



FREMONT PLAN

Part 1

FREMONT'S NEIGHBORHOOD PLAN

May, 1999

FUNG

Fremont Urban Neighborhood Coalition

Fremont Urban Neighborhood Coalition (FUNG)

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FREMONT PLAN

Part 1

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TABLE OF CONTENTS

Part I

Brief Glossary of Terms

1.0	INTRODUCTION TO THE FREMONT PLAN	
1.1	The Fremont Plan.....	9
1.2	Fremont Vision.....	.10
1.3	Fremont's Planning Process.....	.11
2.0	FREMONT NEIGHBORHOOD AND ISSUES	
2.1	Fremont Planning Area.....	15
2.2	Fremont Hub Urban Village.....	.16
2.3	Fremont Issues Identified.....	.17
3.0	GOALS & POLICIES	
3.1	Community Character.....	.19
3.2	Housing.....	20
3.3	Transportation.....	.21
3.4	Arts.....	.23
4.0	FREMONT'S KEY STRATEGIES	
4.1	Fremont Transportation: Neighborhood Circulation Plan & Traffic Improvements.....	.25
4.2	Fremont Mosaic & Neighborhood Design Plan.....	.29
4.3	Fremont Community Center.....	.31
4.4	Fremont Troll.....	.33
5.0	FREMONT'S RECOMMENDED ACTIONS	
5.1	Introduction.....	.35
5.2	Fremont Approval & Adoption Matrix.....	.37

FIGURES

Figure 2-1	Fremont Planning Area and Hub Urban Village	16
Figure 4- 1	Fremont Transportation - Circulation Plan & Transportation Improvements, .....	.26

HISTORIC IMAGES & GRAPHICS

Lenin's Statue, Fremont.....	6
Downtown Fremont, 1998.....	9
Fremont Bridge & Trolley, 1936 .....	.10
Fremont Rocket.....	.11
Aurora Avenue N. through Fremont, Mid- 1930s .....	.14
Trolley on Fremont Bridge at Present Day Quadrant Site (1917) .....	.15
Fremont Bridge Construction, 1916.....	.18
Fremont Avenue Brick Pavers, 1915 .....	.25
Pedestrian Bridge - Aurora Avenue N. at N. 41st Street, Mid-1930s.....	.27
Universe Plaza - A Mosaic Place (Jay Rood) .....	. 0

Fremont Community Center @ B.F. Day (Jay Road) 32
Fremont Community Center @ Kalakala (Jay Road) 32
Fremont Troll (Jay Road)..... 33

APPENDICES

Part 2

- A. SEPA Environmental Checklist
- B. Phase I Summary Report
- C. Fremont Transportation Issues
- D. Economic Impacts
- E. Proposed Street Repair Listing



Lenin's Statue, Fremont, 1998

Brief Glossary of Terms Used in the Fremont Plan

The Fremont Plan uses several special terms with which the reader may be unfamiliar. These terms are used frequently throughout this document:

<i>Approval and Adoption Matrix</i>	Format required by the City of Seattle for listing of “Recommended Actions” or solutions to identified issues. The A&A Matrix list Actions in order of community priority as being 1) part of a “Key Strategy” (highest priority); 2) “Additional Activities for Implementation” (near-term projects which are not part of a Key Strategy); or 3) “Activities for Longer-Term Consideration” (long-term actions).
<i>Consultant Planning Team</i>	Professional consultant planning-related staff that work with the neighborhood planning organization under contract to assist with the planning process or technical activities.
<i>Fremont Hub Urban Village</i>	A portion of the Fremont neighborhood where the City of Seattle intends to focus future capital investment to maintain and enhance a high-quality urban environment. Urban Villages were defined and mapped by the <i>Seattle Comprehensive Plan</i> (1994). Neighborhoods have the opportunity to adjust the boundaries of urban villages through the neighborhood planning process.
<i>FVNC</i>	Fremont Urban Neighborhood Coalition - the City of Seattle-designated community planning organization for the Fremont neighborhood.
<i>Fremont Vision</i>	Statement that provides a broad concept or “vision” of what the Fremont community would like in the future. The Fremont Vision was developed by FUNC via a community outreach process.
<i>Goals and Policies</i>	A series of statements which provide a framework for planning and development. Goals give general direction while policies provide more specific steps to achieve stated goals.
<i>Key Strategy</i>	One or more “Recommended Actions” which are essential or catalytic to the success of the plan. Key Strategies usually combine and/or integrate several Actions synergistically to create the desired outcome. Actions which have been identified as being part of a Key Strategy are given the highest priority.
<i>Longer-Term Consideration</i>	Long-term implementation items. Actions which are not ready for a detailed City response because 1) the idea needs to be developed further; 2) the activity would be best implemented in the long-term; or 3) it is a newly proposed action which the City has not had time for a detailed response. The time frame for these actions has not been determined.

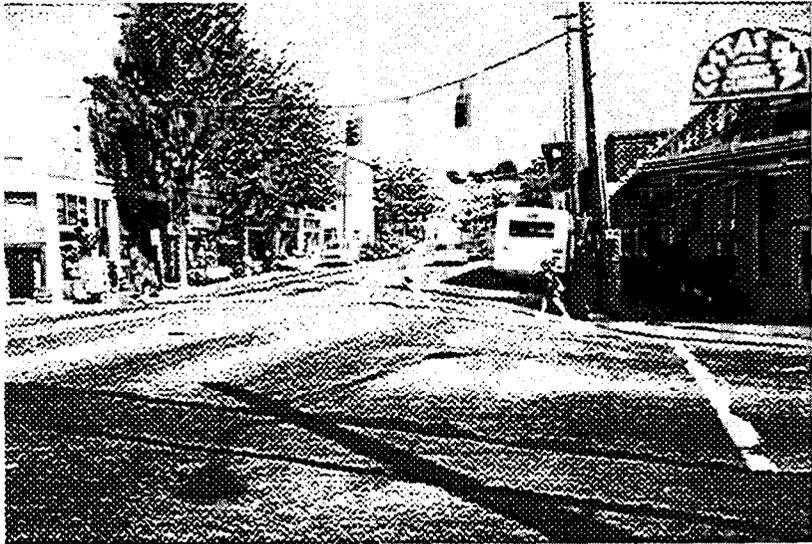
<i>Near-Term Implementation</i>	Usually to be completed within three-to-six years, consistent with a 6-year Capital Improvement Program (CIP). The “Additional Activities for Implementation” subsection of the Approval and Adoption Matrix (Section 5.0) lists “Recommended Actions” with near-term schedules.
<i>Neighborhood Plan</i>	A neighborhood-specific plan which provides a blueprint for the future development of a community. In Seattle’s neighborhood planning program neighborhoods identify community issues and work with the City to find solutions.
<i>Phase I</i>	The first official planning stage in the Fremont neighborhood planning process. Phase I was essentially a “planning-to-plan” stage in which the community focuses on outreach, visioning, issues identification, and creating a work plan for the plan. A consultant assisted with outreach and the process.
<i>Phase I Summary Report</i>	A summary report of the activities and outcomes from Phase I of the planning process. The <i>Phase I Summary Report</i> is contained in Part 2 (Appendices).
<i>Phase II</i>	Phase II was the “technical planning” stage of the neighborhood planning process. Issues were analyzed and solutions identified as Recommended Actions. Planning goals and policies were articulated, and the <i>Fremont Plan</i> was drafted to present the results of the process and to provide a blueprint for the future. A consultant planning team assisted with technical work.
<i>Recommended Actions</i>	Individual solutions or projects which FUNC has recommended to be undertaken to address identified issues (for example, the installation of a pedestrian signal might be a Recommended Action when people can’t cross the street due to heavy traffic). Actions are the basic building blocks of the plan and are combined to create “Key Strategies.” Actions may also be considered alone for “near-term” implementation of “longer-term” consideration.
<i>SEPA Checklist</i>	State Environmental Policy Act Checklist for possible significant environmental impacts to the natural and man-made environments. All neighborhood plan must be accompanied by a SEPA Checklist to identify potential impacts. The Fremont Plan SEPA Checklist is contained in Part 2 (Appendices).
<i>Validation</i>	The process by which the community lets FUNC know whether or not the Fremont Plan is agreeable. The “Validation Event” is the last scheduled community event in the neighborhood planning process and provides an opportunity for the public to comment to FUNC and the Neighborhood Planning Office about the plan.

1.0 INTRODUCTION TO THE FREMONT PLAN

1.1 THE FREMONT PLAN

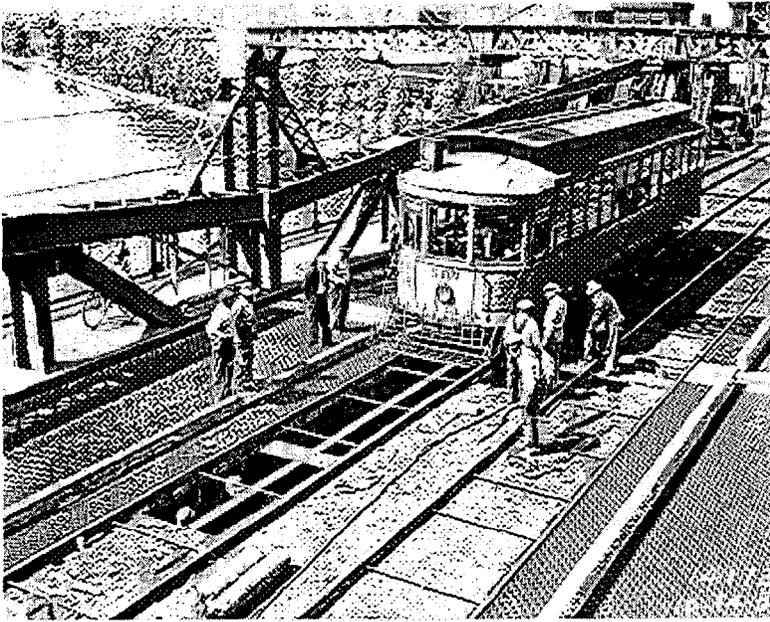
Fremont's neighborhood plan represents the results of a unique and ambitious planning effort undertaken by the community of Fremont, Seattle's "Center of the Universe." It represents the collective vision, goals, plans, and actions identified by the Fremont community through an intensive collaborative planning process facilitated by the Fremont Urban Neighborhood Coalition (FUNC). This document reflects the unprecedented work of hundreds of active community participants, thousands of hours of volunteer and professional labor, and countless decisions made in the interest of the overall Fremont community and the City of Seattle. The *Fremont Plan* is the work of an active and creative community which has worked long hours shaping its collective future.

The *Fremont Plan* is based on three distinct, but interrelated components. The first element, "**Goals & Policies,**" provides a framework of articulated values upon which the plan and its actions were conceived. These have been articulated for each of four major topic areas which were also the focus of the overall planning process. A second component, "**Fremont's Recommended Actions,**" provides a detailed set of discreet actions identified during the process and recommended by the participants. These recommendations are presented in the City of Seattle's Approval & Adoption Matrix format and provide a stand-alone blueprint for action by the neighborhood and the City of Seattle. These recommended actions correspond to the issues identified early in the process and constitute the individual building blocks of the plan. Each action is described in detail. The third component, "**Fremont's Key Strategies,**" combines the most important individual recommendations into integrated projects. Each of the four Key Strategies is conceptualized as a substantial group of community improvements as well as an integral part of the overall *Fremont Plan*.



"Downtown" Fremont, 1998

The *Fremont Plan* is intended to be a 20-year plan. Many of the actions recommended are immediately implementable or are in the process of current implementation. Other actions or projects may require longer periods to implement. In some instances, additional study or analysis may be required before an action can be undertaken. No definite timeline has been attached to the various plans and actions proposed, although the City of Seattle has identified Recommended Actions as suitable for "near-term" or "longer-term" implementation as part of the City's Approval and Adoption process. Near term implementation is considered potentially accomplished within a three-to-six year period or consistent with the City's 6-Year Capital Improvement Program (CIP). Some actions have been included by FUNC to remedy a perceived existing backlog of necessary urban improvements.



Fremont Bridge & Trolley, 1936

Seattle Municipal Archive

The *Fremont Plan* was created from the “bottom up,” and the document provides a blueprint for community action. Over a three-year period FUNC’s planning process provided an opportunity for active members of the community to work together to identify desired changes in the community. Initially, FUNC crafted a “Fremont Vision Statement” to describe the community’s ideal future - what it wanted itself to be, and identified the issues facing the neighborhood. Next, solutions (Actions) were identified and proposed by FUNC to remedy identified issues.

The list of Actions grew as more issues were identified

during the process. Individual Actions underwent significant scrutiny and revision by FUNC and many ultimately survived to become part of Section 5.0 “Fremont’s Recommended Actions.” Through the process, some of these ideas were recognized as being interrelated and significantly important to attaining Fremont’s Vision. These became the Fremont Plan’s “Key Strategies.” Actions which constitute the Key Strategies were then further elaborated and promoted to a high priority for implementation. “Fremont’s Key Strategies” are described in Section 4.0.

The City of Seattle lists Fremont’s Recommended Actions and Key Strategies in it’s “Approval & Adoption Matrix” (Section 5.0). This format presents Recommended Actions in three broad categories - 1) Actions which constitute Key Strategies; 2) Actions which are most appropriately implemented in the near-term (3-6 years); and 3) Actions for longer-term implementation (no specific schedule). The Approval & Adoption Matrix presents all of Fremont’s Recommended Actions and provides a community resource for action.

1.2 FREMONT VISION

The Fremont Urban Neighborhood Coalition (FUNC) adopted the Fremont Vision Statement during Phase I of the planning process. The Vision was identified and refined by planning process participants who recognized Fremont’s complexity and diversity, but who also shared a collective self-concept for the neighborhood they wanted. The Fremont Vision provides a broad concept for the community’s future which emphasizes the attributes the Fremont community identified as most important:

FREMONT VISION STATEMENT

We live in a clean, healthy, natural environment with open, multi-use greenspaces;

Our community is safe, vibrant, and friendly and encourages and supports cultural, artistic, and economic activity and diversity, with an abundance of diverse and affordable housing options;

We enjoy an accessible variety of basic goods and services in a genuine pedestrian culture, linked to public transit options;

*Our community is a web **of** interconnected small businesses, artists and artisans, industry, and residents who contribute to each other's well being.*

The Fremont Vision stresses the diversity and interdependence of its stakeholders and their quest for a truly outstanding community.

1.3 FREMONT'S PLANNING PROCESS

Fremont began its planning process in 1995, as one of the first of Seattle's neighborhoods to undertake planning under the auspices of the newly-established City of Seattle Neighborhood Planning Office. That year interested residents, property owners, business owners, and employees in Fremont organized and applied to the City of Seattle to start a neighborhood planning process. The Fremont Urban Neighborhood Coalition (FUNC) was born, and in November 1995 the organization was awarded a Phase I grant to begin the planning process.



Fremont Rocket, 1998

Phase I

Fremont's Phase I process helped launch Seattle's ambitious neighborhood planning program. With the assistance of the newly-organized Neighborhood Planning Office (NPO) Fremont undertook one of the first "pilot" planning efforts in the city. The program was new and essentially community-driven in each neighborhood, including Fremont. This provided opportunities for unique approaches to planning and community involvement, but it also presented many challenges, especially for FUNC. The first step was collaborative neighborhood outreach and organization, and FUNC approached this task with verve. The following excerpt from the "FUNC Summary of Phase I" describes this effort (Fremont Plan Appendices (Part 2)).

Phase I Begins

*One **of** the first steps to beginning the program was to create a working body **of** volunteers from Fremont who would help guide the community through identifying, addressing, and resolving issues and would help stakeholders articulate their vision **for** Fremont and their ideas **for** getting there. Volunteers from the arts, small business, planning and design professions, as well as residents, organized into **four** central committees: a steering committee, the WHO committee (outreach and education), the WHAT committee (issue identification), and the HOW committee (finance).*

Identifying Stakeholders

How would FUNC capture the needs, interests, and concerns of Fremont's diverse businesses and residents? Fremont's boundary surrounds single-family homes, multifamily residences, small businesses, parks, churches, community social service agencies, schools, students, seniors, and residents with no permanent dwelling to call their own. Businesses in Fremont range from one-person home-based entrepreneurs to manufacturers whose product is distributed throughout the Northwest. Fremont's art community, broadly represented by the active Fremont Arts Council, is visible and involved.

FUNC began the work of identifying Fremont's many stakeholders in the summer of 1995. Once compiled, this information would become the starting place for developing an effective community outreach strategy.

Another Phase I step was the hiring of a professional planning consultant to assist FUNC with the organization of the planning process - issues identification, visioning, and overall community outreach. The consultant worked with the neighborhood through 1996 and helped the neighborhood start its process. FUNC describes these outreach efforts in the Summary :

Outreach Methodology

Once FUNC had been awarded it's Phase I funding and had contracted with a consultant to help guide Phase I, it set to the task of developing an outreach strategy. Fremont's previous planning efforts often focused on single issues or topic areas, such as preservation, conservation, business revitalization, and so on. When developing its outreach plan FUNC strove to incorporate the knowledge and lessons of other previous or more focused efforts. In addition, it was important to FUNC that this process be approached without preconceived ideas concerning the top issues facing the community.

Perhaps the greatest priority of the process was inclusion - ensuring that all stakeholders had an opportunity to contribute their concerns and suggestions. To this end, FUNC announced it's efforts and put forth invitations to participate through several different avenues. Press releases, flyers, and newsletters helped spread the word of upcoming events and progress to date. In more targeted attempts at wide participation, FUNC conducted a community-wide survey, held two community events, sent postcards, and conducted in-person and telephone one-on-one interviews with interested Fremonters. Such efforts increased FUNC's original list of 100 interested community members to a current list of 1,000.

Phase I events and activities included the development of a Community Survey (7.5 percent response), Community Planning Fair Event (125 participants), eight Fremont Interest Groups - FIGs (focus groups, 90 participants total), "Did We Hear You Right?" Event (25 plus participants), and one-on-one interviews. Through these efforts FUNC identified four key concerns along with a number of additional important issues.

A second planning consultant team was selected to help FUNC conclude Phase I, to provide continued momentum to the process, produce necessary final Phase I documentation, and help FUNC prepare for Phase II.

Phase II

Phase II of the neighborhood planning process built on the extensive collective effort during Phase I. The emphasis in Phase II was on the creation of the *Fremont Plan*. Unlike Phase I, which emphasized organization, outreach, and issues identification, Phase II sought to identify solutions that addressed Fremont's issues and aspirations.

The Phase II process began in the winter of 1998 with the selection of a new professional multi-disciplinary consultant team to assist the neighborhood with technical planning activities. The team included specialists in community planning and land use, housing, transportation, economics, urban design, public arts, geographic information systems (GIS), and experience working in Seattle's neighborhood planning process. FUNC and the planning team immediately structured their effort into five broad topical approaches: Community Character, Housing, Transportation, Fremont Arts, and Public Safety. Each of these broad efforts included a variety of subtopics and activities which addressed the issues identified during Phase I. A Phase II Scope of Work (work program) was agreed upon, and the Working Committees associated with each of these five areas began meeting regularly to work with the consultant team. A communication system was set up through the planning team with mail, fax, and e-mail communiques. In addition, FUNC utilized its web site to introduce the Phase II process and provided updates on planning activities.

Highlights of the Phase II process included the following:

- Kick-off meeting and introduction to the planning team ("Defining the Center of the Universe"), March 23, 1998;
- ⌘ Structuring of topical or Working Committees - Community Character, Housing, Transportation, Fremont Arts, and Public Safety;
- ⌘ Communication procedures;
- ⌘ Installation and use of the City of Seattle ArcView system - DataViewer for baseline data and mapping;
- ⌘ Established monthly FUNC meetings (2nd and 4th Tuesday of the month);
- ⌘ Open Space Walk (community walk-through), April 11, 1998;
- ⌘ Ongoing refinement and negotiation of Fremont Hub Urban Village boundary;
- ⌘ Sense of Community Workshop, May 16, 1998;
- ⌘ Fremont Arts Survey;
- ⌘ Fremont Plan Public Meeting/Open House, July 18, 1998;
- ⌘ Preliminary Draft *Fremont Plan* completed, July 27, 1998;
- ⌘ "Full Matrix" and Revised Goals and Policies, September 20, 1998;
- ⌘ Preliminary "Approval & Adoption Matrix," October, 1998;
- ⌘ Alternatives Fair Event, October 22, 1998
- ⌘ *Fremont Plan*, Public Review Draft. November 20, 1998;
- ⌘ Scheduled Validation, January, 1999;
- Scheduled presentation of final *Fremont Plan* to City Council and adoption, Spring 1999.

Planning activities proceeded throughout 1998 and into early 1999. The original planning process schedule was modified at the request of the City of Seattle to extend beyond the end of 1998 into 1999 in order to allow more opportunity for community involvement and decision-making.

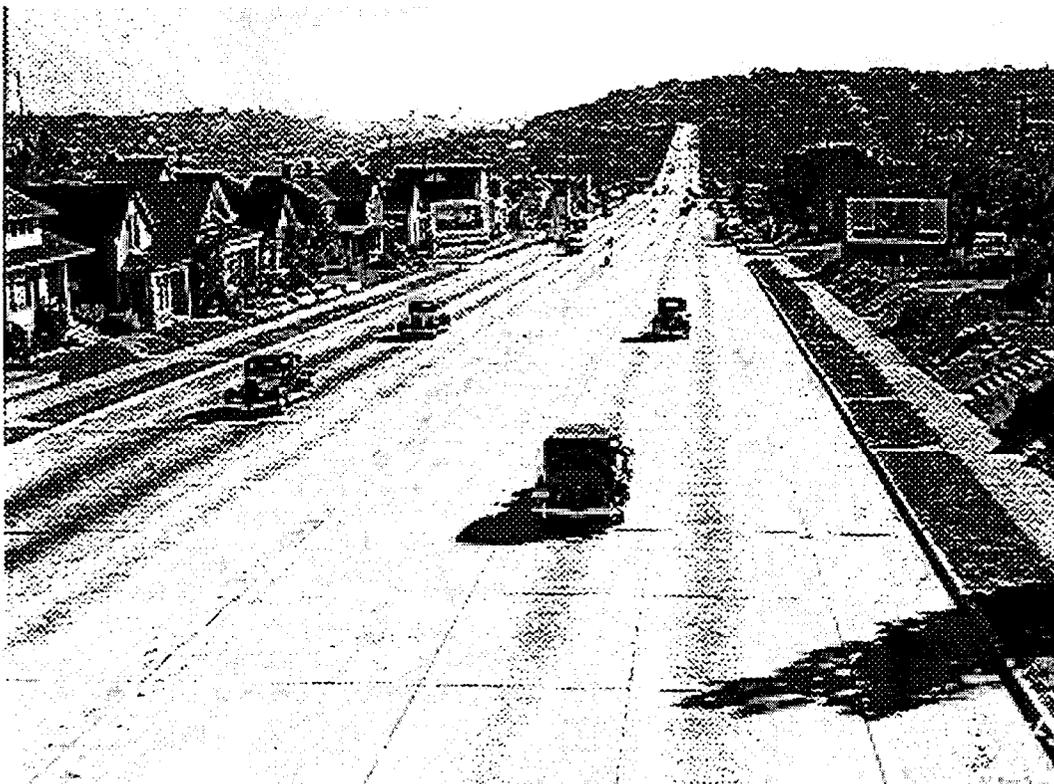
Phase II's major tasks included:

- The selection of the professional planning team;
- Finalization of a work plan;
- Topical research and analysis, including use of DataViewer GIS resources and public workshops and events;
- Identification of proposed "Recommended Actions" (solutions to issues);
- Identification of "Key Strategies;"
- Development of the Fremont Goals and Policies;
- Agreement on the "Full Matrix" of proposed Recommended Actions;
- Preparation of the "Approval and Adoption Matrix" (City format for implementation);
- Preparation of the *Fremont Plan* Public Review Draft (plan document);
- Completion of the SEPA Checklist;
- Validation; and
- Final City revisions and adoption of plan components by City Council.

The Phase II work program involved both FUNC Working Committees and the full FUNC Planning Committee. Issues analysis, research, and identification of solutions were conducted in the Working Committees. Solutions were then forwarded to the full Planning Committee as Recommended Actions. The full Committee reviewed these, negotiated revisions, if necessary, and adopted each Action it felt appropriate. A similar process occurred with the Goals and Policies which were developed concurrent with Recommended Actions. During this time, the NPO Project Manager drafted the Approval and Adoption Matrix which revised and prioritized Recommended Actions for implementation. The full Planning Committee reviewed and agreed to these changes and their ranking.

The Public Review Draft of the Fremont Plan (this document) is the Fremont neighborhood's planning document and record of the planning process. The plan format was first prepared as a preliminary draft in July 1998. The Public Review Draft has two parts - Part 1 **Fremont Plan**, and Part 2 *Fremont Plan Appendices*. Part 1 includes Goals and Policies, Key Integrated Strategies, and Recommended Actions (in Approval and Adoption format). Part 2 includes the SEPA Checklist, Phase I Summary Report, and other planning process documentation.

Both the City of Seattle and the Fremont neighborhood determine the ultimate solutions which will be implemented. Staff from the City (e.g., Strategic Planning Office, DCLU, SeaTran, etc.) will review this plan and its components, recommend changes, and approve or disapprove portions of it. The City returns its version of the plan at "Validation" so that the neighborhood can review these modifications. The Validation stage of the process provides the Fremont neighborhood with an opportunity to approve or disapprove of the process (as evidenced by the Public Review Draft) and the City's ultimate version. This is an exciting period with maximum community and City staff involvement. Finally, City staff draft their recommendations to Seattle City Council for adoption of the plan's components (or recommendations not to adopt), and the Seattle City Council ultimately makes its decision(s).



Aurora Avenue N. through Fremont, Mid-1930s

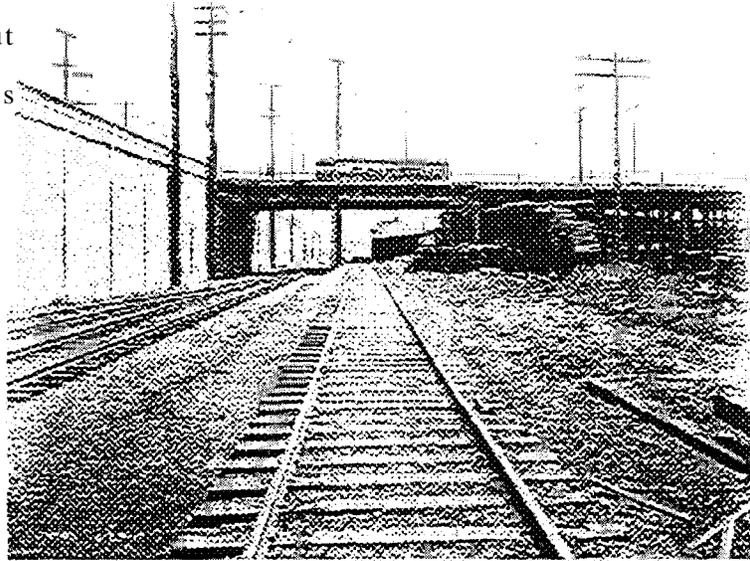
Seattle Municipal Archive

2.0 FREMONT NEIGHBORHOOD AND ISSUES

2.1 FREMONT PLANNING AREA

Fremont is recognized as one of Seattle's most distinctive communities and the self-proclaimed "Center of the Universe." Indeed, Fremont lies at the heart of Seattle's metropolitan area and gives the City much of its unique character. Located in central Seattle north of and adjacent to the Lake Washington Ship Canal and Lake Union, this thriving urban community is home to about 12,200 residents (1990 U.S. Census) and is known as one of the City's most interesting and attractive communities. Fremont's character is decidedly creative and funky, and the arts and arts-related activities have a strong presence throughout the community.

"Downtown" Fremont lies at the junction of Fremont Avenue N. at N. 34th Street/Fremont Place/N. 35th Street. This is a pedestrian scale, mixed-use commercial district and community crossroads as well as the core of Fremont's designated Hub Urban Village. The historic Fremont Bridge, the Troll, Lenin's statue, the Fremont Rocket, Fremont Sunday Market, the Troll, Ship Canal, Waiting for the Interurban, artists' studios, numerous interesting shops and restaurants, and other interesting curiosities are located, here, in the Center of the Universe-Fremont.



Trolley on Fremont Bridge at Present Day Quadrant Site (1917)

Seattle Municipal Archive

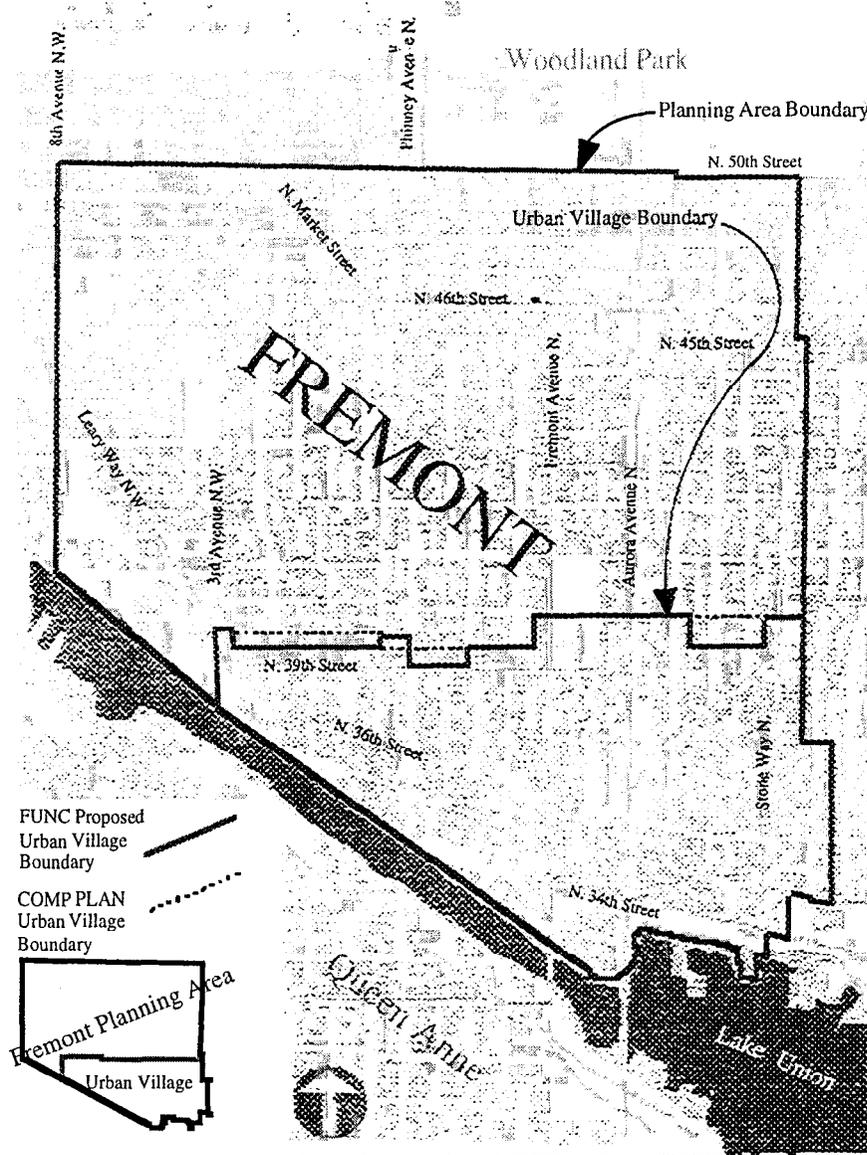
Fremont is one of Seattle's recognized neighborhoods and was chosen by *the Seattle Comprehensive Plan* as the site of one of its Hub Urban Villages - the Fremont Hub Urban Village. The overall Fremont Planning Area extends beyond the Urban Village and is shown in Figure 2-1. The Planning Area bounded by the Lake Washington Ship Canal and Lake Union to the south; 8th Avenue N.W. to the west where it joins the Ballard neighborhood; N. 50th Street to the north (joining the Phinney and Greenlake Neighborhoods); Stone Way and east of Interlake Avenue N. along the east (joining the Wallingford neighborhood). Ballard and the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) are located to the west.

The Fremont Planning Area had approximately 6,680 households during the 1990 U.S. Census. A review of City of Seattle Department of Construction and Land Use (DCLU) residential permits granted between 1990-1997 found 118 additional dwelling units permitted. While not all of the permitted units may be constructed at present and vacancies do occur (although the vacancy rate is at a historic low), it can be assumed that about 6,800 households currently exist in Fremont. A recent survey of King County Assessor's data for the planning area revealed more than 3,000 individual parcels of land of various sizes.

Land uses in Fremont are regulated via the City of Seattle's Land Use Code and official Land Use Map (Zoning Map). Zoning in Fremont is complex and includes Mixed-Use (NC) zones, Commercial (C) zones, Industrial (I) zones, Multifamily (L and MR) zones, and Single-

Family (SF) zones as well as other land use classifications. Actual land uses vary considerably and non-conforming uses are common.

Figure 2- 1



2.2 FREMONT HUB URBAN VILLAGE

The Fremont Hub Urban Village was designated by the City of Seattle Comprehensive Plan in 1994. The preliminary boundary of the Urban Center was located by the City of Seattle and included “downtown” Fremont as well as portions of north Queen Anne along the Ship Canal. According to the City of Seattle Designation Package, the Urban Village included 339 acres and 3,646 households. Employment within the preliminarily-designated Urban Village totaled about 3,600 jobs. Residential and employment densities were calculated to be 10.1 households per acre and 20 jobs per acre, respectively.

FREMONT PLANNING AREA & HUB URBAN VILLAGE

The Fremont Urban Neighborhood Coalition (FUNC) has proposed an amended Urban Village boundary shown in Figure 2-1. This modified area includes no Urban Village south of the Ship Canal.

The Fremont Urban Village was designated as a “Hub” Urban Village which includes future growth in both residential units (households) and employment (jobs). This area will be expected to accommodate growth in both of these within its boundary within the next 20 years. The area preliminarily designated as Urban Village by the *Seattle Comprehensive Plan* was estimated to contain a zoned capacity for about 1,400 additional housing units, 5,800 additional jobs, and 2.2 million square feet of commercial space. Because of the new

proposed boundaries of the Fremont Urban Village, the capacity of the area is no longer accurately known. FUNC anticipates, however, that the capacity of the proposed Urban Village will be adequate to meet the City's Comprehensive Plan growth targets of approximately 820 new households and an additional 1,700 jobs by 2014. FUNC has emphatically stated that the *Fremont Plan* does not call for any changes to existing zoning anywhere in Fremont, including areas within the expanded Urban Village area (see Section 3.0 Goals and Policies).

Fremont's future character will be influenced by its existing zoning. While there are a variety of zones in Fremont, mixed-use zones predominate in and near downtown Fremont. The growth in new households and jobs in the Fremont Urban Center will occur largely within these zones in which residential and commercial activities coexist in close proximity with one another. Multifamily, commercial, and industrial zones are also common in Fremont and growth will also occur in these areas, as well, creating an exciting mix of uses and activities throughout the neighborhood.

2.3 FREMONT ISSUES IDENTIFIED

Key issues were identified during both the Phase I and Phase II planning efforts. Phase I of Seattle's neighborhood planning process focused on issues identification and outreach as well as visioning and scoping the neighborhood plan. Issues identification did not stop with Phase I, however. New issues arose and issues were refined as the plan developed throughout Phase II.

The Fremont community identified many unique Fremont issues along with challenges it shares with other Seattle neighborhoods. FUNC identified "key concerns" which were raised throughout Phase I. The process sought to describe a broad picture of the concerns, desires, and delights of Fremont stakeholders. As outreach proceeded, it became clear that a few issues predominated.

Main Themes, Concerns, and Issues

Three main themes summarized what participants liked most about Fremont. These included "**arts**," "**community-oriented businesses**," and Fremont's "sense **of community**." The Phase II planning process used these favored characteristics to identify preferred solutions to the neighborhood's issues. The Fremont Plan fosters these three attributes.

Four major concerns were identified during Phase I, as described in the FUNC "Summary of Phase I." These included:

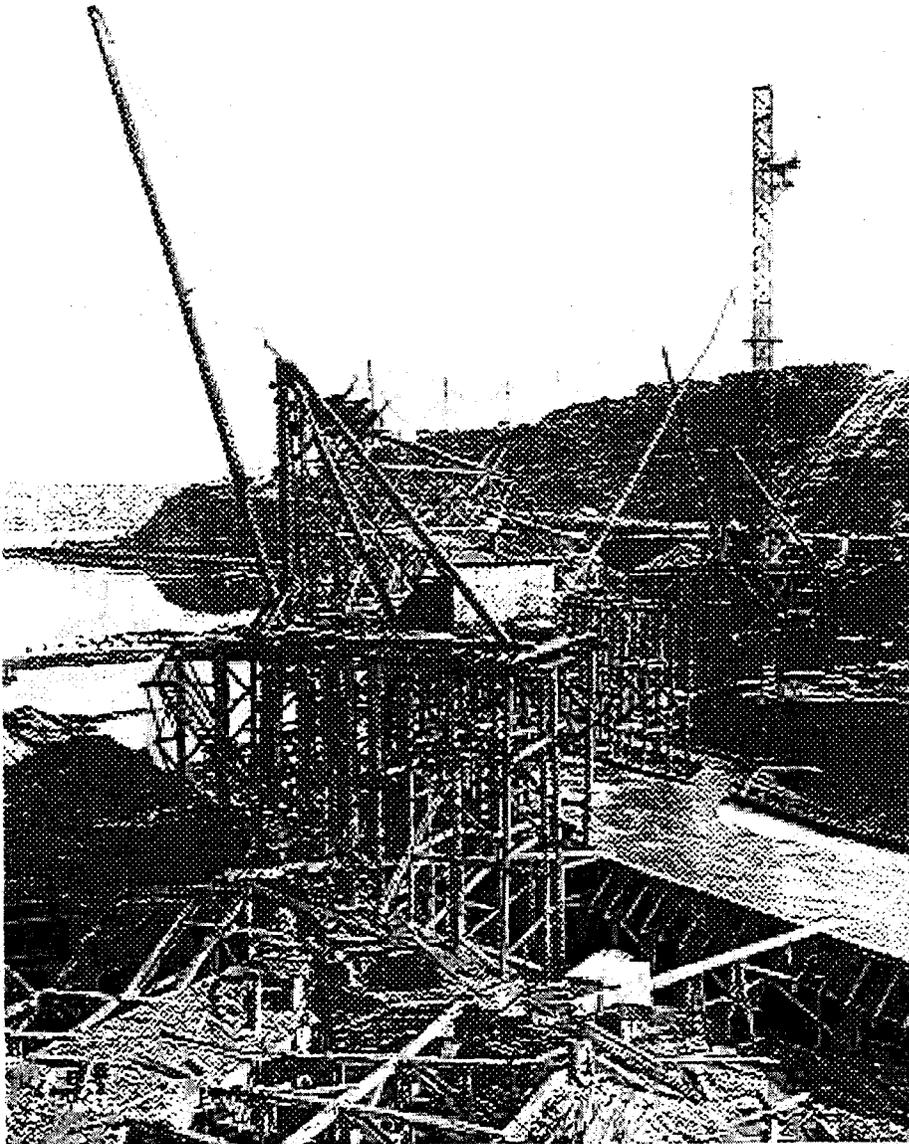
- **Traffic** - especially as it relates to pedestrian safety and parking. Traffic issues/concerns were raised in community events, Fremont interest groups (FIGS - focus groups), and the Phase I Planning Survey. A detailed account of traffic issues is presented in the Appendices;
- **Open Space/Green Space** - strong interest in more open space/green space in Fremont;
- **Housing** - tradition of affordable and inclusive housing is threatened by increasing rents and housing prices; and
- **Crime Prevention** - concern over personal safety and property crime.

Many additional issues were identified during Phase I and include:

- Ship Canal access and clean-up;
- City/neighborhood/business communications and relations;
- Environment;
- Design review;
- Sustainability;
- Live-work accommodations for artists;

- More autonomy for the Fremont Arts Council from the Seattle Arts Commission;
- Maintaining increasing business diversity;
- Improved accessibility to Aurora North;
- Senior citizens' needs;
- Maintaining views;
- Need for a community center;
- Alternative housing;
- Maintaining small businesses;
- Foot/bike paths;
- Improved bus/Metro service/water taxis;
- Reworking building codes and taxes as they relate to small businesses; and
- Maintaining the character of Fremont.

The listing of issues was used to develop the Phase II Scope of Work. Refinements in the relative importance of issues and the necessary prioritization of activities in the work program also shaped the process and the issues addressed during Phase II.



Fremont Bridge Construction, 19 16

Seattle Municipal Archive

3.0 GOALS AND POLICIES

The following Fremont Goals and Policies are intended to guide future planning and development in the community.

3.1 COMMUNITY CHARACTER

- Goal CG1 Recognize Fremont's unique character and provide unique opportunities to experience Fremont as the "Center of the Universe."
- Policy CP1 Create unique recreational and aesthetic amenities within the Urban Village.
 - Policy CP2 Recognize Fremont's core retail area (downtown Fremont) and shoreline (Lake Union and Ship Canal) as important local urban amenities.
 - Policy CP3 Provide public art, cultural amenities, and unique design treatments consistent with Fremont character for the enjoyment and enrichment of users.
 - Policy CP4 Provide for effective community involvement in design review.
- Goal CG2 To provide for rich and varied urban streetscapes.
- Policy CP5 Provide street amenities that will create an attractive urban environment.
 - Policy CP6 Street amenities should be developed that recognize the importance of both vehicle and pedestrian uses.
 - Policy CP7 Coordinate street improvements with other neighborhoods, where appropriate, to ensure a consistent approach to transportation infrastructure.
 - Policy CP8 Recognize the importance of commercial activities and adjacent residential neighborhoods and seek to accommodate the needs of both on Fremont's streets and sidewalks.
- Goal CG3 To weave together communities on both sides of Aurora Avenue N. south of Woodland Park.
- Policy CP9 Find ways to link together the Fremont neighborhood on both sides of Aurora Avenue to create a more cohesive and high quality urban environment.
 - Policy CP10 Provide linkages that will enhance the livability of the Fremont neighborhood and encourage exchange between east and west.

- Policy CP11 Identify opportunities for improved vehicle access across/under Aurora Avenue to promote a cohesive neighborhood.
- Policy CP 12 Find opportunities to link east and west with parks/open space amenities.
- Goal CG4 Retain important scenic view opportunities throughout the Fremont neighborhood.
- Policy CP 13 Identify ways to protect views and scenic opportunities throughout Fremont.

3.2 HOUSING

- Goal HG1 To ensure that the Fremont community remains a desirable community in which to live.
- Policy HP 1 Recognize this plan upholds and supports existing zoning within the entire planning area. This plan provides a mechanism for community input and approval of any future zoning changes.
- Policy HP2 Implement a system which assures that the impacts of new growth are mitigated. Consider using impact fees in cases of excess growth.
- Goal HG2 To encourage growth in housing that maintains a desired mix of housing affordabilities and types as a means of preserving character.
- Policy HP3 Seek a mix of housing types and affordabilities via land use code changes, land trust activity, and other means.
- Goal HG3 To increase housing opportunities in commercial areas.
- Policy HP4 Encourage housing in commercial areas by various means supported by the community.
- Goal HG4 To encourage a stable residential population.
- Policy HP5 Increase opportunities for home ownership, including affordable ownership opportunities.
- Policy HP6 Attract family households to the Fremont community.
- Policy HP7 Encourage the development of senior housing.
- Policy HP8 Maintain existing and create new affordable rental housing.
- Policy HP9 Encourage maintenance of existing housing stock to preserve Fremont's neighborhood character.

- Goal HG5 To protect the existing supply of artist studios and encourage the development of new artist live/work spaces in Fremont, including affordable artist studios.
- Policy HP10 Preserve and protect existing artist studio spaces in Fremont.
 - Policy HP 11 Create incentives for the development of new artist live/work studios.
- Goal HG6 Encourage neighborhood design quality, creativity, and character consistent with the existing Fremont neighborhood.
- Policy HP12 Develop general design guidelines for commercial zones in Fremont with site-specific guidelines for some key areas in the neighborhood.
 - Policy HP 13 Maintain attractive, pedestrian-oriented streetscapes through design guidelines, zoning refinements, and streetscape improvement projects.
 - Policy HP 14 Support the creation of public art at key sites in the community as identified in the Fremont Public Art Plan. Funding shall be furnished by developer incentives, neighborhood matching funds, and/or “one-percent-for-the-arts” program.
 - Policy HP 15 Direct the highest density housing to mixed-use areas and proximity to transit corridors.

3.3 TRANSPORTATION

Transportation Planning for the Future

- Goal TG1 To adequately plan for a future transportation environment which is efficient, safe, and community-compatible.
- Policy TP 1 Complete comprehensive studies of the transportation environment within the regional context and the local context (Fremont neighborhood).

Specific Identified Transportation Systems Issues

- Goal TG2 To improve connections between the Fremont community and Aurora Avenue N. and reduce conflicts.
- Policy TP2 Improve connections between downtown Fremont and Aurora Avenue N.
 - Policy TP3 Improve traffic operations and safety for connections between Fremont and Aurora Avenue N. to and from the north.
 - Policy TP4 Reduce or eliminate the use of local residential streets for Aurora access.
 - Policy TP5 Improve safety and convenience for pedestrians and bicyclists at Aurora Avenue N. crossings.

- Policy TP6 Develop street and traffic control improvements that are designed to better accommodate temporary diversions of regional traffic off of Aurora Avenue N. onto Fremont streets.
- Goal TG3 To balance the needs of industrial access, traffic capacity, and bicycle and pedestrian safety along the Stone Way corridor.
- Policy TP7 Improve access and circulation for local traffic and trucks.
- Policy TP8 Improve access to waterfront industrial areas.
- Policy TP9 Improve pedestrian access.
- Policy TP10 Improve pedestrian and bicycle safety and convenience.
- Policy TP 11 Improve the streetscape.

Transit Service and Alternative Transportation Modes

- Goal TG4 To ensure that the Fremont neighborhood is served by the highest level of transit/public transportation possible.
- Goal TG5 To encourage the use of modes of transportation that are alternative to the single-occupant automobile.
- Policy TP 12 Evaluate basic transit route structure serving the neighborhood and identify appropriate route revisions.
- Policy TP 13 Improve the convenience of access and the network connectivity of the transit system.
- Policy TP 14 Maximize Fremont access to planned citywide and regional transit services (i.e., Monorail, Sound Transit, etc.)
- Policy TP 15 Develop alternative modes of transportation to access Fremont, including ferry service.
- Policy TP16 Improve safety and convenience of pedestrian circulation to, from, and within the downtown Fremont commercial area.
- Policy TP 17 Improve the efficiency of bus operations and accessibility in downtown Fremont.
- Policy TP 18 Maintain smooth traffic operations in Fremont.
- Policy TP 19 Improve safety and convenience of bicycle travel within and through the Fremont neighborhood.

Downtown Fremont Access and Circulation

Goal TG6 To ensure that circulation and accessibility are maintained and improved in the “downtown” Fremont area.

Policy TP20 Provide improvements to downtown Fremont streets and traffic control systems that will ensure continued circulation and accessibility.

Policy TP21 Maintain and improve existing circulation and accessibility in downtown Fremont.

Arterial Corridor Pedestrian Improvements

Goal TG7 To improve pedestrian safety and convenience along and across arterials in the Fremont neighborhood.

Policy TP22 Provide appropriate pedestrian crossing improvements on arterials.

Bicycle Improvements

Bicycling is of significant importance to the Fremont neighborhood. Significant numbers of bicyclists traverse the Fremont neighborhood every day. Improving safety and convenience of bicycle access and circulation in and through the neighborhood is a high priority.

Goal TG8 To improve the safety and convenience of bicycle travel within and through the Fremont neighborhood.

Policy TP23 Improve connections between the main bicycle routes and trails passing through and serving Fremont.

Policy TP24 Create new bicycle routes where appropriate.

Policy TP25 Modify channelization and traffic control to improve bicycle safety and convenience where needed.

Traffic Management/Calming and Spot Improvements

Goal TG9 To eliminate localized traffic and pedestrian safety hazards and reduce cut-through traffic on neighborhood streets.

Policy TP26 Provide for local safety improvements.

Policy TP27 Provide traffic calming measures, as needed.

Policy TP28 Clarify traffic controls on neighborhood streets, where needed.

Car-Sharing

Goal TG10 Reduce neighborhood residents’ reliance on ownership and operation of personal autos by promoting alternatives such as car sharing.

3.4 FREMONT ARTS

Goal AG1 To identify and promote the cultural and historic identity of Fremont through the arts.

Policy AP 1 Support the arts, artists and arts organization.

Policy AP2 Provide informational tools for artists, businesses, and residents regarding rights, responsibilities and other City of Seattle regulatory matters.

Policy AP3 Support a directory of artist resources.

Policy AP4 Promote awareness and recognition of Fremont public art.

Goal AG2 To support development of community arts and cultural facilities and opportunities.

Policy AP5 Ensure that major changes in existing public and private properties be developed in consideration of the inclusion of art in public places.

Policy AP6 Make available publicly owned properties for cultural resource uses such as art and performance arts.

Policy AP7 Reserve publicly-owned properties for use by public and non-profit groups prior to consideration of other for-profit uses.

Goal AG3 To support existing infrastructure of neighborhood art organizations working to promote and fund public art.

Policy AP8 Promote and fund public art.

Policy AP9 Support and fund community arts groups.

Goal AG4 To encourage public access to art.

Policy AP10 Ensure publicly funded art is sited where it is available for public viewing.

Policy AP11 Provide for ongoing costs of public art installations and maintenance.

Goal AG5 To encourage employment and small business development in conjunction with the arts.

Policy AP12 Avoid ordinances that would negatively impact incubator businesses in the City.

Goal AG6 To encourage development of artists live/work space.

Policy AP13 Support community efforts to develop artists live/work space in the Fremont area.

4.0 FREMONT'S KEY STRATEGIES

The Fremont Urban Neighborhood Coalition identified four "Key Strategies" which will focus future redevelopment and integrate community enhancement efforts within Fremont. The **Fremont Plan** is organized around these Key Strategies which combine many individual "Recommended Actions" (Section 5.0) into important integrated projects. FUNC believes implementation of these projects and the actions which constitute them are essential for the implementation of the **Fremont Plan** and Fremont's future. Fremont's Key Strategies address the larger aspirations of the Fremont community and target specific geographic, social, character, and mobility objectives.

Fremont's Key Strategies include:

1. Fremont Transportation - Neighborhood Circulation Plan & Traffic Improvements
2. Fremont Mosaic & Neighborhood Design Plan
3. Fremont Community Center
4. Fremont Troll

The individual Recommended Actions upon which each of the Key Strategies is constructed are referenced in each of the descriptions which follow. The Key Strategies focus on solutions to Fremont's transportation issues and circulation, attempt to establish and retain a unique Fremont community character, and create a neighborhood center for community identity and enrichment. Each of the Recommended Actions will be presented in detail in the following subsections.

4.1 FREMONT TRANSPORTATION - NEIGHBORHOOD CIRCULATION PLAN & TRAFFIC IMPROVEMENTS

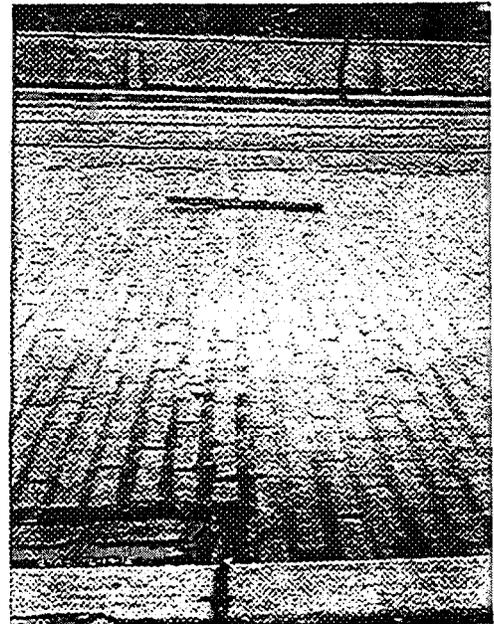
Transportation and circulation are important issues in Fremont. The neighborhood provides a major urban crossroads, and many competing uses traverse the neighborhood's streets. This Key Strategy is intended to help remedy existing congestion and start the process of untangling Fremont's circulation knot. Figure 4-1 maps some of the important recommendations that constitute, this Key Strategy.

Objective

To enhance circulation in Fremont and create a truly great transportation system that accommodates multiple uses while fostering community livability.

Fremont Transportation Essential Recommended Actions

Evaluate closing N. 35th Street between Evanston and Fremont Avenue to through-traffic. Retain parking and delivery functions (Ala.) - If adjacent private property owners agree, close the segment of N. 35th Street between Evanston and Fremont Avenue (Center of the Universe) to through-traffic. Consider keeping the parking and delivery use of the street.

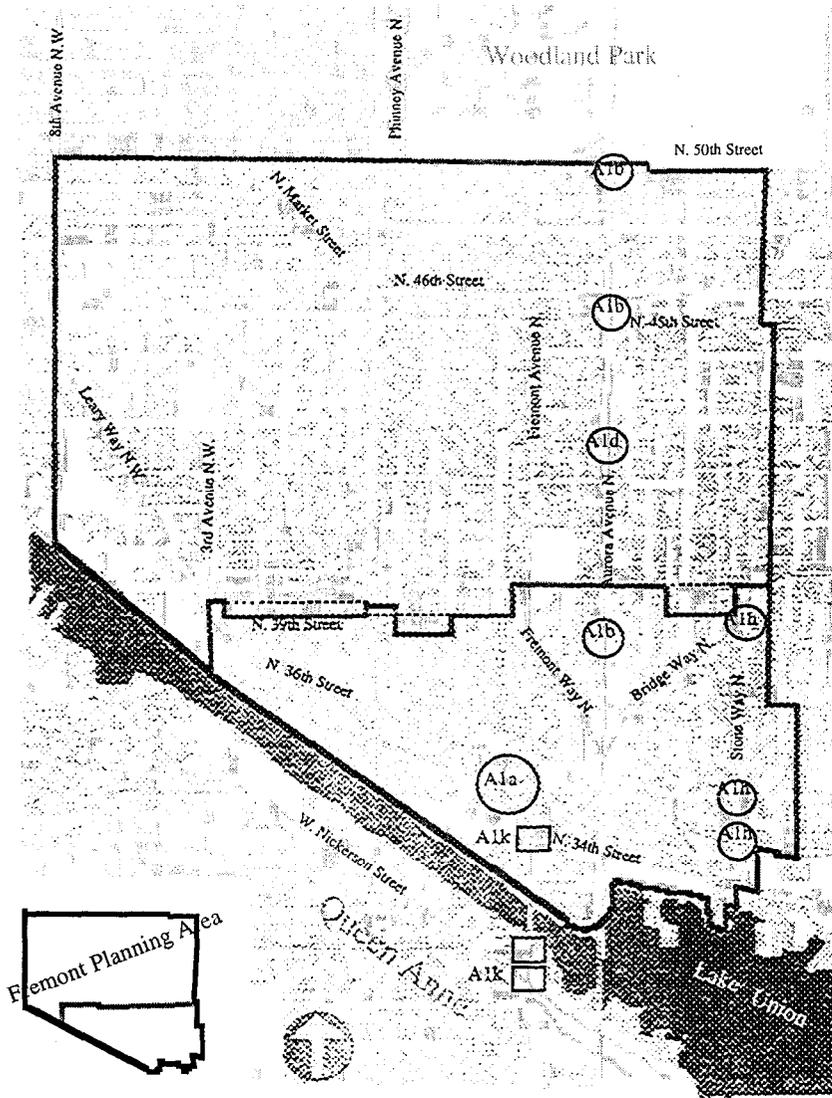


Fremont Avenue Brick Pavers, 1915

Extend sidewalk and plaza to cross existing drive lane. This is an urban design recommendation intended to test the feasibility of making this roadway into a plaza-like amenity in downtown Fremont. The project would occur within the Urban Village.

Prepare Fremont Neighborhood Circulation Plan (A1) - Circulation Plan will address circulation in Fremont and would build upon any regional transportation studies.

Figure 4-1



**FREMONT TRANSPORTATION - CIRCULATION
PLAN & TRAFFIC IMPROVEMENTS**

Approximate Locations Not All Recommended Actions Are Shown

The Fremont Circulation Plan will provide the framework within which Fremont traffic circulation and street improvement recommendations can be developed to ensure regional compatibility and mutual support among neighborhoods. The plan will be used to verify and refine the transportation actions proposed in this plan.

The Fremont Circulation Plan will address, but may not be limited to, the following issues areas:

- Fremont Bridge operations;
- Downtown Fremont access and circulation;
- Arterial corridor pedestrian improvements;
- Bicycle improvements;
- Traffic management and calming, spot improvements;
- Car sharing strategies; and
- Other identified issue areas.

The intent of the Fremont Circulation Plan is to ensure adequate circulation while balancing the livability needs of the

community. This study will address circulation throughout the Fremont neighborhood.

Improve northbound ramp connections to/from Aurora Avenue to the interchanges with N. 38th Street, N. 46th Street, and N. 50th Street (A1b.) - Improvements to improve access to Aurora Avenue N. Improvements will include:

- Provide/Improve/extend acceleration and deceleration lanes;
- Improve lane configuration, geometry, traffic control, and bike/ped. facilities at ramphead intersections;
- Install traffic calming measures on the local residential streets that serve as part of the interchanges (i.e., the sidewalks that link Aurora Avenue to N. 38th St., N. 46th St., N. 50th St. in lieu of exclusive ramps);
- Add directional signage.

This project is part of needed Aurora Avenue/SR99 access improvements and would be applicable to the entire Fremont neighborhood.

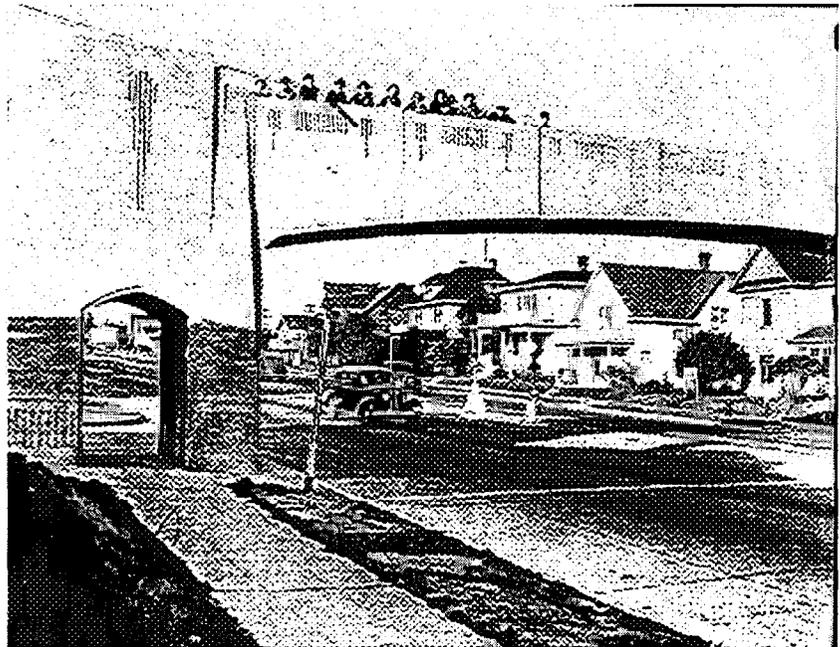
Eliminate Aurora Avenue traffic from local residential streets (A1c.) - Improve livability in areas near Aurora Avenue. This project will include:

- Close unneeded sidestreet connections to Aurora Avenue;
- Install traffic control and/or traffic calming measures to prevent use of Linden Avenue and Whitman Avenue (and other north-south streets parallel to Aurora Avenue) as “frontage roads” between the main interchanges;
- Install traffic calming measures on any local residential streets that will continue to be used for Aurora access.

This project is part of needed Aurora Avenue/SR99 access improvements and would apply to the entire Fremont neighborhood.

Develop an exclusive bicycle/pedestrian crossing of Aurora Avenue in the vicinity of N. 43rd Street and link the new crossing with Wallingford’s proposed N. 46th Street-N.47th Street bicycle/pedestrian corridor (A1d.) - This

recommendation would provide a pedestrian crossing of Aurora Avenue to link neighborhoods east and west. A historic pedestrian overpass was constructed near this location (at 41st Street at Aurora Avenue) in the 1930s when it was clear that this regional roadway would separate the Fremont neighborhood.



Pedestrian Bridge - Aurora Avenue N. at N. 41st Street, 1936

Seattle Municipal Archive

This project is part of needed Aurora Avenue/SR99 access improvements and would serve the entire Fremont neighborhood.

Modify street configuration and traffic control to improve traffic circulation and minimize traffic and pedestrian conflicts (A1e.) - Within the context of the proposed circulation plan consider providing selected improvements to improve circulation in Fremont, including:

- Return some or all one-way street segments to two-way operation (N. 34th Street, Evanston-Fremont Avenue; 35th Street, Evanston-Fremont Avenue; Evanston Avenue, N. 36th Street-N. 36th Street);
- Request the SeaTran identify a way to reduce awkward truck movements in downtown Fremont;
- Modify channelization and traffic control at N. 34th Street/Fremont Avenue, N. 35th Street/Fremont Avenue/Fremont Place, N. 36th Street/Dayton Avenue, and N. 36th Street/Evanston Avenue:

This recommendation would be applicable to the Urban Village.

Prepare “Aurora Avenue Diversion/Detour Plan (A1f.) - Occasionally, conditions on Aurora Avenue (e.g., accident, construction, etc.) warrant the diversion of traffic into and through the Fremont neighborhood. When this occurs, it can create severe congestion. This recommendation proposes the creation of a Diversion/Detour Plan that identifies the street and traffic control improvements needed to better accommodate traffic diversions.

This project is part of needed Aurora Avenue/SR99 access improvements and would be applicable to the entire Fremont neighborhood.

Prepare a Stone Way corridor circulation plan (A1g.)- The Stone Way corridor is an important transportation route through Fremont. Coordinated planning for traffic is a must and should be coordinated with plan of other neighborhoods, including Wallingford.

This project is part of needed Aurora Avenue/SR99 access improvements and would be applicable to the entire Fremont neighborhood.

Modify/improve channelization and traffic control at key Stone Way intersections (Alh.) - Concurrent with circulation planning in this corridor and coordinated with other neighborhoods, including Wallingford. The following improvements are recommended:

- N. 34th Street/Stone Way/Northlake/Woodland Park Avenue N. - including Northlake Way to/from the west; (also consider means of reducing/discouraging use of Northlake Way as a “short-cut” route from UW by traffic trying to avoid congestion on either east-west arterials-such traffic congests the intersection and severely limits access to/from the waterfront industrial area located to the west along Northlake Way);
- N. 35th Street/Stone Way;
- N. 39th Street/Stone Way/40th Street/Bridge Way;
- Leave on-street parking both sides.

This action would be applicable to the entire Fremont neighborhood.

Modify channelization and traffic control to improve safety and convenience of bicycle travel through Fremont Bridge intersections (Alk.) - Within the context of the proposed circulation plan consider modifying channelization and traffic control to improve safety and convenience of bicycle travel through:

- Dexter/Westlake/Nickerson/Fremont Avenue N.;
- Fremont Avenue N./N. 34th Street.

This action would be applicable to the entire Fremont neighborhood.

Encourage Alley Access for new developments on Stone Way to improve business access and reduce congestion (AIi) - Alley access will help reduce congestion on Stone Way when trucks and other vehicles access commercial sites.

This would be applicable to the Urban Village.

Improve intersection of Stone Way at Bridge Way N. for pedestrians and bicyclists as well as truck access (AIj) - To reduce conflicts between various modes of travel at this Urban Village location.

Study reconfiguration of Bridge Way to address auto, truck, and bicycle traffic flow (AIL.) - Accommodate truck movements.

4.2 FREMONT MOSAIC & NEIGHBORHOOD DESIGN PLAN

The Fremont Mosaic and Neighborhood Design Plan recognize the unique and eclectic character of the Fremont neighborhood. The intent of this Key Strategy is to enhance Fremont's character, create a more interesting and livable urban environment, and provide an opportunity for the community to direct development.

Objective

To enhance the unique character and sense of place this is "Fremont."

Fremont Mosaic and Neighborhood Design Plan Essential Recommended Actions.

Develop "Mosaic" approach "toolbox" for application in Fremont urban design initiatives and community projects. Develop a strategy and methodology to ensure that the City of Seattle will accommodate alternative sidewalk treatments (implement the Mosaic approach (CH2(B1))) - The "Mosaic" approach is intended to enhance the unique and eclectic character of the Fremont neighborhood. The Mosaic approach to community design projects in public rights-of-way would be two-fold: 1) Mosaic Toolbox; and 2) Mosaic process. The Mosaic approach will work with people on site with the Mosaic palette of possible characteristics and amenities. Local residents, property owners, and business owners will use the palette to create their own local government.

Develop "Mosaic" approach (i.e., "toolbox") or other design approach via the following:

1. A design professional would be contracted by DON and the Fremont Neighborhood community organizations to develop the Fremont Mosaic toolbox.
2. The "Mosaic" approach will provide a framework to approach urban streetscape design/treatment decisions throughout Fremont, including pedestrian-scale lighting for safety.



3. The Mosaic will provide a set of possible approaches to streetscape issues, downtown character projects, and public sites that can be mixed to create location-specific improvements.

4. The Fremont Mosaic will include visual guidelines, concepts, and textural descriptions of various possible streetscape treatments arranged in a manner in which stakeholders can select various elements to create their own urban design amenities.

(This is the "toolbox" or other method to identify desired designs)

5. The Fremont community will work out a method to ensure that City departments accommodate alternative sidewalk treatments throughout Fremont, consistent with the "Mosaic" approach.

Projects will be implemented via this approach and in conjunction with the City, community groups, and local property owners, residents, and business owners.

(This is the "process" by which the designs can be identified and implemented)

This action could be applied to the entire Fremont neighborhood, but its focus would first be the Urban Village.

Protect views of Lake Union and the Ship Canal from N. 34th Street (B2) - Identify specific north-south rights-of-way (streets) that terminate at Lake Union or the Ship Canal and other City-owned property which provide view amenities to the lake and canal. These should be protected from development in a manner to ensure that views of Lake Union and the Ship Canal are retained. City will list these streets and open areas as "view corridors" in the City's SEPA ordinance to ensure review during the environmental process.

The intent is to protect view corridors to the lake and canal. Development on City-owned ROW and other public properties should be restricted.

This action would be applicable to the Urban Village.

Develop a Fremont "Neighborhood Design Plan" to address issues of future development within the Urban Village and give oversight to the proposed Stewardship Committee to implement the plan (B3) - In this recommendations "plan" means "process." Retain a design professional/planner to develop a Fremont Neighborhood Design Plan which will serve as a foundation for neighborhood review and response to development/change in the neighborhood. The Design Plan should:

1. Clearly identify, address, and document the specific attributes and qualities of Fremont that are important and critical to its character and quality of life.
2. Prepare a road map for use by potential developers and neighbors to manage development and change in the neighborhood.

3. Establish a means to communicate between developers and the neighborhood (early warning) regarding new development intentions and plans within the Urban Village (tie into permit process) .:
 - Augment current design review process with an “early warning” process (Fremont Early Warning Noticing Process?);
 - Establish a Fremont Design Review Committee with representatives from various community groups;
 - Prepare a MOU between the City of Seattle and the Fremont community groups regarding roles and responsibilities for design review over development projects in Fremont;
 - Define relationship of process and organization to the existing City of Seattle Design Review Board(s) and design review process;
 - Create a Client Assisted Memorandum (DCLU) explaining the Fremont design review and permit process.
4. Extend design review to all commercial properties in the Urban Village, exempt single-family.

Study and creation of guidelines will require additional funding outside this plan. Fund through DON Matching Grant or other means.

Design guidelines should be Fremont-specific and would supersede the City’s Design Guidelines for Commercial and Multifamily zones.

This action would be applicable to the Urban Village,

Ensure that all design review processes (existing and proposed) include a review for Crime Prevention Through Environmental Design (CPTED) and “defensible space” and other safety-related principles (B4) - All existing and proposed design review programs should address the issue of defensible space and other safety-related issues along with other urban design issues.

This action is applicable to the Fremont Planning Area.

Assure safe uses of Fremont parks and open spaces (B5) - Apply safety and security principles in park and open space design. Evaluate park plans for lighting and defensible space. Work with the Seattle Police Department to review park and open space design issues. Patrol parks and open spaces, especially where problems have occurred.

This action would be applicable to the entire Fremont neighborhood.

4.3 FREMONT COMMUNITY CENTER

Fremont has told FUNC that it wants it’s own community center. The Fremont Community Center (“Center” of the Universe?) is envisioned as a place where an active community will communicate and recreate, meet, teach, and socialize. This Key Strategy generated tremendous interest as well as more than a few great ideas.

Objective

To create a neighborhood community center which will become the focus of an active and creative community.

Fremont Community Center Essential Recommended Actions

Fund a feasibility study for the development of a new Fremont Community Center (C1) -

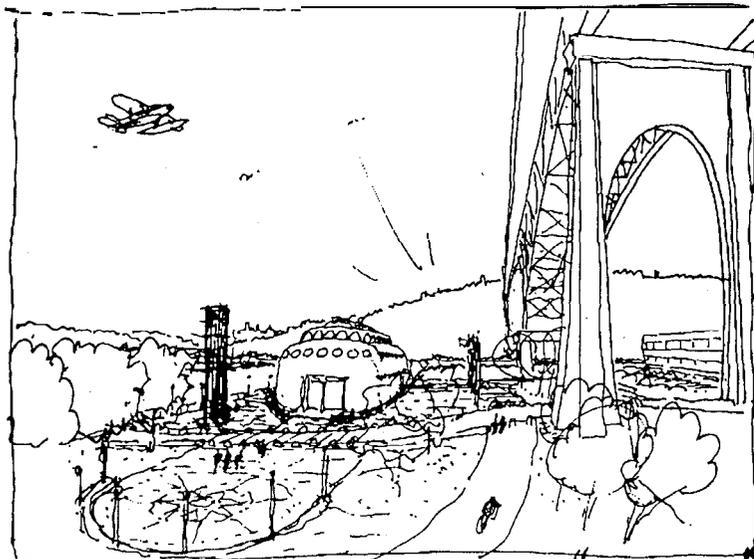
Fremont needs a community center in the Urban Village where the community and visitors can find:

- City Service Center;
- Community bulletin board - kiosk;
- Center for transit and housing information, and community info;
- Space for programming senior activities;
- Rooms for informal meetings, reading, and for games;
- Other neighborhood services;
- Art exhibits and arts-related activities and info;
- Class space;
- Community meeting room;
- Space for organizations to meet, store materials, and have office space;
- Other activities and amenities;
- Support services information.



The study would identify what services are most appropriate. Ideally, the facility would be 5,000 square feet to 20,000 square feet, depending on the uses selected.

An appropriate site/venue will be identified for the center. The site must provide access be a variety of transportation modes. Potential sites include:



- BF Day School - Fremont Avenue, some facilities are presently used by the Fremont Arts Council;
- Floating Structure - Kalakala at Ship Canal/Lake Union;
- N. 36th Street between Troll and Linden;
- Location adjacent to the Fremont Baptist Church;
- Use of Ross Playground Building; or
- Public/Private partnership with Boys and Girls Club.

Identification of funding will be the first step toward development.

The community has expressed a strong desire for a community-arts center within the Urban Village, and many ideas for an appropriate location have been discussed, including the use of the refloated Kalakala as a floating facility.

This project will be located within the Urban Village.

4.4 FREMONT TROLL

The Fremont Troll and surrounding environs are recognized by the Fremont community as a potential parks and open space/arts amenity unique to the neighborhood and worthy of developing for the enjoyment of everyone in Fremont. This Key Strategy builds upon several important actions, which focus on the Troll, the area under Aurora Bridge, and nearby open space linkages, to create a special sense of place in Fremont.

Objective

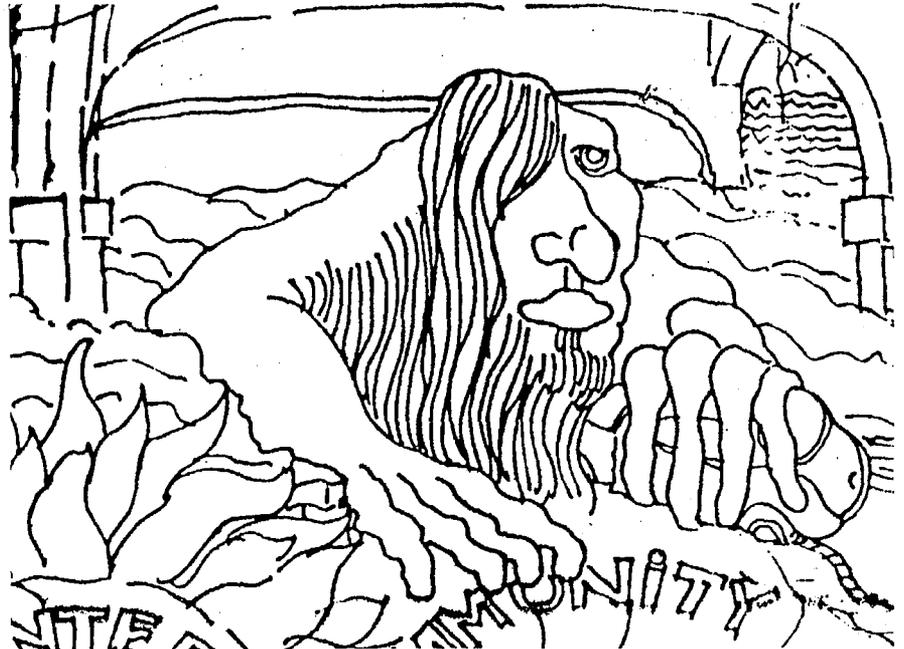
To promote a unique arts/open space amenity in downtown Fremont that can capitalize on the Fremont Troll as a unifying theme.

Fremont Troll Essential Recommended Actions

Rename Aurora Avenue N. (under Aurora bridge) to "Troll Way N." (D1) -

Rename this roadway segment from N. 34th Street to the Troll consistent with the Troll Sculpture.

This is an Urban Village project.



Develop Hill Climb (steps) between N. 35th Street and N. 36th Street to connect the Troll site with the property west of the Fremont Library (D2) - Make a formal connection between these two community amenities - acquire an easement to complete the Hill Climb and construct steps between the Troll and the property west of the Fremont Library; N. 35th Street to N. 36th Street near the Fremont Baptist Church. Project will include mid-block crosswalk across N. 35th Street.

This is an Urban Village open space project.

Support Fremont community discussions with Washington State Department of Transportation (WSDOT) about Troll Park Space (D3) - Work with WSDOT to use public right-of-way to the east and west of the Troll and Aurora Bridge for a public Park. Work with WSDOT to develop a maintenance plan for the Troll site and proposed park (Adopt-a-Park Program?). Park would include both sides of Aurora Avenue N. Integrate proven safety measures in the development of the Troll Park space.

This is a unique open space opportunity - an open space park with excellent views of the Aurora Bridge crossing the Ship Canal and downtown Seattle.

The Fremont neighborhood is now in the process of discussing the use of this site with WSDOT.

This is an Urban Village open space project.

Maintain adequate lighting at the Troll site and at other public art sites to ensure public safety (D4) - Lighting throughout the community is always a concern. Art sites (especially the Troll) are visited often, but do not have adequate lighting for safety.

This is an Urban Village project.

Troll site development and maintenance (D5) - The City of Seattle should work with the Fremont community to ensure the safety and maintenance of the Troll site. This would include funding for lighting and cleanup as well as the development of a long-term solution to site ownership and ownership of surrounding properties.

This is an Urban Village project.

5.0 FREMONT'S RECOMMENDED ACTIONS

Approval & Adoption Matrix

5.1 INTRODUCTION

The foundation of the *Fremont Plan* is its Recommended Actions or “Recommendations” which are individual activities or project solutions which FUNC identified during Phase II. These recommendations are intended to address specific issues raised during both Phase I and Phase II.

Recommendations are presented in the City of Seattle’s preferred “Approval & Adoption Matrix” format. The A&A Matrix classifies recommendations into one of two categories:

1. “Key Strategies” (those actions which are part of one or more of the Key Strategies described in Section 4.0. These recommendations will have the highest neighborhood priority.
2. “Additional Activities for Implementation” (those actions which are considered reasonably undertaken in the “near-term.” These recommendations are also higher priority, but are not part of a Key Strategy. Near-term actions have a high priority with the City and may also be implemented quickly because they often require less funding or staff/community effort..

5.2 APPROVAL & ADOPTION MATRIX

The Approval & Adoption Matrix with Fremont’s Recommended Actions begins on the following page.

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Fremont Draft Approval and Adoption Matrix

Table of Contents

I.	Introduction
II.	Key Strategies	.....
	A. Transportation: Neighborhood Circulation Plan & Traffic Improvements	.....
	B. Mosaic & Neighborhood Design Plan	.....
	C. Community Center	.....
	D. Fremont Troll	.....
III.	Additional Activities for Implementation	.....
	A. Community Character	.....
	B. Housing	.....
	C. Transportation	.....
	D. Arts	.....
	E. Public Safety	.....

Prepared by the Fremont Urban Neighborhood Coalition (FUNC) and the City of Seattle Interdepartmental Review and Response Team for community validation. Compiled by the Strategic Planning Office.

March 24, 1999

PURPOSE, STRUCTURE, AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish a work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time.

The matrix is divided into two sections:

- I. *Key Strategies*: Usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

- II. *Additional Activities for Implementation*: Activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments then reviewed, changed if appropriate and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

ACTIVITIES ALREADY ACCOMPLISHED BY THE FREMONT URBAN NEIGHBORHOOD COALITION

Wick Property (Slippery Slope) Acquisition

The site known as the Wick Property, or Slippery Slope, just west of the Fremont branch of the Seattle Public Library was purchased by the City of Seattle Department of Parks and Recreation in the Fall of 1998 for future development of a public open space for the Fremont neighborhood.

Burke Gilman Trail Extension

The Burke Gilman Trail for pedestrians and bicycles has been extended along the Ship Canal shoreline of the Quadrant/Adobe site east of the Fremont Bridge.

Canal Park Improvements

The Department of Parks and Recreation allocated \$36,000 in 1998 for park improvements including erosion control along the park shoreline, several points of access to the water and a drinking fountain.

Topiary Dinosaurs

The Fremont neighborhood acquired several topiary dinosaurs in Spring, 1998 from the Pacific Science Center. They appeared in the 1998 Solstice Parade and are now sited near the intersection of N. 34th Street and Phinney Avenue N. A Neighborhood Matching Fund grant of \$10,000 was awarded to the neighborhood for improving the irrigation system and other repairs on the dinosaurs.

Troll Park Space

With grant money from the Environmental Protection Agency, Tremendous Seattle will work with the Fremont community on creating a native plant garden on the east side of the Fremont Troll and the Aurora Avenue Bridge. A beautification permit will allow clearing and grubbing of the site to occur in early April, 1999 and the neighborhood will plant a portion of the native plant garden to coincide with Earth Day, 1999 in late April.

Acronyms & Definitions

DCLU Department of Design Construction and Land Use (City of Seattle)
DON Department of Neighborhoods (City of Seattle)
DPR Department of Parks and Recreation (City of Seattle)
ESD Executive Services Department (City of Seattle)
FUNC Fremont Urban Neighborhood Coalition
KCMetro King County Metro Transit Division
NMF Neighborhood Matching Fund Grant (Department of Neighborhoods)
NPO Neighborhood Planning Office (City of Seattle)
OED Office of Economic Development (City of Seattle)
OFE Office for Education (City of Seattle, Strategic Planning Office)
OH Office of Housing (City of Seattle)
OIR Office of Intergovernmental Relations (City of Seattle)
OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)
ROW Right-of-way

NOTATIONS RELATING TO ACTIVITY NUMBER COLUMN IN MATRIX:

U Urban Village
F Fremont Planning Area
RC Retail Core
FL Fre-loops

SAC Seattle Arts Commission (City of Seattle)
SCL Seattle City Light (City of Seattle)
SEATLAN Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)
Sound Transit (Formerly Regional Transit Authority [RTA])
SPD Seattle Police Department (City of Seattle)
SPL Seattle Public Library (City of Seattle)
SPO Strategic Planning Office (Formerly City of Seattle Office of Management and Planning [OMPI]) (City of Seattle)
SPS Seattle Public Schools
SPU Seattle Public Utilities (City of Seattle)
TSP Transportation Strategic Plan
WSDOT Washington State Department of Transportation

1. Key Strategies

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The City recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The City will coordinate efforts to sort through the Key Strategies. During this sorting process, departments and Sector work programs will together to prioritize Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for

the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1999-2000 versus later implementation. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The Integrated City Response lists activities already underway, and other tasks that the City is committed to commence during the remainder of this year or the next biennium.

A. TRANSPORTATION: NEIGHBORHOOD CIRCULATION PLAN AND TRAFFIC IMPROVEMENTS

Description

Fremont needs a Neighborhood Circulation Plan within which to plan and execute needed transportation improvements throughout the planning area. The neighborhood provides a major urban crossroads with many competing uses traversing the neighborhood's streets. This Key Strategy is intended to help remedy existing congestion and improve pedestrian circulation. It is a two tier strategy: 1) fund and prepare, with an open public process, a comprehensive neighborhood circulation plan, and 2) consider each of the following preliminary suggestions for improvements within the context of that plan. The objective of this Key Strategy is to enhance street life, pedestrian experience and vehicular circulation in Fremont in a way that will create a truly integrated circulation system, including Fremont Bridge operations and street use, that accommodates multiple uses while fostering community livability.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

1.

Tasks to be Undertaken in 1999-2000

1.

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
A1	<p>Prepare Fremont Neighborhood Circulation Plan that will address, but may not be limited to, the following issue areas:</p> <ul style="list-style-type: none"> Fremont Bridge operations Downtown Fremont access and circulation; Arterial corridor pedestrian improvements; Bicycle improvements; Traffic management and calming, spot improvements; Car-sharing strategies; Local destination, commercial and commuter traffic; and Other identified issue areas. <p>The intent of the Fremont Circulation Plan is ensure adequate circulation while balancing the livability needs of the community.</p>	High	Near		SeaTran Fremont Community Groups	
The following are issues to be considered as part of the Neighborhood Circulation Plan. These are not intended to be discreet actions.						
A1a U	<p>Evaluate closing N. 35th Street between Evanston and Fremont Avenue to through traffic. Consider keeping the parking and delivery use of the street. Extend sidewalk and plaza to cross existing drive lane. This is an urban design recommendation intended to test the feasibility of making this roadway into a plaza-like amenity in downtown Fremont.</p>	High	Mid		SeaTran, Fremont Community Groups	
A1b F	<p>Improve north-south ramp connections between Aurora Avenue to the interchanges with N. 38th Street, N. 46th Street, and N. 50th Street:</p> <ol style="list-style-type: none"> Provide improve/extend acceleration and deceleration lanes; Improve lane configuration, geometry, traffic control, and bike/ped. facilities at ramphead intersections; and perhaps underpass widening. Install traffic calming measures on the local residential streets that serve as part of the interchanges (i.e., the sidewalks that link Aurora Ave. to N. 38th St., N. 46th St., N. 50th St. in lieu of exclusive ramps); Add directional signage between downtown Fremont and 	High	Near		SeaTran WSDOT	

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
A1c F	<p>Aurora.</p> <p>Eliminate Aurora Avenue access traffic from local residential streets.</p> <ol style="list-style-type: none"> 1. Close unneeded sidestreet connections to Aurora Avenue 2. Install traffic control and/or traffic calming measures to prevent use of Linden Avenue and Whitman Avenue (and other north-south streets parallel to Aurora Avenue) as "frontage roads" between the main interchanges; 3. Install traffic calming measures on any local residential streets that will continue to be used for Aurora access. 	High	Near		SeaTran WSDOT	
A1d F	<p>Develop an exclusive bicycle/pedestrian crossing of Aurora Avenue in the vicinity of N. 43rd Street and link the new crossing with Wallingford's proposed N. 46th Street-N.47th Street bicycle/pedestrian corridor.</p>	High	Near		SeaTran WSDOT	
A1e U	<p>Consider modifying street configuration and traffic control to improve traffic circulation and minimize traffic and pedestrian conflicts:</p> <ol style="list-style-type: none"> 1. Return some or all one-way street segments to two-way operation (N. 34th Street, Evanston-Fremont Avenue; 35th Street, Evanston-Fremont Avenue; Evanston Avenue, N. 36th Street -35th Street); 2. Request that SeaTran identify a way to reduce awkward truck movements in downtown Fremont; 3. Modify channelization and traffic control at N. 34th Street/Fremont Avenue, N. 35th Street/Fremont Avenue/Fremont Place, N. 36th Street/Dayton Avenue, and N. 36th Street/Evanston Avenue; 4. Remove existing turn signs at Phinney Avenue N. at N. 36th Street to allow through movements. <p>This item is included in the plan with the following caveat: There is disagreement in the community about the potential removal of the existing turn signs at this intersection. The majority of residents on Phinney Avenue N. between N. 36th Street and N. 39th Street have stated that this section of Phinney Avenue N. is already subject to heavy traffic, safety</p>	Med	Mid		SeaTran	

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>issues, and delays and that removal of the existing turning pattern will exacerbate the traffic conditions in the residential area. On the other hand, during the community validation process, the majority of businesses and employees south of N. 39th Street indicated a desire to have the signs removed for the following reasons: the existing turning pattern creates a traffic hazard due to drivers disregarding the signs, improving access to businesses in the vicinity, and improving traffic flow to and from N. 36th Street and N. 39th Street.</p> <p>5. Adjust lights near Fremont Bridge to clear traffic when bridge reopens (after traffic stops).</p>					
A1f F	<p>Prepare "Aurora Avenue Diversion/Detour Plan." that identifies the street and traffic control improvements needed to better accommodate traffic diversions during Fremont Bridge repair periods.</p>	High	Near		SeaTran WSDOT	
A1g F	<p>Prepare a Stone Way corridor vehicle circulation plan along the Greenlake Way/Stone Way corridor.</p>	Med	Near		SeaTran	
A1h F	<p>Modify/improve channelization and traffic control at key Stone Way intersections:</p> <ol style="list-style-type: none"> 1. N. 34th Street/Stone Way/Northlake Way/Woodland Park Avenue N. - including Northlake Way to/from the west. Fremont considers this a major intersection in their neighborhood. 2. Consider means of reducing/discouraging use of Northlake Way as a "short-cut" route from UW by traffic trying to avoid congestion on either east-west arterials-such traffic congests the intersection and severely limits access to/from the waterfront industrial area located to the west along Northlake Way; 3. N. 35th Street/Stone Way; 4. N. 39th Street/Stone Way/40th Street/Bridge Way 5. Leave on-street parking both sides, keep street four lanes wide and <u>do not</u> place a median strip in the roadway. 	High	Mid		SeaTran	

A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
A1i U	Encourage alley access for new developments on Stone Way to improve business access and reduce congestion.	Med	Mid	Sea Tran, DCLU		
A1j U	Improve lane striping and crosswalk at intersection of Stone Way at Bridge Way N. for pedestrians and bicyclists as well as truck access.	High	Near		SeaTran	
A1k F	Modify channelization and traffic control to improve safety and convenience of bicycle travel through: 1. Dexter/Westlake/Nickerson/Fremont Avenue N.; 2. Fremont Avenue N./N. 34th Street	High	Near		SeaTran	
A1l F	Study reconfiguration of Bridge Way to address auto, truck and bicycle traffic flow. Focus on accommodating truck & vehicle movements.	Med	Mid		SeaTran	
A1m F	Improve pedestrian crossings, as appropriate at locations identified through plan. (NOTE: Fremont may identify specific locations post validation)	High	Near		SeaTran	

B. MOSAIC TOOLBOX & NEIGHBORHOOD DESIGN PLAN

Description

The Fremont Mosaic and Neighborhood Design Plan recognize the unique and eclectic character of the Fremont neighborhood. The intent of this Key Strategy is to enhance Fremont's character, create a more interesting and livable urban environment, and provide an opportunity for the community to direct development. The objective of this Key Strategy is to enhance the unique character and sense of place that is "Fremont."

The Mosaic approach will work with people on site with the Mosaic palette of possible characteristics and amenities. Local residents, property owners and business owners will use the Mosaic palette to create their own local environment.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

- 1.
- 2.
- 3.

Tasks to be Undertaken in 1999-2000

- 1.
- 2.
- 3.

B. Mosaic Toolbox & Neighborhood Design Plan						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
Community Character						
B1	Develop Mosaic toolbox approach or other design approach via the following:	High	Near		Fremont Neighborhood / Community Groups, SeaTran, SPU, Other City Depis., Property owners	
F	<ol style="list-style-type: none"> 1. A design professional would be contracted by DON and the Fremont Neighborhood community organizations to develop the Fremont Mosaic toolbox. 2. The Mosaic approach will provide a framework to approach urban streetscape design/treatment decisions throughout Fremont, including pedestrian scale lighting. 3. The Mosaic will provide a set of possible approaches to streetscape issues, downtown character projects, and public sites that can be mixed to create location-specific improvements in Fremont 					

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	City Response (filled in by the City)
	<p>4. Consider including as part of the toolbox: visual guidelines, concepts, and textual descriptions of various possible streetscape treatments arranged in a manner in which stakeholders can select various elements to create their own urban design amenities.</p> <p>5. The Fremont community will work with City departments to ensure that the departments accommodate the alternative design treatments proposed by the toolbox.</p> <p>Projects will be implemented via this approach and in conjunction with the City, community groups, and local property owners, residents, and business owners</p>				
B2 U	<p>Protect public views of Lake Union and the Ship Canal.</p> <p><i>Two alternatives have been</i></p> <p><u>Alternative 1</u> Identify specific north-south rights-of-way (streets) that terminate at Lake Union or the Ship Canal and other City-owned property which provide view amenities to the lake and canal should be protected from development in a manner to ensure that public views of Lake Union and the Ship Canal are retained. City will list these streets and open areas as "view corridors" in the City's SEPA ordinance to ensure review during the environmental process.</p> <p>The intent is to protect view corridors to the lake and canal. Development on City-owned ROW and other public properties should be restricted.</p> <p><u>Alternative 2</u> Identify specific rights-of-way (streets) which provide view amenities to Lake Union, the Ship Canal, the Olympics, Mt. Rainier, etc. These amenities should be mitigated from impacts on</p>	High	Near		Fremont Community Groups City of Seattle, DCLU

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>the public views to the maximum extent possible. The City Council to consider including these specified viewpoints, parks, and scenic routes (initially North 34th Street from Fremont Ave. North to the west) in the City's SEPA ordinance to ensure environmental review during the permitting process of developments that may impact the public views.</p> <p>Private developments that adversely impact the public views from scenic routes may be conditioned by the City during the permitting process to mitigate for adverse impacts.</p> <p>Explanatory Notes:</p> <p>This activity is intended to respond to a community desire to protect views from public parks, viewpoints, and rights of way in Fremont, through the mechanism of the City of Seattle SEPA ordinance, SMC 25.05.675(P). In attempting to address differing constituencies' concerns, the planning committee drafted two alternatives. Alternative 1 reflects the desires of the development and landowner community not to allow the City to have additional conditioning authority over development on private property. Alternative 2 reflects the community desires to have such authority placed in the City for specified public parks, viewpoints, and rights of way in Fremont. It is recognized by the City and the planning committee that Alternative 1 is very narrow in scope and does not meet the intended result expressed by community interests. The major landowner on the south side of North 34th (the one specific public right of way proposed for addition to the SEPA ordinance list) is opposed to Alternative 2 claiming that it is discriminatory. However, if current permits and applied for permits on that property remain in effect and are issued as applied for prior to action on the plan, even Alternative 2 will have little if any impact on that property for many decades, if at all.</p> <p>Additional explanation written by the NPO project manager: This activity is intended to respond to community desire for protecting views, from Fremont public rights of way, of the Ship Canal and Lake</p>					

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
B3 U	<p>Union. In attempting to address differing constituencies' concerns, the planning committee drafted two alternatives that reflect different approaches to the issue. Although the planning committee has consulted with staff from the Department of Design, Construction and Land Use, they have not been able to choose between Alternatives 1 and 2. Validation comments indicate that some community members prefer Alternative 2 since it appears to address the issue of view protection directly and Alternative 1 is too limited in scope. On the other hand, some validation comments indicated a preference for Alternative 1. There is concern that Alternative 2 appears to be unclear and may be discriminatory towards certain neighborhood business and property interests. There was also a comment that this activity attempts to address issues already covered by other ordinances.</p>	High	Near	Funded through DON Matching Grant or other means.	Fremont Community Groups, DON, DCLU, Proposed Stewardship Committee	
<p>The following are issues to be considered as part of the Neighborhood Design Plan. These are not intended to be discreet actions.</p>						
B3a	Establish a means to communicate between developers and the neighborhood (early warning) regarding new development intentions and plans within the Urban Village (tie into permit process)	High			same as B3	

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
B3b	Augment current design review process with an "early warning" process (Fremont Early Warning Noticing Program?).	High			Community, DCLU	
B3c	Establish a Fremont Design Review Committee with representatives from various community groups;	High			DCLU, Community	
B3d	Prepare a MOU between the City of Seattle and the Fremont community groups regarding roles and responsibilities for design review over development projects in Fremont;	High			DCLU, DON, Community	
B3e	Define relationship of process and organization to the existing City of Seattle Design Review Board(s) and design review process;	High			DCLU, DON, Community	
B3f	Create a Client Assisted Memorandum (DCLU) explaining the Fremont design review and permit processes.	High			DCLU, DON, Community	
B3g	Extend design review to all commercial properties in the Urban Village, exempt single-family. Design Guidelines should be Fremont-specific and would supersede City's Design Guidelines for Commercial and Multifamily zones. Study and creation of guidelines will require additional funding outside this plan.	High			DCLU, DON, Community	
B4 F	Ensure that all design review processes (existing and proposed) include a review for Crime Prevention Through Environmental Design (CPTED) and other safety-related principles. All existing and proposed design review programs should address the issue of defensible space and other safety-related issues along with other urban design issues.	High	Near		Fremont Stewardship Committee, DCLU, Design Review Board SPD	
B5 F	Apply safety and security principles in park and open space design. Evaluate park plans for lighting and defensible space. Work with the Seattle Police Department to review park and open space design issues. Patrol parks and open spaces, especially where problems have occurred. Areas of concern: 1. Canal Park	High	Near		DPR, Fremont Community Groups, SPD	

B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
2.	Ross Park					
3.	Troll Park Area					
4.	BF Day Playground					

C. COMMUNITY CENTER

Description

Fremont has told FUNC that it wants its own community center. The Fremont Community Center is envisioned as a place where an active community will communicate and recreate, meet, teach, and socialize. This Key Strategy generated tremendous interest as well as more than a few great ideas. The objective of this Key Strategy is to create a neighborhood Community Center which will become the focus of an active and creative community.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

- 1.
- 2.
- 3.

Tasks to be Undertaken in 1999-2000

- i.
- ii.
- iii.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
C1 F & U	<p>Fund a feasibility study for the development of a new Fremont Community Center that may contain:</p> <ol style="list-style-type: none"> 1. City Service Center; 2. Community bulletin board - kiosk; 3. Center for transit and housing information, and community info; 4. Space for programming senior activities; 5. Rooms for informal meetings, reading, and for games; 6. Other neighborhood services; 7. Art exhibits and art-related activities and info; 8. Class space; 9. Community meeting room; 10. Space for organizations to meet, store materials, and have office space; 11. Other activities and amenities; 12. Current services information 	High	Near		<p>Fremont Community Groups, City of Seattle: DON, ESD, DPR, Seattle School District</p>	

C. Community Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>Study would identify what services are most appropriate. ADA Accessible meeting space is the most important issue for the neighborhood.</p> <p>Ideally, the facility would be 5,000SF to 20,000SF, depending on uses. One option would be to expand the Neighborhood Service Center, however, FUNC would rather see an older building recycled rather than new construction.</p> <p>The feasibility study should also identify an appropriate site/venue for the center. Site must provide access by a variety of transportation modes. Potential sites include:</p> <ol style="list-style-type: none"> 1. BF Day School and adjacent playground - Fremont Avenue, some facilities presently used by Fremont Arts Council; 2. Floating Structure - Kalakala at Ship Canal/Lake Union; Some community members have expressed concerns about the potential impacts to the houseboat community of siting the Kalakala along the Ship Canal or Lake Union. To respond to these concerns, the feasibility study must assess whether or not the siting of the Kalakala along the Ship Canal/Lake Union shoreline may displace existing houseboats in the vicinity. 3. N. 36th Street between Troll and Linden; 4. Location adjacent to the Fremont Baptist Church; 5. Sublease from Fremont Baptist Church; 6. Use of Ross Playground Building 7. Public/Private partnership w/ Boys and Girls Club. <p>Identification of public & private funding will be the first step toward development.</p>					
C2	<p>The community has expressed a strong desire for a community-arts center within or near the Urban Village and many ideas for an appropriate location have been discussed, including the use of the re-floated Kalakala as a floating facility.</p>					

C. Community Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>Some community members have expressed concerns about the potential impacts to the houseboat community of siting the Kalakala along the Ship Canal or Lake Union. To respond to these concerns, the feasibility study must assess whether or not the siting of the Kalakala along the Ship Canal/Lake Union shoreline may displace existing houseboats in the vicinity.</p>					

D. FREMONT TROLL

Description

The Fremont Troll and surrounding environs are recognized by the Fremont community as a potential park and open space/arts amenity unique to the neighborhood and worthy of developing for the enjoyment of everyone in Fremont. This Key Strategy builds upon several important actions which focus on the Troll, the area under Aurora Bridge, and nearby open space linkages, to create a special sense of place in Fremont.

Integrated City Response (completed by the City)

Lead Department:

Participating Departments:

Activities Already Underway

- 1.
- 2.
- 3.

Tasks to be Undertaken in 1999-2000

- i.
- ii.
- iii.

D. Fremont Troll

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
U	1. Acquire an easement to complete the Hill Climb and construct steps between the Troll and the property west of the Library; N. 35th Street to N. 36th Street near the Fremont Baptist Church. 2. Consider including a mid-block crosswalk across N. 35th Street.	High	2001		Fremont Community Groups, SeaTran, SPU	
D3 U	Support Fremont community discussions with Washington State Department of Transportation (WSDOT) about Troll Park Space. 1. Work with WSDOT to use public right-of-way to the east and	High	Near		Fremont Community Groups, Chamber of	

D Fremont Troll

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response (filled in by the City)
	<p>west of Troll and Aurora Bridge for a public park.</p> <ol style="list-style-type: none"> <li data-bbox="322 414 379 670">2. Work with WSDOT to develop a maintenance plan for the Troll site and proposed park (Adopt-a-Park program?). park would include both sides of Aurora Avenue N. <li data-bbox="379 414 437 670">3. Integrate proven safety measures in the development of the Troll Park Space. 				<p>Commerce, WSDOT, DPR, SeaTran, ESD</p>	
D4	<p>This would be an open space park with excellent public views of the Aurora Bridge crossing the Ship Canal and downtown Seattle.</p>	High	Near		<p>City Light, SPU</p>	
F	<p>Maintain adequate lighting at the Troll site and at other public art sites to ensure public safety.</p>	High	Near		<p>DON, Fremont Community Groups, WSDOT, DPR, SEATRAN</p>	
D5	<p>Troll Site development and maintenance - The City of Seattle should work with the Fremont community to ensure the safety and maintenance of the Troll site. This would include funding for lighting and cleanup as well as the development of a long-term solution to site ownership and ownership of surrounding properties.</p>	High	Near			
U						

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify 1) activities already under way 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) activities to be placed on the agenda for prioritization in the Sector work program, as part of Sector work programs; 4) activities for City consideration in the long-term future, but which the City will not immediately prioritize 5) activities for which the community must take the lead (may be supported by City departments or existing programs); 6) issues to be submitted for inclusion a policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 7) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years. All activities with the exception of those in category 7 above will remain as items for further consideration and will be the subject of tracking and reports back to the Council and community.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
Community Character							
CH1 F	<p>In the spirit of compromise and in the hopes of presenting a unified plan to the City, the planning committee recommends revising the preliminary Fremont Urban Village Boundary, as shown in the Seattle Comprehensive Plan (1994), as follows:</p> <ol style="list-style-type: none"> 1. No area or areas outside of the Seattle Comprehensive Plan (1994) boundary are proposed for inclusion in the Fremont Urban Village. 2. Delete the preliminary designated area south of the Ship Canal from the Fremont Urban Village. 3. Modify the northern portion of the Fremont Urban Village boundary to exclude single family zoned areas. 4. Adjust the housing and employment growth estimates for the Fremont Hub Urban Village in accordance with the revised boundary. 5. Recommend adjusting the Wallingford Residential Urban Village boundary to end one half block east of Stone Wav North. 	High	Near		SPO		

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<p>south of North 45th Street. Implementation of the Fremont Neighborhood Plan in the Stone Way N. corridor and east Fremont areas will be coordinated with Weaving Wallingford's implementation efforts.</p> <p>6. Assure that capital improvements and infrastructure under this plan shall be equally available and provided to the Leary Way, upper Fremont Avenue North, and Stone Way N. business areas outside of the Fremont Urban Village boundary. These business areas are vital parts of the Fremont community and should receive infrastructure and capital improvements equal to the business areas within the Urban Village boundary.</p> <p>Refer to Figure 2.2 on page 16 of the Fremont Neighborhood Plan.</p>						
CH2 F	<p>Form "Fremont Works, Ink.", tentatively composed of 8 voting representatives from neighborhood organizations (1 arts, 3 business, 3 residential, 1 church and institutions) and a representative from the City of Seattle (non-voting member), to oversee implementation of Fremont Neighborhood Plan Strategies and Actions. All "Fremont Works" meetings and activities will be open to participation by community members. This committee will advocate for and oversee the implementation of the Fremont Plan, including follow-on studies, and other assigned tasks. New committee will be liaison to various city departments, including DCLU, DON, DPR, SeaTran and others and will represent the interests of the Fremont community.</p>	High	Near		Fremont Community Groups, with assistance from DON		
CH3 F & U	<p>Develop a pedestrian loop (route) through Fremont - Map the route, officially designate route (City), and designate art and sculpture sites.</p> <p>1. Map in detail the entire "Freloops" route and specify detailed improvements (width of facility, related features and amenities). Identify segments which are not now surfaced or are in need of repair. Make map of the designated route available to the public. Identify art sites.</p> <p>2. "Freloops" route (alignment) should be "officially" designated</p>	High	Near		Fremont Community Groups, SeaTran, SPU, GIS,		

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	as a unique urban amenity by the City of Seattle. 3. Sign the "Freloops" Route. 4. Erect signage designating the Freloops alignment.				etc.		
CH4 U	Resurface all sections of the Freloops route which are not now hard surfaced, using the "mosaic" approach, to create a continuous pedestrian facility. Repair all sections which have fallen into disrepair.	High	Near		Fremont Community Groups, SeaTran, SPU		
CH5 U	Identify and construct pedestrian-friendly improvements at 36th Street at Evanston based on the Mosaic toolbox approach. These would include at a minimum: 1. Pedestrian light; 2. Crosswalk	High	Near		Fremont Community Groups, SeaTran, SPU		
CH6 U	Construct a crosswalk at N. 34th Street under the Aurora Bridge. Crosswalk will cross 34th Street. Install a pedestrian-activated light. Use Mosaic approach.	High	Near		SeaTran, SPU		
CH7 F&U	Construct pedestrian-friendly improvements at 34th Street at Fremont Avenue N. to reduce traffic-pedestrian conflicts: 1. Investigate lengthening "walk"-phases at light; 2. Study intersection with the possibility of changing channelization 3. Investigate moving "Waiting for the Interurban" sculpture to Quadrant property (at intersection)	High	Mid		Fremont Community Groups, SeaTran, SPU		
CH8 F&U	Rebuild sidewalks from Fremont Avenue N. to adjoining buildings between 34th Street and 36th Street based on Mosaic toolbox approach.	High	Mid		SeaTran, Other City Depts.		
CH9 RC &FL	Replace existing rotted light poles with new banner holding poles within the Fremont retail core and along the Freloops route. Banner standards should reflect desired community character.	Med.	Mid		Fremont Community Groups, City Light, Other City		

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CH10 RC &FL	Identify and erect pedestrian scale lighting as a safety measure within the retail core and along Freloops alignment. This would include Fremont Avenue N. to N. 46th Street.	Med.	Near		septs. Fremont Community Groups, SeaTran, SPU, City Light, DON		
CH11 RC & U	Develop Fremont-specific sign board (sandwich board) design guidelines within the context of existing City of Seattle ordinance. Initiate action to apply the existing ordinance in the retail core. Assure ADA compliance.	Med.	near		City of Seattle, DCLU, Chamber of Commerce		
CH12 U&F	Conduct a Historic Resources Survey of Fremont to document structures and spaces within the neighborhood that have unique historical significance. A previous survey was completed and "Landmark Status" buildings were identified. This survey would use and build upon that previous work.	High	near		Fremont Community Groups via Matching Grant, DON		
CH13 U	Construct/erect self-cleaning public toilets in strategic locations as identified in "Center of the Universe" project listing. Coordinate with other Seattle neighborhoods to share order for public toilets. No portable toilets will be allowed.	Med.	Mid		Fremont Community Groups, City of Seattle		
CH14 U	Work with Community and the Department of Parks and Recreation to develop the property west of the Fremont Library. Provide pedestrian access through site connecting N 35th Street and the alley between N 34th and N 35th Streets. Pedestrian access to comply with ADA standards.	High	Near		Fremont Community Groups, DPR, PCC		
CH15	Construct appropriate handicapped access to the Fremont Library.	High	Near		City of Seattle,		

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
U					SPL, DPR		
CH10	Extend pedestrian street lighting to all parts of the Urban Village and Fremont Avenue N. & Stone Way N. corridors (from original retail core and Freeloops treatments).	Med	Mid		Fremont Community Groups, SeaTran, SPU, City Light		
CH17 U	Plant street trees throughout the Urban Village and the Fremont Planning Area.	Med.	Mid		Fremont Community Groups, City Light, SeaTran		
CH18 U	Evaluate appropriate opportunities for planting street trees on the west side of Stone Way (within and north of the Fremont Urban Village) and plant new trees to provide a high-quality and consistent look along this route.	Med.	Near		Fremont Community Groups, City Light, Tremendous Seattle		
CH19 F	Improve quality and frequency of maintenance of Fremont's existing and potential or future parks, P-patches, and open space amenities.	High	Near		DPR		
CH20 F	Rehabilitate and open the small community building in Ross Playfield to park and community uses.	Med.	Mid		DPR		
LT1 F&U	Preserve moderate income units - provide funding through the King County historic bond fund for upgrades for historic structures. Fund typically covers seismic, life safety, and ADA access improvements.						
LT2 U	Study the opportunities and impacts of expanding the existing pedestrian overlay zones to all Neighborhood Commercial (NC) mixed-use zones within the Urban Village (new boundary). This						

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will reduce existing parking requirements for commercial uses.							
Housing							
H1	<p>Prepare a Fremont Affordable Housing Plan that will evaluate, but not be limited to, the following issue areas:</p> <ul style="list-style-type: none"> • Consideration of the benefits and costs of various methods to promote development of affordable housing in Fremont, including mechanisms H1a through H1e, and H1g. • Impacts of specific potential changes in density calculations on numbers of units possible in each zone (LDT, L1, etc.) in Fremont; • Impacts of specific potential changes in density calculation on numbers of affordable housing units in Fremont, including linkage of proposals to specifically defined and binding affordability criteria; and • Potential mechanisms for ensuring mitigation for adverse impacts of increased density, such as linking increased density allowances to mandatory and/or binding design review, increased parking provisions and traffic congestion mitigation; 	High	Near		DCLU		
F&U	<p>Through various community outreach efforts during Phase I, the affordability of home prices and rents, the speed of growth and development, space utilization and density, artist live/work space, and the future of building were identified as priority housing issues for Fremont. Items H1a - H1g (below) were intended as means to address these issues. During the community validation process for the neighborhood plan, a significant number of community members responded to these items with concerns about the potential impacts of additional housing density in the neighborhood. The Fremont Affordable Housing Plan is intended to address community concerns about the impacts of additional housing density as well as the need for affordable housing.</p>						

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The following are issues to be considered as part of Fremont Affordable Housing Plan. These are not intended to be discrete actions.							
H1a	<p>Detached Accessory Dwelling Unit project in accordance with the City of Seattle's proposed Demonstration Program for Innovative Housing occur in the neighborhood.</p> <p>Revise Seattle Land Use Code to allow detached ADUs as "garage apartments" in single-family zones, specific to the Fremont Urban Village and Planning Area. Parking requirements will be the same as for existing ADUs.</p>						
H1b	<p>Use of residential "small lots" in multifamily zones to allow cottage development with density requirement relief to promote affordable housing conditioned on a design review process.</p>						
H1c	<p>Creation of an overlay zone within the Urban Village and create development of artist live/work studios.</p> <p>City should fund development of artist live/work studios within this zone.</p> <p>Program would build upon experience and success of pilot project to create space in abandoned structures.</p> <p>Extend the work of the Community Housing Trust to develop live/work space contingent upon results of pilot project.</p>						
H1d	<p>Use "rounding up" of L1, L2, and L3 zones in Fremont for density calculations to allow more units per acre, to promote the construction of affordable townhomes in Fremont.</p>						
H1e	<p>Revision of L-1 and LDT (multifamily) zoning codes to encourage small lot development, creation of small houses behind existing structures, and retention of existing multifamily housing by allowing greater density in low-density multifamily residential areas.</p>						
H1f	<p>A physical inventory of Fremont Housing to identify important attributes.</p> <p>Inventory to identify:</p>						

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	<ul style="list-style-type: none"> Sites available for redevelopment; Buildings to be preserved; Loft/industrial buildings for adaptive reuse for live/work studios; Buildings in needs of major repair; Underutilized buildings. All buildings suitable for families with children, with specific attention to the amount of usable yard space available. <p>Inventory would be completed by consultant. Concurrent with Historic Buildings and Abandoned Buildings Surveys.</p> <p>Inventory would include single family zone and structures as appropriate.</p>						
H1g	Revision of Land Use Code to allow duplex development on corner lots 5000 sq ft or greater in single-family zones to promote affordable housing.						
H2 F&U	<p>Promote the establishment of an "Affordable Housing Advocacy Organization/ Community Land Trust" that will work to create additional affordable housing in Fremont.</p> <p>This will be a new combined land trust and affordable housing advocacy organization. 501(c)3 or PDA non-profit organization. Support will be sought from the City of Seattle in the form of possible operational funding and public land partnerships.</p> <p>The first actions of the Fremont Affordable Housing Advocacy Group/Community Land Trust will be based on the acquisition and use of public lands to provide affordable housing in the Fremont Urban Village. The Affordable Housing/Land Trust will also provide an affordable housing advocacy role.</p>	High	Near		City of Seattle, Fremont Community Groups, New Community Housing Trust		
H3 F&U	Use "Community Land Trust" concept applied to unused or underutilized houses and apartments - purchase these for rehabilitation by Trust; similar to the Capitol Hill Housing Improvement Program (CHHIP).	High	Mid		New Community Housing Trust - 501(c)3 non-profit		

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H4 F&U	Create a neighborhood fund to capture land values increases on redevelopment sites. Allow funds to land write-downs, decreasing projected development costs. (1) City would create a fund which would be managed by the non-profit (Land Trust/affordable housing organization). (2) City/non-profit buys and sells homes with proviso on future use and sales, etc.	Med.	Mid		New Community Housing Trust, City of Seattle		
H5 F&U	Undertake a pilot land trust project to acquire for reuse, unused or underutilized structure(s) in Industrial Buffer or Commercial zones for use as artist live/work spaces. Would require identification of appropriate site(s) and purchase for program. Criteria for "artist" and "Artist Live/Work Space/Residence" definitions would be required prior to program implementation.	High	Mid		New Community Housing Trust, City of Seattle		
H6 F&U	Expand funding for rehabilitation (REACH) Program in Fremont - low-interest loans. Include studio upgrades. Expand existing REACH program or initiate new funding source(s).	Med.	Mid		City of Seattle		
H7 F&U	Identify artist studio spaces in Fremont concurrent with Historic Survey and Vacant Buildings Survey.	Med.	Mid		Fremont Community Groups, DON, Community Housing Trust, via Matching Grant		
H8 F&U	Create a registry that matches artist with building/housing opportunities. City should fund Fremont Arts Council to administer program.	High	Near		Fremont Arts Council		
H9	Create a registry similar to King County's "Artists Made Building Parts" Registry of artists whose work requires industrial studio	High	Near		Fremont Arts Council		

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F&U	space. Facilitate compliance with DCLU's ordinance allowing live/work space.						
H10	Research development of a historic housing district in Fremont and provide building code relief for historic residential structures. Could include parking requirements, access requirements, energy code compliance, etc.						
F&U							
Transportation							
T1	Improve Stone Way pedestrian crossings and transit facilities:	High	Near		SeaTran		
F	<ol style="list-style-type: none"> 1. Paint crosswalks; 2. Identify opportunities for consolidating or relocating bus stops; 3. Identify locations where shelters are needed; 4. Identify locations for curb ramps, pedestrian signals, and the pedestrian safety devices at crossings; 						
T2	Consolidate/redistribute bus stops to provide greater spacing and improved bus travel times. Prepare a comprehensive plan for bus stop consolidation/redistribution in Fremont that:	Med.	Mid		Fremont Community Groups, King County Metro, SeaTran		
F	<ol style="list-style-type: none"> 1. Takes into consideration the location of high-density residential areas and senior centers; 2. Limits the extent of additional walking distance requirements; 3. Takes advantage of walking downhill; 4. Minimizes impacts on on-street parking and loading zones; 5. Includes adequate public involvement. 						
T3	Improve transit connections from Upper and Lower Fremont to other locations in Seattle:	High	Mid		King County Metro		
F	<ol style="list-style-type: none"> 1. Downtown Seattle; 2. Seattle Pacific University; 3. Kingdome area "sports complex;" 4. University District; 5. Seattle Center; 6. Ballard; 7. Northgate; and 8. Greenlake. 						

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T4 F	Extend the Queen Anne Trolley (No. 13) north across the Fremont Bridge and up Fremont Avenue to the Woodland Park Zoo.	Med.	Long		King County Metro		
T5 U	Install transit stops on Aurora Avenue at Bridge Way	Med.	Mid		King County Metro		
T6 F	Improve pedestrian crossings by installing the following devices, as appropriate at identified locations. (NOTE: This recommendation is duplicated in Key Strategy A, Activity A1m. Fremont may provide specific locations to consider post validation. T6 is a placeholder for those specific locations. It will be deleted prior to Council consideration is not filled in.)	High	Near		SeaTran		
T7 F	Improve connections between the main bicycle routes and trails passing through Fremont including: 1. Fremont Bridge 2. Ship Canal Trail (s/o Ship Canal) 3. Burke-Gilman Trail (n/o Ship Canal) 4. Dexter Avenue bicycle lanes 5. Westlake Avenue Trail	High	Near		SeaTran		
T8 F	Create new bicycle route between the Fremont Bridge and Greenlake Way and Greenwood Avenue bicycle lanes north of 50th Street via Woodland Park N.	High	Mid		SeaTran		
T9 F	Facilitate and support bicycle use by implementing the following concepts where appropriate: 1. Bicycle actuation at signals on bicycle routes; 2. Queue-jump lanes, head-of-the-queue holding areas, and signal priority for bicycles at major intersections; 3. Bicycle sharing or community bicycle programs; 4. Larger bicycle racks on Metro buses; 5. Bicycle stop signs (sign size and placement designed to be visible and clear to bicyclists).	High	Near		SeaTran		
T10 U	Improve pedestrian crossings by installing pedestrian-oriented devices, such as signal timing/phase for pedestrian and pedestrian signal where appropriate, at downtown Fremont intersections: 1. Fremont Avenue N./Fremont Place/N.35th Street.	Med.	Mid		SeaTran		

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	<ul style="list-style-type: none"> 2. N.34th Street/Fremont Avenue; 3. N.35th Street/Evanston Avenue; and 4. N.36th Street/Fremont Place; 5. Other identified intersections. 						
T11 U	<p>Improve availability and utility of downtown Fremont public parking in coordination with access/ circulation improvements:</p> <ul style="list-style-type: none"> 1. Maximize on-street, short-term parking; 2. Monitor parking use to ensure that it is not being used for employee parking or other long-term parking purposes; 3. Identify opportunities to make private off-street parking available for weekend public use; 4. Provide more convenient parking for the library. 	Med.	Mid		SeaTran		
T12 F	<p>Install traffic calming and traffic control devices to decrease speeds and discourage through-traffic at identified locations:</p> <ul style="list-style-type: none"> 1. 2nd Avenue NW/NW 44th Street; 2. 2nd Avenue NW/NW 43rd Street; 3. 1st Avenue NW/NW 43rd Street/ NW 44th Street; 4. 2nd Avenue NW/Baker Avenue/ NW 41st Street. 	Med.	Mid		SeaTran		
T13 F	<p>Install traffic calming and traffic control devices to decrease speeds and discourage or prevent through-truck and auto traffic moving between Market and 8th Avenue NW via 1st Avenue NW, 45th Street, and other local streets.</p>	Med.	Mid		SeaTran		
T14 F	<p>Develop, institute, and promote a car-sharing program for current and future Fremont residents.</p>	High	Near		King County, City of Seattle, Fremont Community Groups		
T15 F	<p>Install pedestrian light and traffic calming features on 3rd Avenue N. to slow traffic and reduce risk to children at Ross Playground.</p>	High	Near		SeaTran		
T16 U	<p>Sign pedestrian route on Burke Gilman Trail on corner of N. Northlake Way at Stone Way.</p>	High	Near		SeaTran, DPR		
T17	<p>Rebuild Stone Way and N. Northlake Way to correct eroding street conditions, drainage and to support large truck access</p>	High	Near		SeaTran		

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F18 F	Establish bicycle lanes on Woodland Park Avenue N.-coordinate with Greenlake and Wallingford.	High	Near		SeaTran		
LT4 F	Maintain /retain direct bus service to downtown Seattle after the initiation of the Sound Move LRT.						
LT5 F	Monorail service to downtown Fremont. - The alignment of the northwest leg of the Monorail system should serve Fremont and include a station in downtown Fremont.						
LT6 U	Develop shuttle/circulator transit system around Lake Union for commuter and tourist use.						
LT7 U	Develop water taxi service connecting the downtown Fremont waterfront to South Lake Union, Eastlake, UW, Ballard, Fishermen's Terminal, and Seattle Pacific University.						
Arts							
ART1	Develop a second-tier structure within the Department of Neighborhoods/Seattle Arts Commission that recognizes and provides authority to local community arts organizations. Local community arts organizations would have the autonomy and authority to define their own roles and their participation in the selection, siting, and maintaining of community-based arts projects. Fremont community wants a new organizational structure that will provide the community the right to place art projects in public spaces. The existing Seattle Arts Commission process and criteria for public art is overly constrained by NEA Guidelines which significantly restrict Fremont community from selecting and siting local art. A new process would give more freedom to the Fremont Arts Council to make decision on siting and selection of public-art within the neighborhood.	High	Near		DON, SAC, Fremont Arts Council		
ART2	Provide funding for community-based arts groups developed in activity ART1. These funds would be for use by the local	Med.	Mid		DON		

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
F	community-based arts organization and not controlled or restricted by the Seattle Arts Commission. Funds would be used to promote, develop, select, site, and maintain public art on public and private property in the community.				SAC, Fremont Arts Council		
ART3 F	Modify the art-siting process to seek involvement and approval from community-based arts organizations regarding the selection, siting, and programs in the community where a recognized community-based arts organization is active. The Seattle Arts Commission will work with community-based arts organizations to provide for art which the community desires and needs. Seattle Arts Commission should be responsive to the community and sponsor art appropriate for the community. Fremont Arts Council wants input and approval.	High	Near		DON, SAC, Fremont Arts Council		
ART4 U	Secure site on publicly-owned land under the Fremont Bridge as a permanent storage area for temporary works of art. The Fremont neighborhood needs to have a storage place for temporary works of art and materials used in annual parades and festivals. This recommendation seeks to secure an adequate site under the Fremont Bridge for this use. The property is owned by the City and leased to a private party under a long-term lease agreement.	High	Near		SeaTran, Fremont Community Groups, Private Party		

Public Safety [Please note: for Public Safety Lighting see CH10 (page 18); for Troll Safety Measures, see D3 & D4 in Key Strategy D (page 14); for Crime Prevention Through Environmental Design and public safety design measures, see B4 & B5 in Key Strategy B (page 11)]

S1 F	Recruit Block/Apartment/Business Watch Captains for each block in Fremont and seek assistance from the Seattle Police Department to organize Block Watches for safety and security.	High	Near		Fremont Community Groups, SPD Fremont Aurora Wallingford Neighbors (FAWN)		
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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
S2 F	Recognize existing and new Block/Apartment/Business Watch captains and participants in an annual Fremont celebration.	High	Near		Fremont Community Groups, SPD		
S3 F	Community should continue to perform regular cleanups of excessively littered areas; City shall provide free dumpage. Consider adopt-a-park and adopt-a-street type programs. Provide and maintain more garbage cans throughout the commercial areas and along the Burke - Gilman Trail.	High	Near		Fremont Community Groups SPU Solid Waste		
S4 F	Residential Assistance Team development - Continue "Community Assistance Team" to help those unable to afford or perform basic clean-up activities.	Med.	Near		Fremont Community Groups		
S5 F	Continue to encourage neighbors to "adopt" neglected areas in Fremont - to identify areas that are currently underutilized and to contact owners, and to take responsibility and encourage maintenance of these areas.	Med.	Near		Fremont Community Groups		
S6 F	Create a Public Safety Subcommittee within the proposed Stewardship Committee to ensure that public safety is addressed at the community level.	High	Near		Fremont Stewardship Committee, Block Watch, Business Watch, SPD		

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