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’t 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
Streets that encourage walking and make it easy to get around

The Crown Hill Urban Village streets are a transportation network that balances walkability and transit needs, allowing the efficient travel of people and goods through the area. The area is served by the MetroLink trolley, with stops at the Temple and 16th Ave stations. Pedestrians and cyclists are encouraged to use the network for their daily needs.

**Strategies & Actions**

- **Visionaries**
  - Implement local land use regulations to encourage more walkable and active pedestrian spaces.
  - Ensure locations & connectivity for transportation elements (e.g., bike boulevards, bike parking).

- **Vitalities**
  - Improve the user experience at transit stops and plan for future transit enhancements.
  - Increase pedestrian safety by adding more crosswalks and sidewalks.

- **Early Successes**
  - Increase green space and incorporate green infrastructure to improve pedestrian safety.
  - Implement improvements that encourage mid-block pedestrian connections in new development plans.

- **Smart Strategies & Design Recommendations**
  - Enhance pedestrian safety at intersections with better visibility and reduced speed limits.
  - Create green space along the route to improve pedestrian comfort and safety.

- **Cost-Effective Walnuts & Traffic Calming**
  - Use cost-effective measures to reduce traffic volumes and improve pedestrian safety. Examples include speed bump installation and painted crosswalks.

- **Opportunities for Improvement**
  - Identify potential locations for new pedestrian connections and improvements.

**Community Projects**

- Let us know what you think!

**Let’s Make It Happen**

- Support the ongoing planning and design process.
- Attend community meetings and provide feedback.

**Contact Information**

- Project Team: [Project Team Email]
- Community Liaison: [Community Liaison Email]
- Website: [Project Website]

**Supporting Documents**

- Design Build.
- Budget
- Public Engagement Plan
- Community Workshops
- Public Meetings
- Stakeholder Meetings
- Publicコメント

**Key Questions**

- What are the key design elements of the project?
- How will the project impact the community?
- What is the timeline for the project?
GROWING HOLMAN GROVE

Mary Louise Coss and community members have expressed the desire for a lively, walkable neighborhood center with shops, destinations, and places to socialize and transit into neighbors. This vision for the Holman Grove is to identify strategies that can shape future redevelopment. To grow a pedestrian-oriented community heart

WHAT YOU TOLD US

We need a new area where we can ride bikes and pedestrians walk where we can all stroll.

The "main street" and pedestrian connections in the neighborhood with busy traffic to improve the visual and architectural appeal.

Turn the area around 9th and Mary into a walking street bounded with trees, walkways, bars, andedor bars for the convenience to gather and spend the evening.

Mary Lou is a nice person and park it from 9th to 10th.

VISION & OBJECTIVES

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

CRITICAL DESIGN ELEMENTS

More space for people: Curb extensions on both sides of Mary and small streets as pedestrian and landscaping space. Small courts are created for eating, meeting, and resting.

Buildings and public space that support the visual appeal. Remove adjacent buildings from Mary and the pedestrian path and clear streets to give priority to pedestrian activities and serve as a greenbelt area for walking.

Buildings and public spaces that support pedestrian design. The pedestrian path is designed to accommodate design or shared streets.

Enhanced pedestrian paths on Mary and Mary due to support commercial walk. Consider the pedestrian design and create a visual barrier.

Opportunity for the black pedestrian path allowing for a shared street with open space to connect to Holman Road.

ADDITIONAL DESIGN CONSIDERATIONS

A shared street or cutoffs (place designs to keep most pedestrian benefits on streets that are served by programmed commercial space for events, gathering, and more). Incorporate green stormwater infrastructure.

Weekends and other traffic calming-based reduction devices.

Incorporate art with mural installations, benches, and lighting.

NEXT STEPS

Community

Work with residents, businesses, and city officials to align priorities with development. Engage the community through workshops and community meetings to develop a vision for the neighborhood.

Public Health

Pursue development of a public health master plan for the neighborhood to ensure the health and well-being of residents.

Environmental

Consider the environmental impacts of development and work with the community to mitigate any negative effects.