

# Fremont Approval and Adoption Matrix

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

September 29, 1999

## Introduction

### A. PURPOSE, STRUCTURE, AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

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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 its 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 development of the sector work programs and a central database will be the primary tools to track implementation of the activities in all the neighborhood plan matrices 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 Estimate 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 and 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.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council, for further discussion and action.

### B. ACTIVITIES ALREADY ACCOMPLISHED BY THE FREMONT URBAN NEIGHBORHOOD COALITION

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#### ***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 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 Canal 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 continue to work with the Fremont community to create a native plant garden on the east side of the Fremont Troll and the Aurora Avenue Bridge. A beautification permit allowed clearing and grubbing of the site to occur in early April, 1999 and the neighborhood planted a portion of the native plant garden to coincide with Earth Day, 1999 in late April.

### ***Pedestrian Amenities***

A new sidewalk has been installed along NW 43rd Street between 3rd Avenue NW and Baker Avenue NW through the Neighborhood Street Fund.

### ***Traffic Circles***

A new traffic circle has been installed at the intersection of Linden Avenue N. and N. Allen Place.

### ***Tree Plantings***

In the Fall of 1998, street trees were planted by community members on Linden Avenue N., south of N. 43rd Street. In the Spring of 1999, additional street trees were planted on Linden Avenue N., south of N. 43rd Street. Support for both tree planting efforts by community members was provided by the Neighborhood Tree Fund.

### ***Economic Impact of the Arts in Fremont***

The Fremont Urban Neighborhood Coalition completed a preliminary report on the economic impact of the arts in Fremont for the purpose of recognizing the important and unique role these activities have for this area and the need to support and enhance this aspect of the neighborhood.

### ***Fremont Aurora Wallingford Neighbors (FAWN)***

Community members from Fremont, Aurora Avenue, and Wallingford formed the Fremont Aurora Wallingford Neighbors (FAWN) to jointly promote public safety efforts in the neighborhoods. FAWN is working to increase neighborhood block watch and business watch efforts in the area, and is responsible for a citizens patrol and neighborhood clean-ups. The organization recently adopted Aurora Avenue N. for future clean-ups. FAWN also publishes a newsletter and maintains a web site.

### ***Fremont Highlanders Business Group***

The Fremont Highlanders business group was formed to increase visibility and outreach for the business community in the north Fremont Area. The Fremont Highlanders business group has recently become a committee of the Fremont Chamber of Commerce.

### ***Stone Way Merchants Association***

The Stone Way Merchants Association was formed to assure the viability of the business community along the Stone Way N. corridor. The Stone Way Merchants Association works closely with the Fremont Chamber of Commerce as well as other community organizations to address business related concerns.

### ***BINMIC-Ross Community Liaison***

Representatives from BINMIC and the Ross Community met on several occasions to discuss issues related to both areas including land use and zoning regulations and enforcement. Both groups agreed to meet periodically in the future.

## C. ACRONYMS AND DEFINITIONS

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**ADA** Americans with Disabilities Act

**BINMIC** Ballard Interbay Northend Manufacturing and Industrial Center

**CPTED** Crime Prevention through Environmental Design

**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)

**EIF** Early Implementation Fund

**ESD** Executive Services Department (City of Seattle)

**ETC** Elevated Transportation Company

**FAWN** Fremont Aurora Wallingford Neighbors

**FUNC** Fremont Urban Neighborhood Coalition

**HSD** Human Services Department (City of Seattle)

**KC Metro** King County Metro Transit Division

**NDM** Neighborhood Development Manager

**NEA** National Endowment for the Arts

**NMF** Neighborhood Matching Fund (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

**SAC** Seattle Arts Commission (City of Seattle)

**SCL** Seattle City Light

**SEATRAN** Seattle Transportation Department (Formerly part of the 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 part of the Office of Management and Planning [OMP]) (City of Seattle)

**SPU** Seattle Public Utilities (City of Seattle)

**SSD** Seattle School District

**TSP** Transportation Strategic Plan

**WSDOT** Washington State Department of Transportation

### KEY FOR NOTATIONS RELATING TO ACTIVITY NUMBER COLUMN IN MATRIX (FOR CONSISTENCY WITH NEIGHBORHOOD PLAN SECTIONS ONLY):

**U** Urban Village

**F** Fremont Planning Area

**RC** Retail Core

**FL** Fre-loops

## I. 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 Executive 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 Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a sector work program which includes evaluation of Key Strategy activities. 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 city-wide priorities. Activities identified in this, and other sections 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 has committed to commence during 1999-2000.

### A. TRANSPORTATION: NEIGHBORHOOD CIRCULATION PLAN AND TRAFFIC IMPROVEMENTS

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#### 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

This strategy is consistent with the Comprehensive Plan, which calls for improvements to all transportation modes. The neighborhood's proposal to create a specific neighborhood circulation plan will help to develop an integrated network of transportation systems, which will help to create a safer, easier and more pleasant multi-modal transportation network. SPO has already forwarded recommendations relating to Aurora Avenue to WSDOT for consideration in the Aurora Multi-Modal study. SEATRAN will continue to work with WSDOT on this study which will start this year.

The Executive supports Fremont's desire to complete a neighborhood circulation plan. The neighborhood has requested to use all (\$50,000) of their Early Implementation

Funds (EIF) to begin the Neighborhood Circulation Plan. This plan will evaluate existing traffic conditions, propose preliminary design and other strategies, and coordinate concurrent transportation planning efforts related to the downtown Fremont area (west of Fremont Avenue N. and south of N. 40th Street), Aurora Avenue N. (State Highway 99), and vicinity. The Fremont Neighborhood Plan's stewardship organization, Fremont Works, Ink. will work with SEATRAN, other government agencies, developers and the Fremont community in the development of the Neighborhood Circulation Plan. The project is scheduled for completion by September, 2000. SEATRAN will assist the community in developing an appropriate scope for the circulation plan, and selecting a

consultant, and will provide technical assistance regarding specific proposed plan elements.

SEATRAN has also committed to work with the neighborhood to identify spot location improvements within the village.

The next step for this key strategy is to prioritize these recommendations and pursue funding for the circulation plan.

**Lead Department:** SEATRAN

**Participating Departments:** DCLU

**Activities Already Underway**

1. SPO has already forwarded Fremont's recommendations relating to access onto Aurora Ave. N. to WSDOT for consideration in the Aurora Multi-Modal study. SEATRAN will continue to work with WSDOT on this study.

**Tasks to be Undertaken in 1999-2000**

1. The Neighborhood Circulation Plan described above.
2. As part of Activity #1, SEATRAN will assist the community in developing an appropriate scope for the circulation plan, selecting a consultant, and will provide technical assistance regarding specific proposed plan elements when the project proceeds. SEATRAN will also work with the community to refine potential elements for inclusion in the circulation plan.
3. SEATRAN's Neighborhood Traffic Engineering Section will work with the community to identify possible traffic calming measures at spot locations identified in the plan.
4. SEATRAN will work with the community to identify potential improvements to pedestrian crossings. The Community will need to identify and prioritize specific crossing locations in the plan.
5. Identify those activities in this key strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector work program.
6. Identify next steps for continued implementation.

<b>A. Transportation: Neighborhood Circulation Plan and Traffic Improvements</b>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
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"> <li>• Fremont Bridge operations;</li> <li>• Downtown Fremont access and circulation;</li> <li>• Arterial corridor pedestrian improvements;</li> <li>• Bicycle improvements;</li> <li>• Traffic management and calming, spot improvements;</li> <li>• Car-sharing strategies;</li> <li>• Local destination, commercial and commuter traffic; and</li> <li>• Other identified issue areas.</li> </ul> <p>The intent of the Fremont Circulation Plan is ensure adequate circulation while meeting the livability needs of the community.</p>	High	Near		SEATRAN, Fremont <b>Community</b> Groups	The community is planning to use all (\$50,000) of their Early Implementation Funding (EIF) to begin this transportation planning effort. The money will be used to hire a consultant to study existing traffic conditions, propose preliminary design and other strategies, and coordinate concurrent transportation planning efforts related to the downtown Fremont area (west of Fremont Avenue N. and south of N. 40th Street), Aurora Avenue N. (State Highway 99), and vicinity. The Fremont Neighborhood Plan's stewardship organization, Fremont Works, Ink. will work with SEATRAN, other governmental agencies, private developers and the Fremont community in the development of the neighborhood circulation plan. The project is scheduled for completion by September, 2000. Neighborhood Matching Fund grants may also be a

## A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>source of additional funding. SEATRAN will assist the community in developing an appropriate scope, selecting a consultant, and providing technical assistance.</p> <p>Preliminary responses to proposed parts of the circulation plan are included in A1a through A1m. These responses are meant to assist the community/consultant in further developing the vision of the circulation plan. Some activities proposed within this preliminary circulation plan scope are already being implemented as part of existing work programs, others need additional information before SEATRAN can give detailed input, and some are not supported by the City. SEATRAN does not have funding for this type of activity, except to give assistance as described above and in the City Response column for each issue below.</p>
<p><i>The following are issues to be considered as part of the Neighborhood Circulation Plan. These are not intended to be discrete actions.</i></p>						
A1a U	Evaluate closing N. 35th Street between Evanston and Fremont Avenues 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.	High	Mid		SEATRAN, Fremont Community Groups	<p>See A1 for response to circulation study.</p> <p>SEATRAN can evaluate closing N. 35th St. independent of the plan if there is strong support from the affected businesses in the area. However, if one end is closed so that there is only one entrance to the street, there may not be sufficient room for maneuvering into and out of parking areas. Consequently it may be difficult to maintain parking and delivery access.</p>
A1b F	<p>Improve northbound "ramp" connections to/from Aurora Avenue to the interchanges with N. 38th Street, N. 46th Street, and N. 50th Street:</p> <ol style="list-style-type: none"> <li>1. Provide/improve/extend acceleration and deceleration lanes;</li> <li>2. Improve lane configuration, geometry, traffic control, and bike/ped. facilities at ramphead intersections; and perhaps underpass widening;</li> </ol>	High	Near		SEATRAN WSDOT SPO	<p>See A1 for response to circulation study.</p> <p>SPO has already forwarded these recommendations to WSDOT for consideration in the Aurora Multi-Modal study. SEATRAN will continue to work with WSDOT on this study.</p>

<b>A. Transportation: Neighborhood Circulation Plan and Traffic Improvements</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
	3. 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 ramps for vehicles only); and 4. Add directional signage between downtown Fremont and Aurora.					
A1c F	Eliminate Aurora Avenue access traffic from local residential streets. 1. Close unneeded side street 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; and 3. Install traffic calming measures on any local residential streets that will continue to be used for Aurora access.	High	Near		SEATRAN WSDOT	See A1 for response to circulation study.  1. SEATRAN could support this activity provided strong support from the affected residents is demonstrated during development of the circulation study, and it is evaluated as part of WSDOT's Multi-Modal project for Aurora. This recommendation has already been forwarded to WSDOT for consideration in the Aurora Multi-Modal study.  2 and 3. SEATRAN's Neighborhood Traffic Engineering Section is willing to work with the community to identify possible traffic calming measures at spot locations.
A1d F	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.	High	Near		SEATRAN WSDOT	See A1 for response to circulation study.  A new overpass must conform with guidelines identified in the Americans with Disabilities Act, requiring a wheelchair accessible ramp. Due to existing site characteristics and limited right-of-way, an accessible ramp would be difficult to construct. In addition, the cost for a new bike / pedestrian overpass at N. 43rd Street would be very high. Because of the site characteristics, high cost and the lack of funding for this type of work, SEATRAN does not believe that this project is feasible at this time. A final determination of the feasibility of this option will be made in the circulation plan study.
A1e U	Consider modifying street configuration and traffic control to improve traffic circulation and minimize traffic and pedestrian conflicts:	Med	Mid		SEATRAN	See A1 for response to circulation study.  SEATRAN will work with the community to refine these



## A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ol style="list-style-type: none"> <li>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);</li> <li>2. Request that SEATRAN identify a way to reduce awkward truck movements in downtown Fremont;</li> <li>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;</li> <li>4. Remove existing turn signs at Phinney Avenue N. at N. 36th Street to allow through movements. <i>Item #4 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 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.</i></li> <li>5. Adjust lights near Fremont Bridge to clear traffic when bridge reopens (after traffic stops).</li> </ol>					<p>issues for inclusion in the circulation plan.</p> <ol style="list-style-type: none"> <li>1. SEATRAN worked extensively with Fremont businesses several years ago to develop and implement the current one-way street configuration. SEATRAN has concerns that the current request to return these streets to two way operations may be contrary to work previously done. SEATRAN will work with the community and consider changes. Strong support from the various neighborhood groups will be important to the outcome.</li> <li>2 and 3. SEATRAN needs clarification on specific problems but will work with the community on spot improvements.</li> <li>4. SEATRAN understands that there are conflicting opinions regarding the turn signs at Phinney Ave. N. and N. 36th St. SEATRAN will consider changes to the current restrictions. Support or lack of support from both residents and businesses in the area (particularly those on Phinney Ave N) will be an important consideration.</li> <li>5. Traffic signals are currently set to help clear traffic after the bridge reopens. SEATRAN will consider changes if the community specifies locations and the problems they are experiencing.</li> </ol>

## A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
A1f F	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.	High	Near		<b>SEATRAN</b>  WSDOT	<p>See A1 for response to circulation study.</p> <p>SEATRAN will work with the community on this activity when developing the circulation plan.</p> <p>Traffic diversion plans are a standard course of business for the seismic upgrade work planned for the Fremont Bridge.</p>
A1g F	Prepare a Stone Way corridor vehicle circulation plan along the Greenlake Way/Stone Way corridor.	Med	Near		<b>SEATRAN</b>	<p>See A1 for response to circulation study.</p> <p>SEATRAN recognizes that there may be conflicting desires and recommendations for Stone Way between various neighborhood planning groups. Because Stone Way is the border between the Wallingford and Fremont Neighborhood Planning areas, it is important that the two neighborhoods work together to develop recommendations that are consistent with both plans. The Neighborhood Development Manager and the NW Sector Team will work with the neighborhoods to coordinate implementation of the Fremont, Wallingford, BINMIC and Green Lake plans for the Green Lake Way, Stone Way corridor.</p> <p>Due to the coordination needed between Wallingford and Fremont, both communities may want to work together to hire a consultant to prepare this subplan independent of the overall circulation plan. The Neighborhood Matching Fund or Early Implementation Fund may be good potential funding sources. If the communities undertake a joint study, SEATRAN will assist them in developing an appropriate scope, and selecting a consultant, and will provide technical assistance. SEATRAN does not have funding for this type of activity except to provide assistance as described above.</p>
A1h	Modify/improve channelization and traffic control at key Stone	High	Mid		<b>SEATRAN</b>	See A1 for response to circulation study.

## A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
F	<p>Way intersections:</p> <ol style="list-style-type: none"> <li>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;</li> <li>2. Consider means of reducing/discouraging use of Northlake Way as a "short-cut" route from UW by traffic trying to avoid congestion on other east-west arterials. Such traffic congests the intersection described in paragraph 1, and severely limits access to/from the waterfront industrial area located to the west along Northlake Way);</li> <li>3. N. 35th Street/Stone Way;</li> <li>4. N. 39th Street/Stone Way/40th Street/Bridge Way; and</li> <li>5. Leave on-street parking both sides of Stone Way N., keep street four lanes wide and <u>do not</u> place a median strip in the roadway.</li> </ol>					<p>More information is needed on the specific issues that the community is trying to address at the intersections listed. If additional details are provided, SEATRAN will provide an evaluation for the circulation plan.</p> <p>Please also see the response to A1g. Any work done on Stone Way needs to be coordinated by the NW Sector Neighborhood Development Manager.</p>
A1i U	Encourage alley access for new developments on Stone Way to improve business access and reduce congestion.	Med	Mid		SEATRAN, DCLU	<p>See A1 for response to circulation study.</p> <p>DCLU and SEATRAN encourage alley access and will support the neighborhood in this endeavor.</p> <p>Issues regarding construction and improvements in alleys have been referred to the Policy Docket. A report analyzing how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood will be presented to Council in second quarter 2000.</p>
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	<p>See A1 for response to circulation study.</p> <p>If this request is to remark existing channelization, SEATRAN can evaluate the condition of markings and include this as part of an existing work program. If this request is for revision to lane and pedestrian crossing channelization, this could impact elements of the</p>

## A. Transportation: Neighborhood Circulation Plan and Traffic Improvements

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						Wallingford plan. The Neighborhood Development Manager and the NW Sector Team will work with the neighborhoods to coordinate implementation of the Fremont, Wallingford, BINMIC and Green Lake plans for the Greenlake Way, Stone Way corridor. Please also see the response to A1g. If the community clearly describes the requested revisions, SEATRAN will evaluate these for inclusion in the circulation plan or Stone Way subarea plan.
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	See A1 for response to circulation study.  1. SEATRAN has investigated this intersection and determined there is insufficient right of way for additional bicycle improvements. The circulation study will look at this intersection again in relation to other proposed changes in the area.  2. SEATRAN will stripe bike lanes on approaches to the bridge on Fremont Avenue N. in 1999 – 2000.
A1l F	Study reconfiguration of a portion of Bridge Way to address auto, truck and bicycle traffic flow. Focus on accommodating truck & vehicle movements.	Med	Mid		SEATRAN	See A1 for response to circulation study.  Reconfiguring Bridge Way may have impacts on elements in the Wallingford plan. Consequently, it is important that the two neighborhoods work together to develop recommendations that are consistent with both plans. The Neighborhood Development Manager and the NW Sector Team will work with the neighborhoods to coordinate implementation of the Fremont, Wallingford, BINMIC and Green Lake plans for Bridge Way. If additional details are provided, SEATRAN will provide an evaluation for the circulation plan.
A1m F	Improve pedestrian crossings, as appropriate, at locations identified through the plan.	High	Near		SEATRAN	SEATRAN will work with the community to identify potential improvements to pedestrian crossings. The Community will need to identify and prioritize specific crossing locations in the plan.

## B. MOSAIC TOOLBOX & NEIGHBORHOOD DESIGN PLAN

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### 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 is meant to allow developers to work on-site using the Mosaic palette of possible characteristics and amenities to determine development design. Local residents, property owners and business owners will use the Mosaic palette to create their own local environment.

### Integrated City Response

This strategy is designed to create opportunities for the neighborhood to direct the design of new development within Fremont. Support of business and property owners will be important to implement the mosaic toolbox and future neighborhood design plan. DCLU will work with Fremont to refine the Mosaic idea and determine which desired improvements could be incorporated into the design guidelines for the neighborhood.

Many of the recommendations in this Key Strategy are community based activities or require the community to take the first steps toward implementation. The neighborhood may want to consider pursuing a NMF program grant create design guidelines for the mosaic.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another.

**Lead Department:** DCLU

**Participating Departments:** SPU, DON, SPD, DPR

#### ***Tasks to be Undertaken in 1999-2000***

1. DPR and SPD will work with the community as park plans are (re)developed in order to assess potential safety issues.

2. In the first quarter of 2000, DCLU will do the analyze and propose amendments to the City's SEPA regulations to include N. 34<sup>th</sup> St. west of Fremont Ave. N. as a SEPA Scenic Route.
3. DCLU will address design guidelines proposed by neighborhoods in three phases. First, fully developed neighborhood design guidelines will be reviewed and possibly adopted. Other neighborhood-developed guidelines & design recommendations will be reviewed in order to include common design elements in the revision of the city-wide design review program. This work is underway. DCLU expects to complete Fremont design guidelines with the community and submit them to the City Council during year 2000. However, this schedule is dependent upon the community developing and proposing guidelines to DCLU.
4. In 1999, DCLU is re-evaluating the thresholds that determine what projects are subject to design review, and is considering changing thresholds to include more kinds of projects.
5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the NW Sector work program.
6. Identify next steps for continued implementation.

## B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Community Character</b>						
B1 F	<p>Develop Mosaic toolbox approach or other design approach via the following:</p> <ol style="list-style-type: none"> <li>1. A design professional would be contracted by DON and the Fremont Neighborhood community organizations to develop the Fremont Mosaic toolbox.</li> <li>2. The Mosaic approach will provide a framework to approach urban streetscape design/treatment decisions throughout Fremont, including pedestrian scale lighting.</li> <li>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.</li> <li>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.</li> <li>5. The Fremont community will work with City departments to ensure that the departments accommodate the alternative design treatments proposed by the toolbox.</li> </ol> <p>Projects will be implemented via this approach and in conjunction with the City, community groups, local property owners, residents, and business owners</p>	High	Near		<p><b>Fremont Neighborhood / Community Groups,</b> DCLU, SEATRAN, SCL, SPU, Property owners</p>	<p>SEATRAN supports this activity. The Neighborhood Matching Fund would be a good funding source for hiring a consultant. The community and consultant should work with SEATRAN's Street Use section on specific issues and elements, such as amenities in the public right-of way, to ensure that design elements developed are consistent with City standards.</p> <p>DCLU supports this proposal, although the funding mechanism for improvements is in question. The Land Use Code currently does not require these types of improvements prescribed for private development.</p> <p>Some of the elements of the Mosaic could be incorporated into neighborhood design guidelines. DCLU will address design guidelines proposed by neighborhoods in three phases. First, fully developed neighborhood design guidelines will be reviewed and possibly adopted. Other neighborhood-developed guidelines &amp; design recommendations will be reviewed in order to include common design elements in the revision of the city-wide design review program. This work is underway. DCLU is scheduled to make recommendations to the City Council on design guidelines for Fremont during Year 2000, however, this schedule is dependent upon the community developing and proposing guidelines to DCLU. DCLU is re-evaluating and revising design review thresholds in 1999. (See the discussion in the integrated city response above.)</p>
B2	Protect public views of Lake Union and the Ship Canal.	High	Near		Fremont Community	Lake Union and the Ship Canal are deemed significant features of which public views must be protected. DCLU

## B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
U	<p><i>Two alternatives have been proposed:</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 and should be protected from development 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 the public views to the maximum extent possible. The City Council should consider including these specified viewpoints, parks, and scenic routes (initially N. 34th Street from Fremont Ave. N. 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 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</p>				Groups DCLU	<p>supports the neighborhood's desire to develop a method to protect public views of Lake Union and the Ship Canal. DCLU will do analysis and propose SEPA amendments to include N. 34<sup>th</sup> St. west of Fremont Ave. N. as a SEPA Scenic Route in the first quarter of 2000. DCLU will re-evaluate all streets city-wide for SEPA Scenic Route designation in 2001. During the re-evaluation of scenic routes, other scenic routes and public view locations recommended in the Fremont plan will be considered.</p> <p>The City supports the approach of Alternative 2, which is consistent with current SEPA practice.</p>

## B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>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 no impact on that property for many decades, if at all.</p> <p><u>Additional explanation written by the NPO project manager:</u>            This activity is intended to respond to community desire for protecting views, from Fremont public rights of way, of the Ship Canal and Lake 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</p>					



## B. Mosaic Toolbox & Neighborhood Design Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	business and property interests. There was also a comment that this activity attempts to address issues already covered by other ordinances.					
B3 U	<p>Develop 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.</p> <p>Retain 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:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Prepare a road map for use by potential developers and neighbors to manage development and change in the neighborhood.</li> </ol>	High	Near		Fremont Community Groups,  DCLU, <b>Proposed Stewardship Committee</b>	<p>DCLU supports the development of neighborhood specific design review guidelines to augment the city-wide guidelines. DCLU will provide technical support.</p> <p>DCLU will address design guidelines proposed by neighborhoods in three phases. First, fully developed neighborhood design guidelines will be reviewed and possibly adopted. Other neighborhood-developed guidelines &amp; design recommendations will be reviewed in order to include common design elements in the revision of the city-wide design review program. This work is underway. and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999. DCLU is scheduled to make recommendations to the City Council on design guidelines for Fremont during Year 2000, dependent on community development of the guidelines. DCLU is re-evaluating and considering expansion to all design review thresholds in 1999. DCLU will also be reviewing other neighborhood design guidelines as they are developed by the neighborhoods.</p>
<p><b><i>The following are issues to be considered as part of the Neighborhood Design Plan. These are not intended to be discrete actions.</i></b></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			Fremont Community Groups,  DCLU, <b>Proposed Stewardship</b>	Notification is already required and given at the earliest possible time in the predesign stages where Design Review is required. DCLU can work with the community to suggest refinements to this recommendation during the preparation of the design plan.

<b>B. Mosaic Toolbox &amp; Neighborhood Design Plan</b>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
					<b>Committee</b>	
B3b	Augment current design review process with an “early warning” process (possible name: Fremont Early Warning Noticing Program).	High			Community, <b>DCLU</b>	See response to B3a.
B3c	Establish a Fremont Design Review Committee with representatives from various community groups.	High			<b>DCLU, Community</b>	<p>DCLU will consider a process to provide a formal opportunity for input from duly recognized neighborhood design review committees. This process should include the opportunity for the neighborhood design review committee to have sufficient time to review projects and make formal presentations to the Design Review Board, but should not change the decision making authority structure of the existing design review program. The neighborhood design review committee could be ongoing or ad hoc.</p> <p>Such a process could be made available to Fremont as well as other neighborhoods interested in improving local input to the design review process. DCLU should report to the City Council in response to this proposal with the review of the Fremont Design Review Guidelines.</p> <p>DCLU, the Seattle Design Commission and the City Council staff recently examined the design review program. The City Council adopted revisions to the program. Part of these revisions included consolidating some of the geographic areas and reducing the number of board members. This was done to increase participation and to increase consistency in the recommendations. DCLU staff does not believe that circumstances have changed to warrant reexamining this issue and does not support changing the design review process or board composition at this time.</p>
B3d	Prepare a MOU between the City of Seattle and the Fremont community groups regarding roles and responsibilities for design	High			<b>DCLU, DON , Community</b>	See response to B3c.

<b>B. Mosaic Toolbox &amp; Neighborhood Design Plan</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
	review over development projects in Fremont.					DCLU will work with the neighborhood to further examine this recommendation during formulation of the design plan.
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	See response to B3c.  DCLU will work with the neighborhood to further examine this recommendation during formulation of the design plan.
B3f	Create a Client Assistance Memorandum (DCLU) explaining the Fremont design review and permit processes.	High			DCLU, DON, Community	DCLU will update the Design Review Client Assistance Memo (CAM) to reflect changes made to the process for neighborhood-specific design guidelines, and Fremont will be referenced at the time their guidelines are incorporated to augment the city-wide guidelines.
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	See response to B3 and the integrated city response, above. Also, design review is currently required for all commercial development in commercial zones within urban villages. DCLU is re-evaluating and considering revising design review thresholds (the number and type of projects that are subject to design review ) in 1999.  DCLU will work with the neighborhood to further examine this recommendation during formulation of the design plan.
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	CPTED experts were involved in the development of the current city-wide design guidelines. In addition, DCLU notifies SPD of all design review projects where neighborhoods have asked for review of CPTED principles for their participation and comment. During the development of Fremont's design guidelines, SPD will offer assistance in regard to CPTED elements.
B5	Apply safety and security principles in park and open space	High	Near		DPR,	DPR and SPD support this recommendation and will

<b>B. Mosaic Toolbox &amp; Neighborhood Design Plan</b>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
F	<p>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.</p> <p>Areas of concern:</p> <ol style="list-style-type: none"> <li>1. Canal Park</li> <li>2. Ross Park</li> <li>3. Troll Park Area</li> <li>4. BF Day Playground</li> </ol>				Fremont Community Groups, SPD	work with the community as park plans are (re)developed in order to assess potential safety issues.

## C. COMMUNITY CENTER

### Description

Fremont citizens have told FUNC that they want their own community center. The Fremont Community Center is envisioned as a place where an active community will communicate, play, 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

The City recognizes Fremont's desire to create its own community center or public gathering space. This Key Strategy supports the Comprehensive Plan goal to provide places for "the people of Seattle to interact with others, and experience repose, recreation, and natural beauty" (G71); and the Comprehensive Plan policies to: a) support innovative open space projects, and b) endeavor to provide a clearly defined community focus.

Due to resource limitations and current policy, DPR does not provide community recreation centers for individual neighborhoods. The proposed activities FUNC has outlined in the plan are some of the activities offered at a DPR facility; however, the City would also want to ensure that recreational programming needs for this area would be met at a new DPR community recreation center. The first step is to discuss programming needs with the Wallingford and Fremont communities.

The widely varying types of community centers proposed throughout neighborhood plans has led to the City re-evaluating its policies on community centers. Community centers, similar community spaces, and community use of school facilities have been placed on the Policy Docket. The type of space Fremont is asking for would fall into the category of "alternative" community centers currently being reviewed by the City.

Upon completion of the Policy Docket analysis of community centers, the City will work with the community to determine whether or not to proceed with a feasibility study as proposed. The Community would need to take the lead on identifying funding for such a study.

**Lead Department:** DON

**Participating Departments:** DPR, ESD, SSD

#### **Tasks to be Undertaken in 1999-2000**

1. Community centers, similar community spaces and community use of school facilities have raised implementation and policy issues in a number of neighborhood plans and have been placed on the Policy Docket. An interdepartmental team report on options and recommendations is due to Council in 1999.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the NW Sector work program.
3. Identify next steps for continued implementation.

<b>C. Community Center</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
C1 F &	Fund a feasibility study for the development of a new Fremont Community Center that may contain:	High	Near		<b>Fremont Community Groups,</b>	Community centers and similar community spaces, and community use of school facilities have raised implementation and policy issues in a number of

## C. Community Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
U	<ol style="list-style-type: none"> <li>1. City Service Center (Neighborhood Service Center) ;</li> <li>2. Community bulletin board - kiosk;</li> <li>3. Center for transit and housing information, and community info;</li> <li>4. Space for programming senior activities;</li> <li>5. Rooms for informal meetings, reading, and games;</li> <li>6. Other neighborhood services;</li> <li>7. Art exhibits and art-related activities and info;</li> <li>8. Class space;</li> <li>9. Community meeting room;</li> <li>10. Space for organizations to meet, store materials, and have office space;</li> <li>11. Other activities and amenities;</li> <li>12. Support services information.</li> </ol> <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 5,000 sq. ft. to 20,000 sq. ft., 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"> <li>1. BF Day School and adjacent playground - Fremont Avenue, some facilities presently used by Fremont Arts Council;</li> <li>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</li> </ol>				DON, ESD, DPR, Seattle School District	<p>neighborhood plans. An interdepartmental team is working on a report due to the City Council in 1999.</p> <p>Three different types of community centers or spaces (traditional, alternative and meeting space) are currently being discussed as part of the Community center Policy Docket issue.</p> <p>The type of space Fremont is asking for is one of the "alternative" type community centers currently being discussed as part of the Policy Docket.</p> <p>Upon completion of the Policy Docket analysis of community centers, the City will work with the community to determine whether or not to proceed with a feasibility study as proposed. The Community would need to take the lead on identifying funding for such a study.</p> <p>As the community is recommending a variety of different activities, funding for a facility that is described in these recommendations could come from a number of sources.</p> <p>As a separate issue, DPR's 1993 COMPLAN includes the Fremont-Wallingford area as one lacking in traditional DPR community recreational facilities and the department is supportive of the community's efforts to find community center space. DPR is in the process of updating its 1993 COMPLAN and is examining the 1993 recommendations for community centers. As the Fremont/Wallingford area is one that will receive significant growth, the recommendation for a community recreation center is very likely to remain in the updated DPR COMPLAN. Due to resource limitations and current policy, DPR does not provide community recreation centers for individual neighborhoods.</p> <p>The proposed activities FUNC has outlined in the plan are some of the activities offered at a DPR facility,</p>

<b>C. Community Center</b>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	<p>not the siting of the Kalakala along the Ship Canal/Lake Union shoreline may displace existing houseboats in the vicinity.</p> <p>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; and  7. Public/Private partnership w/ Boys and Girls Club.</p> <p>Identification of public &amp; private funding will be the first step toward development.</p>					<p>however, the department would also want to ensure that recreational programming needs for this area would be met at a new DPR community recreation center. The first step would be to discuss programming needs with the Wallingford and Fremont communities. The department cannot commit to specific sites at this time as the programming needs are not yet known. Typically, a sufficient recreation facility will exceed 20,000 sq. ft.</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 refloated Kalakala as a floating facility.</p> <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>				<p>Community DPR <b>DON</b></p>	<p>DON and DPR will work with the neighborhood to evaluate this request once the neighborhood has further developed their options relating to an arts center.</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 the Aurora Bridge, and nearby open space linkages, to create a special sense of place in Fremont.

### Integrated City Response

This key strategy provides a foundation for improvements to the areas surrounding the Fremont Troll. As with many major projects, funding will be a challenge. However, the City is committed to working with the Fremont neighborhood and WSDOT and seeking funding for the proposed improvements.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another.

**Lead Department:** DON

**Participating Departments:** SEATRAN, SPU, SCL, DPR, ESD

#### Activities Already Underway

1. SCL has provided additional lighting for public safety at the Troll site by increasing the light fixture bulb wattage from 200 watts to 400 watts under the Aurora Bridge.

#### Tasks to be Undertaken in 1999-2000

1. SEATRAN will work with the community to rename Aurora Ave. N. under the bridge "Troll Way N." pending submission of a written proposal to SEATRAN's Street Use Section which includes a petition signed by 60% of affected property owners.
2. DPR and SEATRAN will continue to work with the community to improve Troll Park space where resources allow.
3. Issues regarding lighting have been referred to the Policy Docket for consideration by Council. A review of existing City policies, analysis and recommendations are due to Council Committee in 1999.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the NW Sector work program.
5. Identify next steps for continued implementation.

D. Fremont Troll						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
D1 U	Rename Aurora Avenue N. (under Aurora Bridge) to "Troll Way N."	Low	Near		SEATRAN	The City supports the proposed name change, subject to the requirements of the City's street naming procedures.  Street names not only commemorate people and places, and create a sense of identity, but also are important to the ability to locate property. Because of the importance of locating property for emergency response, mail delivery, and other services, it is important that street



## D. Fremont Troll

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						names conform to standard guidelines. Renaming streets should be done with an understanding of the effect on the ability to locate property and further public safety, and must be approved by the City Council. If the community believes that renaming this section of Aurora Ave N. is consistent with the ability to locate property, then the next step would be for the community to submit a written proposal to SEATRAN's Street Use section which includes a petition (available from Street Use) signed by 60% of affected property owners.
D2 U	<p>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.</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Consider including a mid-block crosswalk across N. 35th Street.</li> </ol>	Med	Mid		Fremont Community Groups, <b>SEATRAN</b> , SPU	<ol style="list-style-type: none"> <li>1. The City supports the neighborhood's desire to create a pedestrian connection between the library and the Troll site. The neighborhood development manager will assist the community in identifying funding. SEATRAN will offer technical support to the neighborhood once funding is identified. However, SEATRAN does not have funding for this type of activity. The next step would be for the community to identify a funding source for this activity.</li> <li>2. This location does not meet the criteria for a marked pedestrian crossing at this time. However, the City is currently reviewing its policies on crosswalks and will report to the City Council on the results of the study and recommend policy changes in 1999.</li> </ol>
D3 U	<p>Support Fremont community discussions with Washington State Department of Transportation (WSDOT) about Troll Park Space.</p> <ol style="list-style-type: none"> <li>1. Work with WSDOT to use public right-of-way to the east and west of Troll and Aurora Bridge for a public park.</li> <li>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> </ol>	High	Near		Fremont Community Groups, Chamber of Commerce, WSDOT,	DPR is supportive of these activities, and will lend support to the community and the Neighborhood Development Manager in their discussions with WSDOT and in seeking resources to further develop and maintain the park. Funding for maintenance of this property is not in the department's current budget. Additional funding would need to be identified to adequately maintain a new

<b>D. Fremont Troll</b>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	<p>3. Integrate proven safety measures in the development of the Troll Park Space.</p> <p>This would be an open space park with excellent public views of the Aurora Bridge crossing the Ship Canal and downtown Seattle.</p>				DPR, SEATRAN, ESD	<p>park site.</p> <p>SEATRAN will work with the community on these issues.</p>
D4 F	Maintain adequate lighting at the Troll site and at other public art sites to ensure public safety.	High	Near		Fremont community groups <b>SCL</b> , SPU, SPD, DPR, KCMETRO?	<p>SCL has provided additional lighting for public safety at the Troll site by increasing the light fixture bulb wattage from 200 watts to 400 watts under the Aurora Bridge.</p> <p>For other public art sites, the neighborhood is encouraged to develop a "lighting plan" by working with SCL staff. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL staff works closely with SPD staff to address security issues. For lighting in parks DPR staff should be involved. For lighting at bus stops, King County/Metro has jurisdiction.</p>
D5 U	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.	High	Near		DON, Fremont Community Groups, WSDOT, <b>DPR</b> , SEATRAN	See D3 and D4.

## 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 responses 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 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 as a Policy Docket item (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
<b>Community Character</b>							
CH1 F	<p>In the spirit of compromise and with the hope 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"> <li>1. No area or areas outside of the Seattle Comprehensive Plan (1994) boundary are proposed for inclusion in the Fremont Urban Village.</li> <li>2. Delete the preliminary designated area south of the Ship Canal from the Fremont Urban Village.</li> <li>3. Modify the northern portion of the Fremont Urban Village boundary to exclude single family zoned areas.</li> <li>4. Adjust the housing and employment growth estimates for the Fremont Hub Urban Village in accordance with the revised boundary.</li> </ol>	High	Near		SPO	<p>1., 2., 3., and 4.</p> <p>Legislation to amend the boundaries as proposed and to revise growth targets is included in the Approval and Adoption packet.</p> <p>5. The Executive believes such a change will have major implications on Wallingford's growth targets and the ability of the urban village to meet urban village designation criteria. Any changes to the Wallingford Residential Urban Village boundary would need to be approved by the City Council.</p> <p>6. Capital improvements and infrastructure will be considered important in the Leary Way, upper Fremont Avenue North, and Stone Way N. business areas as well as</p>	<p>1., 2., 3., and 4.</p> <p>SPO supports this change and has submitted legislation to the City Council as part of the A&amp;A package.</p> <p>5. This recommendation is not supported by the Executive at this time.</p> <p>6. Capital improvements and infrastructure will be considered important in the Leary Way, upper Fremont Avenue North, and Stone Way N. business areas as well as the Fremont Hub urban village as provided in the Fremont Neighborhood Plan Comprehensive Plan Goals and Policies.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<p>5. Recommend adjusting the Wallingford Residential Urban Village boundary to end one half block east of Stone Way North, south of N. 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>					the Fremont Hub urban village as provided in the Fremont Neighborhood Plan Comprehensive Plan Goals and Policies.	
CH2 F	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. This 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.	High	Near		<b>Fremont Community Groups, with assistance from DON</b>	This is a community based activity. The Neighborhood Development Manager assigned to the Northwest Sector will play an important role with the stewardship organization. The NDM will also work with Fremont Works on plan implementation strategies	The community needs to take the first steps to implement this activity. The NDM will work with Fremont Works on plan implementation strategies.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
CH3 F & U	<p>Develop a pedestrian loop (route) through Fremont - Map the route, officially designate the route (City), and designate art and sculpture sites.</p> <ol style="list-style-type: none"> <li>1. Map in detail the entire "Freeloops" 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.</li> <li>2. "Freeloops" route (alignment) should be "officially" designated as a unique urban amenity by the City of Seattle.</li> <li>3. Sign the "Freeloops" Route.</li> <li>4. Erect signage designating the Freeloops alignment.</li> </ol>	High	Near		Fremont Community Groups, SEATRAN	<p>This is a community based activity. SEATRAN does not normally post signs designating neighborhood pedestrian routes nor is there a general pedestrian route map. The community can post signs on private property to identify Freeloops. The next step would be identify the Freeloops route and pursue funding for the creation of a map. The community may want to consider working with businesses in the area to fund the printing of such a map. Local businesses could advertise on the map as well as post signs on their property directing pedestrians to or along the Freeloops route.</p>	<p>The community needs to take the first steps to implement this activity. This activity may be a good candidate for a NMF grant. SETRAN will work with the community to consider its recommendations for sign placement, including locations in public right-of-way, and will indicate where there are concerns about visual clutter or safety.</p>
CH4 U	<p>Resurface all sections of the Freeloops 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.</p>	High	Near		Fremont Community Groups, SEATRAN, SPU	<p>Community should identify Freeloops route and specify sidewalk locations in need of sidewalk construction or repair.</p> <p>SEATRAN has limited funding for the construction of sidewalks, but will continue to look for opportunities to install sidewalks at missing locations.</p> <p>Typically sidewalk repair is the responsibility of abutting property owner; however, SEATRAN has limited funds for repairing sidewalk damage caused by City owned trees.</p> <p>Sidewalk policies, including funding and design, are on the Policy</p>	<p>The community needs to take the first steps to implement this activity. Specific locations for sidewalk improvement/development should be identified and prioritized by importance.</p> <p>Issues regarding construction and maintenance of sidewalks have been referred to the Policy Docket. A report on the status of current studies and recommendations is expected in 1999. A report on options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them is expected in June 2000.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						Docket. The City will consider whether or not it can increase funding of sidewalk maintenance and construction and how drainage improvements should be paid for. The Policy Docket work has been expanded to place special emphasis on finding options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them.	
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, <b>SEATRAN</b>	Currently this intersection does not meet criteria for crosswalk or pedestrian signal. SEATRAN is reviewing both pedestrian signal and crosswalk policies and may re-evaluate location based on policy changes.	The proposed pedestrian light and crosswalk do not meet current City criteria. Pedestrian signal and crosswalk issues have been referred to the Policy Docket for consideration by Council. SEATRAN has recently modified its policy on placing pedestrian push buttons at crosswalks and is testing its recently modified policy. The results of this study and how the new policy responds to the range of neighborhood recommendations will be reported to Council in 1999. A report on the crosswalk safety study will also be given at the same time. SEATRAN will re-evaluate this activity based on any policy changes resulting from the Policy Docket review. SEATRAN will also work with the community to consider this action and options further during the Fremont circulation study, and will report on options from the circulation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							study to the City Council.
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	SEATRAN is aware of plans for future development of adjacent Quadrant property which may impact pedestrian crossing at this location. SEATRAN will evaluate proposed pedestrian improvements as development begins.  Crosswalk issues have been referred to the Policy Docket for consideration by Council. SEATRAN is conducting a study of crosswalk safety. SEATRAN will use the results of this study to reconsider its crosswalk policy.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.  Reports on pedestrian signals and the crosswalk safety study are due to Council Committee in 1999.
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; and 3. Investigate moving "Waiting for the Interurban" sculpture to Quadrant property (at intersection).	High	Mid		Fremont Community Groups, SEATRAN, SPU, LAW DEPT.	SEATRAN needs clarification on this activity in order to evaluate.  1. Community will need to specify for which direction they are requesting longer walk time. SEATRAN will then evaluate the request.  2. The community needs to identify the desired change or specify the problem they would like SEATRAN to address.  3. The Community will need to first work directly with Quadrant to investigate moving the sculpture to their property. If Quadrant is interested in having the sculpture on their property, SAC and the Law Department will investigate to see if this move would be possible. If the	The community needs to take the first steps to implement these activities. The Neighborhood Development Manager and SEATRAN will assist the community once the community has taken the initial steps.  See A1e parts 3 and 5 above, which may affect this intersection.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						sculpture did move onto private property, it is unlikely that SAC could provide maintenance for the piece.	
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.	See response to CH4.  Typically, sidewalk repair or reconstruction is the responsibility of adjacent property owners. SEATRAN does not have funding for this type of work.  Sidewalk policies, including funding and design, are on the Policy Docket. The City will consider whether or not it can increase funding to increase the level of sidewalk maintenance and construction and how drainage improvements should be paid for as Policy Docket issues. The Policy Docket work has been expanded to place special emphasis on finding options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them.	Issues regarding construction and maintenance of sidewalks have been referred to the Policy Docket. A report on status of current studies and recommendations is expected in 1999. A report on options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them is expected in June 2000.
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, SCL	SCL routinely tests utility/light poles to ensure their integrity and safe access for utility crew. The community is encouraged to identify specific poles (either by the posted pole number or street location) and SCL pole engineers will inspect and identify poles for replacement. Please note that not all poles are owned by SCL; other owners include Metro, SEATRAN, and US West and	The community will need to take the first steps to implement this activity by providing SCL with rotted pole locations for inspection. Also, the Community will need to work with SCL to determine the feasibility of different banner dimensions for future poles as well as identifying priority locations for the banner poles. The community would then need to



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						those individual agencies would need to address replacement of their poles. For banner projects, the Community will need to provide SCL pole locations and banner dimensions to determine project feasibility. The community would need to identify funding for the banners.	identify funding for the banners.
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. from the bridge (N. 34th street) to N. 46th Street.	Med.	Near		Fremont Community Groups, SEATRAN, SPU, SCL, DON SPD DPR	<p>Issues regarding lighting have been referred to the Policy Docket for consideration by Council. A review of existing City policies, analysis and recommendations are due to Council Committee in, 1999.</p> <p>The neighborhood is encouraged to develop a "lighting plan" by working with SCL staff. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL staff works closely with SPD staff to address security issues. For lighting in parks DPR staff should be involved; and for lighting at bus stops, Metro has jurisdiction.</p>	<p>The community will need to take the first steps in implementing this activity. This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.</p> <p>A review of existing lighting City policies, analysis and recommendations are due to Council Committee in, 1999.</p>
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		DCLU, Chamber of Commerce	DCLU will investigate options for allowing sandwich boards. If feasible, in third quarter 2000, DCLU will work with the community to develop guidelines and amend the ordinance if required. The neighborhood could develop preliminary sandwich board design	DCLU will take the next steps to evaluate and possibly implement this activity.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						guidelines as part of Fremont's neighborhood specific guidelines.	
CH12 U&F	<p>Conduct a historic resources survey of Fremont to document structures and spaces within the neighborhood that have unique historical significance.</p> <p>A previous survey was completed and "Landmark Status" buildings were identified. This survey would use and build upon that previous work.</p>	High	Near		<b>Fremont Community Groups</b> DON, OUC	OUC staff is available to assist community in identifying the survey boundaries and developing survey methodology. The neighborhood could consider a NMF grant as a potential funding source.	The Community will need to take the lead on this activity. OUC will provide technical support.
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, <b>SPU</b>	At the Executive's and Council's request, SPU initiated a program to install 2-3 public toilets in the downtown area (Commercial Core) in 1999. Rough cost estimates are not yet available. However, the initial investment, in addition to actual construction costs, will include the expenses of water, sewer, and electrical connections. Ongoing expenses will include the costs of keeping the side sewer open, electricity, water for self-cleaning after every use, and ensuring safety and public health. In other cities, these costs are covered through co-location of advertising and/or newspaper kiosks. Given current City policies prohibiting advertising and the potential funding implications of large scale implementation, it would seem that this issue will need to be further addressed by the Executive and Council before it could be expanded	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						to other neighborhoods.	
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 should comply with ADA standards.	High	Near		Fremont Community Groups, DPR, Property Owners, SEATRAN	DPR has acquired the "Wick" property site. Next steps will be planning and design for use that will need to be a community initiated activity that could be funded through the NMF. DPR can provide support for development and implementation of an NMF application. DPR would want to ensure that the Wick property was best used to achieve open space goals. DPR would be happy to discuss how the design of the park might enhance connections to the library.	The community will need to take the lead on this activity. DPR will provide technical support.
CH15 U	Construct appropriate handicapped access to the Fremont Library.	High	Near		SPL, DPR	ADA improvements will be constructed during the library's renovation process which is slated for completion in 2004. The community will be invited to participate in design and service development discussions for a renovated Fremont Library.	The Library will implement this recommendation during its renovation/expansion of the Fremont Library.
CH16	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, SCL	See response to CH10.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.  A review of existing lighting City policies, analysis and recommendations are due to Council Committee in, 1999.
CH17	Plant street trees throughout the Urban Village and the Fremont Planning Area.	Med.	Mid		Fremont Community	SEATRAN's Arborist's office is available to work with the community	The community will need to take the first steps to implement this activity

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U					Groups, SCL, SEATRAN	<p>to assist in identifying appropriate site selection, species and potential funding sources.</p> <p>SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</p> <p>DON also offers a tree grant program similar to that of SCL.</p>	with the support of existing programs.
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, SCL SEATRAN DON	<p>The Community may want to consider including this recommendation as part of the subarea plan for the Stone Way corridor.</p> <p>SEATRAN's Arborist's office would be happy to work with the community to assist in identifying appropriate site selection, species and potential funding sources.</p> <p>SCL will also work with communities to assess project sites, provide trees, prepare planting sites, and</p>	The community will need to take the first steps to implement this activity with the support of existing programs.

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						provide limited care for open space or street side plantings.  See response to CH17.	
CH19 F	Improve quality and frequency of maintenance of Fremont's parks, P-patches, and open space amenities. Provide for excellent and frequent maintenance for new parks that are added to the system.	High	Near		DPR	DPR maintains its properties to the extent possible given the available resources. Increased maintenance will require increased resources.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.  The City considers the level of maintenance of parks facilities as part of the budget process, and will consider this activity with the assistance of the NDM.
CH20 F	Rehabilitate and open the small community building in Ross Playfield to park and community uses.	Med.	Mid		DPR	The North Division of DPR will assist the community in exploring the next steps and options for community use. This project may be implemented through an NMF grant once the department and community agree to appropriate uses and design changes.	DPR will work with the community to implement this activity.
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.				OH, King County.	The Office of Housing is interested in helping neighborhoods preserve owner- and renter-occupied "moderate-income" housing. OH can assist the neighborhood in developing programs to the extent that City Affordability Policies permit, and to the extent that rules governing the use of specific fund sources permit.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.  OH will coordinate with King County to explore this issue.
LT2 U	Study the opportunities and impacts of expanding the existing pedestrian overlay zones to all Neighborhood Commercial (NC) zones within the Urban Village (new boundary). This will reduce				Community DCLU	DCLU will undertake this study in the first quarter of 2001.	DCLU will undertake this study in the first quarter of 2001.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	existing parking requirements for commercial uses.						
<b>Housing</b>							
H1 F&U	<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"> <li>• Consideration of the benefits and costs of various methods to promote development of affordable housing in Fremont, including mechanisms H1a through H1e, and H1g;</li> <li>• Impacts of specific potential changes in density calculations on numbers of units possible in each zone (LDT, L1, etc.) in Fremont;</li> <li>• 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</li> <li>• 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.</li> </ul> <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</p>	High	Near		DCLU, OH, <b>Community</b>	<p>DCLU &amp; OH support this proposal with specific comments in H1a - H1g.</p> <p>While DCLU &amp; OH both support this proposal, funding would need to be identified. The community may want to consider utilizing grant resources, such as the NMF, to hire a consultant and begin work on the housing plan. OH can provide some technical assistance and staff support, within existing staffing, for this planning effort.</p>	<p>The community will need to take the first steps to implement this activity. OH will provide technical support to the community in implementing this activity.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	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.						
<b>The following are issues to be considered as part of Fremont Affordable Housing Plan. These are not intended to be discrete actions.</b>							
H1a	<p>A Detached Accessory Dwelling Unit (ADU) project in accordance with the City of Seattle's proposed Demonstration Program for Innovative Housing should 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>				<b>DCLU, OH</b>	<p>See also the response to H1.</p> <p>Following the evaluation of the Demonstration Program, which is expected in 2000, DCLU will work with Fremont in the development of the first code amendments to allow this type of use and development.</p> <p>OH looks forward to working with Fremont and other neighborhoods interested in adding affordable ADUs in their neighborhood.</p>	<p>DCLU and OH will work with the neighborhood to explore code amendments and programs relating to ADUs.</p> <p>Any changes to requirements in the overlapping planning areas between Fremont and Wallingford will have to be looked at closely since the plans speak about ADUs in very different language.</p>
H1b	Use residential "small lots" in multifamily zones to allow cottage development with density limit incentives to promote affordable housing conditioned on a design review process.				<b>DCLU</b>	<p>See also the response to H1.</p> <p>Cottage housing is permitted in Lowrise zones, and unit subdivisions to allow ownership of the house and lot are also permitted.</p> <p>The Housing Production Ordinance, passed in the 4<sup>th</sup> quarter 1998, provided for rounding up in density calculations.</p> <p>DCLU will be working to refine the Residential Small Lot zones (RSL) later this year, to make it work better for the neighborhoods that want to apply it. When the neighborhood is ready to pursue a rezone, DCLU will</p>	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						work with the neighborhood to do the necessary rezones with the revised RSL.	
H1c	<p>Create an overlay zone within the Urban Village and develop artist live/work studios.</p> <p>City should fund development of artist live/work studios within this zone.</p> <p>This program would build upon experience and success of a pilot project to create spaces 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>				DCLU, OH	<p>Rising land prices in the Fremont area would make this type of pilot project a challenge, combined with the fact that industrial sites in Fremont are still highly desirable for industrial type uses. Artist live/work housing could be eligible to apply for existing housing capital funds, but there are no additional funds allocated for this type of project.</p> <p>Home occupations in single family zones are permitted although tightly regulated. In Industrial zones, artists' studios/dwellings are permitted in existing buildings by conditional use. And in commercial zones, live/work units can be established where residential uses are allowed.</p>	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.
H1d	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.				DCLU, OH	<p>See also the response to H1.</p> <p>OH is interested in participating in the feasibility analysis of affordable housing units in a variety of land use zones. Depending on land use regulations, units may be more or less affordable.</p> <p>See H1b for information on the density calculations.</p>	This activity has already been implemented through the passage of the Housing Production Ordinance, passed in the 4 <sup>th</sup> quarter 1998, which provided for rounding up in density calculations.
H1e	Revision of L1 and LDT (multifamily) zoning codes to encourage small lot development, creation of small houses behind existing structures, and				DCLU	<p>See also the response to H1.</p> <p>DCLU supports this concept. The</p>	This activity has already been implemented in part through the passage of the Housing Production



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	retention of existing multifamily housing by allowing greater density than currently permitted in low-density multifamily residential areas.					Housing Production Ordinance, passed in the 4 <sup>th</sup> quarter 1998, provided for rounding up in density calculations.	Ordinance, passed in the 4 <sup>th</sup> quarter 1998. DCLU and OH are willing to discuss steps that would further implement this activity.
H1f	<p>A physical inventory of Fremont housing to identify important attributes.</p> <p>Inventory to identify:</p> <ul style="list-style-type: none"> <li>• Sites available for redevelopment;</li> <li>• Buildings to be preserved;</li> <li>• Loft/industrial buildings for adaptive reuse for live/work studios;</li> <li>• Buildings in need of major repair;</li> <li>• Underutilized buildings; and</li> <li>• All buildings suitable for families with children, with specific attention to the amount of usable yard space available.</li> </ul> <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>				<b>Community, DON/OUC</b>	<p>See also the response to H1.</p> <p>This is a community based activity. OH will provide technical support to the neighborhood in the endeavor. If this is completed concurrent with other housing inventories, OUC may also be able to offer technical assistance.</p>	The Community will need to take the lead on this activity. OH & OUC will provide technical support.
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.				<b>DCLU, OH</b>	<p>See also the response to H1.</p> <p>DCLU supports this and will suggest to Council that this concept be tried in the second round Demonstration Ordinance expected to be developed soon after the evaluation of the first round Demonstration Program. The evaluation is expected to conclude in 2000.</p> <p>OH is interested in participating in</p>	DCLU will take the next steps to include this recommendation in the second round Demonstration Ordinance which is expected to be considered in 2000.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						this proposed change. OH will conduct a feasibility analysis for affordable housing units which is a key to the success of this proposed land use change.	
H2 F&U	<p>Promote the establishment of an "Affordable Housing Advocacy Group/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 (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 also will perform an affordable housing advocacy role.</p>	High	Near		<b>Fremont Community Groups,</b> New Community Housing Trust, OH	This is primarily a community based activity. The Office of Housing is interested in participating in the feasibility analysis of affordable housing units in a variety of circumstances and development models. OH can also offer technical support to the community. There are existing non-profit agencies that might be able to do this and avoid the time and expense required to establish a new non-profit. At this time the City has no funds available to support the creation of any additional non-profit agencies.	The community will need to take the lead on this activity. OH will provide technical support.
H3 F&U	<p>Apply the "Community Land Trust" concept to unused or underutilized houses and apartments – purchase these for rehabilitation by Trust; this concept is similar to the Capitol Hill Housing Improvement Program (CHHIP).</p>	High	Mid		<b>New Community Housing Trust</b>	<p>This is primarily a community based activity. OH has a variety of single family and multifamily housing assistance programs for both home owners and renters which may be available in the Fremont neighborhood.</p> <p>The NW Neighborhood Development Manager can assist the neighborhood in determining the next steps for moving this concept forward.</p>	<p>The community will need to take the lead on this activity with assistance from the NW Neighborhood Development Manager. OH will provide technical support.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
H4 F&U	<p>Create a neighborhood fund to capture land value increases on redevelopment sites. Allow funds to land write-downs, decreasing projected development costs.</p> <p>(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.</p>	Med.	Mid		<b>New Community Housing Trust</b>	<p>This is primarily a community based activity. OH can also offer technical support to the community.</p> <p>The NW Neighborhood Development Manager can assist the neighborhood in determining the next steps for moving this concept forward.</p>	The community will need to take the lead on this activity with assistance from the NW Neighborhood Development Manager. OH will provide technical support.
H5 F&U	<p>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.</p> <p>Criteria for "artist" and "Artist Live/Work Space/Residence" definitions would be required prior to program implementation.</p>	High	Mid		<b>New Community Housing Trust, OH</b>	<p>This is primarily a community based activity. The City's OH has been involved in the funding of artist live/work projects in Downtown neighborhoods and may be of some assistance in Fremont as well.</p> <p>The NW Neighborhood Development Manager can assist the neighborhood in determining the next steps for moving this concept forward.</p>	The Community will need to take the lead on this activity with assistance from the NW Neighborhood Development Manager. OH can provide technical support.
H6 F&U	<p>Expand funding for rehabilitation (REACH) Program in Fremont for low-interest loans. Include studio upgrades.</p> <p>Expand existing REACH program or initiate new funding source(s).</p>	Med.	Mid		<b>OH</b>	<p>Currently, the City's Office of Housing rehabilitation funds are for single family units which are owner occupied and for multifamily units which are renter occupied. Both funding types are available in the Fremont neighborhood. The City is evaluating the use of REACH funds for renter-occupied single family homes. OH will propose restructuring of the program to the Council in 1999.</p>	OH will submit proposed restructuring of the REACH program to the council in 1999 which may provide opportunities to further implement this activity.
H7	Identify artist studio spaces in Fremont concurrent with Historic Survey and Vacant Buildings Survey.	Med.	Mid		<b>Fremont Community</b>	<p>This is a community based activity. If this is completed concurrent with</p>	The Community will need to take the lead on this activity. OUC will provide

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
F&U					Groups, DON/OUC, Community Housing Trust	other housing inventories, OUC may be able to offer technical assistance.	technical support if this inventory is done concurrently with other inventories.
H8 F&U	Create a registry that matches artists with building/housing opportunities. City should fund Fremont Arts Council to administer program.	High	Near		Fremont Arts Council, SAC, OH	This is a community based activity. The City does not have funding for this activity; however, the neighborhood could apply for grant funds, such as the NMF.	The Community will need to take the lead on this activity. SAC and OH can provide technical support
H9 F&U	Create a registry similar to King County's "Artists Made Building Parts" Registry of artists whose work requires industrial studio space. Facilitate compliance with DCLU's ordinance allowing live/work space.	High	Near		Fremont Arts Council, SAC, OH	This is a community based activity.	The Community will need to take the lead on this activity. SAC and OH can provide technical support. The City will sponsor a conference on artist live/work space in October of 1999.
H10 F&U	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.				Community DCLU DON/OUC	With assistance from the NW Neighborhood Development Manager, the neighborhood should contact the Landmarks Preservation Board to explore the next steps to implement this activity. The City is also developing a Conservation District Strategy in response to neighborhood concerns over historic preservation expressed through the neighborhood plans. The NW Neighborhood Development Manager can assist the neighborhood in getting involved in this policy discussion.	This activity will be part of the Northwest Sector work program.
<b>Transportation</b>							
T1	Improve Stone Way pedestrian crossings and transit facilities:	High	Near		SEATRAM METRO	In general, the City supports pedestrian and transit facility	1. Existing crosswalks will be repainted as resources allow. After

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F	<ol style="list-style-type: none"> <li>1. Paint crosswalks;</li> <li>2. Identify opportunities for consolidating or relocating bus stops;</li> <li>3. Identify locations where shelters are needed;</li> <li>4. Identify locations for curb ramps, pedestrian signals, and pedestrian safety devices at crossings.</li> </ol>					<p>improvements on Stone Way.</p> <ol style="list-style-type: none"> <li>1. As funding allows, SEATRAN is converting all crosswalks to Thermoplastic ladder style crosswalks. The community will need to identify locations where they are requesting new crosswalks. SEATRAN will evaluate these locations once the crosswalk policy is revised/ adopted. See CH6.</li> <li>2. SEATRAN is willing to work with Metro on this activity. The City will forward this transit request to KC Metro on the community's behalf.</li> <li>3. The City will forward this transit request to KC Metro on the community's behalf.</li> <li>4. SEATRAN has a program to install curb ramps. The Community will need to identify priority locations. SEATRAN will include these locations into the program over the next few years.</li> </ol> <p>The Community will need to identify locations where they are recommending pedestrian signals. SEATRAN can then evaluate these locations.</p>	<p>policy changes are considered through Policy Docket review of crosswalk policy (see CH6) and the completion of the circulation study, SEATRAN will evaluate painting new crosswalks along Stone Way.</p> <ol style="list-style-type: none"> <li>2. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP. When this work is completed, the executive will forward this and related transit requests to King County Metro on the community's behalf. The executive will also report to the Neighborhoods, Growth Planning and Civic Engagement Committee.</li> <li>3. See #2</li> <li>4. The community will need to take the first steps to implement this activity by identifying priority facilities and locations. This activity will be part of the Northwest Sector work</li> </ol>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							program, and will be considered as opportunities arise.
T2 F	<p>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:</p> <ol style="list-style-type: none"> <li>1. Takes into consideration the location of high-density residential areas and senior centers;</li> <li>2. Limits the extent of additional walking distances;</li> <li>3. Takes advantage of walking downhill;</li> <li>4. Minimizes impacts on on-street parking and loading zones; and</li> <li>5. Includes adequate public involvement.</li> </ol>	Med.	Mid		Fremont Community Groups, <b>King County Metro</b> , SEATLAN	SEATLAN will continue to work with Metro on this issue. Metro is interested in continuing speed and reliability improvements along the N. 45 <sup>th</sup> Street corridor and along the north/ south corridors in this area. The City will forward this transit request to KC Metro on the community's behalf.	See response to T1, paragraph 2 above.
T3 F	<p>Improve transit connections from Upper and Lower Fremont to other locations in Seattle:</p> <ol style="list-style-type: none"> <li>1. Downtown Seattle;</li> <li>2. Seattle Pacific University;</li> <li>3. Kingdome area "sports complex;"</li> <li>4. University District;</li> <li>5. Seattle Center;</li> <li>6. Ballard;</li> <li>7. Northgate; and</li> <li>8. Green Lake.</li> </ol>	High	Mid		<b>King County Metro</b>	The City will forward this transit request to KC Metro on the community's behalf.	See response to T1, above.
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		<b>King County Metro</b>	The City will forward this transit request to KC Metro on the community's behalf.	See response to T1, above.
T5 U	Install transit stops on Aurora Avenue at Bridge Way.	Med.	Mid		<b>King County Metro</b> , SPO,	SPO has already forwarded this activity to WSDOT for consideration in the Aurora Multi-Modal study.  The City will also forward this transit	SPO has already forwarded this activity to WSDOT for consideration in the Aurora Multi-Modal study.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
					WSDOT	request to KC Metro on the community's behalf.	See response to T1, above.
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; and 5. Westlake Avenue Trail.	High	Near		SEATRAM	It is unclear what type of improvements are being requested. Many of these routes are currently connected. SEATRAM believes that completion of the Quadrant development will complete the connection of the routes listed.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise. The NDM will help to clarify the intent of this activity.
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 Avenue N.	High	Mid		SEATRAM	Although in some ways Woodland Park Avenue offers benefits as a bike route, this proposal raises many complex issues. One important issue that would need to be addressed is how to get bikes and pedestrians across main arterials which include Bridge Way, N. 46 <sup>th</sup> St., and Green Lake Way.  This proposal spans the Green Lake, Wallingford, Greenwood/Phinney Ridge and Fremont Neighborhood Plans. The next step would be for the various neighborhoods to work together with the Northwest Sector Team and SEATRAM to address the question of arterial crossings and other potential issues.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.
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	High	Near		SEATRAM, Community	In general, the City supports improving bicycle access in neighborhoods. SEATRAM will continue to work with the community on bicycle improvements as	1. SEATRAM will investigate specific intersections if those locations are provided by the community. 2. SEATRAM has not supported this

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<p>intersections;</p> <p>3. Bicycle sharing or community bicycle programs;</p> <p>4. Larger bicycle racks on Metro buses;</p> <p>5. Bicycle stop signs (sign size and placement designed to be visible and clear to bicyclists).</p>					<p>resources allow.</p> <ol style="list-style-type: none"> <li>1. Existing detectors are bike sensitive. If cyclists are experiencing difficulties at specific intersections, SEATRAN will investigate those locations.</li> <li>2. SEATRAN does not support this activity due to the conflict with vehicular traffic patterns at major intersections.</li> <li>3. This is a community activity. SEATRAN does not have the resources to support a bicycle sharing program.</li> <li>4. The City will forward this transit request to KC Metro on the community's behalf.</li> <li>5. Cyclists must observe and obey existing traffic controls. SEATRAN does not support the installation of additional duplicative traffic controls.</li> </ol>	<p>type of improvement. However, oHoweHSEATRAN will consider this proposal and alternatives with the community during the development of the Fremont circulation plan.</p> <ol style="list-style-type: none"> <li>3. The Community will need to take the lead on this activity.</li> <li>4. See response to T1, above.</li> <li>5. SEATRAN has not supported this type of improvement. However, oHoweHSEATRAN will consider this proposal and alternatives with the community during the development of the Fremont circulation plan.</li> </ol>
T10 U	<p>Improve pedestrian crossings by installing pedestrian-oriented devices, such as signal timing/phase for pedestrian and pedestrian signal where appropriate, at downtown Fremont intersections:</p> <ol style="list-style-type: none"> <li>1. Fremont Avenue N./Fremont Place/N.35th Street;</li> <li>2. N.34th Street/Fremont Avenue;</li> <li>3. N.35th Street/Evanston Avenue;</li> <li>4. N.36th Street/Fremont Place; and</li> </ol>	Med.	Mid		SEATRAN	SEATRAN will evaluate locations identified, and will work with the community to address specific concerns at these locations if this is deemed a high priority transportation improvement by the neighborhood.	SEATRAN will evaluate the locations identified. This activity will also be considered as part of the Northwest Sector work program in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	5. Other identified intersections. Yet to be identified						
T11 U	<p>Improve availability and utility of downtown Fremont public parking in coordination with access/circulation improvements:</p> <ol style="list-style-type: none"> <li>1. Maximize on-street, short-term parking;</li> <li>2. Monitor parking use to ensure that it is not being used for employee parking or other long-term parking purposes;</li> <li>3. Identify opportunities to make private off-street parking available for weekend public use;</li> <li>4. Provide more convenient parking for the library.</li> </ol>	Med.	Mid		SEATRAN, Property Owners Community, Chamber	<p>1. SEATRAN will work with the community on specific revisions to parking restrictions. SEATRAN will require that proposed revisions be supported by abutting businesses /residents.</p> <p>2 &amp; 3. The Community will need to take the lead on these activities.</p> <p>4. Providing additional parking for the library is not currently part of the Capital Improvement Plan.</p>	<p>1. SEATRAN will work with the community on this recommendation.</p> <p>2 &amp; 3. The Community will need to take the lead on these activities.</p> <p>4. Further consideration of this activity will be part of the Northwest Sector work program.</p>
T12 F	<p>Install traffic calming and traffic control devices to decrease speeds and discourage through-traffic at identified locations:</p> <ol style="list-style-type: none"> <li>1. 2nd Avenue NW/NW 44th Street;</li> <li>2. 2nd Avenue NW/NW 43rd Street;</li> <li>3. 1st Avenue NW/NW 43rd Street/ NW 44th Street; and</li> <li>4. 2nd Avenue NW/Baker Avenue/ NW 41st Street.</li> </ol>	Med.	Mid		SEATRAN	SEATRAN's Neighborhood Traffic Engineering Section will work with the community to identify appropriate traffic calming measures at these locations, and potential funding sources.	SEATRAN will work with the community to pursue implement this recommendation. This activity will also be part of the Northwest Sector work program, and will be considered as opportunities arise.
T13 F	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.	Med.	Mid		SEATRAN	SEATRAN's Neighborhood Traffic Engineering section will work with the community to identify appropriate traffic calming measures at these locations, and potential funding sources.	SEATRAN will work with the community to implement this recommendation. This activity will also be part of the Northwest Sector work program, and considered as opportunities arise.
T14 F	Develop, institute, and promote a car-sharing program for current and future Fremont residents.	High	Near		King County /Metro, SPO, Fremont Community Groups	The City and Metro are implementing a car sharing program this year. The current program is expected to begin in the following neighborhoods: First Hill, Capitol Hill, Lower Queen Anne, and Denny	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.

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						Regrade in 1999. The car sharing program may be expanded after review of initial results.	
T15 F	Install pedestrian light and traffic calming features on 3rd Avenue N.W. to slow traffic and reduce risk to children at Ross Playfield.	High	Near		SEATRAN	SEATRAN is currently considering a test of speed humps along 3 <sup>rd</sup> Avenue NW south of NW 65 <sup>th</sup> Street as part of the 1999/2000 Neighborhood Street Fund process. However, speed humps cannot be installed on minor or principal arterials.	SEATRAN will work with the community to pursue implementation of this recommendation where appropriate. Also, this activity will be part of the Northwest Sector work program, and considered as opportunities arise.
T16 U	Sign pedestrian route on Burke Gilman Trail on corner of N. Northlake Way at Stone Way.	High	Near		SEATRAN	SEATRAN can investigate this request; however, clarification is needed on the specific problem or issue the community is trying to address.	SEATRAN will work with the community to refine this recommendation. Also, this activity will be part of the Northwest Sector work program, and considered as opportunities arise.
T17 U	Rebuild Stone Way and N. Northlake Way to correct eroding street conditions, drainage and to support large truck access.	High	Near		SEATRAN	SEATRAN supports this activity but funding needs to be identified.	This activity will be of the Northwest Sector work program, and considered as opportunities arise.
T18 F	Establish bicycle lanes on Woodland Park Avenue N., coordinate with Green Lake and Wallingford neighborhoods.	High	Near		SEATRAN	See response to T8.	This activity will be part of the Northwest Sector work program, and will be considered as opportunities arise.
LT4 F	Maintain/retain direct bus service to downtown Seattle after the initiation of the Sound Move LRT.				Metro	The City will forward this transit request to KC Metro on the community's behalf.	Bus service will be significantly re-designed when Light Rail Transit opens, both to eliminate parallel redundant service and to provide feeder service. The City and KC/Metro will work with the public in this effort.  See response to T1, above.

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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.				Community <b>ETC</b>	This is a community based activity. SPO will forward this request to the Elevated Transportation Company (ETC) on the community's behalf.	The City will forward this request to the Elevated Transportation Company (ETC) on the community's behalf.
LT6 U	Develop shuttle/circulator transit system around Lake Union for commuter and tourist use.				<b>Metro</b>	The City will forward this transit request to KC Metro on the community's behalf.	See response to T1, above.
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.				Community <b>Private Interest</b>	Water taxi service across Lake Union from downtown Fremont to South Lake Union has already been developed by a private interest. It is expected that the service will expand to include the listed destinations in the next year.	This recommendation has begun to be implemented by private interests. It is expected that the service will expand to include the listed destinations in the next year.

**Arts**

ART1 F	<p>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.</p> <p>The 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 are overly constrained by NEA Guidelines which significantly restrict the Fremont community from selecting and siting local art. A new process would give more freedom to the Fremont Arts Council to make</p>	High	Near		DON, <b>SAC,</b> Fremont Arts Council	<p>The SAC recognizes and supports the role of the local arts organizations in the creation and stewardship of art in the community. The SAC is pleased to see that the community includes maintenance as an aspect of creating and siting art.</p> <p>For projects funded through the DON, SAC reviews applications to ensure that issues of maintenance and durability are addressed, and, because public funds are involved, to see that an equitable selection process has been implemented. SAC offers technical assistance for issues regarding selection, siting or maintenance.</p>	SAC does not support this activity at this time. SAC will work with the Fremont Arts Council to incorporate community concerns into the existing program.
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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<p>decisions on siting and selection of public art within the neighborhood.</p>					<p>If a City capital project generates % for Art funds for the placement of art in a particular neighborhood, SAC includes representatives from the community in the development of the art project's scope, in the selection process, and encourages (often requires through contractual obligation) the selected artist to maintain a relationship with the community during the entire design, fabrication and installation process for the artwork.</p> <p>The Seattle Arts Commission regrets any misunderstandings that have arisen over its legal responsibilities with regard to art on public property. SAC supports the Fremont Arts Council's interest in placing art in public spaces, with one technical constraint. Because the Seattle Arts Commission is charged by the City with maintaining art on City property and with reviewing gifts of art, it is legally responsible for the review of art on City property. When communities propose placing public art, or gifts of art are offered, SAC requests assurance that the community or the donor have addressed issues of ongoing maintenance and have committed to maintaining such art in perpetuity.</p>	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						NEA guidelines do not apply to the review of community-generated art on public property unless the NEA funds the art.	
ART2 F	Provide funding for community-based arts groups developed in activity ART1. These funds would be for use by the local 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.	Med.	Mid		DON, SAC, Fremont Arts Council	<p>Funding is available through the Department of Neighborhoods for community based art activities and artwork, and through the Seattle Arts Commission's Arts Support program, which also provides funding assistance to arts groups and arts organizations of all disciplines to provide arts services to residents and visitors.</p> <p>In 1999/2000 SAC's Municipal Art Plan will introduce a program entitled Neighborhood Collaborations specifically aimed at supporting public art projects initiated through a collaboration between artists and communities in support of Neighborhood Plan Implementation.</p>	SAC will work with the Fremont Arts Council to incorporate community concerns into the existing program, and the new Neighborhood Collaborations Program.
ART3 F	<p>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.</p> <p>Seattle Arts Commission should be responsive to the community and sponsor art appropriate for the community. Fremont Arts Council wants input and</p>	High	Near		DON, SAC, Fremont Arts Council	<p>See response to ART1.</p> <p>SAC strongly encourages neighborhood and community based arts activities.</p> <p>Fremont Arts Council does have approval on selection, siting or programming of art projects when the funding is raised by the neighborhood and/or when local private funding is matched by the</p>	SAC routinely seeks involvement and approval from the Fremont Arts Council and other community-based arts organizations regarding the selection, siting, and programs in the community. If the funding is raised by the neighborhood and/or when local private funding is matched by the NMF, Fremont Arts Council has approval on selection, siting and programming.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	approval.					<p>NMF. If work is funded primarily by City percent for art funds or it's work to be placed on City property, SAC has final siting authority.</p> <p>For projects funded through the Department of Neighborhoods such as the NMF program, SAC reviews applications to ensure that issues of maintenance and durability are addressed, and, because public funds are involved, to see that an equitable selection process has been implemented. SAC offers technical assistance for issues regarding selection, siting or maintenance, but does not manage the selection, siting or programming of these projects.</p>	
ART4 U	<p>Secure site on publicly-owned land under the Fremont Bridge as a permanent storage area for temporary works of art.</p> <p>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.</p>	High	Near		SEATRAN, Fremont Community Groups, Private Party	SEATRAN currently has property underneath the Fremont Bridge; however, this property is essentially landlocked by the adjacent property owner, the Fremont Dock Company. SEATRAN currently uses portions of this property to store materials and equipment for bridge maintenance work. Permission for the use of the remaining portion of the property had previously been granted by ordinance to The Fremont Dock Company. The permit granted use of the property until March 25th 1997; however, the Fremont Dock	SEATRAN will work with the community to explore the feasibility of using this site for public art storage.

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						<p>Company did not renew the permit for continued use past this date.</p> <p>SEATRAN will consider issuing an annual permit to another group, provided that the group obtained permission from the Fremont Dock Company to cross their property in order to access the site. The group may also need approval from the Fire Marshal's office on storage of potentially flammable materials under the bridge. A permit fee would also be required.</p> <p>The next step would be for the community to work with the Fremont Dock Company and obtain an agreement for accessing the property. SEATRAN would then work with the community to identify an appropriate space available for them to use.</p> <p>It should be noted that the permit would need to be renewed on an annual basis. In addition, SEATRAN is considering future plans for the construction of a Bridge Maintenance facility on this property. As a result, community use of this site may not be available in the future.</p>	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
<b>Public Safety</b> [Please note: for Public Safety Lighting see CH10; for Troll Safety Measures, see D3 & D4 in Key Strategy D; for Crime Prevention Through Environmental Design and public safety design measures, see B4 & B5 in Key Strategy B]							
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)	The Seattle Police Department is excited about working with the neighborhood to strengthen the block watch program. SPD staff will contact neighborhood representatives to initiate the next steps on developing these programs. Ultimately, this activity is community based. Once the concept is better developed, it may be appropriate for the neighborhood to apply for Neighborhood Matching Fund grants to support their work.	SPD will contact neighborhood representatives to initiate the next steps, and will provide technical and program support. This community will need to take the lead to further implement this activity through existing programs.
S2 F	Recognize existing and new Block/Apartment/Business Watch captains and participants in an annual Fremont celebration.	High	Near		Fremont Community Groups, SPD	See S1.	This community should take the lead on this activity.
S3 F	Community should continue to perform regular cleanups of excessively littered areas; City shall provide free dumping. 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		<b>Fremont Community Groups</b> SPU Solid Waste,  DPR	DPR supports the community's willingness to become involved in park maintenance. The community can work through the Adopt A Park Coordinator in the North Division for assistance. SPU can work with the community to determine specific areas where additional trash cans would be appropriate.	This community should take the lead on this activity. SPU and DPR will provide support and assistance through existing programs.
S4 F	Residential Assistance Team development - Continue "Community Assistance Team" to help those unable to afford or perform basic clean-up activities.	Med.	Near		<b>Fremont Community Groups</b> DON	This is a community based activity.	The Community will need to take the lead on this activity. DON will provide technical support.
S5	Continue to encourage neighbors to "adopt"	Med.	Near		<b>Fremont</b>	This is a community based activity.	The Community will need to take the



<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>	<b>City Action</b>
F	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.				<b>Community Groups</b>		lead on this activity. DON will provide technical support.
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		<b>Fremont Stewardship Committee,</b> Block Watch, Business Watch, SPD, DON	This is a community based activity. SPD supports the community's efforts to address public safety issues.	The Community will need to take the lead on this activity. DON & SPD will provide technical support.