaches provided at the meeting (see photos below for dot responses).
  - Notes
    - Space at transit stops
    - More trees
    - Put some teeth into design guidelines to ensure the concerns of the affected neighborhood
    - Buildings should respond to existing density, locations of retail in relation to residential
    - Design guidelines should support future opportunity for light rail in Crown Hill
    - Larger setbacks to preserve trees
    - Open spaces that are kid-friendly
    - Wider planting strips plots
    - Lower speeds on Holman
    - Safe places to walk
    - Discourage cut-through traffic
    - Design buildings to blend in with existing buildings—Tudor, Queen Anne, Mid Century Modern, not just boxy Bauhaus designs
    - 15<sup>th</sup> bus stops; 17<sup>th</sup> ped and bike corridor relocation
    - Buildings with varying materials, colors, texture, wood and brick
    - Buildings with access adjacent to sidewalks
- Prioritizing Ideas
  - The top priorities were: Green and open spaces to play (13); Increased tree canopy (11); increased sidewalks or landscaping as part of future development (9) green stormwater infrastructure to fix drainage issues (9); increase the amount of green and social spaces associated with new development (8); low-cost sidewalk alternatives (7); mid-block pathways on long blocks (7); and land use tools that shape future redevelopment (6)
  - Notes
    - Affordable housing anchor project
    - Green and social space should be for tenant use
    - P-Patches - new and keep

# WELCOME TO WORKSHOP #3!

## PROJECT GOAL

To create a community action plan for the Crown Hill Urban Village

## TODAY'S GOAL

Focus on desired outcomes to help shape policies that guide future development and investments

## NEXT STEPS

Refine ideas based on feedback and draft community action plan

## 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.

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



## 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.

## 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.

## 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.

## The Community Planning Process



We are here!

# 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

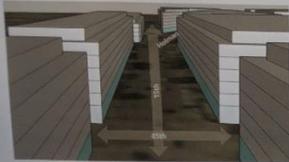
## Under Existing Regulations...

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.



LANDSCAPE BUFFER NEEDED AT THE MAIL

A landscaped buffer between the building and sidewalk provides a more substantial buffer for residents. (C/O Trail Blvd)



Basement level needed on 15th.



Wide dense landscaping buffer between the street and sidewalk

More built space at the sidewalk

I LIKE A LOT OF PLANTS



# WHERE THE SIDEWALK ENDS

4

## 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

Should look to the Rapid Ride 160 E-10 (up to 15%)

### Cost-effective walkways in

Streets 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 to install traditional sidewalks per block: \$400,000  
 Cost to install wheel stops per block: \$20,000 - \$40,000

Consider how sidewalk is used - maybe not all the street

### Cost-effective walkways?

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

17th needs more sidewalks + traffic calming

A shared assessment by city participation would work.

### 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.



### Traffic Calming Devices

Roadway features

Can slow down car traffic, making streets safer.



Painted curb bulbs or treatments slow cars as they approach and provide a safe place 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. **Identifying potential issues or constraints.** Are people on your street using the right-of-way as personal property? Are there obstructions, like fences or retaining walls? These should 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!

### 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.



17th Ave NW

Has any one been in this area?

Wheel stops on 13th

asphalt parking

# SHAPING FUTURE REDEVELOPMENT

3

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

More green space in public realm

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

### 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 the street

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

We should add green space as we add residents.

More open space and safe places for kids and teens.

### 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



Consider applying to Seattle's Sidewalk

WAY TO SUCCESS: BALANCING BUILDING HEIGHTS.

### Strategy 2: Open spaces along Mary Ave

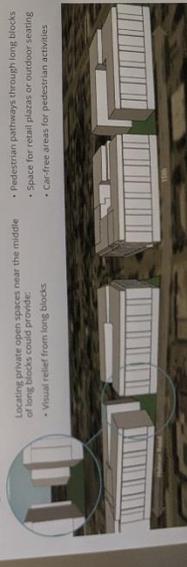


- Locating private open spaces along Mary Ave could provide:
  - Visual relief from large buildings
  - Space for landscaping and trees
  - Space for small retail plaza or outdoor seating



It's like the Statue on this area one

### 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?



3

Mid-block pedestrian walkways



Private spaces  
Yes, more

Internal (private) courtyards



Yes  
Public  
Plazas

Small plazas at corners or building entries



Private  
Plazas  
Private  
Plazas

Private patios or stoops



Rooftop Decks



Balconies



No  
Private  
Plazas

Private spaces  
Yes, more

Private spaces  
Yes, more