

# Appendix B

## ONLINE SURVEYS & RESULTS

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# CROWN HILL URBAN VILLAGE COMMUNITY PLANNING

## Community Assets, Issues & Opportunities Online Survey Results

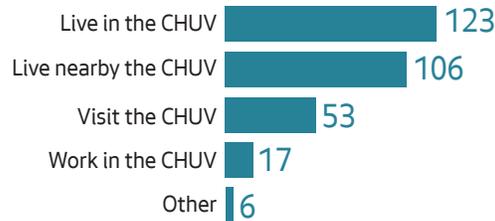
OPCD asked for your input and ideas through an online survey to help assess community priorities in the Crown Hill Urban Village. This input, in addition to feedback we've heard from other community engagement, will help shape the planning process and key issues that are addressed in a strategic community plan.

### WHO PARTICIPATED?

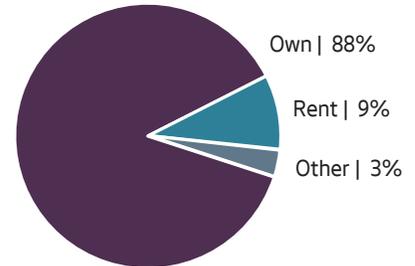
Total responses:



Connection to the CHUV:



Current Housing:



### KEY TAKEAWAYS

#### Key Issues

**Affordability:** Many are concerned that the neighborhood is no longer affordable for existing and new residents, especially families and empty-nesters who want to age in place. Affordability for businesses was also a concern, as survey respondents noted businesses in the area that have closed or moved locations due to properties being redevelopment.

**Growth & Change:** While many expressed enthusiasm for the benefits growth could bring including more amenities, businesses, and a more vibrant public realm, they were concerned about how to manage the impacts of a growing population, including how and where growth would happen, what it would look like, and the impacts on utilities, parking, and transportation.

**Identity & Community:** Many noted that since the Crown Hill Urban Village is actually made up of a few neighborhoods, it currently lacks an identity and feels disjointed, with no perception of a "center" other than the intersection of 15th and 85th. Many felt that Crown Hill is a place people drive through, not a destination.

**Mobility & Transportation:** Many were frustrated over the lack of sidewalks, especially on routes to schools and parks. The range of responses demonstrated the competing demand for a limited amount of roadway for pedestrians, transit, bikes, and vehicles. Many were concerned about how the urban village would transition from low-density, car-centric neighborhood with ample parking to a more dense, transit-oriented neighborhood with more users in the right-of-way.

#### Key Opportunities & Ideas

- Support small and local businesses, including restaurants, cafes, and retailers
- Increase tree canopy, landscaping, and connection to nature ; a neighborhood of tree-lined streets
- Foster a greater sense of community and community identity
- Create an iconic "heart" of the village to gather for social interaction
- Become a pedestrian-friendly mixed-use destination with places to walk to and pleasant routes
- Foster distinct places within the neighborhood, including quiet residential streets and more vibrant shopping hubs



- Seating, including outdoor cafes and beer gardens
- Green space with gardens, trees, landscaping, orchards
- Activities for youth and teens
- Services including childcare, library, post office
- Arts & culture, including studios, sculptures, murals, performance space
- Connection to transit
- Police kiosks
- Games, including bocce ball, chess, scrabble
- Parking for people with mobility challenges
- Water features
- Community meeting rooms

#### **4. What makes it hard to walk or bike around the neighborhood?**

Many respondents noted that Crown Hill does not currently have a pedestrian-friendly environment, and is built to the scale and preference of vehicles. Participants noted that the combination of long blocks, few sidewalks, traffic volumes and speeds, and a lack of pedestrian street crossings as major contributors to feeling unsafe as a pedestrian on street in the urban village, especially north of N 85th Street.

- Destinations are far apart
- Puddles force pedestrians into street
- Few crossings on arterials
- Cut-through traffic on side streets
- Not visually interesting
- High traffic volumes and speeds

#### **5. What would make walking or biking easier, safer, and more pleasant for all ages and abilities?**

Respondents had many ideas to improve the pedestrian experience in the Crown Hill Urban Village, mainly around reducing conflict between pedestrians and vehicles and making streets more pedestrian-friendly:

- Replacing "beg buttons" with automatic walk signals
- More and wider sidewalks
- Limiting right turns on red
- Improving Greenways
- Adding medians and pedestrian refuges
- Traffic calming within the urban village boundaries, including narrowing travel lanes and retiming lights

#### **6. What places would you like to walk or bike to if there were safe ways to get there?**

Many respondents noted that they do already walk to places in the CHUV, even though they didn't necessarily feel safe doing so. Many also noted that they would like more destinations to be able to walk to:

- Everyday needs, including grocery stores, restaurants, banks
- Other neighborhoods - Greenwood, Ballard
- Parks
- Schools
- Transit connections

#### **7. What housing does the neighborhood need more of to help people of all ages, abilities, and income levels find a home and stay in the community at all stages of life?**

The most common responses were more affordable housing options, and more family-sized housing options. Responses

ranged from high rise apartments to retaining existing single-unit houses. However, there was a general consensus that a wider range of housing options than currently exists would be beneficial to keeping Crown Hill a neighborhood for families, and for aging in place. There were many concerns that new housing would be too expensive for current residents to remain in place.

- Family-sized housing, especially 3 bedroom units and units with outdoor spaces to play
- Highrise apartment and condos
- Accessible units for aging in place
- Low-income housing
- Co-housing
- Small infill houses, including cottages, starter houses, and backyard accessory dwelling units
- Small apartment buildings with family-sized units
- Housing for active seniors and empty nesters looking to downsize
- Ground-related housing, including townhouses and duplexes

## **8. What is your vision for the neighborhood in 20 years? What kind of place is it? What makes it great?**

While some respondents were currently happy with the neighborhood, many were excited by the prospect of the neighborhood becoming a "true urban village" with a vibrant, mixed-use core full of destinations, and quieter residential areas with a variety of housing choices.

- The best neighborhood to raise a family; lots of kids playing in the street
- A public realm that supports community interaction, with places to stop and engage
- Iconic places, with great, safe street to walk there
- More people walking, fewer surface parking lots, more sidewalks
- Great outdoor seating with large trees and great food
- Improved transit - light rail, streetcar, better buses
- Places for kids to play

# Crown Hill Community Planning Survey #2

## Exploring Ideas for the Future of Crown Hill | March - April 2019

### Summary

- Pedestrian safety is the primary concern of most respondents.
- Many respondents felt that Crown Hill is currently lacking in destinations and local businesses.
- Many respondents were excited about creating a vibrant, active "center" near 90th & Mary Ave that would incorporate:
  1. expanded pedestrian only space for gathering and socializing;
  2. limited or no vehicles and/or parking;
  3. local businesses;
  4. trees and landscaping;
  5. space for temporary uses such as farmers markets
  6. mid-block pedestrian pathways
- Many respondents were concerned about balancing open and green space with growth, and would like to see more space that adds to the public realm was part of new development.
- While investments in art are desired, respondents felt that investments were better spent elsewhere.
- Respondents were in favor of wider planting buffer and buildings set back from 15th/Holman to make a more comfortable pedestrian experience
- Respondents wanted more family-sized and affordable units.

### Overall...

...Respondents felt that today Crown Hill is **suburban**, with **no perceived center**, too **few destinations** and **dominated by cars**.

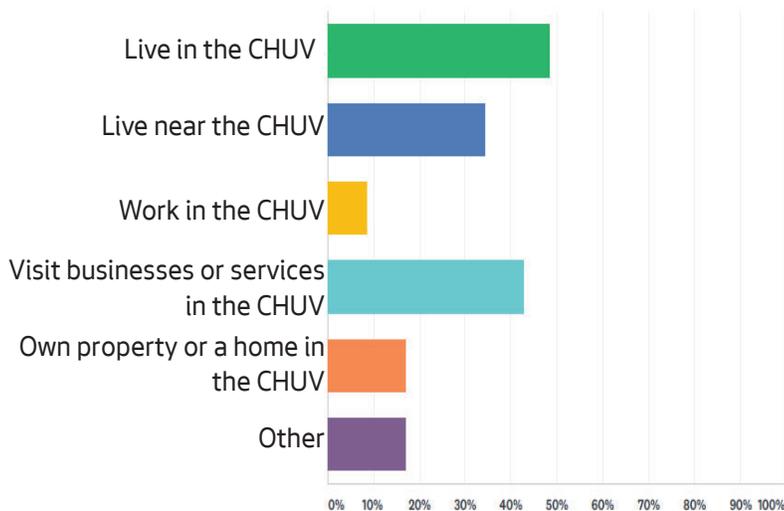
...Respondents envisioned a future where Crown Hill was a **welcoming** community, had **lots of things to do** for people of **all ages and incomes**, more **green space**, and was easy and **safe to walk** around.

...Respondents were most concerned about **adding open space** with growth, **displacement** of lower-income households, that **nothing will change**.

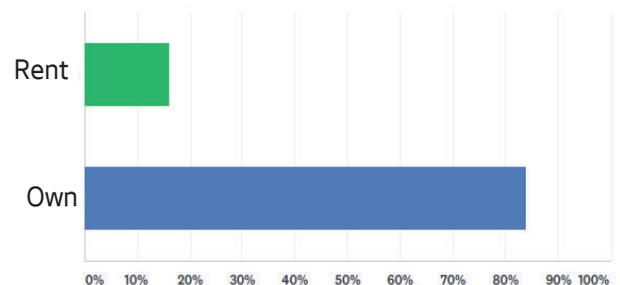
...Respondents were most excited about creating a more people-oriented neighborhood with a **pedestrian-only center**, the **community coming together** to create a great neighborhood, **safe walking routes to local businesses**, and for positive change that benefits existing and new residents.

### Survey respondents

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



21. If you live in or near the CHUV, do your rent or own your home?



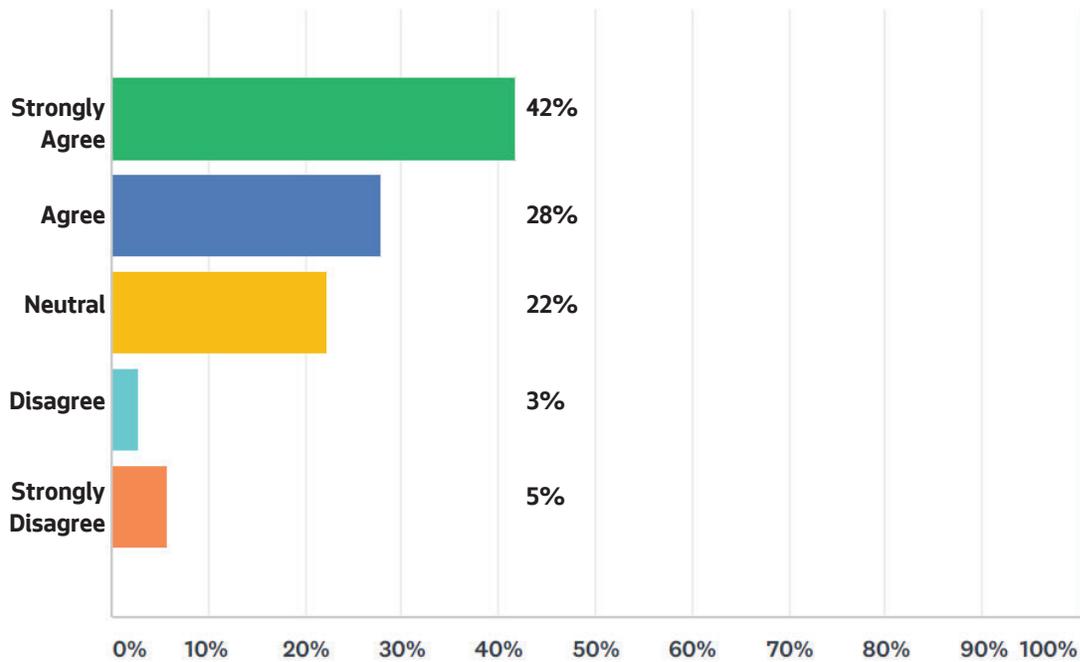
## Community Priority A

*Make the Crown Hill Urban Village a distinct neighborhood with a vibrant public realm.*

The objectives of this Community Priority are:

- Foster a cohesive identity for the CHUV that brings together multiple neighborhoods;
- Create iconic places for social interaction, celebrating local people and cultures, and supporting a vibrant public life; and
- Enhance the identity of districts and nodes within the urban village.

### 1. Do you think this is a priority that should be included in the Community Action Plan?



#### Comments or ideas:

- Need specific things - sidewalks and drainage. Need the area at 15th and Holman to be reorganized for local shopping and rowhouses.
- Promote local independent businesses and ensure affordable rent; lost businesses on 15th.

**2. What is your level of support for the following actions that celebrate neighborhood gateways and landmarks?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Add art to the Holman pedestrian bridge 	10	11	7	2	1	31
Identify and enhance existing landmarks (places, events, architecture, etc.)	9	8	4	0	1	22
Create gateway features at "entrances" to Crown Hill. 	5	9	9	4	4	31

**Comments or ideas:**

- Trees and vegetation
- Existing gateway at bridge on north, need one on south. Expand sidewalk and narrow street on south end to signal that you are entering urban village with more pedestrians.
- Design guidelines with "themes" to minimize hodge podge development aesthetics
- Art should reflect the neighborhood
- Pedestrian safety should be the priority

**3. What is your level of support for the following actions that grow a walkable neighborhood commercial district that attracts small and local businesses?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Explore urban design strategies to shape possible future redevelopment of large blocks as mixed-use developments.	19	8	2	3	1	33
Develop urban design strategies to shape a pedestrian-oriented commercial district at 90th & Mary Ave.	25	6	0	0	2	33
Prioritize pedestrian improvements to create a "walking loop" that connects neighborhood assets.	19	9	2	2	2	34



**Comments or ideas:**

- All of the development faces one of the busiest streets in the city. Require development to face cross streets and create nice streets away from 15th and Holman. Street should look like downtown not Ballard strip mall.
- More mixed-use development. Get rid of parking requirements. Add bicycle infrastructure.
- Prioritize pedestrian infrastructure for where it is used; back up with study or projections on future development.
- Reduce curb cuts along walking loop.
- 17th should be a priority.
- Improvements to 15th and Holman.
- Commercial district should start at 90th and continue to 80th.

**4. What is your level of support for the following actions that develop a network of places, open spaces, and destinations for social interaction and public life?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
<p>Create a new social gathering space by transforming a portion of 90th into a community space or plaza.</p> 	19	8	4	2	1	34
<p>Use green stormwater infrastructure (GSI) to beautify public spaces while solving local drainage problems.</p> 	26	6	1	1	0	34
<p>Explore how large development can contribute to an open space network that enhances the public realm.</p> 	17	9	6	0	2	34

**Comments or ideas:**

- Drainage. All types are welcome if sidewalks are built at same time. 90th street idea is good.
- Need trees, shrubs, flowers, places to sit. Should not all be pavement.
- Prioritize open space at shared lot lines so adjacent developments combine open space to create more usable and desirable public plazas.
- Existing greenspace at 83rd/Mary should be maintained.
- Also consider plaza on 83rd or more space for bikes and peds to decrease traffic, like in Vancouver.
- Public anchor project with affordable housing and community

benefits

- Create a community space all the way from 90th to 85th on Mary with large setbacks.
- Taller buildings around parks and grocery stores.
- Increase walkability to businesses to reduce car traffic.
- Balance green spaces with increasing density; more open and green spaces
- Public space is essential but should be privately owned and maintained

## 5. Which short-term strategies would you support on the one block segment of NW 90th Street prior to any redevelopment that would help activate the space and make it a place for community to gather?

### Community Ideas for Interim Uses & Design

Drawings are intended to illustrate and explore possible ideas to continue developing, and are not a proposed design.

**Food Trucks & Seating** - Designate a space for food trucks with permanent seating



**Holman Grove** - Plant new trees to buffer noise and increase canopy, make space for art or signage

**Trees** - Use planters for new trees and to delineate spaces for parking and other uses.

**Signage** - Use signs to close the street. Consider vertical signs or posts to attract attention

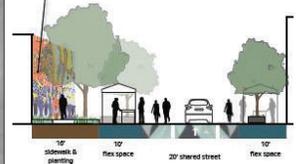
**Space for Community Events** - Make a portion of the road a festival street that can be closed for special events including Crown Hill Market.



**Painted roadway** - Celebrate connection to water and indigenous art

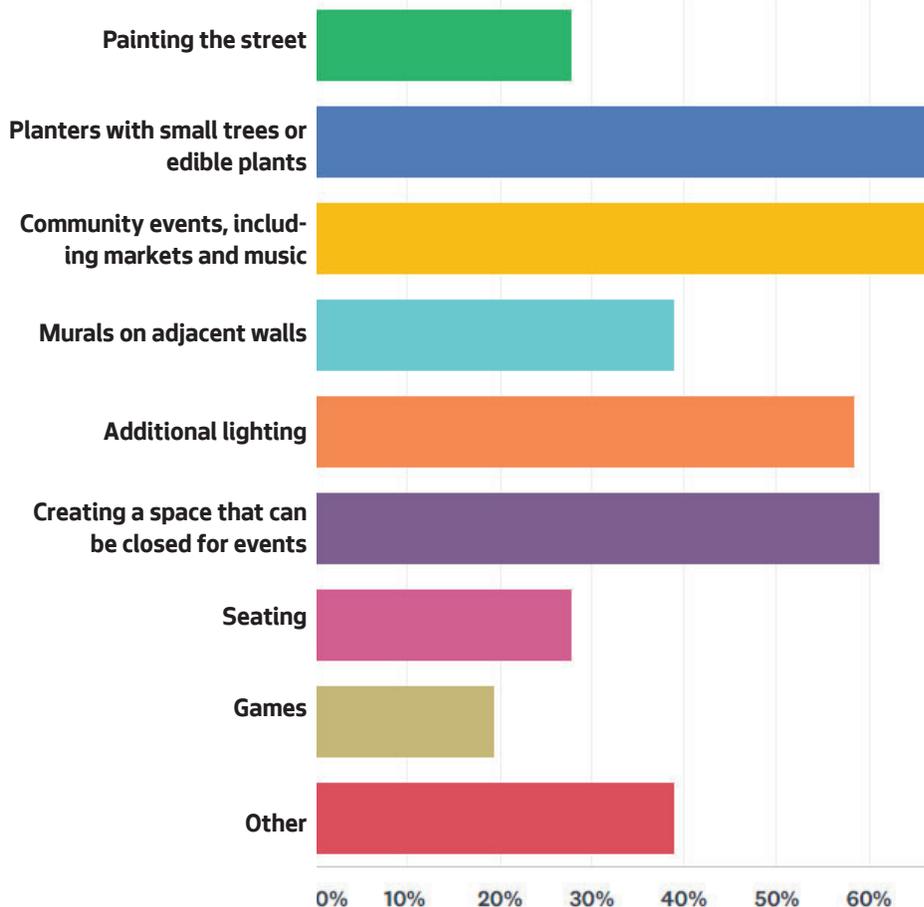
**Lighting** - Additional lighting on building walls, or solar lighting fixtures.

**Murals & Art** - Paint murals on blank walls



**Shared roadway with vehicles** - Allow vehicles on a portion of the street to ensure access to adjacent uses

**Flexible Spaces** - Space that can accommodate parking or other uses



### Comments or ideas:

- Change development standards to require building to the street. Too much money spent supporting businesses.
- De-pave to restore plants and trees
- Block off automobile traffic.
- Close Mary from 90th to Holman, make Mary one way, and make a wide pedestrian boulevard on the west side of

- Mary all the way to 80th or 75th.
- More green and planting to soften what is a hard space
- More activity and "eyes on the street"

6. Do any of the images below characterize what you would like to see in a pedestrian-oriented commercial district on NW 90th St and/or Mary Ave in the future?



8



9



11



11



4



14



6



9



13

None of these.

3

### **What do you like about the images you chose?**

- Wide sidewalks, trees, lighting are good once development happens and pays for it.
- Discourage and de-prioritize personal vehicle use, but maintain access for deliveries and mobility-limited.
- I like that the space is prioritized for pedestrians instead of cars. I also like the vegetation and pedestrian-oriented businesses
- Greenspace, pedestrian space, density, vibrant
- Green and trees
- Art and a "ceiling" to the space: canopies, art, lighting, etc.
- Smaller scale buildings, less emphasis on vehicle traffic, greenery, populated
- Permanent structures for people to gather and sit
- Access to bicycles, cars restricted.
- Businesses to generate foot traffic
- Flexible open space
- Seating
- Primarily pedestrian-oriented, but not entirely closed off
- Looks inviting
- Few/no cars
- Limited traffic, art, seating, a sense of a "town square" or commons
- Expansion of pedestrian area and no curbs
- Trees and wide street spaces
- Don't go too far in the direction of a park

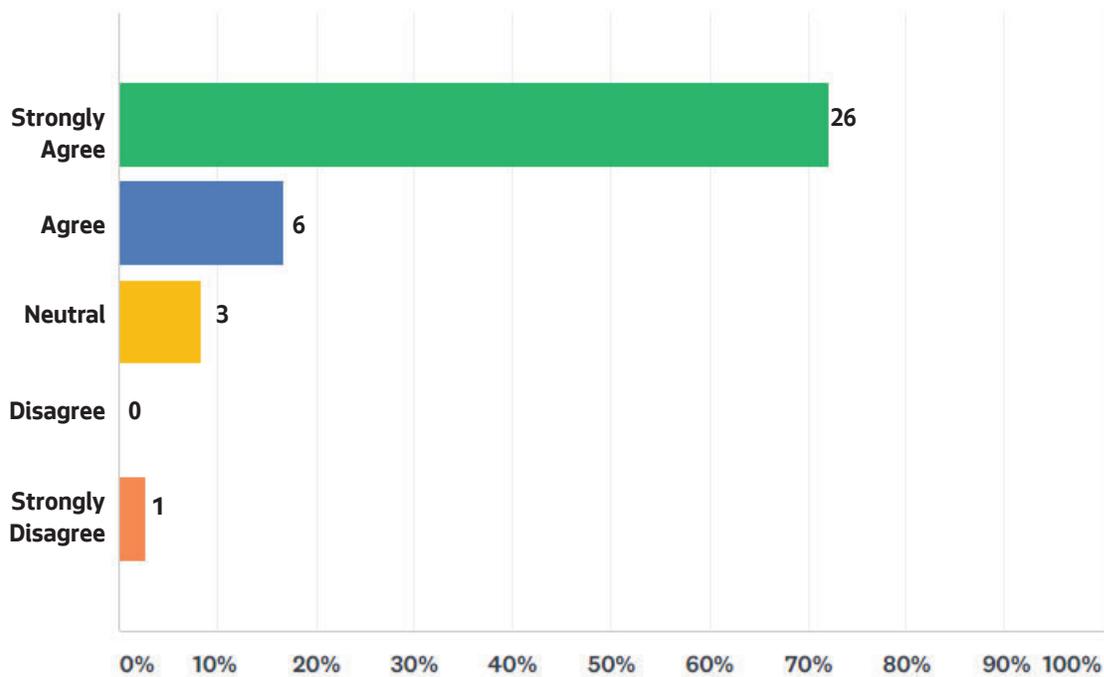
## Community Priority B

### Design and build streets that encourage walking and make it easy to get around.

The objectives of this Community Priority are:

- Address the lack of pedestrian infrastructure to make walking safe, convenient, and delightful;
- Make it easy to walk or bike for short trips to everyday needs within the urban village; and
- Stitch the barrier created by 15th/Holman Road and 85th while supporting the efficient movement of goods and people through and to Crown Hill.

#### 7. Do you think this is a priority that should be included in the Community Action Plan?



#### Comments:

- Add more crosswalks
- Currently feels unsafe and auto-oriented, like an LA suburb

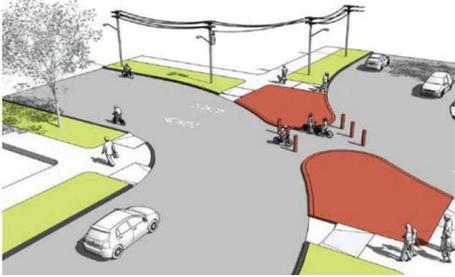
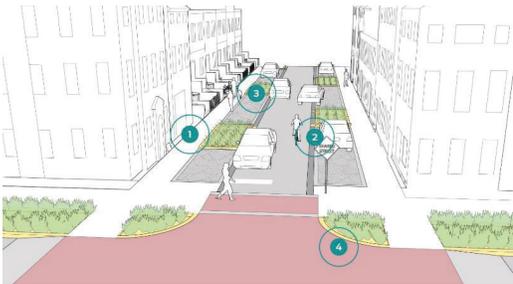
**8. What is your level of support for the following actions that improve pedestrian connectivity and safety on routes to transit, schools, parks, and neighborhood destinations?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Explore new or enhanced pedestrian crossings at: - 83rd & Holman - Mary & 85th - 15th & 85th timing or all-pedestrian phase	15	12	5	1	3	36
Prioritize pedestrian improvements that connect community assets including parks, schools, and transit.	24	5	5	0	2	36
Encourage pedestrian connections through long blocks.	20	4	8	0	2	34

**Comments or ideas:**

- Other areas of city need more attention
- Don't diminish sight lines for bicyclists
- Curb bumpouts, crossing medians, reduced traffic speeds, protected bike lanes
- Businesses should be better stewards of their property
- Large pedestrian-only areas, funnel auto traffic to a few streets, parking only along perimeter
- No more lights on 15th, they add to cut through traffic
- More crossings on the east side of 15th across 85th
- Change timing of stop lights to enable faster pedestrian crossing; to cross from SE to NW corner takes 5 minutes

**9. What is your level of support for the following actions that reduce cut-through traffic and speeding in residential areas?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
<p>Add traffic diverters in key locations on residential streets</p> 	16	9	3	1	5	34
<p>Explore shared-street or alternative pathway designs for lower-volume areas</p> 	16	9	4	2	2	33
<p>Enhance the 17th Ave Greenway with drainage improvements and reorganization of parking and travel lanes</p> 	13	8	5	3	3	32

**Comments or ideas:**

- Would like to have fewer delivery truck use 13th between 85th and 90th
- Grade separated pathway on 17th
- At key pedestrian streets, creating parks out of a section of the road that allows foot and bike access but not cars
- Not allow auto traffic entirely
- Don't spend more money on bike lanes only
- Speed humps on all residential streets

**10. Do any of the images below have elements you'd like to see on the NW 17th Ave Greenway in the future?**

Some parking, at-grade separate pathway, green stormwater infrastructure



18

Retain significant amount of parking, add trees, narrow shared travel lane



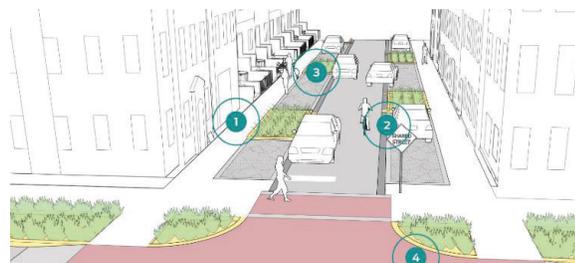
12

Traffic calming, narrow travel lane, green stormwater infrastructure, shared travel lane



12

Green stormwater infrastructure, separated pathways, parking, narrow travel lane to slow traffic



17

**Comments or ideas:**

- A roadway with no street parking
- Parking is counterintuitive. People think they need it but a 8x23 spot can support several cafe tables, a dozen bikes, or landscaping for drainage and wildlife
- Actively discourage private vehicle use
- No cars, no parking
- Speed humps that have breaks for bicyclists to go through

**11. Which of these elements do you think would create a more engaging and comfortable pedestrian environment along the 15th Ave/Holman Road corridor?**

Set back buildings for wider sidewalks



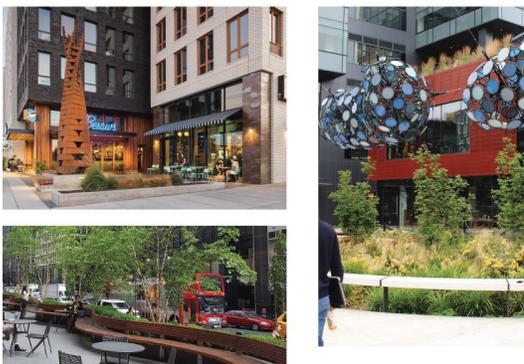
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Mid-block passages for pedestrians



26

Small courtyards and plazas along the streetscape



21

More medians with trees and art



19

Wide and continuous planting buffer



31

**Comments or ideas:**

- No greenspace or art in medians, instead give space back to sidewalks so it is usable by pedestrians

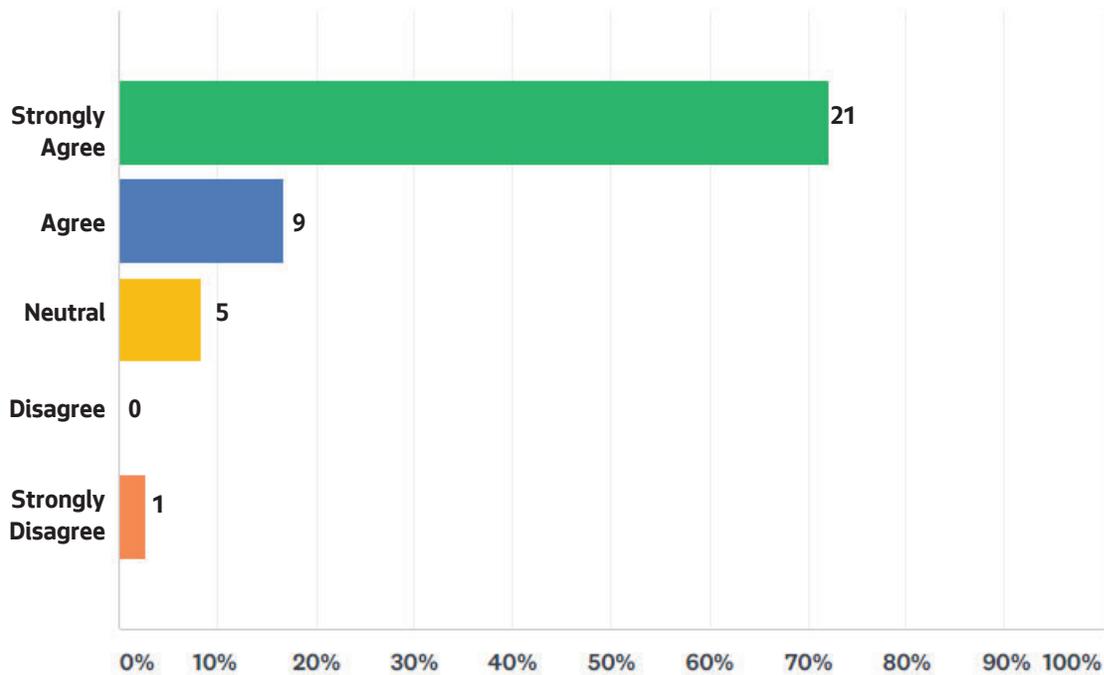
## Community Priority C

The CHUV should support healthy and thriving communities.

The objectives of this Community Priority are:

- Build capacity of the neighborhood's business and community organizations
- Support economic opportunity and local businesses in the neighborhood
- Ensure that public spaces and the public realm are welcoming and reflect the communities and cultures in Crown Hill
- Support a range of housing options that allow households to stay in Crown Hill at all stages of life

12. Do you think this is a priority that should be included in the Community Action Plan?



### Comments:

- Need to increase access to housing options across the board
- Invite more diverse neighbors so that one group does not dominate the neighborhood
- Want more specifics

**13. What is your level of support for the following actions that support spaces for temporary and pop-up commercial uses?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
<p>Explore opportunities to transform underutilized space in street and parking lots</p> 	14	9	9	0	2	34
<p>Incorporate permanent space for community markets and vendors in the design of new projects</p> 	15	13	3	0	2	33

**Comments or ideas:**

- Space for farmers market
- Pop ups are temporary, want permanent fixtures
- Give land to residents/community
- Gardens, commons, no parking lots
- Food truck mall
- More local retail, fewer chain stores
- Garden space

**14. What is your level of support for the following actions that celebrate Crown Hill's story and the stories of past and present people and culture?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Explore opportunities for wayfinding, kiosks, and design that shares information about Crown Hill	6	6	16	3	4	35
Work with Indigenous communities to develop respectful ways to acknowledge and celebrate Indigenous cultures.	12	11	11	0	1	35

**Comments or ideas:**

- Culture currently reflected is of dominant white culture; other cultures not represented
- Create a sense of place, work with existing assets: views,

- open space, cover from rainfall, eliminate parking lots
- Work with 4 Culture and other arts orgs

**15. What is your level of support for the following actions that integrate art and culture into the built environment?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Work with property owners and businesses to install murals on blank walls	15	12	5	0	3	35
Install a graffiti wall as a low-cost opportunity for local artists	9	11	9	2	3	34
Incorporate performance spaces into the public realm	9	7	14	2	2	34
Explore opportunities for painted crosswalks or street intersections	11	6	13	2	3	35
Install art in medians	10	9	9	1	6	35
Designate an "art walk" around the neighborhood	7	8	14	1	4	34

**Comments or ideas:**

- Create the neighborhood and the art will follow
- Performance spaces are nice but not highest priority
- Green and art!
- Not currently many artists; affordable live-work spaces

- Galleries
- Lots of musicians; have an interactive music walk with educational components

**16. What is your level of support for the following actions that increase tree canopy in Crown Hill?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Explore opportunities for more native and large trees on city-owned land	25	8	0	0	1	34
Include a "Crown Hill Orchard" or "Holman Grove" as a design element 	19	8	3	1	2	33
Reallocate and reorganize space in the right-of-way to make room for trees 	20	6	6	0	1	33

**Comments or ideas:**

- Create the neighborhood and the art will follow

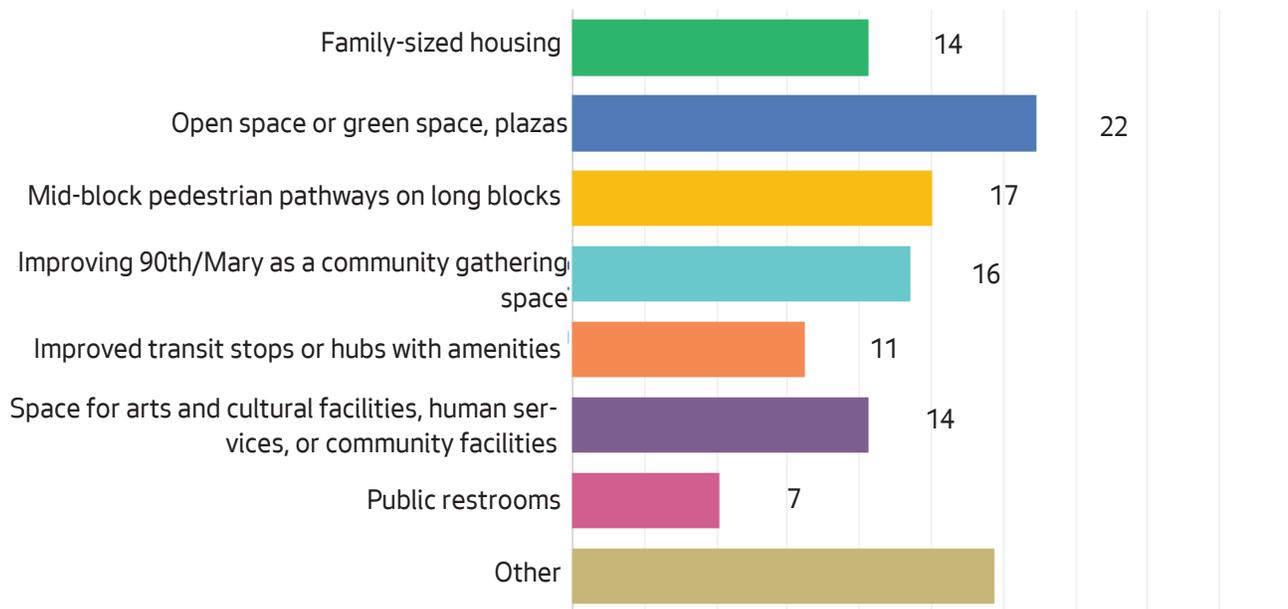
**17. What is your level of support for the following actions that make Crown Hill family-friendly?**

	Love it	Like	Neutral	Dislike	Strongly dislike	Total
Focus on moderately-sized infill housing options that have their own entry	13	10	9	0	2	34
Encourage or incentivize family-sized or family-friendly units	21	5	7	0	1	34
Encourage or incentivize more spaces for play in new development and in the public realm	22	7	4	1	1	35

**Comments or ideas:**

- Design guidelines for infill
- Increased density is only tool for moderate housing costs
- Need more greenspace and parks
- More traffic calming to make streets safe for kids
- Turn some roads into street end parks
- Increase density
- Community garden space
- Create spaces where people feel comfortable reading a book, sitting in the sunshine, converseing with coffee.
- Safe walkways
- Require parking in new development that is affordable

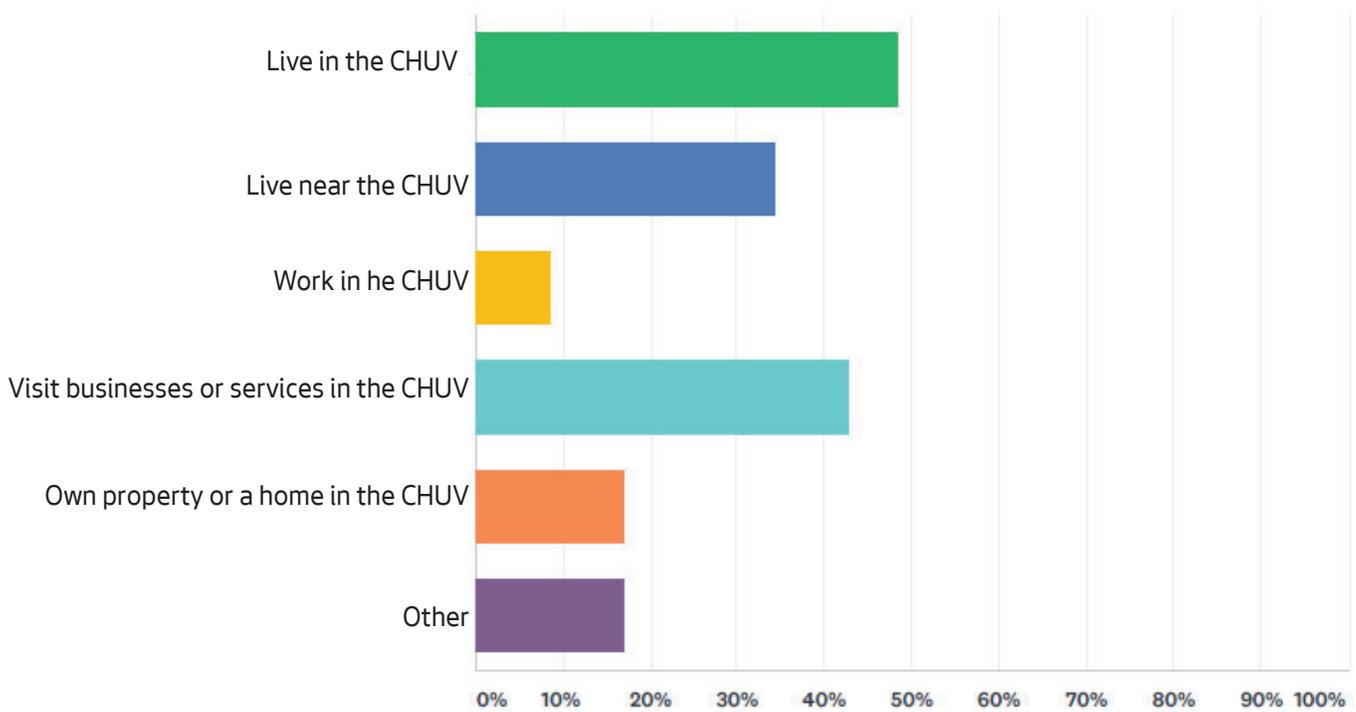
**18. Would you be inclined to support additional height along 15th Ave NW and or NW 85th Street if new buildings had any of the following?**



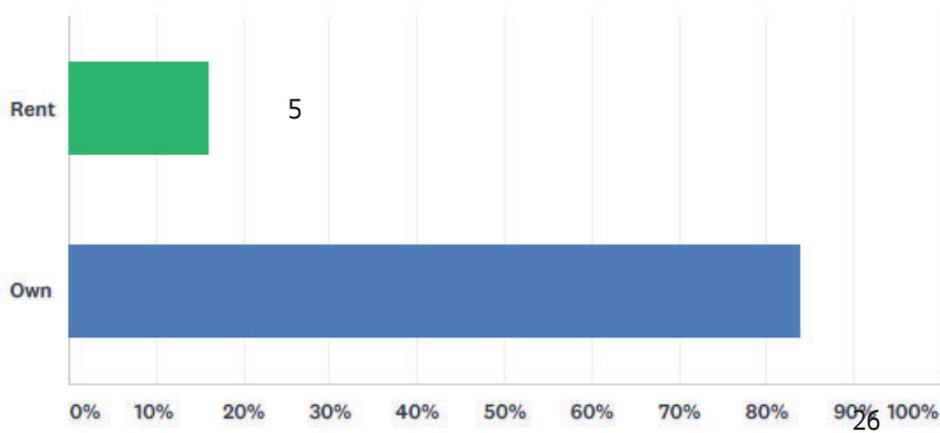
**Comments or ideas:**

- Rowhouses instead of townhouses
- Reintroduce density limits
- Require green space
- Very important, need denser mix of housing options for current and incoming residents
- Affordable housing
- Be aggressive and purposeful with height increases
- Bigger setbacks
- Allow businesses in private residences
- Retain current buildings, even if ugly
- 75' is enough, especially since at the top of hill
- Dog parks
- These should be provided
- Community gardens
- Free parking
- No more height, allow more coverage

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



**21. If you live in or near the CHUV, do your rent or own your home?**



## 20. Fill in the blanks:

### Today Crown Hill is:

- A suburban neighborhood
- Suburban
- Lacking character
- Dangerous to pedestrians
- A littered mess
- Boring and dominated by auto-oriented development
- Nothing
- Growing fast with no plan
- A quiet neighborhood
- A thoroughfare with terrible flooding and no sidewalks
- A rural neighborhood
- Parking lots surrounded by tree-lined streets
- Has areas that are appealing and other areas that need improving
- A neighborhood with a small town feel
- Close to cool things, but kind of blah; suburban, not in the good way
- Boring but full of potential
- Disjointed, with pockets of interest
- the corner of four neighborhoods, dominated by wide streets and cars
- A pass through, traffic-congested area
- Feels like it grew with no plan, and is a bit of a mess

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### In the future, Crown Hill will be:

- A family neighborhood
- Denser and livelier
- Green, with new businesses and active open space
- Walkable and bikable with more retail options
- More expensive and lifeless
- A place where people can find community and activities without going to other neighborhoods
- Overcrowded
- Overpriced units and no conifers
- A destination for residents and neighboring communities
- Less parking, more trees and green space
- A place that is green has spaces for cultural activities and expands access for low-income communities
- More like Ballard
- More dense, with amenities and small local businesses
- More like Greenwood or Fremont
- A vibrant part of the city with a pedestrian focused core
- Cohesive, easy to walk around
- Walkable
- An organized community with some sort of identity
- More diverse and people friendly
- An example of smart growth

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### My biggest concern about the future of Crown Hill is:

- More singles and DINKs
- People need to be able to move around without a car
- Developers will have a disproportionate impact on the future
- Limited amount of green and open space as population increase
- Attempts to create pedestrian-oriented open spaces won't be bold enough and not supported by community
- Growth with no infrastructure or planning to support it, or budget to implement the plan
- Homelessness and crime
- Lower income neighbors being pushed out
- Continued lack of sidewalks
- High-density multi story buildings and lots of traffic
- Growth without planning
- That it does not have adequate infrastructure to support density
- More chain stores
- No development, more crime, homelessness
- Single family housing going away
- Small units with no place to gather; people hungry for connections
- No change will come
- People's desire to preserve parking
- Less green space
- Traffic flow

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### One thing I'm really excited about or want to see happen is:

- Families of all kinds can afford to live in the area
- Pedestrian and bicycle infrastructure
- Retain existing tree regulations
- The creation of a pedestrian district on Mary & 90th; a second district on 15th between 80th and 85th by widening sidewalk
- Give power to the community to rebuild
- Community coming together to make a great neighborhood - it's like building a new neighborhood from a crossroads/ intersection
- Sidewalks
- Fixing flooding issues
- New sidewalks
- Increasing local businesses and public space
- More walkable areas
- New small businesses, reasons to stay in Crown Hill instead of going to other neighborhoods
- A cohesive neighborhood identity
- Make Crown Hill Center a real community center, open to the public
- Sidewalks and businesses along Holman near 90th
- Opportunity to provide safe spaces for all ages, socio-economic classes and all abilities to find a community that they can easily and fluidly participate in
- Big ideas happen--not just reducing car traffic on a single street
- Improving traffic flow
- More businesses that aren't big box stores
- Greener, slower, more people-centered
- Improving the 90th & Mary "L"
- Housing that modest earners can afford

# 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

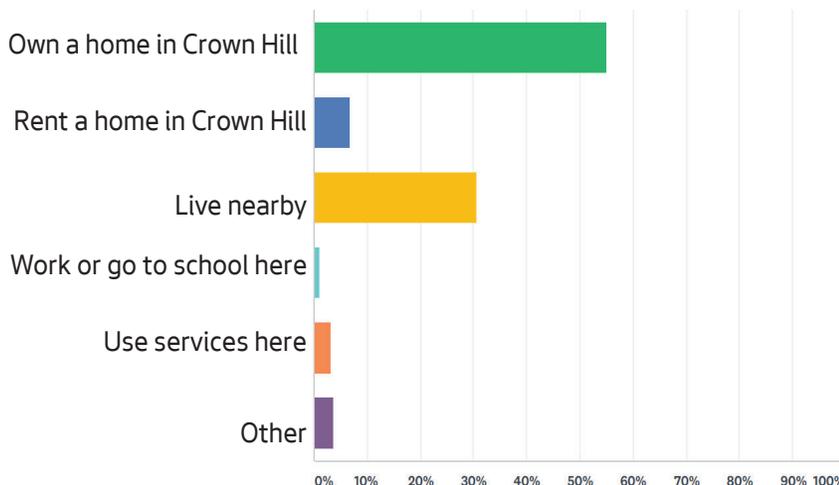
- Respondents top three priorities for the next 5-10 years were: support existing small businesses and attracting new ones; shaping future redevelopment along 90th/Mary/15th to create a pedestrian focused center; and implementing cost-effective sidewalk alternatives on residential streets.

### 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

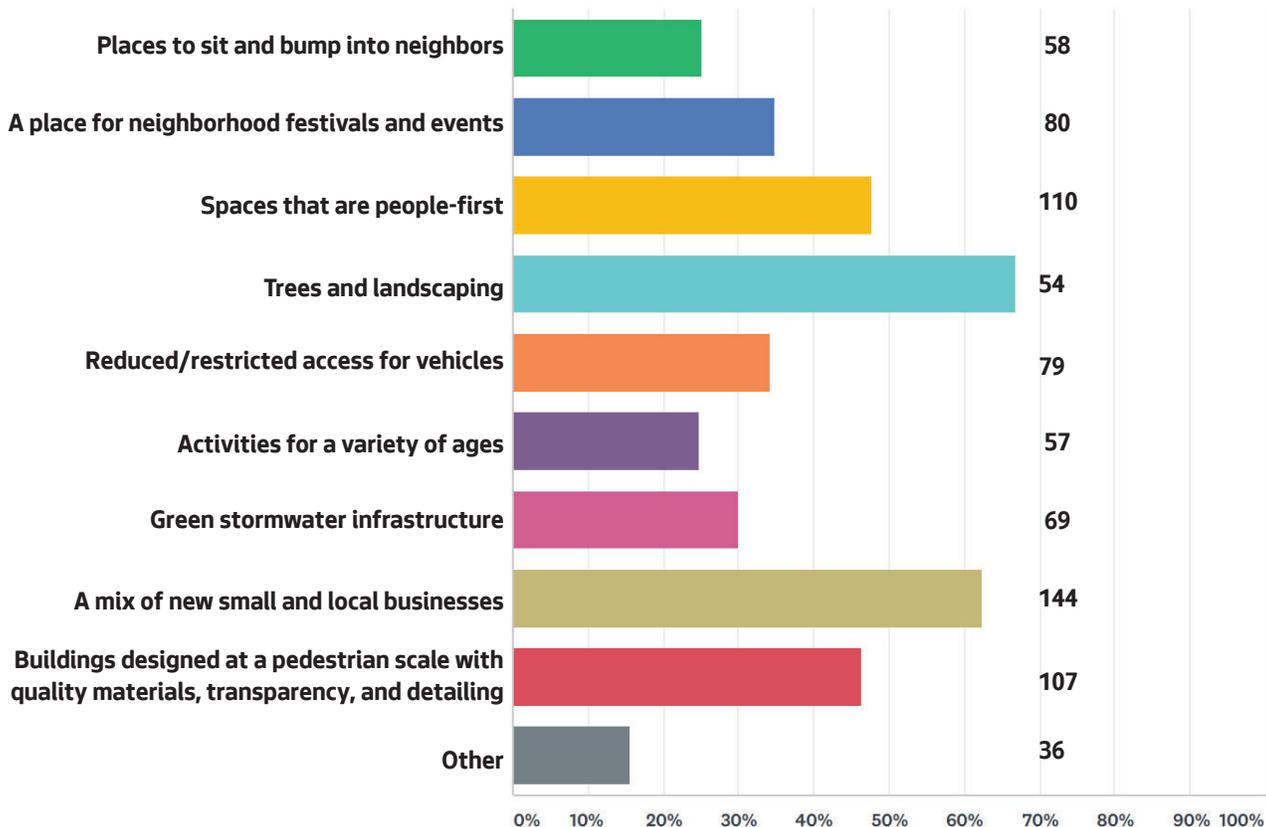
11. What is your affiliation with the Crown Hill Urban Village?



## 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.*

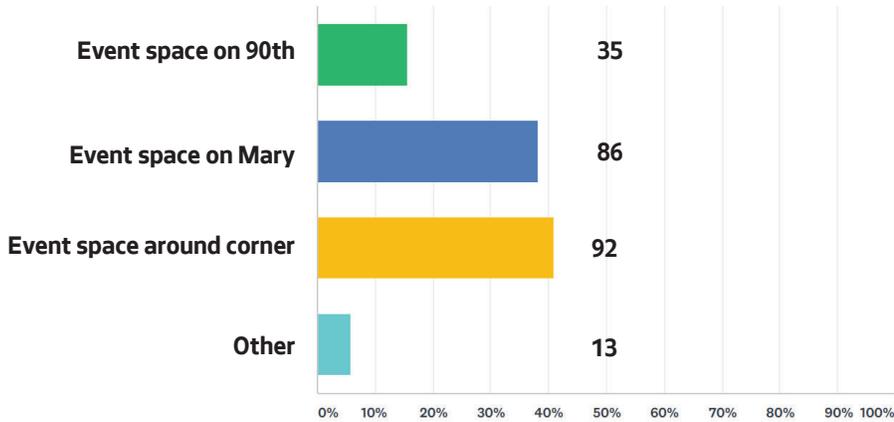
### 1. When considering the design of future buildings and the right-of-way, **what design goals or objectives are most important to create a neighborhood center and commercial destination?**



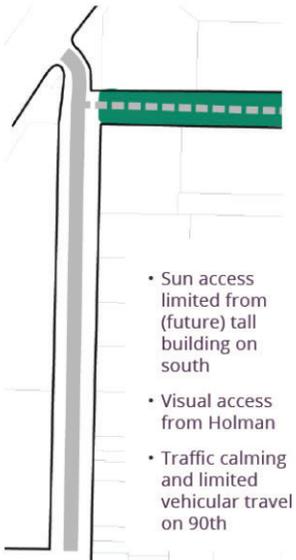
#### Comments or ideas:

- 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

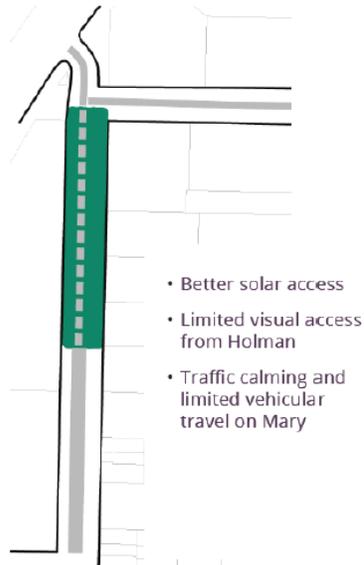
2. Festival Streets have a special designation which allows temporary closures for community events.  
**Considering the current and future uses, sun access, and circulation, which location do you think would be best for a Festival Street or community gathering place?**



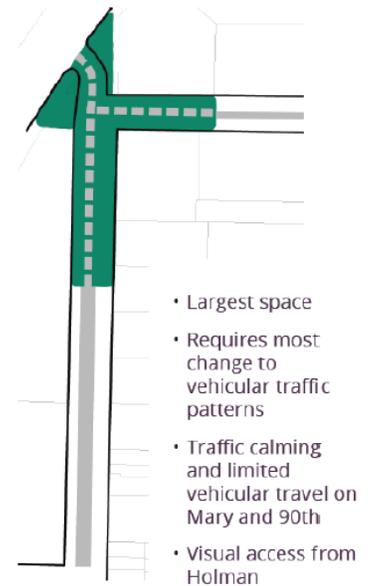
**35** Event space on 90th



**86** Event space on Mary



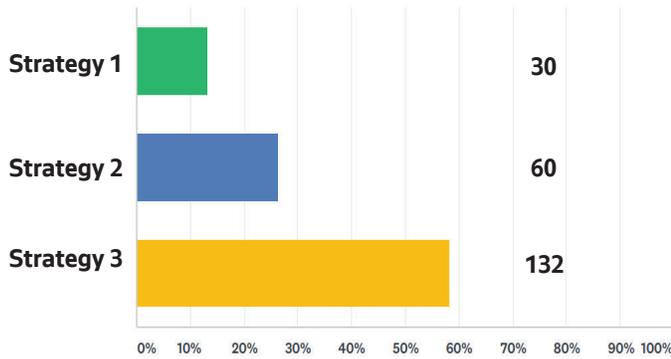
**92** Event space around corner



**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**

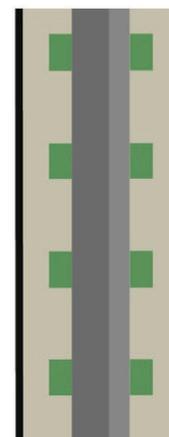
Widen pedestrian space on both sides of Mary Ave, providing room for tables and chairs, landscaping, bike parking and loading.



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

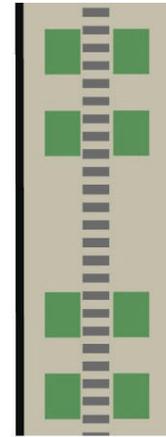
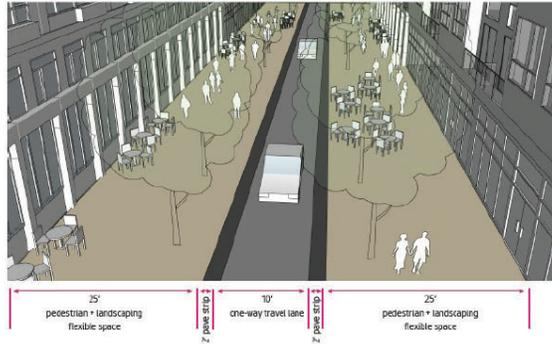
**What you said you liked:**

- 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

60

### 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:**

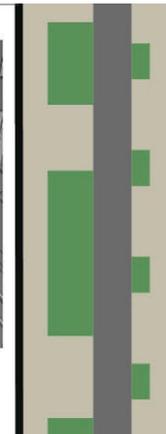
- Car access is needed as a first step to see how redevelopment goes. If area takes off then 100% ped zone.
- I can imagine neighborhood festivals there like Maestas cultural center
- Least amount of vehicular traffic seems most people friendly
- Less traffic, more places for ped only
- Limited vehicular 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

132

### Strategy 3: Pedestrian Promenade

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



**Features:**

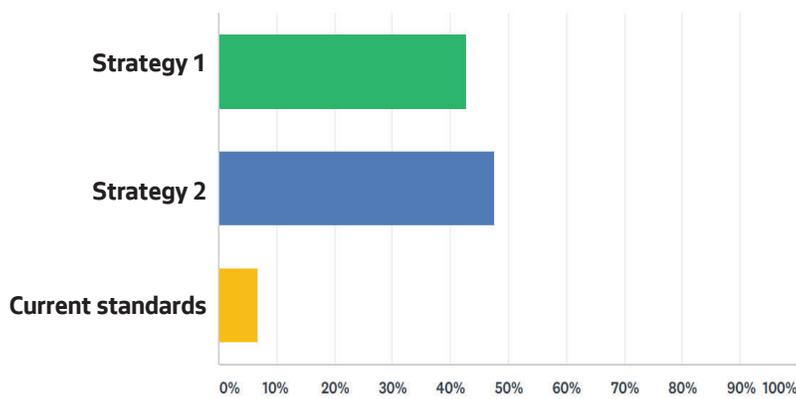
- Creates wide "promenade" west side of street that can accommodate a variety of pedestrian uses and events
- Creates small "rooms" for seating or adjacent commercial uses
- Retains two-way traffic, or one-way traffic and one lane parking

**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.



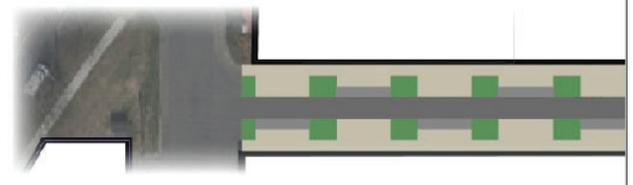
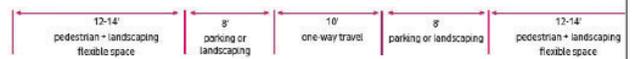
**Features:**

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.

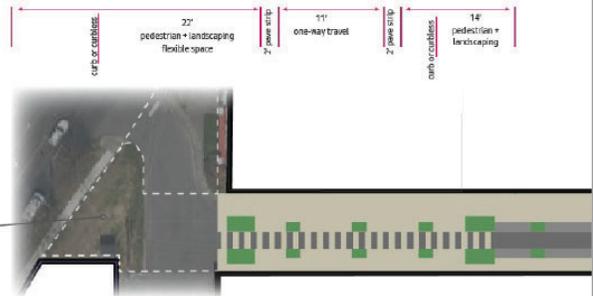
- Reduction of vehicular speed
- More free parking
- Accommodates peds and drivers
- Separation of cars and peds
- Alternating rooms would be too small for much use
- More green

### 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



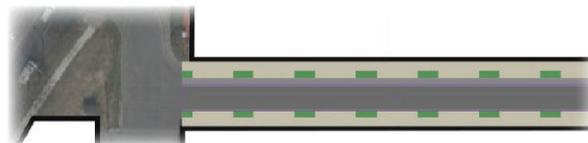
- Features:**
- Flex zone accommodates parking or pedestrian uses
  - More space for pedestrians that currently exists

#### 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

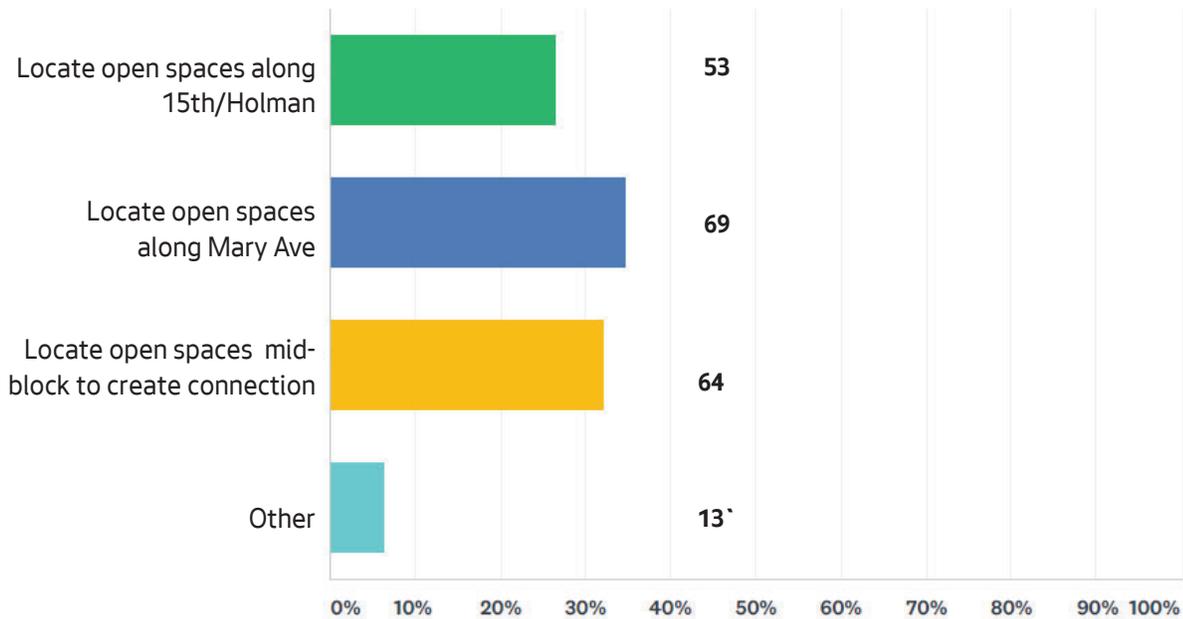
**5. Rank the types of open space or amenity spaces you would most like to see as part of new development.**

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

**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:**

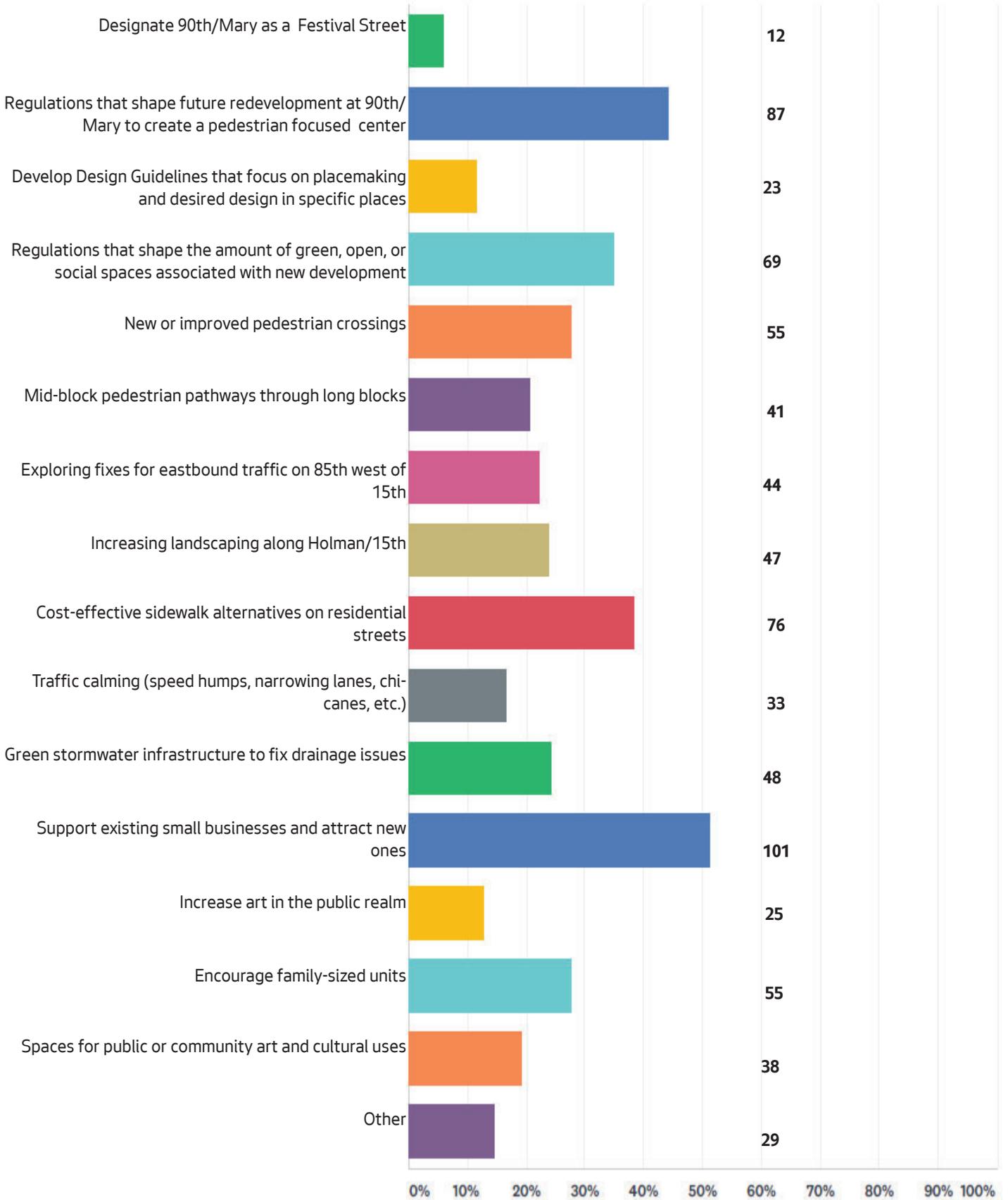
- CH needs better transit center at 85th & Holman, such as a covered plaza or artistic theme at each of the corners
- Scale of development is too large for existing context, need more parks and utility capacity
- Let property owners choose what to build based on market and costs
- All of the above, depending 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	<b>580</b>
Painted curb bulbs 	54	83	31	15	<b>542</b>
Chicanes 	19	29	80	53	<b>376</b>
Speed humps or speed tables 	12	30	55	92	<b>340</b>



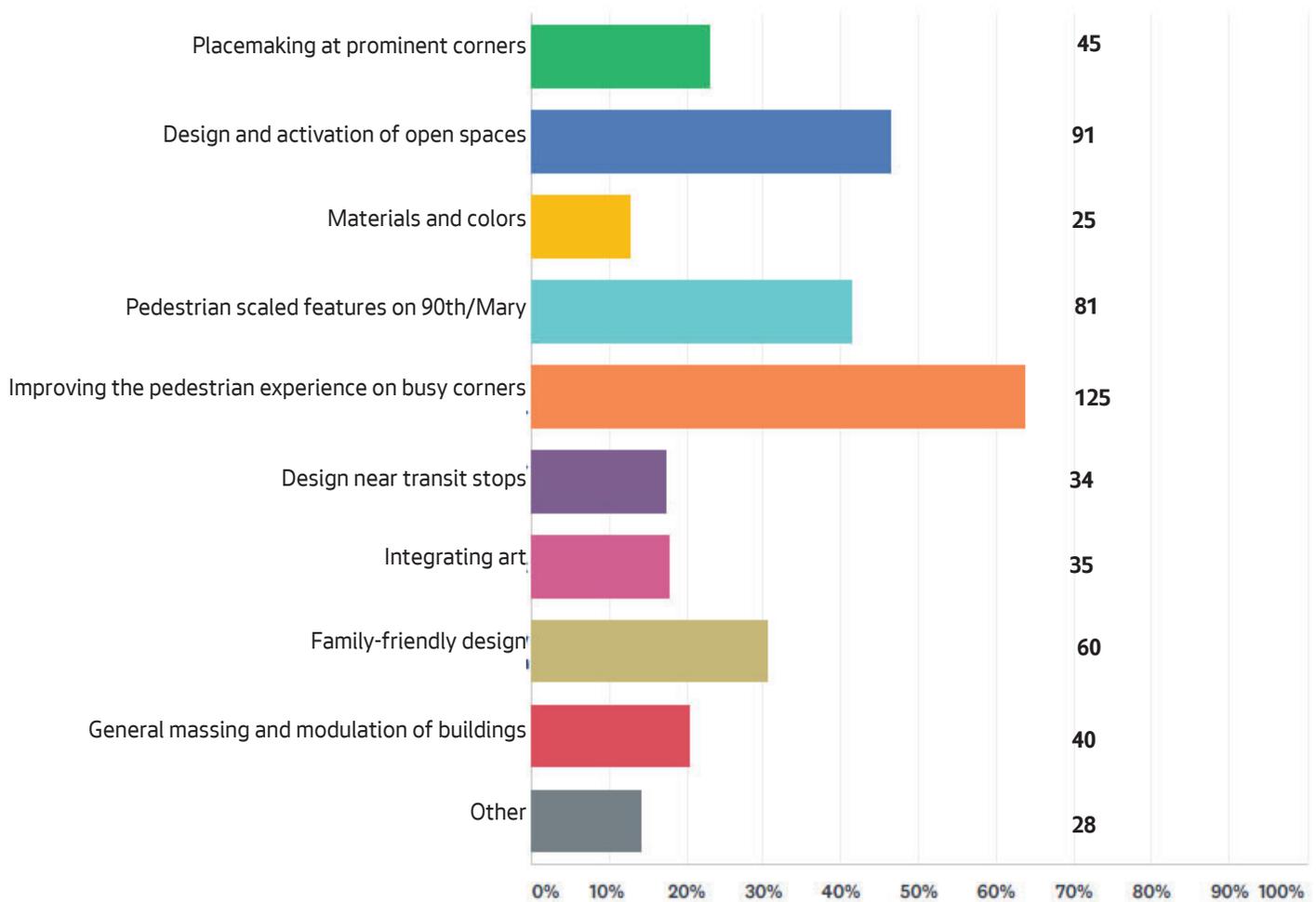
**9. What do you think are the most important priorities for community and city staff to work on over the next 5-10 years? Please check your top three choices.**



**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:**

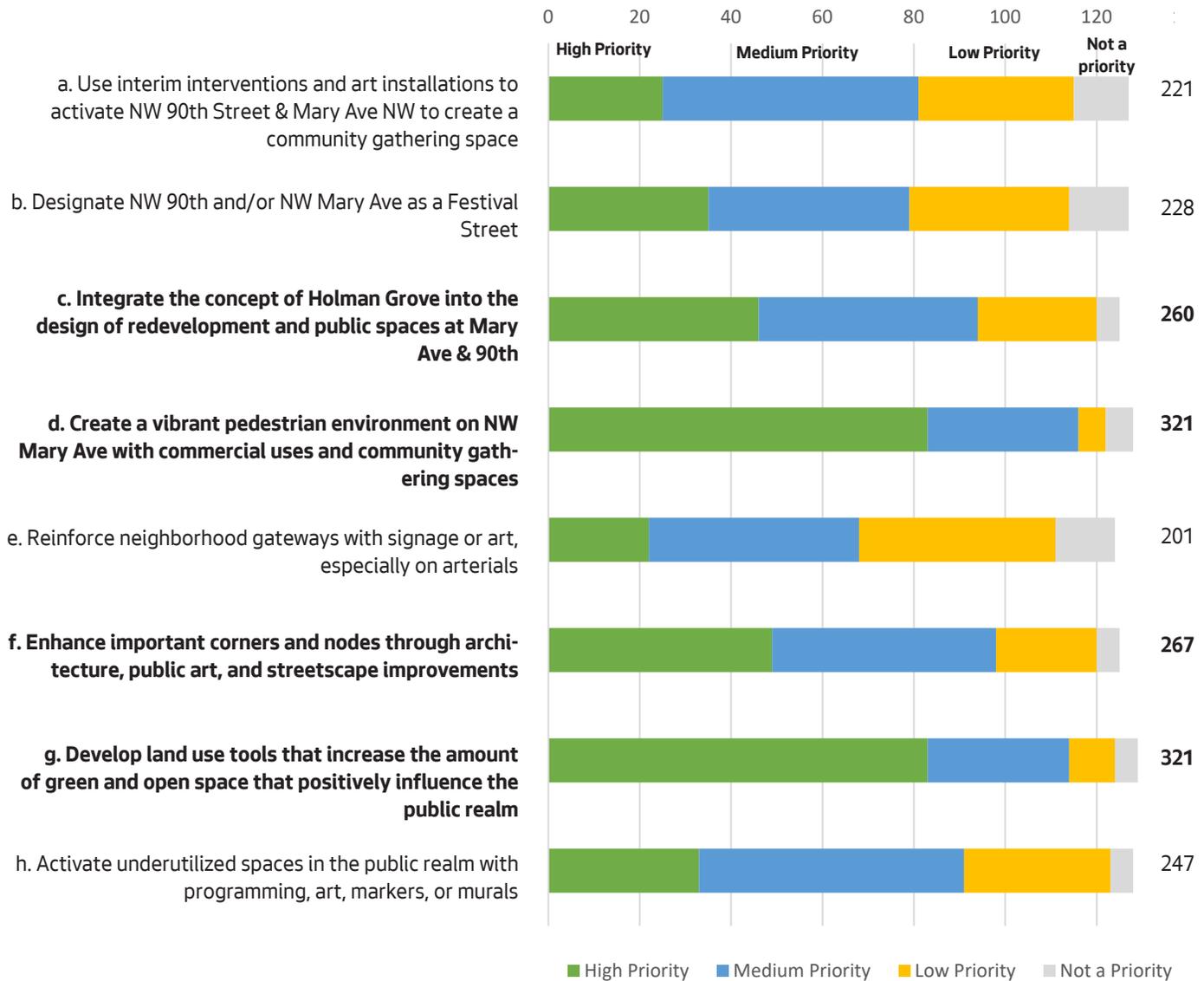
- Buildings with character, not just blocky
- Local artists for murals on blank walls
- More parks and green
- Avoid boring
- Affordable housing
- Guidelines for LR buildings going into previously SF zoned areas
- More sun
- Mid-century design
- Lighting to increase safety
- Safe injection site and needle 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

**We received a  
132 responses!**

**1. Community Priority A: A distinct neighborhood with great destinations and a vibrant public realm**

The strategies and actions in Community Priority A are about balancing growth with open spaces and green spaces for social interaction and public life, and growing a vibrant, pedestrian-oriented retail center that attracts small and local business.

**What do you think are the priority actions to achieve Community Priority A?**

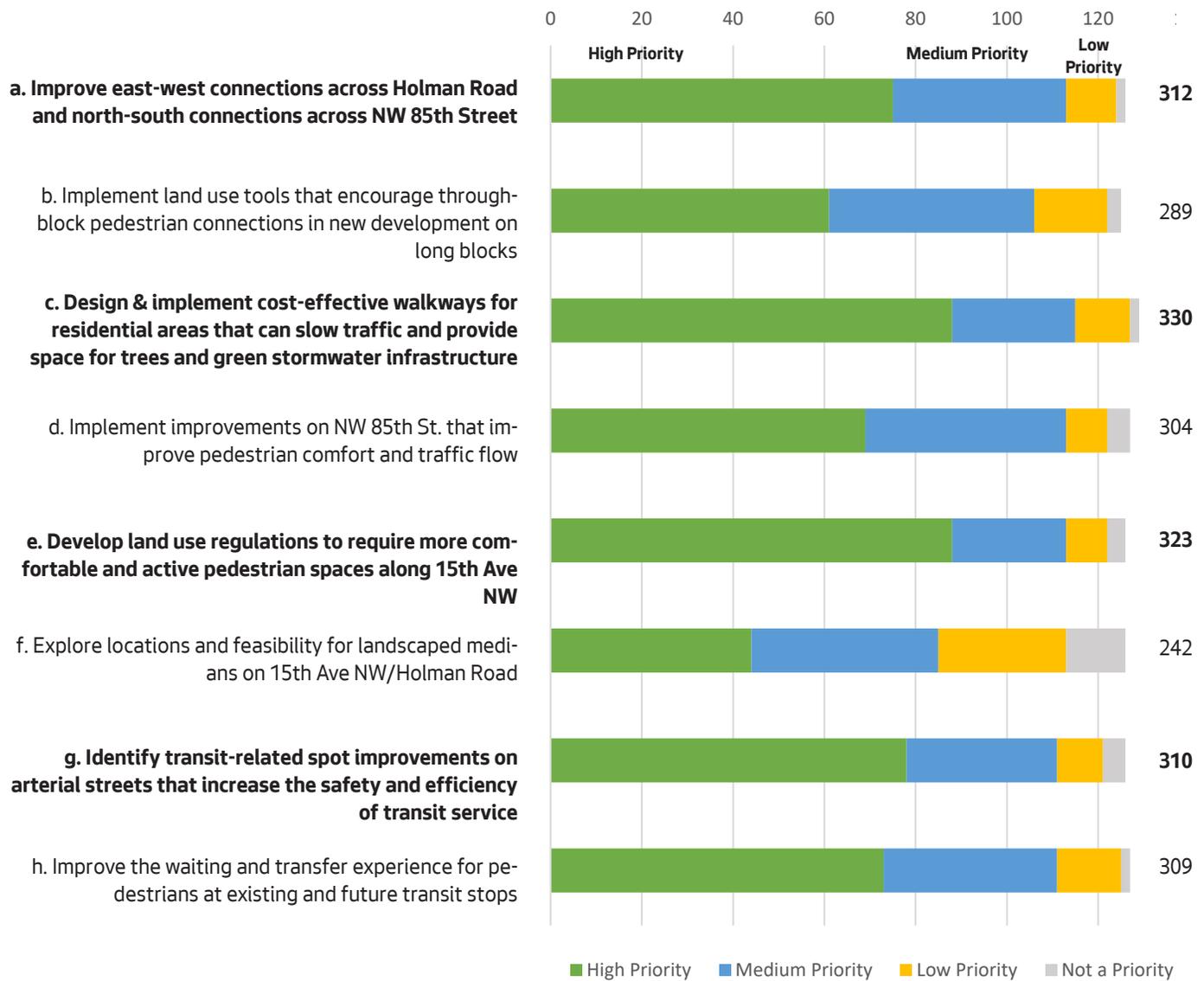


**Comments or ideas:**

- Traffic calming on 15th
- Protected bike lanes on 15th
- Set back buildings from street for pedestrian space
- High quality and durable architecture
- Land use tools to encourage destination businesses
- Repurpose informal parking strips for gardens or other interim uses, especially on Mary Ave
- Sidewalks
- More trees and native plants on city-owned land and rights-of-way
- Considerations for maintenance of interim uses and community ownership
- No barbed wire or amber lights
- Create an arts board to vet artists
- Zoning to support more households, housing types, and small commercial uses
- Public safety
- Welcome signage at Holman bridge
- Car accessibility
- Narrow 15th/Holman, reallocating vehicular lanes to bike/sidewalk/planters
- Make area less car-centric
- More pedestrian amenities like benches, pop up markets, events
- Community center and indoor gathering space
- Higher density housing
- Retain exceptional trees
- Covered outdoor spaces
- Eliminate excessive parking
- Incentives to spur development that includes community amenities such as affordable housing, small businesses, and community center

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

The strategies and actions in Community Priority B are about improving pedestrian mobility and comfort in both residential areas without sidewalks and along arterial road and enhancing connectivity. **What do you think are the priority actions to achieve Community Priority B?**



### Comments or ideas:

- Make 15th better for pedestrians
- More transit options
- Faster and more reliable transit
- Consider interim uses for large parking lots such as bike storage, bus pull outs, or other mobility hub functions
- Public restrooms; consider incentive to include public restrooms in new development
- Sidewalks
- Traffic calming on arterials
- Grants for businesses to undertake

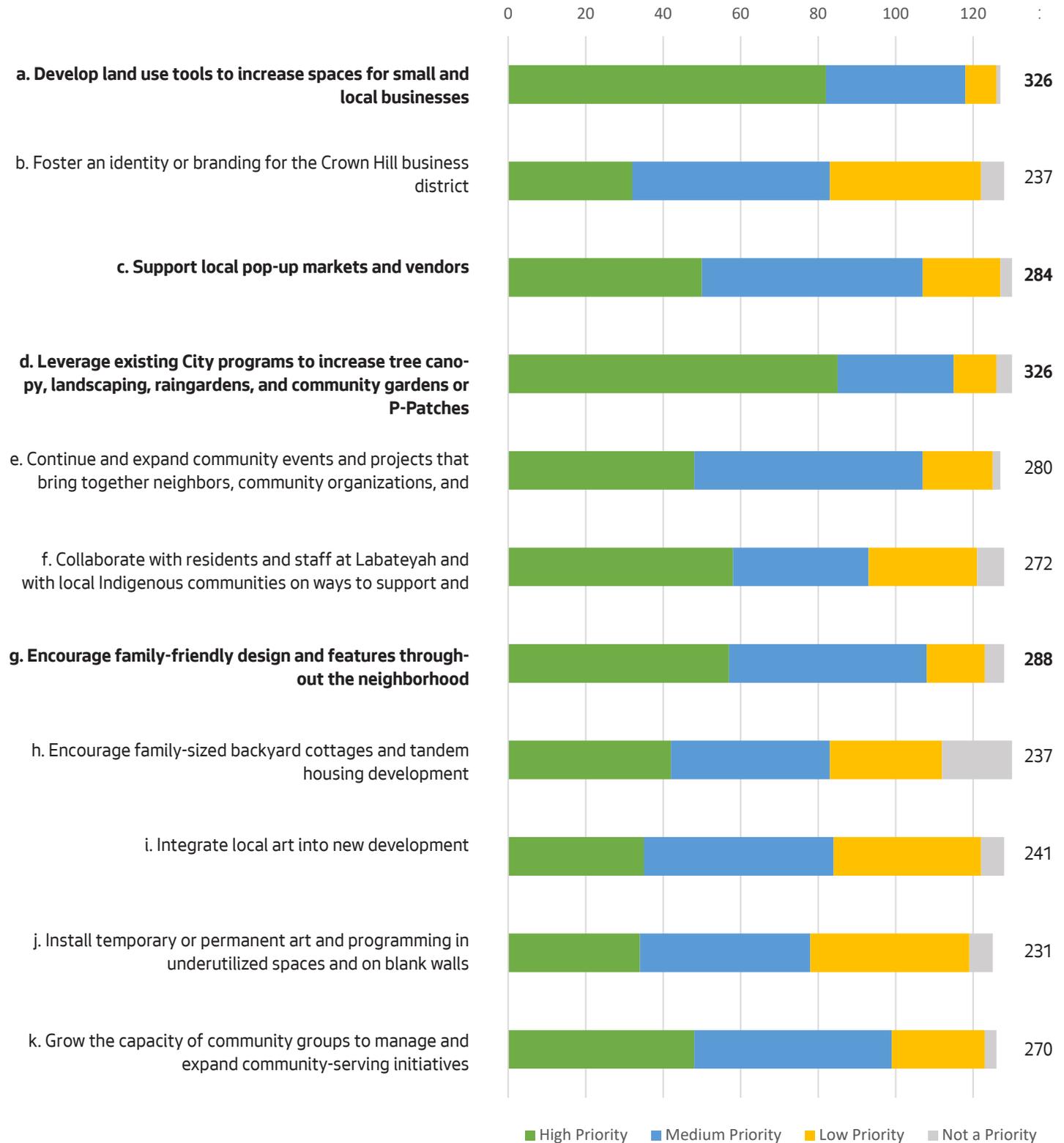
- beautification measures
- Faster transit to downtown
- Make 17th Healthy Street permanent and improve all intersections along the Crown Hill Loop
- Condense and reduce large parking lots
- Lower speed limits
- Reconfigure intersection at 85th to improve traffic; consider no turn on right to allow pedestrians to cross
- Balance pedestrian crossings on arterials with traffic flows
- Prioritize connections to Whitman

### Middle School

- More plantings in walkable areas
- Wider sidewalks on 15th/Holman
- Building setbacks on 15th/Holman
- Protected bike lanes
- No new sidewalks, keep parking
- More transit as neighborhood grows
- Additional footbridge over 15th
- Replace parking on arterials with bike lanes and transit-only lanes
- Improve public safety
- Prioritize travel through neighborhood, do not add more crossings or lights

### 3. Community Priority C: Connected, engaged, and thriving communities

The strategies and actions in Community Priority B are about fostering a cohesive and inclusive identity that brings together multiple neighborhoods and cultures, supporting community capacity and environmental health, and fostering economic opportunity and local business. **What do you think are the priority actions to achieve Community Priority C?**



**Comments or ideas:**

- More community events
- Eliminate live-work option to encourage neighborhood scale retail
- Indoor gathering space
- Plant more big trees, including Douglas firs
- Events for youth to create public art
- Wider sidewalks on arterials by removing vehicular lanes
- Prioritize street trees instead of parking
- Affordable housing
- Close more streets to cars and turn them into parks (like Gemenskap)
- More community events like Friday night food truck rodeo
- Community center
- More 2-3 bedroom units
- Balance need for green space and trees with need for more housing
- Create land use tools to bring about indoor community meeting spaces and/or community center; consider partnerships with private development
- Rain gardens
- More affordable housing
- Add housing while preserving existing housing
- More parks
- More maintenance of P-Patches and community gardens
- Public library branch
- More bottom-up planning

**4. Are there any particular strategies, actions, or design recommendations in the plan that you are most excited about?**

- Traffic calming measures, especially on 15th
- Plan for light rail
- More efficient transit
- Fixing sidewalks and drainage
- Support for existing and new small and local business
- Vibrant community gathering and social spaces within walking distance for farmers markets, live music, other events
- More art throughout the neighborhood
- More green and open space
- Land use tools to incentivize better quality and more durable spaces
- Wider sidewalks in commercial zones, along arterials
- Crown Hill Loop
- Pedestrian walkability and connections
- Support for Crown Hill Market
- Pedestrian safety and comfort improvements
- Sidewalks and cost-effective walkways
- Redeveloping big-box stores on arterials to pedestrian-oriented mixed-use with affordable housing
- Affordable housing
- Through block connections
- Better pedestrian crossings
- Green canopy
- Education program incorporated into art to highlight Indigenous cultures and peoples
- Creating a core and neighborhood destination
- Pedestrian-friendly and more trees
- Higher density
- Discourage large-scale apartments
- Reduce the amount of cars - both parking and vehicular lanes on arterial roads
- Development standards and requirements for new development to support small commercial spaces
- Festival Street on Mary
- Low-income supportive permanent housing

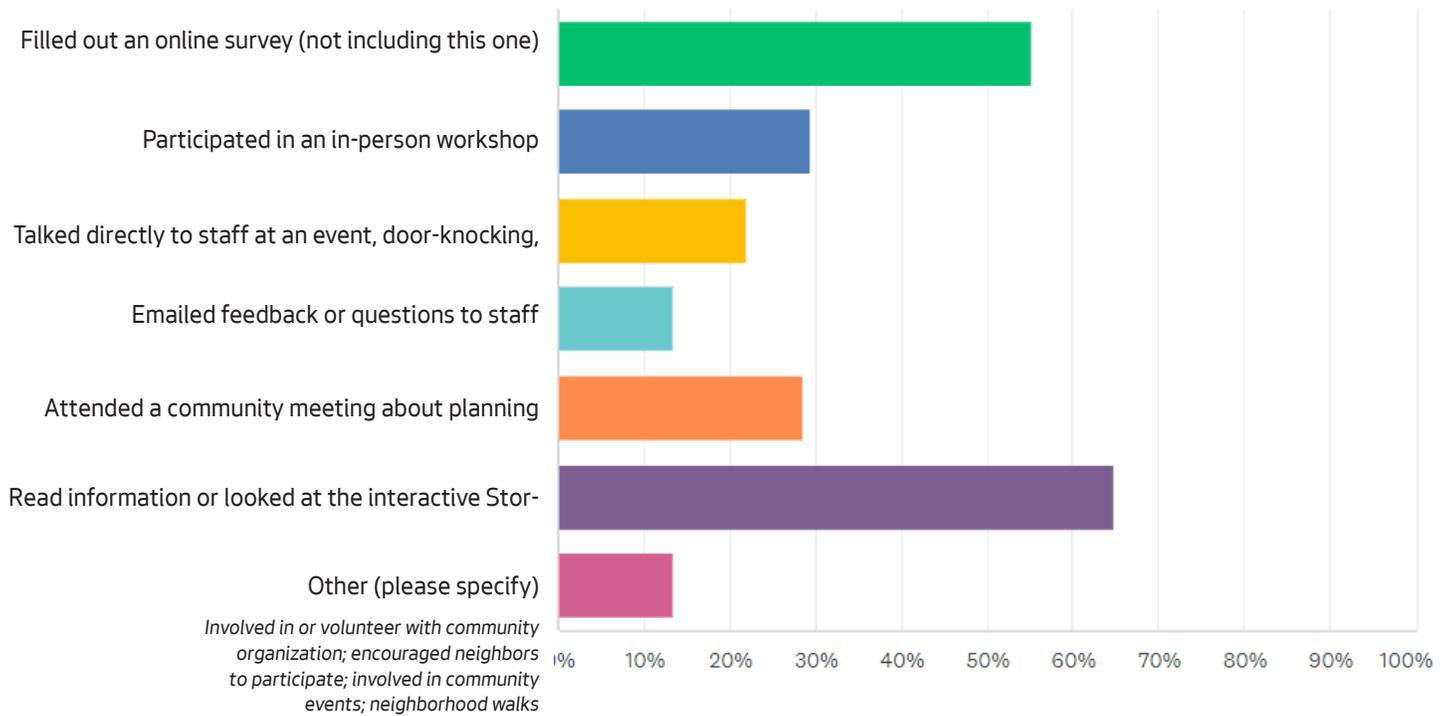
## 5. Are there any actions, strategies, or urban design ideas you think are missing?

- Pedestrian-only/priority plaza with retail, safe for kids and families
- Sustainability
- Wider sidewalks in commercial areas/on arterials by using setbacks
- Prevent dispersion of traffic on arterials into residential areas
- Decreasing light pollution
- Balancing public transit with reducing parking and increasing transit to encourage residents to reduce car ownership and car use
- Preventing business displacement
- Residential displacement
- Car-less commercial areas
- More green and recreational spaces for people to walk to, included in new development, and for a wider variety of uses: dog park, gardens, retail, kids play, etc.
- More affordable housing
- More community gardening, especially in underutilized ROW
- Public safety
- Play areas/parks for young kids
- More dense development, more mixed use development
- Car-free Mary Ave
- Parking protection for neighbors
- More traffic calming interventions, including chicanes
- Drainage improvements
- More focus on transit, including more route options, more frequent routes, and faster travel times.
- Public community center and indoor gathering spaces
- Parking strategy
- More spaces for creative community and low-capital entrepreneurship, spaces for arts and culture
- Public swimming pool
- Bicycle accessibility
- More diversity of residents
- Accessibility for all
- Supports for small and local businesses, including tax breaks, incentives, regulations, or vacancy taxes for empty storefronts
- Trees along 15th/Holman
- Providing designated space and services for unhoused resident
- Public wifi
- Developer fees for infrastructure improvements
- More input from Indigenous community on names of streets, landmarks, etc.
- Limit condominiums
- Stabilize elementary school boundaries
- 

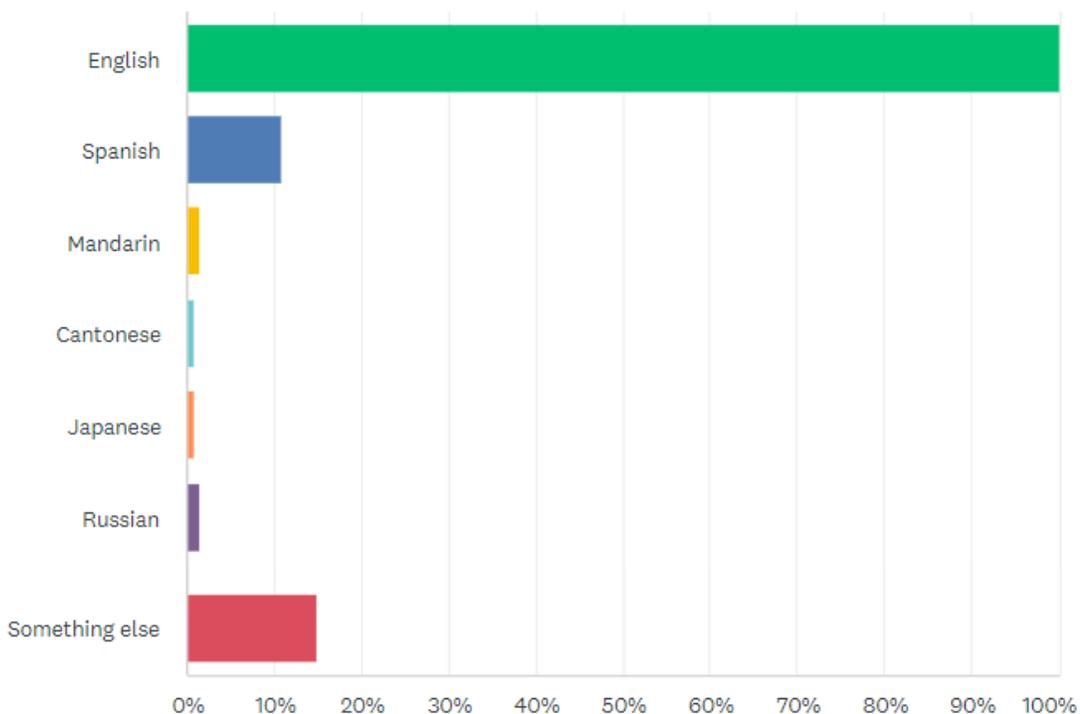
## 6. Are there any Strategies or Actions you would ADD or REMOVE from the draft Plan? Why?

- Focus on infrastructure first
- Affordable housing
- Eliminate live-work uses at grade
- Jobs for maintenance
- Less emphasis on art, as this will come naturally later and concerns about vandalism
- Flexible zoning/development standards to achieve greater diversity of uses and housing
- Lighting regulations
- Midrise development
- Direct support for Crown Hill Market association
- Remove any regulations that make it harder to park
- Remove 83rd as a proposed Greenway due to lack of parking
- Impact fees for new development
- More bus routes
- Look at single-family areas outside of Crown Hill
- Remove goal of improving traffic flow
- Make 17th Stay Healthy Street permanent with physical barriers
- Accessibility for mobility impaired residents
- Plan for major transit hub
- Parking Zone permits
- Remove all business support
- Add more height and decrease setbacks in lower-density areas
- More large parks to balance higher density
- Don't over emphasize families; should be inclusive to all
- No elimination of parking
- Reflect community desire for on-site MHA affordable housing
- Public library
- Improvements to Soundview Playfield
- Traffic calming in residential areas

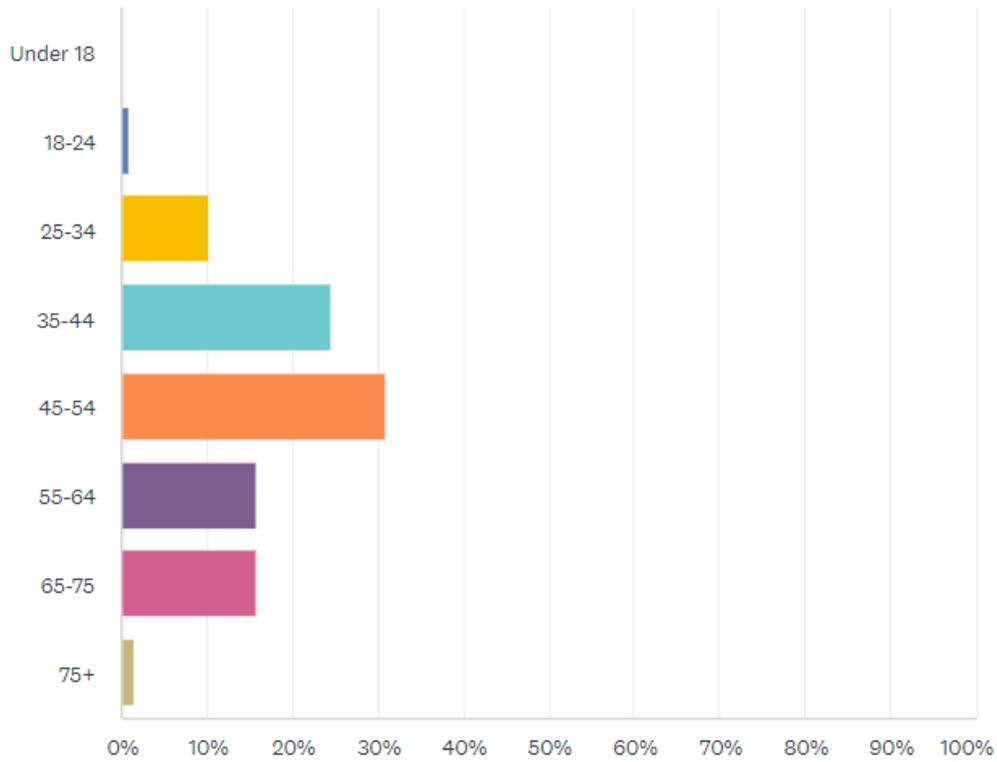
**7. Did you participate during the the Crown Hill Urban Village Community Planning process? Check all that apply:**



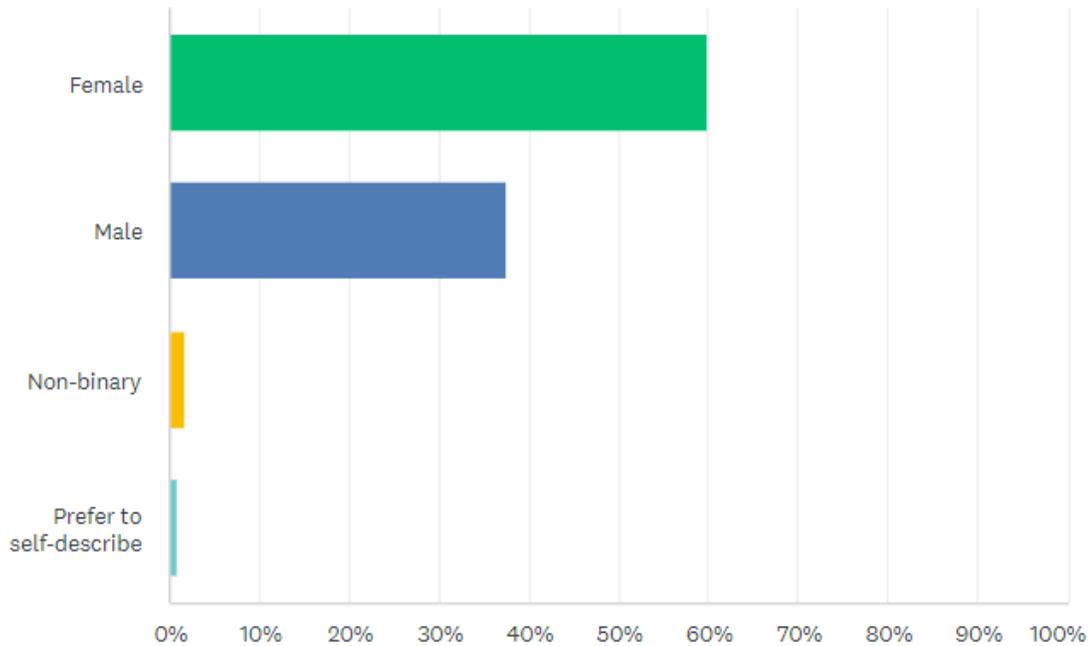
**9. What languages do you speak? Select all that apply:**



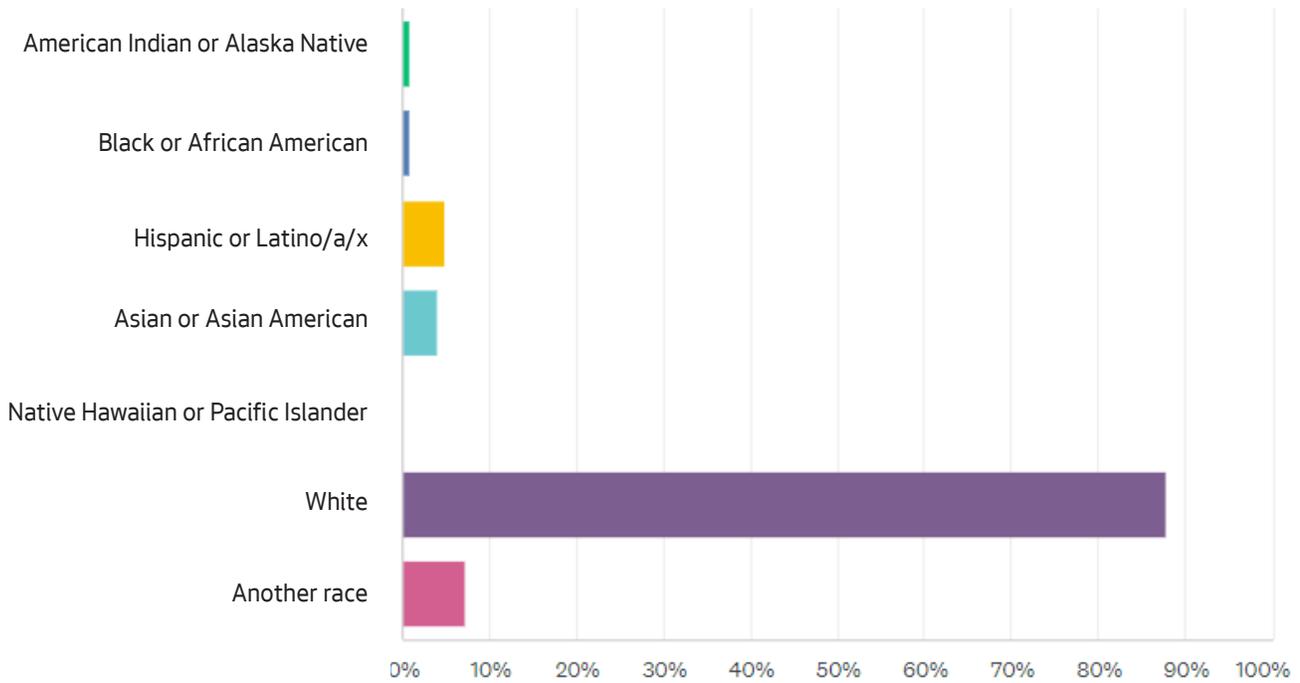
## 10. How old are you?



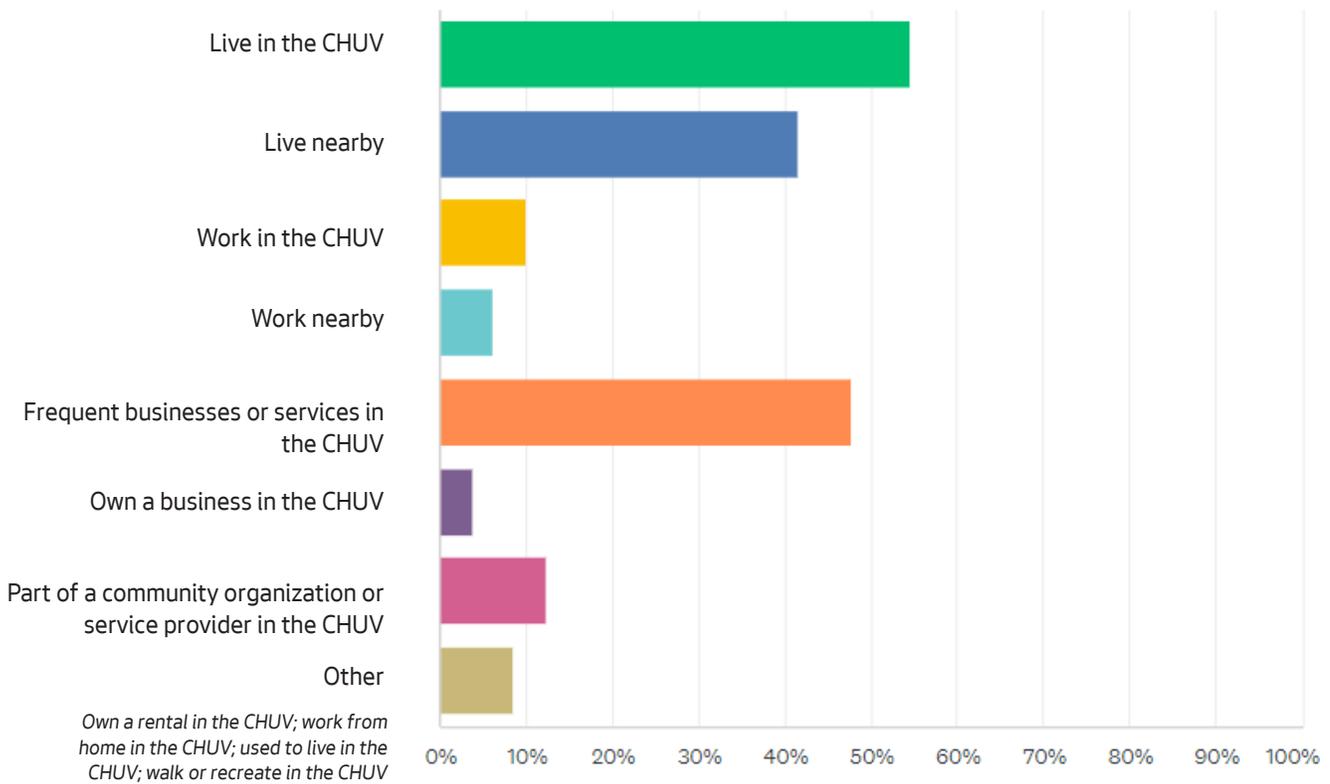
## 11. How do you identify?



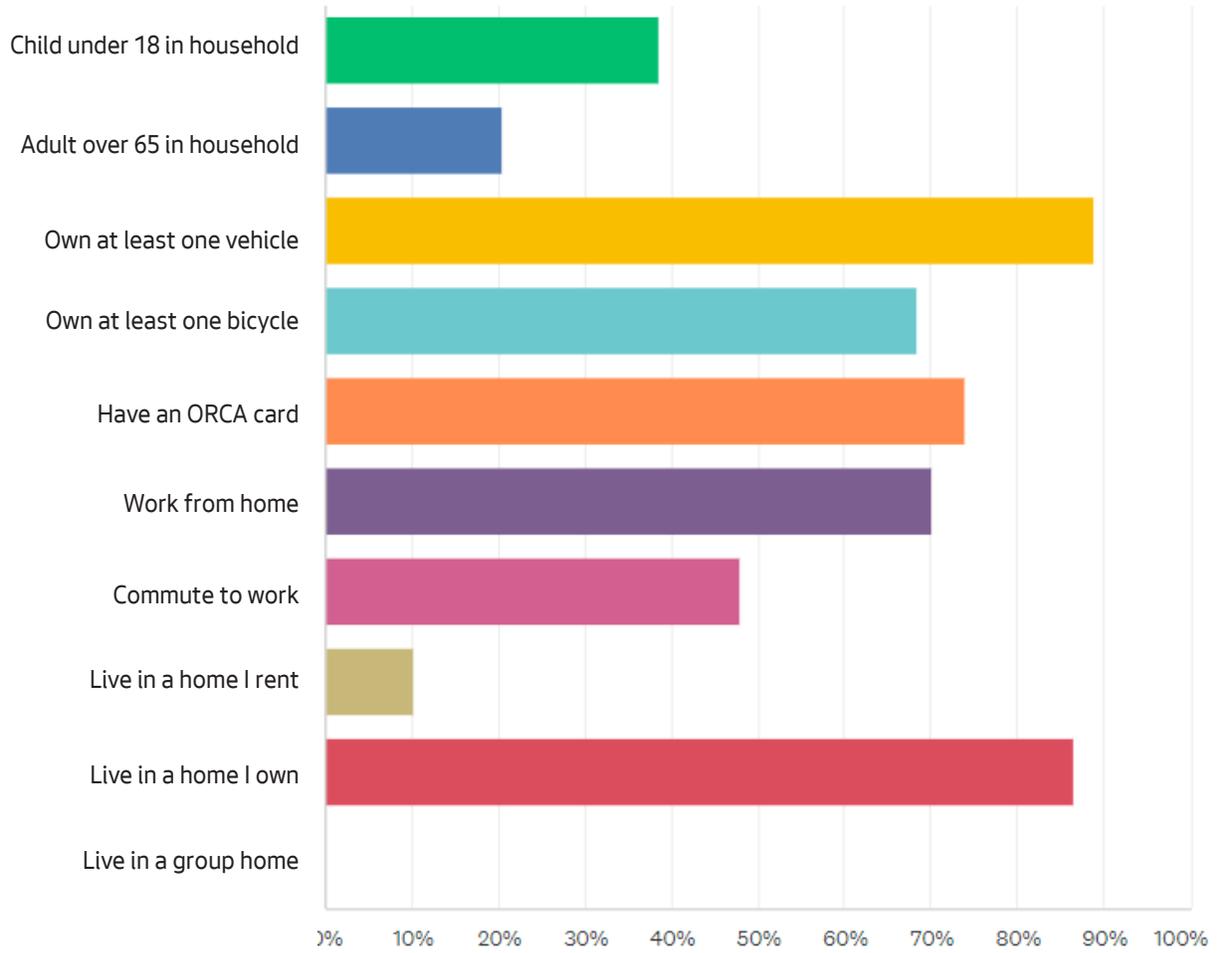
**12. How do you describe your race and/or ethnicity? Select all that apply:**



**13. What describes your affiliation with Crown Hill? Select all that apply:**



### 14. Tell us a little more about your household:



### 15. How many people are in your household?

