



Concerns and Opportunities in Crown Hill Urban Village

Stop 1: Baker Park, 85th and 14th Ave NW

Need: Crime and Safety Concerns

Opportunity: Smart Redevelopment for Baker Park to create a Community Asset

- In neighborhood survey taken by 575 residents this summer, neighbors overwhelmingly rated police response time their top priority for immediate improvement (85.63%) (Full survey [here.](#))
- 14-minute response times from SPD is double their response time goal and the highest response time in the City (*Seattle Times* article [here.](#))
- Seattle's North-end has four times the number of burglaries as the West and East precincts and three times the number of burglaries than SW and SE parts of the City (*Seattle Times* article [here.](#))
- Baker Park has open drug dealing, camping, and late night partying that make the park unsafe for our neighborhood use, particularly targeted at Whitman Middle School Students.
- Neighbors have expressed interest in working with the City to develop Baker Park into more a more active use to discourage criminal activity such as a pea-patch, a dog park, etc.

Stop 2: 87th and Mary Street, NW

Need: Planning Before Rezoning

Opportunity: Positive, Smart Growth for existing residents and new neighbors

- This area is an example of development without transition planning: livable townhomes on one side, blank walls of commercial box stores with no sight lines on the other.
- Right now this area is a lose/lose situation for everyone.
 - **Residents, including Arbor House an affordable housing building**, live on a street filled with garbage and look out at razor wire and walls.
 - **Businesses** spend time and money cleaning up garbage, needles and filth left by those taking advantage of poor sight lines.
 - **Neighbors** avoid this street, and complain of garbage and filth.
- Proposed urban village upzones show this area as being re-zoned from auto-oriented commercial zoning to Neighborhood Commercial 75-ft tall mixed use residential commercial buildings.
- The rezone is an opportunity to revitalize this area, create a community center, and create quality affordable housing and safer cleaner thriving space everyone.
- To turn this problem area into an opportunity, **we need cohesive neighborhood planning and design guidelines to guide new growth.** We have not had a neighborhood plan in CHUV since 1998, and we have no design guidelines at all.
- We want the City's leadership so growth here in CHUV will be an opportunity for a better community for everyone.

Stop 3: Pedestrian Overpass at 13th and Holman St., NW

Need: Address Significant Pedestrian Safety and Mobility Challenges

Opportunity: Connect the four quadrants of CHUV into a Cohesive Urban Village Community

- **CHUV is currently divided into four quadrants by major arterials and freight corridors.** To become a cohesive Urban Village, pedestrians must feel safe walking to the amenities, parks, schools and businesses by safely connecting all four quadrants of our community.
- City recently improved this freight corridor as a result of extensive work on behalf of Crown Hill Neighborhood Assn.; however, this falls short of what is needed—there is NO pedestrian safety in the “crosswalk” below the overpass, particularly impacting cyclists and the disabled.
- Holman road was slated for extensive improvements under the Bridging The Gap levy, which the Complete Streets ordinance specified should also have included comprehensive safety and modality improvements. **However Holman - a Tier 1 freight corridor bisecting an Urban Village - was downgraded to a maintenance project,** Complete Streets ignored, downgraded or removed from Pedestrian and Bike Master Planning Maps, and is now being left off from future Multi-Modal Corridor planning because supposedly we already got the improvements we need. Please fulfill the unmet Complete Streets obligations to our neighborhood and make sure Holman Road is included in SDOT’s corridor improvement plans to make the necessary pedestrian safety and other improvements that will be critical for smart growth.
- Traffic calming measures are needed in order to address pedestrian safety throughout Crown Hill due to the lack of sidewalks, but particularly along 15th and Holman St.
- School zones are of particular concern in both Whittier Heights and Crown Hill. Children need safe access to schools, playgrounds, parks and community spaces.
- Our Seattle Greenway on 17th Ave NW has no pedestrian safety features other than traffic calming speed bumps and lacks sidewalks north of 85th Street.

Stop 4: 87th and 17th Street, NW (Our Neighborhood Greenway)

Need: Infrastructure to Correct Critical Drainage and Flooding Issues; Lack of Sidewalks

Opportunity: Build Infrastructure underpinnings necessary to manage more growth

- Storm water drainage issues in this community are extensive (*see SPU map and virtual tour in packet*) and when frequent heavy rains come, water covers most of the street and flows into yards.
- Neighbors have innovated their own flooding mitigation because the City has not dealt with the problem adequately, nor has the City been responsive to requests for mitigation.
- There are no City sidewalks in this community and the transition zone from upzoning on 15th will have a dramatic impact on livability.
- Many residents report feeling unsafe walking with their children on these streets, or walking after dark due to the lack of safe space removed from traffic.
- On our community survey, lack of sidewalks ranked #3 in terms of immediate priorities for residents in the Crown Hill Urban Village.

Stop 5: CHUV Transit Center (Bus Stops) at 15th and 85th NW

Need: Adequate Transit Options

Opportunity: Connect residents to light rail and reduce car dependence by building reliable transit alternatives.

- The D Line to downtown does not have adequate capacity during peak hours now. Residents are regularly passed by full busses, busses are crowded and the seven-mile commute downtown takes 50 minutes at peak hours.
- Right now CHUV has 17 new developments in the pipeline which alone will add 408 new Housing Units, a 31% increase in housing since 2015 ... before the rezones even occur. Transit capacity is stressed now, and will become worse as the currently planned residents come. Investments in transit to handle growth are critical to move residents in and out of our neighborhood.
- In our [Community Survey](#), transit to downtown was ranked #2 in terms of immediate priorities. Transit to other parts of the City was the number one priority of our neighbors who rent.
- **CHUV is one of 4 Urban Villages being upzoned without light rail.** ST3 will not come for twenty years to Ballard, 30 blocks to the south and out of walking distance for most residents.
- We must either build the infrastructure and transit to accommodate growth, or adjust the growth and re-zones to realistically acknowledge the infrastructure and transit limits of our community in order to meet the Livability goals of HALA.

Crown Hill Urban Village Committee for Smart Growth

The Crown Hill Urban Village (CHUV) Committee for Smart Growth is a partnership of neighborhood organizations and working together for smarter growth in the CHUV and the proposed expansion area. The partnership includes the Crown Hill Neighborhood Association (CHNA), Crown Hill Business Association (CHBA), the Whittier Heights Community Council, Olympic Manor Community Club, Greenwood Community Council and concerned neighbors living in and near CHUV. Our work includes outreach to our growing list of over 500 neighborhood subscribers including homeowners, renters, landlords and businesses regarding opportunities to influence positive growth in CHUV.

Our goal is to make Seattle's growth positive for our community

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