

Appendix A

COMMUNITY WORKSHOPS

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Community Workshop Boards can be viewed at

www.seattle.gov/ongoing-initiatives/crown-hill-urban-village

COMMUNITY WORKSHOP #1: SHARE, LEARN & VISION

October 13, 2018

9:30 – 11:30 @ Crown Hill Center Gymnasium

Summary: Common Themes

1. **Safer, better connections for pedestrians:** More sidewalks, especially to make it safer for children and seniors. Concern over losing on-street parking. Desire to slow down traffic on major streets for safety and to improve pedestrian experience; others have concerns about keeping traffic moving efficiently.
2. **More green:** Desire for retaining and adding both trees and open spaces.
3. **Variety and affordability of homes:** More family-sized, affordable housing. Desire to maintain existing smaller-scale detached houses. Concern about price of new construction. Concern about displacement of existing residents.
4. **Design aesthetic & scale:** Desire to shape the quality of new buildings (setbacks, light and advance distinct design (setbacks, light, and air access, etc.). Concern over contemporary architecture and scale of new development.
5. **Fostering a "center" and business district:** Desire for a walkable "center" with mix of retail uses. May need two smaller nodes to serve the whole village. More small and/or affordable spaces for local businesses. More "public life" and improving safety.
6. **Drainage:** Improve flooding controls, especially in areas where pooled water during times of heavy precipitation impacts pedestrian safety.
7. **Transit connections:** Desire for more frequent, more convenient bus service, including safe pedestrian pathways to get to bus stops.
8. **Public life and community identity:** The Dane, Dick's, Crown Hill Park (and skatepark), pedestrian overpass, Taki's, Baker Park, Turtle Coffee, were mentioned as places people like. However, there is a desire for more local retail, and to create a distinct identity that is not "north Ballard". Concern over public safety, especially in parks and at night.

The notes below are transcribed exactly as written by community members at the workshop, except where handwriting was difficult to read. Images of the workshop boards with notes are available.

1. SHAPING GROWTH

1a. Where and how could new development help foster a strong "center" for the urban village?

- Look at 70th; Delancey's etc. as an example
- More neighborhood (not destination) businesses and retail
- Consider even more active uses at Crown Hill Center
- Better and faster transit
- Look at better plan to implement trees/greenery in a cohesive way for entire area
- Improve pedestrian experience

- Slower speeds
- More trees along 15th
- Transit is necessary to get people out of cars, but new buildings need to provide some parking
- Maybe look at two smaller centers; 85th/15th area and 90th/Holman to Greenwood; Crown Hill is a very long and narrow, not sure 1 center would serve all stakeholders

1b. How and where should new development go to minimize displacement of existing residents and businesses?

- Taxes are too high for people on fixed incomes, which causes displacement
- Non-urban village areas should be required to pay yearly fee to be invested in urban villages to mitigate displacement of long-time urban village residents
- Displacement of residents is the more important problem
- Arterials maintain existing community

2. MOBILITY AND ACCESS

Notes from map:

- Shoulder is torn up during construction of development, private development should be required to leave it how they found it
- 14th slow down traffic, connect Holman to Blue Ridge
- Parking is an issue, especially around the Crown Hill Center
- 92nd Street: better, safer connections between CHC and middle school
- Dick's: lots of neighbors walk there; lots of cars so make it a safe place for peds
- Revisit this connection; bad sightlines at 90th and 12th
- Speeding issues on 90th
- 12th: speeding an issue, add speed humps
- @15th and 85th: Signals should be more in favor of pedestrians, not cars; lights not long enough for peds
- Park & Ride for 15th/85th
- [drawing] 17th, include angled parking on one side, one lane of traffic, a bike lane, and a sidewalk, and a culvert
- People run the light at 15th and Holman
- People are left behind at bus stops, more frequency needed!
- Need treatments to reduce cut through traffic on 16th @ 80th; people wanting to avoid the light at 15th and 80th
- Safeway to be redeveloped to allow delivery trucks, require a transit plan
- Bento Sushi redevelopment is a senior center, with no parking on site; parking is going to be an issue
- Flooding at NE corner of 15th and 85th
- Improve sidewalks along Holman road (tree root uplift)
- Backside of big box on Mary Ave is dangerous

2a. What are the most important issues to address related to how people move around and to Crown Hill?

- Keep pedestrian overpass
- More traffic calming; redesign local residential streets
- Lights/crossings should respond to pedestrians and
- Holman Road bisects the neighborhood
- Keep 15th/Holman as faster route in, through and out

- Give more bus priority in rush hours thru 15th/Holman
- Parking?
- We need slower speeds on Holman
- Tow cars at 7:00am when parked in a bus zone
- More greenways and sidewalks north of 85th
- Provide connections from neighborhood to 15th/85th transit hub and CH hub center

2b. What are your ideas for improving walkability and pedestrian safety in Crown Hill for all ages and abilities?

- More sidewalks on the blocks directly adjacent to Whitman
- Flooding at Holman, can't walk on sidewalk
- Plan for more walkable connections/improvements in Whittier Heights to 85th and to Holman commercial
- Enhance and widen ROW in select locations for focused pedestrian use
- Need more pedestrian crossings across Holman road

Notes on map

- Visibility concern at 12th Ave and 92nd Greenway
- Busses going up on sidewalk to go around traffic on 85th, west of 15th
- @ 21st & 85th: Light for safer crossing to access transit stops, like at 17th

Notes from pad

- Look at safety for middle schoolers walking. Make the sidewalk usable
- Cars are parking out into the road
- Look at increasing student population; bubble or trend? 35 new students at North Beach
- Put affordable homes in the new buildings
- Put 3 bed 1 bath for family use
- Require developers to pay significant compensatory fees when their projects reduce trees and greenspace in residential urban villages
- Require MF projects to submit and adhere to a construction parking management plan; violators to be denied further building rights within urban villages
- More ground-related housing or housing with elevators for people with mobility challenges
- Use lower-level landscaping on the streets, shrubs and flowering plants. Combine with drainage improvements. Asphalt sidewalks through landscaped areas.

3. HOUSING

3a. How and where would more housing fit into the neighborhood?

- Some 2-3 bedroom 1-2 bath "small footprint" homes, i.e. 1,000 square feet for families at a (subsidized?) price point for income levels of 30-40k. Upper Crown Hill is very much a family neighborhood.
- Apartments along arterial 15th Ave in both directions
- Apartments on top of stores, along 15th and along Holman from 90th to 83rd
- Look at what Shoreline is doing with the old Sears lot at Westminster Way and Aurora...good ideas there!
- More gradient of zoning out from 15th and 85th to transition and step down more, higher zoning in single-family zones

3b. 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?

- Single-family with ADUs/DADUs
- Require rowhouses to build parking
- MFTE units
- Ensure housing has setbacks
- No more apartments they do not work
- More RSL off of the arterial roads
- New senior housing on 85th and 15th must have onsite parking
- More 5-7 story mixed-use with retail along 15th and 85th to create walkable business corridor
- More homes above good retail, like the new PCC in Green Lake
- Greater than 75' heights in center at 15th/85th and other central areas

4. COMMUNITY ASSETS & IDENTITY

4a. How can new development contribute to enhancing the identity of crown hill?

- Distinct architecture and brick
- Neon signs, want more color looks good
- Impact fees/mitigation for development should go to community benefit projects
- Wallingford Center - smaller retail spaces co-located can be more affordable
- Need a community heart and retail center
- I go to Greenwood because it has more life (to go walking and shopping)
- New development at 15th and 85th - want more businesses there
- Give it a walkable neighborhood character
- Businesses must partner with the community
- Shop at PCC and Fred Meyer because groceries aren't great
- Need more small office space, diverse commercial space
- Lost walkable restaurants
- Third Place Books - retail mix in one space is good model
- Want way to guide development and have community input
- Live/work developments don't work to provide retail
- Need restaurants and coffee shops
- Safeway is being reconfigured for delivery and pick up becomes less pedestrian
- New development is not required to have parking and it clogs streets
- Retail is changing to cater to younger tastes
- Need design standards
- Drive through espresso, etc. very tailored to autos, not good for walking
- Need some parking, for groceries, want more underground parking
- Need more parks; urination and needles are a problem
- Construction trucks tear up street and make walking worse; they aren't repairing it
- Historic preservation of houses near urban villages

4b. What cultural assets contribute to crown hill's identity, and how can these have a more visual presence in the neighborhood.

- Grumpy D's is a big loss; was community gathering space
- Dick's
- "Upper Ballard"
- Pedestrian overpass
- New park at Mary Ave and 84th has challenges
- The place where they almost put the Monorail stop at 15th and 85th
- Views have been lost by development
- Cemetery serves as a park but is private; is good for biking
- Big box stores are good, but not good for walking. Lots of parking lots.
- Nice, quiet little neighborhood
- Thai Siam
- Taki's Greek
- Swanson's Nursery
- You know you are here when you see the pedestrian overpass
- Arts was bought by QFC, which was a loss. Arts supplied the fishing industry with a mix of goods
- Small Faces playground and skatepark important
- Sidewalks
- Hardware store is gone
- Wish we had more shops like on 70th
- Townhouses with brick facades add to character
- Dentist & Bob Johnson's Pharmacy

Notes from mapping exercise

- Places you shop:
 - Dick's, Value Village, The Dane, Bob Johnson's, Safeway, hardware store
- Places you recreate
 - Cemetery, Crown Hill Park, Soundview Playfield, Baker Park
- Community Hearts
 - Existing: The Dane, Crown Hill Center
 - Aspirational:
 - Area around 14th/Mary and 90th street - McDonalds, Turtle Coffee, Title & Escrow
 - 15th & 85th
- Landmarks
 - Pedestrian bridge
 - Safeway, Talta Townhouses

Notes from pad

- Maintaining the identity and character of the community; impacts of light, access to sun, residential gardens, plantings, trees
- Parking for residents - what will be the impact
- Density - impacts to long-standing residents

- Impacts to sewer and drainage
- Interested in location of central retail hub
- Waiting for zoning change to decide on upgrading home or selling
- Developing a unique identity to the Crown Hill Urban Village that we are not North Ballard
- Preserving unique presence of tree groves throughout Crown Hill
- Making routes to retail more walkable with sidewalks, bike lanes; no more sidewalks to nowhere
- If you do away with cars, you won't be able to pay for Sound Transit
- Crossing streets is dangerous, even at major intersections with signals.
- Need to understand what this process will lead to-what the plan is-how does this relate to the zoning process
- Want to see all the responses unfiltered, and want to see the results
- Any urban village should have its own public community center
- Don't want sidewalks because it reduces parking
- Don't have city amenities of an urban village
- Losing too many amenities, such as trees, green space, "mom and pop" businesses, to upscale multifamily housing. MF housing that displaces commercial should be required to go mixed-use with street level retail

5. DRAINAGE AND NATURAL FEATURES

5a. How can we enhance and integrate more "green" elements and nature into crown hill?

- More trees, yes, but don't block sightlines coming out of alleys and cross streets.
- More drainage requirements for new development
- More rain gardens and bio swales
- More trees
- Trees to shade the streets
- More collaboration with Groundswell NW and Parks Dept in OPCD & in new plan
- More density to protect forests on urban edge/rural King County
- Trees down center of 15th
- More drainage and vegetation requirements/mitigation for new development
- Raingardens/sidewalks in area with no sidewalks and flooding
- Improve & activate existing parks
- Pocket parks
- Stronger tree protections to save our tree groves
- Have developers pay for upgrades to parks and sidewalks
- Retrofit current drainage issues and integrate as mandatory for new construction

5b. What are the most critical environmental issues to address in Crown Hill?

- More green and less asphalt at big box stores and huge parking lots.
- Litter - need more trash bins on corners.
- Flooding on the 17th Greenway
- Reforestation in available areas - ROW and open space
- Fix flooding along Holman east side in front of Petco; can't walk down sidewalk in rain
- More trees, less density

- Concentrating people in already urban areas vs. suburban fringe or Tacoma/etc.
- Walkable/bikeable and safe feeling can help carbon and climate change
- Density and access to transit can help combat climate change

5c. Notes from pad

- Issues with drainage cannot redevelop property; too much flooding; what can a homeowner do to redevelop?
- Issues with flooding on Greenway, cannot walk on sides
- Drainage overflow on 85th
- Continued connectivity for pedestrians
- More cross-departmental collaboration
- What is the % tree coverage in Crown Hill?
- GSI vs. street parking
- 12th - fast traffic, need sidewalks lots of trucks, lots of kids
- Make walking scenic
- Water-wise gardens, low-maintenance shrubs in parking strips; keep sightlines clear with landscaping
- Don't make rain gardens too deep
- Woonerfs in commercial areas and traffic calming. Create attractive nodes for people to gather.
- Educational opportunities

6. WHAT IS YOUR BIG IDEA FOR CROWN HILL?

- Speed bumps on 14th
- A walkable neighborhood center that people can congregate in the heart of the village
- A roundabout at 87th and 12th or 90th and 12th to slow down speeders.
- More retail and central shopping area—set back from sidewalks
- More pedestrian-friendly infrastructure, sidewalks
- A mini skyline of taller buildings in the center will give area identity and welcome neighbors
- A center area with small shops and space to hang out-walkable from everywhere
- Some place to gather/meet my neighbors, with shops, restaurants, services, that is walkable
- Requirements for more on site parking for all developments
- More restaurants and businesses to walk to on 15th
- More friendly for walkers trying to cross 85th to get to bus stops
- No new sidewalks because it reduces parking. There are too many developments that provide no parking spaces.

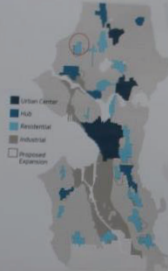
SHAPING GROWTH

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	1,203	97	48.7
Greenwood/Piney Ridge	1,757	44	273
Madge Swaine	1,542	76	119
Aurora Urban Springs	1,454	232	14.9
Coanview City	2,489	276	12.4
Crown Hill	3,987	709	18.6
South Park	1,922	184	7.2

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
Population	16.8%	33%
Median Household Income	\$76,401	\$65,270
Median Age	10.9%	33%
Population 18 and Under	18.6%	15%



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.

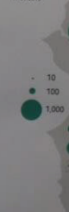
Residential Uses

A few larger mixed-use developments have provided most of the new housing units, while townhouses have addressed 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

2014-2015



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.

Story of Development in Crown Hill

- Prior to white settlement, Native people long inhabited this land. Permanent villages were located along the shores of Shishoia Bay. The area that is now Crown Hill was heavily forested with stands of Douglas fir, hemlock and spruce.
- White settlers began to significantly alter the landscape of what is now Seattle in the 1850's.
- 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.
- 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.
- In 1954, the area north of NW 85th Street was annexed by Seattle. At this point, much of the area had been planned 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.
- 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.

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?

Let us know what you think!

- LOOK AT 70th ST AS AN EXAMPLE.
- MORE NEIGHBORHOOD (NOT DESTINATION) BUSINESSES.
- CONSIDER EVEN MORE ACTIVE USES AT CROWN HILL CENTER.
- Improve pedestrian experience
- Improve public space
- Improve transit

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

- TAXES ARE TOO HIGH FOR PEOPLE ON FIXED INCOMES, → CAUSES DISPLACEMENT.
- Non-Urban village areas should be required to pay yearly fees to be invested in Urban Villages to mitigate displacement of long-time U.V. residents
- Displacement of residents is the more important problem
- Materials handling evenly

MOBILITY & ACCESS

Street Network & Transit

Connectivity & Character

Crown Hill developed as a suburban area that could be accessed easily 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 white 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.

Transit

Three frequent transit lines connect in the heart of Crown Hill providing 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 Leyal 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.

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 sparse 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

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 on 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. SPOC 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.

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, opportunities for play-making, and provide routes for getting to popular destination schools, parks, and business districts.

Crown Hill has an existing Greenway on NW connecting Soundview Playfield to Bay Park in Ballard.

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



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

Transportation Facilities



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.



The intersection of 17th Ave NW and NW 85th Street has pedestrian crosswalks and signs, but is otherwise not a destination with pedestrian-friendly design or activating uses.



Many of the commercial uses along Holman Road are oriented toward parking lots, car-bais, and drive-thru, and are not designed for pedestrians as the primary user.

Ideas & Opportunities

- Improve east-west connections across Holman Road and north-south connections across NW 85th Street.
- Shift walkable retail core from Holman to 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?

DRAINAGE & NATURAL SYSTEMS

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

- Let us know what you think!
- More trees
- More greenery/bioswales (aesthetically and functional)
- Have developers pay for upgrades to ditches & manholes = incentive
- More gardens/ rain gardens & bio swells!
- More rain gardens
- More drainage retrofit for New Over.
- Tree to the street - sidewalk trees - back of 15th
- Let's do a central drainage issues & identify a market buy for better construction
- Rain gardens / Sidewalk canals in areas w/ no sidewalks / flooding
- More collaborative w/ ARD/INDUSTRIAL IN & PERS DEPT. IN DEP & IN NEW PLAN
- More sensitive & vegetation retro w/ MITIGATION FOR NEW IMP.
- Improve & activate existing parks
- Pocket parks
- More densification to protect forests on urban edge / rural King City
- Tree dom center of 15th
- Stronger tree protections to save our tree groves.
- density and escape to transit can help combat climate change
- walkable / bikeable and safe feeling can help combat climate change

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

- Flooding on the 17th (rain day)
- Flooding at end of 17th
- Mud green and less asphalt & for green @ 8th Ave Street ramp parking lots
- Let's need more trash bins on corners.
- REFORESTATION w/ AVAILABLE AREAS - ROW & OPEN SPACE
- Fix Flooding along Holman - east side in front of pet co - can't walk down side walk in PM
- More trees less density
- concentrating people in already urban areas versus sub urban fringe or farmland etc.

WHAT ARE YOUR BIG IDEAS FOR CROWN HILL?

- SPEED Bump on 14th!
- A walkable neighborhood center that people can come to the village
- More retail & central shopping area - get away from sidewalks!!
- A center area w/ small shops & spaces to warm up / walkway from esplanade
- Some place to eat/drink / meet my neighbor / shop / restaurants / services walkable
- More pedestrian-friendly infrastructure - Side walks
- A round about either at 870 + 12th or 90th + 12th to slow down the speeders.
- More restaurant & business to walk to on foot
- A mini sky line at taller buildings in center will give area identity and welcome neighbors
- Requirement for more on site parking for all developments.
- more friendly for walkers - things to come with to get to bus stops.
- NO sidewalks because if reduces parking then we're more comfortable that people on foot in areas

Crown Hill needs...
I want...
In 20 years....

CROWN HILL COMMUNITY WORKSHOP 2

Exploring Emerging Directions

March 3, 2019 from 12:30 - 2:30pm @ Crown Hill Center Gymnasium

WORKSHOP SUMMARY

- In general, participants supported the three community priority areas.
- There was significant interest around creating a unique identity for Crown Hill, both as unique features in the built environment, and by attracting unique small and local businesses and places to walk to.
- Many participants were supportive of more open spaces, green spaces, and social spaces in the public realm.
- Walkability and safety were common themes, both in regard to the lack of pedestrian infrastructure and need for more traffic calming.
- Desire for pedestrian and streetscape improvements in the near future, without waiting for private redevelopment of sites.

Community Priority A: A distinct community with great destinations and a vibrant public realm

- Establish or enhancing gateways into Crown Hill with signage, art, or trees. Support for painting the pedestrian bridge over Holman Road.
- Focus Area: 90th & Mary
 - Shape long-term vision of 90th and Mary as a community heart/destination
 - Support for with pedestrian-priority streets, small businesses, and gathering spaces for events and socializing, seating, businesses that "spill out", space for community market and/or vendors
 - Short-term activation of 90th
 - Painted plaza or pedestrian only street for community events
 - Supportive of painting streets, murals on blank walls, activating uses such as food trucks, music, tables and chairs, events
- More green and open space, green stormwater infrastructure, and street trees; opportunities for P-Patches and/or other gardening spaces
- More community gathering places throughout the neighborhood, places to hang out, bump into neighbors and build connections, free or low-cost activities, especially for children, teens and families
- More businesses and unique destinations to walk to.

Community Priority B: Streets that encourage walking and make it easy to get around

- Support for alternatives to sidewalks as a way to complete network of pedestrian infrastructure, especially permeable surfaces that help address drainage issues. Further exploration for organizing and reallocating space in the right-of-way for other uses that support public life is needed.
- Prioritize connections to transit and schools
- Use traffic diverters to reduce cut-through traffic

- Use design strategies other than traffic humps to slow down cars
- Redesign 17th Ave Greenway to include safer pedestrian travel, GSI, parking, and traffic calming. Additional exploration of design concepts needed.
- Create a walking/biking loop (92nd to 17th to 83rd to Mary)
- Additional crossings on arterials, especially at Mary & 85th and at 15th & 83rd
- Make 15th/Holman more pleasant for pedestrians
- More street trees, medians with trees, and landscaping along 15th & Holman
- Improve bus stops, create a transit hub or amenities at 15th & 85th

Community Priority C: Connected & thriving communities

- More art everywhere
 - Murals on blank walls
 - Incorporated into new development
 - Crosswalks
 - Consider designating an "art walk" around the neighborhood
- Opportunity with redevelopment of large parking lots to:
 - support small businesses
 - include family-sized units
 - increase vibrancy of streetscapes with active uses and more people
- Better utilize/enhance existing amenities: Baker Park, Crown Hill Center
- More community events, stronger identity of business district

WORKSHOP NOTES

The notes below are transcribed as written by community members at the workshop and from staff note, except where handwriting was difficult to read. Images of the workshop boards with notes are available.

PRIORITY A

Mapping Ideas

- Connect all four neighborhoods
- Food trucks
- Art as landmarks and gateways
- Support for painting Holman Bridge
- Gateway locations & concepts
 - Move gateways closer to "center", instead of at edges of urban village
 - Can be a sequential experience, not necessarily one at each corner
 - Art, murals, sculptures, signs, or a tree-based concept
- Events at community space
 - Movie nights
 - Food trucks
 - Bands
- Support for painting 90th
- Treed boulevard on 15th; add more medians like at north end
- Slow down cars on Holman – slow down to get a "sense" of being in Crown Hill
- Opportunity for walking loop, and/or better north-south pedestrian connections

Short-Term Ideas for Mary

- Fruit trees in parking lots
- Food trucks
- Music fest
- Murals on blank walls
- Planter beds of different heights and sizes for all ages
- Support for painting street
- Support for a "shared street" or pedestrian-only/priority street
- Lighting
- Picnic tables
- Weekend events

Future Ideas for Mary & 90th

- Locus of Crown Hill, a "Pioneer Square" for Crown Hill
- Walkable, pedestrian oriented
- Start in one place, make a compact node before stretching along corridors
- Central space for festivals, events, potlucks, movies, music, gathering, eating
- A plaza, bandstand, beer garden

- Bring people together
- Eyes on the street
- Relief and protection for current businesses after upzone
- City should invest in initial gesture
- Human scale buildings and design
- Slow down traffic on Mary, not with speed bumps but with design
- Need an anchor
- Need mid-block connections through to Holman
- Unique features and art
- Parklet-like streetscape down Mary, like precedent image with places or "large stoops" to hang out
- Covered seating
- Mary as a green pedestrian boulevard, expanded park, or "front yard"
- No income barrier to enjoying space
- Space for kids to play!

PRIORITY B

Notes

- Support for alternative sidewalks as a way to get more sidewalks built over a larger area
- Mixed opinions on parking configurations for 17th
- Put up more speed limit signs, and more enforcement
- Force cut-through traffic to arterials ("Berkley Barrier")
- Make sure development provides sidewalks where appropriate, pay elsewhere
- Need direct bus route from CH to downtown without stops at Ballard, QA
- Look for green infrastructure opportunities on 17th Ave Greenway
- Buses 15, 17, 18 - make one of them into 7 days a week with extended hours
- Make Rapid Ride stops more of a transit center, with meeting space, amenities
- Build from existing sidewalks to connect to transit, neighborhood hubs
- How will future transit changes at Northgate and Ballard change flows here?
- Need City Light to prune around power lines.
- Some sidewalks have root impacts, especially at Mary by 15th
- Can some funding from redevelopment pay for local improvements?
- Need for more consistent sidewalks
- 17th north of 85th should be a priority for pedestrian improvements
- City-build curb ramps at intersections to make it easier to string together sidewalks from development
- Options for a streetcar or frequent connector to future light rail?

Mapping Ideas

- Connections to Northgate and Ballard light rail
- Increase frequency of 45 for better connection to Northgate
- Enhanced transit center at 15th & 85th with seating, shelter, basics

- Bus only lane south to Ballard
- Parking will be an issue in the future
- Rear setbacks should be large enough to protect privacy of single-family houses
- More speed limit signs
- Need east-west greenway south of 85th; either 83rd or 77th
- Flooding issues east of 15th
- Retime intersections
- 13th north of 85th should be a priority for sidewalks
- Some street flooding at SE corner of NW90th and 14th Ave NW
- Open ditch around park should be filled in to provide more parking
- Visibility issues on back side of Dick's due to slope, lots of traffic
- Prioritize intersections, then fill in rest

17th Ave Greenway

- Needs lighting
- Humps don't work
- Keep parking, as parking needs will increase
- Back out parking could be dangerous
- Any visual separation would be helpful, even paint and bollards
- Support for moving sidewalks away from road and fewer parking stalls
- Increase number of diverters
- Use permeable paving or gravel for parking areas
- Parked cars or landscaping can provide buffer for pedestrians

Notepad

- Make Mary Ave more pedestrian friendly, with retail and interesting streets
- More small community spaces to bump into people
- City should improve streetscape before new development to encourage use
- Use Pioneer Square as an example of pedestrian realm improvements
- Support opportunity to reorient activity to more neighborhood streets, instead of Holman
- More blending of ped & car environment on 90th - woonerf like
- More vegetation and "natural" traffic calming measures - not speed bumps
- Love to see ideas for Mary as a "Main Street" to continue south of 85th
- Start with north end of Mary to concentrate energy
- Activate streets with blank walls or little lighting to reduce crime
- Food trucks!
- Neighborhood music festival
- Utilize area near QFC
- Opportunities for gardening, P-Patch spaces
- Gateway ideas: murals, bandstands, clear visual indicators, signs, paint the bridge, tree-based concept
- Look at 70th & 15th; more ped-oriented development
- Utilize surface parking for vegetation, food trucks, etc.

- Get art and murals on blank walls
- Destinations or community spaces should not always be commercial or hardscaped
- Don't turn back on 15th? Some concern about the amount of commercial street frontage
- Supported setbacks with green space
- More street lighting
- Expand Baker Park and create a pedestrian boulevard on Mary that connects it to 90th
- Supported mid-block connections
- Community center needed - Petco property?
- Create/link together a biking or walking loop: 90th/92nd to 17th Greenway, to 83rd, to Mary
- Slow cars traveling on Holman/15th

PRIORITY C

Mapping Ideas

- Library
- More overpasses or more/better signed crossings
- Banners
- Use ROW for gardening
- Activate Crown Hill Center and Crown Hill Park more
- Signage at Holman bridge
- Something special in block bound by 15th, Holman, and 90th (triangle shaped) at the bend in the road
- How can we use, preserve, or enhance views to west?
- The Dane is an existing hub, which holds the winter market

Notes

- Create a neighborhood center
- Parking garage with public space on roof
- Concentrate new services/restaurants/retail around bus stops and/or off 15th & 85th where traffic volumes are high
- As CH grows, need more open spaces to serve more residents
- Redevelop neighborhood center with affordable housing
- Consider QFC area where new senior housing will be constructed
- Locate space for small local businesses on side streets, with seating
- Welcome to Crown Hill on overpass
- Create garden space by repurposing right of way
- Art on blank walls on Mary
- Neighborhood market at Mary/90th?
- Street painting on 90th
- More bridges over Holman, safer crossings for peds
- Impact fees for community reinvestment
- Safe streets and traffic calming
- Capacity building, technical assistance, more facilitation
- Alleys not maintained by city
- Where do people hang out? Increased density creates opportunities for recreation and businesses

- Sense of community enhanced by gateways
- Structured and artistic integrity to gateways
- District specific streetscapes; BIA?
- Directories, kiosks, hanging baskets
- Crown Hill historic site near community amenities
- Safeway parking lot redevelopment with community benefits
- Police support
- North-south connectivity
- 83rd as Ped route
- New open spaces
 - Places to sit, watch activities
 - Unprogrammed open space
 - New urban open space with new development
 - Dog parks
 - Variety of parks and open space in urban village
 - P-Patch - acquire lot or relocate
- Improve existing open spaces
 - Crown Hill park

Notes on ortho photo

- Utilize CH Center as neighborhood gathering spot
- Incorporate QFC land, no amenities nearby
- Public art locations on ped streets, art show places for temporary art to be seen
- Entertainment: bowling alley, laser tag, movie theatre. Convert Value Village into bowling alley!
- Keep original MHA proposal for LR on both sides of 14th
- Want a pedestrian crossing at Mary
- Overpasses or underpasses for pedestrians so not dependent on traffic signals
- Focus peds and bikes on streets removed from heavy traffic
- How does the shift from SF to commercial happen so everyone is taken care of and happy with solution?
- *Drawn on map*
 - Mary as a pedestrian street, trees, slow or no traffic
 - Transit hub at 15th & 85th
 - Crossing at Mary & 85th
 - Public parking garage south of 85th & 15th; views west, park on top
 - Block off west portion of block at 90th & Mary to peds only, but allow access to businesses
 - Murals on blank walls on 90th and Mary Ave
 - Mural across from Baker Park
 - Public restroom near 15th & 85th, or as part of new "center"

WORKSHOP 2: OVERVIEW

Workshop Objectives

- Confirming what you told us is important to you
- **Get feedback on draft priorities that will be the focus of the Plan**
- **Explore and prioritize ideas and directions for the Plan**
- Update you on the process and timeline

Workshop Format

There will be three, 30-minute workshop sessions. Three workstations are set up around the room, each focused on a different Community Priority. You can stay for one session and pick the topic most interesting to you, or stay for all three and visit each station.

Introduction 10:30 - 11:00 | Work Session 1 11:00 - 11:30 | Work Session 2 11:30 - 12:00 | Work Session 3 12:00 - 12:30

How information is organized today...

Background Information Station

Check out these boards to get familiar with the planning process and what we've done so far.

- 1 What is Community Planning?**
This board provides information about the Crown Hill Community Planning process—what we've done and where we are going.
- 2 Background Data**
This board provides some basic background data about the Crown Hill Urban Village and city policies that help shape how Crown Hill grows.
- 3 What We've Heard**
This board provides a summary of input we've heard to date about the community's assets, opportunities, and ideas for what people want Crown Hill to be in the future.
- 4 Overview of Draft Community Priorities**
Based on discussions and feedback we've received so far, City staff have identified several key focus and priority areas to be part of the Crown Hill Community Plan.

Workshop Stations on Priorities & Ideas for Action

There is one workshop station for each of the draft Community Priorities. Drop by one or all three of the stations to give us feedback and brainstorm ideas with your neighbors!

Station A

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

Station B

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

Station C

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

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



Today's community workshop is the second in a series of four.

Each workshop will build on the one before it as we work towards developing an action plan to address community priorities.

Today's workshop is for exploring ideas that address community priorities!



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

GREEN STORMWATER INFRASTRUCTURE

Explore how large development can contribute to an open space network that supports the public realm

- Small plazas
- Urban gardens
- Large trees
- Places for art

Use Green Stormwater Infrastructure (GSI) to beautify public spaces while solving local drainage problems

Transform underutilized space on streets or long blocks into places for greenspace, plazas, performances, art, or play areas

- Where are underutilized spaces?
- What could go there in the short term?

Create gateway features at the "entrances" to Crown Hill

Where are the "entrances"?
What features should be there?

WALKING LOOP!
Walking Loop is a way to connect the city's pedestrian network.

CONNECTED NETWORK OF PED PATHS

Active outdoor space... community garden

LOW DOWN TO GO TO "SEAS" OFF BEING IN C.H.

Tree-d road on 15th?

ANYTIME OPTIONAL IMPROVEMENTS OR IMPROVING TO GO

WELCOME TO CROWN HILL

Gateway! visuals art signs Tree-lined Street

ADD ART TO THE PEDESTRIAN BRIDGE

Transform a portion of a street into a community space or "street room"

- How to transform 90th in the short term?
- How to transform 90th in the long term? How can new development support a community heart?

IDENTIFY AND ENHANCE EXISTING LANDMARKS

- What existing landmarks should be emphasized?

EXPLORE URBAN DESIGN STRATEGIES TO RE-IMAGE LARGE BLOCKS AS MIXED-USE DESTINATIONS

- How can large parcels be redeveloped with more pedestrian-friendly design?

Handwritten notes include: "Patches Spaces Band STAYS", "How do we...?", "what about \$\$\$...", "N-S connection connects community", "active outdoor space... community garden", "Walking Loop! is a way to connect the city's pedestrian network.", "Low down to go to 'seas' off being in C.H.", "Tree-d road on 15th?", "ANYTIME OPTIONAL IMPROVEMENTS OR IMPROVING TO GO", "WELCOME TO CROWN HILL", "Gateway! visuals art signs Tree-lined Street", "Add art to the pedestrian bridge", "Transform a portion of a street into a community space or 'street room'", "How to transform 90th in the short term?", "How to transform 90th in the long term? How can new development support a community heart?", "Identify and enhance existing landmarks", "What existing landmarks should be emphasized?", "Explore urban design strategies to re-image large blocks as mixed-use destinations", "How can large parcels be redeveloped with more pedestrian-friendly design?", "Where are the 'entrances?'", "What features should be there?", "Plaza", "Patches Spaces Band STAYS", "How do we...?", "what about \$\$\$...", "N-S connection connects community", "active outdoor space... community garden", "Walking Loop! is a way to connect the city's pedestrian network.", "Low down to go to 'seas' off being in C.H.", "Tree-d road on 15th?", "ANYTIME OPTIONAL IMPROVEMENTS OR IMPROVING TO GO", "WELCOME TO CROWN HILL", "Gateway! visuals art signs Tree-lined Street", "Add art to the pedestrian bridge", "Transform a portion of a street into a community space or 'street room'", "How to transform 90th in the short term?", "How to transform 90th in the long term? How can new development support a community heart?", "Identify and enhance existing landmarks", "What existing landmarks should be emphasized?", "Explore urban design strategies to re-image large blocks as mixed-use destinations", "How can large parcels be redeveloped with more pedestrian-friendly design?", "Where are the 'entrances?'", "What features should be there?"

FUTURE IDEAS FOR 90TH & MARY

EXISTING CONDITIONS & POSSIBLE FUTURE DEVELOPMENT UNDER MHA

- Existing buildings
- Possible Future Development Under MHA
- Building setbacks
- Commercial uses required at street
- Maximum height allowed

EVOLVE 90TH AS A COMMERCIAL SHARED STREET

Shared streets prioritize public space while providing access to all modes of travel, with priority for pedestrians. These designs maintain greenery, street trees, and bicycle lanes, and support delivery and motor vehicles.

EVOLVE MARY AVE AS A STROLLING STREET WITH A MIX OF STOREFRONTS AND RESIDENCES

Ground-related or individual unit entries

Handwritten notes include: "LOCUS OF CROWN HILL", "A PIONEER SQUARE FOR CROWN HILL", "walkable small places", "Active block to reduce crime", "Shared streets prioritize public space while providing access to all modes of travel, with priority for pedestrians. These designs maintain greenery, street trees, and bicycle lanes, and support delivery and motor vehicles.", "Evolve 90th as a commercial shared street", "Evolve Mary Ave as a strolling street with a mix of storefronts and residences", "Ground-related or individual unit entries", "Flexible Spaces - Space that can accommodate parking or other uses that support retail or residential uses.", "Relief & protection for current businesses before opening", "How pay for street scape?", "WAG the dog - initial gestures", "Paving and a garden view", "Slow down Mary, space for public space (tree)", "Plaza", "Patches Spaces Band STAYS", "How do we...?", "what about \$\$\$...", "N-S connection connects community", "active outdoor space... community garden", "Walking Loop! is a way to connect the city's pedestrian network.", "Low down to go to 'seas' off being in C.H.", "Tree-d road on 15th?", "ANYTIME OPTIONAL IMPROVEMENTS OR IMPROVING TO GO", "WELCOME TO CROWN HILL", "Gateway! visuals art signs Tree-lined Street", "Add art to the pedestrian bridge", "Transform a portion of a street into a community space or 'street room'", "How to transform 90th in the short term?", "How to transform 90th in the long term? How can new development support a community heart?", "Identify and enhance existing landmarks", "What existing landmarks should be emphasized?", "Explore urban design strategies to re-image large blocks as mixed-use destinations", "How can large parcels be redeveloped with more pedestrian-friendly design?", "Where are the 'entrances?'", "What features should be there?"

FOCUS AREA: 17TH AVE GREENWAY

EXISTING CONDITIONS




EXISTING CONDITIONS

- PROS
 - Retains the most street parking
 - Low maintenance
- Cons
 - Wide travel lane encourages faster speeds
 - Exp. street trees

Handwritten notes: "signage is needed", "separation is needed to separate the street".

IDEA #1: SHARED STREET



IDEA #1: SHARED STREET

- PROS
 - Retains significant amount of street parking
 - Formalizes
 - Space for trees
 - Narrow, shared travel lane slows down cars
 - Deepest planting beds for bioretention
- Cons
 - Potential for conflicts between cars, peds, and bikes
 - Higher maintenance

Handwritten notes: "Potential for shared space", "parking not as fast as existing".

Shared streets prioritize public space while providing access to all modes at very low speeds, with priority for people walking. These designs maintain access for loading and deliveries, and accommodate other motor-vehicles. Design

IDEA #2: SEPARATED GREENWAY




IDEA #2: SEPARATED GREENWAY

- PROS
 - Retains significant street parking
 - Separates pedestrian travel from car travel
 - Makes room for street trees
- Cons
 - Wide travel lane not used
 - Narrow lanes have limited bioretention
 - Higher maintenance

Handwritten notes: "separate the greenway from the street", "add more trees", "any island intersection would be needed - one point + sign".

CONNECTED AND THRIVING COMMUNITIES

MAPPING IDEAS FOR ACTION



Transform underutilized space

- Where are existing underutilized spaces?
- What temporary uses or transformations could activate them?

Handwritten notes on map: "concentrate spaces!!", "lowerst of SPD", "ACTIVATE IT! POKE!".

Install murals, graffiti walls, or an art walk

Handwritten notes: "Billard P. Patch", "(Present & Save it)".

Explore opportunities for more native and large trees on city-owned land

Reallocate and reorganize space in the right-of-way to make room for trees

Include a "Crown Hill Orchard" or "Holman Grove" as a design element - where?

Handwritten notes: "Sunset Hill Park", "Future Greenway?", "Crown Hill Urban Village?", "separate from SPD".

Incorporate permanent flexible space for markets, vending, and pop-up uses in the design of a community heart

Work with communities to develop unique and respectful ways to acknowledge and celebrate the historic and current presence of Indigenous peoples and cultures in Crown Hill

Handwritten notes: "BANNERS, IDENTITY", "PRESERVE & GROW", "Crown Hill Urban Village NEIGHBORHOOD ORGANIZATION", "FOOD TRUCKS", "FRUIT TREES".

Explore opportunities for painted crosswalks or street intersections

Explore opportunities for wayfinding, kiosks, and design that share information about Crown Hill

Handwritten notes: "USE ROW FOR GARDENING", "Crown Hill Urban Village NEIGHBORHOOD ORGANIZATION", "FOOD TRUCKS", "FRUIT TREES".

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 90th 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 85th to Holman on 13th
 - 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
 - 85th & 15th 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 90th/around corner; only move on to next phase if busy/growing
 - Phase 1: 90th
 - Phase 2: park on grass patch
 - Phase 3: Mary
- 90th - 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 85th (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 15th/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 15th
 - 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
 - 13th needs sidewalk and traffic calming
 - A shared assessment with city participation would work
 - On 92nd, 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 13th
 - 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 92nd
 - 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
 - 15th bus stops; 17th 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!



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

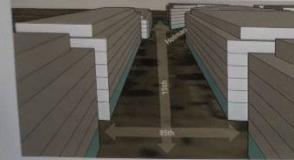
Under Existing Regulations...

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.



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 15th Ave NW.

A landscaped buffer between the building and sidewalk for resident site space (i.e. trail head)

Buffer wider needed on 15th.

Wide dense landscaping buffer between the street and sidewalk

More built side of the sidewalk.

I LIKE A LOT OF PLANTS

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	• • • • •		
<ul style="list-style-type: none"> • 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			
<ul style="list-style-type: none"> • 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	• • • • •		
<ul style="list-style-type: none"> • 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	• • • • •		
<ul style="list-style-type: none"> • 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	• • • • •		
<ul style="list-style-type: none"> • Increased sidewalks or landscaping a part of future development • Landscaped medians 	• • • • •		
Increase pedestrian safety where there are no sidewalks	• • • • •		
<ul style="list-style-type: none"> • 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	• • • • •		
<ul style="list-style-type: none"> • Land use tools that increase spaces for small businesses 	• • • • •		
Foster connections to art, culture, and nature	• • • • •		
<ul style="list-style-type: none"> • 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	• • • • •		
<ul style="list-style-type: none"> • Family-sized infill development • Green and open spaces to play 	• • • • •		
Support community groups in building capacity to manage and expand community-serving initiatives	• • • • •		
<ul style="list-style-type: none"> • Connect community members and businesses owners to funding opportunities • Support formation of Land Use Review Committee 	• • • • •		

Jeff Hirsch ← 1/25

TOPICS FOR DESIGN GUIDELINES

What are Design Guidelines?

Design Guidelines define the guidelines of architecture, site design, and open space that make 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 in 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 through design review. Code for setting the pace 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 through design
- Reinforce desired building materials
- Help architects and developers make design decisions

Design Guidelines cannot:

- Change zoning, allowed height, or density limits
- Require design changes
- Control uses of spaces in the building
- Specifically 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 areas 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!

Placemaking at gateways & prominent corners

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

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

Design and activation of on-site open spaces

A large variety of open spaces are desirable to create a "room" for the neighborhood to activate and enjoy.

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

Design concepts, materials & colors

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

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

90th & Mary

Design at street fronts for activation, visual interest, and variety. The design of buildings at 90th and Mary should create a welcoming public realm as an "outdoor living room".

Design of residential and commercial frontages to create a low pedestrian environment and activate the building and the outdoor public realm.

Improving the pedestrian experience on busy corridors

Use site vegetation to help establish a sense of place and create a welcoming pedestrian experience.

Strategic setbacks for commercial and low-rise work uses to provide water setbacks, space for building setbacks, and the public realm.

Integrating art and local cultures

Landscape spectacles

Family-friendly design
Design near transit stops
Space for big trees

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

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

Painted curb bulbs or treatments slow cars as they 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.

Cost-effective walkways
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

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.



Painted curb bulbs or treatments slow cars as they cross.

Trees could go where the cars don't drive.

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 the street using the right-of-way as personal property? Are encroachments, like fences or retaining walls? These 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!

SHAPING FUTURE REDEVELOPMENT

3

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?

- 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 for sunlight/shadow studies.

I like the idea of a station on this area.

WAY TO INCREASE BUILDING HEIGHTS.

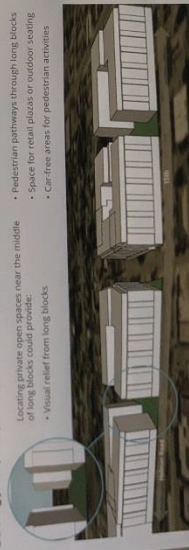
Strategy 2: Open spaces along Mary Ave



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

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



Strategy 1: Wheel Stops + Planters or GSI



- Possible Outcomes:
- Reduces more on-street parking
 - Less runoff for water infiltration; drainage at curb
 - Less space for more landscaping
 - Overall lower cost

- How might this happen?
- Community applies for funding
 - SDCOT provides wheel stops
 - Residents on street volunteer to install and maintain planters
 - City and community work together to install and maintain

Strategy 2: Wheel Stops + Planting Strips



- Possible Outcomes:
- Reduces more on-street parking
 - More space for water infiltration; less runoff
 - More space for trees
 - Greater perviousness helps reduce runoff

- How might this happen?
- Community applies for funding
 - SDCOT provides wheel stops
 - City and community work together to install and maintain
 - Residents maintain plantings

4

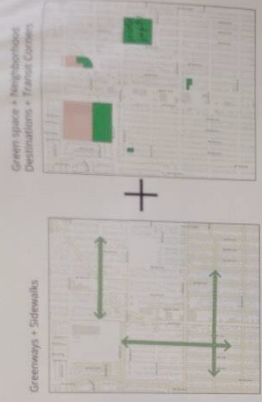
THE CROWN HILL LOOP

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

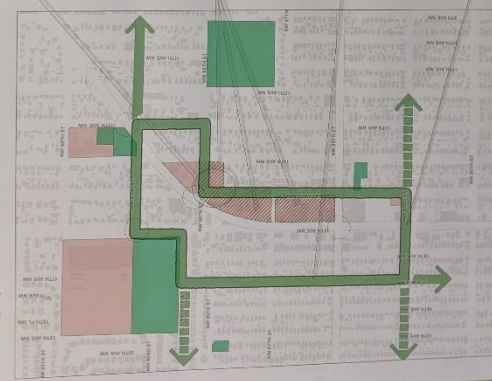
Where did the Loop come from?

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."



Crown Hill Loop Key Focus Areas



Heart at 90th & Mary
How can future redevelopment and design create a neighborhood gathering space for festivals and everyday social activities?

Potential Future Redevelopment on Large Sites
How can future redevelopment enhance the pedestrian experience and neighborhood destinations that contribute to a vibrant core of the neighborhood?

Opportunities for Drainage + Ped Improvements
Because 17th Ave NW is a major thoroughfare and has localized flooding and sewer backup problems caused by stormwater runoff, there are opportunities for SDCOT and SPU to coordinate on future investments that address both issues.

Potential New Pedestrian Crossing
A new pedestrian crossing at 15th Ave NW is currently under consideration for the annual Street Fund Grant.

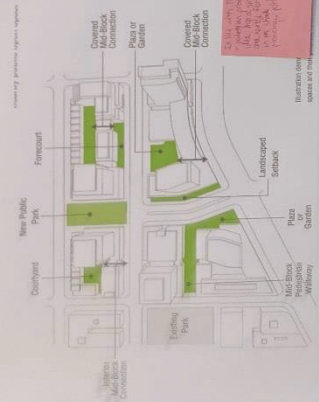
ts would you most like to see along a CH Loop?
New development along the loop

ART	Play spaces	Open Space	Trees	Pollinator plants	Rain gardens	Other?
X	X	X	X	X	X	X

Handwritten notes: "Like to see a lot of trees along the loop", "Play spaces - very important", "Pollinator plants - very important", "Rain gardens - very important", "Other? Sidewalks from 85th to Holman on 15th".

TYPES OF OPEN SPACE

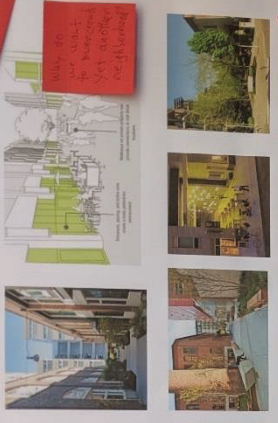
What types of open spaces does Crown Hill need more of?



3

Consider the walkability of the space. How many people can it accommodate? How many people can it accommodate? How many people can it accommodate?

Mid-block pedestrian walkways



Walkways that are not just for walking but also for sitting, playing, and socializing.

Private spaces that are not just for walking but also for sitting, playing, and socializing.

Yes, private spaces

Small plazas at corners or building entries



Yes, private spaces

Private spaces that are not just for walking but also for sitting, playing, and socializing.

Internal (private) courtyards



Private spaces that are not just for walking but also for sitting, playing, and socializing.

Private patios or stoops



Private spaces that are not just for walking but also for sitting, playing, and socializing.

Rooftop Decks



Private spaces that are not just for walking but also for sitting, playing, and socializing.

Balconies



Private spaces that are not just for walking but also for sitting, playing, and socializing.

CROWN HILL COMMUNITY WORKSHOP 4

Confirm & Finalize

December 8 from 12:30 - 2:30pm @ The Crown Hill Center

WORKSHOP SUMMARY

In general, participants supported the strategies and key moves, and made comments that echoed or confirmed the community priorities. Specific comments and concerns are noted below.

Station 1: Welcome & Background

Community Priority A

- Small plazas with seating
- Enclosed courtyards don't seem as safe
- More lighting to cut down on illegal activity
- Small plazas at corners
- We love Grocery Outlet
- Need sidewalks, small businesses, and open spaces for the public
- Gentrify somewhere else
- No greenspace for density is a bad idea
- Through block connections important!

Growing Holman Grove

- More public art, murals, sculpture, gardens!
- Sounds nice, please foster non-smoking culture
- Small businesses are getting moved out (ex: Bento Sushi, antique/home stores, shops, furniture refinisher, etc.) How get businesses in? Can't all be restaurants!
- Great ideas + raised crossing/intersections
- Weather protection on buildings

Community Priority B

- Need signalized ped crossing at Mary and 85th
- Better E-W bike routes. Can' bike on 15th or 85th safely. Connect to Fremont Ave bike trails
- Add trees along walking path to protect peds from traffic and provide shade and beauty
- Building setbacks to allow for wider sidewalks and buffers, more comfortable walking experience
- Need design flexibility but don't compromise streetscape
- Lots of trash at bus stops. Improve stops at Walgreens and Safeway.
- Faster graffiti removal, trash pickup
- Would be great to have chicanes on thru streets from 85th to Holman; on 12th, 14th, 13th
- Need pedestrian crossing at 14th and 85th
- More green stormdrains or swales. Even with new sidewalks, water collects (like on 90th) and needs to go somewhere.
- 40 is full on the way back. More evening runs where folks at Mercer can be picked up.
- Cars parked on north side of 85th east of 15th is the main reason for all of the accidents - remove parking and put bus stop in

- Ped crossing control needed at 83rd

Community Priority C

- Note how Ballard P-Patch targeted for redevelopment
- Sounds great, but how to mitigate 4 story skinny or large buildings next to small house?
Especially when lose gardens, yards, and trees
- Prioritize green space for community gardens
- P-Patches on roofs
- Recs are missing opportunity to encourage more green space/tree requirements along with development
- Explore locations for P-Patch
- Protect existing large evergreens
- P-Patches called out as a preference for open space use.
- Protect big trees.
- Prioritize traffic calming on Holman and 15th
- Would love a Whole Foods
- Need strong business anchor to occupy Value Village
- Include green spaces to improve drivers moods and tempers

BACKGROUND

Crown Hill Urban Village

As a community, the City of Denver is proud to have Crown Hill as a vibrant and diverse neighborhood. The City is committed to supporting the growth and development of Crown Hill as a thriving urban village.

Urban Village Size & Density

Urban Village	Area (sq. mi.)	Population	Density (per sq. mi.)
Central Business District	1.5	10,000	6,667
Golden	10.0	10,000	1,000
North Platte	1.0	1,000	1,000
South Platte	1.0	1,000	1,000
Wash Park	1.0	1,000	1,000
West Denver	1.0	1,000	1,000
West Highland	1.0	1,000	1,000
Westminster	1.0	1,000	1,000
Windsor Park	1.0	1,000	1,000
Woods Park	1.0	1,000	1,000
Wright	1.0	1,000	1,000

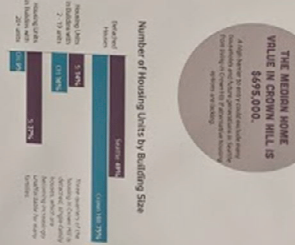


Existing Housing

Affordability, Equity, & Inclusion

The availability of housing at an affordable price for a wide range of income levels is a key challenge for the City of Denver. Crown Hill is a neighborhood with a wide variety of housing types and a mix of residents. The City is committed to supporting the development of a wide spectrum of housing options at all stages in the life cycle.

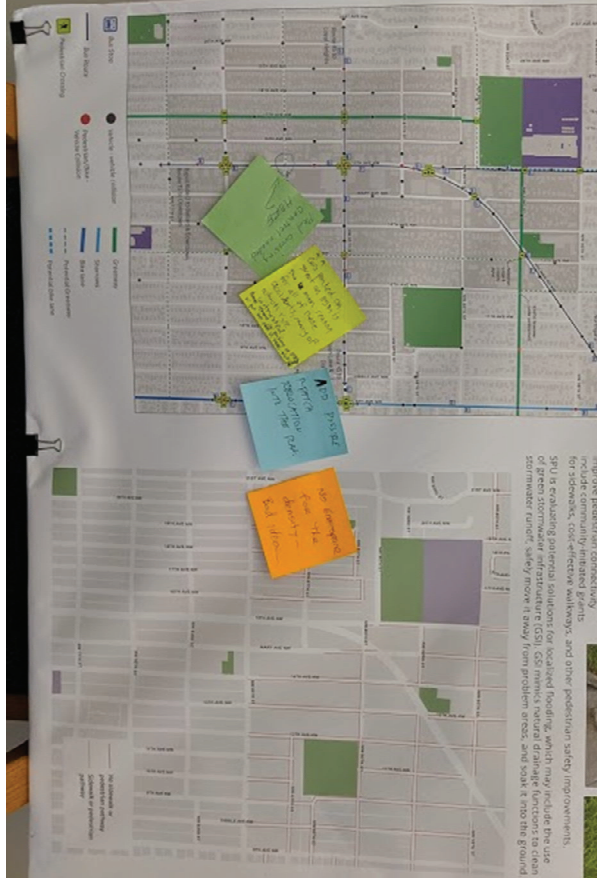
One major challenge in Crown Hill is how to add more housing in an area that is largely built out while at the same time addressing the displacement of existing residents.



Street Network & Transit

15th Ave NW, Highland Blvd, and NW 8th Street are important transit routes and crucial for the movement of goods, people, and services. These streets carry high volumes of traffic and are important for goods delivery to commercial districts.

These streets carry high volumes of traffic and are important for goods delivery to commercial districts. The City is committed to supporting the development of a wide spectrum of housing options at all stages in the life cycle.



Sidewalks & Drainage

North of 8th Street, much of Crown Hill is a residential neighborhood with sidewalks, and/or effective drainage infrastructure. Filling these gaps has been an ongoing priority of the community.

For street development, new sidewalks, and/or effective drainage infrastructure. Filling these gaps has been an ongoing priority of the community.



COMMUNITY PRIORITY B

Connected, healthy, and engaged communities

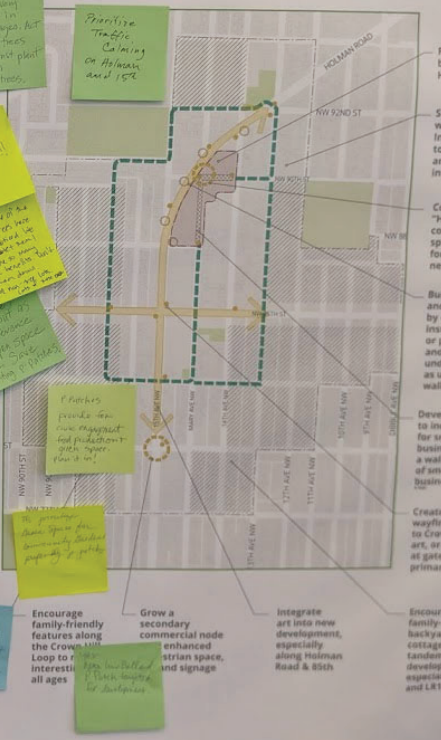
Community members in the Crown Hill Urban Village are working to create a neighborhood with connected people and community, where people of all backgrounds can find meaningful connections and learn from one another. They envision a neighborhood with welcoming and inclusive community organizations, economic opportunity and local businesses, and a community that seeks opportunities to get involved. A welcoming neighborhood needs public spaces that reflect the communities and cultures in Crown Hill, and has art, nature, and culture integrated into the built environment.

- ### STRATEGIES & ACTIONS
- STRATEGY 7** Encourage small and local business development.
 - Develop land use tools to increase spaces for small and local businesses
 - Foster an identity or branding for the Crown Hill business district
 - Support local pop-up markets and vendors
 - STRATEGY 8** Increase the tree canopy and green infrastructure.
 - Leverage existing City programs to increase trees, landscaping, and rain gardens
 - MAINTAIN EXISTING SIGNIFICANT TREES
 - STRATEGY 9** Provide opportunities for multi-cultural sharing, education, understanding, and celebration.
 - Continue and expand community events and projects that bring together neighbors, community organizations, and local businesses
 - Support and collaborate with Labateyah and other Indigenous communities to ensure their cultures and values are integrated into the built environment
 - STRATEGY 10** Foster Crown Hill's identity as a family-friendly neighborhood.
 - Encourage family-friendly design and features throughout the neighborhood
 - Encourage family-sized backyard cottages and tandem housing development
 - STRATEGY 11** Integrate art into the public realm.
 - Integrate local and multicultural art into new development
 - Install temporary or permanent art and programming in underutilized spaces and on blank walls
 - STRATEGY 12** Build community capacity for civic engagement and collective work.
 - Grow the capacity of community groups to manage and expand existing initiatives

- ### EARLY SUCCESSES
- Crown Hill Village Association** - The Crown Hill Neighbor and Business Association is working to create one organization representing all aspects of the neighborhood.
 - Holman Grove Street Festivals**: The Crown Hill Village Association, with grant funding from the Bullis Foundation and DON's Neighborhood Matching Grant, organized and installed a community art project on 90th Ave NW in conjunction with three summer street festivals. They are currently planning physical improvements to the adjacent right-of-way remains, including a small community food forest.
 - Crown Hill Market**: The Crown Hill Market is focused on providing a gathering place for neighbors and a venue for hyper local artisans and makers.

COMMUNITY PRIORITY C

KEY STRATEGIES & DESIGN RECOMMENDATIONS



- Foster an identity or branding for the Crown Hill business district
- Support and collaborate with Labateyah and other Indigenous communities to ensure their cultures and values are integrated into the built environment
- Continue to grow "Holman Grove" as a community gathering space and catalyst for generating a neighborhood identity
- Build on the identity and activity generated by Holman Grove by installing temporary or permanent art and programming in underutilized spaces such as unused ROW or blank walls
- Develop land use tools to increase spaces for small and local businesses and foster a walkable cluster of small and local businesses on Mary Ave
- Create multi-language wayfinding "Welcome to Crown Hill" signage, art, or pole banners, at gateways and along primary pedestrian routes
- Encourage family-sized backyard cottages and tandem housing development, especially in B&L and L&T zones

COST-EFFECTIVE WALKWAYS + TRAFFIC CALMING

WHAT A WHY

Over 11,000 blocks across Seattle do not have sidewalks. To maximize cost-strained 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

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.



OPPORTUNITIES FOR COORDINATED INVESTMENTS

Incorporating green stormwater infrastructure (GSI) into the design of cost-effective sidewalks can help alleviate drainage issues.

- Cost-effective walkways:
- Are adaptable to each street
- Can be installed in phases
- Can provide tree canopy & landscaping

TRAFFIC CALMING DEVICES

Roadway features designed to slow down car traffic on residential streets, making it safer for pedestrians and bikes.



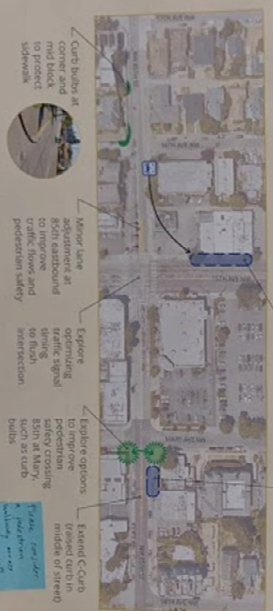
Painted curb bulbs or intersection treatments slow cars as they turn corners and provide a visual cue for drivers as they go around them.

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

NEAR-TERM OPPORTUNITIES ON NW 85TH ST.

SPDOT has identified the following potential near-term spot improvements that would seek to:

- Increase pedestrian safety along the south side of NW 85th Street
- Reduce vehicle traffic through intersections of 15th & 85th
- Increase pedestrian and bike safety crossing NW 85th St. at Mary Ave
- Improve transit experience



Streets that encourage walking and make it easy to get around

The Crown Hill Urban Village strives for a transportation network that balances a well-connected urban village while allowing the efficient travel of people and goods to and through the CHUV. Key to this vision is working towards a street network that makes walking, biking, and taking transit easy choices and reducing the need to drive. In addition to stitching the barrier created by arterial roads, implementing pedestrian infrastructure in residential areas that calms traffic and makes walking safe, convenient, and delightful will help to make streets safe and livable for everyone, especially where no sidewalks exist.

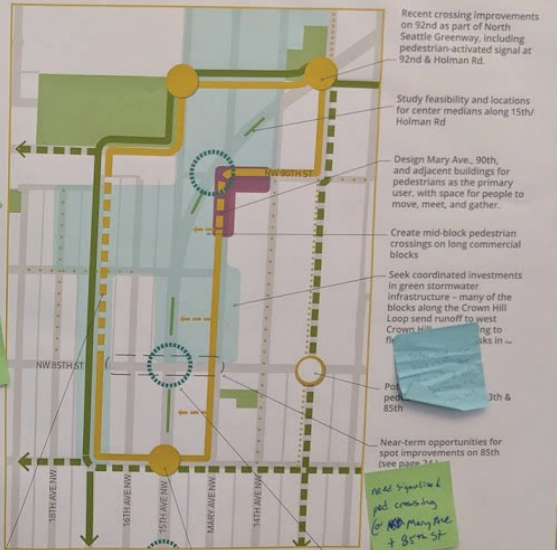
STRATEGIES & ACTIONS

- STRATEGY 4** Design and implement pedestrian safety and connectivity projects.
 - Implement land use regulations to require more comfortable and active pedestrian spaces along 15th Ave NW
 - Explore locations & feasibility for landscaped medians on 15th Ave NW/Holman Road
- STRATEGY 5** Improve the user experience at transit stops and plan for future transit enhancements.
 - Identify transit-related spot improvements on arterials that increase the safety and efficiency of transit service
 - Improve the waiting and transfer experience for both existing and future transit stops
- STRATEGY 6** Create a more engaging and comfortable walking experience along arterial roads.
 - Improve existing pedestrian crossings and evaluate potential locations for new pedestrian crossings of 15th Ave NW and NW 85th St
 - Implement land use tools that encourage mid-block pedestrian connections in new development of long blocks
 - Design & implement improvements on streets without sidewalks that organize uses, address drainage, and improve pedestrian safety
 - Implement improvements on NW 85th St. that improve pedestrian safety and traffic flow

EARLY SUCCESSES

- North Seattle Greenway on 92nd:** Implementation of the Greenway was completed in 2019, which connects to the 17th Ave Greenway and the future light rail station at Northgate. A new crossing signal was installed at Holman Rd NW and 92nd, and a painted curb bulb was installed at 92nd and 15th Ave NW to improve pedestrian and bicycle crossings to Whitman Middle School.
- Crossing at NW 83rd Street and 15th Ave NW:** A future pedestrian crossing at NW 83rd and 15th Ave NW was funded through the Neighborhood Street Fund.
- SPDOT Urban Village Speed Limit Study:** In 2017, began evaluating and setting new speed limits for arterial streets within urban villages. In addition to replacing existing signage, people can expect to see more speed limit signage to help increase awareness.
- Route 40 Transit-Plus Multimodal Corridor Study:** SPOD is kicking off a study to evaluate key segments of Metro's Route 40 for potential interventions that improve speed and reliability. Potential investments could include queue jumps, channelization and signal optimization for buses, transit signal priority, and limited stop consolidation.

KEY STRATEGIES & DESIGN RECOMMENDATIONS



- Existing Greenway
- Future Greenway
- Loop: Existing ped infrastructure
- Loop: Desired ped infrastructure
- Holman Grove
- Potential locations for mid-block ped pathways
- Priority areas for incorporating GSI
- Recent/in progress ped crossings

LET US KNOW WHAT YOU THINK

"It is hard to walk or bike around because it is a very car centric area."

"The roads flood all the time, making pedestrians walk in the middle of the road."

"15th is an artery into the neighborhood, but is a barrier to connecting our hood."

"Drivers cut through residential neighborhoods at high speeds."

Need design flexibility but don't compromise street scape

Use of water in parks and gardens to allow for water sustainability and improve pedestrian experience

Use trees along the walking path to provide shade and improve pedestrian experience

Need signal for crossing at Mary Ave & 85th St

GROWING HOLMAN GROVE

Many Crown Hill community members have expressed the desire for a lively, walkable neighborhood center with shops, destinations, and places to socialize and bump into neighbors. City staff collaborated with community members over the course of three workshops generate a vision for "Holman Grove" and to identify strategies that can shape future redevelopment to grow a pedestrian-oriented community heart.



VISION & OBJECTIVES

Future redevelopment and streetscape improvements should support a pedestrian-priority "main street", with opportunities for small businesses and plenty of space and amenities in the public realm for socializing.

- The design of future redevelopment and street improvements should seek to:
- Create a people-first social destination for the neighborhood
 - Provide a generous pedestrian realm that prioritizes pedestrians and pedestrian amenities
 - Create space for neighborhood festivals and everyday social activities with plenty of seating
 - Attract new businesses with a great pedestrian environment and ample foot traffic
 - Provide a variety of active and passive activities, especially for kids and teens
 - Incorporate trees, landscaping, and GSI
 - Reduce/restrict parking and traffic while retaining flexible space that can be used for loading and access
 - Incorporate art and other features that welcome people of all backgrounds

URBAN DESIGN CONCEPT FOR FUTURE REDEVELOPMENT

The area at NW 90th St & Mary Ave NW has existing amenities and future opportunities that can be built upon by future development to make a community heart:

- Potential redevelopment opportunities due to increased development capacity from recent rezones
- Pedestrian designation on both streets that requires commercial uses at grade and pedestrian-oriented design requirements
- Location is visible from 15th Holman Road, but slightly removed, with less traffic and noise
- Underutilized right-of-way at angled intersections could be repurposed for community uses
- Proximity to Crown Hill Park and Sandview Playfield
- Existing Rapid Ride stop



- Repurpose rights-of-way as community space and gateway to "Holman Grove". Consider GSI, spaces for pop-up businesses, or gathering space.
- Buildings and public realm that support a Festival Street. Consider curbside design or shared streets that give priority to pedestrians and serve as programmable space for events.
- Buildings and public realm design that supports pedestrian priority area. Consider curbside design or shared street.
- Enhanced pedestrian realm on west side of Mary Ave to support commercial uses. Consider reallocating flex or parking lane to create pedestrian promenade.
- Opportunity for thru-block pedestrian pathway or shared street with open space to connect to Holman Road.

WHAT YOU TOLD US

- We need a small area where kids can ride bikes and pedestrians walk where no cars are allowed.
- Put "main street" and pedestrian attractions off the main roads with heavy traffic to improve the character and pedestrian safety.
- Turn the area around 90th and Mary into a walking street loaded with shops, restaurants, bars, and outdoor areas for the community to gather and stroll in the evening.
- Make Mary Ave a wide promenade or park from 90th to 85th.

DESIGN CONCEPTS FOR MARY AVE.

Future redevelopment should include spaces for small and local businesses to create a cluster of walkable commercial uses.

The underutilized right-of-way at the corner is the gateway to Holman Grove, and could become a park-like open space.

A curbside plaza & shared street design that at the north end of the block could be flexible space that could be used for community events, gathering, and loading or parking.



- The 8' flex zone on the west side of Mary Ave could be used to extend the pedestrian realm for the north portion of the block, and used for parking on the south side of the block.
- Wide GSI planters alternate with small "rooms" that provide space for seating.
- A typical sidewalk section on the east side of Mary Ave responds to the change from commercial zoning at the north to residential uses farther south.

CRITICAL DESIGN ELEMENTS

- **More space for people:** Curb extended on west side of Mary Ave, to incorporate flex zone as pedestrian and landscaping space. Small rooms are created for seating, vending, market stalls, or kiosks. Small setbacks at left building edge allow for outdoor displays and cafe seating.
- **A slow street:** Visually narrow lanes created by lane width and proximity of street trees and seating. Additional traffic calming devices, such as speed tables or neck downs should be used.
- **Visually engaging:** A high level of transparency, smaller bays and storefronts, and a density of businesses make this an engaging, interesting experience to walk through, and a destination to go to.
- **Lush & green:** To reinforce the identity of "Holman Grove", large shade trees and lush landscaping or GSI plantings should be used.

ADDITIONAL DESIGN CONSIDERATIONS

- A shared street or curbside plaza design for north portion of block that can serve as programmable community space for events, gathering, and loading.
- Incorporate green stormwater infrastructure.
- Neck downs and other traffic calming/speed reduction devices.
- Incorporate art with murals, installations, benches, and lighting.

NEXT STEPS

- **COMMUNITY**
 - Work with property developers to understand implementation
 - Continue near-term activation and interventions, catalyst for change, foster identity of Holman Grove as a community-serving heart of the neighborhood
- **STAFF**
 - Incorporate design objectives and/or critical design elements into Design Guidelines
 - Translate ideas into development standards where possible

LET US KNOW WHAT YOU THINK!

More public art, more solutions, go down!

Sounds nice! Please faster for murals, a new coaching culture

Great ideas!! + more coming! + better parking on buildings