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
  o General support of Loop as a safe, slow, pedestrian-friendly route around the neighborhood
  o Desired elements on loop: open space (12); trees (11); play spaces (8); art (7); pollinator plants (7); rain gardens (6)
  o 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
  o Like it the way it is; "not a place where people come" is a positive characteristic
  o Residential-focused is okay
  o Like "around corner" option; something to draw people to businesses
  o Incorporate green space to "stop off" while walking
  o How can I help?
  o Limit car/vehicular space
  o Keep future light rail expansion in mind
  o 85th & 15th bottle neck
  o People diverting to quieter residential streets to avoid traffic
  o Lack of setbacks undercuts ped focused streets
  o 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 new 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
**Prioritizing Ideas**

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

Some of the ideas are city-led, others are community-led.

<table>
<thead>
<tr>
<th>Develop tools to shape the future of 90th &amp; Mary as a pedestrian-oriented commercial district</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>Festive Street designation for 90th and/or Mary</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land use tools and street designs that shape future redevelopment</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Use placemaking opportunities to develop neighborhood identity**

- Art on the Ream Bridge
- Design guidelines that encourage using architectural features, art, and public space to mark neighborhood gateways and highlight important corners

**Increase the amount of green open spaces and places for social interaction**

- Land use tools that increase the amount of green and social spaces associated with new development

**Improve pedestrian connectivity and safety on routes that connect neighborhood destinations**

- New or enhanced pedestrian crossings of arterials (95th, 15th, Holman)
- New pedestrian pathways on long blocks
- Realignment at 16th & 60th
- Speed limit signs

**Make the 15th/Holman corridor more comfortable for walking**

- Increased sidewalks or landscaping part of future development
- Landscaped medians

**Increase pedestrian safety where there are no sidewalks**

- Low-cost sidewalk alternatives (wheel stops, asphalt pathways)
- Traffic calming (speed bumps, roundabouts)
- Green stormwater infrastructure to fix drainage issues

*Support small and local businesses*

- Land use tools that increase spaces for small businesses

*Foster connections to art, culture, and nature*

- Temporary and permanent art and activities in the public realm
- Increased tree canopy
- Spaces for public or community art and cultural uses
- Places, markers, expressions that reflect indigenous cultures

**Support assets that make Crown Hill family-friendly**

- Family-sized infill development
- Green and open spaces to play

*Support community groups in building capacity to manage and expand community-serving initiatives*  
- Connect community members and businesses owners to funding opportunities

*Support formation of Land Use Review Committee*

---

**Topics for Design Guidelines**

What are Design Guidelines?

Design Guidelines define the qualities of architecture, site design, and public open space at five priority projects, and are a tool for guiding the development of successful design for the future. 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 promote more specific guidelines for each of the projects, in the following areas:

- Review street-level approaches to the neighborhood
- Review the projects for design guidelines to provide feedback on individual projects

How do Design Guidelines work?

Design Guidelines set the stage for what’s allowed by the Land Use Code by setting the parameters for building density, shape, and materials.

Design Guidelines: what should be

- Increase pedestrian connectivity and safety on routes that connect neighborhood destinations
- Improve pedestrian safety where there are no sidewalks
- Make the 15th/Holman corridor more comfortable for walking
- Increase open spaces and places for social interaction
- Increase pedestrian safety where there are no sidewalks

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

A thorough set of Design Guidelines for Crown Hill would focus on specific guidelines for specific areas or topics that are unique to the neighborhood.

The following aspects are based on what was heard from the community. Let us know what you think is important to include!

**Placemaking**

- Art on the Ream Bridge
- Design guidelines that encourage using architectural features, art, and public space to mark neighborhood gateways and highlight important corners

**Design Guidelines work**

- Design Guidelines set the stage for what’s allowed by the Land Use Code by setting the parameters for building density, shape, and materials
- Design Guidelines work to guide the community towards more specific guidelines for individual projects
- Review street-level approaches to the neighborhood
- Review the projects for design guidelines to provide feedback on individual projects

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

- Art on the Ream Bridge
- Design guidelines that encourage using architectural features, art, and public space to mark neighborhood gateways and highlight important corners

---

**Topics for Design Guidelines**

What are Design Guidelines?

Design Guidelines define the qualities of architecture, site design, and public open space at five priority projects, and are a tool for guiding the development of successful design for the future. 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 promote more specific guidelines for each of the projects, in the following areas:

- Review street-level approaches to the neighborhood
- Review the projects for design guidelines to provide feedback on individual projects

How do Design Guidelines work?

Design Guidelines set the stage for what’s allowed by the Land Use Code by setting the parameters for building density, shape, and materials.

Design Guidelines: what should be

- Increase pedestrian connectivity and safety on routes that connect neighborhood destinations
- Improve pedestrian safety where there are no sidewalks
- Make the 15th/Holman corridor more comfortable for walking
- Increase open spaces and places for social interaction
- Increase pedestrian safety where there are no sidewalks

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

A thorough set of Design Guidelines for Crown Hill would focus on specific guidelines for specific areas or topics that are unique to the neighborhood.

The following aspects are based on what was heard from the community. Let us know what you think is important to include!

**Placemaking**

- Art on the Ream Bridge
- Design guidelines that encourage using architectural features, art, and public space to mark neighborhood gateways and highlight important corners

**Design Guidelines work**

- Design Guidelines set the stage for what’s allowed by the Land Use Code by setting the parameters for building density, shape, and materials
- Design Guidelines work to guide the community towards more specific guidelines for individual projects
- Review street-level approaches to the neighborhood
- Review the projects for design guidelines to provide feedback on individual projects

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

- Art on the Ream Bridge
- Design guidelines that encourage using architectural features, art, and public space to mark neighborhood gateways and highlight important corners
WHERE THE SIDEWALK ENDS

THE IDEA

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

Goals & Design Elements
1. Designed to slow traffic
2. Add green and trees
3. Comfortable seats, including benches, vehicle, traffic, bicycle, traffic, and pedestrian
4. Reduce traffic safety hazards for pedestrians
5. Include Green Stormwater Infrastructure

Walkways

- Provide safe, continuous walkways
- Include turn pockets at intersections
- Can provide bike ramp & landscaping

Home Zone: Tools for Safer Residential Streets
When considering a historic approach to making residential streets more walkable, such as Crown Hill, a variety of elements can be used, depending on the site of the street, existing conditions, and its local context.

Traffic calming and sidewalk improvements went together to slow traffic and provide safer pedestrian and vehicle environments.

Examples of Cost Effective Walkways
Wheel stop and/or plant box is used to define a separate pathway for pedestrians, and narrow the street. Bikes will slow down cars.

Traffic Calming

- Remove traffic calming
- Make streets safer

Blocks Without Pedestrian Walkways

Why are there no sidewalks?

- Many residential streets north of 95th Street do not have sidewalks, as there

- Gridiron street patterns were removed as part of Seattle.

- Incorporating Great Stormwater Infrastructures

- Streets in this area should include Great Stormwater Infrastructures or can be as good as at other streets

- They may require more space than standard walking areas.

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

1. Reach out to your neighbors. Talk to your neighbors about the potential benefits of pedestrian walkways and traffic calming devices that need to be added. See if anyone else on your street is interested in adding the walkway. Discussing the benefits of walkways and traffic calming devices can help to create a plan for adding them.

2. Reach out to the community association. If your community association already has a plan for walkways or traffic calming devices, reach out to them to see if they are interested in adding them to your street.

3. Contact your local city council representative. Let them know that you are interested in adding walkways or traffic calming devices to your street.

4. Contact the city’s public works department. Let them know that you are interested in adding walkways or traffic calming devices to your street.

5. Contact the city’s planning department. Let them know that you are interested in adding walkways or traffic calming devices to your street.

Although green space that is considered to be public or private, it can have significant impacts on the public realm.

Goals & Design Elements
1. Public realm space that is accessible
2. Green space that is accessible
3. Access to green space is important
4. Access to green space is beneficial
5. Access to green space is necessary

More open space and sidewalks are needed for pedestrian safety.

More green space and sidewalks are needed for pedestrian safety.

Shaping Future Redevelopment

The idea is to have positive impacts on the public realm, public open space, and public sidewalks.

The plan is for open spaces along 14th Avenue.

The plan is for open spaces along 15th Avenue.

Strategy: Open spaces along 14th Avenue.

Strategy: Open spaces along 15th Avenue.

Strategy: Open spaces along 14th Avenue.

Strategy: Open spaces along 15th Avenue.

Strategy: Open spaces along 14th Avenue.

Strategy: Open spaces along 15th Avenue.

Strategy: Open spaces along 14th Avenue.

Strategy: Open spaces along 15th Avenue.