

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

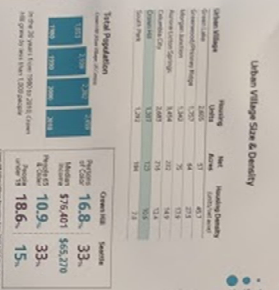
Community Priority C

- 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

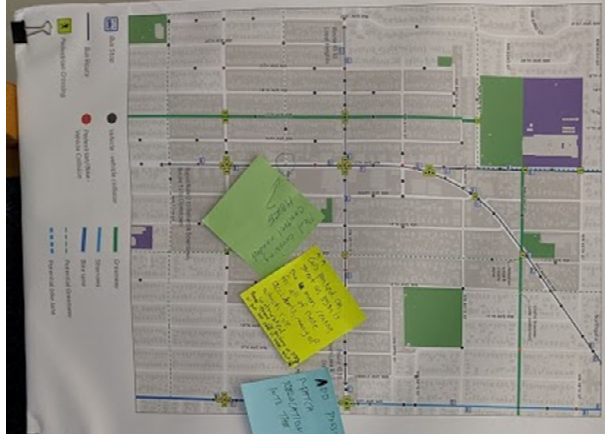
Crown Hill Urban Village

At its core, the Crown Hill Urban Village is a neighborhood with a rich history and a vibrant future. It is a place where people from all backgrounds and cultures come together to live, work, and play. The village is a mix of old and new, with historic homes and modern buildings side-by-side. It is a place where the past meets the future, and where the community is always growing and changing.



Street Network & Transit

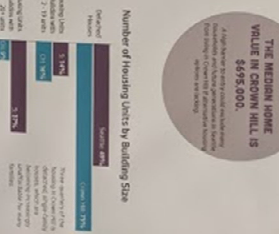
15th Ave NW/Holman Road and NW 85th Street are important transit routes and crucial for the movement of goods, people, and services. These streets carry high volumes of traffic and are important for goods delivery to commercial districts. These streets carry high volumes of traffic and are important for goods delivery to commercial districts. These streets carry high volumes of traffic and are important for goods delivery to commercial districts.



Existing Housing

Affordability, Equity, & Inclusion
The availability of housing at an affordable price for a household affects who can live or continue living in a neighborhood.

A neighborhood with a variety of housing types at a variety of price points supports individuals and families with a wide spectrum of incomes at all stages in their life cycle. One major challenge in Crown Hill is how to add more housing in an area that is largely built out while at the same time addressing the displacement of existing residents.



Sidewalks & Drainage

North of 85th 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 larger developments, new sidewalks and drainage infrastructure are required to provide sidewalks and drainage infrastructure. Other strategies to improve pedestrian connectivity include the use of green stormwater infrastructure (GSI). GSI mimics natural drainage, so water soaks into the ground rather than running off into stormwater treatment plants.



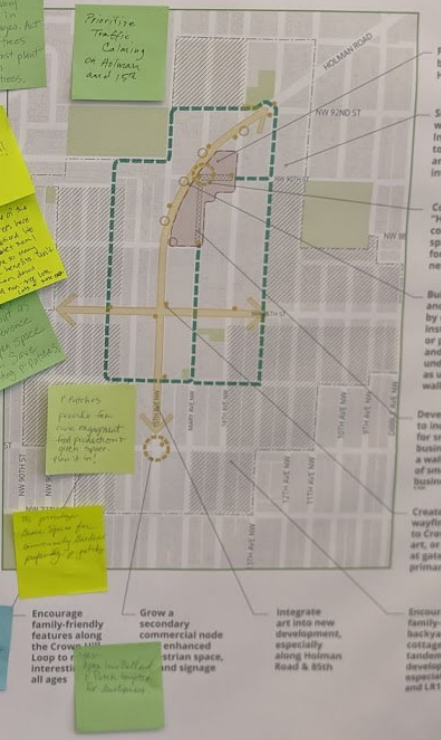
COMMUNITY PRIORITY B Connected, healthy, and engaged communities

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
 - Inventory 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 their own initiatives

- ### EARLY SUCCESSES
- Crown Hill Village Association** - The Crown Hill Neighbor and Business Association works to create one organization representing all aspects of the neighborhood.
 - Holman Grove Street Festivals**: The Crown Hill Village Association, with grant funding from the Bullitt 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 remnant, 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



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: \$40,000
- 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.



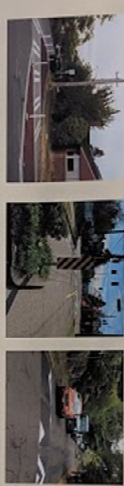
- Cost-effective walkways:
 - Are adaptive to each street
 - Can be installed in phases
 - Can provide tree canopy & landscaping

OPPORTUNITIES FOR COORDINATED INVESTMENTS

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

TRAFFIC CALMING DEVICES

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

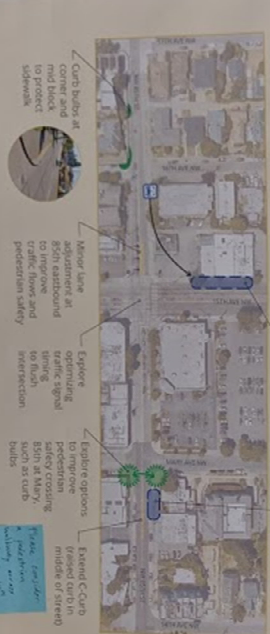


- Painted curb bulbs or in-pavement treatments slow cars as they turn corners and provide a visual cue for pedestrians to cross.
- Chicanes or neck-downs narrow lanes and make cars yield to each other as they go around them.
- Speed humps or tables make cars slow down. Multiple humps can be installed on a block.

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 busy 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.

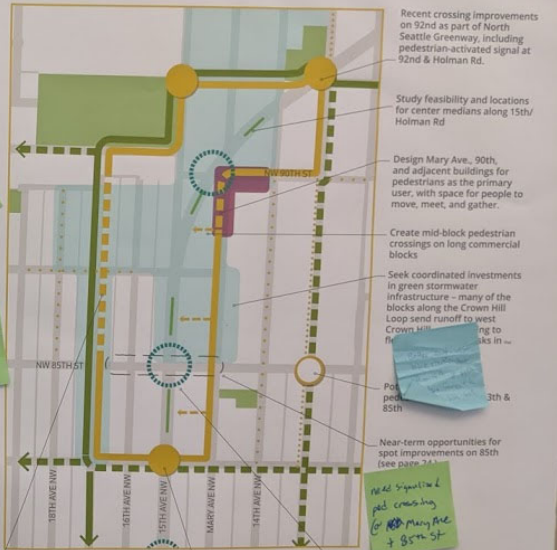
STRATEGIES & ACTIONS

- 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 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.
- SPOT 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:** SPDOT is kicking off a study to evaluate key segments of Metro's Route 40 for potential interventions that improve speed 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 pedestrian infrastructure
- Loop Desired pedestrian infrastructure
- Community priorities for pedestrian safety improvements
- Holman Grove
- Potential locations for mid-block pedestrian pathways
- Priority areas for incorporating GSI
- Recent/in progress and crossings

