

Crown Hill Community Planning Survey #3

Refine & Prioritize | August 2019

Summary

Creating a neighborhood center at 90th & Mary

- Many respondents wanted to see a commercial center to the neighborhood that has plenty of trees and greenery, a mix of local businesses, and spaces that are people first.
- Respondents were more supportive of Mary Ave as a Festival Street, or a Festival Street that includes both the northern portion of Mary Ave and 90th Street.
- Respondents were most supportive of a design for Mary that reallocated space in the right-of-way to provide a promenade or generous pedestrian area on the west side of the street. They noted that the consolidated space provided room for trees, seating, and outdoor cafe space. Most supported narrowing the travel lane to 1-2 lanes or traffic or parking, but some wanted to see less space dedicated to cars.
- Respondents were relatively split on a preferred concept for 90th, but noted that pedestrian safety, trees/landscaping, and traffic calming were crucial elements to include to achieve a "Grove". Some liked the idea of a curbless street to provide more flexibility for community events.

Open Space

- Respondents' top three open space desires were mid-block pathways, small plazas/courtyards at corners and entries, and more generous setbacks.

- Respondents were relatively evenly split on where open space should be prioritized, with slightly more preferring open space to be located on Mary and at midblock than on 90th.

Pedestrian Safety

- Respondents ranked cost-effective pathways and painted curb bulbs as the most important tools to help with pedestrian safety on residential streets.
- The streets that respondents felt should be a priority for pedestrian safety measures were: 13th (15); 90th (8); Mary Ave (8); 17th (5); 12th (5) and 15th (5).

Community priorities

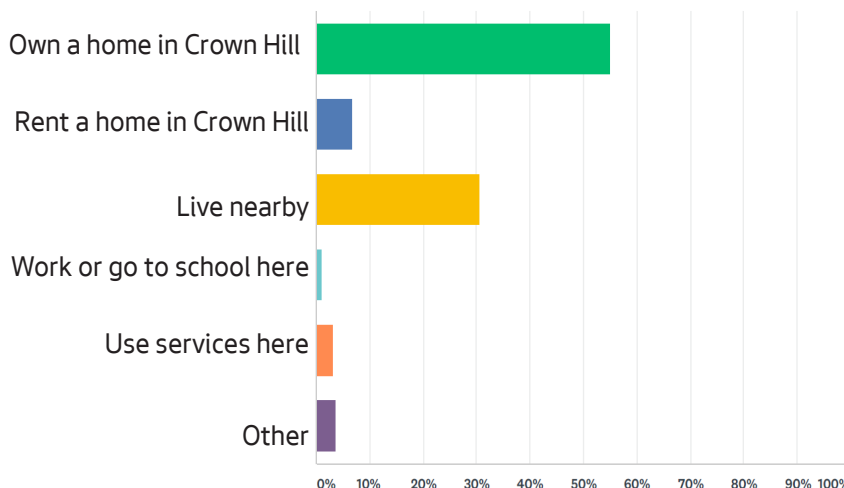
- Respondents top three priorities for the next 5-10 years were: support existing small businesses and attracting new ones; shaping future redevelopment along 90th/Mary/15th to create a pedestrian focused center; and implementing cost-effective sidewalk alternatives on residential streets.

Design Guidelines

- Respondents were supportive of guidelines that address the pedestrian experience on busy corners, design and activation of open space, pedestrian scaled features on 90th and Mary, and family-friendly design.
- Other ideas included guidelines for LR buildings; incorporating more art and color; and street-level storefront design.

Survey respondents

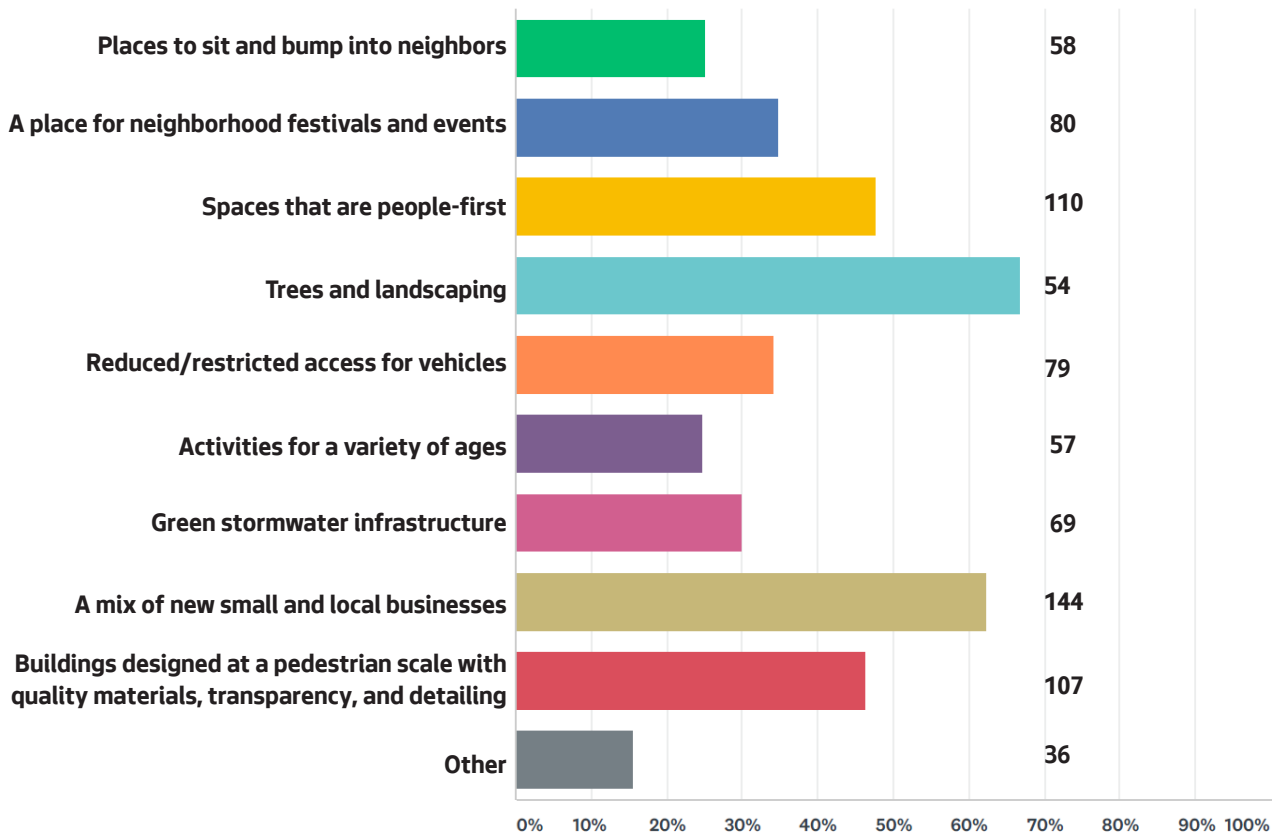
11. What is your affiliation with the Crown Hill Urban Village?



Shaping the Center at 90th & Mary

The Idea: Shape new development and the public realm to create a vibrant, people-first neighborhood center for all ages.

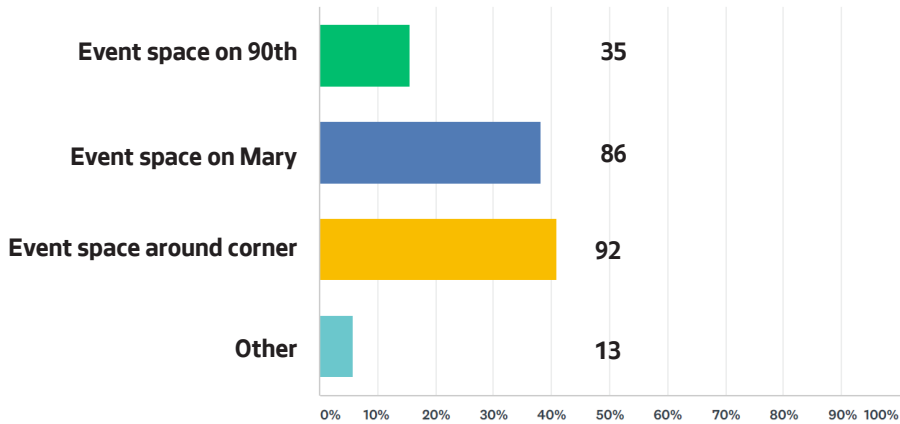
1. When considering the design of future buildings and the right-of-way, **what design goals or objectives are most important to create a neighborhood center and commercial destination?**



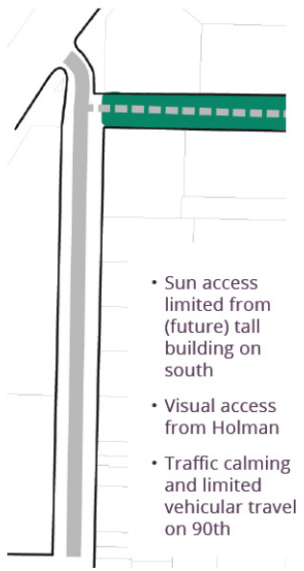
Comments or ideas:

- Create a small shopping area with local store, bar, restaurants and provide a sense of community
- Keep original buildings, fronts, businesses
- No more grey/black boxy buildings, more greenery
- Accessible to those with disabilities
- Look at the Mosaic District in Merrifield, VA. Pedestrian walkways, splash parks, locally owned businesses
- Affordable housing
- A community amenity, such as community center or library
- Improve traffic flow
- Sidewalks on all streets leading to 90th & Mary
- Safety for residents around the zone and protection from theft
- Removal of campers
- Adequate parking for existing residents and in new construction
- Security
- No bike lanes
- Slow traffic between 85th and Holman Road; too many aggressive drivers looking for cut-throughs
- Greater set backs on buildings
- More services
- Buildings are too big
- Maximize sunlight
- Vehicle access
- Space for nonprofits and community organizations
- Sidewalks
- Mix of businesses
- Cycle path and pedestrian crossings
- Inclusion of public art: murals, sculptures, interactive
- Accommodation for a future light rail extension

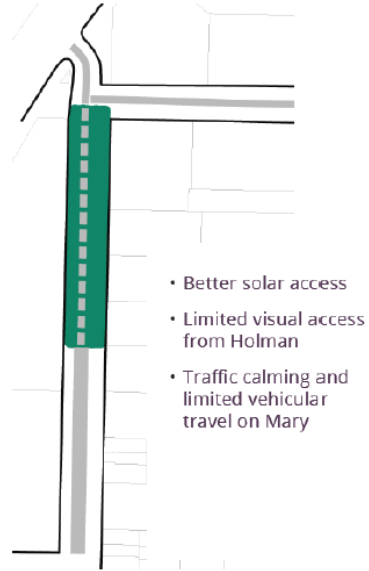
2. Festival Streets have a special designation which allows temporary closures for community events.
Considering the current and future uses, sun access, and circulation, which location do you think would be best for a Festival Street or community gathering place?



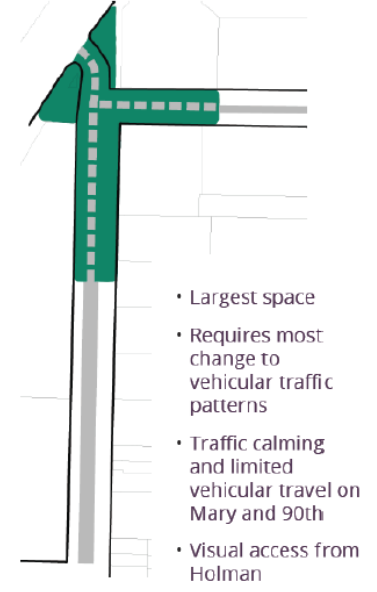
35 Event space on 90th



86 Event space on Mary



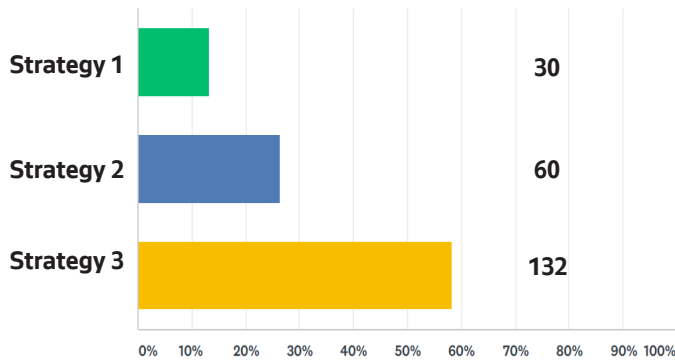
92 Event space around corner



Comments or ideas:

- Near the park/Small Faces
- No Festival Street
- Mary does not serve everyone in the neighborhood; identify multiple gathering spaces
- More green space and trees
- Do not create space before surrounding uses; allows uses to shape what the space should be
- Shadows not the most important element, like shaded courtyards

3. Which of the conceptual designs do you like most for Mary Ave? Each of these narrow the vehicular space to create more space for pedestrians, seating, and landscaping.



Summary

- Most respondents were supportive of a design that allocates more space for pedestrian uses, including seating, landscaping, trees, and places to relax--places to stay instead of just walk through
- Most respondents favored Strategy 3, largely due to the opportunities a consolidated and continuous pedestrian space provides, and due to the commercial uses on the west side of the street
- Most respondents preferred design features that slowed down or limited traffic.
- Many respondents want to see pedestrian-only spaces; others want to retain a balance of parking/through traffic
- Respondents who chose Strategy 2 liked the curbless feature that allowed for greater flexibility

Other comments or ideas:

- More trees and vegetation
- Concerned about homeless population
- Concerned about funding
- Close 90th to vehicular traffic
- Keep pedestrian-only on Mary Ave
- Traffic on Mary is unnecessary given the transit capacity on 15th/Holman
- Pedestrian-priority is key
- New buildings should have parking for residents
- Dislike curb bumps
- Like curb bumps for slowing traffic
- Limit cars to the main roads
- Sidewalk cafes extend to edge of street
- Concerned about shared space in a car-centric area/culture
- Put gathering space in existing parks
- Keep residents on Mary in mind
- Like more of a communal space, instead of just passing through
- Play areas for kids!
- Concerned about loitering

30 Strategy 1: Enhanced Pedestrian Space

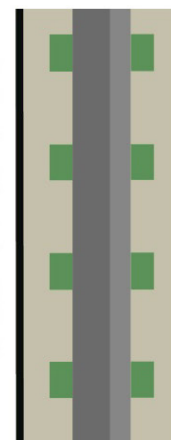
Widen pedestrian space on both sides of Mary Ave, providing room for tables and chairs, landscaping, bike parking and loading.



A curbless design (above) would allow the space to function as a continuous shared space.



21' pedestrian + landscaping flexible space | 18' two-way traffic or 1-way traffic + parking | 21' pedestrian + landscaping flexible space



Features:

- Wider pedestrian spaces at sides of street
- Remove one lane of traffic + parking
- Creates wider flexible zone
- small clusters of pedestrian such as cafe seating
- Could be curbless design

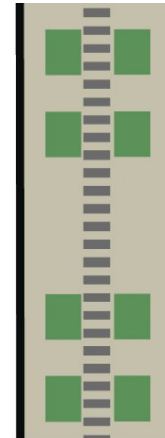
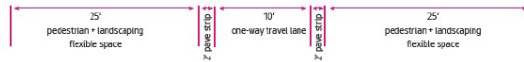
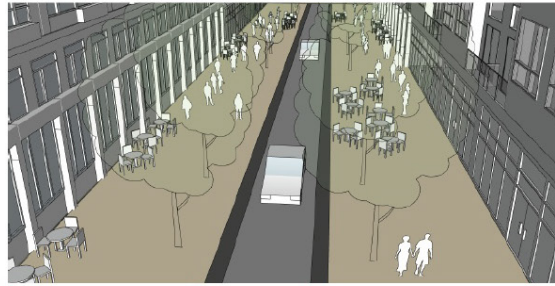
What you said you liked:

- Mixed use with car access
- Parking
- Retains vehicle access for neighbors that do not have transit
- Allows for vehicles and bikes
- Don't need huge sidewalks all the time if can close street for event

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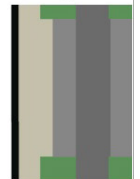
Strategy 2: Central Room (Shared Street)

Design the north end of Mary Ave, adjacent to commercial uses, as a "central room" shared space that can be closed for events.



Features:

- Creates central, building-to-building flexible, shared space for pedestrians
- Can accommodate events such as markets or festivals
- Slows traffic
- Reduces vehicular space to one travel lane and loading areas
- Curb or curbside design
- Can insert parking spaces at south end of street for residential uses



What you said you liked:

- Car access is needed as a first step to see how redevelopment goes. If area takes off then 100% ped zone.
- I can imagine neighborhood festivals there like Maestas cultural center
- Least amount of vehicular traffic seems most people friendly
- Less traffic, more places for ped only
- Limited vehicular traffic
- Feels like the whole street is a nice place to be
- Single lane of traffic, large pedestrian area
- Make part of it pedestrian only
- More greenery
- Creates space for farmers markets
- Doesn't favor one side of the street
- Add street parking in pockets
- Limit curb cuts
- Curbside

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Strategy 3: Pedestrian Promenade

Create a continuous "promenade" along the west side of Mary Ave.



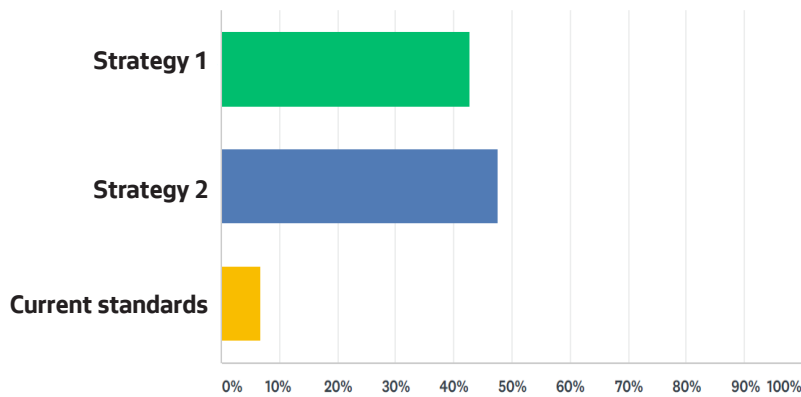
Features:

- Creates wide "promenade" west side of street that can accommodate a variety of pedestrian uses and events
- Creates small "rooms" for seating or adjacent commercial uses
- Retains two-way traffic, or one-way traffic and one lane parking

What you said you liked:

- Larger contiguous green spaces
- Two way travel, European style promenade for people to gather and relax
- Concerned it will get clogged with delivery trucks
- More vegetation, actual sidewalks
- I want as little car traffic as possible; drivers disregard signage
- Opportunity for maximum greenery
- More space for people
- Green space
- Space for seating and tables
- Separation of cars and peds
- Like 1 lane with parking
- More space for businesses to use outdoor space
- Widest space for pedestrians
- With commercial only on one side it makes sense to put commercial there
- Seems like a park
- Continuous space

4. Which of the conceptual designs do you like most for NW 90th Street? Each of these narrow the vehicular space to create more space for pedestrians, seating, and landscaping.



Summary

- Many respondents liked the concept of a lush "Grove" on 90th
- Many respondents thought the pedestrian spaces were too small in Strategy 1
- Many respondents liked the curbsless design of Strategy 2, because it makes the space more flexible
- Many respondents wanted to see a balance of parking and pedestrian spaces
- Many respondents wanted to see a "European-type" streetscape, as show in the concept images
- Most respondents preferred design features that slowed down or limited traffic, others did not like the curb bulbs

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Strategy 1: Grove - Side Rooms

Create small "rooms" on alternating sides of 90th to create space for seating, landscaping, etc.



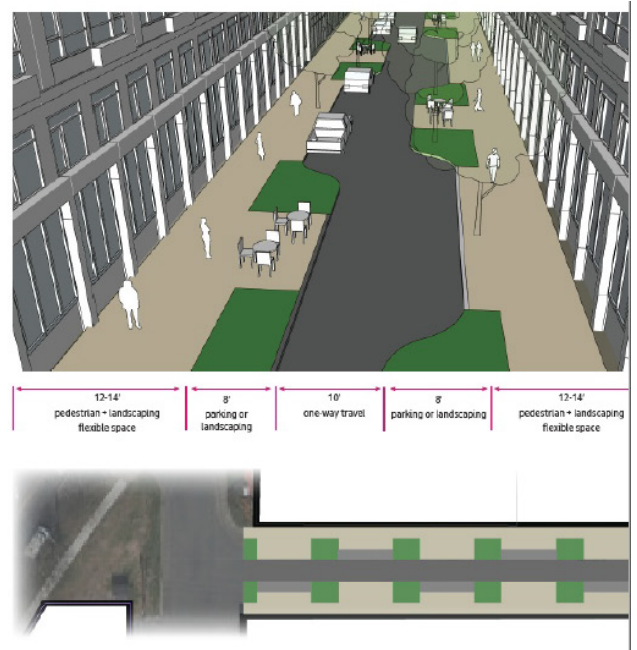
Features:

Creates small spaces for a variety of flexible pedestrian uses

Separates pedestrian and vehicular uses

Curb bump outs help slow traffic

More parking is retained



What you said you liked:

- Most attractive ad mixed use
- Parking
- Seems over-designed and confusing to navigate
- Slows traffic, fewer cars
- Like the shape
- Should have no parking. Parking doesn't encourage more walking.

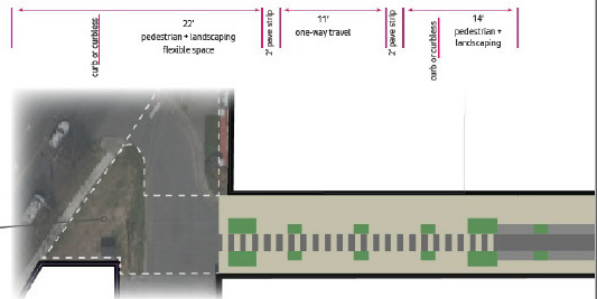
- Reduction of vehicular speed
- More free parking
- Accommodates peds and drivers
- Separation of cars and peds
- Alternating rooms would be too small for much use
- More green

Strategy 2: Central Space

Design the street to be used for events with a "central room" shared space that extends from building edge to building edge.



- Features:**
- Creates central, building-to-building flexible, shared space for pedestrians
 - Can accommodate events such as markets or festivals
 - Slows traffic
 - Reduces vehicular space to one travel lane and loading areas
 - Curb or curbless design
 - Can insert parking spaces at east end of block
 - Potential to expand into intersection and across vacant ROW space



What you said you liked:

- Flexibility
- Ability to accommodate large events
- Less space for cars
- Large area for landscaping
- Limited vehicle access

Use current standards

Current Standards



- Features:**
- Flex zone accommodates parking or pedestrian uses
 - More space for pedestrians that currently exists

Conceptual Space Allocation

- Pedestrian space
- Landscaping or flexible use spaces
- Vehicular Travel Lane
- On-street Parking

The following diagrams illustrate how space currently devoted to vehicular traffic could be reallocated to be used to create spaces for pedestrians and trees.

Flexible use spaces or "flex zones" could accommodate seating, landscaping, vendors, trees, bicycle parking, art displays, kiosks, etc.



Other comments or ideas:

- More trees and vegetation
- Current standards create adequate space
- Need to retain parking and vehicular access for people who prefer to drive, or for those that have limited mobility
- More green and trees

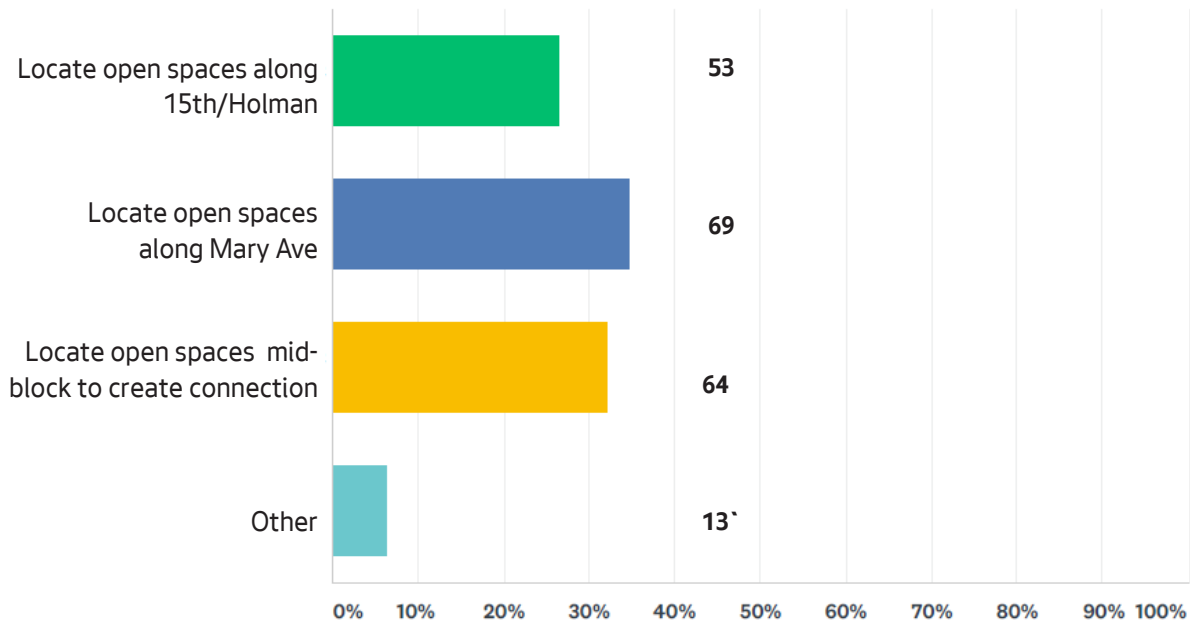
5. Rank the types of open space or amenity spaces you would most like to see as part of new development.

	Most important				least important			Score
	1	2	3	4	5	6		
<p>Mid-block pedestrian walkways</p> 	68	51	30	14	11	9	856	
<p>Small plazas at corners or building entries</p> 	47	62	35	19	12	5	818	
<p>Internal courtyards (may be private)</p> 	6	11	35	32	27	71	452	
<p>Patios or stoops to residences</p> 	3	15	17	71	50	21	495	
<p>Balconies</p> 	3	8	30	32	68	41	451	
<p>Building setbacks</p>	58	38	41	9	12	33	786	

6. Where open space is located on a site can help to:

- reduce perceived size of new development
- break up large blocks
- provide space for nature
- provide space for pedestrian and commercial uses to spill into
- provide a buffer between building edges and the street



Where is it most important for open space to be located as part of potential future redevelopment in the Crown Hill core?



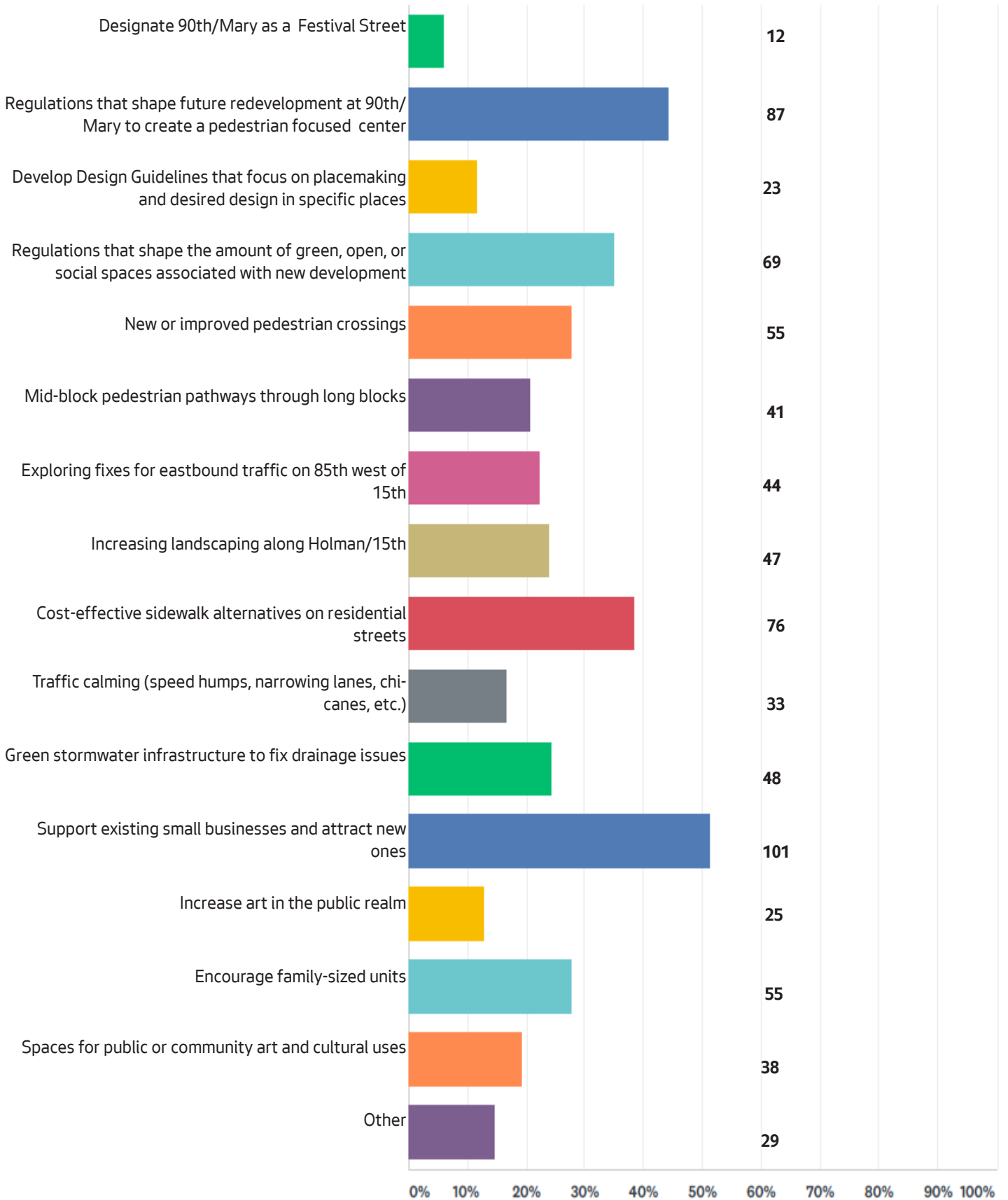
Comments or ideas:

- CH needs better transit center at 85th & Holman, such as a covered plaza or artistic theme at each of the corners
- Scale of development is too large for existing context, need more parks and utility capacity
- Let property owners choose what to build based on market and costs
- All of the above, depending on context
- More parking
- Include space for visual interest
- Incorporate public art

7. Rank the following features in order of what you think is most important for providing pedestrian safety on residential streets.

	Most important			least important		Total Score
	1	2	3	4		
Cost-effective walkways 	101	39	19	21	580	
Painted curb bulbs 	54	83	31	15	542	
Chicanes 	19	29	80	53	376	
Speed humps or speed tables 	12	30	55	92	340	

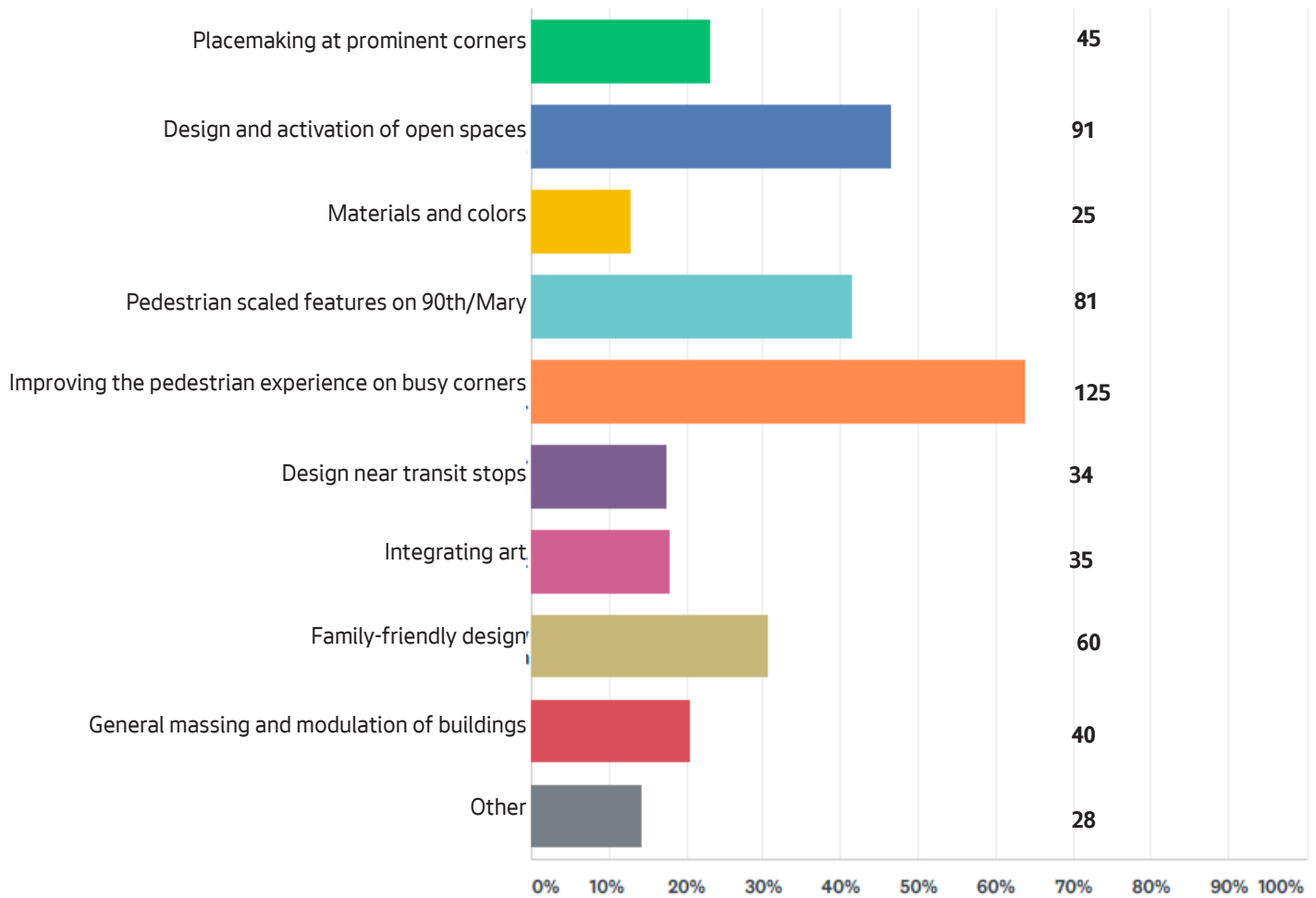
9. What do you think are the most important priorities for community and city staff to work on over the next 5-10 years? Please check your top three choices.



Comments or ideas:

- More restaurants
- Make neighborhood walkable and kid-friendly
- Save single-family houses
- Sidewalks, not alternatives
- Affordable housing
- Infrastructure for bicycles
- Improve bus stops
- Landscaping not currently maintained
- Two lanes each direction on 85th
- Improve traffic and parking
- Shorter buildings
- Fix all roads
- Regulations that encourage new building design to fit the character of mid-century and older homes; fewer big boxes
- Better bike crossing of arterials and E-W routes
- Public safety
- Repave 15th to make quieter
- Stop new development, adding housing, and removing trees
- Leave open space for possible future light rail
- Maintain free parking
- Manage congestion
- Placemaking should arise out of community's needs, and needs to be flexible as new residents move to CH.
- Fewer blank walls, more colors
- Improve architecture, fewer grey panels
- Retain and add community gardens

10. Design Guidelines could be developed to provide more specific guidance, unique to the neighborhood for projects located the neighborhood. What topics or geographic areas should Design Guidelines for Crown Hill focus on?



Comments or ideas:

- Buildings with character, not just blocky
- Local artists for murals on blank walls
- More parks and green
- Avoid boring
- Affordable housing
- Guidelines for LR buildings going into previously SF zoned areas
- More sun
- Mid-century design
- Lighting to increase safety
- Safe injection site and needle exchanges
- Save trees
- Street level storefront design
- Design on street-level for ground-related residences
- Places for residents to gather together
- Keep old signage
- Incorporate community gardens

