



City of Fremont, Nebraska

COMPREHENSIVE PLAN

Adopted – October 4, 2022



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Thanks to Those Who Participated

A special thank you goes to everyone who participated in the planning process for the Fremont Comprehensive Plan. This Plan was made possible by the contributions and insights of the residents, business owners, property owners, developers, and representatives from various groups and organizations.

Project Consultant



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INTRODUCTION

Chapter 1

The Comprehensive Plan for the City of Fremont, Nebraska is a long-term guide for the growth, improvement, development, and redevelopment within the City and its planning area. The City has relatively few undeveloped areas within its current city limits, however it does have zoning, subdivision, and building permit authority within a 2-mile extra-territorial jurisdiction around the City. Fremont's most recent comprehensive plan was adopted in 2012, and the City has chosen to update its plan to ensure that City staff and elected officials have a strong foundation to guide the community over the next 20 years. Additionally, Fremont adopted its Long-Range Transportation Plan in 2012 and goals of the plan have been refined based on Fremont's current conditions.

The City of Fremont is a growing community in eastern Nebraska. The City's population grew from 25,174 in 2000 to 27,141 in 2020, a 7.8% increase. However, the percentage change between 2010 and 2020 was smaller at only 2.8%.

ABOUT THE PLAN

This section describes the statutory context for the Comprehensive Plan, as defined in the State of Nebraska's statutes. It defines the plan's organization, related planning efforts that informed the Comprehensive Plan, and the planning process.

Plan Organization

The Fremont Comprehensive Plan addresses how the City will continue to grow, how residents will travel, how the economy will continue to prosper, and how neighborhoods can enhance residents' quality of life. The Plan includes the following chapters.

- Introduction and Community Profile. Establishes the role of the Comprehensive Plan and highlights its past plans and studies, community outreach, and key issues.
- A Vision For Fremont. Describes the vision, goals, and objectives that guide recommendations throughout the Comprehensive Plan.
- Land Use and Development. Describes the types of uses and development that should be located throughout the community and how the City should grow and change.
- Downtown Subarea. Describes specific development patterns, built characteristics, and physical improvements for the community's Downtown.
- Community Facilities and Infrastructure. Inventories the community's infrastructure and services provided by public, semi-public, and private entities and establishes recommendations to coordinate these facilities and services with the City's growth.
- Natural Areas. Defines the City's natural resources, including rivers, wetlands, and floodplains, and defines policies for the City to coordinate its growth with the protection of natural areas.

- Transportation. Describes the City's road network, nonmotorized infrastructure, and other transportation assets and describes how a diverse transportation network can improve the City's quality of life and economy.
- Implementation. Provides strategic guidance on how the Comprehensive Plan should be put into action and how impacts can be assessed over the next 20 years.

Planning Process

The City of Fremont's planning process is the product of considerable community input that culminated after the process that took place in 2021 and 2022. The six-step process is described below.

Project Initiation

The project kicked off with meetings with City staff, officials, and the Steering Committee to discuss the overall direction of the Comprehensive Plan and any policy issues facing the City. This step laid the initial foundation for further research and analysis.

Community Engagement

In this important step, members of the Fremont community shared their recommendations, concerns, and opinions with the planning team through in-person meetings, workshops, charrettes, and a variety of online tools.

Existing Conditions Memorandum

Using data gathered from the City, community service providers, local agencies, organizations, the US Census and American Community Survey, and on-the-ground reconnaissance, Fremont's conditions were reviewed and analyzed as they existed at the time of the planning process. The results were presented in an Existing Conditions Memorandum produced in June 2021.

Community Vision, Goals, and Policies

This step engaged residents to create a long-term vision for Fremont. The results of the workshop provided focus and direction for subsequent planning activities, including the Plan's Vision Statement, Goals, and Objectives.

City-Wide Framework Plans and Web Meetings

This step involved the creation of a series of framework plans to define in-depth policies regarding several specific planning topics including:

- Housing Framework
- Economic Development Framework
- Downtown Subarea Framework
- Community Facilities, Utilities, and Services Framework

A web meeting with the Steering Committee was also held to define detailed policies regarding housing, economic growth, and Downtown. Likewise, a web meeting was held with the Steering Committee regarding facilities, utilities, municipal services, annexation, and growth.

Comprehensive Plan Document and Adoption

Utilizing the recommendations completed in the Community Vision, Goals, and Policies and City-Wide Framework Plans steps, an implementation program was developed and included in the draft plan. Upon revisions from staff, elected officials, and public input, the final Comprehensive Plan was presented to the Planning Commission and City Council for consideration and adoption.

Nebraska Requirements

The State of Nebraska has defined the requirements for municipalities such as Fremont to undertake a Comprehensive Plan through Nebraska Revised Statute 19-903. The statute describes the content and requirements that municipalities must include and the restrictions that must be followed in the development of a Comprehensive Plan, which Fremont is obligated to follow. For instance, the chapter requires that Comprehensive Plans must contain:

1. A land use element that designates the distribution, location, and extent of various land uses, including housing, agriculture, commerce, industry, recreation, and public buildings.
2. The location, character, and extent of existing and proposed roads, streets, highways, air, and other transportation routes.
3. The location, type, capacity, and area served of present and projected or needed community facilities including schools, libraries, public buildings, and public utilities and services.
4. An energy element that assesses energy infrastructure and use by sector, including residential, commercial, and industrial sectors; evaluates the use of renewable energy resources; and promotes energy conservation measures.
5. The identification of sanitary and improvement districts, subdivisions, industrial tracts, commercial tracts, and other discrete developed areas which are or in the future may be appropriate subjects for annexation and review of the standards and qualifications that should be met to enable the municipality to annex the areas.

The regulations in Chapter 19-903 define the content and requirements that Fremont must adhere to in the preparation of its Comprehensive Plan. The content of this document was prepared with consideration of these requirements.

Related Planning Efforts

The City and partners at the regional and state level have undertaken several planning efforts that have influenced the Comprehensive Planning Process. For instance, the housing study report published for Dodge County and its communities has a direct bearing on the City's housing policies. Additionally, Fremont concurrently updated its Long-Range Transportation Plan in 2012 as well as its Unified Development Code. The Comprehensive Plan recognizes the value of these prior planning efforts and builds on these studies where appropriate to formulate the City's new vision.

Blueprint For Tomorrow (2012)

Blueprint for Tomorrow is Fremont's most recent Comprehensive Plan. Adopted in 2012, this Comprehensive Plan provides the "big picture" vision for the community and is complemented by the Long-Range Transportation Plan and the Parks and Recreation Master Plan. The Comprehensive Plan provides strategies for economic development; location of future growth; strategies for balancing the capacity of utilities, community facilities, infrastructure, and energy production; and an action plan. It is designed to inform future decision-making for the Planning Commission and City Council to ensure the community grows in a unified fashion, while leveraging infrastructure

and services and the conservation of the existing housing stock.

Much of this growth strategy is intended to preserve the small-town character of the community and define the "look and feel" of development instead of identifying land uses. It includes factors such as gross and net density, building setbacks, spacing, lot coverage, open space, and landscaping to achieve the desired character in both new and infill developments. The Comprehensive Plan classifies the City by desired "Future Community Character" and describes the location, development types, and characteristics of each in detail. In addition, the Plan outlines areas of focus with key action strategies related to the community's character and land use. These focus areas are as follows:

- Downtown Renaissance
- Corridor and Gateway Enhancements
- Patterns and Design
- Future Land Use
- Airport Facilities

Long-Range Transportation Plan 2035

The Long-Range Transportation Plan 2035 (LRTP) complements the Blueprint for Tomorrow Comprehensive Plan. This Plan was adopted in May 2012 and provided long-range transportation planning recommendations for the next 20-plus years to support the efficient

movement of people and goods. The 2035 LRTP outlines a vision for a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality. The 2035 LRTP planning process assesses the City's current conditions, identifies future transportation needs and potential deficiencies based on a travel demand forecasting model, and provides an action program to address those needs and deficiencies.

Many deficiencies are related to roadway capacity, with priority projects identified for short-, mid-, and long-term roadway improvements through 2035. Transportation alternatives were also evaluated to address capacity including models for a new four-lane Fremont Southeast Beltway and expanding lanes for U.S. Highway 30 (west) to meet future growth needs. In addition, the Plan highlights the need for roadway management and operations to mitigate the day-to-day demands of the system including street paving repairs, traffic signal maintenance, and snow removal. The Plan also outlines aviation needs for additional hangar space, apron expansion, and upgrades to the shop and terminal building for the Fremont Municipal Airport. The 2035 LRTP also addresses the limited existing public transit options in the City, citing the Fremont Transit Lines Bus as the only option for most individuals without cars. The plan also emphasized a need for multi-use trails that tie into the Greenprint Parks and Recreation Master Plan.

Greenprint For Tomorrow

Greenprint for Tomorrow is the City's Parks and Recreation Master Plan, which was completed in conjunction with the 2035 Long-Range Transportation Plan and the Blueprint for Tomorrow Comprehensive Plan. It is designed to guide decision-making for the Parks and Recreation Department staff, Parks and Recreation Board, and City Council. The Plan's guidance includes how to improve the park and trail systems in the community, strengthen and broaden availability of recreational programs, enhance the livability of the community for residents, and boost its attractiveness to visitors.

The Plan states that the City has "close to sufficient park acreage and facilities" according to national standards. Therefore, much of the Plan identifies strategies to improve existing parks; extend park services to underserved areas; and connect the City through comprehensive trails, sidewalks, and shared road network. The removal of barriers such as U.S. 275, U.S. 77, and U.S. 30; other collector and arterial streets such as 23rd Street, Military Avenue, Morningside, Broad Street, Bell Street, and Luther Road; and railroads, creeks, and drainage ways are key to the expansion of the bicycle, pedestrian, and trail networks.

The Plan also highlights the important relationships between the Parks and Recreation Department and the City's School District, YMCA, and Midland University for the development of parks, facilities, maintenance, and funding for land acquisition. Leveraging cultural tourism and accessibility for persons with disabilities are included as priorities. The Plan provides priority projects and recommendations for each park facility and outlines Capital Plan costs and funding sources for implementation.

Airport Layout Plan (2003)

The Airport Layout Plan presents development plans for the Fremont Municipal Airport (FMA) to improve efficiency and safety and to expand based on future demand forecasts. The Plan provides an overview of the Airport facilities such as buildings, aprons, and emergency fire services; activity based on aircraft, aircraft operations, repairs, and flight instruction; and utilizes past trends in this data alongside population growth trends to develop forecasts of aviation demands for FMA. Forecasted demands provide the foundation for recommendations, which are broken down by facility type and development phasing. Key recommendations include extensions or widening of select runways; additions to taxiways, aprons, hangars, auto parking spaces; and upgrades to the runway and approach lighting. The development phasing section responds to the needs forecasted at the time of Plan development and breaks down the recommended improvements and additions to the FMA into three phases: Phase 1 (1 to 5 years), Phase 2 (5 to 10 years), and Phase 3 (10 to 20 years). Cost estimates for these projects by phasing are also provided.

Downtown Revitalization Plan (2012)

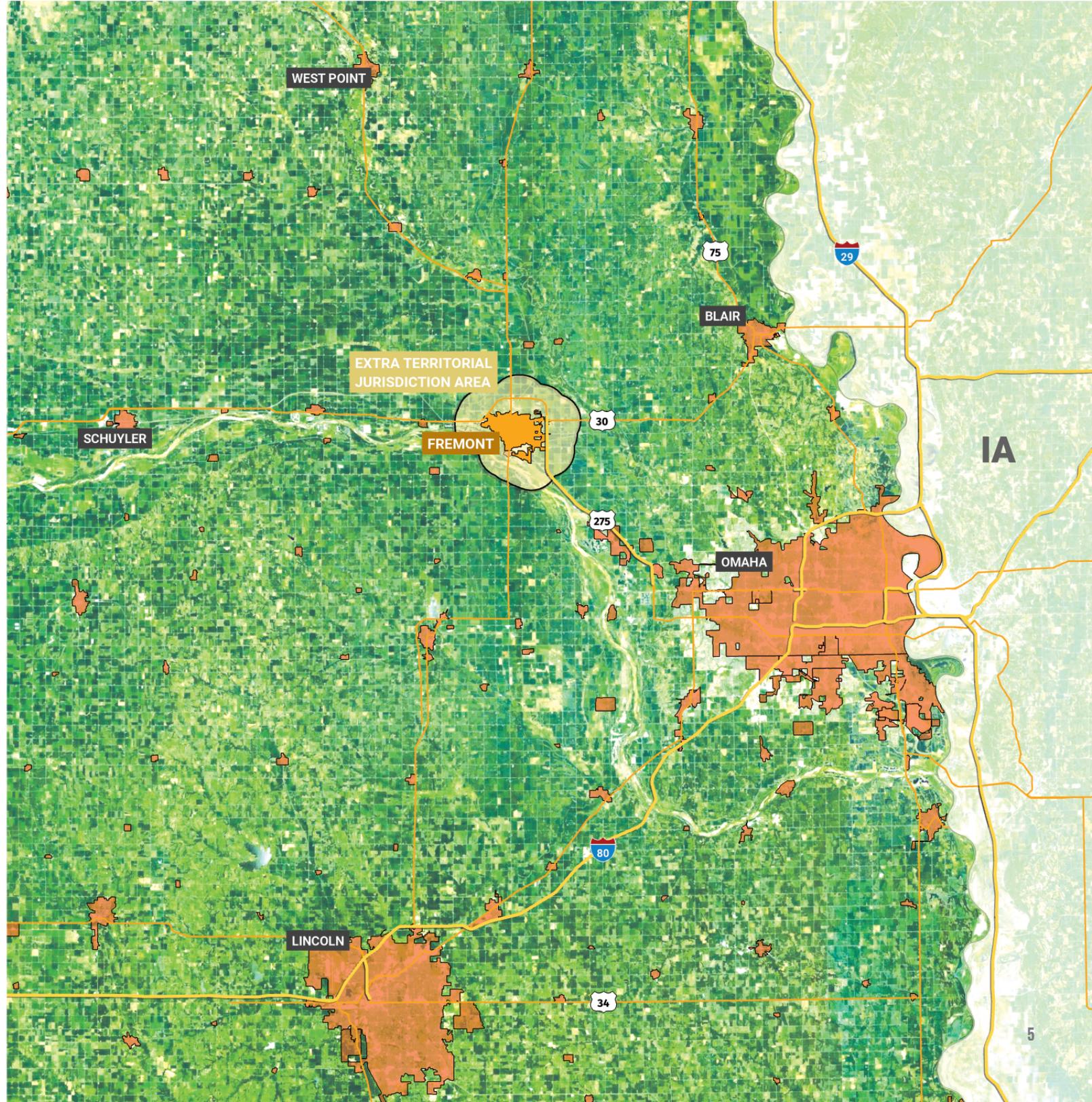
The Downtown Revitalization Plan guides Fremont's Downtown as an active and vibrant center for the community. Fremont, much like other cities across the county, has seen much of its commercial activity relocate from its Downtown to big-box retail and strip malls along major vehicular thoroughfares. As such, many of the Downtown buildings have experienced delayed investment, leading to significant building repair and rehabilitation needs. According to Nebraska Community Development Law criteria, 44.0% of buildings Downtown are blighted. The Plan proposes a shift in future land use in this district toward commercial and public/quasi-public uses and the elimination of single-family residential uses to create opportunities for alternative economic value uses. Key recommendations for the Downtown are geared towards improving building façades, preserving historic structures, expanding housing opportunities with residential dwellings above commercial spaces, creating design guidelines, and amending zoning to support density and economic development.

Dodge County and Communities, Nebraska County-Wide Housing Study-Update (2021)

The Dodge County and Communities, Nebraska County-Wide Housing Study-Update updates the current County-Wide Housing Study completed in 2017. This Study Update takes into consideration the 2019 flood and recent effects of the Covid-19 Pandemic on the Dodge County housing market. The purpose of this Study-Update is to provide information to assist local leaders in effectively allocating local, State, and Federal funds towards equitable housing development to combat the overall scarcity of affordable housing. More specifically, this Study-Update provides a housing land use needs analysis for the City of Fremont and includes recommendations for a targeted housing unit demand approach for the City through 2026. A major focus on existing and future housing demand is for affordable, workforce, family, and elderly housing as well as the replacement of housing lost due to the 2019 flood.

CONTEXT

The City of Fremont is located in Eastern Nebraska, approximately 30 miles northeast of Omaha and 50 miles north of Lincoln. Fremont is economically integrated with these cities and some residents commute between them for work. The City is located between the Platte and Elkhorn Rivers, which provide valuable natural settings and recreational resources but have also caused destructive flooding events in recent years. Fremont is well connected to the region and beyond via a series of major roadways, including Highway 275, Highway 77, and Highway 30. The City is also a hub for regional rail lines that move freight across the country.



COMMUNITY PROFILE

This section portrays a brief overview of the City's recent demographic trends and land use patterns, which are key community attributes considered during the planning process.

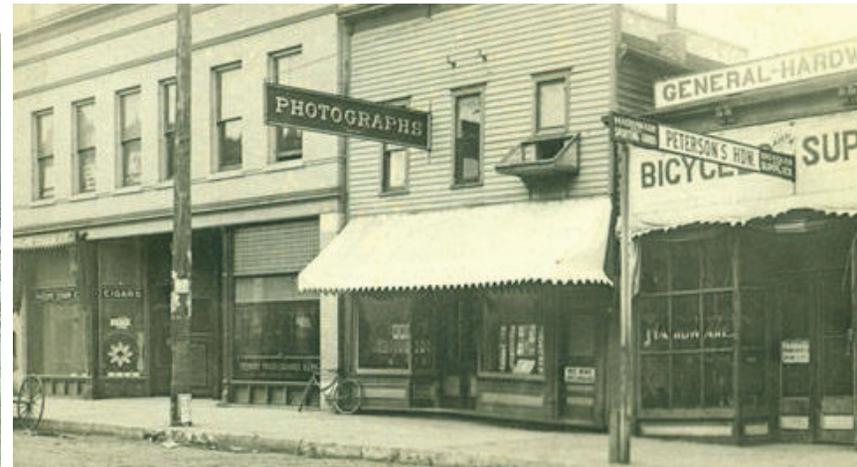
History

Fremont was established as a strategic location in the valley between the Platte and Elkhorn Rivers in 1856 and named for the explorer and presidential candidate, John C Fremont. The City established itself as a permanent town with the arrival of the Union Pacific Railroad and designation as the Dodge County seat in 1860. Like other eastern Nebraska communities, Fremont grew rapidly in the late 1800s and by 1910 Fremont was a major industrial and railroad center and the dominant service center surrounding the neighboring agricultural areas.

Fremont grew steadily through the years of World War II and experienced a second period of accelerated development after the war ended. Industries such as Hormel, combined with a growing retail, agricultural manufacturing products, and service base, caused the City's population to double between 1940 and 1970. By 1970, the population reached approximately 23,000 residents and maintained a steady increase through approximately 1990. Since then, rapid growth in northwest Omaha, particularly along the West Dodge and Maple corridors, has brought metropolitan area job centers and residential growth to Fremont. In addition, the development of the US 275 bypass has facilitated travel between the two cities and Norfolk, generating additional growth.

HISTORIC PHOTOS

1. Arctic Cream Company; 2. Westfield Acres; 3. Nye Colson and Company; 4. Fremont Brewing Company main building; 5. May Building and adjacent businesses; 6. YMCA construction; 7. Lucius Dunbar Richards southwest home exterior. Photos courtesy Keene Memorial Library.



Demographic Snapshot

An analysis of Fremont’s demographic conditions was conducted to guide the planning process and policy recommendations. The community’s demographic characteristics provide an indication of the need for different types of housing, community services such as schools or care and supportive housing for elderly individuals, and new land to accommodate residential and commercial uses. The data used in this snapshot is from the American Community Survey and US Decennial Census and is cited under each graph and chart

Population

Between 1990 and 2020, the City of Fremont’s population grew by almost 15%.

In 2020, the City of Fremont had a population of 27,141 residents. The City’s population grew steadily by approximately 14.6% between 1990 and 2019. In comparison, Dodge County’s population grew by roughly half (7.7%) that rate during the same period. The City’s growth can most likely be attributed to its presence as a major employment node in the County, as well as its position as the County seat and a hub for multiple transnational transportation routes.

Age

Nearly 2 in 5 Fremont residents is 45 or older, making Baby Boomers the largest age cohort in the City.

Fremont’s largest age group consists of residents between the ages of 45 and 64, comprising 24.0% of the population in 2019. This age group grew by more than 28% between 1990 and 2019. Conversely, the share of the population between the ages of 25 and 44 years old declined from 28.8% to 23.5% over the same period.

Household Income

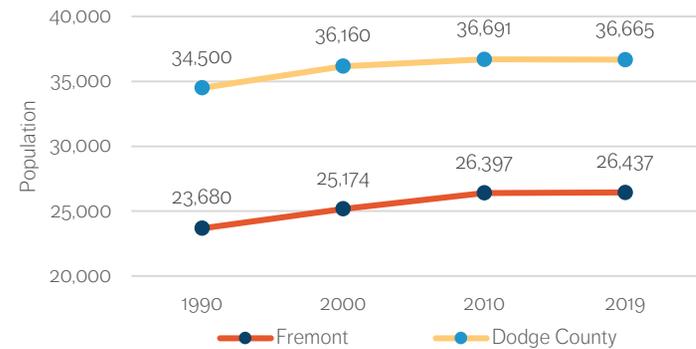
The median household income in Fremont has not grown since 2000 (when adjusting for inflation).

The median household income in Fremont was \$49,474 in 2019, which was nearly \$5,000 below the median household income in Dodge County (\$54,085). The median household income in the City and County shared similar trends over the past few decades until the Great Recession. Over the last decade the median household income grew in Dodge County, but declined in Fremont. In 2019, 21% of households had incomes less than \$25,000, making up the largest income group in the City. The next largest income group, making up 16.6% of all households, consisted of those earning between \$35,000 and \$49,000 annually. The median household income in Fremont has not recovered to its pre-recession level in 2000.

Poverty Rate

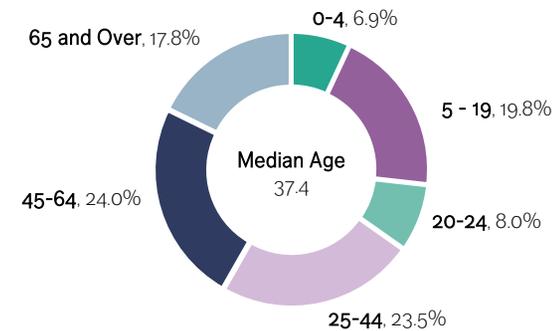
In 2019, 12.3% of Fremont’s population was living in poverty, which is higher than the share in Dodge County (11.2%), and the State of Nebraska (10.4%). The US Census defines poverty based on poverty thresholds that vary by household size and income. While the share of households in poverty remains high, the percentage of Fremont households in poverty declined from 14.0% in 2010 to 12.3% in 2019.

Population Change (1990 - 2019)



Source: U.S. Census Bureau; Houseal Lavigne LLC

Age Distribution Fremont, 2019



Source: U.S. Census Bureau; Houseal Lavigne LLC

Market Snapshot

An analysis of Fremont's employment trends and existing office, industrial, and retail markets was undertaken. Data used in this snapshot is from the Center for Economic Studies by the US Census Bureau and CoStar, a national real estate database company, and is listed specifically under each graph or chart.

Housing Market

Housing Type

Single-family detached housing comprises nearly 70.0% of the City's housing stock.

Fremont's housing inventory primarily consists of single-family houses, which makes up 69.7% of the total stock (9,035 homes). Multi-family housing units comprise the second largest portion of the housing stock at 20.0% of the total (2,351 homes), followed by single-family attached housing which comprises 8.3% of the total (969 homes), and mobile homes which comprise of 3.1% of the total (359 homes).

Housing Age

Fremont's housing stock is aging, as most homes are over 50 years old. Between 2000 to 2010, 1,065 housing units were built.

A majority of the housing in Fremont is more than 50 years old with 57.5% of the City's housing units constructed before 1969. There was a surge in housing construction between 1970 and 1979 during which time 16.8% of the City's housing stock was constructed. Between 7.0% and 8.0% of the housing stock was constructed during the decades of 1980, 1990, and 2000. There is a shortage of new housing as only 2.5% of the housing stock has been built since 2010.

Housing Demand

The City of Fremont is projected to need a minimum of 1,141 additional housing units by 2026 to meet housing demand.

Dodge County is deficient in nearly all housing types and levels of affordability according to the 2021 County-Wide Housing Study. Over 1,300 additional housing units are needed in Dodge County to meet the "Housing Unit Target Demand" by 2026. More specifically, the County needs a minimum of 742 owner units and 561 rental units added. The City of Fremont has the highest estimated target demand with an estimated need of 1,141 units (635 owner, 506 rental) by 2026.

Commercial Markets

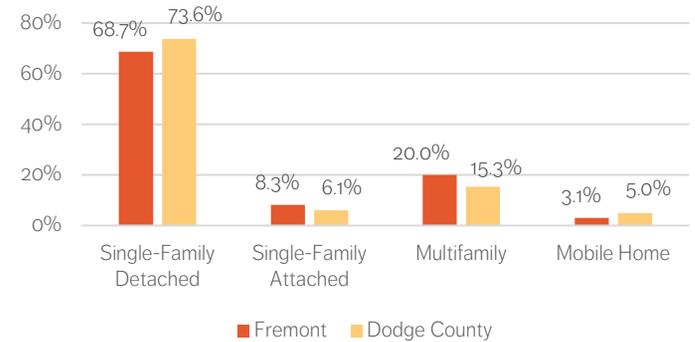
Employment Sectors

Top employment sectors in the City include healthcare and social assistance, retail trade, educational services, and manufacturing. Manufacturing has seen the highest growth in primary jobs since 2014, outpacing every other sector.

The City of Fremont saw modest employment growth in primary jobs between 2008 and 2018, increasing by 3.8%. Primary jobs have rebounded since the Great Recession and exceeded 2008 totals in 2018. The largest employment sectors in the City are healthcare and social assistance with 2,215 primary jobs, retail trade with 1,904 jobs, educational services with 1,271 jobs, and manufacturing with 1,007 jobs. The City has seen the largest job growth in the manufacturing sector, growing by 266 new primary jobs since 2014 and outpacing all other growing sectors during the same time frame. By comparison, the next highest growth sector was construction with 68 new jobs.

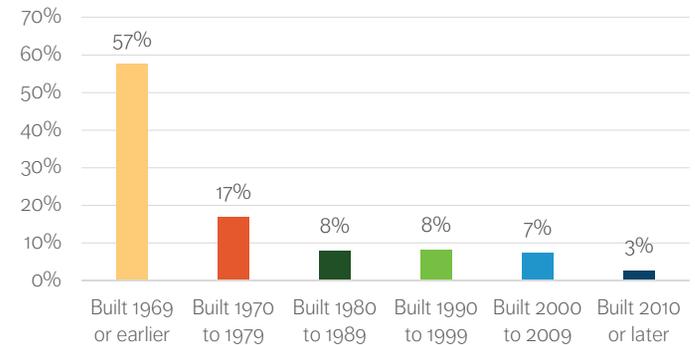
Dodge County saw similar trends in primary jobs growth between 2010 and 2018 with an overall 3.7% increase. The County's largest employment sector is construction with 3,434 jobs. Other top employment sectors in the County include healthcare and social assistance (2,475), retail trade (2,082), and educational services (1,566). Much like the City, the County experienced its largest growth between 2014 and 2018 in the manufacturing sector with the addition of 374 primary jobs, followed by construction with 125 jobs.

Housing Type (2019)



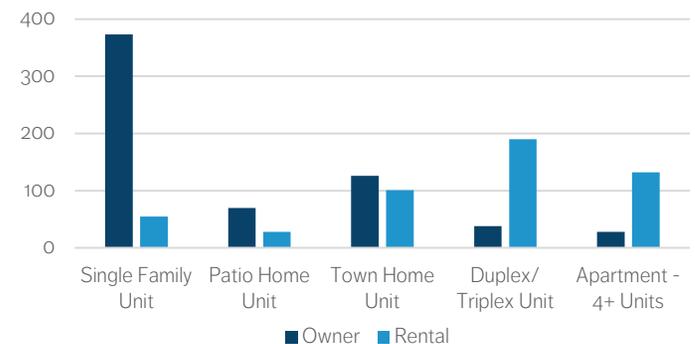
Source: U.S. Census Bureau; Housecall Lavigne LLC

Age of Fremont Housing Stock (2019)



Source: U.S. Census Bureau; Housecall Lavigne LLC

Housing Demand by 2026



Source: U.S. Census Bureau; Housecall Lavigne LLC

Retail Trends

Retail vacancy in 2021 has risen to the highest rate seen in the City and County in the past 10 years, likely due to accelerating trends in online retail.

In 2021, the City of Fremont had roughly 2.9 million square feet of retail space. Of that inventory, just under 150,000 square feet (5.1%) is vacant. Vacancy rates in the City of Fremont have fluctuated since 2011, hitting a low of less than 2.0% in 2018 and increasing to just over 5.0% in 2021. Rents for both the County and City have been consistently the same since 2011, with Fremont making up the largest portion of rentable retail square footage in the County.

Nationally there has been a shift to online retail, with online sales making up approximately 15% of retail sales across the U.S. in 2022. The COVID-19 pandemic accelerated the decline in brick-and-mortar retail. This has led to an increase in retail vacancy across the country and is also likely the reason for the drop in price for retail rents per square foot in Fremont from \$12.43 in 2019 to \$10.90 in 2021.

Office Trends

Office space is limited in the City of Fremont and has become more expensive between 2020 and 2021.

The City of Fremont is home to 772,983 square feet of office space occupying 111 buildings. Since 2011 only six additional buildings have been added to the City's office inventory growing the total by 74,788 square feet. Office rents in both the City and County have experienced similar rents since 2011, as Fremont includes the bulk of properties in the County. Office rents saw a steady increase until 2015-2016 then a steady decline until 2020. In 2021, there was roughly a 2.0% vacancy rate, indicating a scarcity of office space, resulting in rents spiking to \$17.33 per square foot, the highest rate in the last ten years.

Industrial Trends

Industrial space in Fremont has seen relatively consistent growth in rents which peaked in 2018 and has declined in recent years likely due to the addition of more industrial space to the City's inventory.

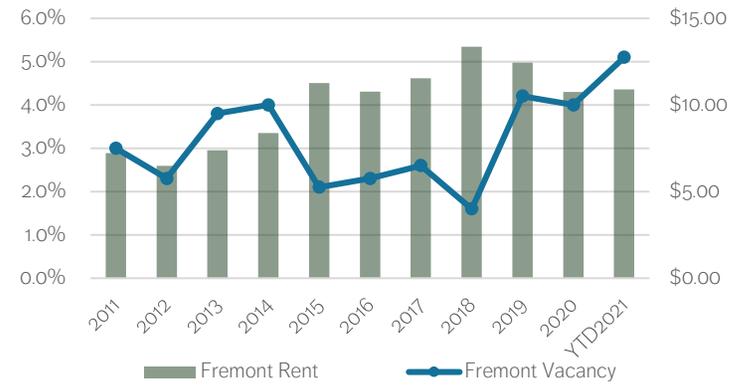
The City of Fremont houses 177 industrial buildings with an inventory of over four million square feet. Fremont holds the majority of the County's industrial space. Rents steadily increased from 2011 through 2018, but have steadily declined since (no rent data was available for 2019). Unlike rents, industrial vacancy rates have fluctuated hitting a high of 7.2% in 2013 and a low of 0.1% in 2018 when rents also peaked. Since 2018, 35,280 square feet of industrial space has been added to the overall inventory.

EMPLOYMENT BY INDUSTRY (2018)

	Dodge County		Fremont	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	136	0.9%	38	0.4%
Mining, Quarrying, and Oil and Gas Extraction	8	0.1%	0	0.0%
Utilities	104	0.7%	46	0.4%
Construction	707	4.6%	336	3.2%
Manufacturing	3434	22.2%	1007	9.6%
Wholesale Trade	865	5.6%	444	4.2%
Retail Trade	2082	13.4%	1904	18.1%
Transportation and Warehousing	617	4.0%	514	4.9%
Information	133	0.9%	46	0.4%
Finance and Insurance	374	2.4%	282	2.7%
Real Estate and Rental and Leasing	93	0.6%	82	0.8%
Professional, Scientific, and Technical Services	249	1.6%	202	1.9%
Management of Companies and Enterprises	10	0.1%	10	0.1%
Administration & Support, Waste Management and Remediation	627	4.1%	449	4.3%
Educational Services	1566	10.1%	1271	12.1%
Health Care and Social Assistance	2475	16.0%	2215	21.1%
Arts, Entertainment, and Recreation	104	0.7%	75	0.7%
Accommodation and Food Services	967	6.2%	819	7.8%
Other Services (excluding Public Administration)	484	3.1%	413	3.9%
Public Administration	445	2.9%	368	3.5%

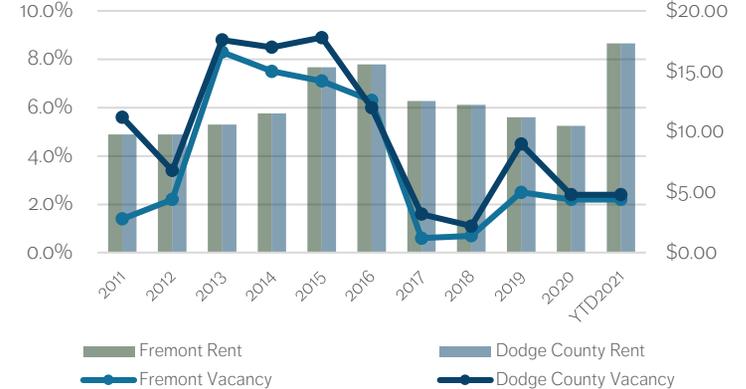
Source: U.S. Census Bureau; Houseal Lavigne LLC

Retail Trends



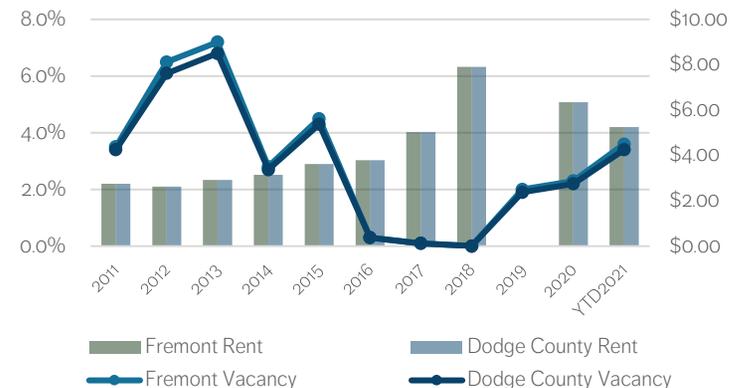
Source: CoStar; Houseal Lavigne LLC

Office Trends



Source: CoStar; Houseal Lavigne LLC

Industrial Trends



Source: CoStar; Houseal Lavigne LLC

Existing Land Use

This section inventories the existing use of all parcels in Fremont and within the two-mile extraterritorial jurisdiction surrounding the City. This information shows how the City has developed over time and helps inform what type of development will be appropriate in the future. Land use has been inventoried based on field reconnaissance and research conducted in November 2020. All parcels within the City limits and the two-mile extraterritorial jurisdiction have been categorized into one of the following existing land use classifications.

Agricultural

This category comprises land that is actively being used for the production of crops, livestock, and other farming-related activities. The majority of agricultural lands are located outside of the City limits to the north, east, and west.

Undeveloped/Vacant

Undeveloped land includes natural areas such as fields or wooded areas that have not been prepared for development but have not been set aside for conservation. This category also includes vacant land that can reasonably be considered available for development/redevelopment. This category does not include vacant areas that are part of a larger parcel.

Single-Family Detached

This category consists of single-family homes occupying individual lots. This is the predominant residential development type in the City. The single-family detached land use includes newer, master-planned subdivisions as well as older, organically developed neighborhoods.

Single-Family Attached

The single-family attached classification includes structures where dwelling units share an exterior wall with at least one adjacent unit while still maintaining a separate dedicated entrance for each unit. This land use includes townhomes and duplexes. Single-family attached homes are dispersed throughout neighborhoods in the City.

Multi-family

This category includes residential buildings that contain multiple dwelling units stacked vertically with shared entrances, stairways, hallways, and amenities. This land use includes apartments, condominiums, and assisted living facilities. Multi-family development primarily exists near commercial corridors in the City, surrounding 23rd Street and Military Avenue.

Mobile Home

The mobile home category includes manufactured, detached single-family homes that are constructed on a permanent chassis, allowing for transportability. This land use is predominately concentrated in the southwest corner of the City, north of the Platte River. This category includes mobile home parks, which are single properties containing a community of mobile homes.

Commercial

This category includes retail/service, restaurant/bar, office, and lodging-related commercial establishments. Commercial uses are concentrated along Main Street, Military Avenue, Bell Street, and 23rd Street in the City. This use also includes mixed-use buildings with commercial uses on the ground floor and residential or office uses on the upper floors.

Light Industrial

This category includes facilities involved in the manufacturing, processing, storage, and distribution of goods and materials. Light industrial uses typically have minimal impact on surrounding areas and are generally clustered together within industrial parks. This use classification also includes business parks. Light industrial is primarily located at the periphery of the City limits, adjacent to commercial and heavy industrial uses.

Heavy Industrial

This category includes uses that are larger in scale than light industrial uses and typically involve resource production, processing, and/or extraction. These uses typically have environmental, noise, and visual impacts on adjacent areas. Due to these negative external impacts, the Fremont Municipal Airport is included in this category. Heavy industrial makes up a large portion of the land surrounding the Union Pacific rail lines in the south of the City.

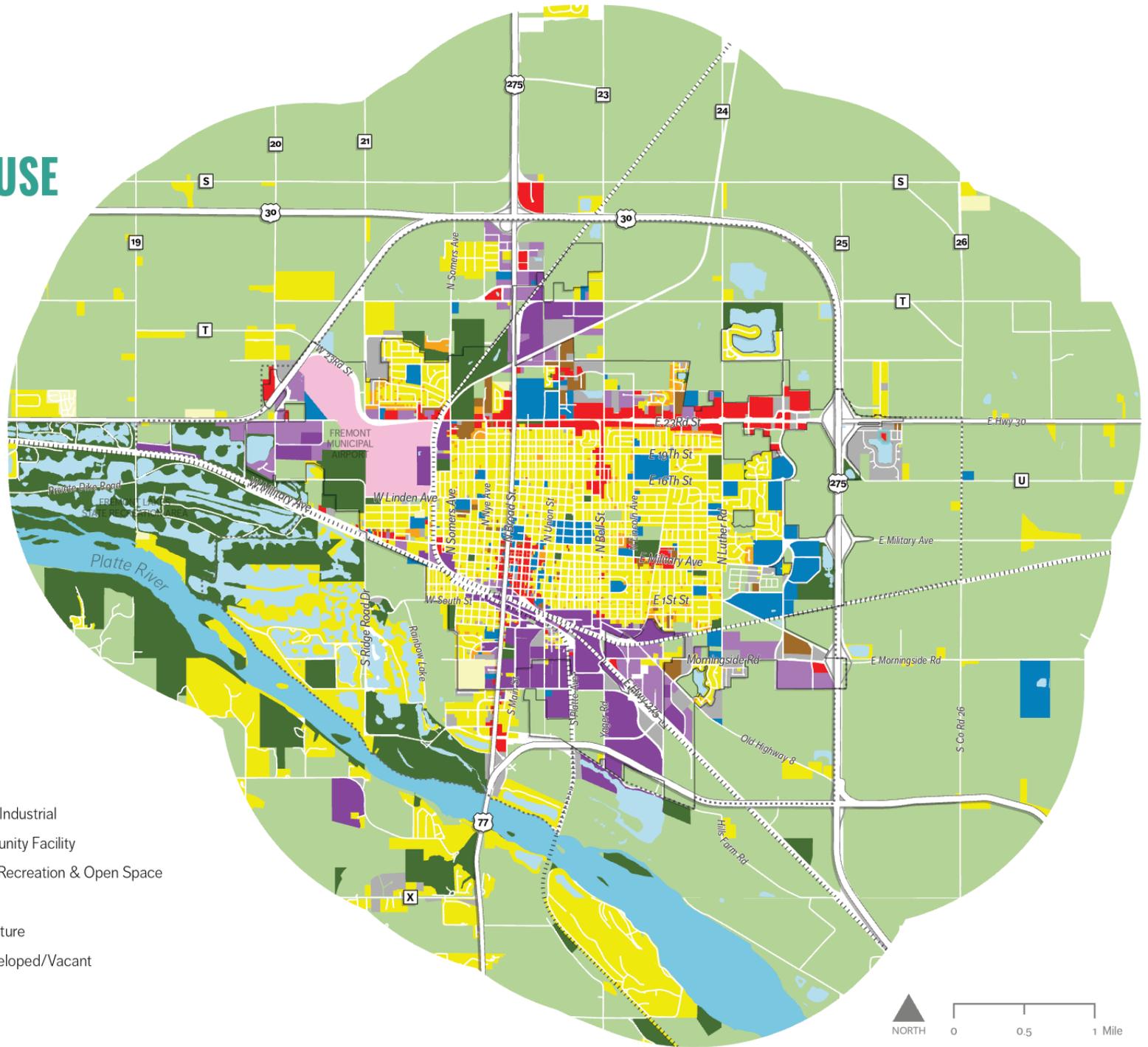
Community Facility

This category includes local government uses, municipal facilities, utilities, community service providers, schools, civic/cultural institutions, and religious institutions such as Midland University and Keene Memorial Library. Community facilities are dispersed throughout the City.

Parks, Recreation, and Open Space

This land use classification includes parks that provide both active and passive recreation options, as well as open space areas. Parks are public and owned and maintained by the City. Open space areas include preserves or maintained natural areas within the City in addition to detention ponds and creeks within planned subdivisions and commercial or industrial areas.

EXISTING LAND USE



Land Use Designations

- | | |
|--|--|
|  Single Family Detached |  Heavy Industrial |
|  Single Family Attached |  Community Facility |
|  Multifamily |  Parks, Recreation & Open Space |
|  Mobile Home |  Airport |
|  Commercial |  Agriculture |
|  Light Industrial |  Undeveloped/Vacant |

CURRENT ZONING

Chapter 11 of Fremont's Code of Ordinance establishes the zoning and subdivision regulations for the land within the City limits and a two-mile extraterritorial jurisdiction around the City. Zoning divides land within the City's limits and extraterritorial jurisdiction into districts to protect the health, safety, morals, and general welfare of the community. Each property within the community is designated as one of the following base zoning districts. The City has also established several overlay districts to further regulate areas of special interest, which apply across the boundaries of the base zoning districts. Regulations for each zoning district can be found on the City's website; summarized district descriptions are included here for reference.

R - Rural

The rural district is intended to cover a range of lot/neighborhood types including farm, acreage, ranchette, planned, and lake. These neighborhood types each have a separate purpose that ranges from preserving the agricultural use of land in the extraterritorial jurisdiction of the City, to estate style conservation development for one acre lots, and lakeside dwelling unit development.

SR - Suburban Residential

This district consists of a range of lot/neighborhood types including rural neighborhoods, estate neighborhoods, conservation neighborhoods, new and existing neighborhoods, and attached and multi-family areas. The purpose of this district, by neighborhood type, ranges in development density. The lowest development density supports estate style and fringe development for rural neighborhoods and the highest provides standards for single-family attached and multi-family development.

AR - Auto-Urban Residential

This district regulates a range of neighborhood types including estate neighborhoods, conservation neighborhoods, new and existing neighborhoods, and attached and multi-family areas. The estate neighborhood is the lowest density neighborhood type in this district and is intended to provide for clustered development of one acre lots with a moderate open space ratio, encouraging the preservation of natural assets. The highest density neighborhood type, attached and multi-family, is intended to provide options for duplex, townhouse, and multi-family development.

UR - Urban Residential

This district includes the following neighborhood types: conservation neighborhoods, new and existing neighborhoods, and attached and multi-family areas. The lowest density category, conservation neighborhoods, provides for planned development with a high open space ratio that may be used to preserve natural assets and buffer adjacent developments. While the highest density category, attached

and multi-family, provides for compact dwelling units for duplex, townhouse, and multi-family development.

MH - Mobile Home Residential

This district regulates mobile home parks and subdivisions in the City.

SC - Suburban Commercial

This district regulates commercial and professional uses that provide convenient neighborhood access to goods and services. Building and site design in this district is regulated to ensure development is compatible and cohesive with abutting and adjacent neighborhoods.

DC - Downtown Commercial District

This district is intended to preserve and strengthen Fremont's traditional Downtown with limited to no setbacks for buildings and on-street, off-site, or structured parking. This district supports a mixture of uses including civic, institutional, professional, retail, and higher density and upper floor residential.

GC - General Commercial District

This district regulates a broad range of auto-oriented commercial uses with on-site, surface parking. Allowed uses include office, retail, and service and are typically arranged on individual sites or in multi-tenant centers.

BP - Business Park District

This district provides for office, research, and technology uses in office park settings. The district includes standards to ensure a campus-like setting.

LI - Limited Industrial District

This district provides for lower intensity industrial uses that are primarily operated indoors. Outdoor activities, on-site storage, and truck traffic are restricted and subject to standards. This district regulates heavier commercial business and light industrial uses related to office warehousing and light manufacturing and assembly. Allowed uses have limited external and environmental impacts.

GI - General Industrial District

This district accommodates more intensive industrial uses such as heavy manufacturing and processing. Uses in this district may have outdoor activities, on-site storage, and heavy truck traffic as well as significant external and environmental impacts such as noise, light, or odor.

PD - Planned Development District

This district provides a process for the development of mixed-use buildings that are unique in nature and scale and thus, not appropriately placed within other districts.

AV - Aviation

This district accommodates airports, airparks, and accessory uses and structures.

AO - Airport Overlay

This overlay district is intended to protect airport operations against the encroachment of incompatible uses to support safety.

FW - Floodway Overlay

This overlay district is intended to manage the City's flood-prone areas and minimize the loss of property resulting from flood hazards in the floodway.

FF - Flood Fringe Overlay

This overlay district is intended to manage the City's flood-prone areas and minimize the loss of property resulting from flood hazards in the flood fringe.

HN - Historic Neighborhood Conservation Overlay

This overlay district is intended to implement performance and development standards and site development regulations for areas of special historical or architectural significance.

WP - Wellhead Protection

This overlay district is intended to protect wells and groundwater resources from contamination. The purpose is to regulate certain uses that have a propensity for possible contamination.

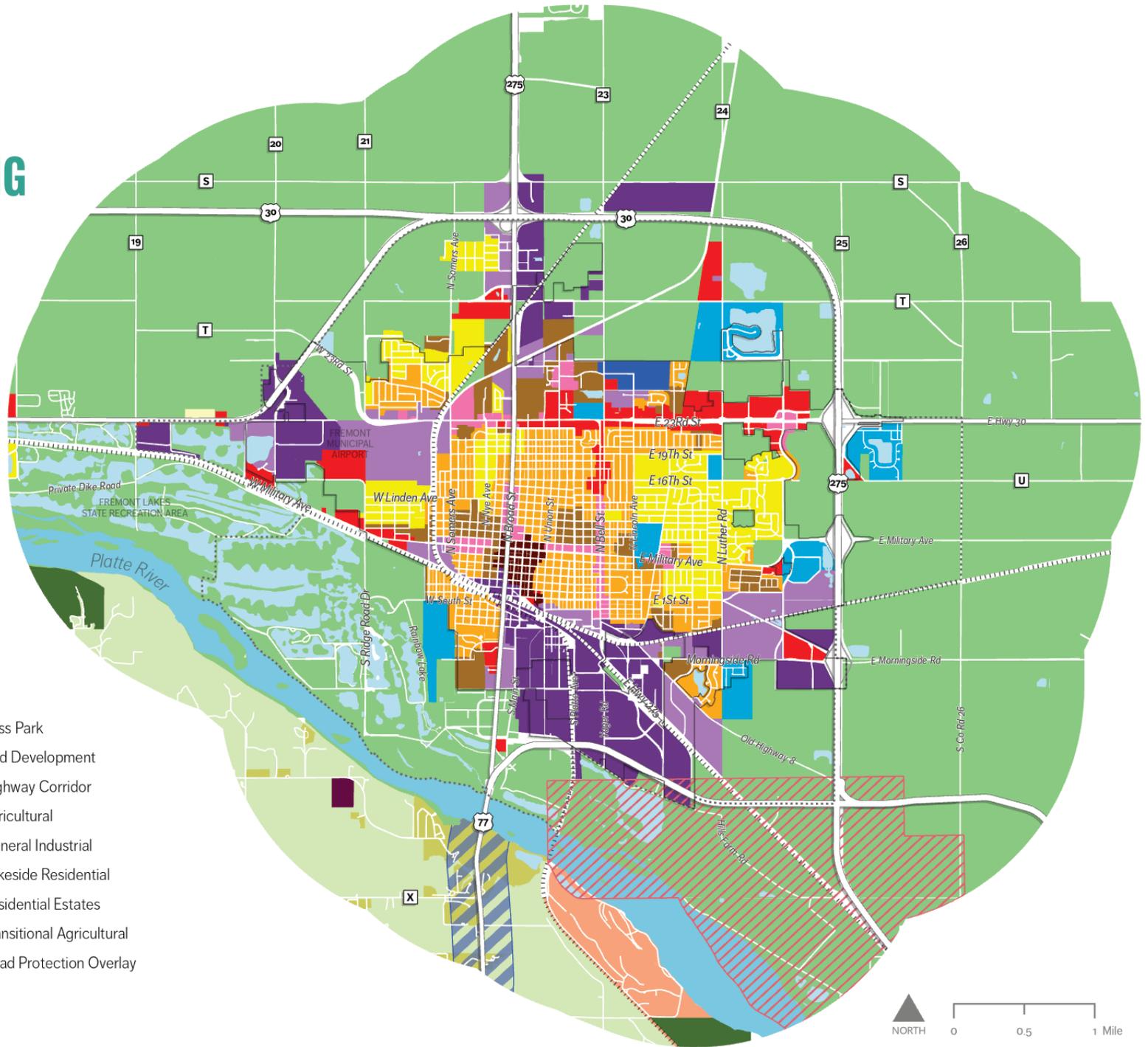
CU - Campus/University

This district is intended to provide a master-planned campus environment for educational, research and development, office, and institutional uses. The district is intended to support all education activities and functions and related and accessory uses.

PO - Parks and Open Space

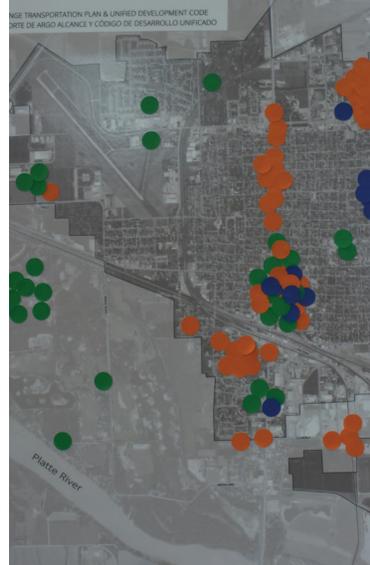
This district accommodates public and semi-public parks and open spaces and private land dedicated to environmental protection.

CURRENT ZONING



Zoning Districts

- | | |
|--|--|
|  Rural |  Business Park |
|  Auto-Urban Residential |  Planned Development |
|  Urban Residential |  SC-Highway Corridor |
|  Suburban Residential |  SC-Agricultural |
|  Mobile Home |  SC-General Industrial |
|  Downtown Commercial |  SC-Lakeside Residential |
|  General Commercial |  SC-Residential Estates |
|  Suburban Commercial |  SC-Transitional Agricultural |
|  General Industrial |  Wellhead Protection Overlay |
|  Light Industrial | |



OUTREACH OVERVIEW

The Comprehensive Plan process involved extensive outreach to various groups in the community, including residents, elected and appointed officials, City staff, and other influential local individuals. This section describes the groups in Fremont that participated in the public outreach efforts and the activities that were used to engage them.

There was a total of outreach events and workshops among residents, elected and appointed officials, City staff, and other stakeholders. Outreach also included opportunities for feedback including a community survey and a project website outlining upcoming events and information about the Comprehensive Plan.

Steering Committee

A steering committee comprised of Fremont stakeholders was formed at the beginning of the process to direct the Comprehensive Plan process and provide input on the plan during its development. The Steering Committee was engaged and provided input in a variety of engagement exercises throughout the Planning Process. The Steering Committee was engaged in the following work sessions.

- Steering Committee – 1/25/2021
- Steering Committee – 4/27/2021
- Steering Committee – 6/10/2021
- Steering Committee – 8/17/2021
- Steering Committee – 10/26/2021
- Steering Committee – 2/17/2022
- Steering Committee – 4/19/2022
- Steering Committee – 6/14/2022
- Steering Committee – 9/19/2022

Elected Officials

The Comprehensive Plan process involved meetings and presentations with Planning Commission and City Council. Several joint sessions between Fremont's boards and committees, particularly the City Council and Planning Commission, which invited all members to provide input on the planning process.

The Planning Commission and City Council were engaged in the following meetings and work sessions.

- Planning Commission Introduction – 10/19/2020
- City Council – 1/21/2021
- Joint Planning Commission & City Council – 2/9/2021
- Joint Planning Commission & City Council – 4/27/2021
- Joint Planning Commission & City Council – 6/10/2021
- Joint Planning Commission & City Council – 8/17/2021
- Joint Planning Commission & City Council – 10/26/2021
- Joint Planning Commission & City Council – 2/8/2022
- Joint Planning Commission & City Council – 4/19/2022
- Joint Planning Commission & City Council – 6/14/2022
- Joint Planning Commission & City Council – 9/6/2022
- Planning Commission Comprehensive Plan Presentation (for approval) – 9/19/2022
- City Council Comprehensive Plan Presentation #10 (for adoption) – 10/4/2022

Public Outreach

The Comprehensive Planning process involved several workshops designed to invite all residents to provide input on the City's issues. Meanwhile, other sessions were held to engage segments of the community, such as business owners and youth. Further, other engagement activities were designed to allow community leaders to engage the community outside formal meetings, such as at community events and festivals. These various efforts are described in detail below.



Business Workshop Presentation

January 20th, 2021

The consultant team met with members of the business community to discuss their major concerns in Fremont. The team provided an overview of the planning process and community engagement conducted previously, then the group participated in an interactive exercise to discuss their greatest concerns, key issues, and the greatest strengths and assets of Fremont.

Student-Youth Workshop

January 22nd, 2021

The City hosted a workshop to engage Fremont's youth and students to further define the community's desired future. Students were asked to identify Fremont's greatest challenges, their favorite aspects of the community, and to define the projects they would undertake if they were in charge.

Community Questionnaire

January 2021 – June 2021

A community questionnaire was made available to all residents beginning in January 2021 that invited the community to provide input online. The questionnaire involved a series of questions that asked respondents to define the challenges regarding housing, whether different types of residential growth would be desired, and to define the overall quality of the housing stock. The questionnaire also asked a series of broad questions regarding commercial areas, economic growth, transportation, natural areas, parks, and community facilities.

Community-Wide Visioning Workshop

April 28th, 2021

The entire Fremont community was invited to a visioning workshop near the beginning of the planning process to define the community's most pressing priorities in a series of exercises. Residents were asked to vote on the types of commercial uses that would benefit the community, recommendations regarding neighborhoods, pedestrian and bicycle suggestions, and to define the type of uses that would be beneficial, such as commercial, residential, retail, restaurant, and entertainment. The participants then broke into small groups to create maps of the community's future together.

Downtown Student Design Workshop

August 18th, 2021

The consultant team held events at the Fremont High School and worked with local teachers to facilitate a workshop with students to gather their input on issues and opportunities for the Downtown.

Downtown Subarea Visioning Workshop

October 27th, 2021

The workshop invited members of the community to discuss and define priorities for Downtown including its unique assets, redevelopment opportunities, pedestrian network, design character, parks, plazas, and gathering spaces. The workshop was formatted in large- and small-group discussions.

BID Downtown Subarea Working Session and Presentation

February 9, 2022 and April 19th, 2022

The consultant team met with the BID to present and discuss recommendations prepared for the Downtown Subarea Plan. The discussion focused on preferred uses, built form, downtown circulation, potential road diets, and more. The feedback collected during this meeting was used to revise the Downtown Subarea as part of completing the final Comprehensive Plan.

Draft Plan Open House

June 13, 2022

The entire Fremont community was invited to drop in and provide their feedback on the Draft Comprehensive Plan. Residents and business owners provided their feedback on the Plan's land use map, parks and open space, flood plan issues, and more. Feedback was collected and incorporated into the revised draft plan.



A VISION FOR FREMONT

Chapter 2

Driven by community and stakeholder input, this chapter details the Plan's visions, goals, and objectives, which provide the framework for planning recommendations, policies, projects, and actions expressed within the Fremont Comprehensive Plan.

The Vision Statement is a narrative that paints a picture of what the City can achieve following the adoption of the Comprehensive Plan. The narrative is intended to be ambitious and inspirational, depicting the community's collective desires, and serving as the foundation for the Plan's goals, objectives, and recommendations.

Goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent an ambition to be sought and require the culmination of many smaller actions in order to be fully achieved. Objectives describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

VISION STATEMENT

The City of Fremont will be known as a welcoming and friendly community with small-town charm and big-city opportunities and amenities. Fremont will continue to be a major employment hub in the region, supporting and growing existing businesses and attracting new ones. The City's support of economic development programs will attract new businesses offering higher paying job options that require a skilled, educated workforce and attract and retain educated, young professionals in the area. The City's revitalized Downtown will be a bustling center of community activity, providing new opportunities for housing, dining, shopping and entertainment for people of all ages.

Fremont will continue to be a great place for families with high-quality schools, an expanded Keene Memorial Library, and a variety of neighborhoods and amenities such as Splash Station and the Fremont State Lakes. Expanded housing options, through infill, new development, and redevelopment, will be available for all ages and income levels. Development will leverage existing infrastructure and prioritize sustainable growth practices which will be supported by the City's new Unified Development Ordinance. Fremont will be easier and safer to travel across due to improvements to roadways and rail crossings. A robust network of sidewalks and trails will provide safe and accessible routes to schools, parks, and key destinations.

GOALS & OBJECTIVES

Balanced & Sustainable Growth

Prioritize infill development and ensure necessary infrastructure is in place to support future growth in a smart and sustainable manner.

Objectives

- Identify opportunities for infill and redevelopment
- Continue to maintain and improve existing infrastructure while balancing the need to expand infrastructure to support future growth
- Ensure the development of uses in and adjacent to residential areas are compatible or well screened
- Encourage the development and adoption of a stormwater management manual
- Identify strategies to reduce risks of development in high flood hazard areas
- Protect and minimize the risk of flooding and flood damage through regulations and procedures established in the new Unified Development Code
- Identify and preserve environmentally sensitive areas that should be protected from future development, including wetlands and waterways
- Identify opportunities to minimize storm water run-off through the use of landscaping, pervious material, and storm water management techniques
- Identify opportunities for development if airport expansion occurs

High-Quality Public Services

Continue to provide high-quality public services, including municipal and educational facilities, and maintain adequate infrastructure and utilities throughout Fremont.

Objectives

- Meet community needs for public services as it grows
- Leverage partnerships to create cost savings/share the burden of building infrastructure projects such as a shared City/County police station
- Enhance landscaping and keep public right-of-way clean
- Leverage private investment to fund capital improvement projects

Welcoming & Inclusive Community

Foster a culture of collaboration and communication to ensure Fremont is a welcoming and friendly community for all.

Objectives

- Continue to engage residents and businesses to improve community cohesion
- Encourage wider community involvement
- Enhance City branding, with a focus on assets such as Fremont Lakes, Fremont community facilities (Library, Parks, YMCA, etc.), and Downtown
- Improve the appearance of City gateways
- Establish bilingual City communication (announcements, gateways, wayfinding, informational signage)
- Explore programs for youth/young professional retention

Affordable & Attainable High-Quality Housing for All

Ensure all residents of Fremont have access to high-quality, affordable housing options regardless of income level or stage of life.

Objectives

- Encourage the development of housing for entry level homeowners
- Partner with major employers to develop workforce housing
- Ensure residents can age in place
- Explore opportunities for enhanced redevelopment of existing residential properties
- Explore opportunities to address improved property maintenance
- Promote the preservation of historic residences

Revitalize Downtown

Support revitalization efforts Downtown to make it a vibrant, family-friendly center of activity in the community providing new opportunities to shop, dine, and enjoy entertainment in the heart of the City.

Objectives

- Encourage preservation of Downtown's historic charm and character
- Attract new and retain existing shopping/dining/entertainment options
- Expand programming/events/activities, with options for all ages
- Explore opportunities for public gatherings in Downtown, such as outdoor dining, parklets, and seating areas
- Enhance opportunities for creative and artistic expression through partnerships with Gallery 92 and the Fremont Area Art Association
- Establish stronger connections to Downtown from the adjacent neighborhoods
- Continue to identify opportunities for business development in the Business Improvement District #1 through strategic partnerships with organizations such as the Chamber of Commerce or the Greater Fremont Development Council

Attractive Commercial Areas & Corridors

Promote and maintain vibrant and healthy commercial areas and corridors throughout the City to ensure they are attractive and inviting to residents and visitors and support the development of shopping options that boost spending in the community.

Objectives

- Improve the appearance of public and private property along 23rd Street, Highway 30, and Highway 275
- Attract additional shopping/dining/entertainment options
- Encourage public gathering space/third places in new commercial developments
- Support neighborhood scale commercial options within residential areas

Support & Expand Employment Opportunities

Improve and strengthen Fremont's tax base and employment opportunities through the retention and attraction of businesses to attract additional high-paying, skilled job opportunities.

Objectives

- Leverage existing businesses to develop industry clusters
- Partner with Midland University, Metropolitan Community College, and major employers to develop workforce training programs
- Market Fremont's position as a transportation hub
- Promote aesthetically pleasing and well-designed office and business park areas
- Work with the Greater Fremont Development Council to promote business development to grow Fremont

Safe, Reliable Roadway Network

Maintain a safe, accessible, reliable, and connected roadway network that supports efficient travel and sustainable growth across the City.

Objectives

- Reduce crashes at high crash frequency intersections
- Reduce serious and fatal injury crashes
- Require roadway connections between new and existing developments
- Limit vehicular delay due to train-vehicle conflicts
- Improve safety and access at railroad crossings
- Maintain and improve existing roadways
- Coordinate with railroad companies to establish quiet zones for trains
- Coordinate future land use to leverage the new south bypass
- Improve access to existing employment areas and ensure equitable access to future employment areas
- Reduce transportation impacts to natural resources
- Increase system resiliency to natural weather events

Safe & Connected Multi-modal Options

Establish a well-connected multi-modal transportation system that includes sidewalks and trails, bike routes, and public transit options that get residents of all ages safely to Fremont's employment, shopping, and recreation areas.

Objectives

- Maintain and improve the existing bicycle and pedestrian infrastructure
- Improve bicycle and pedestrian access to Downtown, parks, and recreation areas
- Provide safe routes to schools
- Partner with major employers to establish a shuttle/circulator

Access to Parks & Trails

Ensure residents have access to passive and active recreation opportunities including parks, trails, and recreational amenities.

Objectives

- Provide more sport courts/fields and programming
- Encourage an update to the Park Master Plan
- Provide a network of trails that connect residents to parks and amenities



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LAND USE AND DEVELOPMENT

Chapter 3

The Land Use and Development Plan establishes guidance for the orderly use of land and promotes practices for improving Fremont's residential, commercial, and industrial areas. It is specific enough to guide land-use decisions while being flexible enough for creative, individualized approaches to land development that are consistent with the community's vision. The Land Use and Development Plan presents a guide for managed growth over the next two decades that supports the goals of community members and leaders.



LAND USE INFLUENCES

The City of Fremont's desired future development pattern is influenced by current City land use planning and policy, City Zoning, the City's Long-Range Transportation Plan, and the City's Growth Areas. Building from the community's existing land use and development patterns, the Land Use Plan identifies future options for housing, commercial, and industrial growth and revitalization that make Fremont a destination to live, work, and play.

City Zoning

Central to the Comprehensive Plan is a review of how desired future land uses correspond to current zoning districts and regulations. Although the Zoning Map and the Land Use Plan are related, they serve different purposes. The Land Use Plan illustrates the long-term vision for land use and development patterns in Fremont over the next 20 years. The Zoning Map identifies current zoning district designations, which regulate how land can be used and developed.

Land development regulations, including zoning and subdivision regulations, are legal tools used to implement the Land Use Plan. Zoning regulations address physical characteristics of development such as height, bulk, density, and lot coverage. They also establish allowable uses within zoning districts. Subdivision regulations address patterns of development, public improvements, and other requirements for multi lot developments. The City of Fremont's land development regulations are outlined in Chapter 11: Unified Development Code of the Fremont Municipal Code of Ordinances. In addition to regulating development within the City itself, Fremont is responsible for the review and approval of development within its extraterritorial jurisdiction.

The City is updating its Unified Development Code in tandem with the development of the Comprehensive Plan. These regulations will reflect and reinforce the goals and policies of the Comprehensive Plan and align with the Land Use Plan to achieve the desired land use and development patterns within the community.

Existing Land Use

A review of existing land use was conducted to inform the planning process and gain a better understanding of land use and development patterns in the City of Fremont and its extraterritorial jurisdiction. This review was guided by field reconnaissance, research, and available existing data.

The Land Use Plan for Fremont illustrates desired land use patterns throughout the City and the extraterritorial jurisdiction boundary. Existing land use patterns are likely to remain in many areas, while other areas are anticipated to undergo future change and accommodate new development going forward.

Long-Range Transportation Plan

The Comprehensive Plan is being created in coordination with the development of the City's Long-Range Transportation Plan. The Long-Range Transportation Plan is a guiding document focused exclusively on the future of transportation in the community and will make recommendations following Nebraska Department of Transportation (NDOT) standards. Ultimately, development in Fremont cannot occur without the support of transportation infrastructure. Coordination between these plans ensures anticipated growth provides appropriate levels of access to development that mitigates congestion and other issues over the next two decades.

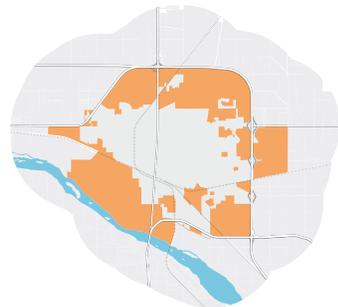


Planning Area

The Planning Area defines the area that should accommodate long-term future growth. This area primarily consists of agriculture and sparse rural residential development. It is anticipated that the Planning Area will be developed at greater densities than currently exist to accommodate desired future growth and development.



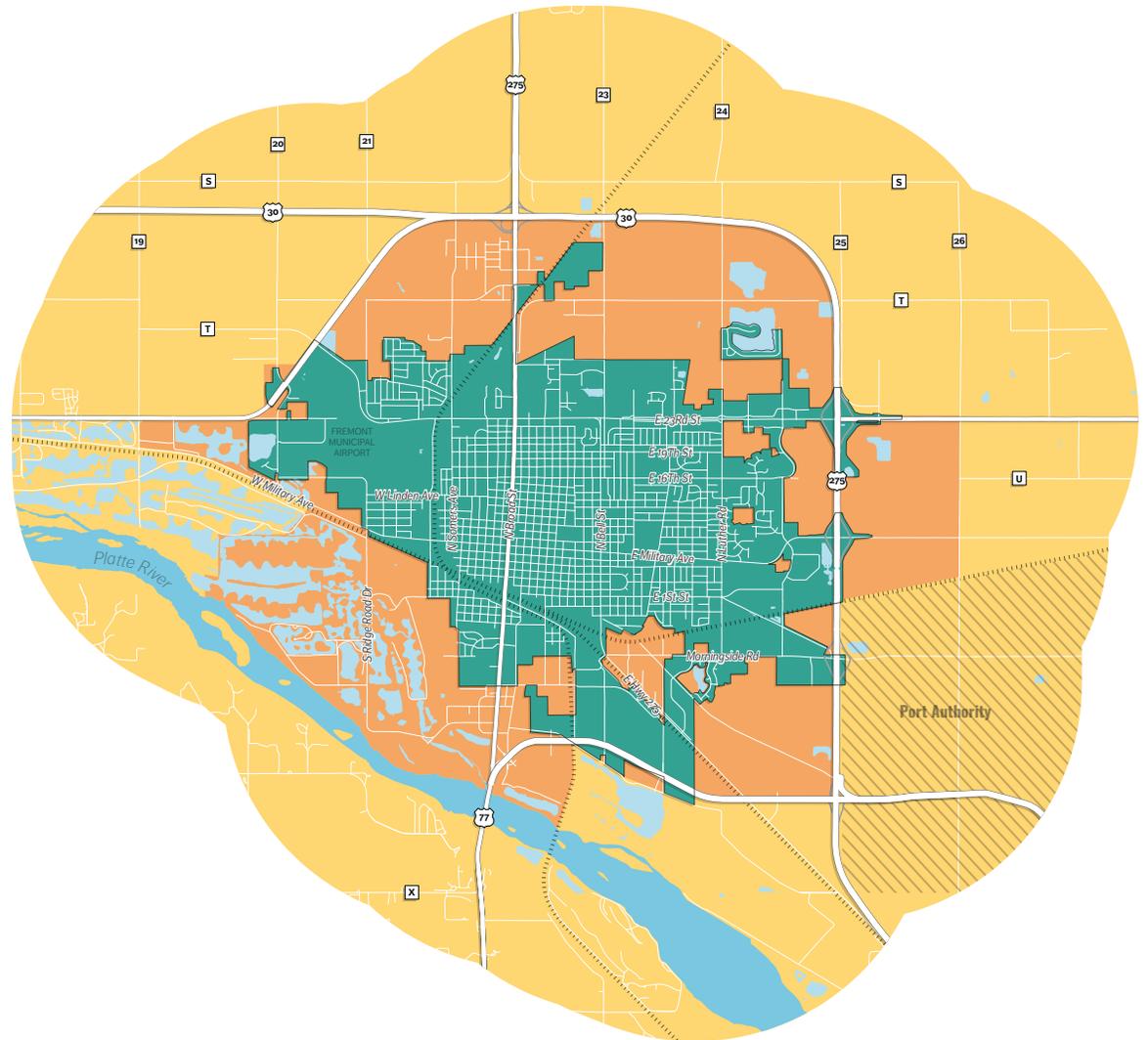
City Limits



Planning Area



Extraterritorial Jurisdiction



Growth Areas

The City has many opportunities to grow. The Growth Areas identify where future growth and development should be prioritized within the Planning Area. These areas are largely undeveloped and, along with infill locations and Priority Annexation Areas, should accommodate anticipated housing, commercial, and industrial demand over the life of the Comprehensive Plan.

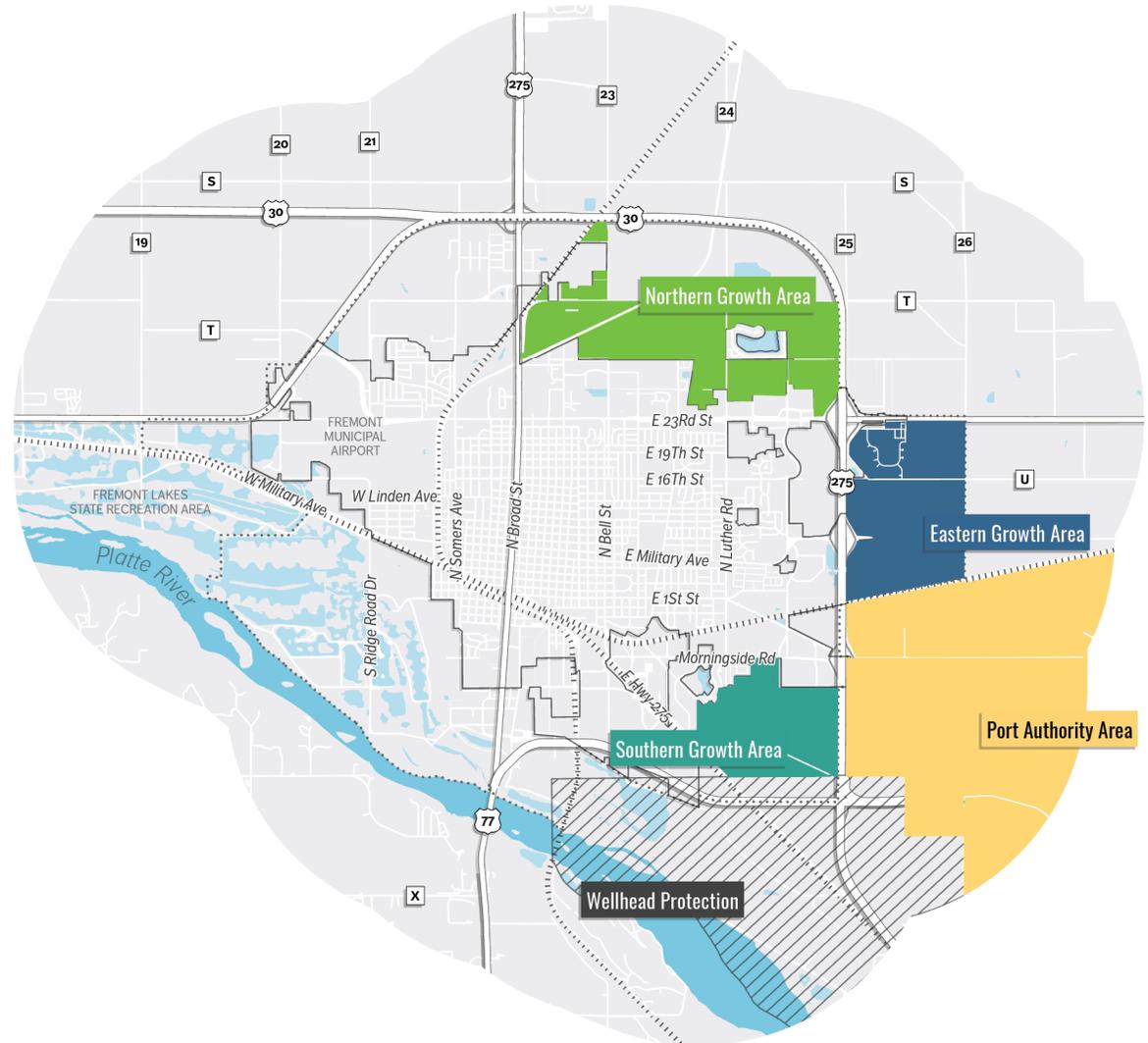
Northern Growth Area. The northern area includes approximately 1,000 acres of land north of Fremont's city limits extending to County Road T east of Yager Road and Highway 30 west of Yager Road. Land in this area primarily consists of agricultural uses and other low-density developments. The Land Use Plan identifies this area as appropriate for a mix of residential and commercial development (see page ## for further discussion).

THE GROWTH AREAS
IDENTIFY WHERE
FUTURE GROWTH
SHOULD TAKE
PLACE LONG-TERM

Eastern Growth Area. The eastern growth area includes approximately 840 acres of land east of Highway 275 bounded by 23rd Street, County Road 26, and the Union Pacific railroad line. Land in this area is primarily agricultural with the exception of the Gallery 23 East development. In accordance with the Land Use Plan, as the community continues to push its eastern boundary, this area will develop as a mix of residential and commercial development (see page ## for further discussion).

Port Authority Area. The port authority growth area includes approximately 3,660 acres of land east of Highway 275 bounded by the Union Pacific railroad line and the City of Fremont's extraterritorial boundary. Land in this area is primarily agricultural and should be preserved for port authority use and the creation of shovel-ready industrial and commercial sites (see page ## for further discussion).

Southern Growth Area. The southern growth area includes approximately 580 acres of land south of Morningside Road between Highway 275 and the current City boundary. Land in this area primarily consists of agricultural uses and other low-density developments. Given the area's proximity to the City's principal industrial areas and excellent transportation access, the area should provide land for a mix of light and heavy industrial uses (see page ## for further discussion).



Priority Annexation Areas

Priority annexation areas are areas adjacent to the City's current municipal limits and are within the boundary created by Highway 30 and 275. These areas are at low risk of flooding and are primarily undeveloped. These areas are the easiest of which to extend services and connections because of their proximity to existing infrastructure and should be considered for development before any other areas of the City.

PRIORITY ANNEXATION AREAS ARE AREAS ADJACENT TO THE CITY'S CURRENT MUNICIPAL LIMITS AND ARE WITHIN THE BOUNDARY

Western Area. The western annexation area includes approximately 180 acres of land between the western boundary of Fremont's city limits and Military Avenue and Highway 30. Land in this area is currently a mix of low-density developments and agricultural uses. The existing residential area along Sunset Drive to the City's north should also be included.

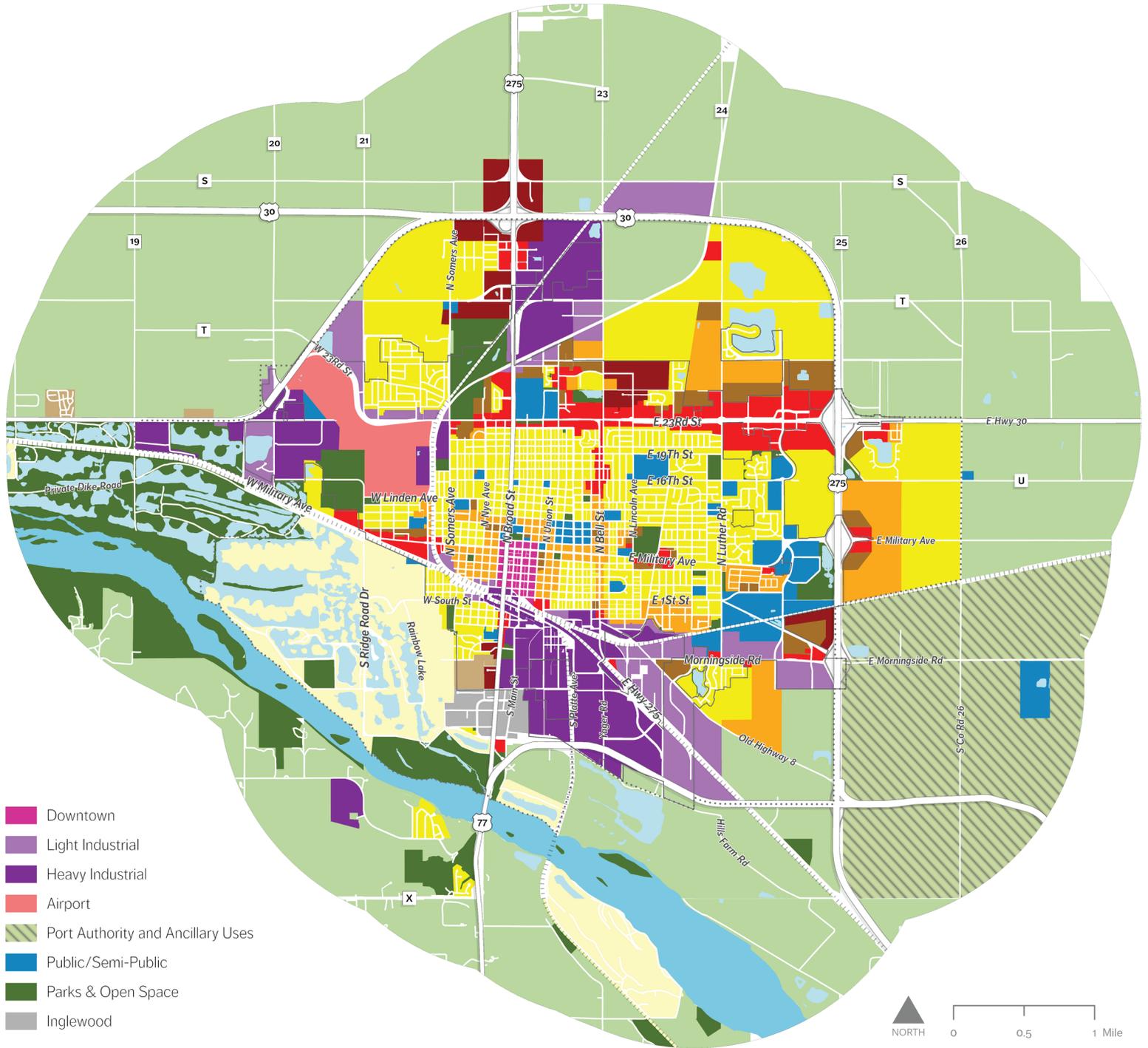
Eastern Infill Area. The eastern infill annexation area includes approximately 420 acres of land. The area is located south of 23rd Street and extends east to Highway 275 and south to Old Highway 8. Most of the land in this area is undeveloped, though a few parcels have been developed.

County Industrial Area. The county industrial area includes approximately 100 acres of land located between the railroad tracks in the south of the City. The industrial area was established under state statutes for industrial development. It can only be annexed by the City if the property owners and the County Board of Supervisors agree to remove the designation.



LAND USE PLAN

The Land Use Plan is a tool to guide future development within the City and its extraterritorial jurisdiction. Building on Fremont's existing land use pattern, the goal of the Land Use Plan is to enhance the character and quality of the City's residential neighborhoods, improve and diversify the City's commercial and industrial areas, strengthen the local economy, and support a balanced approach to development.



Land Use Designations

- | | |
|--|---|
|  Rural Residential/Agriculture |  Downtown |
|  Lake and River Residential |  Light Industrial |
|  Low Density Residential |  Heavy Industrial |
|  Medium Density Residential |  Airport |
|  High Density Residential |  Port Authority and Ancillary Uses |
|  Manufactured Home Neighborhood |  Public/Semi-Public |
|  General Commercial |  Parks & Open Space |
|  Heavy Commercial |  Inglewood |



Residential Uses

Residential uses make up the largest percentage of land area within Fremont’s municipal boundary. A wide variety of residential uses ranging from rural residential/agriculture to high-density residential are provided across the City and its extraterritorial area. There are six distinct residential land use categories:

Rural Residential/Agriculture

The rural residential/agriculture category includes lands used for crop production, livestock, and other farming-related activities. This category also includes residential development on large acreages. Rural residential/agricultural lands are located in every direction within the 2-mile zoning jurisdiction including across the Platte River to the south.

The City should continue to support this use in areas within the floodplain and areas not contiguous to Fremont’s existing urban development.

Purpose

- Preserve the City’s agricultural heritage
- Allow for the continuation of crop production, livestock, and other farming-related activities
- Minimize flood hazard by preventing higher intensity development in flood hazard areas

Lake and River Residential

The lake and river residential category includes residential and recreational uses. Residential in this category is low-density and generally abuts a body of water. This land use provides a transition between the waterfront and environmentally sensitive areas and more urban development. This land use is primarily located along the Platte River and lakes.

The City should continue to limit this land use in high flood risk areas within its extraterritorial jurisdiction along the Platte River and lakes.

Purpose

- Accommodate existing low-density residential waterfront development
- Preserve the natural character and environment surrounding the Platte River and lakes
- Minimize new development in flood hazard areas

Low-Density Residential

The low-density residential category includes neighborhoods that consist of single-family homes and duplexes. The low-density residential category is the predominant land use type in the City.

The City should support low-density residential in its existing neighborhoods to ensure new development is appropriate in character and scale. New low-density residential development is also appropriate in designated growth areas to the City’s north, east, and west. The City should also ensure that these new subdivisions are well connected to existing neighborhoods and provide open space for active and passive recreation.

Purpose

- Preserve the character of existing low-density neighborhoods
- Allow a variety of appropriate housing options that complement the character of existing neighborhoods
- Provide opportunities for attainable housing
- Promote infill development

Medium-Density Residential

The medium-density residential land use category includes a mix of housing types that feature single-family homes, duplexes, rowhomes, townhomes, and multi-family buildings integrated into a neighborhood in a seamless manner. The housing mix in this category is contextual to the neighborhood and appropriate in character and scale, providing “missing middle” housing options.

The City should support medium-density residential to create opportunities for attainable housing options. This land use should serve as a transitional use between lower density residential and higher density residential or non-residential uses such as commercial.

Purpose

- Accommodate a mix of single-family homes with medium-density duplexes, townhomes, and multi-family buildings in the City
- Support affordable housing options
- Provide a transition from lower density residential to higher density residential, commercial, and light industrial
- Promote infill development



High-Density Residential

The high-density residential category includes residential buildings that contain multiple dwelling units stacked vertically with shared entrances, stairways, hallways, and amenities, such as apartments and condominiums. The City should locate high-density residential in areas with access to commercial uses, such as along 23rd Street and Military Avenue, in order to create a critical mass of residents to support the local economy. High-density residential should also be located along major transportation hubs surrounding highway entries and exits that can leverage access to the region to attract development.

This use should act as a buffer between light industrial and commercial areas and low- or medium-density residential. In addition, the City should promote new high-density residential with a range of options, including senior assisted living facilities and independent senior targeted housing to support the City's aging population. New high-density developments should also provide options for affordable housing price points that are attractive to young professionals and families.

Purpose

- Accommodate multi-family development in the City
- Increase housing density in key areas
- Provide a range of housing options
- Provide a transition between lower density residential and commercial and light industrial



Manufactured Home Neighborhood

The manufactured home neighborhood category includes structures that are designed to be used as dwellings that are constructed on a permanent chassis or without a permanent foundation. Manufactured homes are directly connected to gas, electric, water and sewer utilities. Travel trailers may not be considered manufactured homes as they do not meet the standards of the Uniform Standard Code for Manufactured Homes and Recreational Vehicles, the Nebraska Uniform Standards for Modular Housing Units Act, or the United States Department of Housing and Urban Development.



There are two types of manufactured home neighborhoods, including manufactured home parks and manufactured home subdivisions. Manufactured home parks are large land areas held under single ownership in which manufactured home plots are leased to manufactured homeowners. Manufactured home subdivisions are akin to traditional single-family subdivisions where lots and homes are owned by the same household.

The City should support and promote reinvestment in existing manufactured home parks. Special consideration should be given to manufactured home parks in areas of high flood risk to minimize hazard and encourage relocation. The City should not allow additional manufactured home parks to be developed, rather, manufactured home subdivisions should be developed instead.

Purpose

- Accommodate and promote reinvestment in existing manufactured home parks
- Minimize flood hazard in existing manufactured home parks and encourage relocation outside of high flood risk areas
- Allow the development of manufactured home subdivisions in strategic locations



Commercial Uses

Commercial land uses include areas utilized for the sale of goods and services as well as office uses. Commercial uses come in a variety of scales and occasionally integrate residential or office uses into upper floors. There are three distinct commercial land use classifications.

General Commercial

The general commercial category includes typically auto oriented retail/service, restaurant/bar, office, and lodging-related commercial establishments. This use also includes limited mixed-use buildings with commercial uses on the ground floor and residential or office uses on upper floors.

The City should continue to concentrate general commercial uses along 23rd Street. The City should also continue to reserve land around key intersections along Highway 275 and 30 for commercial development that would benefit from access to these transportation corridors.

Purpose

- Accommodate everyday shopping and service needs
- Concentrate commercial uses along the City's active transportation corridors
- Promote infill and redevelopment
- Maximize development potential
- Ensure general commercial uses continue to support the City's economic health

Heavy Commercial

The heavy commercial category includes a mix of uses that are oriented to service and storage businesses with limited retail or manufacturing activities. Typical uses include equipment repair, equipment sales, contractors, and landscape services. Outdoor storage, a fleet of service vehicles and machinery are common characteristics. Few customers, especially the general public, come to the site on a regular basis. These uses are generally located away from arterial streets and are typically near general commercial or industrial districts and areas that can be adequately buffered from residential districts.

The City should cluster heavy commercial in areas with easy access to major transportation corridors. These areas include the Highway 30 and Highway 77 interchange. Heavy commercial uses should be utilized as a buffer between high-intensity uses such as heavy industrial and lower intensity uses such as residential.

Purpose

- Provide a transition between lower intensity residential and heavy industrial
- Concentrate heavy commercial uses in areas with access to transportation corridors

Downtown

The downtown category includes Downtown Fremont, centered along North Main Street. Downtown should continue to consist of mixed-use buildings with commercial uses on the ground floor and residential or office uses on upper floors.

The City should support new development and redevelopment with upper floor occupancy in the future to ensure a critical mass of Downtown residents that enhance the area's vibrancy and activity. The City should work to preserve Downtown's historic character and enhance the public realm to make it a destination in the region for dining and entertainment that can compete with adjacent communities.

Purpose

- Maximize development potential
- Accommodate higher density residential
- Provide a density of residents to support the economic health and activity of the Downtown
- Promote infill development

DOWNTOWN SHOULD CONTINUE TO CONSIST OF MIXED-USE BUILDINGS WITH COMMERCIAL USES ON THE GROUND FLOOR AND RESIDENTIAL OR OFFICE USES ON UPPER FLOORS.



Industrial Uses

Industrial land uses range from low-intensity light industrial such as fabrication facilities to high-intensity heavy industrial such as meat processing facilities and warehouse distribution facilities. In general, these uses are located along rail or highway corridors and often rely on access to arterial streets or highways for the movement of products and people. Industrial uses should be adequately buffered and screened from adjacent non-industrial uses to minimize off site impacts. There are three distinct industrial classifications:

Light Industrial

The light industrial category includes facilities involved in the manufacturing and processing of goods and materials. Light industrial uses have minimal noise or nuisance impact on surrounding areas and should be clustered together in industrial parks.

The City should locate light industrial uses with access to major transportation corridors such as Highway 275, 30, and 77/Broad Street. The City should also ensure these uses are arranged in parks/developments with a hierarchy of roadways and access points that avoid travel through residential neighborhoods. Light industrial uses should serve as a transitional buffer between higher intensity industrial uses and lower intensity uses.

Purpose

- Accommodate small scale manufacturing and production
- Concentrate low impact industrial uses in locations with good transportation access
- Provide a transition between heavy industrial and lower intensity uses
- Ensure light industrial uses continue to support the City's economic health

Heavy Industrial

The heavy industrial category includes large scale uses that involve resource production, processing, and/or extraction. These uses may have environmental, noise, visual, and other impacts on adjacent areas.

The City should continue to cluster heavy industrial uses together around transportation hubs such as the Union Pacific and Burlington Northern rail lines in the south of the City. In addition, the City should ensure heavy industrial areas are developed with a hierarchy of roadways and access points that minimize truck traffic through residential neighborhoods. New heavy industrial development should not abut existing residential neighborhoods. Heavy industrial should be buffered with transitional uses from residential to avoid conflict and nuisance issues.

Purpose

- Accommodate heavy industrial production and processing
- Concentrate high-intensity industrial uses in key locations with access to transportation
- Attract potential employment generating development
- Encourage separation from other uses

Airport

The airport category includes facilities and land utilized for Fremont Municipal Airport operations, runways, management, and storage.

The City should continue to cluster airport uses in the northwest of the City on contiguous parcels. Airport uses should be buffered by compatible industrial or other transitional uses such as general commercial to avoid conflict with required airport protection zones.

Purpose

- Accommodate airport and supporting general aviation uses
- Encourage separation from other uses

Port Authority

The port authority category includes land identified for future inland port authority use. The Nebraska legislature has approved the establishment of five such port authorities in the state. The port authority is intended to trigger economic development and leverage state funding for the creation of shovel-ready industrial and commercial sites.

The City should preserve land located in the southeast within one mile of existing major rail lines and federal interstate highways for port authority use. Preserving these contiguous parcels for port authority use would ensure the City of Fremont is eligible under the LB156 - Adopt the Municipal Inland Port Authority Act and provisions of the Site and Building Development Act requirements to compete for one of the five sites.

Purpose

- Preserve land for future commercial economic development per state port authority designation legislation
- Provide opportunities for major distribution and warehousing facilities
- Provide opportunities for major industrial economic development



Community Facility

Community facility uses include areas that offer community-oriented services such as schools and utilities as well as lands that are generally accessible to the public such as parks and open spaces for recreation. This classification also includes land protected from private development for conservation and public benefit. There are two distinct community facility classifications.

Public/Semi-Public

The public/semi-public category includes local government uses, municipal facilities, utilities, community service providers, religious institutions, schools, and civic/cultural institutions.

The City should continue to disperse public/semi-public uses in areas of Fremont outside of commercial and industrial corridors. The City should also ensure new public/semi-public uses are developed to meet the service needs of Fremont residents and businesses as growth occurs.

Purpose

- Identify and preserve public/semi-public and supporting uses
- Ensure new public/semi-public uses complement and support growth

Parks and Open Space

The parks and open space category includes parks that provide both active and passive recreation options as well as open space areas. This category includes park facilities such as the Splash Station and Barnard Park as well as environmentally sensitive lands along the Platte River such as Hormel and Wildwood Parks.

The City should continue to preserve and enhance existing parks and open spaces in the future. The City should also update the Parks and Recreation Master Plan to ensure that new and expanded facilities, whether public or private, are available in new and under-served areas.

Purpose

- Identify and preserve parks, open space, and natural assets in the City
- Ensure continued access to recreational opportunities for all residents
- Conserve environmentally sensitive land



VILLAGE OF INGLEWOOD

The Village of Inglewood is not under the jurisdiction of the City of Fremont. The Land Use Plan does not propose any changes to future land use designations for this area.

RESIDENTIAL AREAS PLAN

The City of Fremont consists of a variety of neighborhoods and housing types including large historic homes in the heart of the community, residential neighborhoods with a mix of housing types, planned subdivisions and rural-estate homes at the periphery of the City. The Residential Areas Plan recognizes the unique neighborhoods that make Fremont a desirable place to call home. The Plan guides how the City can preserve the character of these diverse neighborhoods while supporting residential growth that matches the community's vision for the future.

Growing Demand, Shifting Need

Recent data indicates excessive housing costs are a concern in Fremont. According to 2019 American Community Survey data, 22.4% of all Fremont households expended more than 30.0% of their annual income on housing costs, including maintenance and mortgage payments. Spending more than 30.0% of annual income on housing constitutes a cost burden, according to the US Department of Housing and Urban Development. Participants confirmed that housing costs are a significant community concern during the outreach phase of this project.

The *Dodge County Housing Study* published in January 2021 estimated the demand for new housing units in the County and its communities between 2021 and 2026 using a mathematical model that incorporated the following six factors:

- New population and associated households
- The pent-up demand present among existing residents seeking new housing
- The need for affordable housing units for cost-burdened households
- The replacement of occupied housing in substandard condition
- The housing vacancy in each community and the County
- The housing development capacity of each community and in the County in the next five years

The study estimated a demand for 1,141 housing units in Fremont between 2021 and 2026, including 635 owner-occupied and 506 renter-occupied units. American Community Survey data shows that only 2.5%, 295 total, of the City's 11,745 housing units were constructed between 2010 and 2019. This data indicates that housing demand will continue to outpace supply if the low construction trends continue through 2026.

The City requires a multifaceted approach to ensure that sufficient high-quality housing is available and at attainable prices to satisfy demand. The City should continue to encourage development within the current municipal limits including infill housing in existing neighborhoods using product types such as triplexes, townhomes, and accessory dwelling units (ADUs). Although allowing infill housing in the City's existing developed neighborhoods can accommodate a variety of housing options, it will not satisfy the overall housing demand.

Future residential development in the Planning Area will be necessary to accommodate anticipated housing demand. Fremont could accommodate 5,000-10,000 new dwelling units within the *Residential Framework's* "New Growth Area" following the recommendations in this chapter (see page ## for more information on land use and density). The availability and proximity of water, sanitary sewer, and improved roads will be key to ensuring housing affordability as the cost of new infrastructure drives up the end cost of housing. Growth outside the current city limits should connect with the City's existing neighborhoods, be near to existing infrastructure, minimize traffic burdens on existing and future roadways, and minimize stormwater drainage issues.

Residential Profile

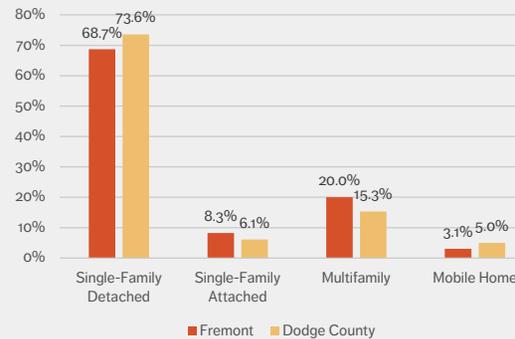
The *Residential Profile* provides a snapshot of key existing conditions relevant to the housing market in Fremont and Dodge County. The data is collected from the American Community Survey 5-year estimates unless otherwise stated.

- Only 2.5% of Fremont's housing was constructed between 2010 and 2019, which suggests that housing construction has been slow and is unlikely to keep pace with future demand.
- Small multi-family housing formats (townhomes, duplexes, triplexes, quadplexes, and multi-family residential buildings with less than 10 units) comprised 20.3% of the housing stock. This is a greater share than in Nebraska overall (12.1%) and similar to Lincoln (19.1%). Although these formats already exist in Fremont, their presence could be further increased.
- A little over half (56%) of housing units in the City were owner-occupied while 44.0% were renter-occupied. This is a similar share to Lincoln (57.3% owner-occupied and 42.7%

renter-occupied).

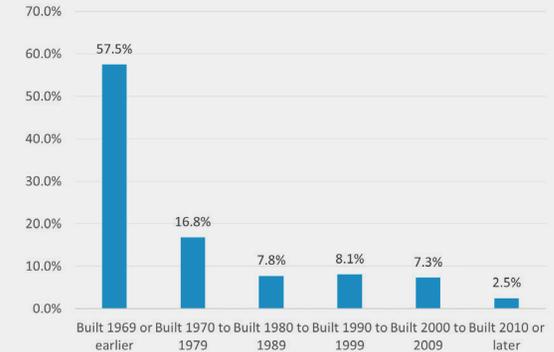
- An estimated 32% of renters and 17.5% of owners are cost-burdened, meaning they pay over 30.0% of their income on housing. Affording the cost of food, clothing, transportation, and medical care is typically more difficult for these households.
- Median housing values in Fremont increased 44.0% between 2000 and 2018 according to the Dodge County housing study update.
- Gross rent in Dodge County is projected to increase by 11.0% from 2021 to 2026.
- The City of Fremont is projected to need a minimum of 1,141 additional housing units by 2026 to meet housing demand.
- Almost one-fifth of the population (18.8%) is between 50 and 64 years of age and will retire in the coming years. This suggests that smaller and more affordable housing options will be needed.

Housing Type (2019)



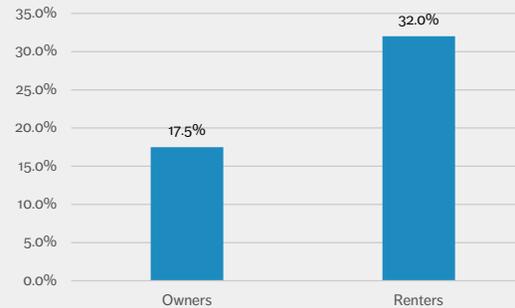
Source: U.S. Census Bureau; Houseal Lavigne LLC

Age of Fremont Housing Stock (2019)



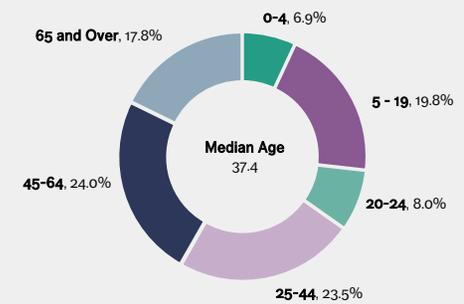
Source: U.S. Census Bureau; Houseal Lavigne LLC

Dodge County Cost Burden Rate, 2021



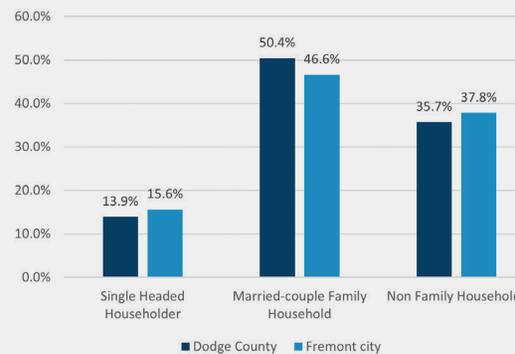
Source: U.S. Census Bureau; Houseal Lavigne LLC

Age Distribution Fremont, 2019



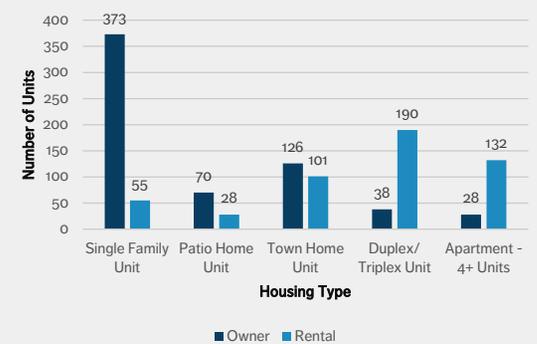
Source: U.S. Census Bureau; Houseal Lavigne LLC

Household Type (2019)



Source: U.S. Census Bureau; Houseal Lavigne LLC

Housing Demand by 2026



Source: U.S. Census Bureau; Houseal Lavigne LLC

RESIDENTIAL FRAMEWORK

To better focus recommendations and target City efforts, future residential investment in Fremont has been categorized into:

Neighborhood Maintenance. These areas are stable and are generally in good condition. They remain market competitive and require little to no intervention. The condition of housing in these areas should be monitored over time. Opportunities for infill development or floodplain mitigation should be explored.

Targeted Reinvestment. These areas are showing signs of deterioration due to the age of housing, lack of reinvestment in housing stock, or impacts from flooding. Opportunities for infill development and redevelopment should be explored. Zoning regulations should encourage redevelopment and reinvestment.

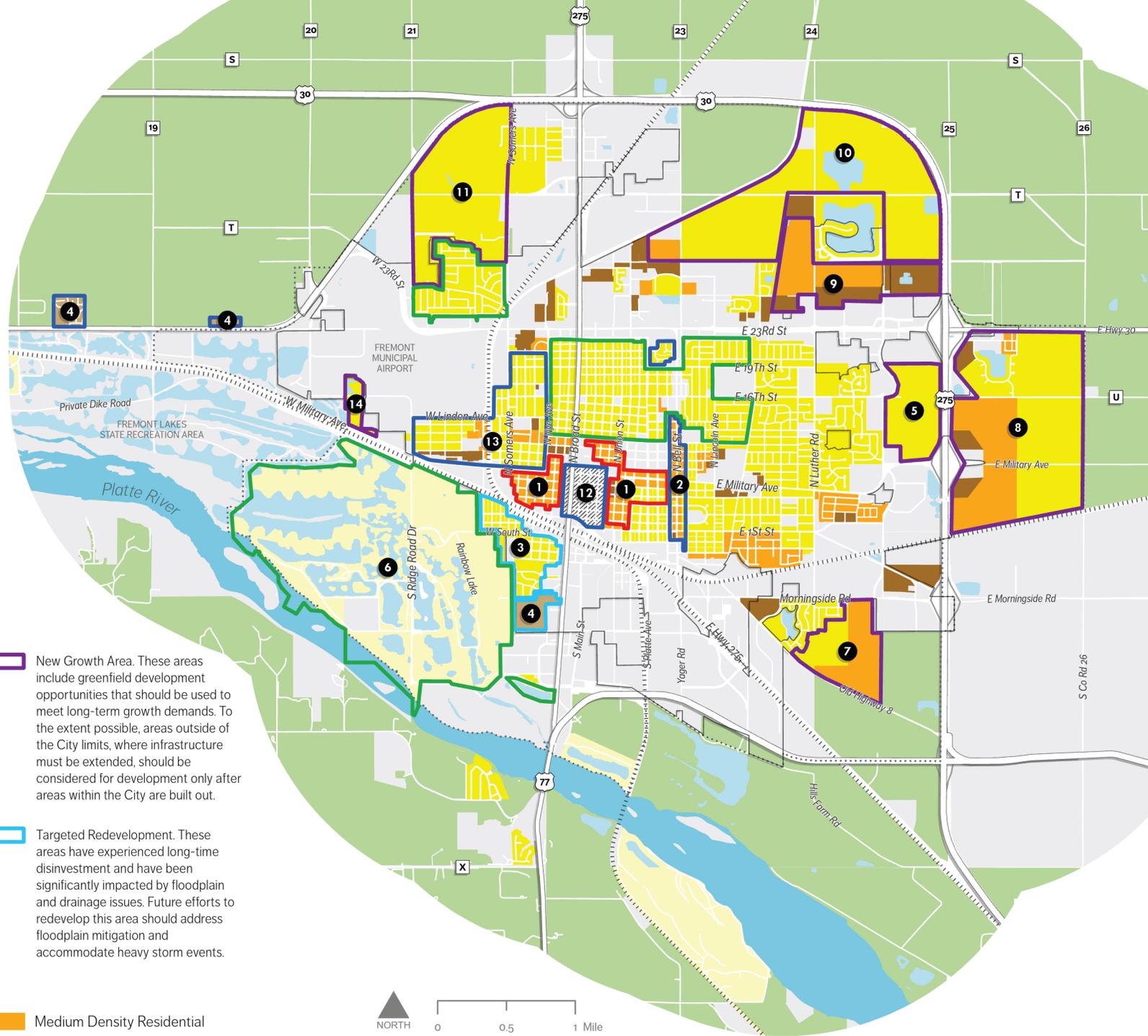
Context-Sensitive Residential Infill. These areas are opportunities for the introduction of new housing that complements and is compatible with the character of existing neighborhoods. Infill should feature architectural styles, setbacks, and lot characteristics similar to the surrounding neighborhood. Infill development will better leverage existing infrastructure and reduce the overall cost to accommodate future growth.

New Growth Area. These areas include greenfield development opportunities that should be used to meet long-term growth demands. To the extent possible, areas outside of the City limits, where infrastructure must be extended, should be considered for development only after areas within the City are built out.

Targeted Redevelopment. These areas have experienced long-time disinvestment and have been significantly impacted by floodplain and drainage issues. Future efforts to redevelop this area should address floodplain mitigation and accommodate heavy storm events.

Land Use Designations

- Rural Residential/Agriculture
- Lake and River Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Neighborhood





Residential Improvement Areas

The following numbered paragraphs describe the characteristics, issues, and opportunities of Fremont’s neighborhood areas, as identified on the related Residential Framework Map. Each residential improvement area is also outlined in a color representing one of the residential framework categories described previously. Investment in these areas should be prioritized based on the assigned category.

- 1** This area encompasses the neighborhoods on the fringe of Downtown Fremont. Several buildings in this area are listed on the National Register of Historic Places, are in a historic district, or are eligible for listing. Preservation of these properties should be a priority. This area could accommodate additional residential density to further support an active Downtown by creating a critical mass of residents. Additional density can be achieved by allowing alternative housing styles, including “missing middle” formats described later in this chapter (see page ##). Lots should be strategically combined to enable the development of multi-story residential formats, such as townhouses, row houses, and apartments.
- 2** This area includes both sides of Bell Street from Dodge Street to 14th Street. The area is developed with older, smaller, single-family residential dwellings on small lots which have minimal setbacks from Bell Street. New context-sensitive housing with higher density than currently exists could provide affordable housing opportunities. The City’s zoning regulations should encourage redevelopment through lot consolidation, have smaller front yard setbacks, and ensure sufficient screening and buffering.
- 3** This predominately single-family residential neighborhood is located entirely within the 100-year floodplain of the Platte River and was impacted by flooding in 2019. The City should encourage activities that minimize flood risk, including opportunities to elevate housing or to acquire properties to convert to open space. The City should also address the abrupt transition from residential to industrial in the northern portion of this area (along W. Vine, W. South, and W. 1st). This strategy could include requirements for additional buffer yards and screening to reduce impacts from noise and truck traffic in this area.
- 4** These areas are locations of existing manufactured home parks where park owners lease lots and/or units for manufactured homes. Only one of these parks is currently zoned in the Mobile Home Park zoning district, meaning the other two are legally nonconforming uses. This legally nonconforming status prevents property owners from reinvesting in the parks since investment over a certain amount would require compliance with regulations that do not allow manufactured home parks to continue. These neighborhoods are an essential source of affordable housing in the community and the City should consider updating its regulations to accommodate the three existing parks and support property owner reinvestment and park enhancement. The City should evaluate opportunities to minimize flood risks to the manufactured home park on the south side of the community.



- 5** This site is adjacent to the City Limits and presents an opportunity for residential development and annexation. It should be developed to accommodate low-density residential development in keeping with the neighborhoods to the west. Unlike the neighborhoods to the west, the roadway pattern in this area should minimize the use of cul-de-sacs and dead-end streets to form a well-connected neighborhood grid that supports local circulation. Johnson Park and the Splash Station, Johnson Crossing Academic Center and Fremont Middle School are all south of this area. Pedestrian access to the park and schools should be prioritized.
- 6** This area is predominately developed with lake- and river-front single-family residential neighborhoods. Since these neighborhoods are located near the Fremont Lakes State Recreation Area, a key destination in the region, their continued upkeep is important to maintaining and enhancing the City's regional reputation. Updates to the City's zoning regulations should be made to reduce barriers to reinvestment, such as the classification of required yards and setbacks. The entire area is within the floodplain, so floodplain management will be a pressing concern as reinvestment occurs.
- 7** This area should accommodate a mix of housing types from low-density in the west to medium-density in the east. New development should build off the existing roadway system with extensions to Deerfield Avenue, Sheridan Street, Pathfinder Drive, Luther Road, and Johnson Road. Pedestrian and bicycle connectivity between this area and the adjacent industrial areas to the east should be prioritized to ensure easy access to employment opportunities in the area.
- 8** This development area should include a range of housing types with higher density focused on the interchanges and medium-density transitioning to low-density further east. The entire area should be developed cohesively with a connected roadway network, shared common spaces, and a consistent theme in street naming, signage, and other design elements to tie the area together as a neighborhood.
- 9** This development area is located between regional commercial uses along 23rd Street and the low-density Ritz Lake residential subdivision. To leverage this area's access to retail, service, and restaurant amenities as well as employment opportunities along 23rd Street, high-density residential housing should be developed directly north of the commercial corridor. Medium-density residential development should then be used to transition from this high-density residential to the low-density Ritz Lake neighborhood. N Milton Road and Diers Parkway should be extended and serve as neighborhood collector roadways to ensure easy access to 23rd Street. Dense screening within adequate buffers should be provided along residential property lines that abut nonresidential uses. This area is low lying and subject to shallow flooding. The best available flood and drainage information should be utilized to determine necessary building elevations and drainage requirements.
- 10** This development area should be utilized for a combination of low- and medium-density residential development. The area to the west should contain single-family homes and duplexes, similar to the existing subdivision along Laverna Street immediately to the south. The area east of Luther Road should be developed in a manner compatible to Ritz Lake with larger lots. When the sand and gravel quarry in the northeast ceases operating, the City should work with the property owner and/or potential developer to help facilitate the quarry's conversion into a lake for neighborhood recreation similar to the Ritz Lake development. Adequate screening and buffering should be provided where residential areas are planned to abut heavy commercial areas such as southwest of this area along N Lincoln Avenue. This area is low lying and subject to shallow flooding. The best available flood and drainage information should be utilized to determine necessary building elevations and drainage requirements.



11 This development area should accommodate low- to medium-density residential development that would be an extension of the neighborhood to the south. The extension of Palmer Drive, Seaton Avenue, Westside Avenue, and Platte Valley Drive to the north and south as well as Jones Drive, Watson Street, Woods Drive, and W Somers Point Drive to the east and west should be prioritized to create a well-connected neighborhood with safe access to Milliken Park Elementary School. This area must be constructed to accommodate floodplain concerns. Future residential uses should be designed to minimize conflicts with existing neighborhoods to the south and east concerning drainage, traffic, and noise.

12 Downtown Fremont has two primary areas: the Downtown Core and the Downtown Transition. The Downtown Core should continue to serve as the heart of the City and the center of culture, tourism, and civic activity with integrated public gathering spaces that support social interaction and community events. Higher density residential uses should be supported in the Downtown Transition and on the upper floors of Downtown Core mixed-use buildings to increase living options near the Downtown's amenities. For more information on the Downtown, see the Downtown Subarea Plan (see page 64).

13 This area encompasses a large neighborhood in West Fremont. The existing single-family detached uses should be retained where they exist throughout the community and new single-family construction, or the renovation of existing structures should be encouraged over time. A flexible, mix of moderate-density mix residential formats including duplexes, rowhomes, and townhomes should be encouraged along 10th Street, N Pierce Street, and W Linden Avenue over time. Multi-family uses should be preserved where they currently exist, and new multi-family uses should be encouraged immediately north of the commercial properties along W Military Avenue. Enhanced connections with Linden Elementary School, Ronin Park, Davenport Field, Fremont Community Garden, and other neighborhood assets should be considered in the form of new sidewalks and signage.

14 This area encompasses several unincorporated parcels currently developed with agricultural uses. The area should be developed with low-density single-family residential uses to provide new housing opportunities in the City's western extent. Efforts should be made to retain existing mature trees where they exist and add new trees, shrubs, and other vegetation to screen residences from view as new industrial uses are established over time north of Christensen Field Road. Adequate screening should also be provided along W Military Road and the railroad tracks to the south. Pedestrian connections should be encouraged as new general commercial uses are phased into the southeast and industrial uses are established to the northwest.

RESIDENTIAL AREAS CONSIDERATIONS

Several factors inform the recommendations made in the Residential Areas Plan. This section highlights the top considerations made in creating the Plan.

Residential Density

Encouraging a variety of housing types and densities is a key recommendation made throughout the Residential Areas Plan. For residential areas in Fremont, density can be broken down into three categories: low, medium, and high which are defined in the Land Use Plan and further described below. It is important to understand that density is a driving element of the unique character of any residential neighborhood.

Low-Density Residential. Low-density residential includes neighborhoods that consist of single-family and duplex housing formats. These residential areas are typically two to four dwelling units per acre.

Medium-Density Residential. Medium-density residential neighborhoods include a mix of housing types in which single-family homes, duplexes, rowhomes, townhomes, and multi-family housing are seamlessly integrated into a neighborhood. These residential areas are typically five to seven dwelling units per acre.

High-Density Residential. High-density residential includes residential buildings that contain multiple dwelling units stacked vertically with shared entrances, stairways, hallways, and amenities, including apartments and condominiums. These residential areas are typically eight to 14 dwelling units per acre. However, density can be much higher in some instances, including apartment complexes and multi-family buildings.

Impediments to Fair Housing Choices

In January 2021, the firm Hanna:Keelan Associates analyzed barriers to fair housing choice in Fremont for both renters and owners. The top three concerns identified by renters include:

- A lack of available, decent rental units at affordable prices
- The excessive cost of utilities
- Inadequate public transportation

The top barriers to homeownership were excessive down payment and closing costs and the overall cost of housing. The study validates the need for more affordable quality housing options for both renters and owners in Fremont.

Missing Middle Housing

“Missing Middle Housing” has been at the center of recent policy and regulatory discussions encouraging housing format diversity in communities throughout the United States. The term refers to housing types larger than single-family residences that can be incorporated into a neighborhood without changing its character. For instance, a small row of townhomes could be developed in a manner that complements a predominately single-family neighborhood.

In early 2020 the Missing Middle Housing Act, LB 794, was introduced in the Nebraska State Legislature. The bill allows municipalities to amend their zoning ordinances to permit “varied types of housing stock” to promote affordable housing and increase residential densities by supporting missing middle housing. The bill that passed in August of 2020 did not mandate cities to amend their zoning ordinances to provide missing middle housing. The bill requires cities with more than 20,000 residents to submit a report to the Urban Affairs Committee every two years beginning July 1, 2021, detailing their efforts to incentivize affordable housing. All cities with populations between 20,000 and 50,000 residents are required to adopt an affordable housing action plan by January 1, 2024.

The bill also created the Middle Income Housing Investment Fund within the state Department of Economic Development to support the development of workforce housing in Nebraska counties with 100,000 or more residents. \$10 million are available through this fund for nonprofit organizations to build housing. However, Dodge County has less than 100,000 residents so the County does not qualify to receive these funds.

FLOODING IN FREMONT

Much of Southwest Fremont sits within a high-risk flood hazard zone and was severely impacted by flooding in 2019. This area, along with other areas at elevated risk for flooding, requires special consideration to mitigate conflict and loss of property. Since the 2019 flood, the City of Fremont has been working alongside the Omaha District Northwestern Division and the U.S. Army Corps of Engineers to complete a flood risk management feasibility and environmental assessment report. The draft findings include two alternatives 1) no action, and 2) nonstructural measures. The second alternative involves elevating or dry proofing 127 structures in the southwest of the City, costing over \$11 million to do so while only providing an estimated \$244,500 benefit annually. The study concluded that this specific approach for nonstructural measures against flooding in the southwest is cost-prohibitive. Nonstructural measures are measures that cause no adverse effects in the floodplain, flood stages, velocities, flooding duration, or the environment. The Joint Water Management Board, made up of City and County officials, meets quarterly to discuss drainage and flooding issues.

Communities throughout Nebraska have experienced increased flooding and have taken the initiative toward flood management. The following examples provide a few approaches of how municipalities are addressing flood issues locally.

Nebraska State Hazard and Mitigation Plan (2021)

In 2021, the State of Nebraska updated their Hazard and Mitigation Plan in response to the severe weather events in 2019. The Plan aims to integrate mitigation measures to build resilient communities through reducing future risk of natural hazards. Flooding mitigation measures included in the Plan are listed below.

- Local Governments and National Resource Districts have completed acquisition and the removal of flood prone structures in the communities of Bellevue, Blair, Norfolk, Beatrice, and Seward, providing open space that allows water to move through without creating damage.
- The City of Beatrice, located along the Big Blue River, was able to secure funding from multiple sources including HMGP, FMA, HUD, and private contributors after the City experienced extensive damage from the 1973 flood. With the acquired funding, the City carried out mitigation measures such as property acquisition and the creation of open space which saved the City Millions in flood damages over the following 45-year period.
- Multiple structures were located within a floodplain and an area listed as an impaired stream along the Antelope Creek Corridor, which drains a large area of the State Capital. The solution was to reshape the channel to allow for higher flows to remain within the creek area, include flood resistant landscaping and hardscaping, and to remove over 1,000 homes and 330 businesses from the floodplain.
- In 2019, the Army Corps of Engineers awarded a \$58 million contract to repair the Missouri River Levee System to reduce flood risk along the levee system.
- The City of Lincoln is partnering with the 56th and Morton Street Flood Reduction Project, NEMA, and local businesses owners to reconstruct the channel in Deadman's Run to reduce flooding and shirk the surrounding floodplain located in an industrial area. Roadway and utility projects are being conducted simultaneously to increase the effectiveness of flood mitigation.

Bellevue, Nebraska

Bellevue is a community located in the great plains of Sarpy County and is home to about 64,000 residents. In 2019, the City of Bellevue, experienced floods that destroyed many homes within the community, forcing many residents to evacuate. The City took the following approaches to mitigate future flood impacts.

- The City closely monitored the flooding event to evacuate residents early.
- The Salvation Army Western Division opened a third metro-area Disaster Resource Center to serve as a flood relief resource distribution center.
- The Nebraska Volunteer Organizations Active in Disaster (NVOAD) opened a Multi Agency Resource Center (MARC) which offered aid and resources to residents impacted by flooding. The City provided a Disaster Assistance Hotline which catered towards flood victims to receive free legal assistance.
- The City held a fundraising drive to secure donations for new water rescue equipment.

Housing Demand vs. Housing Supply

The 2021 *County-Wide Housing Study* identified that Dodge County is currently deficient in all housing types and levels of affordability. This study estimated that 1,141 units (635 owner and 506 rental) are needed in order to meet demand through 2026. The supply of new housing has not kept up with the demand in the past decade. Several new developments have been approved in the last few years that will provide housing for all income levels. The City should continue to work with developers to identify and support means to reduce barriers to development.

Attainable and Affordable Housing (for All)

The median home value in Fremont in 2021 was \$126,950 and is projected to increase by an estimated 9.0% to \$138,215 by 2026. In May of 2021, approximately 450 housing units were sold in Fremont according to Multiple Listing Service (MLS) data. Of these homes, the average sale price was \$206,351, while the average listing price was \$211,819. In addition, the median sale price was \$175,900 and the median listing price was \$179,000.

This 2021 data show that homes in Fremont are being listed and sold well above the median home value of \$126,950, indicating a “seller’s market.” For many residents, the cost associated with purchasing a home is a barrier to ownership. In addition, one out of every three renters and one out of every five homeowners are cost-burdened, meaning they spend 30.0% or more of their annual income on housing.

To address housing attainability and affordability for all residents, the City should seek to:

- Increase density in single-family residential neighborhoods and continue to allow duplexes or accessory dwelling units
- Prioritize developments that demonstrate a mix of housing types that increase market-driven affordability
- Support density and housing options to accommodate missing middle housing in residential areas throughout the community

Quality and Design

All residential neighborhoods should be attractive and reflect their unique local character. The quality and design of residential areas should be considered in both the maintenance of existing neighborhoods and construction of new developments. The following are key considerations to ensure that residential neighborhoods are attractive and provide access to all residents.

Neighborhood Design

New neighborhood development should accomplish the following:

- include a mix of housing types that are complementary to the surrounding neighborhood context
- Preserve and provide trees and open spaces to enhance neighborhood character
- Be constructed of high quality materials, have good design and include landscaping
- Streets, intersections, sidewalks and trails should be well maintained
- Maintenance of existing properties should be monitored and enforced

Mobility and Connectivity

Access to nearby goods and services is essential for all residential neighborhoods. The City should promote connectivity and allow for safe routes for all methods of transportation, including motorists, bicyclists, and pedestrians. The following constitute the neighborhood mobility and connectivity improvements for the City to pursue:

- Roadway connections that create links between adjacent residential areas and connect neighborhoods with collector or arterial streets.
- Pedestrian networks, including sidewalks and crosswalks, which provide safe and accessible mobility to schools, shopping areas, and other nearby destinations
- Bike trails that connect neighborhoods or districts to the regional trail system through paths or on-street bike lanes
- Direct connections to regional and local transit services that provide access to jobs, services, and education
- The City should work with local employers and organizations to provide public transportation from neighborhoods to employment centers

Diverse Housing Options—Use Type vs. Product Type

Encouraging diverse housing types will help the City achieve the community's housing needs. Two approaches to diversifying housing options in Fremont are through *Use Type* and *Product Type* as described below.

Use Type

Residential Neighborhoods are often differentiated in local regulations based on their permitted land use and density. For instance, low-density residential is typically two to four dwelling units per acre, whereas high-density residential is typically eight to 14 dwelling units per acre.

Density ranges determine the number of housing units per area of land, but do not specify the physical look or character of residential uses. The design of a medium-density housing development could take the form of a small apartment building on one large lot or duplex buildings located on several smaller lots.

The City should take measures to support increased residential densities throughout Fremont. The City can address this by decreasing the minimum lot size, lot width, and/or building setbacks. These adjustments can often support the division of large parcels into small parcels, the consolidation of small parcels into large parcels, or the flexible placement of new structures on existing parcels, all of which can promote the repurposing of sites with new residential uses over time.

The City should allow for greater densities in areas surrounding Downtown and employment centers to encourage residents to live near work, areas of commerce, and public services. As blocks are subdivided or replatted, alleys should be accommodated where possible to support higher densities and the relocation of utilities.

Product Type

Housing is constructed in a variety of "product types" consisting of differing formats and physical characteristics, including bulk, height, construction, and appearance. The housing types, listed below vary in their representation in Fremont's housing stock. Townhouses, triplex/quadplexes, and multi-family apartments have been under-represented in Fremont's newer housing stock, as they are throughout many communities in the United States.

Single-family attached and multi-family housing in smaller buildings comprise a considerable share of Fremont's housing stock (20.3%). The City should continue to support a variety of housing products throughout its neighborhoods. Continuing to encourage these product types in new and infill developments will provide housing options that appeal to young professionals, senior citizens, and "empty nesters" and will help meet demand by increasing the City's supply of housing units. Further, these product types can be constructed to visually blend into single-family neighborhoods.

Properly designed higher density "missing middle housing" presents an approach to diversifying the housing stock while maintaining the neighborhood character and small-town feel that residents value. Recommendations from the **2021 County-Wide Housing Study** should be used to help determine an appropriate density range for the required distribution of housing product types.

HOUSING TYPE



Single-family detached home. A single dwelling unit located on one lot. Single-family detached homes are detached structures that do not share common walls with other dwelling units.



Duplexes. A single structure containing two dwelling units, each of which has direct access from the structure's exterior.



Condominiums. A group of dwelling units, each of which is individually owned and arranged within a single building.



Townhouses. A group of three or more individual dwelling units, typically arranged consecutively in a row and sharing a wall.



Triplex/Quadplexes. A single structure containing three or four dwelling units, each of which has direct access from the structure's exterior.



Multi-family Apartments. A group of dwelling units within a single building, which are usually rented by the occupants rather than individually owned.

COMMERCIAL AREAS PLAN

The City of Fremont is served by a variety of commercial corridors and districts that provide access to needed goods and services. These areas vary widely in character, market service area, relationship to surrounding properties, and transportation infrastructure. The *Commercial Areas Plan* recognizes the unique differences between these commercial areas and is intended to provide strategies and recommendations to enhance them to the mutual benefit of residents, business owners, and the local economy.

Repositioning Commercial Development in a Changing Market

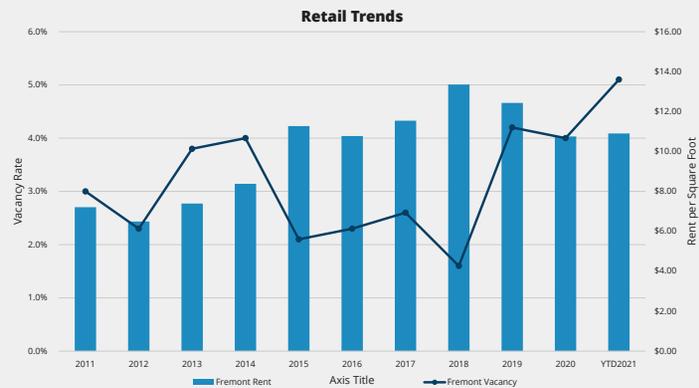
Historically the Downtown was Fremont's commercial center, but today many of its storefronts are vacant. Simultaneously, the automobile-oriented 23rd Street corridor struggles with the highest vacancy rate in ten years as residents often travel to Omaha, where there is a larger variety of retail options. Fremont may be experiencing the impact of a national trend towards online shopping, which has accelerated during the COVID-19 pandemic. Non-automotive retail sales tax collections, however, increased nearly 67% between 2011 and 2021. The largest increase in sales tax was 20% between 2020 and 2021. This is likely due to sales tax on construction materials. Additionally, in 2021, rental rates per square foot for office space in Fremont were at a 10-year high.

A strategic approach is required to address the shifts in the retail and office markets and to ensure that Fremont's commercial areas remain healthy and vibrant. The Downtown and other aging commercial corridors must be repositioned in order to capture residential growth and a larger spending base. Encouraging residential density adjacent to Downtown as well as first floor commercial and second floor residential and office uses can diversify revenue streams for property owners. Commercial areas must become destinations that offer unique retail and services experiences that complement each other. New gateways to commercial corridors can set each area apart. New commercial development should support new growing residential neighborhoods with needed goods and services. Finally, residents indicated that there is a need for additional bike and pedestrian connections to commercial areas.

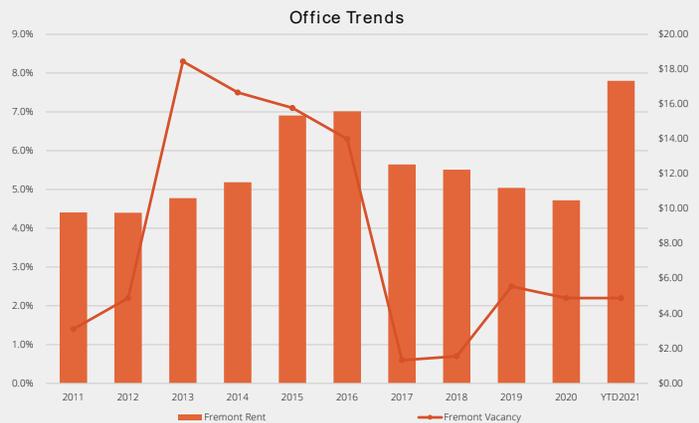
Commercial Profile

The following snapshot identifies key existing conditions relevant to the commercial market in Fremont.

- Retail vacancy in 2021 was 5.1%, a 10-year high, however that rate is 3 percentage points lower than the Omaha retail market as a whole which ended the first quarter of 2021 with a vacancy rate of 8.1%
- The average retail rental rate per square foot has declined to \$10.90 in 2021 from \$13.35 in 2018
- National trends have shown a shift to more online retail and a decline in demand for brick-and-mortar retail (accelerated by the COVID-19 pandemic)
- Office vacancy in 2021 was 2.2%, indicating a scarcity of available office space
- Office rental rates per square foot in 2021 hit \$17.33, a 10-year high



Source: CoStar, Houseal Lavigne LLC



Source: CoStar, Houseal Lavigne LLC

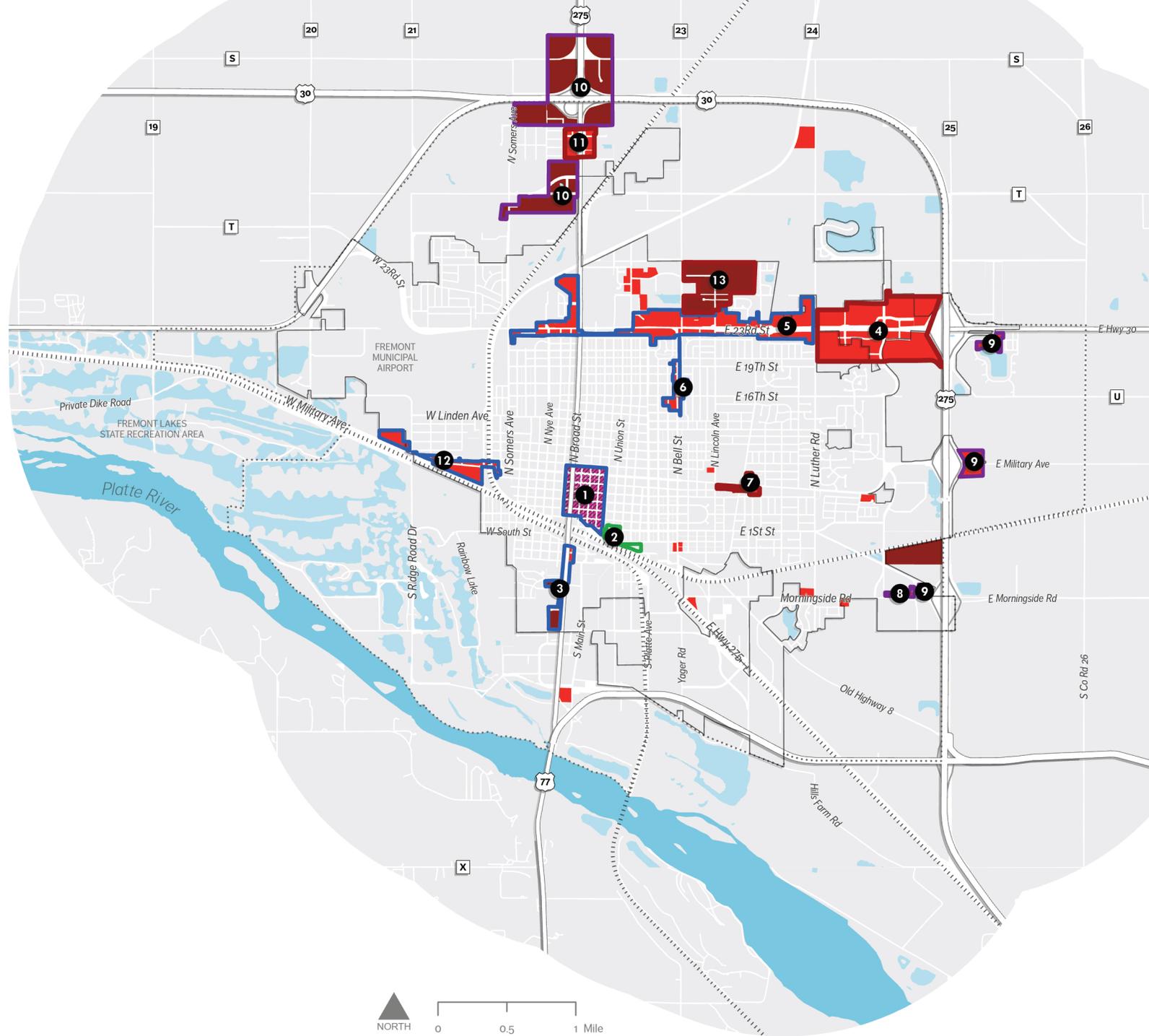
COMMERCIAL FRAMEWORK

To better focus recommendations and target City efforts, future commercial investment in Fremont has been categorized into:

- Commercial Area Maintenance.** This area is a stable commercial corridor that is in good condition and remains market competitive. Little to no intervention is required, but the area should be monitored over time.
- Targeted Reinvestment.** These commercial areas are aging and could benefit from reinvestment and enhancement.
- Commercial Infill.** These areas provide opportunities for the introduction of commercial nodes in a manner that is compatible with existing uses and development patterns. Outlot development in large, underutilized parking lots is appropriate.
- New Growth Area.** These areas are greenfield development opportunities that should be used to meet long-term growth demands. To the extent possible, areas outside of the city limits should be developed only after areas within the City are built out, or as residential development emerges that can support new commercial areas.

Land Use Designations

- General Commercial
- Heavy Commercial
- Downtown





Commercial Improvement Areas

The following numbered paragraphs describe the characteristics, issues, and opportunities of Fremont’s commercial areas, as identified on the related map. Each area is also outlined in a color representing one of the investment categories described above. Investment in these areas should be prioritized based on the assigned category.

- 1** This area encompasses Downtown Fremont. The City should continue to work to revitalize Downtown by encouraging the use of upper floors for office and residential uses, along with a diverse array of first-floor uses, including retail, food service, entertainment, and personal services. Historic two- and three-story structures with brick façades that are positioned immediately adjacent to the public rights-of-way should be preserved. Gaps in the Downtown fabric on underused or vacant lots should be developed with structures that complement the district’s historic architecture, including features such as multiple stories, recessed building entries, zero front lot lines, and signs that orient toward sidewalk users. The zoning ordinance should be updated to ensure these desirable characteristics and uses can easily be approved. The regulations should emphasize the public realm and building positioning in a manner that enhances the pedestrian environment and supports community gathering and activity. Additional detail on these recommendations is included in the Downtown Subarea (see page 64).
- 2** This area includes auto-oriented service, storage, office, and residential uses on the periphery of Downtown and neighborhoods and adjacent to the railroad tracks. Given the size and flexible configuration of several of the parcels along S Union Street, this area could be appropriate for redevelopment with a mix of commercial and residential uses, including high-density residential and live-work options, which allow residents to reside and operate a business on-site. The City should consider updating the zoning designation of this area to better accommodate existing uses and patterns of development and to differentiate the area from Downtown. Improved screening from residential uses to the north should be encouraged.
- 3** This area is a key entryway to the community and includes commercial uses such as automotive sales and rental, personal storage, fuel sales, and underused sites and vacant parcels with no buildings or structures along Broad Street south of the railroad tracks. Located along one of the City’s primary industrial areas, this commercial area functions as a transition from heavy industrial uses to the west and residential neighborhoods to the east. This area is in the floodplain and was heavily impacted in 2019. The City should enhance its stormwater regulations to minimize the impacts in this area and on the surrounding residential neighborhoods. This area is a prime candidate for reinvestment on vacant lots and low revenue-generating uses.

The City should establish codified regulations for enhancing the corridor’s appearance as it affects the residences to the west and visitors’ perception as they enter from the south. The regulations should encourage the screening of outdoor storage and activity areas and the location of parking facilities in the rear. As the area redevelops over time, the City should require outdoor storage areas to be set back further and buffered by a berm or other landscape to reduce noise and visually screen the uses from residential areas. The regulations should also require that parking facilities be located in the rear to enhance the corridor’s appearance. Given the adequate lot depth and frontage along S Broad Street, development could include a flexible mix of plazas formatted with parking to the rear and building frontages set back relatively near the street frontage.



4 This area consists of retail, service, and restaurant uses along 23rd Street adjacent to the Highway 275 interchange. The lots in this area are deeper than lots further west along 23rd Street, which creates opportunities for more regional-serving, big box retailers and complementary outlet development. Since this portion of 23rd Street is the main gateway into Fremont from the east, the City should consider establishing higher standards for building materials, design, landscape, signage, and other development features to ensure a positive first impression of the community. Adequate screening and buffering from adjacent residential uses should be required. Green street features, including vegetation, planter boxes, and pedestrian gathering spaces, should be used to prioritize pedestrian circulation and open space over vehicular circulation. Stormwater issues should be addressed through regulations for landscaping, drainage, and the addition of landscape islands in off-street parking lots. Parking lots should be located behind or between buildings.

5 This area includes the 23rd Street commercial corridor between Somers Road and Luther Road. This stretch of 23rd Street features primarily community-serving retail, service, and restaurant uses as well as limited regional serving uses like hotels. The existing development pattern is auto-oriented with buildings in the back of lots and parking located adjacent to rights-of-way. Although Fremont residents access this area by car, it is difficult to safely navigate on foot and several properties feature large parking lots with little vegetation, further detracting from the pedestrian experience.

The City should consider constructing sidewalks along both sides of the roadway, requiring all development to include walkways that connect sidewalks to building entrances, and encourage the location of new buildings closer to the front lot line and parking areas to their side or rear. Heightened landscaping requirements such as treed islands within parking lots, landscaped building perimeters, should also be considered. The Fremont Mall, along E 23rd Street north of Bell Street, poses a redevelopment opportunity. With the site's large size, unoccupied portions, and expansive parking lots, the potential exists to add housing, outlet retail, and food service over time.

6 This area includes the commercial uses fronting Bell Street. Much of the development along this corridor is aging and in need of reinvestment. Further, many sites are underutilized – several are occupied with large parking lots and relatively small, outdated buildings. The City should consider updating its land development regulations to reduce the barriers to property reinvestment such as reducing setbacks and reducing minimum off-street parking requirements. Reducing these requirements can encourage reinvestment by better matching the available development area with opportunities to maximize tenant space. Additional improvements should be considered that make the corridor easier to access and more compatible with the adjacent residential neighborhoods, like pedestrian cut-throughs and service/parking area screening.

7 This area is currently a mix of neighborhood-serving commercial and office uses and residences. As the area redevelops, the City should encourage the development of a concentrated node of commercial uses along E Military Avenue between N William Avenue and N Lincoln Avenue. To ensure that the area is safely accessible to area residents on foot, the City should require that future development better distinguish between sidewalks and parking lots through the use of perimeter parking lot screening. The consolidation of curb cuts should also be considered to improve traffic flow and minimize vehicle and pedestrian conflicts.



8 This area is adjacent to existing multi-family and light industrial uses. The prospective Port Authority is to the west. This area should support general commercial uses that serve the area such as a convenience store/gas station, office space, restaurants, and service uses. Since this area is a gateway into the community, the City should emphasize the appearance of properties from public rights-of-way and require high-quality building materials, the screening of outdoor storage and activity areas, and additional landscaping.

9 These areas along the City's eastern limits are currently undeveloped and should accommodate commercial nodes at the Highway 275 exits at 23rd Street and Military Road. Neighborhood-serving uses like a pharmacy, gas station, coffee shop, restaurant, or medical office are appropriate. Sidewalks and pedestrian cut-throughs should be included with future development to ensure easy and safe access to future neighborhoods.

10 This area should accommodate additional heavy commercial uses like the existing use at the northeast corner of the interchange for Highway 30 and Highway 77. Heavy commercial uses should be oriented to the highway interchanges and complement the light and heavy industrial uses envisioned to be located to the east. Adequate screening and buffering from existing and future residential areas should be required.

11 This area should accommodate a commercial node to serve area residents to the west and employees of future light and heavy industrial uses to the east. The existing truck stop, diner, and inn should be supported, and additional restaurant, retail, and service uses should be encouraged. Adequate screening and buffering from existing and future residential areas should be required.

12 This area is currently a combination of general commercial, heavy commercial, and light industrial uses. Sidewalks and pedestrian cut-throughs should be included to ensure easy access to the area by residents in adjacent neighborhoods. Adequate screening and buffering from existing and future residential areas that adjoin the commercial area should be required. The area should promote a variety of uses that support recreation on the lakes as development occurs over time. Boat repair, boat storage, bait shops, convenience stores, restaurants, and sundry stores should be allowed and easy to establish.

13 This area is currently under development and should accommodate a mix of light industrial and heavy commercial uses. Since the area is surrounded by residential uses and parking, loading, and other service areas should be sited away from residential areas. Adequate screening and buffering from existing residential areas to the east along Laverna Street and future residential areas to the north should be required.

COMMERCIAL AREAS CONSIDERATIONS

Several factors informed the development of the recommendations made in the Commercial Areas Plan. This section highlights the top considerations made in the Plan's formulation.

Aging Commercial Corridors

Several corridors have failed to capture reinvestment or redevelopment as new commercial development has occurred in Fremont. Corridors such as N Bell Street south of 23rd Street and S Broad Street south of W Vine Street have not benefited from large vacant lot development opportunities that have been the foundation for more contemporary development along 23rd Street. These older areas require a more proactive approach to promote reinvestment.

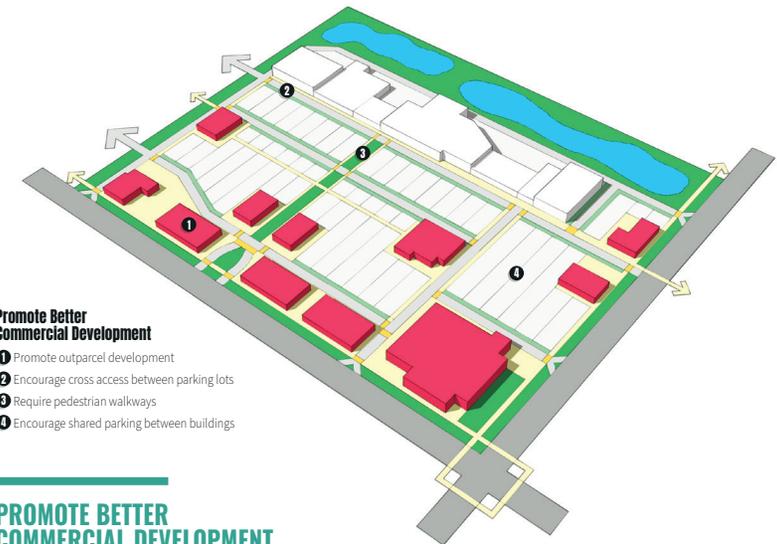
The City and its partners may be required to provide financial assistance to promote reinvestment, which could include the assembly of adjoining properties to accommodate contemporary commercial development, parking, landscaping, and other site design characteristics that the community seeks to realize. For instance, the City should proactively support redevelopment along S Broad Street, which could include the consolidation of lots south of W Washington Street. To help promote reinvestment in the community's commercial corridors the City should:

- Consistently consider planning and development as S Broad Street is in the floodplain
- Support rehabilitation and redevelopment with a façade improvement program
- Work with business owners to enhance landscaping, drainage, and open public spaces
- Work with the owners of vacant properties to consolidate and sell for redevelopment
- Encourage redevelopment to contain two-story mixed-use building

Commercial Character

The character of commercial areas in the City varies greatly. Commercial development along 23rd Street is primarily auto-oriented while commercial development along Main Street in Downtown is much more pedestrian-oriented. The intent is to build from the unique character of each commercial area and to enhance them with defining elements that maintain attractiveness without causing competition for business. To support this the City should:

- Establish differentiated commercial nodes that provide unique shopping destinations to diversify the local economy
- Require high-quality design and materials in new construction
- Create and enforce design standards for each type of commercial character district
- Support strong pedestrian and bike connections to goods, services, and jobs
- Address site aspects such as landscaping and signage cohesively. The size and quantity of signage should be limited in commercial areas such as 23rd Streets, while landscaping should be required to enhance site appearances as development occurs.



Promote Better Commercial Development

- ① Promote outparcel development
- ② Encourage cross access between parking lots
- ③ Require pedestrian walkways
- ④ Encourage shared parking between buildings

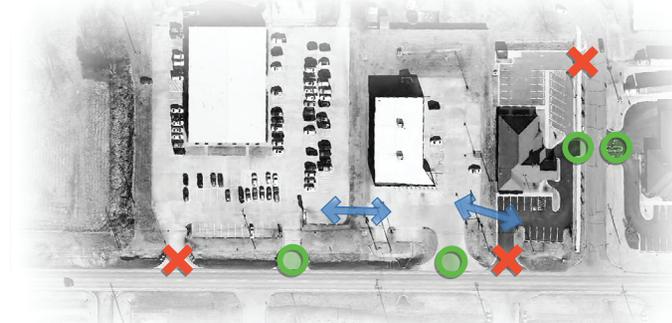
PROMOTE BETTER COMMERCIAL DEVELOPMENT

Access and Mobility

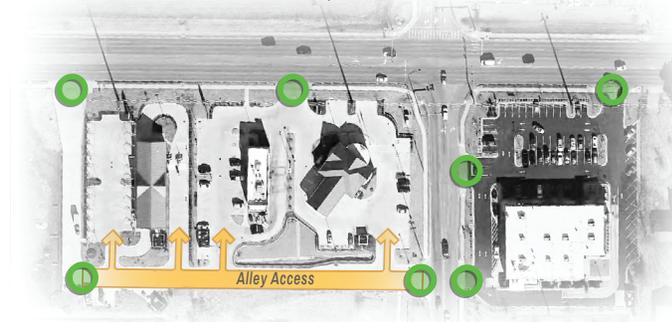
Retail areas rely on access and visibility to support businesses and services. However, local access management is often required to maximize the efficiency of a given area. The City should assess the viability of the following concepts to sustain functional commercial areas:

- Encourage investment that improves access to existing and planned commercial areas, including interchanges, roadways, bike trails, and pedestrian linkages
- Plan future interchanges to improve access to existing and planned commercial areas
- Reduce conflict points along commercial streets through curb cut reduction/consolidation and prioritizing side streets or alleys for site access
- Improve on-site access through cross-access easements and potential reductions in parking requirements

Curb Cut Consolidation: Poor Example



Curb Cut Consolidation: Ideal Example



-  Existing Curb Cut (To Remain)
-  Curb Cut Consolidation (Remove)
-  Cross-Access Easement (Existing)
-  Cross-Access Easement (Proposed)

REDUCE CURB CUTS

Branding and Marketing

The City should implement branding and community design enhancements in the public right-of-way, as well as coordinate with private property owners to add branding and placemaking treatments to their properties. Branding should occur not only downtown, but also on 23rd Street and Bell Street. These targeted investments would establish a distinct identity for Fremont's commercial areas as prominent, competitive locations within the region.

These areas are intended to capture businesses that are significant employers and contribute to the community's tax base. Recommended improvements include:

- Establish regular communication with existing businesses, especially small and historically underrepresented businesses, to identify issues and solutions to local problems
- Work with the Chamber of Commerce and Greater Fremont Development Council (GFDC) to develop an Economic Development Plan for the City to outline a formalized process for improving Fremont's local economy and industries
- Continue to regularly update the Business Welcome Package to provide the most current information to prospective businesses and employers
- Enhance partnerships with the Greater Fremont Development Council (GFDC) and other business organizations

INDUSTRIAL AREAS PLAN

The City of Fremont contains a variety of industrial areas clustered together and primarily situated on the periphery of the City Limits. Fremont's industrial areas are economic generators for the City, providing both jobs and local municipal revenue. While industrial uses are crucial to the Fremont economy, many of these industrial areas abut existing residential areas and cause nuisances such as traffic, noise, aesthetics, and odor. The Industrial Areas Plan is intended to provide a model for these industrial areas that balances strategies to preserve industry in the community and allow it to grow, while minimizing potential negative impacts on surrounding uses. The intent is to ensure that future industrial development is an asset to the community and the region.

Positioning Fremont for Growth

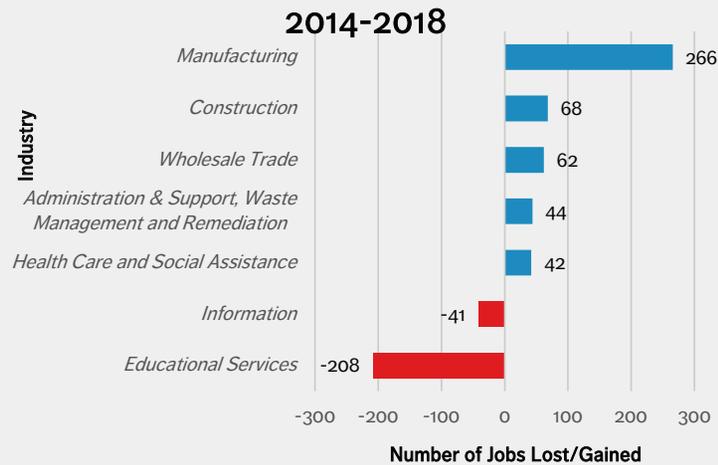
Industrial vacancy in Fremont is well below the national average, indicating potential demand for additional industrial space in the City. In addition, manufacturing job growth in Fremont has far outpaced job growth in any other sector. In planning for industrial growth, Fremont must promote industrial development while ensuring neighborhoods are buffered with vegetation and transitional uses. These measures will protect both the continued operation of businesses and the character of adjacent neighborhoods. Areas of older, non-conforming residential development within industrial areas should be redeveloped into industrial space. This approach must also position Fremont's existing businesses to pursue expansion opportunities and make the community attractive to outside businesses looking to relocate or open a new facility in Fremont. Leveraging rail and highway infrastructure is key to supporting this future growth.

Industrial Profile

The following list provides a snapshot of key existing conditions relevant to the industrial market in Fremont.

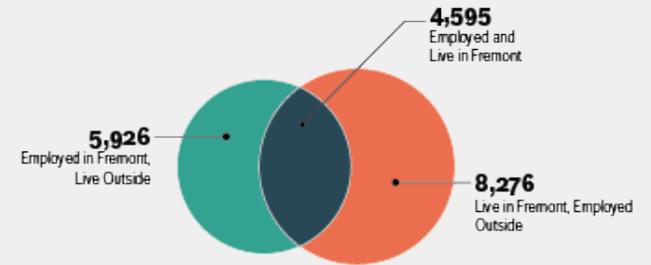
- Industrial vacancy in 2021 was at 3.6%, below the national average
- The North American industrial vacancy average between 2012-2021 was 5.8% (Cushman and Wakefield)
- Industrial rental space price per square foot hit a 10-year peak in 2018 at \$7.91 and has declined to \$5.25 in 2021 due to the addition of over 35,000 square feet of industrial space to the Fremont market
- The manufacturing sector saw the greatest job growth in the last five years out of any sector, with 266 new jobs since 2014, outpacing the next sector (construction) with 68 jobs in the same period
- Roughly 36.0% of people employed in Fremont also live in Fremont
- Approximately 20.0% of Fremont residents travel to other communities for work
- 32.0% employees live outside Fremont and travel to Fremont for work

Fremont Job Growth/Loss



Source: CoStar, Houseal Lavigne LLC

Inflow/Outflow Job Counts in 2018



Source: OnTheMap-US Census Bureau; Houseal Lavigne LLC

Industrial Trends



Source: CoStar, Houseal Lavigne LLC

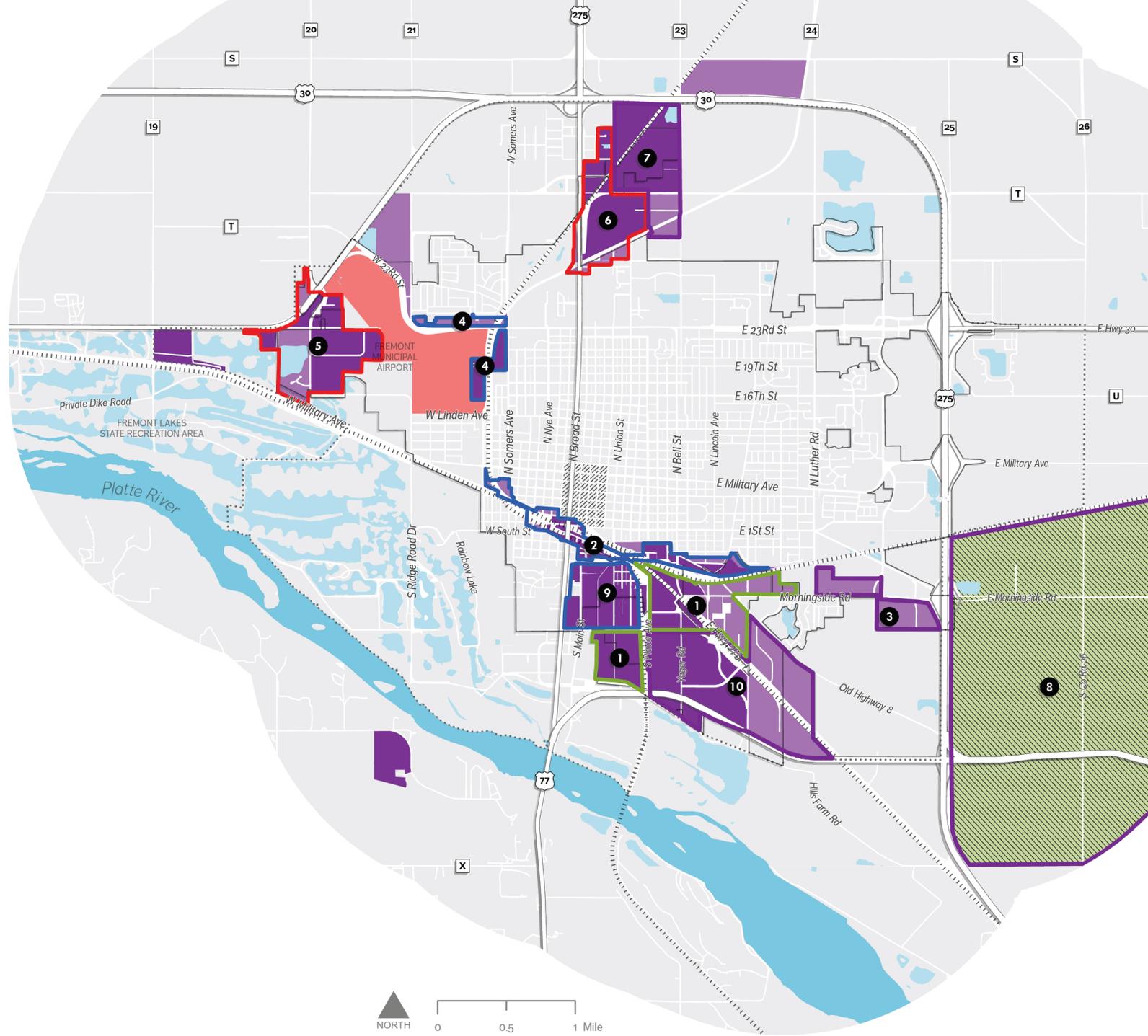
INDUSTRIAL FRAMEWORK

To better focus recommendations and target City efforts, future industrial investment in Fremont has been categorized into:

- Industrial Area Maintenance.** These stable industrial areas are in good condition and remain market competitive.
- Targeted Reinvestment.** These industrial areas are aging and could benefit from reinvestment and enhancement.
- Industrial Infill.** These areas are existing, incomplete industrial parks that are already served by municipal infrastructure and services. The City should prioritize these areas to avoid significant investment in capital improvements in greenfield areas.
- New Growth Area.** These greenfield development opportunity areas should be used to meet long term growth demands.

Land Use Designations

- Light Industrial
- Heavy Industrial
- Airport
- Port Authority





Industrial Improvement Areas

The following numbered paragraphs describe the characteristics, issues, and opportunities of Fremont's industrial areas, as identified on the related map. Each area is also outlined in a color representing one of the investment categories described above. Investment in these areas should be prioritized based on the assigned category.

- 1** This area is Fremont's primary industrial area. The City should continue promoting this clustering of light and heavy industrial uses to minimize impacts to adjacent uses as much as possible. The City should reexamine its approach to regulations in this area and adjust standards for site improvements, like landscaping in internal areas, enhance buffering, and screening requirements at the periphery. Infrastructure in the area should be enhanced with paved streets and sidewalks. Landscaping and screening should be oriented toward key entryways. Transportation improvements should be prioritized including sidewalks, trails, and streets to ensure that area employees can safely travel to work by foot. As improvements are made, floodplain and drainage issues should be addressed. Some sites may be appropriate for brownfield redevelopment grants. Older industrial uses and vacant sites should be redeveloped and enhanced. Redevelopment should minimize and eliminate land use conflicts.
- 2** This area includes the light and heavy industrial and warehousing uses located south of the overpass and to the north of the railroad. The development in this area acts as the southern gateway to Downtown Fremont and is adjacent to residential uses. Landscaping, screening, and buffer yards should be required as redevelopment and changes are made to existing sites to minimize the visual- and noise-related impacts on the neighborhoods to the north and reduce impacts from flooding in the area. The City should establish dedicated truck routes to minimize heavy truck traffic conflicts with Downtown and surrounding neighborhoods. The City should prioritize code enforcement in this area to ensure that outdoor storage and activities are compliant with all code requirements and not a nuisance to neighbors.
- 3** This development area should accommodate light industrial and business park development that is supportive of and complementary to the potential inland Port Authority to the east. The sites with existing industrial uses should be modified over time to incorporate campus-like design principles, including outdoor amenities, landscaping, employee amenities, and primary building façades oriented toward streets to enhance the area's pedestrian appeal. Industrial and business park development with similar pedestrian amenities should be considered for the agricultural and residential areas to the south that extend to Old Highway 8. However, additional City discretion would be warranted to review the wholesale change of this land from agricultural to industrial and commercial uses.



4 These light and heavy industrial areas are adjacent to the Fremont Municipal Airport and include airport-supporting uses such as distribution. Airport-related industry is desirable in this location and should continue to be supported by the City. To ensure compatibility with adjacent residential neighborhoods, Fremont should consider enhancing requirements for screening and buffering, establishing standards for the location of truck loading areas, and limiting hours of outdoor operation and activity.

5 This area should accommodate additional industrial development with a focus on airport supporting industries. Heavy industrial uses should be located along 23rd Street and 20th Avenue, while light industrial uses should be located south of 23rd Street and west of Business Park Drive to transition into future residential neighborhoods to the southeast along Christensen Field Road. Adequate screening and buffering from existing and future residential areas should be required.

6 This area should accommodate additional industrial development. Heavy industrial uses should be located north of the railroad and east of Highway 77, while light industrial uses should be located on the periphery to transition to adjacent uses. Adequate screening and buffering from existing and future residential areas should be required.

7 This area is currently undeveloped and should be developed as a light industrial and office park. Development in this area should be in a campus-like setting, provide pedestrian and bike connections, and connect to existing and future trail networks. Development adjacent to Highway 30 should be held to a higher standard of design including building materials, façade articulation, landscape, and more to ensure a positive appearance. Adequate screening and buffering from existing residential uses along T Road, and future residential uses along E 32nd Street should be required.

8 The City should prepare a master plan and design guidelines that identify the necessary utilities, roads, railroad spurs, land uses, buffer yards, and specific locations for the Port Authority and supporting land uses in the Port Authority area, given that its large contiguous area and undeveloped character merits special consideration.

9 This area includes incorporated and unincorporated undeveloped parcels appropriate for future industrial development. Areas adjacent to the bypass and currently within the current City Limits should be prioritized. To the extent possible, areas outside City Limits should be developed only after areas within City Limits are built out, or as other development emerges that can complement new industrial areas.

10 This area includes several unincorporated and undeveloped properties southeast of the City's principal industrial areas. With the area's excellent transportation access to Old US Highway-275 and Old Highway 8, the area should provide land for the mix of light and heavy industrial uses that exist further north along these roadways to expand. As this area develops over time, improvements such as landscaping in internal areas and enhanced buffering and screening should be added along the area's periphery to screen the area from roadways and from future residential areas to the north of Old Highway 8. Further, features such as loading bays, parking areas, access drives, noise, and exhaust emitting features should orient away from adjacent residential uses. New development in this area should incorporate paved streets, sidewalks, and trails to ensure that employees can navigate the premises on foot.



INDUSTRIAL AREAS CONSIDERATIONS

Several factors inform the recommendations made in the Industrial Areas Plan. This section highlights the top considerations made in the Plan's formulation.

Mitigate Incompatible Uses

Currently, Fremont has multiple residential neighborhoods abutting heavy industrial uses. The proximity between these incompatible land uses causes conflicts such as noise and odor, which impacts the quality of life for residents. To protect existing neighborhoods, support the continued operation of businesses that provide jobs, and support the economic base of the community, the City should consider the following interventions:

- Improve screening and buffering of existing industrial areas from all properties
- Establish industrial building minimum design standards to improve compatibility and overall property appearance
- Establish industrial park development standards
- Set standards that limit noise, air, and odor pollution
- Encourage development standard requirements that mitigate floodplain and stormwater runoff impacts to adjacent properties
- Limit the development of new residential neighborhoods adjacent to existing heavy industrial uses

BUFFERING & LANDSCAPING



Expand Employment Opportunities

The industrial sector in Fremont has seen a growing trend in both jobs and the development of industrial facility space. To support this growth, Fremont should do the following:

- Support workforce housing development partnerships with businesses to provide affordable housing in proximity to jobs
- Continue to work with local high schools, colleges, and businesses to create workforce training programs for specialized skills

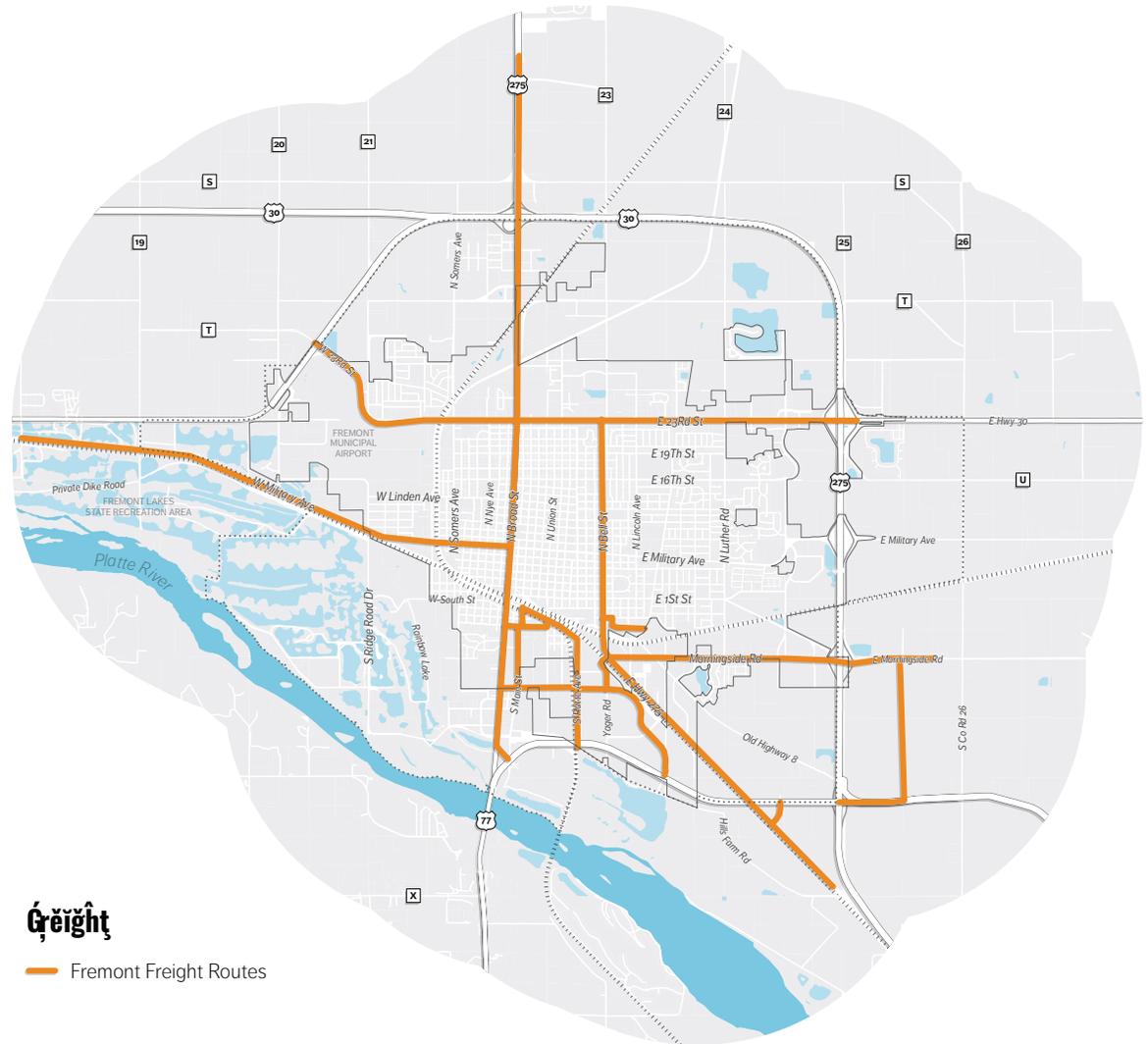
Managing Truck Traffic Impacts on Surrounding Neighborhoods

A concern Fremont residents expressed was the impact of truck traffic on existing and planned pedestrian and bicycle travel and on roadways, especially in residential neighborhoods adjacent to industrial areas. Managing truck traffic would help reduce conflicts between existing businesses and residential areas through the following interventions:

- Ensure appropriate roadway infrastructure within industrial parks that limit the use of residential roadways for access and circulation
- Development regulations for industrial parks should be considered
- Limit the times of day truck traffic is allowed on specific streets through residential neighborhoods
- Improve traffic signal timing at railroad crossings
- Establish and enforce new truck routes to replace routes that currently traverse residential neighborhoods and downtown

POTENTIAL TRUCK ROUTE

For more information on this truck route, see page ## in the City's L RTP (2022)



EXIT



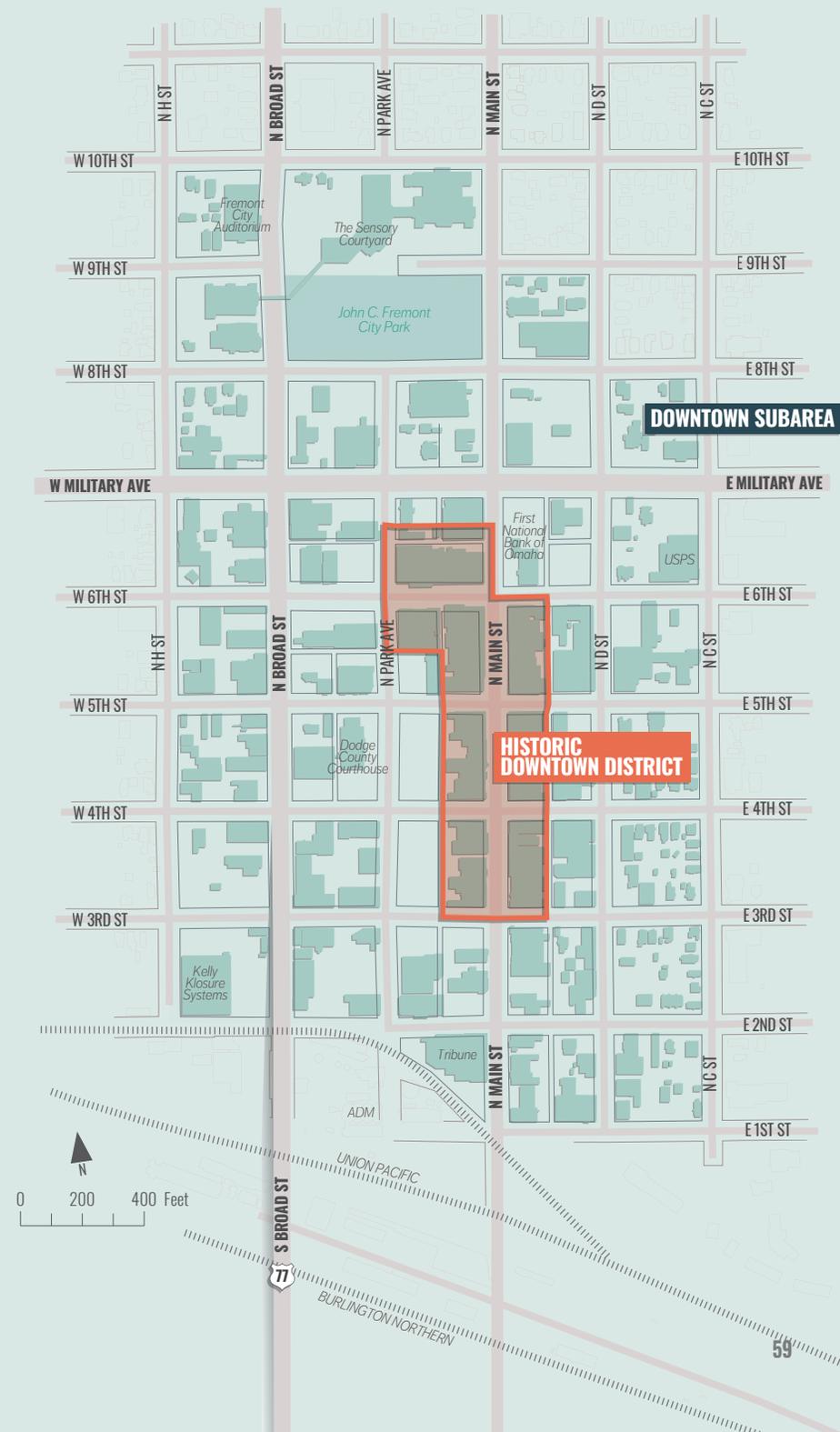
DOWNTOWN SUBAREA PLAN

Chapter 4

Downtown Fremont has the building blocks to become a thriving mixed-use district – a destination for people to shop, dine, work, and live. The character of Downtown is defined by the wide sidewalks, pedestrian lighting, cross-walk bump-outs, and historic architecture along 6th Street and Main Street. The “street wall,” created by Downtown’s historic buildings consistently framing the sidewalk edge, establishes an engaging, comfortable pedestrian environment. The Fremont community expressed a strong desire to enhance Downtown throughout the public engagement process. Residents envision Downtown Fremont to be a vibrant local and regional destination.

Comprehensive Plan Vision & Goal: Revitalize Downtown

Support revitalization efforts to establish Downtown as a vibrant, family-friendly center of activity in the heart of the City.





Current Planning Integration

The Downtown Subarea Plan is a component of the Fremont Comprehensive Plan, which is developed in conjunction with the Long-Range Transportation Plan and the update of the Unified Development Code (UDC). The coordination between these efforts ensures that recommendations in the Downtown Subarea Plan are supported and aligned with those of the other documents.

Fremont Comprehensive Plan

The residential, commercial, and industrial frameworks in the Comprehensive Plan will support the recommendations and development opportunities identified in the Downtown Subarea Plan.

Long-Range Transportation Plan

Coordination between the Long-Range Transportation Plan (LRTP) and the Downtown Subarea Plan will ensure transportation recommendations align with the anticipated growth and development in Downtown Fremont.

Unified Development Code (UDC) Update

The updated UDC will include amendments to the "DC, Downtown Commercial District" to ensure alignment with the Downtown Subarea Plan.

Past Plans and Studies

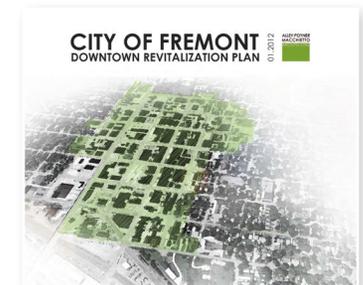
Downtown Fremont has been studied and planned for by multiple previous planning efforts including:

- Recognition of historic buildings and historic districts in and adjacent to Downtown on the National Register of Historic Places
- Downtown Revitalization Plan (2012)
- Fremont Blueprint for Tomorrow (2012)
- Dodge County Housing Study (2021)

The plans were reviewed as part of the study and the recommendations in the plans have been carried forward where appropriate.



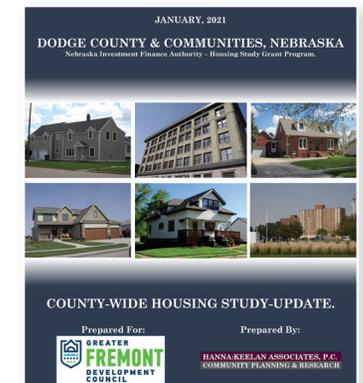
Fremont Blueprint for Tomorrow (2012)



Downtown Revitalization Plan (2012)



Long-Range Transportation Plan (2012)

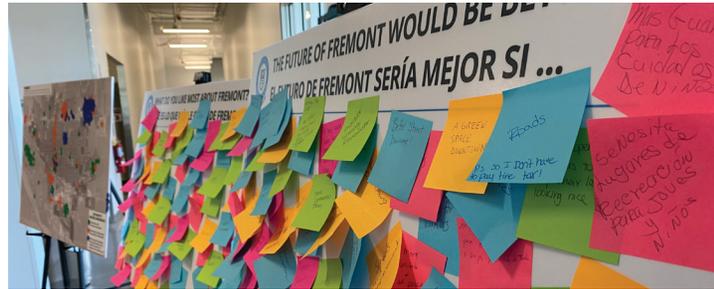


Dodge County Housing Study (2021)



Outreach and Engagement

Community outreach and engagement was integral to the planning process. Workshops were conducted with residents, business owners, Business Improvement District (BID) representatives, property owners, Fremont High School students, and other stakeholders. Key issues and opportunities discussed during the workshops related to land use and development, transportation, urban design, and partnership opportunities. These became the basis for the Downtown Subarea Plan recommendations.



LAND USE

A well-functioning downtown is defined by a mix of different land uses within a walkable environment that is the heart of a thriving community. Downtown Fremont benefits from a variety of eclectic restaurants and shops that define the area and create a sense of place. Downtown Fremont should continue to be strengthened and improved as a mixed-use area, unique to the City and region. This section provides a general overview of the existing land uses within Downtown Fremont and how they contribute to making it a unique area.

Residential

Residences in and around Downtown Fremont support the businesses that make the area a destination. They create the foot traffic necessary for a vibrant, pedestrian-oriented Downtown. A wider range of housing types should be encouraged in and around Downtown Fremont. Stand-alone housing developments, such as multi-family, townhouse, or duplexes, should be encouraged along transition areas. Mixed-use structures that include upper-floor housing are appropriate along Main Street.

Retail

Downtown Fremont has several local retailers offering a variety of goods, from women's clothing to sporting goods and home furnishings. Boutiques such as these sell unique items that cannot be easily found in other areas of the City. They contribute to Downtown's status as a local and regional destination. Downtown also has a number of retail establishments, like grocery stores and general stores, that provide goods and services that make the area livable.

Restaurants & Bars

Restaurants and bars are a crucial component for an active downtown, as they draw residents and visitors to the area and significantly contribute to Downtown Fremont's overall character and appeal. Restaurants and bars also generate activity both in the daytime and evening, making the area vibrant throughout the day. Restaurants and bars represent some of the most prominent businesses in Downtown Fremont, so care should be taken to ensure a balance with other land uses.

Service

Barber shops, spas, yoga studios, fitness facilities, and photography studios, are examples of the kind of service uses that generate activity in Downtown Fremont and support residents and employees' day-to-day needs. However, the operating hours of service uses are often limited to the daytime and can lead to a lack of activity in the evening if the uses are too concentrated. Because of this, it is important for there to be a mix of service uses with entertainment uses and restaurants and bars.

Artisan Manufacturing

Artisan manufacturing uses provide small scale production of products such as arts, crafts, specialty foods, clothing, jewelry, or craft beer. These uses create opportunities to draw visitors to purchase unique goods, take a class, or watch artisans create their products. They help invigorate Downtown through their reciprocal relationship with restaurants, bars, and entertainment uses.

Office

Office uses provide space for professional firms, medical practitioners, and other daytime businesses. During daytime business hours, offices increase the population of a downtown and support retail, dining, and service businesses, particularly during lunch and after-work hours. Office uses can take many different forms, including small single-story buildings, free-standing multi-story spaces, and as part of mixed-use buildings. New office space in Downtown Fremont should be encouraged to occupy space in vacant upper floors to further leverage this underutilized asset.

Entertainment & Culture

Entertainment uses complement and have a reciprocal relationship with other land uses, especially bars, restaurants, and artisan manufacturing. In combination, these establishments can create an ecosystem of uses and experiences that are not easily replicated in other areas of Fremont. Entertainment and cultural uses attract visitors to the Downtown area. Existing entertainment and cultural uses include live performance venues, art galleries, and spaces for classes. These types of uses should be encouraged. The establishment of a creative district could further strengthen these use types in the future.

Light Industrial

Light industrial includes facilities involved in the manufacturing, processing, repair, and distribution of goods and materials. Light industrial uses have minimal noise or nuisance impact on surrounding areas and should be conducted primarily indoors. Although light industrial uses are not an ideal use in a downtown, the existing light industrial uses are part of the Downtown Fremont culture and contribute to its sense of place.

Institutional & Civic

Downtown Fremont serves as the City's civic heart -- it is anchored by City and County Government offices and non-profit organizations. Other examples of institutional and civic uses in or adjacent to Downtown Fremont include educational institutions, Keene Memorial Library, and places of worship. These uses remain stable over time and establish Downtown Fremont as a community focal point.

Parks & Open Space

Parks and open space provide essential public gathering spaces that bring people together and provide respite from the urban environment. John C. Fremont City Park is a historic greenspace that differentiates Downtown Fremont from other commercial areas in the region. Parks can provide opportunities for regional attractions that draw visitors from in and around the City.

Downtown Mixed-Use

The building form that defines Downtown Fremont are the multi-story, mixed-use buildings that line Main Street. These buildings include restaurant, retail, service, and office uses on the first floor, with office and residential uses on upper floors. This mix of uses contributes to an active, thriving Downtown. Renovation of these buildings and the infill development of multi-story buildings should be supported.





Historic Preservation

Downtown Fremont, particularly Main Street, is home to a mix of buildings that possess a variety of architectural traditions and establish Downtown's sense of place. Many of these buildings are historic and contribute to the Fremont Commercial Historic District listed on the National Register of Historic Places. It is critical that these structures are rehabilitated where necessary and preserved for future generations.



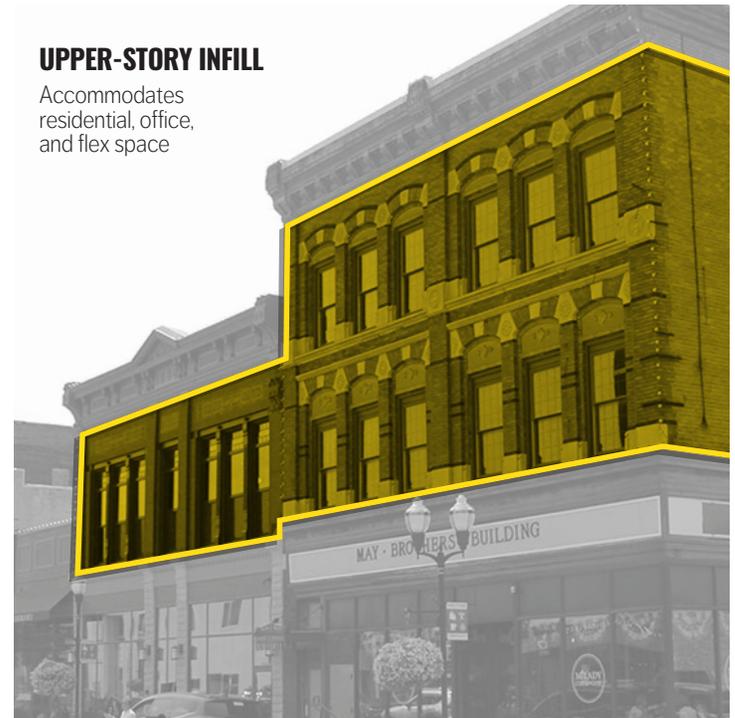
Upper-Story Infill

The majority of buildings along Main Street have multiple stories but are only occupied on the ground floor. Vacant upper stories represent a significant opportunity for new investment through the development of residential, office, and flex space. Adaptive reuse of these spaces will maintain the character of Downtown Fremont. As of 2022, the City has adopted the International Existing Building Code, which will allow flexibility in the building code to accommodate historic preservation while ensuring safety concerns are addressed.

The City should work with the business community to determine ways to make the development/retrofitting process easier to navigate.

UPPER-STORY INFILL

Accommodates residential, office, and flex space



FREMONT DOWNTOWN SUBAREA PLAN

FUNCTIONAL SUBAREAS & DEVELOPMENT OPPORTUNITIES

Downtown Fremont consists of distinct functional subareas with different built forms, land uses, conditions, characteristics, and potentials. The following addresses specific needs and establishes recommendations for the improvement and enhancement of Downtown Fremont.

Legend

-  Downtown Subarea Boundary
-  Downtown Historic District

 **Historic Main Street.** As the heart and anchor of Downtown Fremont, the historic architecture and variety of uses along Main Street is a draw for residents and visitors.

 **Main Street North/South/East/West.** As entrances to the core of Downtown Fremont, the uses offered in these areas should complement the Historic Main Street subarea as they redevelop.

 **Auto Transition.** Military Avenue and Broad Street are at the northern and western edge of the downtown core. Both are auto-oriented corridors in contrast to the primarily pedestrian oriented environment in the Historic Main Street area. These heavily trafficked roads act as physical and psychological barriers between downtown and surrounding neighborhoods, parks, and civic uses. The City should explore methods to calm traffic and create safe, comfortable pedestrian connections to and from the downtown core.

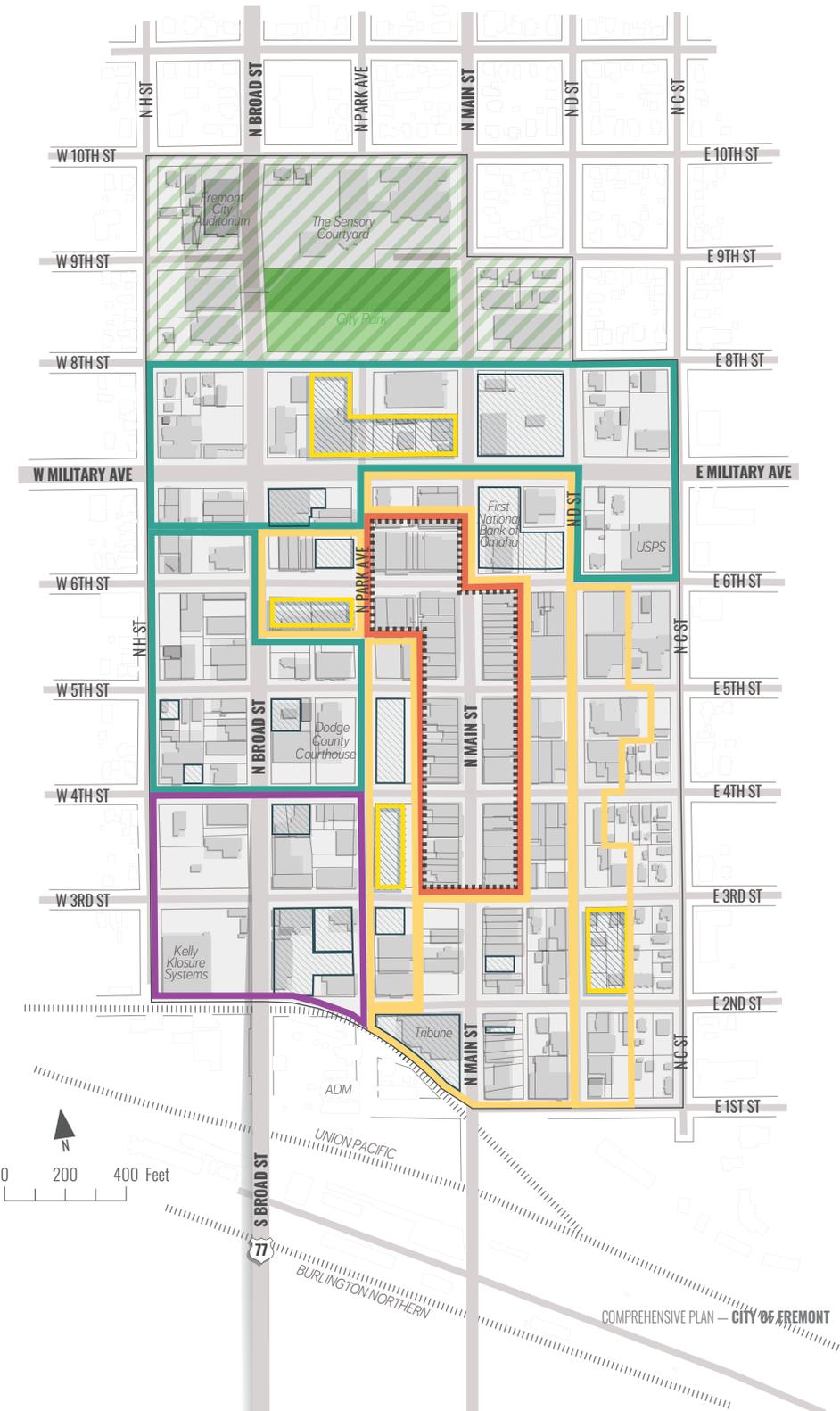
-  Railroad
-  Parks/Open Space

 **Industrial Edge.** This area consists primarily of light industrial and small scale service uses.

 **North Side.** The area north of 8th Street between D St and H St consists primarily of civic, entertainment, and cultural uses that are an amenity to residents of Downtown Fremont and a draw for visitors. The development character begins the transition to residential.

 **Infill/Redevelopment Opportunity.** Infill development opportunities exist in underutilized parking lots and vacant sites in Downtown Fremont. Redevelopment opportunities are areas that detract or do not currently contribute to Downtown Fremont's ideal built form.

 **Catalyst Site Opportunity.** The development of these sites has the greatest potential to accelerate the revitalization of Downtown Fremont.



FUNCTIONAL SUBAREAS

Historic Main Street

The Historic Main Street subarea is the heart and anchor of Downtown Fremont. It also presents the greatest opportunity to generate Downtown activity with a mix of uses. The multi-story buildings establish a “streetwall” that defines the ideal built form and character for Downtown. Reinvestment in the existing historic buildings and preservation of the streetwall should be a priority in this subarea. Infill development should reinforce the existing urban environment. To continue to support businesses and residents, pedestrian mobility should be prioritized over vehicular traffic in this subarea.

Adaptive reuse of existing buildings should be prioritized over redevelopment, however, if redevelopment were to occur, it should support and complement but not mimic the subarea’s existing character. Vacant upper-floors present tremendous opportunity to introduce a greater mix of uses that will help increase Downtown Fremont’s population base, support people who live and work Downtown, and provide greater services for residents and visitors.

- Building Height: 3-5 stories
- Parking: On-street, underground, and/or rear-access parking lots
- Uses: Mix of uses (excludes light industrial)

Main Street North/South/East/West

Along the edge of the Historic Main Street subarea, the Main Street North/South/East/West subarea forms the gateway to the core of Downtown Fremont. Redevelopment within the subarea should strengthen the transition into the Historic Main Street subarea while reinforcing a continuous streetwall along Main Street and 6th Street.

This subarea currently consists mostly of retail and service uses with surface parking lots that are not screened from the sidewalk. As an extension of the Historic Main Street subarea, the Main Street North/South/East/West subarea should encourage development that complements the historic architecture and ideal built form of Historic Main Street.

- Building Height: 1-4 stories
- Parking: On-street, behind or interior sides of buildings
- Uses: Mix of uses

Auto Transition

Military Avenue and Broad Street are major corridors and experience significant traffic. This subarea anchors Downtown Fremont to the north and west. Efforts to calm traffic and reroute heavy vehicles away from Downtown Fremont should be prioritized to create a more connected Downtown. This subarea should support higher intensity residential development along with a mix of retail, office, and service uses.

Development in this subarea should emphasize a denser built form than the areas north of 8th Street and west of N H Street. The Powerhouse Apartments are a good example of how adaptive reuse can help introduce higher density residential uses in the area. Improvements to the street, including enhanced pedestrian crossings and roadway reconfiguration to calm traffic speeds, along with cohesive urban design elements will help reinforce the subarea as a gateway to Downtown Fremont.

- Building Height: 2-4 (residential) or 1-3 (others) stories
- Parking: On-street parking possible with road diet or screened on-surface parking lots, preferably behind buildings
- Uses: Mix of uses

Industrial/Edge

The Industrial/Edge subarea should continue to support light industrial uses. However, efforts to beautify the area and improve roadway infrastructure should be prioritized. The boundaries and parking lots of the ADM plant, south of the subarea on Park Avenue and 2nd Street, should be properly screened. The surface parking lots along Park Avenue and 3rd Street should be screened along the edges. Infill development opportunities should incorporate uses that provide a complementary transition between the industrial uses to the south and the traditional Downtown Core.

- Building Height: 1-3 stories
- Parking: On-street or screened parking lots
- Uses: Light industrial, services, and artisan manufacturing

D/C Street Transition

The D/C Street Transition subarea has the greatest opportunity to introduce higher density residential uses within Downtown Fremont. With established residential areas to the east, this subarea could accommodate a mix of housing products that are affordable, such as townhomes and multiplexes. Housing in this area would be attractive to people wanting convenient access to Downtown or Midland University.

Residential development in this subarea should draw architectural inspiration from Main Street and the surrounding residential neighborhoods. To accommodate higher density housing along D Street and C Street, the City should re-evaluate its parking requirements.

- Building Height: 1-4 stories
- Parking: On-street
- Uses: Higher-Density Residential

CATALYST SITE REDEVELOPMENT OPPORTUNITIES

CATALYST SITE

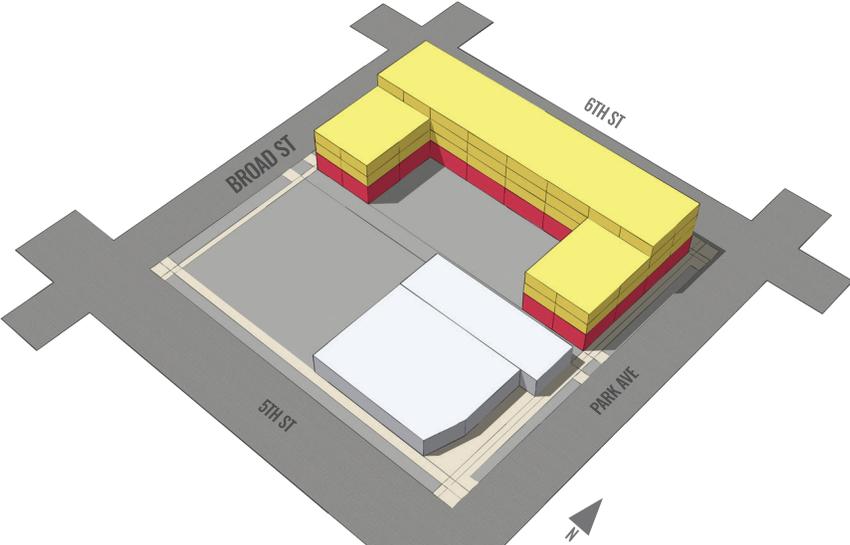
Strip Mall Redevelopment

This site is made up of the existing building on Broad Street, 6th Street, and Park Avenue. The existing site is auto oriented and creates a disconnect between Broad Street and the Downtown Historic District. The site should be redeveloped into a mixed-use building with minimum setback to the sidewalk and parking located at the rear. The building may accommodate ground-floor commercial uses with between two and three upper stories of residential/office use.

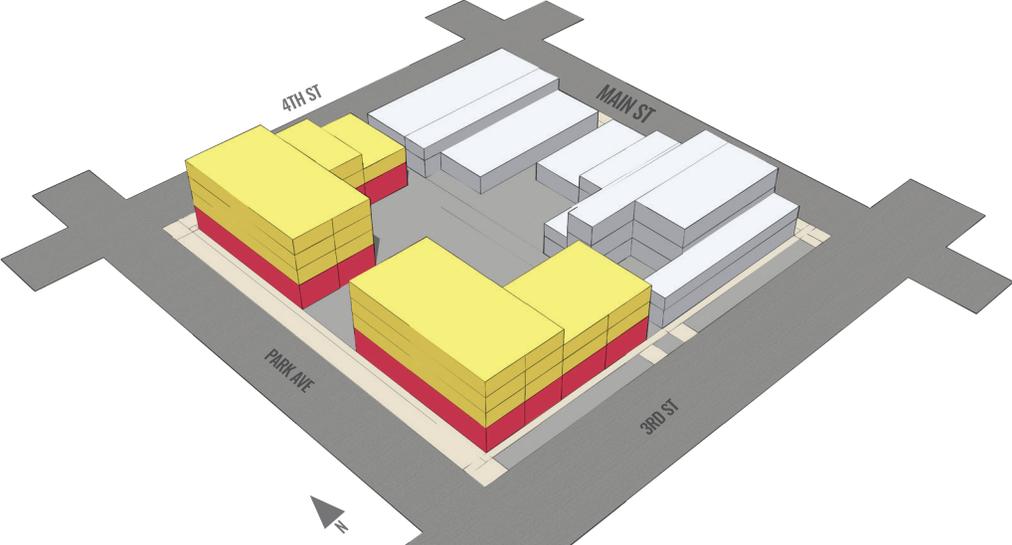
CATALYST SITE

Parking Infill

This site currently consists of a public on-street parking lot by 3rd Street, Park Avenue, and 4th Street. After re-accommodating parking elsewhere, this site should be redeveloped into two corner mixed-use buildings. These buildings may vary in height to add visual interest while complementing the surrounding area's building mass and scale. It is crucial to ensure all sides of the buildings have variation in façade articulation and materials. A right-in-right-out on Park Avenue and the existing rear alley would provide access to the parking located at the rear of the buildings.



- Legend**
- Ground-floor Commercial
 - Upper-floor Residential
 - Off-street Surface Parking



- Legend**
- Ground-floor Commercial
 - Upper-floor Residential
 - Off-street Surface Parking

CATALYST SITE

Multi-Family Redevelopment

This site currently consists of an auto repair store and a small market by 3rd Street, D Street, and 4th Street. Given D Street is envisioned to be a transition area between Downtown Fremont and the adjacent residential neighborhoods, the site should be redeveloped into multi-family buildings that would contribute to a greater diversity of housing products in Fremont. Parking would be located at the rear of the buildings and be connected to the existing rear alleys. It also should have sufficient landscaping to create an effective buffer against the adjacent single-family detached homes.



Legend

- Multi-family
- Off-street Surface Parking

CATALYST SITE

Military/Main/8th/D

This site includes a vacant gas station, single-family home that is converted into office use, and the former police station. The site is underutilized and is an important gateway into the Downtown Historic District. To best compliment and transition with the surrounding land uses and neighborhoods, the site should be redeveloped to accommodate standalone commercial and mixed-use buildings along 8th Street. Additionally, multifamily residential uses should front 8th Street.



Legend

- Corridor Commercial
- Ground-floor Commercial
- Upper-floor Residential
- Multi-family
- Off-street Surface Parking

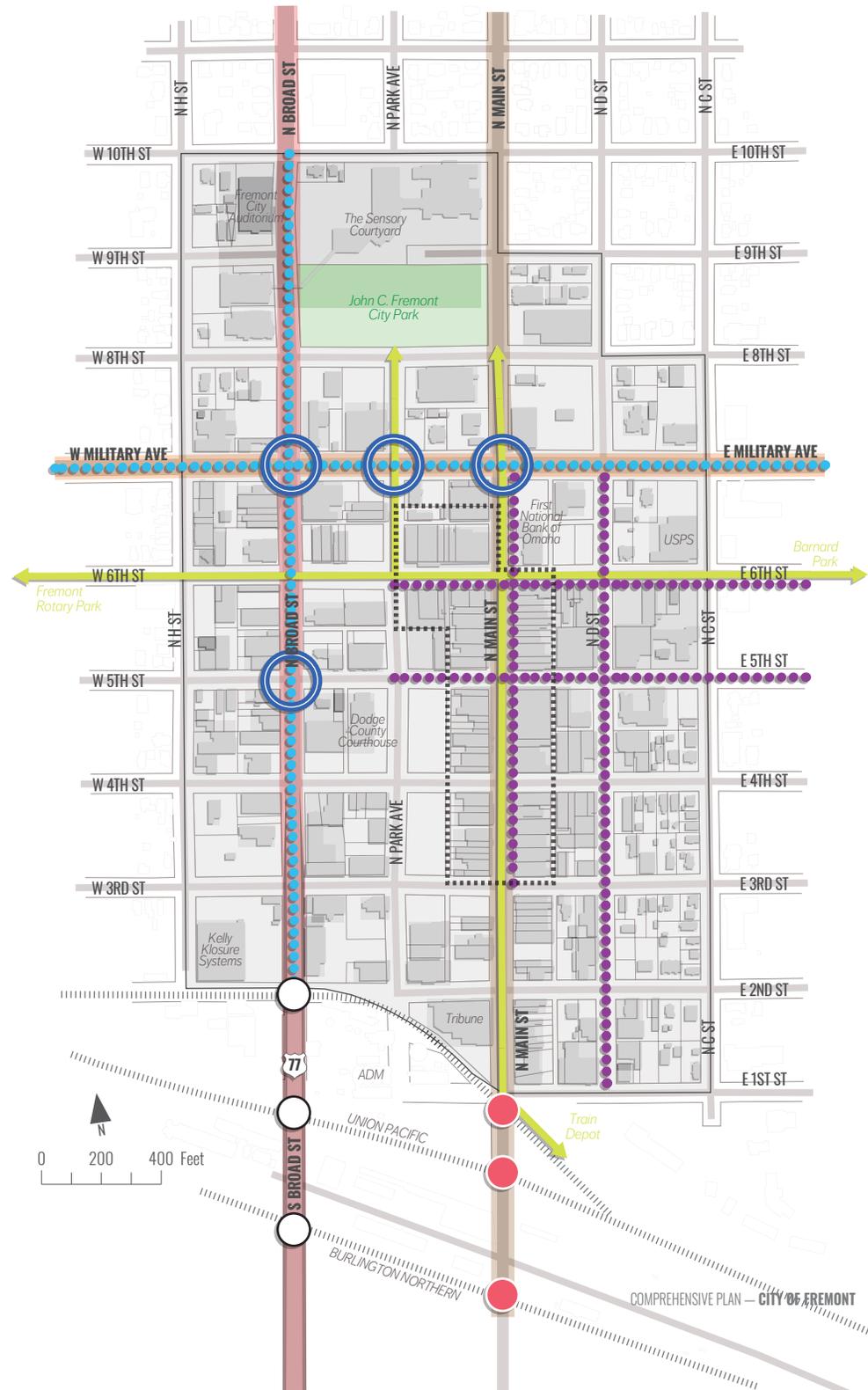
FREMONT DOWNTOWN SUBAREA PLAN

TRANSPORTATION FRAMEWORK

It is critical that downtown Fremont be able to accommodate all modes of transportation in order to become more attractive and vibrant. The Transportation Framework identifies improvements within Downtown Fremont that will help reinforce the sense of place, safety, and accessibility.

Legend

-  Downtown Subarea Boundary
-  Downtown Historic District
-  Railroad
-  Parks/Open Space
-  Signalized Intersection
-  **One-way/two-way Street Conversion.** Converting one-way streets to two-way streets improves road safety. Two-way streets make local businesses more accessible; they also make it easier to navigate downtown.
-  **Roadway Reconfiguration.** Roadway reconfiguration along Broad St and Military Ave is recommended to better balance pedestrian and bicycle facilities with existing vehicular facilities. This can ensure safer streets without reducing traffic capacity.
-  Grade-Separated Railroad Crossing
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  **Quiet Railroad Crossing.** Establishing quiet zones and improving railroad crossings along Main Street and Broad Street will improve the pedestrian environment in Downtown Fremont by allowing trains to proceed without using the horn, except in emergencies.
-  **Neighborhood Connections.** Enhancing connections between downtown and the surrounding neighborhoods will improve accessibility. These connections also improve access to John C Fremont Park, Barnard Park, and Fremont Rotary Park; key amenities for people who live in, work in, or visit Downtown Fremont.

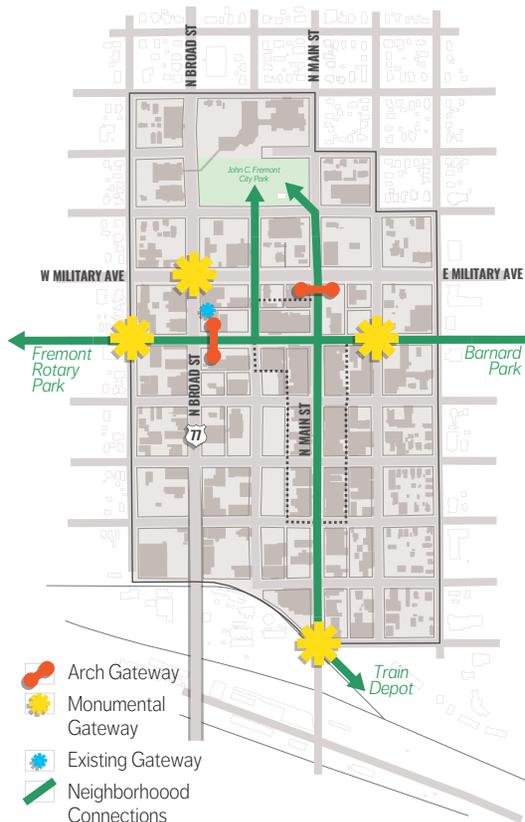




Approaches & Connections

Establishing approaches and connections to Downtown Fremont ensures that the area is accessible to all. Improvements to corridors such as 6th Street and Main Street will help link key amenities, such as John C Fremont Park, Barnard Park, and Fremont Rotary Park. These improvements would include filling in sidewalk gaps, installing pedestrian crosswalks and ADA-compliant curb ramps at existing intersections, and installing leading pedestrian intervals and prioritize pedestrians at existing signalized intersections.

Gateways along prominent roadways and wayfinding signage will further direct people and traffic to Downtown Fremont. Installing gateway signs and wayfinding signs will further reinforce the Downtown Fremont's civic identity and sense of place. Such improvements support local businesses and attract new businesses into Downtown Fremont, supporting the economic growth and stability of the area.



Truck Route

Downtown Fremont experiences a significant level of heavy truck traffic coming from the north and west to access the ADM plant at 1st and Park Street. Trucks currently come down N Broad Street/Highway 77 and turn on Military Avenue or 6th Street to access Park Street. This avoids going over the Broad Street viaduct and then going back north over two at grade rail crossings to access the plant. Some industrial truck traffic south of the tracks also uses Park Street to access Broad Street to the north. The influx of freight vehicles adversely impacts the condition of roads and pedestrian comfort. Once the south bypass is complete, truck traffic can be routed around Fremont. Trucks accessing the industrial area south of the tracks should use the updated truck route as shown on the map to the right. Only local delivery trucks should be allowed Downtown. The City needs to reconstruct the roadway pavement on the proposed truck route to ensure it can accommodate the heavy vehicles. Additional study should be undertaken to consider impacts on parking, deliveries, curbside pick-up, and the impacts of the Highway 77 bypass.



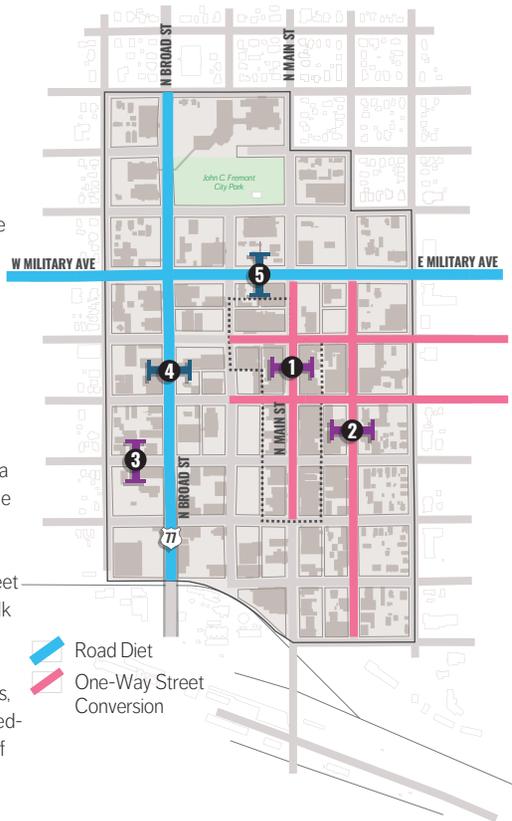


Complete Streets

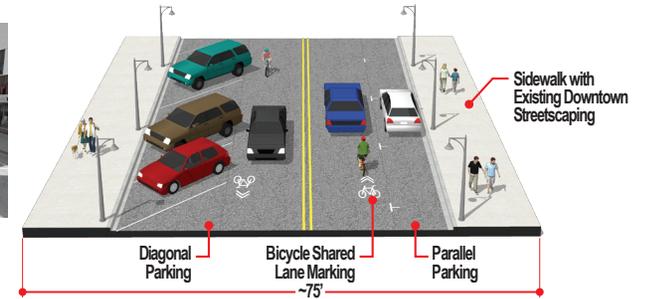
Complete streets create a safer pedestrian and cyclist environment, making Downtown Fremont easier to get to and through. Complete streets generally include the following components:

- Improved pedestrian and bicycle infrastructure
- Integration of public transit
- Maintained vehicular accessibility
- Traffic calming measures, such as bump-outs and improved intersections

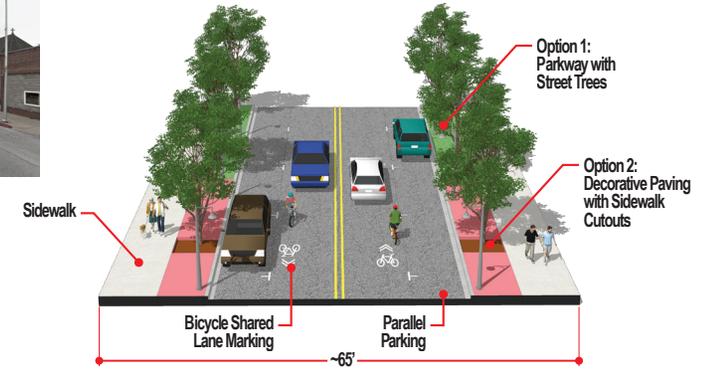
This plan recommends converting Main Street into a two-way street with parallel parking on the west side and converting D Street and 6th Street to two-way with parallel parking, sidewalk cutouts, and trees. Broad Street should be narrowed to a two-lane street with a center turn lane, parallel parking, and sidewalk bump outs once the highway designation has been removed. Military Avenue should be converted to a two-lane street with a center turn lane, bicycle lanes, and parallel parking. Truck deliveries should be scheduled between 7:00am-11:00am. Deliveries outside of this time-frame should use side streets to minimize impacts on Downtown traffic circulation patterns.



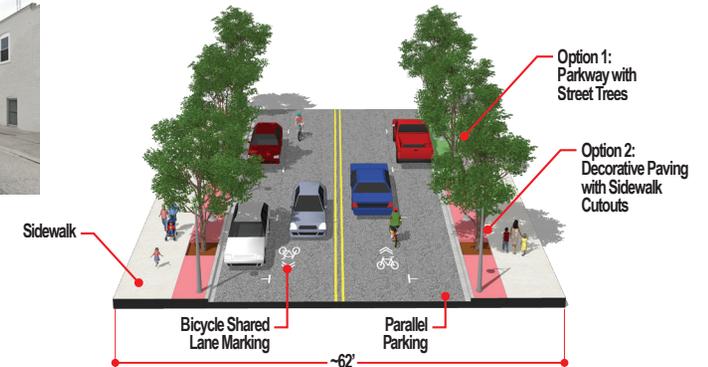
Main Street 1



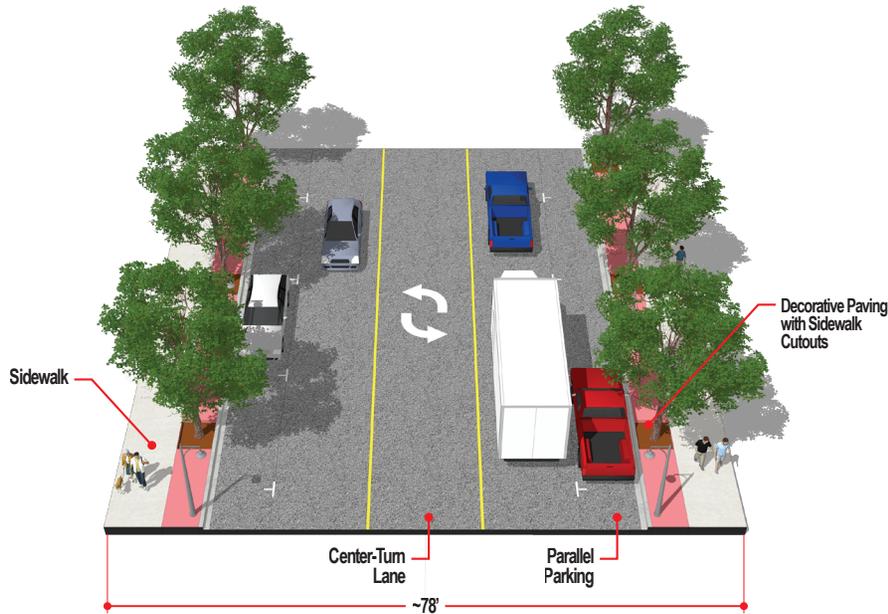
D Street 2



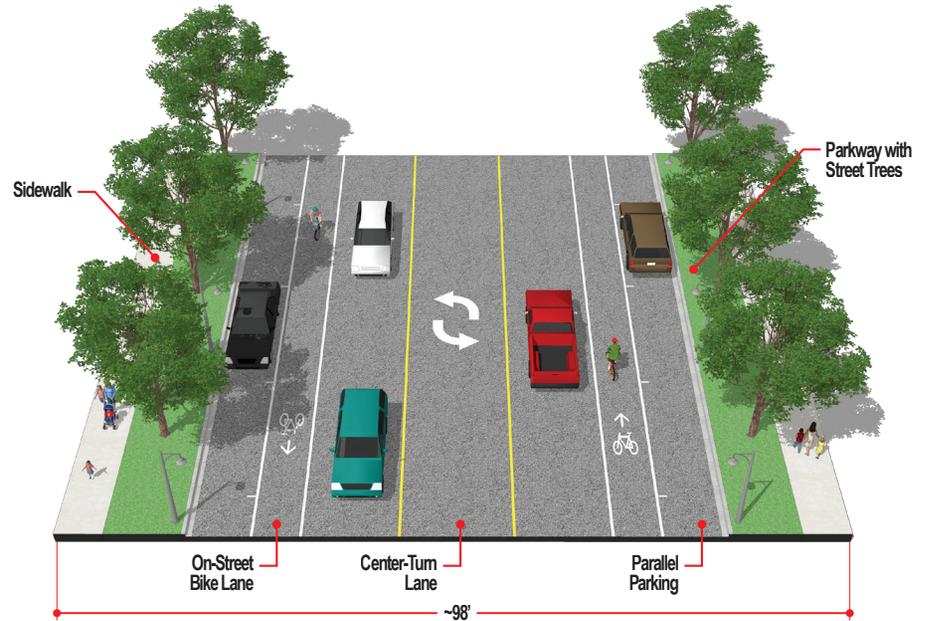
East-West Connector 3



CATALYST ROADWAY IMPROVEMENT
BROAD STREET **4**



CATALYST ROADWAY IMPROVEMENT
MILITARY AVENUE **5**



MILITARY AVENUE ROAD DIET

The City should reevaluate the Military Avenue road diet recommendation 3-5 years after the bypass is opened. The City should conduct a traffic study to determine if Military Avenue can be converted to a three-lane configuration.

FREMONT DOWNTOWN SUBAREA PLAN

URBAN DESIGN FRAMEWORK

Urban design improvements relate to Downtown's built form and public spaces, specifically, the relationship between people, buildings, and public space. Sidewalks and parks are important components. The framework includes components from both the public and private realm; it provides recommendations to foster a comfortable, active, and attractive Downtown Fremont.

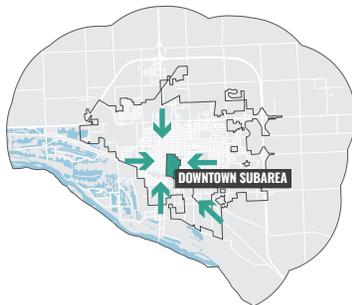
Legend

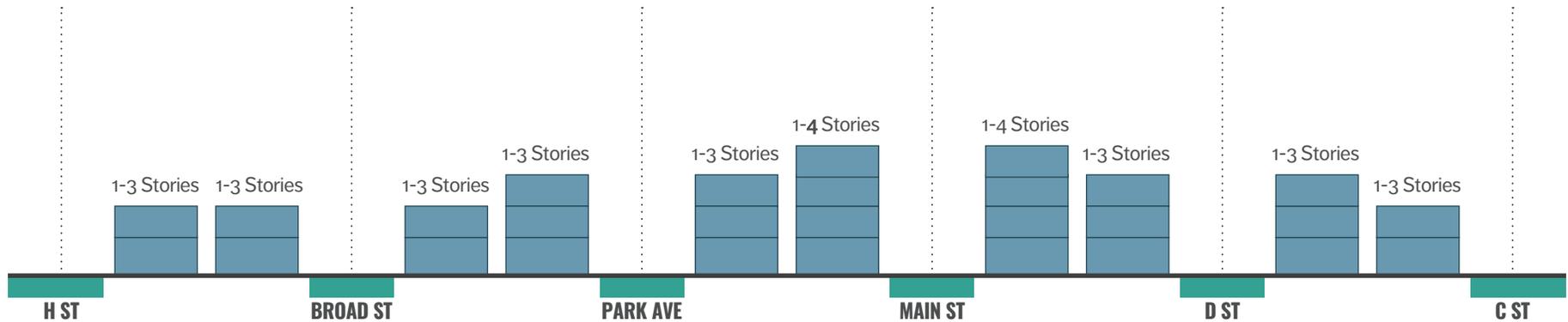
-  Downtown Subarea Boundary
-  Downtown Historic District
-  Railroad
-  Parks/Open Space
-  Existing Gateway
-  Key Connections to Parks/Open Space
-  Parking Lot Screening
-  Existing Parking Lots without Screening

-  **Monumental Gateway.** At transitions into Downtown, the City should add gateway signs and structures with cohesive yet varying scale, materials, and landscaping.
-  **Arch Gateway.** An arch gateway help announce entry into the Downtown Historic District's main entrance.
-  **Directional Signs.** To ensure all Downtown Fremont visitors are aware of the variety of public facilities and amenities located Downtown, directional signs should be installed in key locations.
-  **Parking Lot Screening.** Perimeter parking lot landscaping with fencing or a masonry wall should be utilized to screen parking lots in order to maintain the illusion of a consistent streetwall and a visually appealing right-of-way.

-  **Murals.** Murals can transform blank facades into attractive public art, contributing to Downtown Fremont's sense of place.
-  **Public Art.** Public art can welcome individuals to the community, represent diverse perspectives, develop a sense of community pride, and create destinations. The City should work with local artists in maintaining and creating existing and new installations.
-  **Outdoor Gathering Space.** Outdoor gathering spaces provide opportunities for social interaction and anchor civic life in Downtown Fremont. Outdoor gathering spaces may include public plazas, parks, and seating areas where the farmer's market and other temporary events can be hosted.

Wayfinding. Downtown Fremont is a desirable destination that people need to be able to navigate to. The City has installed wayfinding signs on Military and on Bell, however, they can be easily overlooked. The City should install highly visible wayfinding signs that direct people to downtown from major roadways such as 23rd Street, Bell Street, Broad Street, Clarkson Street, and Military Avenue.





Built Form

Built form describes the relationship of buildings to one another and the public realm, based on building mass and siting. The ideal built form of traditional downtowns includes multi-story buildings that are built to front and side property lines to create a continuous street wall. Transparent and inviting storefronts are critical to increase activity in the area. This ideal built form is found in the historic Main and 6th Street areas. Greater variation in form is found in the other subareas of Downtown. More detail on the recommended built form for the Downtown subareas is provided in the following subsections.

Building Height

The Historic Main Street subarea features multi-story (1-4 stories) buildings that contribute to a comfortable and pedestrian-friendly environment by creating a sense of enclosure. These building heights should be maintained and required when redevelopment occurs. Building heights should step down along the abutting streets, as shown in the diagram above, to ensure compatibility with surrounding residential neighborhoods.

Streetwall

Siting multi-story buildings at the property line creates a continuous streetwall that spatially defines the public realm and provides a visual connection between both sides of the street. The historic Main Street subarea features a continuous streetwall that establishes the area's sense of place. The streetwall in the other Downtown subareas is inconsistent. The City should assess its regulations to ensure that any development in the historic Main Street subarea maintains the streetwall. A variety of frontage type requirements should be established in the other subareas.

Storefronts

Ground floor, highly transparent storefronts are an essential component of a vibrant downtown. The ability to window shop or observe the activity in a restaurant or office can entice visitors to enter businesses they may have otherwise overlooked. Transparent storefronts encourage visitors to continue exploring the area by foot. Buildings in the historic Main Street subarea feature transparent storefronts but some have been covered or are underutilized. The City should consider requiring a minimum level of maintained transparency to storefronts in this subarea to further enhance and protect the pedestrian environment. Buildings in the other Downtown subareas should also feature ground floor storefronts, but greater flexibility in the level of transparency should be allowed. The City should also consider working with property owners to activate vacant storefronts. To accomplish this, the City could support a partnership between property owners and the various art galleries Downtown and have art displayed in vacant storefronts. The City should also assess its right-of-way standards and eliminate barriers to outdoor dining, parklets, and other creative uses of the public right-of-way that can complement existing storefronts and increase the level of activity in Downtown Fremont.





Streetscaping & Pedestrian Amenities

Vibrant street life and a comfortable pedestrian environment is not only dependent on the built form of the private realm but also on the infrastructure and amenities of the public realm. The City should install high-quality pedestrian amenities that are complimentary in material and style to the architecture of Downtown. Amenities should include decorative paving, street trees, landscape planters, benches and other seating, trash/recycling receptacles, and bike racks.

Intersection and Crosswalk

Safe and easy crossing of streets is integral to creating a welcoming pedestrian experience, creating connections between the Downtown subareas, and encouraging pedestrian activity. There are opportunities to enhance intersections in Downtown Fremont to improve pedestrian visibility and safety. Such improvements may include curb bump-outs to shorten crossing distance and decorative pavers on crosswalks to increase driver awareness of pedestrian spaces. Priority should be given to improvements that bring intersections and crosswalks into compliance with the Americans with Disabilities Act. Intersections and crosswalks also provide opportunities to incorporate public art and contribute to Downtown's sense of place.

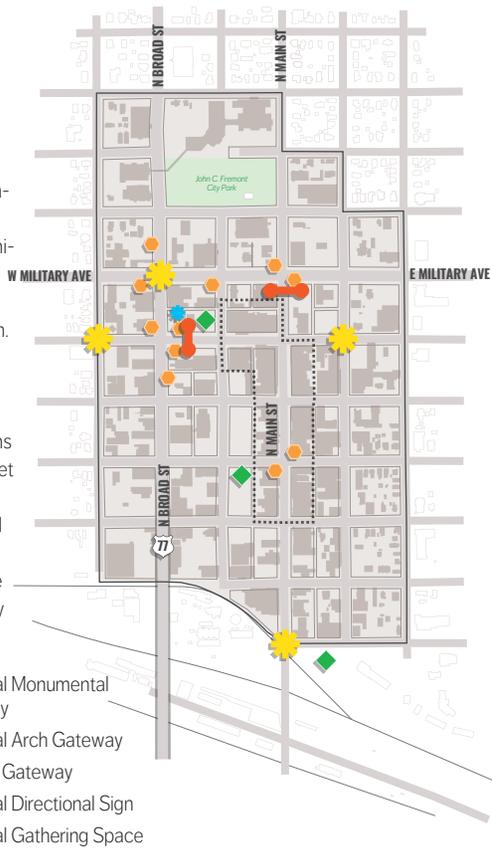
Sidewalks

Sidewalks are a critical component in generating pedestrian traffic throughout and to Downtown. Sidewalks should be wide enough for pedestrians to comfortably walk as well as accommodate outdoor dining space, pocket parks, and other creative uses of the public right-of-way.



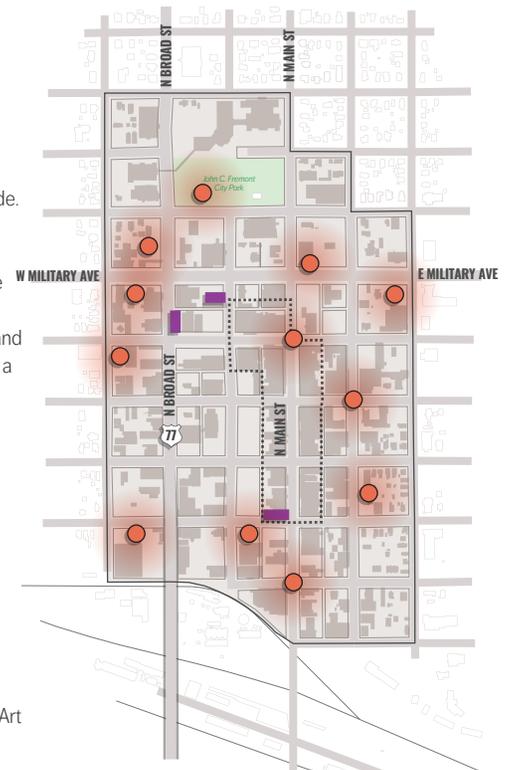
Wayfinding, Gateways, and Directional Signs

Wayfinding signs help to direct people from outside of the Downtown area to Downtown and help to raise awareness of the area as a community destination. Wayfinding signs should reflect the identity of the City and could include public facilities and amenities such as the library and schools outside Downtown. Gateway signs help define a district's edge and inform visitors of their arrival to their destination. Gateway signs should be installed at key locations and transitions into Downtown Fremont and should incorporate architectural elements, landscaping, lighting, and design features that visually tie the signs to the historic architecture of the historic Main Street subarea. Directional signs help visitors navigate an area. In Downtown Fremont directional signs should point people to public parking, public facilities, and amenities. The character of the signs should feature similar components as Downtown Fremont gateway signs to create a cohesive area identity.



Murals and Public Art

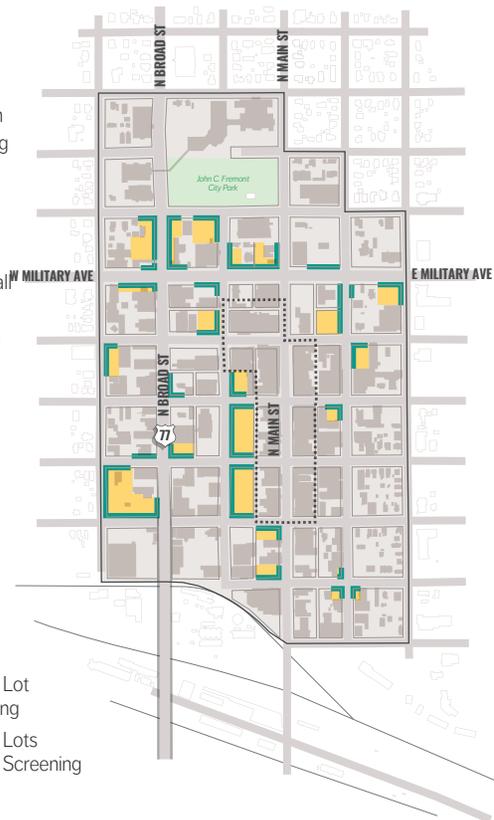
As the cultural heart of the community, Downtown Fremont should strive to incorporate public art in new and innovative ways. Public art can welcome individuals to the community, help facilitate social interaction, and develop a sense of community pride. Murals, sculptures, and art installations provide an opportunity to feature local artists, tell local stories, showcase diverse perspectives, and create interactive public spaces. Investing resources and working with local partners to create new murals and public art can help Downtown Fremont in creating a unique identity.





Parking and Screening

Off-street parking lots are necessary Downtown since the majority of visitors will arrive to the area in a car. Despite their necessity, the location of parking lots should be restricted to ensure they do not detract from the ideal built form of the area. Where a parking lot breaks up the streetwall, it should be screened with landscaping and either a fence or masonry wall to maintain the illusion of the streetwall and minimize opportunities for vehicle and pedestrian interaction. The City should explore options to provide shade cover on City-owned parking lots.







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COMMUNITY FACILITIES AND INFRASTRUCTURE

Chapter 5

This chapter evaluates the City's capacity to provide adequate infrastructure, utilities, facilities, and services to accommodate its future growth. Services and facilities should help expand the City's economic base by attracting new businesses, especially those that provide stable jobs and diversify the local economy. While the City has a central role in public safety, service, and utility provision, semi-public and private entities that support the existing population, such as health and human services, and that foster personal development, such as education, are paramount to the community's quality of life.

INFRASTRUCTURE AND UTILITIES

The City's infrastructure systems serve residents and businesses with water, sewer, stormwater conveyance, natural gas, and electricity. These systems require upkeep and maintenance to reliably serve the community. A planning challenge for the City is servicing future growth while also anticipating maintenance and replacement of existing infrastructure over time. The City Utilities Department budgets for infrastructure extension, repair and maintenance through the Capital Improvement Plan, and the biannual budget process. The Utility Infrastructure Board reviews and makes recommendations regarding utility policy, budget, and projects to the City Council.

Water

The City of Fremont owns and operates the water production and distribution system for Fremont and the surrounding areas. The water supply is from the City owned well field consisting of multiple wells. There are also in-town wells that are utilized during maintenance, emergency, or high demand periods. The water system serves areas within the corporate limits of Fremont and the immediate periphery. The system is funded primarily through utility rates from water customers supplemented by an infrastructure tax.

The system serves approximately 10,700 customers and is equipped to support the City's growth over the next 20 years, although the City should monitor the need for expanded facilities as the number of customers increases. Mains are readily available for extension within City limits, and there is sufficient capacity to support extensions to the east and northeast of the City limits.

Sewer

The City's sewer system provides for the orderly and efficient transport, collection, and treatment of wastewater without adverse effects on the environment or the living conditions of the residents. Any further development would require interaction between the development and the utilities.

The City's wastewater treatment plant is located 1.5 miles east of US 275 on Morningside Road. The sewer system serves land within Fremont's City limits and the immediate periphery, which includes Valley and Arlington consisting of approximately 10,756 commercial, industrial, and residential customers. The sewer system is funded through sewer service rates and supplemented with an infrastructure sales tax. The plant currently has an excess capacity to allow for growth. The Port Authority Growth Area could require construction of a new interceptor line and a wastewater plant improvement, contingent on the timing and intensity of development.

The City has made extensive upgrades to the sanitary sewer system, including a \$40-million-dollar wastewater treatment plant upgrade scheduled for completion in 2022. If significant industrial development occurs, the utilities will need to be evaluated on the capacity and develop a plan to increase the piping infrastructure and additional plant expansion.

Storm Sewer

The storm sewer system in the older part of the City was developed without a standard, thus the capacity varies considerably. The goal is to design the storm sewer system in new residential development that is sized for a five-year storm and new commercial development for a ten-year storm. However, the flat grade and high water table can make it difficult to accomplish those goals. The City owns several detention facilities to help with stormwater drainage. A stormwater design manual has been drafted and is expected to be adopted in the near future.

The City, Dodge County, and the Lower Platte North Natural Resources District have partnered on several studies related to stormwater. One study addresses the stormwater from the Rawhide Creek as it enters Fremont from the west. The goal of the study is to minimize any impacts from those storm flows on Fremont. The second study is evaluating how to address getting the Rawhide stormwater that falls in the City to exit as quickly as possible.

The stormwater manual requirements should be appended to the UDC once it is adopted. The Comprehensive Plan should be amended to incorporate the recommendations from the studies once they are complete.

Energy

The pursuit of clean, renewable, dependable, and domestically produced energy is a defining issue of our time. The shift toward a new energy paradigm has economic, environmental, and national security implications and has the potential to reposition entire regions around new job opportunities. Through their powers to prescribe local policies, cities may initiate community-wide programs, make significant infrastructure investments, manage large facilities including municipally-owned utilities, and through their procurement practices are positioned to advance new energy solutions that can be scaled to a national level. The State of Nebraska, through its passage of Section 19-903 of the Nebraska Revised Statutes, has declared that energy is an integral planning issue. In doing so as the heart of the nation's biomass region and wind belt, the state recognizes the significant role that energy can play in promoting sustainable lifestyles and in developing whole new domestic energy sectors that have the potential to be hosted in Nebraska. These include wind and solar energy, lithium-ion battery technology, and bio-gas.

Natural Gas

The natural gas service area encompasses Fremont and the surrounding area, as well as the Villages of Inglewood and Cedar Bluffs, with approximately 11,100 gas meters. The natural gas system is funded through utility rates. The City of Fremont Department of Utilities operates the distribution system in accordance with the Nebraska State Fire Marshal Agency, Fuel Division, and Pipe Line Safety standards.

The City of Fremont has two inter-connection facilities that connect the Northern Natural Gas Pipeline system to the City of Fremont distribution system. The City of Fremont has also contracted Northern Natural Gas for improvements on the pipeline system to increase the available transmission capacity to supply Fremont's growing demand.

Electricity

The City of Fremont Department of Utilities (FDU) owns its municipal electric system for the benefits of its ratepayers. The Utilities and Infrastructure Board (UIB) has oversight over the electric system and makes recommendations to the City of Fremont (COF) City Council who has the ultimate decision-making authority.

The FDU electric production is part of a rapidly changing electric production environment. The electric industry is constantly changing; there are technological advancements, regulatory changes, and customer preferences.

FDU understands it must embrace and manage the changing environment but still hold true to the mission of providing rate payers the safest, most reliable, and cost-effective energy possible.

The FDU has made a dramatic shift in its generating assets from primarily fossil fuel to renewables, such as wind and solar. The FDU is participating in a long-term purchase power agreement with NextEra Energy in the Cottonwood Wind Project, LLC. for wind energy. The FDU also installed two community solar arrays located within the City of Fremont on the FDU electric network.

The FDU provides the community and surrounding area with electric energy service and operates in the Southwest Power Pool (SPP). The FDU has purchased power agreements with Western Area Power Administration (WAPA) for hydro-electric power and NextEra Energy (Cottonwood Wind Farm) for wind energy. The FDU has an interconnection agreement with Omaha Public Power District (OPPD). The utility is expected to experience an average increase in energy demand of under 2.0% annually.

The Lon D. Wright (LDW) Power Plant is a coal-fired, electric-generating station located in the southeast area of Fremont and is owned and operated by the City of Fremont Department of Utilities. The City of Fremont also owns and operates the Derril G. Marshall (DGM) combustion gas turbine located in the southeast area of Fremont.

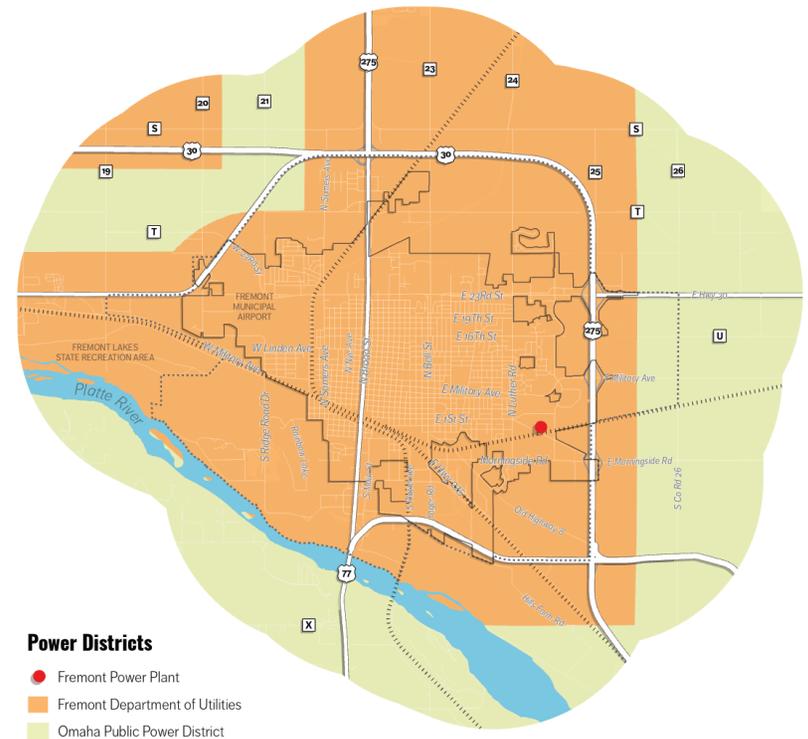
The electric service area is approximately 60 square miles, including

Fremont and the surrounding area. The system is funded through utility rates and has approximately 15,985 electric meters. The current system has the capacity to serve the existing customer base and future growth.

With the installation of additional infrastructure, the system can support future development up to approximately one-half a mile east of US 275/Highway 30, which covers the Eastern Growth Area identified in the Land Use Plan. Further development to the east would require coordination with the Omaha Public Power District.

The FDU commissioned a study in 2012 to assess future power demand and needed improvements in the physical plant and the electric network beyond 2020. The study's main objective was to assess the utility's future capacity needs considering increasingly stringent environmental compliance regulations, newly emerging energy technologies, and the eventual need to replace or upgrade the older generating units that are now over 60 years old.

As a result of the study, FDU and OPPD installed the Elkhorn Valley Transmission line, a 161kV to 69kV transmission line between OPPD and FDU, to improve reliability and to strengthen FDU interconnections to the electric grid. This transmission line, along with the other transmission lines into Fremont, allow FDU to continue to export and import electric energy as needed. FDU also purchases firm transmission from SPP for WAPA energy, Elkhorn Valley, and NextEra Cottonwood wind farm.



PUBLIC SAFETY

The Fremont Police and Fire Departments are designed to protect the health, safety, and public welfare of the community. The effectiveness of each department is dependent on the staffing of well-trained police officers, firefighters, and emergency medical personnel; equipment such as vehicles, apparatus, and firearms; training and continuing education; and adequate building facilities. The location of the fire station is critical to response time for emergency calls, which impacts public safety and the City's insurance rating. The capacity of these services is necessary to accommodate growth. The role of Fremont's police, fire, and emergency medical services is to protect life and property and create a safe environment to live, work, and play.

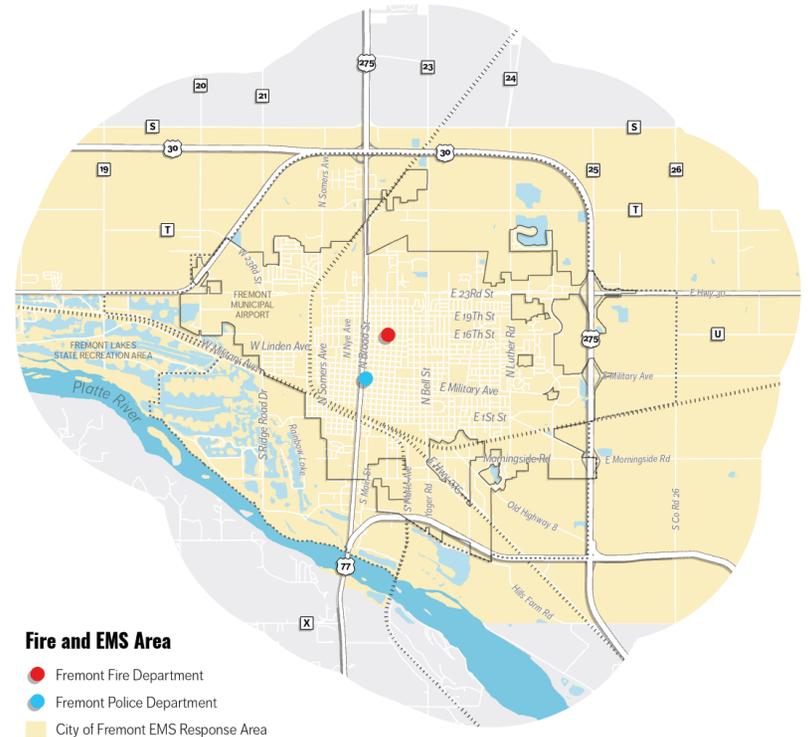
Fire Department

The Fremont Fire Department provides fire, rescue, disaster, and emergency response services in the City and immediate surrounding area. The Department employs 28 professional firefighters. The Department is funded through a mix of property taxes and a half-cent sales tax. The Fremont Rural Volunteer Fire Department is outside of the City's service area and has a mutual aid agreement with the City.

The Fire Department's service area is approximately nine square miles within the city limits in the City, while the Emergency Medical Service (EMS) service area is approximately 56 square miles. The boundaries roughly cover an area two miles to the north, east to the Washington County line, south to the Platte River, and seven miles to the west.

In 2020, the Department responded to 286 fire-related calls and 2,824 emergency medical service calls. The number of emergency medical service calls increased by 11.7% from 2,527 to 2,824 between 2017 and 2020. The water supply in the community is excellent, and in 2018 the Department's Insurance Services Office (ISO) rating improved from 4 to 3. The average response time for in-city EMS emergencies was 4 minutes and 50 seconds in 2020, while the average response time for out-of-city calls was 8 minutes and 32 seconds.

The fire station is located at 415 E 16th Street and has two front line trucks and one reserve truck, including one aerial, one water rescue/command center unit, and three rescue squads. In 1993, the Department was approved for Advanced Life Support (ALS) service that allows the Department to intercept critical patients when requested. In 1995, it received its paramedic license. Today, there are 15 paramedics, 1 intermediate, and 12 EMT's. The Fire Department is undertaking a study to determine the needs for a future satellite station(s) and the expansion or replacement of the existing fire station.



Policies and Recommendations

Fire protection is essential to any community, and the City must ensure it maintains adequate levels of protection. To do this, the City should:

- Continue to pursue full staffing for the Department following the standards of the National Fire Protection Association, as the budget allows
- Continue efforts to improve the City's ISO fire insurance rating of 3, as designated by the National Fire Protection Association
- Promote the reserve officer program, which provides much-needed support to respond to calls, to recruit up to 12 firefighters to supplement full-time staff
- Continue to pursue Staffing for Adequate Fire and Emergency Response (SAFER) grants-in-aid to fill vacant firefighter positions as needed and recruit and retain volunteer firefighters

- Identify funding and budgetary strategies to purchase new equipment as old equipment phases out of service and to upgrade the fire station as needed
- Consider a new fire station to supplement the existing station as the community grows
- Study options and potential sources of funding to add an engine company and ambulance unit staffed by full-time firefighters under IAFF recommendations
- Consider long-term strategies to construct an emergency services training center
- Complete the study to determine the future needs/location for satellite and expansion/new station. Add the facilities to the capital plan as appropriate.

Police

The Fremont Police Department provides police protection and public safety services. The Department is a full-service law enforcement agency that responds to emergencies, criminal activities, and specific citizen concerns. The Department's jurisdiction encompasses the City and its two-mile planning jurisdiction and the service area is divided into four districts. The Department employs 39 full-time officers.

The Department is located at 725 N Park Avenue in a two-story building constructed in 1967. Individuals in police custody are transported to the Dodge County jail rather than the station. The Department has five cruisers, three motorcycles, bicycles, and a K9 unit for drugs and tracking. The police department is funded through a mix of property taxes and a half-cent sales tax

The Department jointly funds and provides a School Resource Officer (SRO) for Fremont Public Schools. Security officers at Midland University and Metropolitan Community College also coordinate with the Department.

Policies and Recommendations

Fremont should continue to maintain exceptional community safety by supporting its Police Department. To do this, the City should:

- Continue supporting the community policing program through regular district meetings and involvement with neighborhoods and schools
- Cooperate with the Dodge County Sheriff's office to gain approval, manage, and oversee an interlocal agreement for police protection services in and around Fremont
- Support a cooperative training program for all sworn officers to ensure they maintain the skills and continued education necessary to fulfill their mission
- Identify and design a site for a new police and dispatch facility with preference for a downtown location

- Ensure coordination between City departments to conduct a review of both public and private development plans to ensure crime prevention is adequately addressed
- Pursue full staffing in accordance with the Federal Bureau of Investigations, as the budget allows
- Pursue the Cops Hiring Recovery Program, which funds a position at 100% for three years with the Department committing to fund the position for the fourth year
- Identify a source of annual funding to replace aging cruisers and purchase new equipment
- Support additional emergency response unit (ERU) training
- Plan and budget to renovate the police station and identify a location for additional records storage
- Study the feasibility and warrant for a City-County joint law enforcement center and consolidate communications between the City and Dodge County

HEALTH AND EDUCATION

The City relies on public, semi-public, and private community partners to support the education and health system. These services contribute to the quality of life and attract new residents and businesses. The Fremont community envisions that these facilities will promote the City's capacity to support diverse educational opportunities and first-class medical services to improve residents' quality of life.

Keene Memorial Library

Keene Memorial Library, located at 1030 N Broad Street, offers several classes and programs for children and adults and hosts over 400 meetings per year, including support groups and social clubs. It also offers a summer reading program, children's storytime, baby and toddler play, monthly craft sessions, a treasure hunt, and other programs for children, as well as book clubs, computer classes, quilting and knitting, beginning and intermediate computing classes, and special exhibits and displays for adults. The library offers 16 public computers.

The building includes a 75-person auditorium and children's play area. A smaller annex is located across the parking lot, accommodating additional meeting

space, books, sorting, and storage. The library is primarily funded by City property taxes, although support is also provided through the Nebraska Library Commission, Friends of the Library book sale proceeds, Friends of the Trust, and an endowment through the Fremont Area Community Foundation.

In 2022, the City is working with the library on renovation and expansion to include new ADA-compliant features; updated technology; a dedicated computer lab; designated areas for adults, teens, and children; an expanded community meeting room space; and an outdoor courtyard. The library was awarded a grant of \$500,000 from the Peter Kiewit Foundation for the project and has received additional support local from the Fremont Rotary Club, Fremont Kiwanis Club, FNBO, and First State Bank and Trust. Together, these sources have put the library halfway to its fundraising goal of \$9.4 million to support the expansion.

Policies and Recommendations

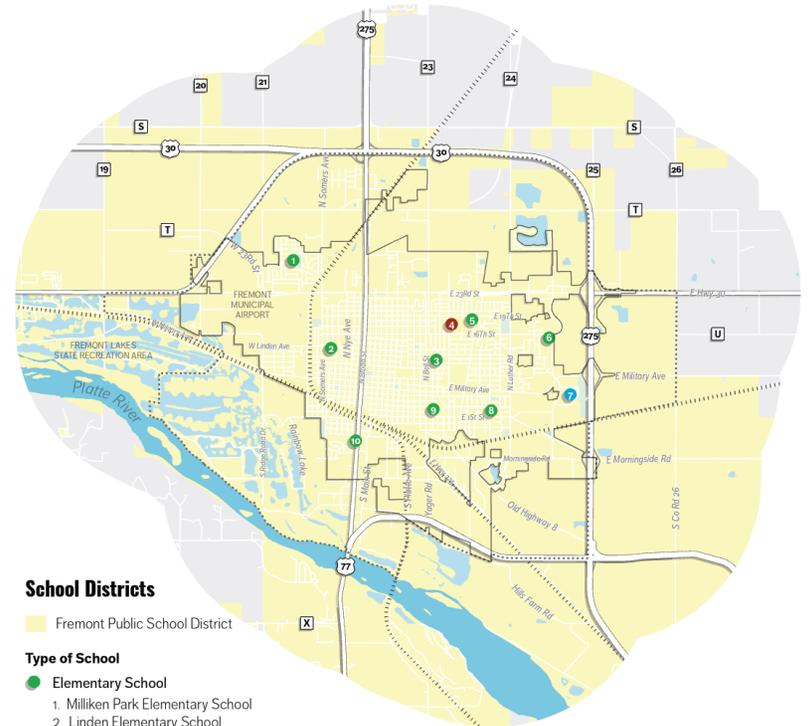
The City should continue to work with the library, ensuring it remains a strong community asset, gathering space, and educational center. The City should work with the library to:

- Continue seeking grants, donations, and other funding sources to support the facility's planned expansion and renovation

- Consider building shared-use public parking lots that could supplement overflow traffic from the library and Metropolitan Community College
- Conduct a study to determine the feasibility of separate computer areas, technology upgrades for the auditorium, partitions in the children's area, and a kitchen in the East building

Fremont Public Schools

The mission of Fremont Public Schools (FPS) is to produce creative, adaptable, productive citizens committed to lifelong learning. FPS has 11 schools, including one high school, one middle school, eight elementary schools, and one pre-school. In addition to these public schools, the City has three private schools: Archbishop Fremont Bergan Catholic High School, Bergan Elementary, and Trinity Lutheran (Kindergarten through 8th Grade). FPS administers public education within the City and had a total of 4,615 students enrolled in 2022. In 2021-2022, Fremont Public Schools' general fund budget was \$68.4 million with an average cost per pupil of \$11,981. The budget is comprised primarily of a local property tax levy (51.0%) and State of Nebraska aid (29.0%). A \$123 million bond issue was passed in 2022 that will reconstruct three elementary schools, update the high school, update two elementary schools, add an addition to the 5th-6th grade center and Linden Elementary, and will build a Career Technical Center for dual credit technical training.



School Districts

■ Fremont Public School District

Type of School

● Elementary School

1. Milliken Park Elementary School
2. Linden Elementary School
3. Bell Field Elementary School
5. Clarmar Elementary School
6. Archbishop Bergan Elementary School
8. Howard Elementary School
9. Grant Elementary School
10. Washington Elementary School

● Middle School

7. Fremont Middle School

● High School

4. Fremont High School

PUBLIC SCHOOLS SITES AND ENROLLMENT

Public School Facility	Student Enrollment 2022
Fremont Senior High School	1,482
Fremont Middle School	670
Bell Field Elementary School	309
Clarmar Elementary School	217
Grant Elementary School	152
Howard Elementary School	267
Johnson Crossing Academic Center	642
Linden Elementary School	349
Milliken Park Elementary School	233
Washington Elementary School	294
Total	4,615

FPS carries accreditation with the Nebraska State Department of Education as well as a certification of regional quality. In April 2007, the school system became the first school system to receive District Accreditation, which is the highest level granted by AdvancEd, a regional accreditation agency. In 2011, Fremont Public Schools became the Nebraska School District to receive a five-year extension of that classification.

FPS partners with several organizations to maintain recreational facilities. For instance, Milliken Park Elementary School and the 5th and 6th grade building play space are maintained through partnerships with the City and the High School Tennis Courts are maintained through a partnership with the City and Midland University. After-school programming is hosted at Washington and Grant Elementary Schools through partnerships with the YMCA and Midland University. The schools have two to three business partners that provide a wide range of assistance, including local banks and Fremont Area Medical Center.

Metropolitan Community College

Metropolitan Community College (MCC), the largest community college and post-secondary institution in Nebraska, operates a satellite campus in Fremont. The campus relocated in 2007 to its current location at the Old Junior High Building, offering more building space and a more prominent presence in the community. The campus includes 11 classrooms, computer labs, student services, and a state-of-the-art Certified Nursing assistant lab. It provides over 100 degrees and certificate programs. The top five programs in terms of credit hours include health, math, English, information technology, and sociology. MCC also provides a welding program, including an Associate in Applied Science Degree and career certificates in different types of welding. Welding education provided through MCC is available to high school students, which allows the students to transition into related careers upon graduation.

Midland University

Midland University is a four-year liberal arts university with a 128-year history in Fremont. In 1962, Midland University (MU) merged with Luther Junior College to become Midland Lutheran College, and in 2010, Midland Lutheran College transitioned to MU. The university has 18 buildings on campus, including a student union, large and small athletic complexes, dining hall, library, and theater. Seven buildings are dedicated to housing, including dormitories and newer apartment-style buildings. Enrollment has increased in recent years – in 2019-2020, 1,408 students were enrolled, which increased to 1,572 students in 2020-2021.

MU offers over 50 majors and pre-professional programs. The education and accounting graduate programs now offer masters' degrees. MU is primarily funded through tuition (94.0%) and supplemented by endowments and donations (6.0%). Students receive an average of 50.0% scholarship discounts. Recent capital improvements have included enhanced wi-fi service, improvements to Luther Library, a renovation of the dining hall, an enhanced dance team practice space, and a high-fidelity nursing simulation lab completed in partnership with Methodist Fremont Health.

Methodist Fremont Health

Though the facility's name has changed over the years, Methodist Fremont Health has served Fremont and the surrounding region as an independent hospital and medical provider since 1940. With 900 employees and over 75 physicians, Methodist Fremont Health is the City's largest employer and the only hospital in Dodge County. The facility is located at 23rd and Clarkston Streets. It offers general medical care rehab services, cancer treatment, acute and long-term care, and an emergency department. The facility also provides specialized services including obstetrics and gynecology, urology, imaging, cardiology, cancer, orthopedics, senior services, home health care, and hospice services. A wound center, cardiac diagnostic clinic, and private medical offices are also onsite.

Since the 1960s, Methodist Fremont Health has offered long-term healthcare through A. J. Merrick Manor, a 112-bed skilled care facility with private and semi-private rooms and 24-hour nursing care located on-site with Methodist Fremont Health. Given Dodge County's large share of aging adults, these long-term accommodations will be key to allowing residents to be cared for locally.

Methodist Fremont Health is funded by operations revenue and does not receive local, county, or state tax revenue. In recent years, the hospital has invested in

a wide range of improvements, including a two-phased patient tower expansion and a licensed skilled care facility, Dunklau Gardens. The organization also partners with Creighton University School of Medicine, the University of Nebraska Medical Center, Midland University, sports medicine, and local schools.

Policies and Recommendations

As Fremont grows, there will be an increasing demand for health services and healthcare. The medical sector's social and economic importance to the community will also continue to expand. To support Methodist Fremont Health in its mission to provide a high-quality care experience for the community, the City should:

- Continue to support the wide range of healthcare services Methodist Fremont Health provides and collaborate as needed
- Support and facilitate opportunities for coordination with health and educational partners within the community
- Invest in quality-of-life amenities to make Fremont an attractive place for healthcare professionals to live and work

PARKS, OPEN SPACE, AND RECREATION

The Fremont Parks and Recreation Department is responsible for the care and maintenance of 19 parks, consisting of two dog run parks, Ridge Cemetery, 10 miles of bicycle trail, 14 baseball and softball fields, 2 football fields, and the Christensen Field Livestock and campground facility. Fremont has over 451 acres of parkland total, 200 acres of which are irrigated land. A full list of the City's parks are shown in the table below. Other parks in the community are maintained by organizations other than the City. For instance, Memorial Park is maintained by Midland University.

Fremont's 2012 Greenprint for Tomorrow plan established a vision for the City's parks to promote community health, physical activity, and social involvement. The plan recognized the key importance of parks in protecting sensitive environmental features such as wetlands and waterbodies, attracting residents, facilitating tourism and economic growth, and improving community aesthetics. The Greenprint for Tomorrow involved robust community engagement to ensure that diverse viewpoints among members of the community were considered, including four stakeholder group interviews, which included staff from the City's Parks and Recreation Department, representatives from Fremont Public Schools, the YMCA, Midland University, members of the Parks and Recreation Board, and City Council. Using this input, the plan establishes a series of goals and actions to effectuate the City's overall vision for the park system, which serves as the basis to dedicate municipal funds and acquire external funding such as grants for projects and improvements.

<i>Park</i>	<i>Location</i>	<i>Amenities</i>	<i>Park Type (NRPA Classification)</i>
Barnard Park	Clarkson Street & Military Avenue	Playground, Gazebo, Restrooms	Neighborhood Park
Buch Park	Luther Road & Donna Street	Playground, Ball Field	Neighborhood Park
Buckridge Park	Downing Street & Birchwood Drive	Playground, Picnic Area, Basketball Court	Pocket Park
Christensen Field	16th Street & Ridge Road	Playground, Softball Field, Baseball Field, Batting Cage, Restrooms, Dump Station, Event Camping, Horse Arena, Senior Center, Multi-Purpose Building, Bocce Courts	Community Park
John C. Fremont Park	9th Street & Broad Street	Picnic Shelter, Summer Concert Series, Playground, Splash Pad	Neighborhood Park
Clemmons Park	16th Street & Luther Road	Sled Hill, Playground, Picnic Shelter, Dog Park, Restrooms, Baseball Field, Sand Volleyball, Batting Cage, Soccer Field, Trails, Arboretum	Community Park
Davenport Park	Linden Avenue & Davenport Avenue	Playground, Picnic Shelter, Restrooms, Softball Field, Dog Park	Neighborhood Park
Fremont Rotary	5th Street & K Street	Playground, Picnic Shelter, Gazebo, Restrooms, Basketball Court, Handicapped Playground	Neighborhood Park
Hormel Memorial Park	Southwest of the City 1/2 Mile	Trails, Fishing, Picnic Area,	Special Use Park
Johnson Park	Military Avenue & Johnson Road	Picnic Shelter, Splash Station, Canoeing, Arboretum, Trails, Fishing, 9-Hole Disc Golf, Concrete Walking Trail, Soccer Field, Restrooms, Handicapped Playground, Johnson Lake	Community Park
Masonic Park	Highway 30 & Main Street	Playground, Picnic Area	Neighborhood Park
Miller Park	S M Street	Playground, Picnic Area, Softball Fields, Restrooms, Skate Park, Splash Pad, Horseshoe Court	Community Park
Milliken Park	Wyoming Avenue	Playground, Soccer Field, Softball Field	Neighborhood Park
Moeller Park	750 S Broad Street	Baseball Field	Neighborhood Park
Monnich Park	S Broad Street	Picnic Area	Neighborhood Park
Horse Arena	16th & Ridge Road	Picnic Area, Camping, Horse Arena, Restrooms	Special Use Park
Ronin Park	17th Street & Somers Avenue	Playground, Picnic Area, Softball Field, Restrooms, Swimming Pool, Splash Pad, Basketball Court, Tennis Courts, Baseball Field, Sand Volleyball Court	Community Park
Ruwe Park	5th Street & Howard Street	Playground, Picnic Shelter, Handicapped Playground, Restrooms, Splash Pad, Basketball	Neighborhood Park
Van Anda Park	Linden Avenue & Pebble Street	Playground, Picnic Shelter, Handicapped Playground, Splash Pad, Restrooms, Basketball Court	Neighborhood Park
Wildwood Park	Big Island Roadh	Trails	Neighborhood Park

PARKS, OPEN SPACE AND RECREATION

Parks and Service Area

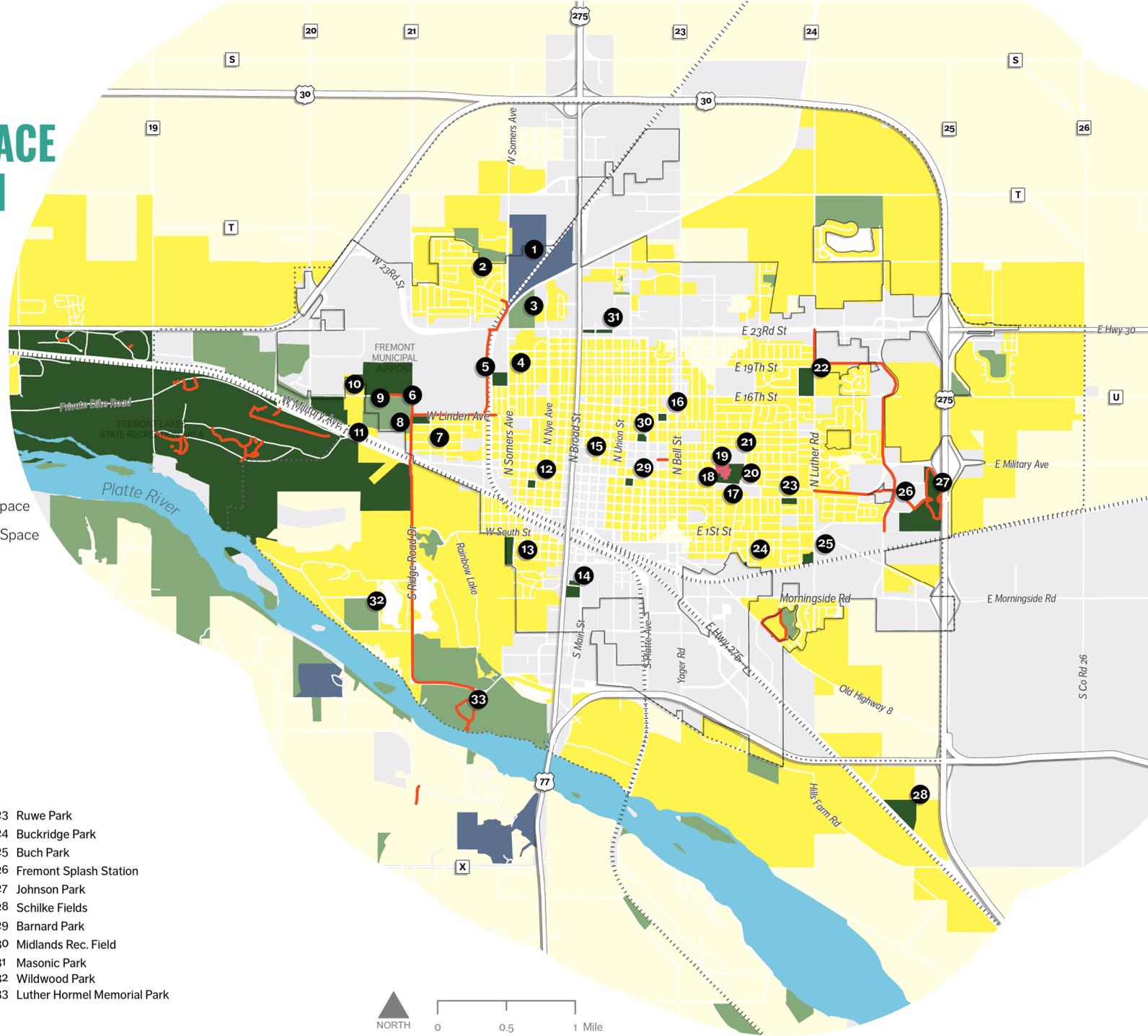
- Recreational Facility - Indoor
- Recreational Facility - Outdoor
- Golf Course
- Open Space
- Recreational Bike / Ped Trail

Residential Areas - Park Service Area

- Within 10-minute walk to a Park/Open Space
- Outside 10-minute walk to a Park/Open Space

List of Parks, Open Space and Facilities

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Fremont Golf Course 2 Milliken Park 3 Memorial Cemetery 4 Ronin Swimming Pool 5 Ronin Park 6 Christensen Field 7 Davenport Park 8 Davenport Fields 9 Ridge Municipal Cemetery 10 Fremont YMCA, Camp Christensen 11 Fremont Lakes 12 Fremont Rotary Park 13 Miller Park 14 Moeller Park 15 John C. Fremont City Park 16 Van Ada Park 17 Dillion Family Aquatic Center 18 Sidner Ice Arena 19 Fremont Family YMCA 20 Heedum Field 21 Memorial Park 22 Clemons Park | <ul style="list-style-type: none"> 23 Ruwe Park 24 Buckridge Park 25 Buch Park 26 Fremont Splash Station 27 Johnson Park 28 Schilke Fields 29 Barnard Park 30 Midlands Rec. Field 31 Masonic Park 32 Wildwood Park 33 Luther Hormel Memorial Park |
|---|--|



Service Area Analysis

Many of Fremont's parks are relatively small. In fact, all of Fremont's parks, except the Sports Complex, are less than 70 acres in size and many are less than ten acres. The National Recreation and Parks Association (NRPA) has a published parks classification system, which can be used to classify parks into different categories, depending on their size, types of amenities provided, location in the City, and types of activities accommodated on site. For instance, a neighborhood park classified under the system often includes open space, a picnic table, and children's play area that attract residents from the surrounding blocks, while a regional park might include a major nonmotorized trail system that draws visitors from outside the community.

According to the NRPA classification and standards system, about half of Fremont's parks are categorized as neighborhood parks, which are intended to serve the recreational needs of residents within the surrounding neighborhood area and are typically between 2,000 to 6,000 persons. A service area standard of half a mile is typically recommended for neighborhood parks. This distance represents an average walk time of 10 minutes between a home and park. In addition, many of Fremont's parks are categorized as community parks, which are slightly larger in size than neighborhood parks, provide a broader array of recreational amenities, and serve a greater portion of the overall community.

The half-mile service area indicates that the East, North, Northeast, and Western parts of the City are well-served by parks, however, the Southeast and Central part only has four parks - Buch Park, Ruwe Park, Buckridge Park, and Van Anda Park.

Policies and Recommendations

The Fremont Parks and Recreation Department's mission is to enhance the quality of life for the citizens of Fremont and their guests by providing and facilitating quality leisure service programs and facilities, while protecting and improving the environment. Fremont and its Parks and Recreation Department can continue to support the provision of quality parks and recreation. To do this, the City should:

- Continue to develop trails, bikeways, and sidewalks to increase walking and bicycling and provide safe and efficient transportation connections in keeping with increased demand for parks created by population growth
- Provide funding to update the Parks and Recreation Master Plan to determine the need for future parks, areas that are not well served, and to reaffirm the community's goals for the park system
- Implement a policy to increase the community's overall health and wellness, such as banning tobacco products in the parks and facilities starting with parks
- Continue to improve park accessibility by replacing aging equipment with new equipment designed for universal accessibility
- Ensure all parks can easily and safely be accessed by walking or biking
- Include public parks in wayfinding signage
- Identify areas for new parks in coordination with growth and development. Van Anda is targeted as the first area for rejuvenation and grow development.
- Continue to acquire rights-of-way and/or easements for construction of a citywide pedestrian and bicycle network. The network should seek to tie together each of the City's parks, schools, and public institutions and facilities.
- Conduct a sidewalk inventory on all arterial, collector, and local streets and subsequently produce a plan and capital program to replace or install new sidewalks to maximize accessibility for a citywide pedestrian and bicycle network
- Develop a safe-route-to-school program by prioritizing sidewalk improvements in proximity to each of the public and private schools





NATURAL AREAS

Chapter 6

The Natural Areas chapter presents policies and recommendations which seek to preserve and protect important and sensitive environmental features and to ensure Fremont residents continue to enjoy the natural resources that underpin the community's character and quality of life. The Natural Areas chapter includes rivers, lakes, floodplain, and wetlands.



RIVERS AND LAKES

Fremont is located in the valleys of the Platte and Elkhorn Rivers, eastern Nebraska's major rivers. The Elkhorn River is a destination for kayaking, rafting, and other outdoor activities. Meanwhile, Rawhide Creek, which carries a smaller water volume than the Platte and Elkhorn Rivers, runs from west to east across properties in the City's north. These three rivers have produced destructive flooding events in recent years, most notably in March 2019, resulting in the loss of property in Dodge County and Fremont. Fremont requires an approach to natural resource management that preserves the Platte and Elkhorn rivers for future use and enjoyment and defines a path to allow growth while managing flood risks. Over 20 sandpit lakes are located to Fremont's southwest between the City and the Platte River. The lakes were formed from the mining of sand and gravel for their use in concrete, golf course greens, landscape materials, and road base materials. The lakes offer recreational opportunities and natural settings that are valued by residents and visitors. The Fremont Lakes State Park and sand pit lake developments along the Platte River are enjoyed for their

beauty and recreational opportunities. Other lakes are privately owned and are lined with residential housing.

As part of ongoing flood risk reduction assessments for the Fremont region, updated flood studies are being completed for Rawhide Creek, the Platte River and portions of the urban drainage network. These studies utilize observations from recent floods and represent best available flood risk data. The floodplain mapping resulting from these studies is expected to differ from the regulatory Flood Insurance Rate Maps (FIRM), and there may be an extended period where these study results and the FIRM exist in parallel while potential FIRM updates are considered. It is also anticipated the Rawhide Creek floodplain will be larger than shown on the effective FIRM. Due to these factors, it is recommended the City of Fremont consider adopting the revised flood studies as best available information for local floodplain management purposes. This will result in floodplain management standards being applied to regions that show greater flood risk in comparison to the FIRM such as additional floodplain or higher flood depths. Including this as a development management standard based on best available data will assure flood risks for potential new development are reduced through local floodplain management standards, along with

helping to assure the new development limits or avoids impacts to nearby or downstream properties. Additionally, this will provide improved flood risk guidance specifically for Rawhide Creek, which is currently represented as a Zone A floodplain, which is the highest rate, on the FIRM and lacks a detailed regulatory flood risk assessment.

Refer to page 86 for a complete list of Parks, Locations, Amenities, and Park Types.

Platte River

Fremont is located along the Platte River, which extends across Nebraska, Colorado, and Wyoming and drains an area of approximately 90,000 square miles. The Platte River is a shallow, braided, alluvial sand bed river. The River also provides a unique habitat for many Great Plains wildlife species including migrating birds such as Sandhill and Whooping Cranes and fish species, however, the development of storage reservoirs, diversions, and groundwater pumping for irrigation have degraded the habitat quality. In addition, stormwater from the agricultural region west of Fremont flows into the Platte River, affecting the water quality.

Fremont's water supply originates from the High Plains Alluvial Aquifer, rather than the Platte River. As a result, Fremont's land use decisions have less of an impact on the river's water supply levels than in communities that use the river as a water source. New impervious surfaces in the City can generate greater stormwater runoff quantities and contaminate the river. Nearly four miles of the river's banks are within Fremont's planning area, which means that the City can establish land use policies in these areas. Additionally, a larger extent of the Platte riverbank is within the City's extraterritorial jurisdiction, which means that the City can regulate land use and development along these areas of the riverbanks. The City should preserve the natural and low-density residential character that exists along the Platte River and should seek to partner with state and regional organizations to support ongoing water protection efforts.

Elkhorn River

The Elkhorn River originates in the eastern Sandhills, and its river basin encompasses approximately 7,000 square miles in Northeastern Nebraska. The river flows approximately three miles to the east of Fremont and empties into the Platte River approximately 20 miles southeast of the City. No portion of the river is within Fremont's municipal border or its planning area, which means the City does not exercise direct control over land use along the river's banks. However, significant areas of the Elkhorn floodplain are within the northeastern and eastern portions of the Fremont planning jurisdiction and will limit Fremont's eastern expansion.

The Elkhorn River is a popular destination for tubing and kayaking activities, which draw residents and visitors to the area. Recreational outfitter businesses that offer equipment rentals and tours are common in the areas near Fremont, including Waterloo. This makes the river an important asset that supports the local recreation industry and the quality of life that residents value. The river is considered one of the most flood-prone rivers in Nebraska, and severe flooding from the Elkhorn River impacted Dodge County and caused damage in Fremont as recently as 2019.



Rawhide Creek

Rawhide Creek is a small, human-constructed creek that flows from east to west across several properties in Fremont's north. Its watershed encompasses 142,000 acres in Colfax and Dodge Counties. The creek traverses Fremont Golf Club and runs under major roads including N Broad Street, N Clarkston Street, and N Yager Street north of E 23rd Street. The Creek also flows under E 23rd Street and N Luther Road further west within the City's boundary. Although its width and water volume are small compared to the Platte and Elkhorn Rivers, Rawhide Creek has contributed to major flooding in recent years. In 2019, water from the Creek infiltrated the sewer system, caused several City streets to flood, and forced the evacuation of homes in the Clamar Avenue area. Flood modeling indicated that the floods also had the potential to damage the hospital, Fremont Airport, and four assisted living facilities. Flooding events from Rawhide Creek also occurred in June 2016 and March 2010. Rawhide Creek is also prone to flooding from the Platte River, where overflow from the river can flow into the creek.

As of 2022, Dodge County is partnering with the Natural Resources Conservation Service to develop a Flood Risk Reduction Plan for the entire Fremont area, including impacts to the Platte River. The processes engaged stakeholders and community members to document the existing flooding problems, evaluate new strategies for flood reduction and watershed protection, and propose cost-effective solutions to reduce flooding impacts. The process resulted in updated flood risk data for the Rawhide Creek watershed within Fremont. It showed that much of the undeveloped land north of E 23rd Street, within the City, and the neighborhoods south of E 23rd Street, between N Platte Avenue and N Bell Street, are in Rawhide Creek's 10-year floodplain. This means these areas have a 10.0% chance of flooding annually.

Luther Hormel Memorial Park

Luther Hormel Memorial Park is located along the Platte River, southwest of the City. The park features a paved trail, fishing, and a picnic area. The trail is a 0.7-mile loop and is an excellent spot for running or walking.

Fremont Lakes State Recreation Area

Fremont Lakes State Recreation Area is located on the north shore of the Platte River, three miles west of Fremont. The state-maintained recreation area encompasses 40 acres of land and nearly 300 acres of water in 20 natural sandpit lakes. The area is a unique recreational destination in Nebraska for fishing, boating, swimming, tent and RV camping, and gatherings and events. Powerboating is allowed on two of the area's lakes, while nonmotorized watercrafts are allowed in the rest of the lakes. Swimming is permitted in designated areas in the lakes. Electric and primitive campsites are available in the area.

Wildwood Park

Wildwood Park is located southwest of the City and is bounded by Fremont Lake, the Platte River, and Summer Haven Lake. The Park includes a walking and running trail as well as access to the nearby waterways.

Policies and Recommendations

The City of Fremont should consider measures to support the continued stewardship of the Platte and Elkhorn Rivers, Rawhide Creek, and the Fremont Lakes State Recreation Area, given their importance in the Great Plains ecosystem, the region's water supply, and the area's recreational economy and appeal to visitors. The City should:

- Encourage the use of "green infrastructure" (described below) to be used to limit run-off and reduce pollutants entering streams and rivers
- Support and implement the recommendations of the Rawhide Creek Watershed Management Plan upon its completion
- Collaborate with state and regional partners that seek to restore or preserve habitat along the Platte River
- Retain the existing natural and low-density residential land use patterns near the Platte River banks
- Establish standards to allow ribbon driveways to allow for reduced impervious surfaces on residential lots
- Adopt a stormwater management manual with practices to reduce post construction run-off
- Maintain the natural integrity of parks along the Platte River, including Luther Hormel Memorial Park and Wildwood Park, and encourage private property owners maintain the natural integrity of their properties
- Use grasses and tree species that are native to the Eastern Great Plains region for new landscaping
- Ensure that residential growth along sandpit lakes does not impact the water quality of the lakes
- Encourage the proper stewardship of the sandpit lakes
- Partner with local environmental groups to provide education and resources to preserve or add native vegetation on properties around the lakes
- Install green infrastructure at strategic locations in parks and rights-of-way throughout the City to control the quantity and quality of stormwater runoff into the Rawhide Creek and Platte and Elkhorn Rivers
- Consider partnerships with regional, state, and national entities to preserve the quality of the Platte and Elkhorn Rivers as opportunities arise

FLOODPLAIN

The Federal Emergency Management Administration (FEMA) uses geographic data to determine Special Flood Hazard Areas (SFHA), which are likely to be inundated by flooding each year. For instance, a 1.0% Annual Change Flood Hazard designation means that the area has a 1.0% annual chance of flooding. The entirety of Fremont is in an SFHA, although the degree of flood hazard risk varies by location within the community. The different types of floodplain designations are described in detail in this section.

In 2019, severe flooding affected communities along the Platte River and Elkhorn River throughout Dodge County. As a result, a significant number of properties were damaged and a high proportion of them were housing units. According to the Dodge County Communities County-wide Housing Study Update, 996 homeowners and 319 renters claimed residential damage through FEMA. This flood event impacted residential properties in the southwest portion of Fremont, between the Union Pacific Railroad Corridor and west of Broad Street, which is entirely located within the “100-year” flood plain meaning a 1.0% chance of flood annually. A total of 432 residential structures in this area were found to have moderate to substantial damage. As a result of this flood, the U.S. Army Corps of Engineers has initiated a 4.0% “Annual Chance of Exceedance” (ACE) Nonstructural Plan for the City of Fremont to identify measures to mitigate future flood hazards and damage to properties.

100-year Floodplain

The AE Zone includes areas with a 1.0% chance of riverine flooding annually, commonly called the 100-year floodplain, and are considered high-risk development areas. These areas comprise much of the community’s southern extent along Factory Street, Broad Street, and Cloverly Road, which are susceptible to flooding from the Platte River and where several major industrial businesses are located. Similarly, the southwestern neighborhoods south of the railroad right-of-way and west of Broad Street are in the 1.0% Flood Hazard zone. The AO zone includes areas with a 1.0% chance of flooding from shallow sheet water flow rather than riverine flooding. Neighborhoods surrounding Milliken Park and Milliken Park Elementary School, in the City’s northwest, are in the AO flood zone.

500-year Floodplain

The 500-year floodplain signifies areas with a 0.2% annual chance of flooding. All of Fremont that is outside of the 100-year floodplain is located within the 500-year floodplain. This includes the City’s historic Downtown and neighborhoods. Areas for future development along Highway 275 and Highway 275/30 corridor to the City’s north and east are also within the area with a 0.2% chance of annual flood.

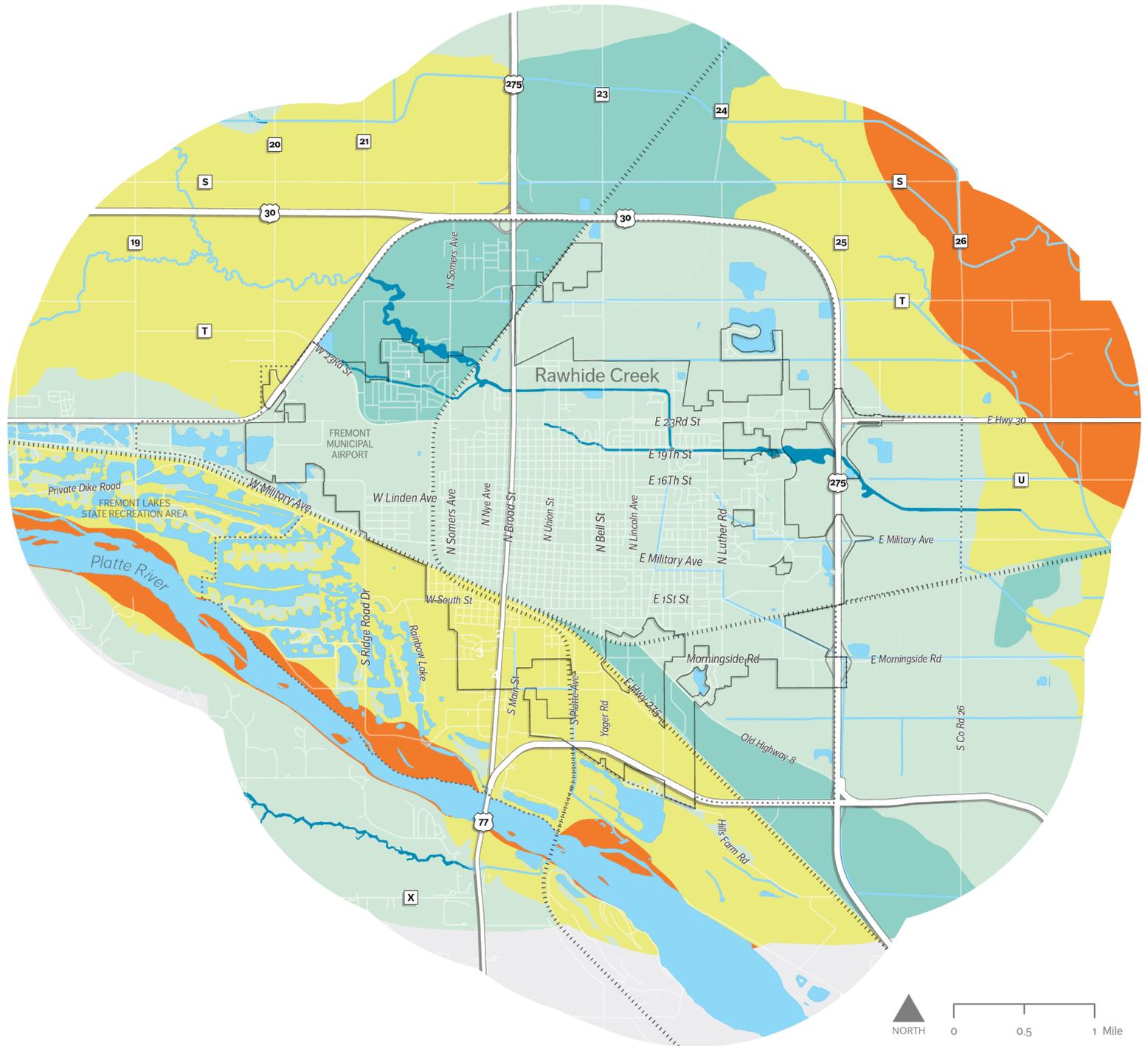
Floodway

A floodway contains the channel of a river and the land around it that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation over a specified height. Floodways are the natural areas surrounding the riverbed that will flood under most normal circumstances. Little development is appropriate in designated floodways due to the risk of damage to structures and life. Development in the floodplain requires consideration of materials and land use type due to risk of contaminating water. The City owns Wildwood Park and Luther Hornel Memorial Park within the floodway, both of which are largely wooded and undeveloped and are used only lightly for recreational purposes. Prior to the development of flood plain maps, single family residential uses were developed along Ridgland Avenue, S. Ridge Road, and Big Island Road. Many of those houses are within what has since been identified as the floodway. New residential structures cannot be built in the floodway. Those that sustained substantial damage during the 2019 flood must be removed. This area will redevelop with lower impact recreational and camping uses.

FLOODPLAINS

Floodplains

- Floodway
- Zone A 1% Annual Chance Flood Hazard
- Zone AE 1% Annual Chance Flood Hazard
- Zone AO 1% Annual Chance Shallow Flooding
- Zone X 0.2% Annual Chance Flood Hazard
- Area of Minimal Flood Hazard



STORMWATER MANAGEMENT

The construction of buildings, parking areas, walkways, and other features on commercial, residential, and public properties creates impervious surfaces. Impervious surfaces prevent stormwater and snowmelt from infiltrating the soil and water table, as occurs naturally when land is left undeveloped. Effective stormwater management is needed to prevent ponding, off-site flooding, and associated damages. Residents expressed that the City should take additional measures to manage stormwater runoff and flooding. The City should consider a variety of approaches to better manage stormwater, which could include the implementation of on-site features to control stormwater, upgrades to the storm sewer system, and additional floodplain development limitations.

Storm Sewer

The storm sewer system's service area includes the corporate limits of Fremont and the immediate periphery. Fremont's storm sewer system is sized to accommodate one half- to one-year stormwater events in the older areas of town and five-year storm events in the newer areas that have been constructed since the 1980s. This means that the system can manage typical storm events but will be insufficient in preventing flooding during major stormwater events. A lack of maintenance of the drainage channels that were established during the early 1900s has also contributed to flooding and drainage issues. Residents have expressed that the City should take additional measures to manage stormwater runoff and flooding rather than relying solely on the storm sewer system.

On-site Stormwater Management

Nebraska communities, including Fremont, are developing stormwater management plans to address concerns about development related stormwater impacts. Stormwater management plans are intended to minimize the off-site impacts. On-site stormwater management attempts to re-establish natural hydrologic processes in the built environment by utilizing a variety of "green infrastructure" materials and techniques. Stormwater management in Fremont can be challenging given the flat grade and high water table. Multiple techniques will likely be required on a development site in order to effectively manage stormwater. This can be achieved by using the following green infrastructure features, which can be incorporated into the community in several different ways.

	Roof	Buildings	Street	Driveway	Parking Lots	Lawns	Sensitive Areas
Bioswales			X		X		
Green Roofs	X						
Blue Roofs	X						
Naturalized Detention	X		X	X	X	X	X
Porous Pavement			X	X	X		
Rain Barrel	X	X	X	X			
Rain Garden	X		X	X		X	

- Bioswales: Depressed trenches with vegetation including shrubs or plants that are designed to hold stormwater, regulate the quantity of runoff onto adjacent sites, and facilitate the infiltration of stormwater into the ground. Bioswales are often successful when placed around the perimeter of parking lots to absorb automobile pollution.
- Green Roofs: A layer of vegetation over a flat or slightly sloped roof and are effective in storing substantial quantities of precipitation, regulating the temperature of stormwater, and filtering contaminants. Green roofs can be installed on existing or new buildings.
- Blue Roofs: Rooftop stormwater retention systems designed to temporarily store stormwater during precipitation events. The stormwater is temporarily stored and gradually released over time, which slows the overall rate of stormwater runoff across the community.
- Naturalized Detention and Infiltration Trench: Shallow depressed areas designed to store stormwater runoff from adjacent soils and allow water to seep rapidly into the soil. Due to their linear character, detention and infiltration trenches are often installed parallel to roadsides or around parking lot perimeters.
- Porous Pavement: Permeable pavement is made of a permeable material that enables stormwater to flow through it or non-porous blocks spaced to allow stormwater to flow between the gaps. Porous pavement can be incorporated as parking lots are constructed or reconstructed.
- Rain Barrels: Rain barrels capture stormwater and hold it for later use to irrigate lawns, plants, or gardens. Rain barrels are a low-cost approach to improving stormwater management and do not require substantial site redevelopment to be implemented.
- Rain Gardens: A depressed area in the landscape, typically containing perennial flowers and grasses, that collects rainwater from a roof, driveway, or street and allows it to soak into the ground. Rain gardens also filter pollutants in runoff and enhance site aesthetics.

These green infrastructure features each have unique advantages and disadvantages and are most appropriate in differing contexts. For instance, bioswales operate similar to a gutter, in that they store water and are most effective near parking lots, but may be ineffective at retaining stormwater from rooftops. Conversely, rain barrels are more effective at storing stormwater runoff from rooftops and structures than parking lots and present a low-cost option that does not require substantial redevelopment of sites. Some green infrastructure types such as rain gardens are appropriate when installed in public places such as parks or on-site public buildings and should be publicly funded and implemented.

Reducing impervious surface coverage on a given lot leaves more space for stormwater to infiltrate the soil naturally. The City can consider limits on impervious surfaces as an approach to improve stormwater infiltration into the soil. Restrictions on the size and placement of driveways can reduce the number of impervious surfaces on residential sites. Driveway size limits should be prudent considerations as the City annexes new tracts to the north, east, and south of its existing boundary. Meanwhile, large parking lots serve commercial developments along major corridors, including 23rd Street, Bell Street, and Broad Street south of W Vine Street.

When considering development in the floodplain, developers and the City should always reference Fremont’s Hazard Mitigation Plan and stormwater management techniques, such as the EPA’s National Menu of Stormwater Best Management Practices and NDOT’s Construction Stormwater Pocket Guide.

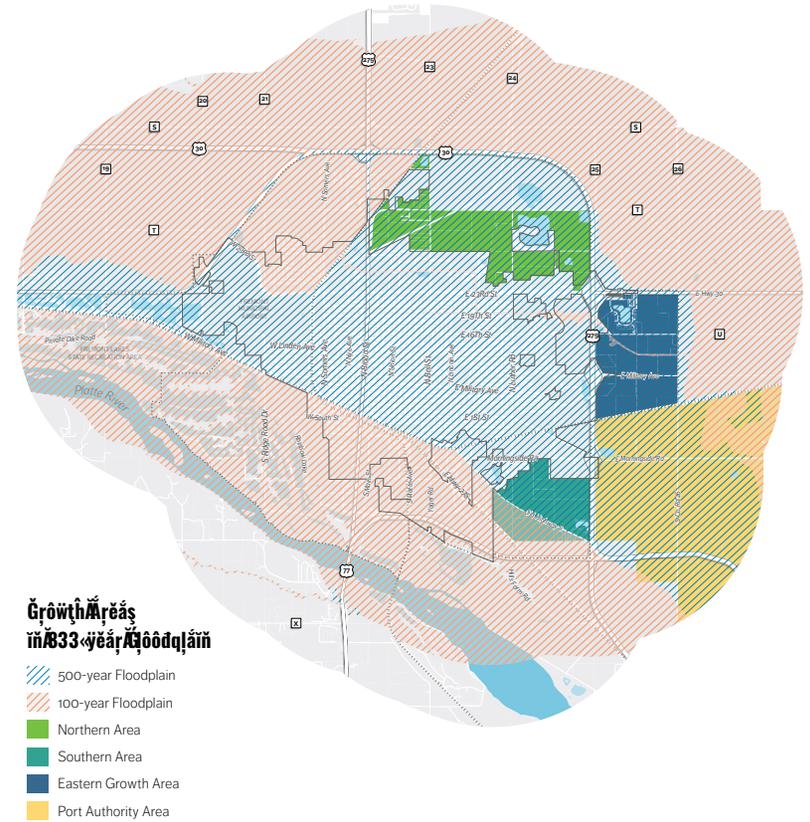
Limiting Development in the Floodplain

The City should consider limiting future development in the 100-year floodplain to reduce flooding impacts and instead direct development to the areas that are less susceptible to major floods. The map highlights the areas in and around the City that are most vulnerable to flooding. The areas within and adjacent to the City within the 500-year floodplain present less flood risk to the community than those within the 100-year floodplain. Given that the community will face continued pressure to grow in the coming years, it should focus on growth in the 500-year floodplain first and discourage growth in the 100-year floodplain.

These areas include:

- Northern Growth Area: The land north of the City’s northern boundary, south of T Road, west of Highway 30/275, and east of Highway 77.
- Eastern Growth Area: The land east of the City’s eastern boundary, west of Highway 275, south of 23rd Street, and north of the railroad right-of-way.
- Southern Area: The land southeast of the City’s southern boundary, west of Highway 275 and north of the wellhead protection area.
- Port Authority Area: The land east of Highway 275, south of the railroad right-of-way, and north of the wellhead protection area.

While these are sites to be considered for development, the Flood Risk Reduction Plan is recommended to be used in understanding flood risks on these sites. The City is also encouraged to use best available information, in addition to the Flood Risk Reduction Plan to regulate flood plain development.



Platte River Flood Protection and Levee

Levees are human-built embankments constructed to prevent the overflow of a river or another water body. Several levee systems exist along the Platte River in Nebraska to protect nearby communities from the river's flooding. Systems such as the Ames diking system sustained major damage during the 2019 flood season. Later that year, the City of Fremont and Dodge County were awarded Community Development Block Grant funding from the State of Nebraska to repair levees that were breached. In Dodge County levees exist along the Platte River immediately to Fremont's south and to the west near Ames and North Bend. Similarly, there are levees along the Elkhorn River near the Hooper and Scribner communities. No levees exist between Fremont and the Elkhorn River immediately to the City's east because a study was conducted in the past that showed such a system would not be economically feasible.

Tree Canopy

The maintenance of tree canopies can help control stormwater. Trees with broad, leafy canopies can intercept precipitation before it falls to the ground, slowing runoff onto parking lots, private properties, and water bodies. Root systems can absorb stormwater, reducing the rate and quantity of stormwater runoff. When deployed across a community, trees can greatly negate stormwater concerns and reduce the risk of damage to humans and the built environment from flooding. Trees also provide health benefits like increased air filtration and positive human responses to vegetation.

Several areas of Fremont have spacious tree canopies that should be preserved. For instance, the historic neighborhoods east of Downtown along Military Avenue, 6th Street, and 5th Street feature mature trees with large canopies, as do 15th Street, 14th Street, and Linden Avenue several blocks to the north. The tree canopy remains sparse in other areas. Recently constructed residential subdivisions such as the areas east of N Luther Road and south of 16th Street contain few trees along their roadways and on private property, as does the subdivision west of N Somers Avenue and north of County Road T. Tree coverage and vegetation also remains sparse in Downtown along Main Street, N D Street, and N Park Avenue. Similarly, little vegetation exists on sites in the City's major corridors, including the commercial properties along E 23rd Street and S Broad Street south of the railroad tracks.

The City should seek to maintain the healthy tree canopy where it exists, given that mature trees and vegetation are typically more effective at mitigating stormwater than newly-planted trees. The City should seek to enhance the tree canopy throughout the community where the coverage is deficient. The City has licensed arborists on-staff with the Parks and Street Departments. Additionally, the City requires that all individuals desiring to do forestry work within the City be licensed arborists.



Policies and Recommendations

The City of Fremont should consider measures to reduce the risk of damage and physical harm to the community from future flooding events. The following measures should be considered to reduce flooding measures:

- Limit annexation of and development in the 100-year floodplain, which poses a greater flood risk than development in the 500-year floodplain. Establish stormwater retention standards for development in the 500-year floodplain, including encouraging the installation of green infrastructure features and incentives for the preservation of existing vegetation.
- Support the Rawhide Creek Watershed Flood Risk Reduction Plan and its findings. Pursue approaches to reduce flood risk established in the plan, once published.
- Refer to the Flood Risk Reduction Plan when considering development on the floodplain and consider and collaborate with the long term flood risk reduction actions identified in the City's ongoing studies.
- Encourage the use of rain barrels, rain gardens, green roofs, and porous pavement as development occurs on private property. Seek grants to implement these measures on public buildings to solidify the City as a leader in environmental stewardship.
- Encourage the construction of bioswales and detention basins surrounding parking lots and other impervious areas on private property. Seek grants and other funding sources to facilitate their construction on public property.
- Continue to cooperate as needed with state and local partners to repair the levee systems that were damaged in recent flooding events, including the Ames diking system. Continue to seek external funding such as Community Development Block Grants to coordinate the repair efforts.
- Protect the mature tree canopy where it exists in the City's central neighborhoods.
- Encourage infill development to preserve the existing vegetation on-site where economically feasible.
- Monitor the replacement of aging water, sewer, and storm sewer lines to ensure that the replacement efforts do not interfere with existing healthy vegetation in public right of ways. Support monitoring efforts, as necessary.
- Update the subdivision standards to require the provision of deciduous trees along streets to ensure sufficient tree canopy coverage as new subdivisions are developed over time. Consider requirements for parkland and open space. Strengthen the existing UDC standards for landscape requirements to ensure their objectivity and require their placement in specific areas, such as in parking lot interiors, perimeters, and building foundation areas.
- Incorporate the drainage manual into the UDC, once it is adopted, to ensure compliance with the City's stormwater specifications required prior to zoning approval.
- Consider amending the conditional use process, planned unit development process, and other discretionary land use approvals to consider a proposal's stormwater impact and flood damage prevention.
- Require performance guarantees or other sureties to ensure that the landscaping and environmental specifications are implemented as approved while sites develop over time.
- Engage businesses Downtown in the Business Improvement District to determine the feasibility of raising funds for street trees and planter boxes Downtown and to fund their maintenance.
- Explore various options to implement green infrastructure systems.



TRANSPORTATION

Chapter 7

The City of Fremont drafted and adopted a Long-Range Transportation Plan concurrently with its Comprehensive Plan to plan for the future of transportation in the community. This Chapter portrays the major themes in the Long-Range Transportation Plan to define the key issues related to vehicular, pedestrian, and bicycle, public transportation, and freight mobility in the City. It then defines the improvements and actions needed to the transportation system as defined in the Long-Range Transportation plan to promote the community's vision for a safe, accessible, reliable, and connected multimodal transportation system.

Long-Range Transportation Plan

The City's Long-Range Transportation Plan (LRTP) was developed simultaneously with the Comprehensive Plan in 2021 and 2022 to plan for the future of transportation across vehicular, pedestrian, bicycle, public transportation, and freight-related transportation. The LRTP began by analyzing the City's existing travel patterns and infrastructure across these different modes and defining the key patterns affecting transportation. The process also included community engagement through a visioning workshop and open houses. This information was used to define a list of transportation projects to promote a safe, accessible, reliable, and connected multimodal transportation network. The LRTP's major findings and recommendations are summarized throughout this chapter, however, please refer to the LRTP for detail regarding the transportation planning process, project funding, and timelines.

Roadway Network

This section portrays the City's existing roadway network, which is essential to understand the roadway improvements recommended in the LRTP. Residents and businesses in Fremont rely on the City's roadway network to travel to work, school, and meet daily needs. The roadway network is organized by functional classification, which designates how roads function based on their design and is designated by the Federal Highway Administration (FHWA). The functional classification system is also used to determine the eligibility of different projects for federal transportation funding. The roadway classifications map shows the existing functional classifications of Fremont's roads.

The roadway network is further classified through the National Highway System (NHS) classification. The NHS includes the Interstate system and other strategic highways identified as important to the nation's economy, defense, and mobility. The Nebraska Department of Transportation (NDOT) is responsible for the NHS within the state and is the primary agency for funding NHS maintenance, operations, and improvements. The NHS is also shown in the roadway classifications map.

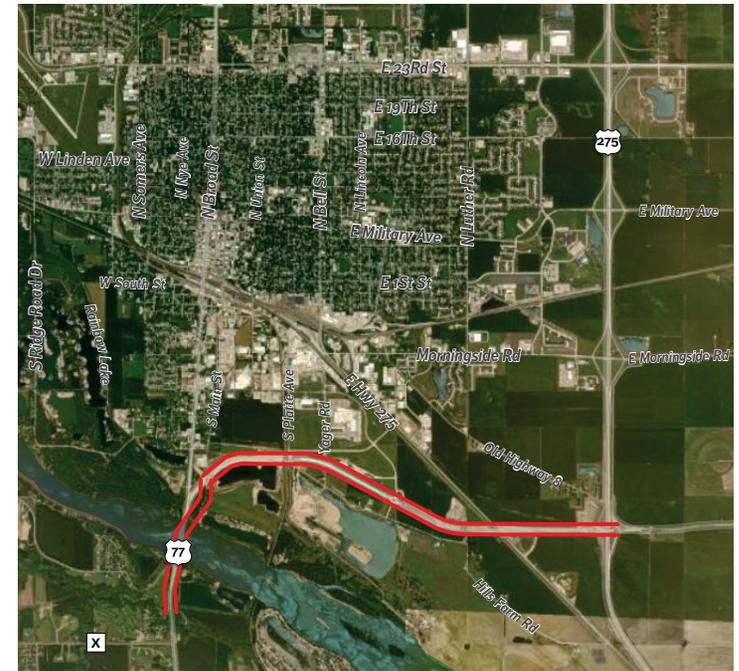


Roadway Functional Classification Types and Descriptions

Principal Arterial	<ul style="list-style-type: none"> Provides the highest degree of vehicular mobility with high traffic volumes and long trips. Facilitates travel across and between larger cities, including freeways and expressway routes. Limited access to residential and commercial land uses. Bicycle and pedestrian travel typically placed in separated facilities.
Minor Arterial	<ul style="list-style-type: none"> Lower vehicular mobility and volumes than principal arterials but higher than collectors. Provides some access to residential and commercial land uses. Typically serves moderate-length trips along the boundaries of neighborhoods. Bicycle and pedestrian travel typically placed in separate facilities.
Major and Minor Collectors	<ul style="list-style-type: none"> Collects traffic from local streets and connects to the Minor Arterial System. Provides more access to residential and commercial land uses than arterials. Bicycle and pedestrian travel provided adjacent to facilities, with marked and signed crossing for enhanced visibility and safety.
Local Streets	<ul style="list-style-type: none"> Limited vehicular mobility and lower volumes. Provides direct access to land uses with limited travel distances. Connects development to higher classified roadways. Bicycle and pedestrian travel provided adjacent to and within streets. Reduced vehicular speeds allow for wider bicycle operation and walking within streetscape with limited markings and signage.

Southeast Beltway

In 2022, the Southeast Beltway, is currently under construction and marks a significant investment from the State in the Fremont area's transportation system. The project includes the construction of a new four-lane divided expressway on the south side of Fremont, approximately 3.2 miles in length, and will connect US-77 to US-275 and US-30. The expressway will include four travel lanes, two in each direction, inside and outside shoulders, and a raised median. NDOT estimates the total cost of the project to be \$60 million, the majority of which will be funded by state resources while a portion of costs will be borne by the City. The Southeast Beltway represents a significant investment and comprises a significant level of investment from the state. Once finished, the Southeast Beltway will provide a new route for truck traffic to access industrial uses in the City's southern extent, diverting truck traffic from the rest of the community and increasing access to the City's industrial sites from the highways.



Long-Range Transportation Plan Improvements

Fremont's LRTP identifies a series of recommended roadway improvements to improve traffic flow, roadway safety, access, truck routes, and other aspects of vehicular traffic flow. The plan further establishes estimated costs, timeframes, and additional details such as whether each project would require participation from a developer. For these details, please refer to the LRTP.

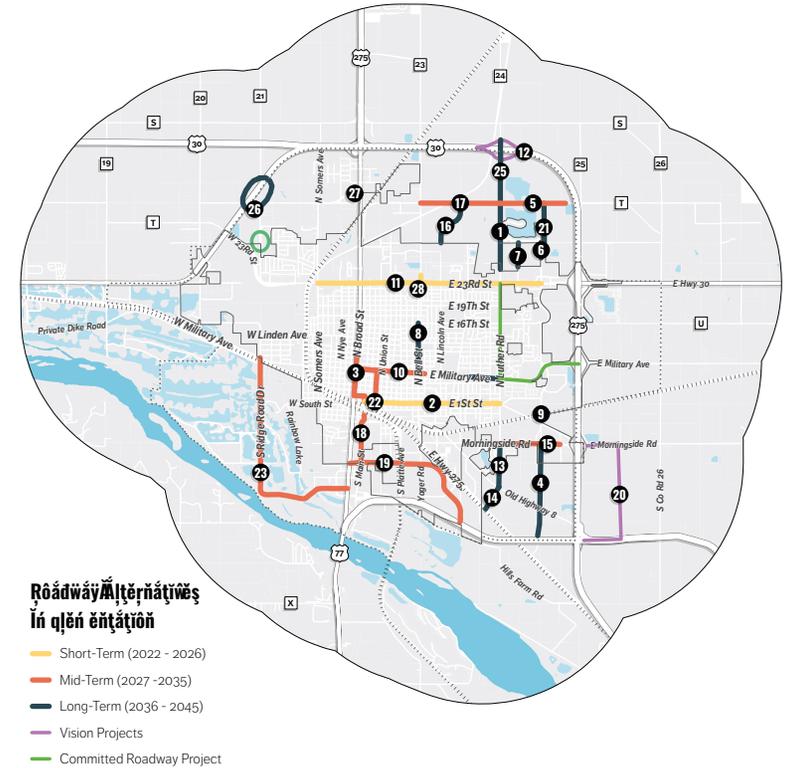
The improvements recommended in the LRTP include short-term and medium-term actions including to conduct access studies along 23rd Street, add traffic calming features at key locations including Broad Street and US 77, at Ridge Road, and 1st Street, and convert downtown streets from one-way streets to two-way streets. These improvements are intended to enhance the safety and efficiency of traffic flow in the community while improving the environment for pedestrians and bicyclists. New truck routes are also recommended as mid-term improvements along Main Street and Cloverly Road to manage truck traffic in the City's south and minimize the impact of truck traffic on downtown and the central neighborhoods. In the long-term, the LRTP recommends the addition

of several new roads to serve residential development as new land is annexed and developed. A road diet is also planned for Military Avenue, which will be completed in stages in the mid-term and long-term to improve safety and traffic flow along the key roadway that crosses the City's central neighborhoods and downtown.

These roadway alternative projects are sorted by type into the categories listed below and are detailed in the proposed roadway improvements table. The number of each project on the map corresponds with the project ID number in the proposed pedestrian and bicycle improvements table.

- **Access Study.** Access studies are recommended for multiple locations in the community to improve access onto roadways including Broad Street / Highway 77 from Judy Drive and to identify possible improvements for adjacent intersections of 23rd Street/Bell Street and 23rd Street/Yager Road.
- **Grade Separation.** Grade separation includes the construction of a structure that separates vehicular traffic from rail traffic as an underpass or overpass.
- **Interchange.** This entails the construction of an interchange where the main route has free-flow traffic and ramps onto the minor cross street to improve highway access and safety.

- **New Road.** This entails the construction of new road facilities or the extension of an existing facility.
- **Road Diet.** This includes the reduction of the number of travel lanes on a given roadway, which is often paired with bicycle and pedestrian improvements, addition of on-street parking, and improvements to pedestrian crossings.
- **Signal Management.** This includes improvements to the traffic signal system, including retiming and deployment of new or upgraded technologies.
- **Traffic Calming.** Traffic calming entails the implementation of measures to slow traffic and improve the walkability and pedestrian safety of a given roadway.
- **Traffic Management.** Traffic management entails the conversion of one-way streets to two-way streets in the downtown area.
- **Truck Route.** This includes the construction of truck routes on existing roadways to designate them for heavy commercial truck use.
- **Widening.** This includes the construction of additional travel lanes on existing roadways.



Project ID	Street	Type	Project Purpose
Short-Term (2021-2027)			
2	1st Street	Traffic Calming	Improve safety, encourage bike / pedestrian activity
11	23rd Street	Access Study / Signal Management	Improve safety and traffic operations
28	23rd Street at Bell and Yager	Access Study	Identify recommended improvements for safety and operations
Mid-Term (2028-2036)			
3	Broad Street / US 77	Traffic Calming	Improve safety, encourage bike / pedestrian activity
5	County Road T	New Road	Provide access to new residential developments
10	Military Avenue	Road Diet	Improve safety and traffic operations
11	23rd Street	Signal Management	Improve safety and traffic operations, following short-term study.
15	Morningside Road	Widening	Address capacity issues
17	County Road T	New Road	Provide access to new residential developments
18	Main Street	Truck Route	Manage freight activity
19	Cloverly Road	Truck Route	Manage freight activity
22	Downtown One-Way to Two-Way Streets Conversion	Traffic Management	Manage downtown traffic
23	Ridge Road	Traffic Calming	Improve safety
Long-Term (2037-2045)			
1	Luther Road	Widening	Address capacity issues
4	Johnson Road	New Road	Provide access to new residential developments
6	Diers Parkway	New Road	Provide access to new residential developments
7	Milton Road	New Road	Provide access to new residential developments
8	Bell Street	Road Diet	Improve safety and traffic operations
11	23rd Street	Signal Management	Improve safety and traffic operations
13	Luther Road	New Road	Provide access to new residential developments
14	Luther Road	New Road	Provide access to new residential developments
16	Lincoln Avenue	New Road	Provide access to new residential developments
21	Diers Parkway	New Road	Provide access to new residential developments
24	Military Avenue	Road Diet	Improve safety and traffic operations
25	Luther Road	Widening	Address capacity issues
26	County Road T	New Road	Provide access to regional highway system

Committed Projects

The City of Fremont's one-year and six-year plan for City streets identifies several projects for completion in the near term and identifies funding sources for their completion. These projects that are already included in the one-year and six-year plan are considered committed projects. The majority of the committed projects are improvements to roadways to improve traffic flow, the Rawhide Creek Trail, a new multimodal trail is also identified. The City's committed projects are listed below.

- Reconstruction and widening of Luther Road between 23rd Street and Military Avenue.
- Reconstruction and widening of Military Avenue between Luther Road and Highway 275.
- Construction of a new roadway between Jones Road and Highway 30.
- Addition of the New Rawhide Creek bicycle and pedestrian trail between Linden Avenue and Johnson Road.

Vision Projects

Fremont identified several desirable projects during the development of the LRTP that would support the community's vision for its transportation system but would unlikely to have funding prior to 2045 due to the cost involved. These projects would cost an estimated \$90.5 million in the year of entry. Although these projects were not included in the list of recommended roadway and bicycle and pedestrian improvements, the LRTP retained recommended that these projects be considered in future planning endeavors. These vision projects are listed below.

- Grade separation at the Johnson Road viaduct to reduce train-vehicle conflicts.
- Construction of an interchange along Highway 275 at Luther Road to improve highway access.
- Addition of a new "Inland Port Loop" road to provide access to commercial development.
- Construction of a Fremont and Elkhorn Valley Railroad (FEVR) paved trail.
- Addition of a paved trail along Old 30 to the lakes to create recreational access between the City and lakes.

BICYCLE AND PEDESTRIAN NETWORK

This section portrays the City’s existing bicycle and pedestrian network, which is essential to understand the bicycle and pedestrian projects recommended in the LRTP. The existing bicycle and pedestrian system in Fremont consists of multi-use trails that accommodate both bicyclists and pedestrians and the sidewalk system, which is intended solely for pedestrians. Aside from the multi-use trails, bicycles can also operate on streets, but there are no designated on-street bike routes in the City as of 2022. The 2012 parks and recreation master plan, Greenprint for Tomorrow, developed a systemwide plan for multi-use trail improvements. Some of those trail recommendations have already been implemented, including the Ridge Road Trail and Johnson Road Trail. The addition of these two improvements to the existing trail network results in a system total of 8.8 miles of trails. The recreational trail system located in Fremont Lakes State Recreation Area supplements the City’s other bicycle and pedestrian trails, as shown on the bicycle and pedestrian system map.

Long-Range Transportation Plan Improvements

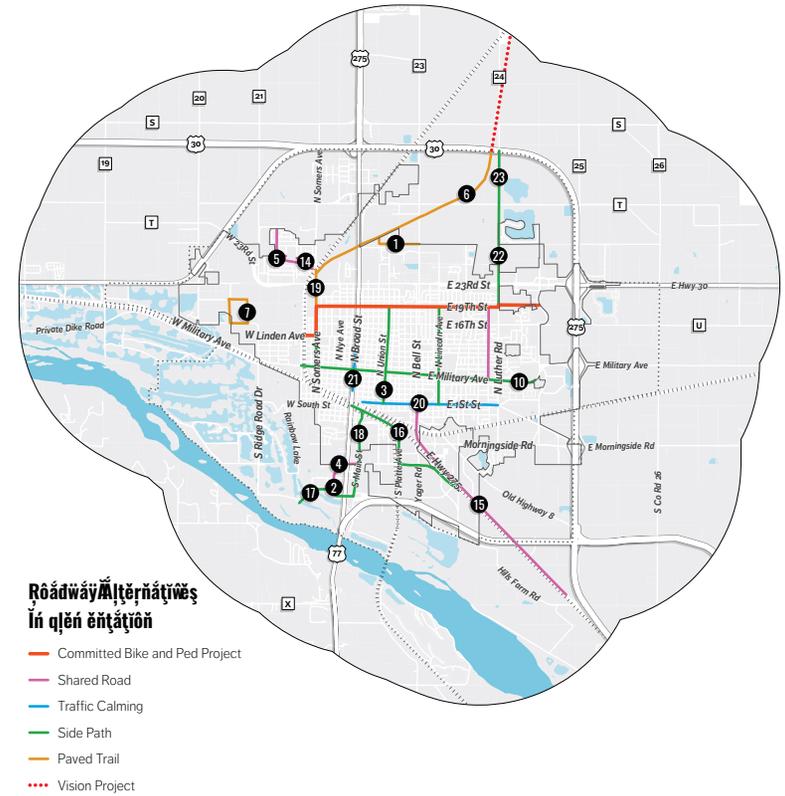
The LRTP identifies a series of recommended projects to improve connectivity, safety, size, and extent of the City’s pedestrian and bicycle system. The plan further establishes estimated costs, timeframes, and additional details such as whether each project would require participation from a developer. For these details, please refer to the LRTP plan.

The proposed bicycle and pedestrian improvements are intended to develop connections between existing bicycle and pedestrian facilities while safely improving access to major community destinations. For example, the LRTP recommends the addition of several paved trails on key roadways around the City’s periphery in the short-term, such as along 32nd Street in the City’s north to connect with the existing bicycle paths to the City’s west, and along Military Avenue in the City’s east, which will connect with the existing bicycle path along Johnson Road. Mid-term projects include the addition of several shared roads, paved trails, and side paths throughout the community including along Military Avenue, Lincoln Avenue, and Somers Avenue. These improvements will ensure that the community’s central historic neighborhoods and Downtown are accessible for pedestrians and bicyclists. Long-term projects are also proposed such as the addition of a shared road along Old Highway 275 and addition of a paved trail on Morningside Road, which will expand the nonmotorized network as

the City continues to grow to the north and east and create connections with locations outside the City.

The types of bicycle and pedestrian alternatives proposed are sorted by type into the categories shown below and are detailed in the proposed pedestrian and bicycle improvements table. The number of each project on the map corresponds with the project ID number in the proposed pedestrian and bicycle improvements table.

- **Paved Trail.** Paved trails improvements entail the construction of a ten-foot paved trail providing recreational opportunities. These facilities differ from side paths in that they have more limited crossings of vehicles via driveways and side streets.
- **Traffic Calming.** Traffic calming improvements include measures implemented to slow traffic and improve the bikeability and walkability of a roadway, which can include the addition of median islands or on-street parking.
- **Shared Road.** Shared roads are shown with signage and markings to indicate that a roadway that is suitable for bicyclists and alert motorists to the presence of bicycle users. The applications are typically assigned to low-volume, low-speed local streets.
- **Side Path.** Side paths entail the construction of a ten-foot paved trail located in the right-of-way and adjacent to a roadway.



COMPLETE STREETS

The term complete streets refers to streets that facilitate easy travel for all users, regardless of age, income, ability, or travel mode. Across the United States, communities seek to create complete streets to ensure all residents and visitors can travel easily between different areas within the community, thereby supporting the vibrancy and quality of life in neighborhoods and business districts. Communities typically adopt one of two major approaches, a road diet or traffic calming improvements, to transform existing streets that serve primarily motorists into complete streets that accommodate pedestrian, bicycle, and motorized travel over time.

The term road diet refers to the reallocation of space on an existing roadway to accommodate expected traffic conditions and typically entail the reduction of lanes or the addition of bicycle lanes. For example, a road diet could entail the conversion of a current four-lane undivided street to a three-lane street consisting of two through lanes and a center two-way left-turn lane. An example of a road diet is shown to the right. The benefits of a road diet street conversion include:

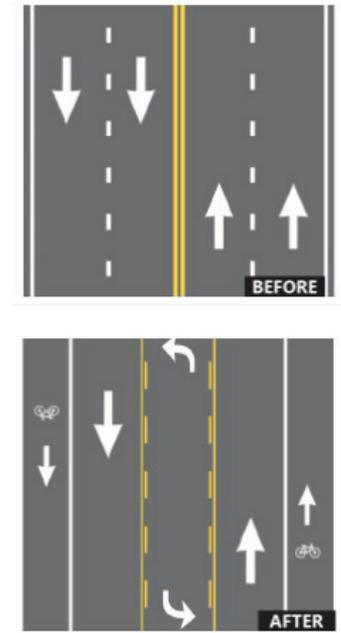
- Separation of left-turning traffic from through traffic. This reduces serious rear-end and angle crashes, with the total crash reduction for a four-lane to three-lane conversion ranging from 19% to 47% fewer crashes.
- Fewer travel lanes for pedestrians to cross.
- Opportunity within the existing street to install pedestrian refuge islands, curb extensions, on-street parking, or bicycle lanes.
- Traffic calming and more consistent travel speeds near posted limits.

Road diets can often present a relatively low-cost approach to improve safety for all users and create an improved neighborhood environment. The LRTP recommends a road diet for Military Avenue, which traverses the City's central neighborhoods and downtown and currently includes four vehicle lanes. The LRTP also proposes a road diet for Bell Street, which serves commercial properties in the City's north, traverses several of the central neighborhoods, and also includes four vehicle travel lanes and a central turn lane.

The term traffic calming refers to physical design improvements to roadways that help reduce speeding and other unsafe behavior from motorists and improve the safety of roadways for motorists, pedestrians, and cyclists. Small-scale strategies that can support complete streets include curb extensions and mid-block crossings, which are detailed below. These types of improvements should be considered for streets for which a road diet or traffic calming is recommended in the LRTP, including Bell Street, Broad Street, 1st Street, and Military Avenue. Many of these devices can be used in conjunction with one another.

- Curb Extensions. Curb extensions narrow the street to create safer and shorter crossings for pedestrians, while visually narrowing the street to encourage slower vehicular travel speeds. They can be implemented at intersections, or at mid-block locations in conjunction with other mid-block crossing improvements.

- Mid-Block Crossings. There are a variety of treatments possible to increase the safety for mid-block pedestrian crossings on long segments of street where traffic is not controlled through a stop sign or traffic signal. These treatments can include pinch points or "chokers", high visibility crosswalks, and active warning beacons for pedestrians.
- Lane Narrowing. Narrowed vehicle lanes that can be achieved through extended sidewalks, added bollards or planters, or the addition of bicycle lanes.
- On-Street Parking. On-street parking includes the allocation of paved space on streets for parking, which narrows vehicle travel lanes and typically slows vehicle speeds.
- Median Island. Median islands are raised islands constructed along the centerline of a street. These features narrow the vehicle travel lanes in both directions, slowing traffic speeds, and often double as refuge islands for pedestrians and bicyclists crossing the street.
- Median Barrier/Forced Turn Island. Median barriers/forced turn islands are raised islands along the centerline of a street that continue through an intersection. These features block the left turn movement from intersection approaches for vehicles.



FREIGHT

Freight plays an important role in Fremont's economy by supporting the transportation needs of the City's industry and businesses.

Truck and Train

The 2017 State of Nebraska Freight Plan identifies three of Fremont's Roadways that function as key freight corridors for truck traffic within the state freight network. These routes are:

- South Bell Street / Old US 275 / Reichmuth Road from Cumming Street to N36
- N36 from Reichmuth Road to Old US 275
- Cloverly Road from US 77 to Old US 275

In addition to truck freight, rail freight plays a major role in the local economy. Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF) operate rail freight lines in Fremont. The UPRR line runs east-west through the city, while BNSF operates a freight rail line running north-south through Fremont. The Fremont & Elkhorn Valley Railroad (FEVR) line also runs north from Fremont to the town of Hooper, although it is currently inactive.

The existing at-grade and grade-separated crossings within the City of Fremont are shown in the rail crossings map. Several locations where higher volume roads intersect active rail lines have been grade-separated to alleviate impacts arising from vehicle-train conflicts as the map shows. The existing at-grade rail crossings often conflict

with vehicular traffic, however, causing delay and reliability issues. While options to improve these facilities exist, grade separations and similar improvements are often costly projects that require a long and detailed planning process. Further, at-grade crossings also require approaching trains to sound their horns as a warning to crossing traffic, if not improved to higher "quiet zone" standards, which can present a noise nuisance to adjacent residents and businesses. Fremont does not currently have quiet zones.

In addition, three intermodal freight facilities exist in the City of Fremont, which facilitate critical transfers between highway truck and rail modes and serve both the UPRR and BNSF railroad. These intermodal facilities include Americold Logistics, Scoular Grain Company, and Conagra Inc.

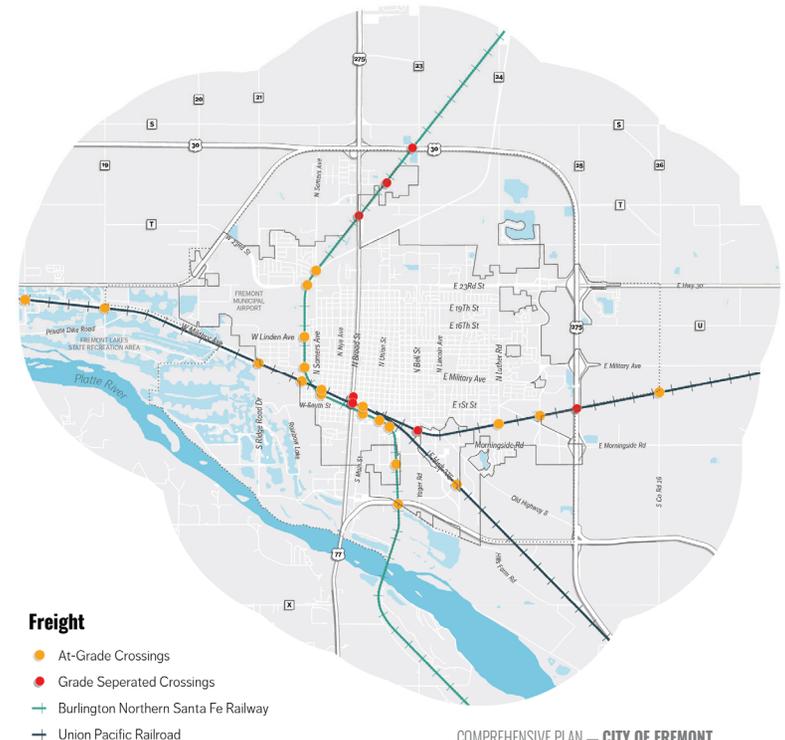
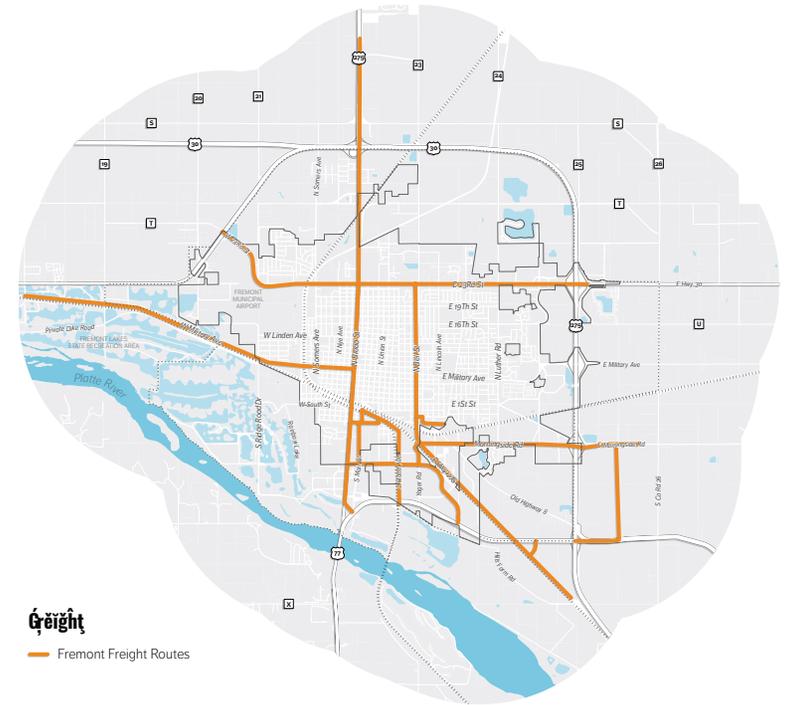
Air Freight

Fremont Municipal Airport is not currently classified as a commercial service airport, nor does it support air cargo operations. However, the Nebraska State Freight Plan identifies the need for expanding airfield infrastructure to serve commercial aircraft, as well as to receive expedited air freight shipments, as a major issue facing the state's air freight network. With the anticipated increase in industry and the proximity to major global companies, a significant rise in air freight activity is expected to occur.

Managing Freight Impacts

Though freight movement is key to supporting the Fremont economy, conflicts exist between the trucks and trains and the community's livability. The LRTP defines a middle ground to provide freight access while supporting quality neighborhoods and business districts. To strike this balance, the LRTP identified a set of strategies and recommendations to address freight traffic while limiting any reductions in freight mobility and access.

For example, heavy truck traffic is a consistent pattern in the City's south due to the area's industrial uses, which could impact downtown and the southern neighborhoods as employment continues to grow. The long-range transportation recommends that the City adopt strategies to manage these impacts, including regular evaluation of traffic patterns after the southeast beltway opens to gauge the degree to which the beltway has diverted truck traffic from downtown. Likewise, the plan suggests that traffic volumes on Broad Street be regularly assessed after the southeast beltway's completion to determine the potential for lane reduction. Further, the LRTP recommends that truck routes be designated along specific streets as shown in the map Future Truck Routes, including Cloverly Road and Main Street to support enhanced freight access to the southeast bypass for truck traffic. The LRTP also recommends additional measures to restrict truck traffic downtown when the beltway opens. The plan also recommends quiet zone improvements at locations where streets cross the rail lines to reduce noise impacts.



Recommendations

Based on the findings of the LRTP, the City of Fremont should take the following actions to improve freight transportation in the community and minimize the impact of trucks and trains on neighborhoods and downtown.

- Evaluate truck traffic patterns annually after the construction of the southeast beltway to understand its impact on truck traffic movement.
- Consider designating truck routes in the community as specified in the LRTP. Initiate studies as needed to evaluate the impact of proposed routes on freight, the neighborhoods, and downtown, particularly those proposed along Cloverly Road and Main Street.
- Evaluate the timing of one-way to two-way conversion based on how local truck traffic south of downtown react to the Cloverly Road and Main Street truck routes.
- Implement curb management policies downtown that identify loading zones for truck deliveries to provide adequate access for space for temporary truck parking while making deliveries.
- Evaluate traffic volumes along Broad Street / Highway 77 after the construction of the southeast beltway to assess the potential for lane reduction in the corridor.
- Implement quiet zones at street-rail grade crossings where train on at-grade crossings to reduce conflicts between freight and the community.
- Continue to monitor the demand for air freight as business and commercial activity continue to grow. Identify improvements to the Fremont Municipal Airport as needed.

PUBLIC TRANSIT

The City of Fremont does not currently operate a fixed-route public transit service.

Public Transit Operations

There is a Rural Transportation Program administered by the Eastern Nebraska Office on Aging (ENOA), that is offered to residents of Dodge County. The service offers minivans and Americans with Disabilities Act (ADA) accessible vans for the elderly, persons with disabilities, and the general public for medical appointments, business appointments, shopping, and airport transportation. Other trip purposes can be accommodated based on seating availability. Reservations require at least 48 hours of notice. The ENOA also administers a Car-Go program, a volunteer-operated program that provides private car rides to seniors in Fremont. The LRTP does not define recommendations to create public transit system, however, the Village should continue to consider partnerships with entities including ENOA to enhance the existing service.

Intercity Bus

Intercity bus service in the City of Fremont is offered by Express Arrow lines as part of the Omaha to Norfolk route. Riders can schedule to be picked up or dropped off at the Sapp Bros. Truck Stop in north Fremont at 8:25 am or 12:35 pm during regular operations and visit any destination along the route shown. The bus service begins in downtown Omaha at 7:30 am and arrives in Norfolk at 10:15 am; the bus then departs Norfolk at 10:45 am and arrives at its final stop in Omaha by 1:30 pm.

Additional Studies

The LRTP identifies several projects and issues that require further detailed study for the City to formulate recommendations or define an implementation strategy. It recommends that the City initiate these studies in the short-term to identify a more detailed development approach. The additional studies identified in the LRTP are listed below.

- 23rd Street at Bell Street / Yager Road. This intersection is one of the most significant travel delay and safety locations in Fremont. It needs additional consideration due to the heavy traffic volumes on 23rd Street and Bell Street. The LRTP suggests that the study develop design alternatives to improve the intersections and assess community impacts associated with each scenario.
- 23rd Street Corridor Study. The LRTP recommends that the City complete a study for the entirety of 23rd Street to assess the long-term management of traffic signals and minor geometrics between Sommers Avenue and Diers Parkway. The study should evaluate the current and long-term traffic operations in the corridor and historical crash patterns to recommend signal timing improvements.
- Judy Drive Access Study. The LRTP recommends that an access study be completed along Judy Drive as it crosses Broad Street in the City's north. The study should be completed to create strategies to improve access to Broad Street for the residential and industrial traffic on Judy Drive.



IMPLEMENTATION

Chapter 8

While the Comprehensive Plan's adoption represents the end of the planning process, it also initiates the first step in the much longer journey of guiding change in Fremont. Using the Comprehensive Plan and implementing its recommendations will require cooperation between City staff, elected and appointed officials, public agencies, local businesses, property owners, developers, residents, and other stakeholders.

The implementation chapter provides the tools and strategies to assist in achieving the City's long-term vision and applying recommendations to meet the Comprehensive Plan's specific goals. The action matrix ensures that all Plan recommendations can be tied to specific actions and strategies.

USING THE PLAN

The Comprehensive Plan should be used regularly, functioning as the official policy guide for land use, development, and community improvement in Fremont. It should function as a “go-to” document to assist City staff, the City Council, and other boards and commissions, providing direction for the review and evaluation of future projects, development proposals, and initiatives. The City should also encourage service providers and partner organizations to use the Comprehensive Plan when establishing goals and analyzing future development, new facilities, infrastructure extensions, and programming.

Regular Use of the Comprehensive Plan

To ensure regular usage and to further educate the community about the Fremont Comprehensive Plan, the City should:

- Make copies of the Comprehensive Plan document available online
- Provide assistance to the public in explaining the Comprehensive Plan and its relationship to public- and private-development projects and other proposals, as appropriate
- Assist the City Council, the Planning Commission, and other boards and commissions in the day-to-day administration, interpretation, and application of the Plan
- Meet with department heads and officials to explain the purpose, importance, and benefits of the Comprehensive Plan
- Provide a Comprehensive Plan “orientation” for new staff, officials, and board members that highlights key takeaways and major goals of the Fremont Comprehensive Plan that are essential to local policy and initiatives
- Maintain a list of current possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Comprehensive Plan to assist in its regular update

Planning Commission

As a first step toward implementation, the City should task the Planning Commission with implementation of the document. This group acts as an advisory role, charged with ensuring the Comprehensive Plan is implemented and continues to reflect the community’s priorities. The Planning Commission should review the Plan, discuss completed projects and improvements, and identify opportunities for additional implementation opportunities. The findings during these discussions would then be turned over to the appropriate staff to direct implementation. This should include prioritized actions that are reflective of the Plan’s goals and objectives, as well as changing conditions unforeseen during the Plan’s development. In this way, the Implementation Task Force would guarantee that action items are responsive to local finances, economic development initiatives, implementation progress, and changing circumstances outside the City’s control, including national economic trends.

Education and Training

Education and training will be essential measures to ensure the Comprehensive Plan is implemented effectively. Public Boards and Commissions should receive regular training regarding their job duties and functions. For instance, training on the relationship between the Comprehensive Plan, zoning updates, and administration can assist the Planning Commission, Board of Adjustment, and City Council with how to use the Comprehensive Plan in the evaluation of development proposals and amendment of the Unified Development Ordinance over time.

The Nebraska Chapter of the American Planning Association and the Nebraska Planning and Zoning Association (NPZA) offer training at their annual conference and workshops throughout the year. Ongoing training to City staff will be necessary to ensure that municipal offices including Planning and Zoning and public utilities have the best tools at their disposal to fulfill their job functions in keeping with the Comprehensive Plan’s action plan. Conferences and meetings such as the Nebraska Planning Association’s annual conference provide a forum for local leaders throughout the state to discuss potential solutions to mutual community concerns and Plan administration and implementation together. The City should seek to provide regular training opportunities to the City’s boards, commissions, staff, and officials. The City provides Planning Commissioners with membership in NPZA and budgets funding for commissioners to attend training opportunities and conferences.

Continue Outreach

The Comprehensive Plan involved an outreach process intended to gather public input and foster a sense of stewardship and excitement for the community’s future. Through outreach events, public workshops, the project website, online surveys, interactive mapping tools, and other media, residents and stakeholders were able to get involved and stay informed of the Comprehensive Plan’s development. This public participation throughout the process helped communicate the importance of planning and provide individuals with a clear understanding of ongoing efforts to better their community and improve overall quality of life.

The outreach process should serve as a foundation for continued communication with members of the public throughout the implementation process. The City should ensure that major recommendations and the vision for Fremont, as defined within the Comprehensive Plan, are conveyed to the entire community. This should be supported by regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion. In addition, the City should maintain avenues by which residents and stakeholders can communicate with City staff and receive information about planning and development efforts. This should include methods for residents to voice questions and concerns that are then reviewed and addressed in a timely manner.

Funding Sources

A description of potential funding sources currently available to the City and its partners for implementation is included in the pages that follow. As the following funding sources and streams are subject to change over time, it is important to continue to research and monitor grants, funding agencies, and programs to identify new opportunities as they become available.

Economic Development and Incentives

Many of the projects and improvements called for in the Fremont Comprehensive Plan can be implemented through administrative and policy decisions or traditionally funded programs. Other projects may require special technical or financial assistance. The funding tools identified below have a broader application—in terms of economic development—than the incentive-type mechanisms discussed later in this section.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) allows for the use of a portion of local property and sales taxes to assist in funding the redevelopment of designated areas. This statutorily governed process requires communities wishing to use this form of funding to assess and designate the areas to be improved as “blighted and substandard” in accordance with Nebraska Community Development Law. Once the area has been assessed and determined to be “blighted and substandard,” the community must then adopt this area designation via resolution. After designation, a redevelopment plan must be prepared and adopted. Projects that seek to take advantage of TIF must pay their entire established tax obligation. However, the taxes that are generated by the added value of the property caused by redevelopment or improvements may be used to finance the project-related

improvements in the district. TIF funds may be used for public-oriented portions of the project development.

Special Assessments

Special assessments are taxes levied on properties to provide funding for improvement projects that will directly benefit that property. Unlike Tax Increment Financing (TIF) districts, special assessments are applied only to those properties which will benefit from a project, rather than an established area. Assessments can be initiated by property owners, legislative bodies, or local administrations, at which point the cost of the project and the potential benefit to adjacent properties is assessed. Total costs of the project are apportioned to all properties within the assessment and paid through special tax bills.

Community Development Block Grant

These funds are appropriated through the US Department of Housing and Urban Development (HUD) and are awarded competitively by the Nebraska Department of Economic Development to cities and villages of less than 50,000. At least one of the HUD national objectives including employing/assisting low- to moderate-income populations, addressing physical slum and blight, and/or urgent need must be met through the awarded funding.

LB 840 Funding

The State of Nebraska enables incorporated cities and villages to pass a local

tax set-aside for the purposes of funding economic development improvements. Citizens must vote to reserve funds from either municipal property or sales tax, however, the sales tax set-aside has been more widely used. LB 840 proceeds may be used for a variety of purposes that promote economic development, including infrastructure improvements and direct assistance to qualifying businesses through grants and loans. Infrastructure funding to develop the community is an allowable use of funds per the LB 840 statute, however, the use of funds must also reflect the intended usage found within the local LB 840 plan. To enact LB 840, a plan of how to use the funds collected must be passed by vote of the citizens separate from an additional vote on the allowable percentage of locally collected property or sales tax to allocate. Fremont has used this option in the past to fund streets and economic development plan, the police and fire departments, and economic development. The sales tax will expire at the end of 2024, and the new local option economic development plan will be in place until June 1, 2029.

LB 1018 Funding

The Nebraska Advantage Transformational Tourism and Redevelopment Act, LB 1018, allows cities to redirect a portion of their local sales receipts to pay for specified development costs.

LB 562 Funding

This State of Nebraska bill allows communities to issue limited obligation revenue bonds at the recommendation

of its designated redevelopment authority to support redevelopment projects. Minimum job creation and capital investment thresholds apply and are defined by the size of the county. To qualify, an “Enhanced Employment Area” must be defined, with expectations largely reflecting those set forth in the Nebraska Community Development Law for “Blight and Substandard” designation. After the adoption of a redevelopment plan, the authority is then capable of issuing limited obligation revenue bonds for completion of the redevelopment plan tasks. The designation of the “Enhanced Employment Area” allows the authority to levy a tax, renewable annually by September 20th, not to exceed \$2.60 on each \$100 of taxable value of property on the business and users of space within an enhanced employment area for the purposes of repaying the debt undertaken in completing redevelopment tasks.

Community Development Assistance Act (CDAA)

Nebraska’s CDAA Program provides a 40.0% state income tax credit to any business or individual that donates something of value to an approved project. Donations can be in form of cash, materials, labor, or equipment. Communities and 501(c)(3) non-profit organizations are eligible to apply for up to \$25,000 in CDAA tax credits annually per project and multi-year applications are accepted, up to three years. The Department of Economic Development will accept applications beginning July 1st and will continue to accept applications

until that fiscal year's allocation have been obligated. All projects must be submitted to the governing board prior to submission to the state. Eligible activities include employment training, human and medical services, physical facility and neighborhood development services, recreational and educational activities, and crime prevention.

Business Improvement District Act

The state of Nebraska authorizes Business Improvement Districts (BIDs) under Section 19-4030 to provide a means for cities to raise the necessary funds to be used for the purpose of providing and maintaining authorized improvements. Eligible communities may impose a special assessment upon the property within a BID in the City or create a general business license and occupation tax on businesses and users of space within a Business Improvement District. Fremont currently has a Business Improvement District Downtown operated by an eleven-member volunteer board of directors intended to support development and economic growth in Downtown Fremont. The proceeds or other available funds gathered by the BID may be used to:

- Acquire, construct, maintain, and operate public off-street parking
- Improve any public place or facility in the district, including landscaping, physical improvements for decoration or security purposes, or plantings
- Construct pedestrian plazas, sidewalks, parks, meeting and display

facilities, lighting, benches or other seating, sculptures, shelters, trash receptacles, fountains, and other pedestrian amenities

- Acquire property for and construct parking lots or garages both above and below ground or other facilities for vehicle parking
- Create and implement a plan to improve the architectural design of public areas in the district
- Maintain, repair, and reconstruct improvements or facilities authorized by the BID

Façade and Site Improvement Programs

Façade and site improvement programs can be used to beautify and improve the appearance of existing businesses. These programs provide low-interest loans or grants to business owners to improve the exterior appearance of designated structures or properties. These programs are most commonly supported by funding through CIDs.

Sales Tax Rebates

A sales tax rebate is a tool typically used by municipalities to incentivize businesses to locate to a site or area while making cost-effective physical improvements. For developments that require public infrastructure extensions, the City can negotiate a sales tax rebate agreement where the developer agrees to pay for the cost of improvements. The City will then reimburse the developer over a specified period utilizing the incremental sales taxes generated by the improvement(s). Sales tax rebates

have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Payment In Lieu of Taxes

PILOT is a tool like tax abatements and may be used in coordination with abatements. Cities and villages can use PILOT to reduce the property tax burden of a desired business for a pre-determined period. In this instance, the City and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on a municipality of a nonprofit, institutional use, or other non-taxpaying entity. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the City to be compensated for a portion of the revenue that would otherwise be collected in the form of property tax.

Historic Preservation Tax Credits

The Federal government offers two federal income tax credits that can facilitate restoration and rehabilitation of historic and/or old buildings. The credits are:

- **20.0% Federal Tax Credit.** A 20.0% income tax credit is available for the rehabilitation of historic,

income-producing buildings that are determined to be "certified historic structures" by the Secretary of the Interior through the National Park Service. The National Park Service review the rehabilitation work to ensure it complies with the Secretary's Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenses on which the credit may be taken. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit. Note: the City does not currently have any properties registered.

- **10.0% Federal Tax Credit.** The 10.0% tax credit is available for the rehabilitation of non-historic buildings placed in service before 1936. The building must be rehabilitated for non-residential use. There is no formal review process for the rehabilitation of non-historic buildings. To qualify for the tax credit, the rehabilitation must meet three criteria:
 - At least 50.0% of the existing external walls must remain in place as external walls
 - At least 75.0% of the existing external walls must remain in place as either external or internal walls
 - At least 75.0% of the internal structural framework must remain in place

Nebraska Investment Finance Authority (NIFA)

The Nebraska Investment Finance Authority (NIFA) provides Nebraska citizens and businesses a broad range of

financial resources for homeownership, rental housing, agriculture, manufacturing, medical, and community development endeavors. Private Activity Bonds are subject to U.S. Treasury regulations and are offered at below market interest rates. They must be issued in the name of a city, county, or state authority (NIFA). Interest on the bonds is exempt from federal and Nebraska state income tax with the extent of the deduction, determined on a need basis. The proceeds of the Private Activity Bond (PAB) benefit the end-user. The bond program requires the creation of new or additional employment expansion of the tax base by the funding recipient and maintenance of a stable, balanced, and diversified economy through the activities pursued. Eligible projects include manufacturing enterprises, airports, facilities for furnishing water, sewage and solid waste disposal facilities, and hazardous waste facilities. Eligible expenses include building materials and equipment, land, and other costs.

Nebraska Progress Loan Fund

The Nebraska Progress Loan Fund (NPLF) makes loans to qualifying small business, generally existing and start-up business experiencing financial challenges. The loans are between \$50,000 and \$2 million. The NPLF can also issue interim loans to a qualifying small business for a term not to exceed three years. An interim loan maximum amount is \$5 million with longer terms negotiated on a case-by-case basis. Funding must be matched 1:1 by private sources. Eligible small businesses include

targeted rail campus users, such as manufacturing, distribution, storage/warehousing, transportation, administrative headquarters, and targeted export services. Several advantages include low-interest rates, payment deferrals, and an ability to achieve business funding even in instances where collateral is deemed insufficient to support the loan.

Site and Building Development Fund.

The Site and Building Development Fund (SBDF) is intended to enhance the economic development by creating favorable conditions for industrial readiness statewide. Eligible applicants include communities and economic development (non-profit) corporations seeking to prepare industrial properties for development. Eligible activities for SBDF project funding include land and building acquisition, building construction, site preparation, infrastructure development and improvements, engineering and design costs, technical assistance, and planning for the development of industrial-ready sites and buildings.

Transportation Infrastructure

Fixing America's Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015. The FAST Act replaces the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in October 2015 and was extended three times. The FAST Act aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. The City should monitor the FAST Act as applications occur to determine the full extent of funding changes and implementation.

Transportation Enhancement Funding

The TE program, administered by the Nebraska Department of Roads, provides 80.0% federal financing for projects that provide enhancements to major transportation corridors, trails, and other non-motorized transportation projects.

Recreation

Nebraska Recreation and Park Association-Development Grant Program (NeRPA)

The NeRPA has established a development program designed to provide financial assistance to establish, develop, and improve recreation and park areas in the State of Nebraska. Eligible applicants include any political subdivision in Nebraska as well as non-profit organizations that have the proper statutory authority and capability to develop and manage public recreation areas.

Recreation Trails Program (RTP)

The Nebraska Game and Parks Commission administers the RTP on behalf of the Federal Highway Administration. This fund uses refunds of fuel taxes paid by off-road recreational vehicles. 30.0% of the funding is dedicated to motorized trails, 30.0% of the funding is dedicated to nonmotorized trails, and the remaining 40.0% of the funding is dedicated to diversified use trails. Each grant is up to an 80/20 match, where the political subdivision must produce 20.0% of the costs of the project. A minimum grant request for all trail projects is \$20,000, and the maximum grant requests for non-motorized trails is \$150,000. There is no maximum request on motorized projects, but sponsors are encouraged to be reasonable in requests as there is the total available funding for all state projects of approximately \$1 million each year. Eligible projects include construc-

tion of recreational trails, acquisition of land for trails, bridges for trails, and support facilities such as trailheads, parking, and restrooms.

Trails Development Assistance Fund (TDA)

The TDA Fund is a state fund provided by legislative apportionment authorized under the TDA Act of 1991 (LB 714). The purpose of the fund is to develop a statewide system of recreational trails for citizens of Nebraska. The fund is administered by the Nebraska Game and Parks Commission and is disbursed in a lump-sum grant no more than 50.0% of the total anticipated cost. The Commission is not required to commit all funds available during a funding cycle and may reserve unexpended funds for the next funding cycle or for anticipated future project needs and contingencies. Examples of eligible projects include the construction of recreational trails, acquisitions of lands for trails, bridgework for trails, and support facilities such as trailheads, parking, and restrooms.

Community Enhancement Program (CEP)

The Nebraska Community Enhancement Program (CEP) enables tree planting and landscape enhancements along transportation corridors including roadways, streets, parking lots, community entry-ways, and non-loop trails. Projects must be located on public property and directly impact transportation corridors/facilities. A minimum 20.0% cash match is required. The Nebraska Department

of Roads funds the CEP with federal transportation funds.

Trees for Nebraska Towns (TNT)

TNT makes funding and technical assistance available to improve species diversity and to foster better planting and maintenance practices for trees and associated landscapes. Projects should emphasize the planting of large-maturing trees (those exceeding 40 feet in height or spread). Other landscape planting that benefit trees can be included in the project. Projects can be on public or private property, but all projects must provide clear public benefit. Over \$280,000 in grant funds is available. The maximum funding amount is \$20,000. A 50.0% funding match is required. Donated and in-kind goods and services are allowed toward the required match. TNT is funded by the Nebraska Environmental Trust, a beneficiary of the Nebraska Lottery.

Shade our Streets (SOS)

SOS enables the planting of large-maturing trees along streets and other public rights-of-way. Projects must be located on public property and directly impact adjacent streets or roadsides. A 50.0% funding match is required. In-kind goods and services are allowed toward the match. The Nebraska Department of Roads funds SOS with federal transportation funds.



City of Fremont Roles

This section describes the roles and responsibilities of the boards, offices, and City staff that engage in the Comprehensive Plan's administration and implementation.

City Council

Fremont's City Council is the City's governing body and is responsible for passing legislative changes, including new ordinances, changes to the City's Unified Development Code, and approving major land use proposals such as special uses or planned developments. City Council is the main executor of the Comprehensive Plan and is responsible for adopting and amending it after recommendation by the Planning Commission. City Council is also involved in approving interlocal agreements with regional partners to carry out the Comprehensive Plan. The legislative body considers and approves the funding commitments that will be required through the budgeting process and is responsible for ensuring that the budget established is consistent with the Comprehensive Plan and its policies.

Planning Commission

The Planning Commission acts as a recommending advisory body to the City Council regarding land use concerns, including amendments to the Unified Development Code, and approval special uses, and planned developments. The Planning Commission evaluates such considerations, assess the community's opinion, and considers the level of compliance with the Comprehensive Plan in depth. The Planning Commission is most involved with the Comprehensive Plan's administration. The Planning Commission will have an instrumental role in periodically obtaining public input to keep the Comprehensive Plan up-to-date. The Planning Commission should also ensure that recommendations generated by the Implementation Task Force and forwarded to the City Council are reflective of the Plan's principles and policies, particularly regarding zoning changes, development applications, and ordinance amendments. The Planning Commission could consider holding one or more public hearings annually to discuss new or evolving community issues and needs in coordination with the Implementation Task Force and City Council.

City Staff

City staff, including the Planning and Zoning office manage the day-to-day implementation of the Comprehensive Plan through coordination with the Implementation Task Force and interdepartmental planning. City staff is also involved in conducting capital improvement planning efforts and overseeing the drafting of amendments to the Unified Development Code and working with the appropriate Boards and Commissions. Staff is also involved in reviewing applications for consistency with the Comprehensive Plan as required by the City's zoning and land development regulations, administering collaborative programs, and ensuring open communication channels with various private public and nonprofit implementation partners.

ORGANIZATION CHART

The process diagram above summarizes the roles and responsibilities held by the various City of Fremont offices and staff members related to the Comprehensive Plan's administration.

PLAN AMENDMENT PROCESS

As the community evolves, new issues will emerge while others will become less relevant. The Comprehensive Plan must regularly be revisited to confirm that the policies are still applicable and the associated planning themes and action statements are still appropriate. It is essential that implementation priorities are evaluated on an annual basis to recognize accomplishments, highlight areas where further attention and effort is needed, and determine whether some items have moved up or down on the priority list given changing circumstances and emerging needs.

It should be kept in mind that early implementation of certain items, while perhaps not of the uppermost priorities, may be expedited by the availability of related grant opportunities, a state or federal mandate, or the eagerness of one or more partners to pursue an initiative with the City. Conversely, some high-priority items may prove difficult to tackle in the near term due to budget constraints, the lack of an obvious lead entity or individual to carry the initiative forward, or by the community's readiness to take on a potentially difficult new program.

Types of Amendments

Two types of revisions to the Comprehensive Plan may occur: minor amendments and major updates.

Minor Amendments

This type of amendment may be proposed at any time and can include specific adjustments to the Future Land Use Plan related to land development applications or public improvement projects. Minor amendments that can be addressed by the City in short order may be documented and compiled for a more holistic evaluation through an annual Comprehensive Plan review process. For example, this is how the results of another specialized plan or study may be incorporated into relevant sections of the Comprehensive Plan.

Major Updates

More significant Comprehensive Plan modifications and updates should occur no more than every five years unless unanticipated major events warrant a modification. Major updates involve reviewing the base conditions; anticipated growth trends; re-evaluating the guiding principles and recommendations of the Plan and formulating new ones as necessary; and adding, revising, or removing action statements in the Comprehensive Plan based on implementation progress.

Annual Progress Report

The Planning Commission, with the input of the Implementation Task Force and the assistance of staff, should prepare an annual progress report or "report card" for presentation to the Mayor and City Council. This document is to ensure the Comprehensive Plan is consistently reviewed and that any modifications or clarifications are identified for the minor plan amendment process. Ongoing monitoring of consistency between the Comprehensive Plan and the City's implementing ordinances and regulations should be an essential part of this effort.

The Annual Progress Report should highlight the following items:

- Significant actions and accomplishments during the past year, including the status of implementation for each near-term programmed task in the two-year Action Agenda
- Obstacles or problems in the implementation of the Comprehensive Plan, including those encountered in administering the future land use and annexation plans, as well as any other elements of the Plan
- Proposed amendments that have come forward during the course of the year, which may include revisions to the individual plan maps or other recommendations or text changes
- Recommendations for needed actions, programs, and procedures to be developed and implemented in

the coming year, including those of projects to be included in the City's CIP, other programs/projects to be funded, and priority coordination needs with public and private implementation partners

City staff should supplement this report with specific performance measures and quantitative indicators that reflect annual progress and change over the last year. Examples might include:

- Acres of new development (plus number of residential units and square footage of commercial and other non-residential space) approved and constructed in conformance with the Comprehensive Plan and related City codes
- Various measures of service capacity (gallons, acre-feet, etc.) added to the City's major utility systems as indicated in the Comprehensive Plan and associated utility master plans - and the millions of dollars allocated to fund the necessary capital projects
- The estimated dollar value of operating cost savings of reduced energy and water use, heating/cooling, etc. from green building practices and related conservation efforts in new and existing City facilities
- Acres of parkland and miles of trail developed or improved in accordance with the Comprehensive Plan and Parks and Recreation Master Plan (2012)
- Indicators of City efforts to ensure neighborhood integrity as emphasized in the Comprehensive

Plan (e.g., code enforcement activity, results of neighborhood-focused policing, number of zone change and/or variance requests denied that were found to be contrary to neighborhood interests, etc.)

- New and expanded businesses and associated tax revenue gains through the economic development initiatives and priorities cited in the Comprehensive Plan
- Indicators of the benefits of redeveloped sites and structures (appraised value, increased property and/or sales tax revenue, new residential units and retail and office spaces in urban mixed-use settings, etc.) as envisioned through the Comprehensive Plan

Annual Amendment Process

Most substantive amendments to the Comprehensive Plan should be considered and acted on annually, allowing for proposed changes to be considered concurrently so that the cumulative effect may be understood (although some interim amendments may be straightforward as the City's Future Land Use Plan is refined in conjunction with specific land development approvals). When considering a Plan amendment, the City should ensure the proposed amendment is consistent with the principles and policies set forth in the Plan regarding character protection, development compatibility, infrastructure availability, conservation of environmentally sensitive areas, and other community priorities.

Careful consideration should also be given to guard against site-specific plan changes that could negatively impact adjacent areas and uses or detract from the overall character of the area. Factors that should be considered in deciding on a proposed Plan amendment include:

- Consistency with the principles and policies set forth in the Plan
- Adherence with the Future Land Use Plan, as illustrated in Map 2.1, Future Land Use Plan following Page 2.14
- Compatibility with the surrounding area, including Inglewood and the unincorporated parts of Dodge County
- Impacts on infrastructure provision, including water, wastewater, drainage, electrical service, and the transportation network
- Impact on the City's ability to provide, fund, and maintain services
- Impact on environmentally sensitive and natural areas
- Whether the proposed amendment contributes to the overall direction and character of the community as captured in the Plan (plus ongoing public input)

Five-Year Update

Every five years, the Comprehensive Plan and subsequent amendments warrant a more thorough evaluation and appraisal. The purpose of the Five-Year Update is to identify the successes and shortcomings of the Plan, look at what has changed over the last five years, and make recommendations on how the Plan should be modified in light of those changes. Unlike the Annual Progress Report, City Staff should take the lead in preparing this in depth review by gathering input from annual progress reports, various City departments, the Implementation Task Force, the Planning Commission, and other boards and commissions. A public review and comment period should be arranged to ensure community participation and input.

This report should review baseline conditions and assumptions about trends and growth indicators evaluated at Comprehensive Plan adoption. It should also evaluate implementation potential and/or obstacles related to any unfulfilled action recommendations. The evaluation report and process should result in an amended Comprehensive Plan, including identification of new or revised information that may lead to updated planning themes and/or action recommendations.

More specifically, the report should identify and evaluate the following:

- Summary of major actions and interim plan amendments undertaken over the last five years
- Major issues in the community and how these issues have changed over time
- Changes in the assumptions, trends, and base studies data, including:
- The rate at which growth and development is occurring relative to the projections put forward in the Plan
- Shifts in demographics and other growth trends
- City-wide attitudes and whether apparent shifts, if significant, necessitate amendments to the stated priorities or strategies of the Plan
- Other changes in political, social, economic, technological, or environmental conditions that indicate a need for Plan amendments
- Ability of the Plan to continue to support progress toward achieving the community's goals. The following should be evaluated and revised as needed:
- Individual statements or sections of the Comprehensive Plan must be reviewed and rewritten, as necessary, to ensure the Plan provides sufficient information and direction to achieve the intended outcomes.

- Conflicts between policies and recommendations that have been discovered in the implementation and administration of the Plan must be addressed and resolved.
- The two- and five-year action agendas must be reviewed, and major accomplishments highlighted. Those not completed by the specified timeframe should be re-evaluated to ensure their continued relevance and/or to revise them appropriately.
- As conditions change, the timeframes for implementing the individual actions of the Plan should be re-evaluated where necessary. Some actions may emerge as a higher priority given new or changed circumstances while others may become less important to achieving the goals and development objectives of the community.
- Based upon organizational, programmatic, and procedural factors, as well as the status of previously assigned tasks, the implementation task assignments must be reviewed and altered as needed to ensure timely accomplishment of the Plan's recommended actions.
- Changes in laws, procedures, and missions may impact the ability of the community to achieve its goals. The Plan review must assess these changes and their impacts on the success of implementation, leading to any suggested revisions in strategies or priorities.

ACTION MATRIX

The Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Fremont Comprehensive Plan. The matrix provides staff with a tool to prioritize implementation activities and projects over the life of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The implementation action matrix offers a brief description of each action or project, priority actions, responsible entities and partner organizations, and timeframe.

Responsible Entities & Partner Organizations

Responsibility includes government bodies, civic organizations, private entities, and other associations that may be able to provide assistance with the identification strategy through coordination and cooperation. As applicable, lead responsibility groups should coordinate with potential partners to explore opportunities for collaboration to complete the identified recommendation. The following partners have been abbreviated:

- 'CA' = City Administrator's Office
- 'CC' = Chamber of Commerce
- 'HA' = Housing Authority
- 'PZD' = Planning and Zoning Department
- 'PW' = Public Works Department

Time Frame

- 'S' = Short-Term (1-2 years)
- 'M' = Mid-Term (3-5 years)
- 'L' = Long-Term (5+ years)
- 'O' = Ongoing (Requires immediate action and continued attention throughout the life of the Comprehensive Plan)

#	Action	Responsible Entities and Organizations	Time Frame
CHAPTER 3 - LAND USE AND DEVELOPMENT			
1	Analyze zoning districts established in the Unified Development Code and adjust them as needed to match Chapter 3: Land Use and Development.	PZD, PC, City Council	S
2	Maintain land designated Rural Residential/Agriculture for continued crop production, livestock raising, other farm-related activities, and large-lot rural residential uses.	PZD, PC, City Council, Residents, Property Owners, Developers	O
3	Maintain areas near open bodies of water, especially the sandpit lakes, for continued recreation and low-density, single-family residential development while preserving the lakes' natural integrity.	PZD, PC, City Council, Residents, Property Owners, Developers	O
4	Promote a continued low-density mix of residential development in the City's historic neighborhoods while allowing for appropriately-scaled infill development.	PZD, PC, City Council, Residents, Property Owners, Developers	O
5	Ensure the availability of land for continued low-density residential growth north and east of the City's current boundary.	PZD, PC, City Council, Residents, Property Owners, Developers	O
6	Promote a moderate-density mix of rowhomes, townhomes, duplexes, and multi-family buildings in areas north and east of the City's current boundary and in the historic neighborhoods near downtown.	PZD, PC, City Council, Residents, Property Owners, Developers	O
7	Allow a mix of vertically-stacked, high-density multi-family residential uses near areas with access to commercial uses such as north of 23rd Street, along Military Avenue, and Morningside Road.	PZD, PC, City Council, Residents, Property Owners, Developers	O
8	Allow manufactured home development only in select areas of the City as designated in the land use plan.	PZD, PC, City Council	O
9	Promote general commercial development that serves the shopping and service needs of Fremont residents in the City's major corridors, including along 23rd Street and N Bell Street.	PZD, PC, City Council, Residents, Property Owners, Developers	O
10	Enable heavy commercial development, including storage and business service uses in locations with excellent transportation access such as the Highway 30 and Highway 77 interchange.	PZD, PC, City Council, Residents, Property Owners, Developers	O
11	Continue to promote mixed-use development downtown with commercial ground floors and upper-floor residential uses. Ensure infill development is consistent with the downtown's traditional built forms.	PZD, PC, City Council, Residents, Property Owners, Developers	O
12	Allow light industrial development, including manufacturing, goods, and materials processing along major transportation corridors.	PZD, PC, City Council	O
13	Use light-industrial uses as a transition between adjacent non-industrial areas and heavy industry areas.	PZD, PC, City Council	O
14	Allow large-scale heavy industrial uses that involve major resource production and processing operations near major transportation hubs, such as Union Pacific and Burlington Northern rail lines.	PZD, PC, City Council, Residents, Property Owners, Developers	O
15	Preserve the areas east of I-30 for Inland Port Authority use in the future	PZD, PC, City Council, State of Nebraska	O
16	Allocate land for public/semi-public and park uses where the uses currently exist throughout the community.	PZD, PC, City Council, local institutional organizations, Parks Department	O
17	Annex land in the priority annexation areas shown in this Comprehensive Plan, which have less flood risk and greater access to transportation and infrastructure, before annexing other land.	PZD, PC, City Council	O
18	Encourage new residential, commercial, and industrial development in the growth areas, which have greater access to transportation and infrastructure and less flood risk than other areas.	PZD, PC, City Council	O

#	Action	Responsible Entities and Organizations	Time Frame
CHAPTER 4 - AREA PLANS			
Residential Areas Plan			
19	Ensure available land to accommodate projected housing demand, which could include between 5,000-and 10,000 housing units within the comprehensive plan's time horizon.	PZD, PC, City Council	O
20	Continue to allow residential infill including accessory dwelling units, duplexes, triplexes, and townhomes, in the City's existing historic neighborhoods while maintaining the area's historic character.	PZD, PC, City Council	O
21	Maintain the stability of the neighborhoods in the north along 19th and 16th Streets, and Linden Avenue. Allow minor residential infill consistent with the neighborhood's character.	PZD, PC, City Council	O
22	Amend the Unified Development Code to promote reinvestment in residential areas designated for targeted reinvestment. Seek external funding to assist property owners and local stakeholders with reinvestment and housing rehabilitation.	PZD, PC, City Council	S
23	Focus major redevelopment efforts in areas with significantly deteriorated housing, including south of W Military Avenue and west of N Broad Street	PZD, PC, City Council	M
24	Promote and help property owners and developers access funding to promote housing redevelopment in areas targeted for targeted redevelopment.	PZD, PC, City Council	M
25	Allow new infill housing development as in duplex, triplex, townhome, row-home, and small-scale multi-family formats in the historic neighborhoods near downtown while ensuring that new development complements the area's historic visual character.	PZD, PC, City Council	O
26	Preserve properties designated on the National Register of Historic Places located near downtown Fremont.	PZD, PC, City Council	O
27	Allow the adaptive reuse of large homes and allow mixed-use units with first floor commercial and upper-floor residential uses or small multi-family uses.	PZD, PC, City Council	S
28	Minimize flood risk in the single-family neighborhoods that were severely impacted by flooding in 2019. Consider elevating housing and acquiring land to convert to open space.	PZD, PC, City Council	M
29	Enhance the City's buffer yard requirements to provide appropriate transitions between industrial and commercial uses near residential uses.	PZD, PC, City Council	S
30	Update the Unified Development Code to allow the existing manufactured housing parks and eliminate their nonconforming status.	PZD, PC, City Council	S
31	Update the Unified Development Code's subdivision standards to limit cul-de-sacs and dead-end streets. Require the provision of sidewalks and bicycle lanes, and ensure a connected street network.	PZD, PC, City Council	S
32	Consider flexible or reduced setbacks in the residential areas surrounding the sandpit lakes to promote reinvestment.	PZD, PC, City Council	S
33	Promote high density housing north of 23rd Street on either side of N Luther Road that transitions to medium-density residential closer to Ritz Lake.	PZD, PC, City Council	S
34	Plan for a mix of low- and medium-density residential development in the undeveloped tracts north and east of the City's border and south of Interstate 30.	PZD, PC, City Council	M

#	Action	Responsible Entities and Organizations	Time Frame
35	Facilitate the conversion of the quarry northeast of the City's border to a recreational lake similar to Ritz Lake.	PZD, PC, City Council	M
36	Promote a mix of high-density residential in the Downtown Transition area, including single-family attached and multi-family uses, while allowing upper-floor residential exclusively in the Downtown Core.	PZD, PC, City Council	O
37	Explore measures to manage flooding in flood-prone residential areas, including external funding sources to facilitate relocation and sale of properties.	PZD, PC, City Council	L
38	The City should prioritize funding sidewalks in new and existing residential areas to ensure access to schools, shopping areas, and other amenities.	PZD, PC, City Council	M
Commercial Areas Plan			
39	Focus commercial reinvestment in areas with deteriorating physical conditions and with greater vacancy rates, including Downtown, E 23rd Street, N Bell Street, and S Broad Street, and W Military Avenue.	PZD, PC, City Council, Property Owners	O
40	Promote commercial infill in areas with a stable mix of commercial uses, including E 23rd Street east of N Luther Road, N Broad Street south of Interstate 30, and E Military Avenue near N Clamar Avenue.	PZD, PC, City Council, Property Owners	O
41	Promote greenfield commercial growth at select locations designated in the Comprehensive Plan, including at Interstate 30 interchanges with Highway 77, East 23rd Street, and East Military Avenue.	PZD, PC, City Council, Developers	O
42	Revitalize downtown by promoting upper-floor office and residential uses while maintaining ground floors for retail, food service, personal service, and entertainment uses.	PZD, PC, City Council, Property Owners, Downtown Businesses	O
43	Preserve and enhance the facades of historic two- and three-floor structures immediately fronting on public streets downtown.	PZD, PC, City Council, Developers, Business Improvement District	O
44	Promote redevelopment on vacant and underused sites downtown and ensure new structures have similar characteristics to the area's historic structures.	PZD, PC, City Council, Developers	O
45	Consider ensuring architectural consistency downtown, including pedestrian-oriented signage, recessed building entrances, and building positioned along the front lot line.	PZD, PC, City Council, Developers	S
46	Promote major redevelopment along S Broad Street south of the railroad tracks with commercial uses in plazas with parking lots to structures' rear.	PZD, PC, City Council, Developers	M
47	Ensure that site features such as outdoor storage areas, refuse areas, loading docks are visually screened from view off-site.	PZD, PC, City Council	S
48	Consider higher standards for development along E 23rd Street near the Interstate 30 interchange, including higher building material standards, and regulations for outlot buildings.	PZD, PC, City Council	S
49	Promote internal pedestrian access on sites with commercial, mixed, and multi-family uses, including pedestrian walkways.	PZD, PC, City Council	S
50	Require parking lot landscaping, treed islands within parking lots, perimeter parking lot screening, and the provision of vegetation on nonresidential and multi-family sites to control stormwater and enhance appearances.	PZD, PC, City Council	S
51	Promote the reuse of existing commercial properties along E 23rd Street west of N Luther Road with outlot housing and food service uses over time.	PZD, PC, City Council, Property Owners	M

#	Action	Responsible Entities and Organizations	Time Frame
52	Promote reinvestment in the commercial properties along N Bell Street. Consider reduced setbacks or parking requirements.	PZD, PC, City Council	S
53	Encourage the use of shared driveways and consider limits on the number of commercial access drives where automobile access is an issue, including along E Military Avenue.	PZD, PC, City Council	O
54	Accommodate commercial growth at the Interstate 30 exits at E 23rd Street and E Military Avenue with local-service commercial uses such as coffee shops, restaurants, or medical offices.	PZD, PC, City Council, Property Owners	M
55	Promote a commercial node at the N Broad Street intersection with Interstate 30 to serve nearby residents and employees of nearby light industrial uses.	PZD, PC, City Council, Property Owners	M
56	Encourage the reuse of the commercial properties along W Military Avenue west of N Pierce Street with commercial recreation uses over time.	PZD, PC, City Council, Property Owners	M
57	Work with property owners and business owners to improve facades in underused commercial areas including N Bell Street and S Broad Street.	PZD, PC, City Council, Property Owners	O
58	Partner with property owners to consolidate lots as needed and encourage redevelopment in areas including N Bell Street and S Broad Street.	PZD, PC, Property Owners	M
59	Consider regulations to promote cross-access between adjacent nonresidential parcels.	PZD, PC, City Council	S
60	Establish regular communication with existing small and historically under-represented businesses to identify issues and solutions to local problems.	PZD, PC, City Council, Local Businesses	S
61	Continue to update the Business Welcome Package to provide the most current information to prospective businesses and employers.	PZD, PC, City Council, Business Improvement District	S
62	Enhance the partnership with the Greater Fremont Development Council and other business organizations.	PZD, PC, Local Businesses, Greater Fremont Development Council	S
Industrial Areas Plan			
63	Adjust standards in the core industrial area for site improvements like landscaping in internal areas and enhance buffering and screening requirements at the area's periphery. Flexibility for smaller lot developments in older industrial areas.	PZD, PC, City Council	S
64	Add sidewalks and pedestrian infrastructure in the City's traditional industrial areas to allow employees to travel on foot.	PZD, PC, City Council	M
65	Explore the redevelopment of brownfield and underused industrial sites with redevelopment grants and other funding.	PZD, PC, City Council, City Administrator's Office, State of Nebraska	L
66	Establish dedicated trucks routes to minimize heavy truck traffic conflicts with Downtown and surrounding residential neighborhoods.	PZD, PC, City Council, Nebraska Department of Transportation	L
67	Prioritize code requirements and ensure industrial areas are not a nuisance to neighbors. Need to address expansion adjacent into residentially zoned areas.	City staff	O
68	Establish regulations for new industrial development that require outdoor amenities, landscaping, employee amenities, and the orientation of primary building facades toward streets.	PZD, PC, City Council	S

#	Action	Responsible Entities and Organizations	Time Frame
69	Enhance requirements for screening and buffering, establish standards for the location of truck loading areas, and limit hours of outdoor operation and activity in planned industrial areas near the Fremont Municipal Airport.	PZD, PC, City Council	S
70	Hold industrial uses adjacent to Highway 30 to a higher standard of design including building materials, façade articulation, and landscaping to ensure a positive appearance from the highway.	PZD, PC, City Council	O
71	Prepare a master plan and design guidelines that identifies the necessary utilities, roads, railroad spurs, land uses, buffer yards, and specific locations for the Port Authority and supporting land uses.	PZD, PC, City Council	L
72	Set standards that limit noise, air, and odor pollution.	PZD, PC, City Council	S
73	Support workforce housing development partnerships with businesses to provide affordable housing in proximity to jobs.	PZD, PC, City Council, Local Employers	O
74	Limit the times of day truck traffic is allowed on specific streets through residential neighborhoods. Improve traffic signal timing at railroad crossings.	PZD, PC, City Council, Dodge County, Nebraska Department of Transportation	M
75	Prioritize industrial infill in the existing incomplete industrial parks with access to infrastructure and services.	PZD, PC, City Council	O
76	Encourage large-scale industrial redevelopment in areas with aging industrial uses.	PZD, PC, City Council	O
CHAPTER 5 - DOWNTOWN SUBAREA PLAN			
77	Encourage multi-family, townhouse, or duplex housing in eastern transition areas and encourage their visual integration with downtown.	PZD, PC, City Council, Property Owners, Housing Authority	O
78	Ensure the availability of space for bars and restaurants in Downtown Fremont.	PZD, PC, City Council, Property Owners, CC	O
79	Promote new live performance venues, art galleries, and spaces for classes to enhance Downtown's vibrancy.	PZD, PC, City Council, Property Owners, CC	O
80	Support artisan, small-scale manufacturing uses downtown.	PZD, PC, City Council, Property Owners, CC	O
81	Allow existing light industrial uses in downtown to continue where they exist.	PZD, PC, City Council, Property Owners, CC	O
82	Continue to allow the existing public, institutional, park, and civic uses downtown.	PZD, PC, City Council, City Staff, Public Works, Parks and Recreation	O
83	Preserve, rehabilitate, and promote the reuse of historic designated structures downtown, especially along Main Street. Allow redevelopment that complement the historic structures.	PZD, PC, City Council, Property Owners, CC	M
84	Use pedestrian amenities to connect the areas north of Military Avenue with the downtown core and promote enhanced pedestrian crossings and roadway configuration to calm traffic along W Military Avenue.	City Council, City Staff	M
85	Explore methods to calm traffic and enhance pedestrian safety on Broad Street using amenities such as widened sidewalks and street trees.	City Council, City Staff, State of Nebraska	M
86	Facilitate the redevelopment of the Strip Mall site at Broad Street, 6th Street, and Park Avenue with mixed-use development.	PZD, PC, City Council, Property Owners	M

#	Action	Responsible Entities and Organizations	Time Frame
87	Encourage the redevelopment of the parking lot by 3rd Street, Park Avenue, and 4th Street with corner mixed-use buildings that include varied visual appearances.	PZD, PC, City Council, Property Owners	M
88	Redevelop the site at 3rd Street, D Street, and 4th Street with multi-family uses. Ensure parking is located to the structure's rear and require that adequate landscaping buffer against the adjacent single-family detached uses.	PZD, PC, City Council, Property Owners	M
89	Facilitate the conversion of the vacant US Bancorp Investments building into standalone commercial buildings with office uses.	PZD, PC, City Council, Property Owners	M
90	Convert existing one way streets including Main and D Streets to two-way streets to increase accessibility to local businesses. Address the loading issues that will block lanes if converted to two way streets.	City Council, PW, Dodge County	L
91	Enhance connections between downtown and the surrounding neighborhoods, including fixing sidewalk gaps, installing crosswalks, and ADA-compliant curb ramps.	City Council, PW, Dodge County	M
92	Establish quiet zones and improve railroad crossings along Main Street and Broad Street to improve the pedestrian environment.	City Council, PW, Dodge County	M
93	Re-route truck traffic around downtown once the southern bypass is complete.	City Council, PW, Dodge County, Nebraska Department of Transportation	L
94	Reconstruct the roadway pavement on the proposed truck route to ensure heavy vehicles can be accommodated.	City Council, PW, Dodge County	L
95	Transition Military Avenue to a two-lane street with a center turn lane, bicycle lane, and parallel parking.	City Council, PW, Dodge County	L
96	Install highly visible wayfinding signs that direct people to downtown from major roadways such as 23rd Street, Bell Street, Broad Street, Clarkson Street, and Military Avenue.	PZD, PC, City Council, CC, Business Improvement District	M
97	Install directional signs to direct people to public parking lots, parks, gathering spaces, and City Hall. Add gateway signs and structures with a cohesive yet varying scale, materials, and landscaping.	PZD, PC, City Council, CC, Business Improvement District	S
98	Partner with local artists to maintain and create existing and new art installations downtown.	CC, Business Improvement District, Local Artists	O
99	Consider a minimum building height requirement of two three stories in the Historic Main Street subarea.	CC, Business Improvement District, Local Artists	S
100	Adjust the Unified Development Code to maintain a consistent streetwall in the Historic Main Street subarea and require minimum quantities of transparent materials on first floors.	PZD, PC, City Council	S
101	Promote partnership between property owners and the various art galleries Downtown and have art displayed in vacant storefronts.	CC, Business Improvement District, Local Artists	S
102	Assess the right of way standards to ensure that outdoor dining, parklets, and other creative uses of the public right-of-way can be easily established Downtown.	PZD, PC, City Council	S
103	Invest resources to create new murals and public art to create a unique identity Downtown.	CC, Business Improvement District, Local Artists	M/O

#	Action	Responsible Entities and Organizations	Time Frame
CHAPTER 6 - COMMUNITY FACILITIES AND INFRASTRUCTURE			
105	Continue to pursue full staffing for the Fire Department following the standards of the National Fire Protection Association, as the budget allows.	City Council, Fremont Fire Department	S/O
106	Continue efforts to improve the fire department's ISO fire insurance rating of 3, as designated by the National Fire Protection Association.	City Council, Fremont Fire Department	O
107	Promote the reserve officer program, which provides much-needed support to respond to calls, to recruit up to 12 firefighters to supplement full-time staff.	City Council, Fremont Police Department	S
108	Continue to pursue Staffing for Adequate Fire and Emergency Response (SAFER) grants-in-aid to fill vacant firefighter positions as needed to hire firefighters and recruit and retain volunteer firefighters.	City Council, Fremont Fire Department	M/O
109	Identify funding and budgetary strategies to purchase new fire department equipment as old equipment phases out of service and to upgrade the fire station as needed.	City Council, Fremont Fire and Police Departments	M/O
110	Consider a new fire station to supplement the existing station as the community grows.	City Council, Fremont Fire Department	L
111	Study options and potential sources of funding to add an engine company and ambulance unit staffed by full-time firefighters, under IAFF recommendations.	City Council, Fremont Fire Department	M
112	Consider long-term strategies to construct an emergency services training center.	City Council, Fremont Fire Department	L
113	Continue supporting the community policing program through regular district meetings and involvement with neighborhoods and schools.	City Council, Fremont Police Department	O
114	Cooperate with the Dodge County Sheriff's office to gain approval and manage and oversee an inter-local agreement for police protection services near Fremont.	City Council, Fremont Police Department, Dodge County Sheriff	M/O
115	Support a cooperative training program for all sworn police officers to ensure they maintain the skills and continuing education necessary to fulfill their mission.	City Council, Fremont Police Department	M/O
116	Ensure coordination between City departments to conduct a review of both public and private development plans to ensure crime prevention is adequately addressed.	PZD, PC, Fremont Police Department, Other City Departments	O
117	Pursue the Cops Hiring Recovery Program, which funds a position at 100 percent for three years with the police department committing to fund the position for the fourth year.	City Council, Fremont Police Department	M
118	Identify a source of annual funding to replace aging police cruisers and purchase new equipment.	City Council, Fremont Police Department, State Partners	M/O
119	Support additional emergency response unit (ERU) training.	City Council, Fremont Police Department, State Partners	M/O
120	Plan and budget to renovate the police station and identify a location for additional records storage.	City Council, Fremont Police Department, State Partners	O
121	Study the feasibility of a new police station with preference for a downtown location.	City Council, Fremont Police Department, Dodge County Sheriff	L

#	Action	Responsible Entities and Organizations	Time Frame
122	Continue seeking grants, donations, and other funding sources to support the Keen Memorial Library facility's planned expansion and renovation.	City Council, Fremont Police Department, State Partners	O
123	Consider building shared-use public parking lots that could supplement overflow traffic from the library and Metropolitan Community College.	City Council, Metropolitan Community College, Fremont Library	O
124	Conduct a study to determine the feasibility of separate computer areas, technology upgrades for the auditorium, partitions in the children's area, and a kitchen in the East building.	City Council, Metropolitan Community College, Fremont Library	M/O
125	Support Fremont Public Schools efforts to renovate and expand permanent buildings on site while respecting the character of surrounding neighborhoods.	City Council, Fremont Public Schools	O
126	Consider a development policy that requires mixed use and residential developers allocate land for future elementary school sites in coordination with Fremont Public Schools.	PZD, PC, City Council, Fremont Public Schools	C
127	Maintain the City/FPS relationship to continue sharing FPS and City facilities and services, such as parks and recreational spaces, maximizing public resources.	City Council, Fremont Public Schools	O
128	Create written agreements for joint use with additional Fremont Public School playground and athletic facilities, particularly in the needs areas in the City's Parks and Recreation Master Plan, for use as joint-use public parks.	City Council, Fremont Public Schools	M/O
129	Work with the college and local businesses to ensure local professional employment opportunities are available to retain Metropolitan Community College graduates from the Fremont campus, and to attract graduates from other MCC campuses.	Metropolitan Community College, Local Businesses	M/O
130	Identify shared-use public parking lots and parking agreements with the City and nearby businesses or institutions that could supplement overflow traffic from the library and Metropolitan Community College.	Metropolitan Community College, Fremont Library, Local Businesses	M/O
131	Work with the university and local businesses to ensure local professional employment opportunities are available to retain Midland University graduates in Fremont.	Midland University, Local Businesses	O
132	Coordinate Midland University efforts to renovate and expand buildings off-site while encouraging neighborhood compatibility and minimal traffic impacts.	Midland University, PZD, PC, City Council	M/O
133	Coordinate transportation and public works improvements that could benefit Midland University as campus planners consider closing public streets and creating a campus gateway.	Midland University, PW, City Council	O
134	Allow accessory dwelling units in a specified area around the campus and subject to standards to preserve neighborhood integrity.	PZD, PC, City Council	S
135	Support and facilitate opportunities for coordination with health and educational partners within the community.	Fremont Public Schools, Metropolitan Community College, Fremont Library, Methodist Fremont Health	O
136	Promote and market Methodist Fremont Health to attract residents, medical professionals, and industries to the region.	CC, Methodist Fremont health	O
137	Work with the hospital to ensure emergency response coverage sufficiently serves the Fremont community and its growth areas.	PZD, PC, City Council, Methodist Fremont Health	O

#	Action	Responsible Entities and Organizations	Time Frame
138	Continue to develop trails, bikeways, and sidewalks to increase walking and bicycling and provide safe and efficient transportation connections.	City Council, Fremont Parks and Recreation, PW, Dodge County, State of Nebraska	M/O
139	Ensure all parks can easily and safely be accessed by walking or biking.	City Council, Fremont Parks and Recreation, PW, Dodge County, State of Nebraska	M/O
140	Work with mixed use and residential developers to allocate parkland, particularly in areas of the community which are not as well-served.	PZD, PC, City Council, Developers	M/O
141 CHAPTER 7 - NATURAL AREAS			
142	Establish standards to allow ribbon driveways to allow for reduced impervious surfaces on residential lots.	PZD, PC, City Council,	S
143	Maintain the natural integrity of and limit development on the properties between the City of Fremont's southern border and the Platte River, including Luther Hornel Memorial Park, Wildwood Park, and other existing forested parcels.	PZD, PC, City Council, Property Owners, State of Nebraska	M/O
144	Adopt a stormwater management manual with practices to reduce post construction runoff.	PZD, PC, City Council,	S
145	Retain the existing natural and low-density residential land use patterns near the Platte River banks. Limit the future development of single-family housing in the floodway.	PZD, PC, City Council,	O
146	Use grasses and tree species that are native to the Eastern Great Plains region for new landscaping.	PZD, PC, City Council,	O
147	Ensure that residential growth along sandpit lakes does not impact the water quality of the lakes.	PZD, PC, City Council,	O
148	Encourage the proper stewardship of the sandpit lakes. Partner with local environmental groups to provide education and resources to preserve or add native vegetation on properties around the lakes.	PZD, PC, City Council, Property Owners, Environmental Groups	O
149	Install green infrastructure at strategic locations in parks and rights-of-way throughout the City to control the quantity and quality of stormwater runoff into Rawhide Creek, and Platte and Elkhorn Rivers,	PZD, PC, City Council,	O
150	Require that new landscaping added on private property feature grasses and tree species that are native to the Eastern Great Plains region.	PZD, PC, City Council,	S
151	Balance future residential growth along the sandpit lakes with the preservation of their water quality. Encourage the proper stewardship of the lakes by property owners through education or incentives to preserve or add vegetation.	PZD, PC, City Council, Property Owners,	M/O
152	Consider partnerships with regional, state, and national entities to preserve the quality of the Platte and Elkhorn Rivers as opportunities arise.	PZD, PC, City Council, Engineer	L/O
153	Incentivize or require the use of rain barrels, rain gardens, green roofs, and porous pavement as development occurs on private property. Implement these measures on public buildings such as the Fremont Municipal Office.	PZD, PC, City Council	M
154	Encourage the construction of bioswales and detention basins surrounding parking lots and other impervious areas on private property. Consider municipal or external funding sources to facilitate their construction on public property.	PZD, PC, City Council	M/O

#	Action	Responsible Entities and Organizations	Time Frame
155	Continue to cooperate as needed with state and local partners to repair the levee systems that were damaged in recent flooding events, including the Ames diking system. Continue to seek external funding such as Community Development Block Grants.	PZD, PC, City Council, State of Nebraska	S/O
156	Consider engineering studies and other technical assessments to determine the existing diking system's adequacy of flood protection. Use such studies to coordinate diking system improvements with growth in the Eastern, Northern, Southern, and Port Authority growth areas	PZD, PC, City Council, State of Nebraska, Engineer	S
157	Monitor the replacement of aging water, sewer, and storm sewer lines to ensure that the replacement efforts do not interfere with existing healthy vegetation in public right of ways.	PZD, PC, City Council, Engineer, PW	O
158	Update the subdivision standards to require the provision of deciduous trees along streets to ensure sufficient tree canopy coverage as new subdivisions are developed over time. Consider requirements for parkland and open space.	PZD, PC, City Council, Engineer	S
159	Incorporate the drainage manual into the UDC once it is adopted to ensure that compliance with the City's stormwater specifications is required prior to zoning approval.	PZD, PC, City Council, Engineer	S
160	Strengthen the existing UDC standards for landscape requirements to ensure their objectivity and require their placement in specific areas such as in parking lot interiors, perimeters, and building foundation areas.	PZD, PC, City Council	S
161	Amend the Unified Development Code to reference the drainage criteria manual to ensure that compliance with the City's stormwater specifications is required prior to zoning approval.	PZD, PC, City Council, Engineer	S
162	Consider amending the conditional use process, planned unit development process, and other discretionary land use approvals to consider each proposal's stormwater impact and flood damage prevention.	PZD, PC, City Council	S
163	Support the Rawhide Creek Watershed Flood Risk Reduction Plan and its findings. Pursue approaches to reduce flood risk established in the plan, once published.	PZD, PC, City Council	S
164	Encourage the use of rain barrels, rain gardens, green roofs, and porous pavement as development occurs on private property. Seek grants to implement these measures on public buildings to solidify the City as a leader in environmental stewardship.	PZD, PC, City Council	S
165	Require performance guarantees or other sureties to ensure that the landscaping and environmental specifications are implemented as approved as sites are developed.	PZD, PC, City Council	S
166	Engage businesses downtown in the Business Improvement District to determine the feasibility of raising funds for street trees and planter boxes downtown and to fund their maintenance.	PZD, PC, City Council, Downtown Businesses	S
167	Retain the natural integrity of properties between the City's southern border and the Platte River, including Luther Hormel Memorial Park, Wildwood Park, and Fremont Lakes State Recreation Area.	PZD, PC, City Council, Property Owners	L/O
168	Prevent the fragmentation of freshwater emergent wetlands forested/shrub wetlands where they exist along the Platte and Elkhorn Rivers.	PZD, PC, City Council, State of Nebraska	L/O
169	Consider partnerships with regional and state entities that can support the preservation of wetlands.	PZD, PC, City Council, State of Nebraska	L/O

#	Action	Responsible Entities and Organizations	Time Frame
170 CHAPTER 7 - TRANSPORTATION			
171	Implement the short-term, mid-term, and long-term roadway alternatives identified in the long-range transportation plan and pursue funding as needed.	City Council, PC, Engineer	O
172	Implement the short-term, mid-term, and long-term bicycle and pedestrian alternatives identified in the long-range transportation plan and pursue funding as needed.	City Council, PC, Engineer	O
173	Complete the committed transportation projects identified in the Long-Range Transportation Plan and integrated in the City's one-year and six-year plan.	City Council, PC, Engineer	S
174	Continue to consider the vision projects identified in the Long-Range Transportation Plan in future planning endeavors and reassess the feasibility of these projects over time.	City Council, PC, Engineer	O
175	Implement road diet and traffic calming measures identified in the Long-Range Transportation Plan to promote complete streets.	City Council, PC, Engineer	M/L
176	Evaluate truck traffic patterns annually after the construction of the southeast beltway to understand its impact on truck traffic movement.	City Council, PC, Engineer	O
177	Consider designating truck routes in the community as specified in the LRTP. Initiate studies as needed to evaluate the impact of proposed routes on freight, the neighborhoods, and downtown, particularly those proposed along Cloverly Road and Main Street.	City Council, PC, Engineer	M/O
178	Evaluate the timing of one-way to two-way conversion based on how local truck traffic south of downtown react to the Cloverly Road and Main Street truck routes	City Council, PC, Engineer	M/L
179	Implement curb management policies downtown that identify loading zones for truck deliveries to provide adequate access for space for temporary truck parking while making deliveries.	City Council, PC, Engineer, Property Owners, Downtown Businesses	S/M
180	Evaluate traffic volumes along Broad Street / Highway 77 after the construction of the southeast beltway to assess the potential for lane reduction in the corridor.	City Council, Engineer	S/M
181	Implement quiet zones at street-rail grade crossings where train on at-grade crossings to reduce conflicts between freight and the community.	City Council, Engineer	S
182	Continue to monitor the demand for air freight as business and commercial activity continue to grow. Identify improvements to the Fremont Municipal Airport as needed.	City Council, Engineer, Fremont Municipal Airport	O
183	Initiate a study for 23rd Street at Bell Street / Yager Road to develop design alternatives to improve the intersections and assess community impacts.	City Council, Engineer	S
182	Complete a study for the entirety of 23rd Street to assess the long-term management of traffic signals and minor geometrics between Sommers Avenue and Diers Parkway.	City Council, Engineer	S
183	Complete an access study along Judy Drive as it crosses Broad Street to create strategies to improve access to Broad Street.	City Council, Engineer	S