



A detailed street map of Fremont, Ohio, showing a grid of streets including Nicholas Tr, Follett Ln, Cora Ln, Sabin St, Michael St, North St, Spring St, Toledo St, Albion St, Renee Dr, Janedale Dr, Abbott Dr, Bell St, Mill St, Sierac St, Alan Dr, and Deborah Dr. The map is rendered in white lines on a blue background.

Town of **FREMONT** Comprehensive Plan

Planning Assistance provided by:



Table of Contents

Preface

Table of Contents	1
Introduction	2
Comprehensive Plan Mandate	3
The Planning Process	5
Document Parts	6

Part 1: Community Profile

Introduction	8
Context	8
Regional Demographics	8
Fremont History	9
The Community	9
Community Needs	10
Community Values	10
Vision for Fremont	10

Part 2: Planning Principles

Planning Principles	12
Using this Document	12
Icons in this Document	13
Principle 1: Manage Growth and the Built Environment	14
Objectives	14
Principle 2: Enhance Community Character	16
Objectives	16
Principle 3: Provide Effective Transportation	18
Objectives	18
Principle 4: Stimulate Economic Growth	20
Objectives	20
Principle 5: Improve the Natural Environment	22
Objectives	22

Part 3: Land Classification Plan

Land Classification Plan	26
Conservation	27
Agriculture	28
Parks and Recreation	29
Rural Residential	30
Medium Density Residential	31
High Density Residential	32
Downtown Commercial	33
General Commercial	34
Industrial	35
Government/Institutional	36
Land Classification Map Methodology	37
Land Classification Map Description	37
Appropriate Adjacent Land Classification Table	38
Future Land Classification Plan Map	39

Part 4: Transportation Plan

Transportation Plan	42
Major Arterial	43
Minor Arterial	44
Collector	45
Local Street	46
Transportation Plan Map Description	47
Transportation Plan Map	49

Part 5: Appendix

Community Needs Survey Results	52
Community Values Survey Results	55
Age Group Differences in Surveys	58





Introduction

This Comprehensive Plan represents the Town of Fremont's desire to maintain its qualities and to improve its future. The plan includes the communities long-range and short-range goals, objectives, and in some cases, action steps. This document has been prepared exclusively for the Town of Fremont in its pursuit of good policy making, sound decision making, and to represent the vision of the community's residents, businesses and leaders.

The Comprehensive Plan has been developed through extensive community input. Two community-wide surveys and a public workshops were used to gather public input. Additionally, one public input session was held to gather feedback on the draft document prior to adoption. Over 200 persons participated in the surveys and meetings.

This Comprehensive Plan addresses:

- ♦ Future Land Use,
- ♦ Growth Management,
- ♦ Vehicular Transportation,
- ♦ Bike and Pedestrian Transportation,
- ♦ Community Facilities and Services,
- ♦ Natural Environment,
- ♦ Infrastructure,
- ♦ Image and Aesthetics,
- ♦ Economic Development, and
- ♦ Parks and Recreation.

This Comprehensive Plan also provides the foundation for the Town of Fremont Zoning Ordinance and Subdivision Control Ordinance.

Planning Jurisdiction

This Comprehensive Plan applies to Fremont's corporate limits and extra territorial jurisdiction, and hereafter is referred to as its "planning jurisdiction." The town's extraterritorial jurisdiction extends approximately 2-miles from its corporate boundary, except to the north where it ends at the Indiana State line. An official map of the boundary does not currently exist at the town or county government offices which causes minor challenges with boundary interpretation. On the next page is an unofficial depiction of the town's planning jurisdiction.

Effective Timeframe and Periodic Reviews

The content of this Comprehensive Plan, including the Future Land Use Map and the Transportation Plan Map, should generally be relevant for fifteen (15) years. However, the plan is intended to be reviewed on a three (3) to five (5) year cycle, with minor amendments being adopted, as needed, to keep the document current. For example, an amendment may include removing a downtown revitalization project that has been accomplished or adjusting an economic development objective to better match the ever-changing economy. These periodic reviews and minor amendments will allow public input during the adoption process, but are not meant to be controversial or wide-sweeping.

Major Revision

The Plan Commission and Town Council should plan for a thorough review of the entire document sometime between 2022 and 2024. This review would include updating the community profile (e.g. demographics), to conduct new public workshops, and to wholly review the contents of the plan to assure that it meets the expectations of the town.

Comprehensive Plan Mandate

The State of Indiana, through Indiana Statutes, Title 36, Article 7, as amended, empowers communities to plan with the purpose of improving “the health, safety, convenience, and welfare of its citizens and to plan for the future development of their communities to the end:

1. That street systems be carefully planned;
2. That communities grow only with adequate public right-of-way, utility, health, educational, and recreational facilities;
3. That the needs of agriculture, industry, and business be recognized in future growth;
4. That residential areas provide healthful surroundings for family life; and
5. That the growth of the community is commensurate with and promotive of the efficient and economical use of public funds” [IC 36-7-4-201].

Indiana Statutes state that units of government may establish planning and zoning entities to fulfill that purpose [IC 36-7-4-201]. The Plan Commission is the body responsible for maintaining a comprehensive plan, which is required by state law to be developed and maintained [IC 36-7-4-501] if the community wishes to exercise zoning powers.

Indiana Code 36-7-4-502 and 503 state the required and permissible contents of a comprehensive plan. The required plan elements are listed below.

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

Throughout the planning process and within the adopted Fremont Comprehensive Plan, all State of Indiana minimum requirements have been fulfilled or exceeded. Specifically, the following statements apply:

- ♦ The Fremont Comprehensive Plan includes analysis of the physical characteristics of the town including existing land use, transportation systems, community facilities, the built environment, and natural land features.
- ♦ Public involvement provided the foundation for this Comprehensive Plan. The public input exceeded the State’s requirements by providing several opportunities for input during the initial stages of the planning process. That input is integrated throughout the content of this document. The public was given the opportunity to review draft versions of the document and to provide feedback prior to the State-required public hearing.
- ♦ The Fremont Comprehensive Plan has an overall theme of improving the health, safety, and welfare of residents and contains the State required elements.



The Planning Process

Several opportunities were provided to the general public to participate in the Fremont Comprehensive Plan process. Meetings designed to obtain input from town leadership and the general public were held during the initial phase of the project. A summary of each of these input opportunities follows.

Community Leaders

Event: Town leaders meeting.

Invitation: The Town Council, Plan Commission, Board of Zoning Appeals, and Town Clerk/Treasurer were invited to participate.

Meeting Purpose:

- ♦ Review the purpose, process, and timeline for the project;
- ♦ Identify planning-related issues; and
- ♦ Share advice on preparation of the Comprehensive Plan.

Public Survey

Event: Conduct a needs survey and values survey.

Distribution: Mailed a needs survey and values survey to every property owner via monthly utility bill.

Response: 327 surveys were submitted for tally which represented about 20% of the households in town.

Public Engagement

Event: Planning input meetings.

Promotion: The public input meetings were promoted through utility bill and the newspaper. Two sessions were offered, one at the lunch hour and one early evening.

Meeting Purpose:

- ♦ Identified liabilities, assets, and needs for the Town of Fremont; and
- ♦ Sought additional comments and information about identified issues and life in Fremont.

Draft Development

The first full draft (i.e. Draft A) of the Fremont Comprehensive Plan was developed based on all input received from town leader, interest group, and the general public, as well as community research and physical analysis. Draft A was reviewed by town leaders.

The feedback received on Draft A, along with additional research, resulted in a second draft (i.e. Draft B) of the Fremont Comprehensive Plan. Draft B was reviewed by the town leaders and general public starting on August 20, 2013. Comments on Draft B were received in a public meeting held on September 7, 2013.

The feedback received on Draft B resulted in a third draft (i.e. Draft C) of the Fremont Comprehensive Plan. That draft was forwarded to the Plan Commission to begin the adoption process, including a public hearing.

Adoption

A legally advertised public hearing was held by the Fremont Plan Commission on October 1, 2013. The Plan Commission certified the Comprehensive Plan for formal adoption by the Town Council. The Town of Fremont Town Council then adopted the certified Comprehensive Plan as a resolution on October 15, 2013.



Document Parts

The Fremont Comprehensive Plan is organized into the following five (5) parts:

Part 1 - Community Profile: The Community Profile highlights general information about the town, demographic data, and summarizes the results of the community's input.

Part 2 - Planning Principles: The Planning Principles address and explain the underlying principles that, when implemented, will help Fremont achieve its greatest potential. Each Planning Principle is followed by a series of objectives, a description of the purpose for the principle and its objectives, and a list of benefits that can be realized by implementing the principle and its objectives.

Part 3 - Land Classification Plan: The Land Classification Plan describes ten (10) different land classifications and then applies them to the land within the town. Each of the land classifications address land use and physical characteristics. As applied to the jurisdiction they will effectively maintain appropriate adjacency and manage future development in Fremont.

Part 4 - Transportation Plan: The Transportation Plan classifies all streets within the town's planning jurisdiction into a hierarchical system based on function. Each of these street classifications are described in detail and a map is used to indicate the applied classification.

Part 5 - Appendix: Provides the full and detailed results of the Community Values Survey and Community Needs Survey.

Part 1: Community Profile



Preface
page 2

Part 1: Community Profile
page 7

Part 2: Planning Principles
page 11

Part 3: Land Classification Plan
page 25

Part 4: Transportation Plan
page 41

Part 6: Appendix
page 51

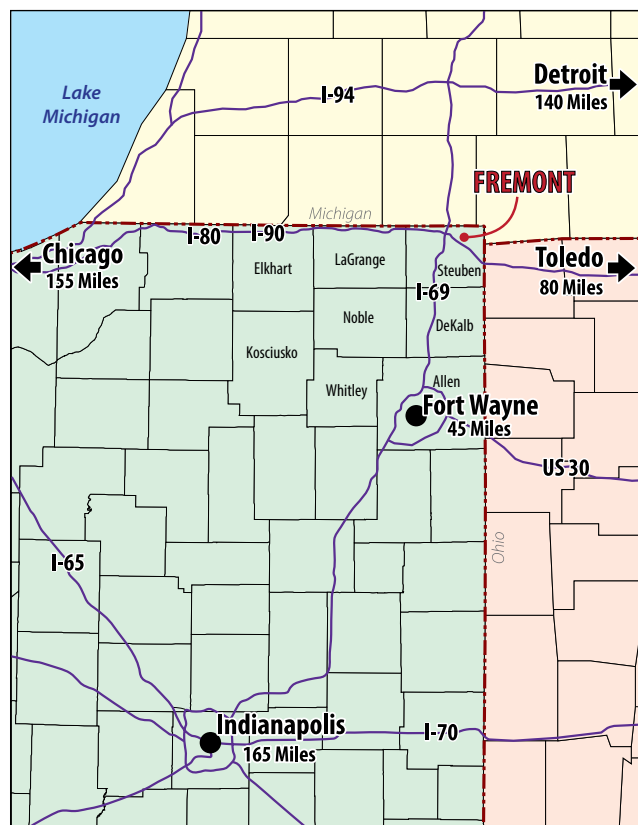
PART 1: COMMUNITY PROFILE

Introduction

The following sections provide the demographic and physical attributes, community values, and other essential information used as a foundation for the Comprehensive Plan.

Context

The Town of Fremont is located in the extreme Northeast corner of Indiana. Fremont is ideally located between three major and three minor metropolitan regions. The major metropolitan regions include Chicago, Detroit and Indianapolis. The minor metropolitan regions include Fort Wayne, Toledo, and South Bend. The town's location is illustrated below.



Regional Demographics

Fremont is part of a greater economic region which includes two Michigan counties, one Ohio county, and four Indiana counties. Some interesting information about the context is observed in the two illustrations below.

POPULATION

MICHIGAN 9.94 mil 2000 9.88 mil 2010 -0.6 %change	BRANCH 45,800 2000 45,200 2010 -1.2 %change	HILLSDALE 46,500 2000 46,700 2010 0.3 %change
LAGRANGE 34,900 2000 37,100 2010 6.4 %change	STEUBEN ★ 33,200 2000 34,200 2010 2.9 %change	WILLIAMS 39,200 2000 37,600 2010 -3.9 %change
NOBLE 46,300 2000 47,500 2010 2.7 %change	DEKALB 40,300 2000 42,200 2010 4.8 %change	OHIO 11.35 mil 2000 11.54 mil 2010 1.6 %change
INDIANA 6.08 mil 2000 6.48 mil 2010 6.6 %change	USA 281.4 mil 2000 308.7 mil 2010 9.7 %change	

Compared to adjacent Ohio and Michigan counties, Indiana's counties have been growing at a much faster pace. Neither county is growing at a pace similar to the nation and only LaGrange County is growing at a pace similar to Indiana.

MEDIAN HOUSEHOLD INCOME

MICHIGAN \$54,700 2000 \$46,800 2010 -14.5 %change	BRANCH \$41,900 2010	HILLSDALE \$40,400 2010
LAGRANGE \$42,800 2010	STEUBEN ★ \$44,000 2010	WILLIAMS \$40,700 2010
NOBLE \$46,600 2010	DEKALB \$44,900 2010	OHIO \$56,100 2000 \$47,300 2010 -15.6 %change
INDIANA \$53,300 2000 \$46,000 2010 -13.6 %change	USA \$47,400 2010	

Steuben County has the second highest Median Household Income when compared to the surrounding counties. Although not as high as the state or national incomes, Fremont is well positioned within the region.



Fremont History

Establishment

Fremont was first settled in 1834 and was initially named Willow Prairie. Its name was changed again to the Village of Brockville three years later when it was platted. To honor John C. Frémont, and to avoid conflict with another Brockville in the State of Indiana, the town renamed itself in 1848.

Named After

John Charles Frémont was an American explorer and military officer who lived from 1813 to 1890. He was dubbed “The Great Pathfinder” by historians for his mapping of and expeditions across the western lands of the United States. John Frémont became a Senator elected from California and was also the first presidential candidate of the Republican Party. He lost the election to Democrat James Buchanan in 1856.

Historic Structures:

There is one structure within the Town of Fremont listed in the National Register of Historic Places. The structure is located at 200 E. Toledo St. and is commonly referred to as the Enos Michael House. It was listed on the National Register in 1982 for its local and period significance as architecture related to exploration and settlement.

The Community

Land Area

The Town of Fremont has 3.08 square miles of land area within its corporate limits. Therefore, it comprises less than 1% of Steuben County’s land area which is 322 square miles.

Geography

Fremont’s topography is typical for the far Northeast corner of Indiana. The geography of the area includes many kettle lakes and some wetlands formed by glaciers which covered the area thousands of years ago. The land surrounding Fremont is beautiful low rolling hills and meadows also formed by the receding glaciers. The land within Fremont’s corporate limit is relatively flat and conducive to residential, recreation, commercial and industrial development.

Environment

Fremont is surrounded by farmland, lakes, wetlands, woodlots, and rolling hills. For this reason, local residents have an appreciation for the natural environment. Generally, the town strives to respect the natural environment, encouraging development to locate where environmental concerns are minimal, or in environmentally sensitive areas when done so respectfully.

Utilities

The Town of Fremont provides both sanitary sewers and water to residents and businesses. It also treats sanitary waste from Clear Lake, the outlet mall, and Lake George areas. Currently the town’s waste treatment facility is at approximately 60% capacity and water treatment is at approximately 35% capacity. Therefore, the town is in excellent position to welcome additional businesses, industry, and residences.



Community Needs

Needs Identified

Through a public meeting and a community-wide survey a number of needs were identified. The top eight (8) identified needs are (in no particular order):

- ♦ Need to attract more well-paying jobs;
- ♦ Need to clean-up derelict buildings and remove abandoned or unsafe buildings in the community;
- ♦ Need to attract new small businesses, especially into the downtown;
- ♦ Need to enhance downtown buildings;
- ♦ Need to protect prime natural features;
- ♦ Need to add new and protect existing trees;
- ♦ Need to better maintain existing sidewalks; and
- ♦ Need to add new sidewalks or recreation trails to connect primary destination.

Community Values

Values Identified

Through a public meeting and a community-wide survey a number of community values were identified. The community values portion of the survey indicated that Fremont residents value the following items:

- ♦ The small town culture and qualities;
- ♦ The natural environment and outdoor recreation;
- ♦ Safe place for people to walk and ride a bike;
- ♦ Being a business-friendly place; and
- ♦ The town should protect property values by regulating things that diminish quality-of-life and enjoyment of one's property.

Vision for Fremont

Fremont: A charming, community-focused, and vibrant small town that provides a great place to raise a family and conduct business, and that provides quality infrastructure and opportunities for connection.

Part 2: Planning Principles



Preface
page 2

Part 1: Community Profile
page 7

Part 2: Planning Principles
page 11

Part 3: Land Classification Plan
page 25

Part 4: Transportation Plan
page 41

Part 5: Appendix
page 51



Planning Principles

The below outlined Planning Principles identify essential community-improving themes and also create an organizing framework for the document.

The Planning Principles are as follows:

- ♦ Manage Growth and the Built Environment;
- ♦ Enhance Community Character;
- ♦ Provide Effective Transportation;
- ♦ Stimulate Economic Growth; and
- ♦ Improve the Natural Environment.

Planning Principle Pages

Each Planning Principle has an entire section dedicated to it, starting on page 14. The following content can be found on those pages.

- ♦ In the left column, a short introduction provides an overview for the Planning Principle and the implementation-focused objectives.
- ♦ The box on the bottom left of the page identifies information that substantiates the need for the Planning Principle and its objectives (i.e. the “foundation”). Included in this box are facts, studies, findings, trends, and other basis for the Planning Principle.
- ♦ A box on the bottom right of the page identifies benefits from implementing the Planning Principle and its objectives. Included in this box are outcomes or specific reasons why the Planning Principle and its objectives are important.
- ♦ The remainder of the section contains objectives that provide specific means for implementing the Planning Principle.
- ♦ Following each objective, specific icons are used to communicate the type, priority, and cost associated with each objective. See the next page for more information about the icons.

Using This Document

Flexibility

Although some objectives may be stated specifically they should be interpreted as being flexible allowing budgets, external limitations, and other factors to determine specific actions.

Not Site Specific

The Planning Principles are not site specific, nor do they anticipate all the special circumstances that may apply to a particular project. However, some objectives may be site specific when indicated.

Evaluating Projects for Comprehensive Plan Compliance

When evaluating a particular project for compliance or consistency with the Comprehensive Plan, decision-makers should recognize that the determination will periodically not be black and white. It is feasible that projects will comply with some principles and objectives while contradicting others. In those instances, the Plan Commission or Board of Zoning Appeals should sort out the highest priority or more important principles and objectives, thus clarifying whether the proposed project meets the expectations of the Comprehensive Plan.

Icons In This Document

The descriptions below apply to the icons used following each objective.

Objective Type Icons

To illustrate the means for implementation, the following icons are used after each objective.



Policy: This icon indicates the objective is a policy to be implemented by resolution, ordinance, or directive.



Program: This icon indicates the objective is a program to be implemented by town employees or community volunteers, or a local organizations.



Project: This icon indicates the objective is a construction, installation, or cleanup project.

Priority Icons

To illustrate the level of priority, the following icons are used after each objective.



1st Star Icon (High Priority): The 1st star icon represents the highest priority. These projects will either have the greatest impact on achieving the Planning Principle, or are necessary to precede another high priority project.



2nd Star Icon (Moderate Priority): The 2nd star icon represents moderate priority. These projects will have a significant impact on achieving the Planning Principle.



3rd Star Icon (Low Priority): The 3rd star icon represents low priority. Although these projects are the lowest priority, they are still important for achieving the Planning Principle. Often these objectives are simply not as time sensitive as higher priority objectives.

Degree of Cost

To illustrate the level of resources necessary to implement the objective, the following icons are used after each objective.



1 Dollar Sign (Minimal Resources): The single dollar sign icon represents low resources are necessary to complete the objective. For example, a minimal amount of time and/or a nominal amount of funding is necessary, typically within the town's annual budget.



2 Dollar Signs (Moderate Resources): The double dollar sign icon represents moderate resources are necessary to complete the objective. For example, a moderate amount of time and/or a notable amount of funding is necessary.



3 Dollar Signs (Significant Resources): The triple dollar sign icon represents significant resources are necessary to complete the objective. For example, a lot of time and/or funding in excess of normal budgets is necessary.



Principle 1: Manage Growth and the Built Environment

The principle of managing growth and the built environment includes:

- Directing land uses and development;
- Adjusting to the economy and trends;
- Improving quality of life;
- Enhancing public utilities;
- Planning for the Town's future needs;
- Protecting property values;
- Improving Public Safety; and
- Coordinating public services.

Objectives

- **Objective 1.1:** Utilize the existing zoning ordinance and adopt a property maintenance ordinance to apply regulations that will enhance and protect property values throughout the town.



- **Objective 1.2:** Avoid land use conflicts through thoughtful site design, quality building design, buffering, and the use of transitional land uses. Also, to avoid land use conflicts, the Town should discourage deviations from the Land Classification Plan's intent.



- **Objective 1.3:** Utilize Part 3: Land Classification Plan and the Land Classification Plan Map as the foundation for rezoning decisions and application of zoning after annexations.



Additional Information: Small deviations from the Land Classification Plan Map accumulate over time, and eventually negate its value to the Town.

- **Objective 1.4:** Provide essential utilities at a level that meets or exceeds property owners' expectations.



- **Objective 1.5:** Every five (5) years evaluate the Comprehensive Plan for consistency with community values and needs. Amend the plan to reflect current conditions, new demographic information, and to reflect accomplishments.



- **Objective 1.6:** Evaluate the costs and benefits of expanding the town's corporate limits. Let this information determine an annexation strategy.



- **Objective 1.7:** Maintain sustainable proportions of each land use classification throughout the Town to promote a strong Town-wide economy.



Foundation

- The Town of Fremont has public sewer and water utility.
- The residential areas on the north side of Town do not currently have adequate park and recreation facilities.

PART 2: PLANNING PRINCIPLES

- **Objective 1.8:** Add a town park on the north side of the Town in Follett Estates and work to add a trail systems that connects Follett Estates to Vistula Park.



- **Objective 1.9:** Strongly encourage redevelopment of under-utilized, vacant, or abandoned structures and lots.



- **Objective 1.10:** Encourage more diversity in housing types to better meet the needs of older residents and to appeal to younger generations. Especially needed is quality rental units.



- **Objective 1.11:** Maintain and build strong partnerships with Steuben County, Angola, Clear Lake, and non-profit agencies (i.e. Chamber of Commerce) to leverage the town's resources.



- **Objective 1.12:** Require new development within the corporate limits to connect to public sanitary sewers and water utility. Also, require connection to sewer and water utilities when within reasonable proximity to a sewer or water mains.



- **Objective 1.13:** Encourage proposed “greenfield” commercial development on the edge of Town to locate in established commercial or industrial areas to avoid sprawl. Encourage growth inside the corporate limits especially redevelopment projects.



- **Objective 1.14:** Support residential growth in areas outside the corporate limits when it is contiguous, welcomes voluntary annexation, is of a density that is sustainable, and can be serviced by the Town's sanitary sewers and water utility.



- **Objective 1.15:** Support the County's desire to increase tourism and continually encourage businesses that can capture more transient revenue.



Benefits

- ◆ Minimize land use conflicts
- ◆ Increase quality of development
- ◆ Provide residents, organizations, businesses, and industries with predictability and property value security
- ◆ Protect environmentally sensitive areas
- ◆ Reduces costs to maintain roads
- ◆ Reduces energy consumption
- ◆ Improves surface water quality and enhance property values
- ◆ Improve quality-of-life of residents
- ◆ Increase public safety



Principle 2: Enhance Community Character

The principle of enhancing community character includes:

- ♦ Improving community character;
- ♦ Creating a brand;
- ♦ Promoting assets;
- ♦ Celebrating successes; and
- ♦ Enhancing communication.

Objectives

- **Objective 2.1:** Continually work to improve the image of the town through its website (e.g. promote local assets and to commemorate the town's values and brand). Also, better use the website to communicate with the public about upcoming meetings and their agendas, public service and utility improvements, to post the Comprehensive Plan, to display the town's priority list of projects, and to announce community events.



- **Objective 2.2:** Develop and maintain strong partnerships with leaders and personnel from adjacent jurisdictions and economic development agencies to promote the town, its available properties, and to ensure equitable assistance and regular consideration.



- **Objective 2.3:** Enhance the East, West and South "entrances" into the town with a unique physical feature, thus establishing brand recognition at the primary gateways.



- **Objective 2.4:** Establish and improve local festivals or community events to help bring the town's people together and welcome visitors.



- **Objective 2.5:** Update the town's Zoning Ordinance to improve the quality of signage in the downtown and main corridors.



- **Objective 2.6:** Create a brand strategy with professional assistance. The strategy should include a color scheme, graphic, imagery, building materials, and cultural features to utilize and incorporate throughout the town.



- **Objective 2.7:** Implement a wayfinding system to provide direction to various town assets. The wayfinding system signs and materials should utilize the town's brand strategy in its design.



Foundation

- ♦ The residents of Fremont utilize local parks regularly and desire better maintenance
- ♦ The need to "clean-up" or "demolish" buildings and properties in the town ranked high in the public input process.
- ♦ The public has indicated it wants to know more about what is happening in town.
- ♦ Through public surveys it was suggested to install gateway signs.
- ♦ A high percentage of respondents want the town to address run-down buildings.

PART 2: PLANNING PRINCIPLES

- **Objective 2.8:** Work to establish at least one park facility that is “best in class” for the region, that will attract visitors and greatly improve local resident’s pride in their community.



- **Objective 2.9:** Recognize the desire and need for a contiguous pedestrian network and establish a capital budget to support incremental improvements, starting with the highest benefiting projects.



- **Objective 2.10:** Support the County’s desire to increase tourism and continually work to improve outsider’s perspectives of the town in order to capture more transient revenue.



- **Objective 2.11:** Work to demolish buildings that are abandoned and significantly dilapidated. Similarly, work to reduce unsightliness and unsafe conditions on lots, especially along primary corridors.



Benefits

- ◆ Improve the quality-of-life of residents
- ◆ Help retain residents
- ◆ Attract new residents
- ◆ Attract new desired businesses
- ◆ Attract new industries
- ◆ Improve outside impression of the community

Principle 3: Provide Effective Transportation

The principle of providing effective transportation includes:

- ♦ Maintaining safe and adequate streets;
- ♦ Maintaining safe and adequate pedestrian facilities; and
- ♦ Connecting primary destinations in town.

Objectives

- **Objective 3.1:** Promote greater enforcement of speed limit laws, especially along Toledo Street and S. Wayne Street.



- **Objective 3.2:** Work to get crosswalk striping and warning signs near major intersections along Toledo Street to indicate to drivers to be aware of pedestrians.



- **Objective 3.3:** Establish sidewalks on at least one side of streets in the urbanized area of town.



- **Objective 3.4:** Build new sidewalks where missing segments prevent people from fully utilizing the existing sidewalks.



- **Objective 3.5:** Enforce zoning and nuisance ordinances to prohibit tall vegetation that obstructs visibility at intersections.



- **Objective 3.6:** Establish a trail between Vistula Park and Follett Estates Park (to be named).



- **Objective 3.7:** Periodically review the safety of street corridors and intersection, then systematically make prioritized improvements to the town's roadways.



- **Objective 3.8:** Utilize the Transportation Plan Map to inform good decision making when reviewing new development proposals.



- **Objective 3.9:** Assure that pedestrian facilities exist that connect popular destinations in the town (e.g. school, library, and parks).



- **Objective 3.10:** Utilize the town's website and a new reader board along Toledo Street as a way to improve communication about town events projects, and successes.



Foundation

- ♦ Desire for safe places to ride a bike and walk ranked the highest in the community's values survey.
- ♦ The need for sidewalks throughout the town ranked very high in the surveys and in comment made in several meetings.
- ♦ Providing children a safe place to play and walk was regularly mentioned and indicated on the surveys.

PART 2: PLANNING PRINCIPLES

- **Objective 3.11:** Ensure accessibility for police, fire, emergency services, and town street department services for new development and redeveloped properties.



- **Objective 3.12:** Utilize important access management practices to reduce the number of curb cuts on major roadways.



Benefits

- ◆ Greater pedestrian safety
- ◆ Improved accessibility
- ◆ Provide for safe travel
- ◆ Enhance quality-of-life
- ◆ Improve the town's image

Principle 4: Stimulate Economic Growth

The principle of stimulating economic growth includes:

- ◆ Addressing vacant or under utilized property;
- ◆ Establishing quality public amenities;
- ◆ Clustering complementary businesses; and
- ◆ Capitalizing on local opportunities.

Objectives

- **Objective 4.1:** Actively work with Steuben County Economic Development and Northeast Indiana's economic development organizations to promote Fremont's rail access, interstate access, and available industrial buildings and sites.



- **Objective 4.2:** Encourage new commercial uses in the downtown to benefit from higher volumes of traffic. This will also increase awareness that vibrancy is returning to Fremont.



- **Objective 4.3:** Attract new businesses and residents by making notable park improvements.



- **Objective 4.4:** Utilize public amenities to stimulate investment. Specifically, establishing good sidewalks on primary streets (as mentioned in Principle 3),

replacing deteriorated curbs, and adding new street trees where mature trees have been removed. These improvements will likely stimulate property owners to make improvements to their homes and businesses.



- **Objective 4.5:** Regularly and aggressively engage with the State of Indiana's economic development players and strategies to leverage multiple levels of support.



- **Objective 4.6:** Inventory and keep up-to-date a listing of all industrial properties, square footage in each building, state of occupancy, tenant names, business conducted, number of employees, and other data which helps the Town understand trends in vitality and opportunities for new and expanding companies.



- **Objective 4.7:** Regularly validate that shovel-ready sites are available for business and industrial growth.



- **Objective 4.8:** Strengthen economic development efforts by making the approval process for quality proposals more efficient.



Foundation

- ◆ The need for new businesses ranked high in the community-wide survey.
- ◆ The town's population is aging.
- ◆ Many businesses or industries interested in expansion or relocation are looking for shovel-ready sites
- ◆ Fremont is at the crossroads of two major interstates and is within three hours of several major metropolitan regions
- ◆ Residents want job growth, but do not support adding low-paying jobs that don't provide a living wage

PART 2: PLANNING PRINCIPLES

- **Objective 4.9:** Follow the themes and trends in regional economic development agencies and the programs they employ.



- **Objective 4.10:** Establish affordable and widely available high-speed broadband internet connectivity. The objective should be to have at least 10MB/second broadband available to all residential areas and 20MB/second broadband available to all commercial and industrial areas.



- **Objective 4.11:** Increase efforts to attract new businesses and residents. Consider residential tax abatements and public-private development partnerships.



- **Objective 4.12:** Partner with the high school to provide workforce development after identifying gaps in skills needed by local businesses and industries.



- **Objective 4.13:** Strengthen existing areas of business by promoting more concentration of like uses, and accessibility to residential populations.



- **Objective 4.14:** Identify workers who commute to Fremont for a job, but chose to live elsewhere, and

learn more about that demographic of people in order to attract them to the Town.



- **Objective 4.15:** Establish a stronger brand for Fremont's existing industrial parks and add gateway signs to reflect that brand.



Benefits

- ◆ Enhance quality-of-life
- ◆ Attract new residents
- ◆ Help retain residents and businesses
- ◆ Create a positive impression of the town
- ◆ Maximize commercial vitality
- ◆ Attract new desired businesses
- ◆ Create a positive impression for tourists and visitors
- ◆ Reduce trips by residents to outside communities for meals, goods, and services

Principle 5: Improve the Natural Environment

The principle of improving the natural environment includes:

- ♦ Protecting environmental features;
- ♦ Enhancing natural systems; and
- ♦ Promoting sustainability.

Objectives

- **Objective 5.1:** Prohibit private development (buildings and structures) from locating in any land designated as “conservation” through use of the zoning ordinance. Also, require substantial setbacks for such private development from any wetland.



- **Objective 5.2:** Include incentives for conservation and preservation of environmentally sensitive areas in the town’s zoning and subdivision control ordinances.



- **Objective 5.3:** Disallow the use of septic systems and encourage connection to the municipal sanitary sewer system.



- **Objective 5.4:** Inventory environmental features that are unique, large in size, irreplaceable, or contain a rich diversity of plants and wildlife.



- **Objective 5.5:** Target environmentally sensitive areas for conservation and/or preservation.



- **Objective 5.6:** Establish town-wide storm water management and erosion control ordinance.



- **Objective 5.7:** Establish storm water utility in anticipation of future drainage needs.



- **Objective 5.8:** Encourage development practices that reduce the town’s footprint on the environment (e.g. redevelopment, higher densities, and conservation subdivisions).



Foundation

- ♦ The general public has appreciation for the natural environment
- ♦ People enjoy outdoor activities like fishing, hiking and nature observation
- ♦ Federal regulation are demanding better stewardship of drinking water supplies and other surface water
- ♦ The State of Indiana is striving for less utilization of septic systems

- **Objective 5.9:** Establish a Department of Natural Resources approved Parks Master Plan and revise said document on a 5-year cycle to qualify for State grant funding.



- **Objective 5.10:** Promote the utilization of solar panels and small-scale windmills (and other appropriate technologies as they evolve). Modify the Town's zoning ordinance if new community-supported technologies become available.



- **Objective 5.11:** Encourage the use of native plant material for new developments.



- **Objective 5.12:** Add a town park in Follett Estates where it can serve the fastest growing residential area.



Benefits

- ◆ Maintain natural resources for future generations to enjoy
- ◆ Purify surface water running into water bodies
- ◆ Provide opportunities for environmental education
- ◆ Create recreational benefits
- ◆ Attract eco-tourists
- ◆ Improve quality-of-life



Part 3: Land Classification Plan



Preface
page 2

Part 1: Community Profile
page 7

Part 2: Planning Principles
page 11

Part 3: Land Classification Plan
page 25

Part 4: Transportation Plan
page 41

Part 5: Appendix
page 51



Land Classification Plan

The Land Classification Plan applies the following land classifications across the town's planning jurisdiction to depict land use and development characteristics.

See the Land Classification Plan Map (page 28) for the application of each of the below listed classification.

- ♦ Conservation;
- ♦ Agriculture;
- ♦ Parks and Recreation;
- ♦ Rural Residential;
- ♦ Medium Density Residential;
- ♦ High Density Residential;
- ♦ Downtown Commercial
- ♦ General Commercial;
- ♦ Industrial; and
- ♦ Government/Institutional.

Land Classification and Description

Each of the land classifications listed above has one or two pages dedicated to describing how it is intended to be utilized, and describing its primary characteristics. The subheadings listed below are used to convey important information about each classification.

Purpose: The “purpose” subsection gives a brief description of why the land classification has been established.

Geographic Location: The “geographic location” subsection conveys where each land classification is best utilized within Fremont's planning jurisdiction. Some descriptions are conceptual for wide applicability, while others are very specific to certain geographic locations.

Land Uses: The “land use” subsection describes the land uses that would generally be the most appropriate in the classification.

Examples: The “example” subsection identifies one or more developments in Fremont that is representative of the classification. Some examples may not be exact matches, but still represent key features.

Appropriate Adjacent Classifications: The “appropriate adjacent classification” subsection describes the most appropriate adjacent land classifications to the subject land classification. There are three (3) categories of compatibility that are recognized. “Best Fit” are classifications that are most suited for adjacency. “Conditional Fit” indicates land classifications that are suitable for adjacency if certain conditions exist. Land classifications that are not listed represent classifications that are generally not appropriate for adjacency.

Structure and Development Features: The “structure and development features” subsection identifies the type of buildings, building features, and utilization of the site that generally fits each land classifications.

Note: Land classifications should not be confused with zoning districts. Land classifications are more conceptual and broad guidelines. Zoning is lot-specific and contains legally binding regulations.

Conservation

Purpose

To preserve natural amenities and to provide passive recreation when appropriate.

Geographic Location

- ◆ Natural areas owned by land trusts, the State of Indiana, a non-profit association, or governmental entity. Land in conservation easements can also be considered a Conservation land classification.

Land Uses

- ◆ Nature preserve
- ◆ Nature center
- ◆ Protected wetlands
- ◆ Passive recreation
- ◆ Eco-tourism

Examples

- ◆ Cedar Lake Wetland Conservation Area

Appropriate Adjacent Classifications

- ◆ Best Fit: Conservation, Agriculture, Parks and Recreation, Rural Residential, Medium Density Residential, High Density Residential, General Commercial, Industrial, and Government/Institutional
- ◆ Conditional Fit: Downtown Commercial

Structure and Development Features

- ◆ Site designed to protect and enhance environmental features
- ◆ Unimproved trails
- ◆ Generally, un-subdivided parcels





Agriculture

Purpose

To preserve undeveloped areas within the towns corporate limits for productive agricultural uses until appropriate development is proposed.

Geographic Location

- ◆ Distributed generally outside the town's developed areas

Land Uses

- ◆ Farm
- ◆ Farmstead
- ◆ Single-family detached residential
- ◆ Crop production
- ◆ Low impact pasturing
- ◆ Ag tourism
- ◆ Hobby farm
- ◆ Roadside stand
- ◆ Orchard
- ◆ Forestry

Examples

- ◆ Local farms

Appropriate Adjacent Classifications

- ◆ Best Fit: Conservation, Agriculture, Parks and Recreation, Rural Residential, Medium Density Residential, General Commercial, Industrial and Government/Institutional
- ◆ Conditional Fit: High Density Residential and Downtown Commercial

Structure and Development Features

- ◆ Barn and accessory buildings supporting agricultural uses
- ◆ Single-family home on permanent foundation



Parks and Recreation

Purpose

To establish land for public, private, or quasi-public park and recreational facilities.

Geographic Location

- ◆ Anywhere in town limits

Land Uses

- ◆ Playground
- ◆ Splash pad
- ◆ Skateboard park
- ◆ Sport courts/field
- ◆ Community center
- ◆ Trails
- ◆ Golf Course

Examples

- ◆ Vistula Park
- ◆ Water Tower Park
- ◆ Broad Street Park

Appropriate Adjacent Classifications

- ◆ Best Fit: All land classifications

Structure and Development Features

- ◆ Maximum 1 story buildings or shelters
- ◆ High quality design and construction for longevity and to improve community character
- ◆ Outdoor lighting should be sensitive to neighboring properties
- ◆ Trails and sidewalks connecting park facilities to residential neighborhoods





Rural Residential

Purpose

To establish areas for estate and very low density single-family residential development.

Geographic Location

- ♦ On fringe areas of the town

Land Uses

- ♦ Single-family detached residential
- ♦ Home-based businesses

Examples

- ♦ Spring Haven Subdivision
- ♦ Homes located along Ray Road

Appropriate Adjacent Classifications

- ♦ Best Fit: Conservation, Agriculture, Parks and Recreation, Rural Residential and Medium Density Residential
- ♦ Conditional Fit: , High Density Residential, Downtown Commercial, General Commercial, Industrial and Government/Institutional

Structure and Development Features

- ♦ Front facades facing a public street
- ♦ May or may not be connected to public utility
- ♦ One (1) or two (2) story homes
- ♦ Preserve natural features
- ♦ Large lots



Medium Density Residential

Purpose

To establish single family residential areas near public amenities served by municipal utilities

Geographic Location

- ◆ Anywhere in town limits away from industrial uses and interstate facilities

Land Uses

- ◆ Single-family detached residential
- ◆ Home-based businesses

Examples

- ◆ Homes on historically platted lots
- ◆ Follett Estates

Appropriate Adjacent Classifications

- ◆ Best Fit: Conservation, Agriculture, Parks and Recreation, Rural Residential, Medium Density Residential, High Density Residential and Government/Institutional
- ◆ Conditional Fit: Downtown Commercial, General Commercial and Industrial

Structure and Development Features

- ◆ Front facades facing a public street
- ◆ No single-wide manufactured homes except in manufactured home parks
- ◆ Connected to public utility
- ◆ One (1) or two (2) story homes
- ◆ Landscape yard after construction
- ◆ Medium sized lots





High Density Residential

Purpose

To establish stable apartment, townhouse, or lease lot developments near public amenities and served by public sewer

Geographic Location

- ♦ Sites that have streets, infrastructure, and public services to support high densities
- ♦ Sites near downtown, schools and parks
- ♦ Manufactured home parks

Land Uses

- ♦ Retirement community
- ♦ Assisted living facility
- ♦ Mobile home park
- ♦ Apartment complex

Examples

♦

Appropriate Adjacent Classifications

- ♦ Best Fit: Conservation, Parks and Recreation, Medium Density Residential, High Density Residential, Downtown Commercial, General Commercial, and Government/Institutional
- ♦ Conditional Fit: Agricultural, Rural Residential, and Industrial

Structure and Development Features

- ♦ Promote internal road network within development as opposed to individual driveway access directly onto public streets
- ♦ Protect pre-development (existing) environmental features (e.g. trees)
- ♦ Connect to public sanitary sewer utility
- ♦ One (1) or two (2) stories
- ♦ Up to three (3) story apartment buildings when it clearly fits the context



Downtown Commercial

Purpose

To establish land for an urban commercial core which provides goods and services to the community and visitors; and to protect historic character.

Geographic Location

- ◆ At intersection of Toledo Street and Wayne Street (SR 120 and SR 827)

Land Uses

- ◆ Retail
- ◆ Restaurant
- ◆ Entertainment
- ◆ Coffee shop
- ◆ Services
- ◆ Office (preferred in upper floors)
- ◆ Residential (only in upper floors)
- ◆ Government/Institutional

Examples

- ◆ Farmers State Bank
- ◆ Pizza King

Appropriate Adjacent Classifications

- ◆ Best Fit: Parks and Recreation, High Density Residential, Downtown Commercial, General Commercial, and Government/Institutional
- ◆ Conditional Fit: Conservation, Agriculture, Rural Residential, Medium Density Residential, and Industrial

Structure and Development Features

- ◆ Discourage drive-through
- ◆ Buildings built up to the property lines
- ◆ Parking on-street or in rear parking lots
- ◆ Discourage one (1) story buildings
- ◆ Pedestrian-scale building and site features
- ◆ Sidewalks and pedestrian safety features
- ◆ Maintain historic character of buildings





General Commercial

Purpose

To establish land for businesses to provide goods and services to the community, region and tourists

Geographic Location

- ◆ Primarily along Toledo Street (SR 120) and South Wayne Street (SR 827)
- ◆ Selectively when the site clearly benefits the community and is compatible with neighbors

Land Uses

- ◆ Retail
- ◆ Restaurant
- ◆ Office
- ◆ Entertainment
- ◆ Coffee shop
- ◆ Gas station
- ◆ Services
- ◆ Hospitality

Examples

- ◆ Dollar General

Appropriate Adjacent Classifications

- ◆ Best Fit: Conservation, Agriculture, Parks and Recreation, High Density Residential, Downtown Commercial, General Commercial, Industrial, and Government/Institutional
- ◆ Conditional Fit: Rural Residential and Medium Density Residential

Structure and Development Features

- ◆ Defined curb cuts onto public streets
- ◆ Reduce curb cut widths
- ◆ Buffer less intense adjacent uses
- ◆ Strive for quality development by promoting non-monotonous facades, landscaped parking lots, and use of quality materials
- ◆ Screen outdoor storage areas when adjacent to roadways or residential uses
- ◆ Connected to public utilities



Industrial

Purpose

To establish opportunities for industrial businesses to thrive in town, especially those that provide employment for Fremont residents

Geographic Location

- ◆ Located along the Railroad
- ◆ Southeast quadrant of the town, south of Hardy Street

Land Uses

- ◆ Agriculture processing, storage and supply
- ◆ Manufacturing and production
- ◆ Assembly
- ◆ Warehousing and distribution
- ◆ Science and technology companies
- ◆ Construction trades

Examples

- ◆ Dexter Axle

Appropriate Adjacent Classifications

- ◆ Best Fit: Conservation, Agriculture, Parks and Recreation, Commercial, Industrial, and Government/Institutional
- ◆ Conditional Fit: Rural Residential, Medium Density Residential, High Density Residential, and Downtown Commercial

Structure and Development Features

- ◆ Screen outdoor storage areas when adjacent to residential development
- ◆ Buffer residential uses
- ◆ Connected to public utilities





Government/Institutional

Purpose

To establish land for government offices and facilities, churches, schools, and other institutions that serve the public's needs

Geographic Location

- ♦ Integrated carefully into residential and commercial areas

Land Uses

- ♦ Place of worship
- ♦ Library
- ♦ School
- ♦ Government office
- ♦ Post office
- ♦ Cemetery

Examples

- ♦ Fremont Town Hall
- ♦ Fire Station
- ♦ Fremont Community Church
- ♦ Fremont United Methodist Church
- ♦ Fremont High School

Appropriate Adjacent Classifications

- ♦ Best Fit: Conservation, Agriculture, Parks and Recreation, Medium Density Residential, High Density Residential, Downtown Commercial, General Commercial, Industrial, and Government/Institutional
- ♦ Conditional Fit: Rural Residential

Structure and Development Features

- ♦ Very sensitive to the surrounding context





Land Classification Map Methodology

The following considerations have been used to assign land classifications to the town's jurisdiction:

- ◆ Existing land uses;
- ◆ Suitability of land;
- ◆ Adjacent or nearby land uses;
- ◆ Suitability of streets;
- ◆ Availability of utilities; and
- ◆ Effect on health, safety and welfare of the community as a whole.

Land Classification Map Description

The Land Classification Plan on page 35 shows the geographic application of Fremont's land classifications. As shown, this map will help manage land uses, protect property value, and improve quality-of-life.

The map is a conceptual depiction of the town's land use goals. It should not be construed as representing the precise location of each land classification. Interpretations of this map should be used to support local decisions about proposed rezoning, redevelopment, and changes to buildings and lots.

The Land Classification Plan does not establish the right to develop any parcel, nor to establish a certain density or intensity. The *Fremont Comprehensive Plan Map* is a broad-brush approach to future land planning. Each development and redevelopment proposal should be reviewed with consideration of all sections within the *Fremont Comprehensive Plan* in addition to site features, context, input from petitioners, input from remonstrators, and development standards.



Appropriate Adjacent Land Classification Table

The table below provides a quick reference for determining land classification compatibility. The information in this table mirrors the content in each of the land classification descriptions on the previous pages. “B” stands for Best Fit and “C” stands for Conditional Fit, meaning it is appropriate when the more intensive development is installed with sensitivity to the adjacent, less intense land classification.

Appropriate Adjacent Land Classifications Table										
	Conservation	Agriculture	Parks and Recreation	Rural Density Residential	Medium Density Residential	High Density Residential	Downtown Commercial	General Commercial	Industrial	Government/Institutional
Conservation	B	B	B	B	B	B	C	B	B	B
Agriculture	B	B	B	B	B	C	C	B	B	B
Parks and Recreation	B	B	B	B	B	B	B	B	B	B
Rural Residential	B	B	B	B	B	C	C	C	C	C
Medium Density Residential	B	B	B	B	B	B	C	C	C	B
High Density Residential	B	C	B	C	B	B	B	B	C	B
Downtown Commercial	C	C	B	C	C	B	B	B	C	B
General Commercial	B	B	B	C	C	B	B	B	B	B
Industrial	B	B	B	C	C	C	C	B	B	B
Government/Institutional	B	B	B	C	B	B	B	B	B	B

B = Best Fit : C = Conditional Fit



(Placeholder for Future Land Use Plan Map - Front Side)



(Placeholder for Future Land Use Plan Map - Back Side)

Part 4: Transportation Plan



Preface
page 2

Part 1: Community Profile
page 7

Part 2: Planning Principles
page 11

Part 3: Land Classification Plan
page 25

Part 4: Transportation Plan
page 41

Part 5: Appendix
page 51



Transportation Plan

The Transportation Plan utilizes a functional street classification system and applies those classifications to the street network within Fremont. The Transportation Plan Map (page 45) includes the following street classifications:

- ♦ Major Arterial;
- ♦ Minor Arterial;
- ♦ Collector; and
- ♦ Local Street.

Street Classification and Description

Each of the street classifications listed above has a page dedicated to its description. The intent is to use the descriptions as a guide to improve existing streets. Therefore, they are not necessarily reflective of existing configurations.

General Description: This section gives a brief description of the street classification and how it fits into the overall street hierarchy.

Street Features: This section conveys the primary design features that make each street classification unique. The features include minimum right-of-way, maximum number of lanes, and minimum lane width.

Typical Cross Section: A cross section is provided to give the reader a sense of what a typical street in that classification might look like.

Design Priorities: This section communicates the design priorities for each street classification when being considered for improvements or maintenance. When applied in the real world, variations in design may be necessary.

Traffic Management Options: This section describes vehicular traffic management options to consider when improving a street. The options are intended to: identify the most appropriate means to configure intersections, slow traffic when appropriate, increase traffic efficiency when appropriate, and improve safety.

Examples: This section identifies one (1) or more streets in Fremont that are representative of the functional street classification. Some examples may not be exact matches, but still represent key features.

Images of Existing Streets: Images of existing streets that match the street classification are included.

Major Arterial

General Description

A major arterial is designed to carry heavy volumes of traffic to major destinations in, out, or through the jurisdiction of the town.

Street Features

- ♦ **Minimum Right-of-way:** 80 feet in urban areas and 100 feet in rural areas
- ♦ **Maximum Number of Lanes:** 2 lanes
- ♦ **Minimum Lane Width:** 12 feet
- ♦ **Turn Lanes:** At major intersections
- ♦ **Curbs:** Required in urban areas for water management
- ♦ **Sidewalks:** Required in all commercial and residential areas, encouraged in all other areas
- ♦ **On-Street Parking:** Typically in urban areas
- ♦ **Street Trees:** Preferred in urban areas

Typical Cross Section

- ♦ See illustration below

Design Priorities

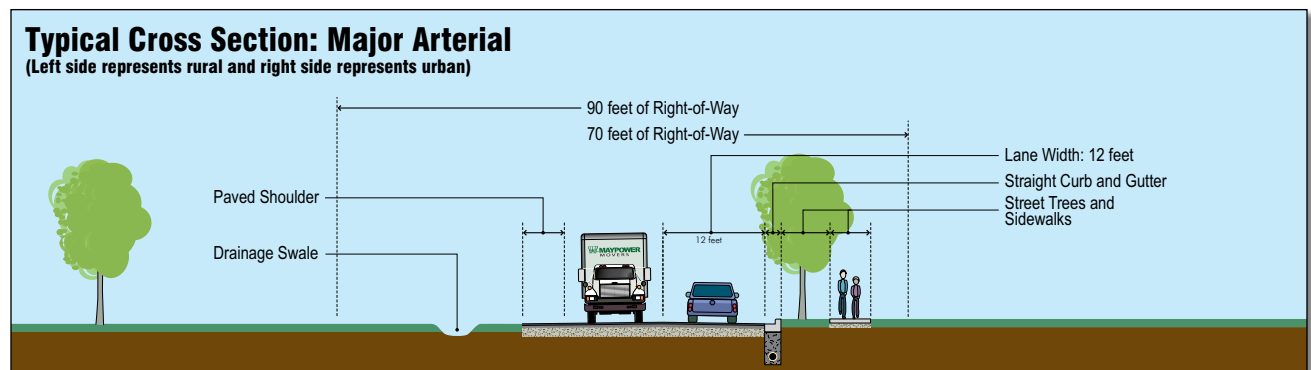
- ♦ Strict minimizing of new curb cuts
- ♦ Width of travel lanes
- ♦ Vehicular and pedestrian safety at intersections
- ♦ Sidewalks on both sides of street, especially in urban areas
- ♦ Proper drainage
- ♦ Handicap ramps at intersections

Traffic Management Options

- ♦ Defined turn lanes at major intersections
- ♦ Slower speed limit
- ♦ Greater enforcement of speed limits

Example

- ♦ State Road 120/Toledo St.





Minor Arterial

General Description

A minor arterial is designed to carry traffic to minor destinations in, out, or through the jurisdiction of the town.

Street Features

- ♦ **Minimum Right-of-way:** 60 feet in urban areas and 80 feet elsewhere
- ♦ **Maximum Number of Lanes:** 2 lanes
- ♦ **Minimum Lane Width:** 11.5 feet
- ♦ **Turn Lanes:** N/A
- ♦ **Curbs:** Required in urban areas for water management
- ♦ **Sidewalks:** Required in all commercial and residential areas, encouraged in all other areas
- ♦ **On-Street Parking:** Typically in urban areas
- ♦ **Street Trees:** Preferred in urban areas

Typical Cross Section

- ♦ See illustration below

Design Priorities

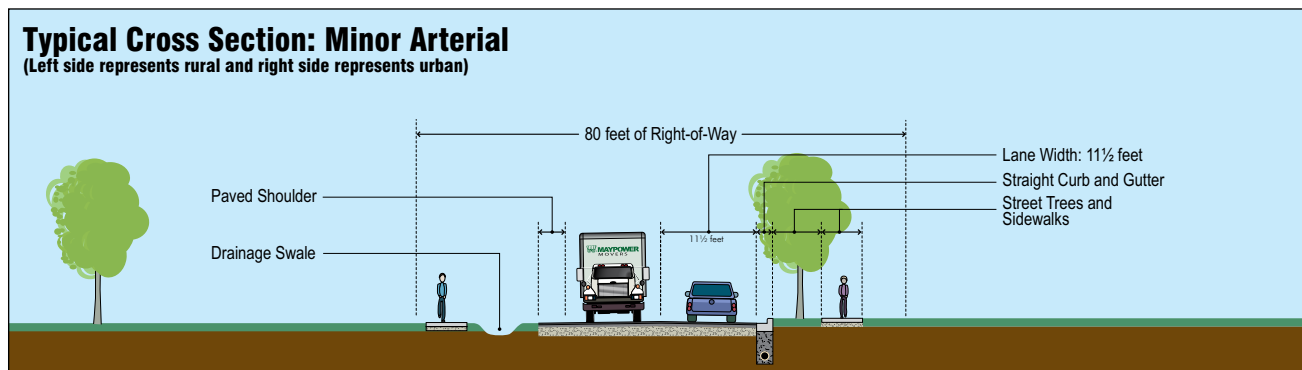
- ♦ Minimizing curb cuts outside urban areas
- ♦ Vehicular and pedestrian safety at intersections
- ♦ Sidewalks on both sides of street, especially in urban areas
- ♦ Proper drainage
- ♦ Handicap ramps at intersections
- ♦ Sensitivity to context in urban areas

Traffic Management Options

- ♦ Defined turn lanes at major intersections
- ♦ Slower speed limit in urban areas
- ♦ Greater enforcement of speed limits
- ♦ Street Signs

Example

- ♦ S.R. 827



Collector

General Description

Collectors are designed predominantly to provide linkages between local streets and arterial streets.

Street Features

- ◆ **Minimum Right-of-way:** 50 feet in urban areas and 60 feet elsewhere
- ◆ **Maximum Number of Lanes:** 2 lanes
- ◆ **Minimum Lane Width:** 11 feet, plus 8 feet for each lane of on-street parking
- ◆ **Turn Lanes:** N/A
- ◆ **Curbs:** Preferred in urban areas, otherwise not required
- ◆ **Sidewalks:** Required, except in very low density areas or where sidewalks would provide very little benefit
- ◆ **On-Street Parking:** Typically in urban areas
- ◆ **Street Trees:** Required

Typical Cross Section

- ◆ See illustration below

Design Priorities

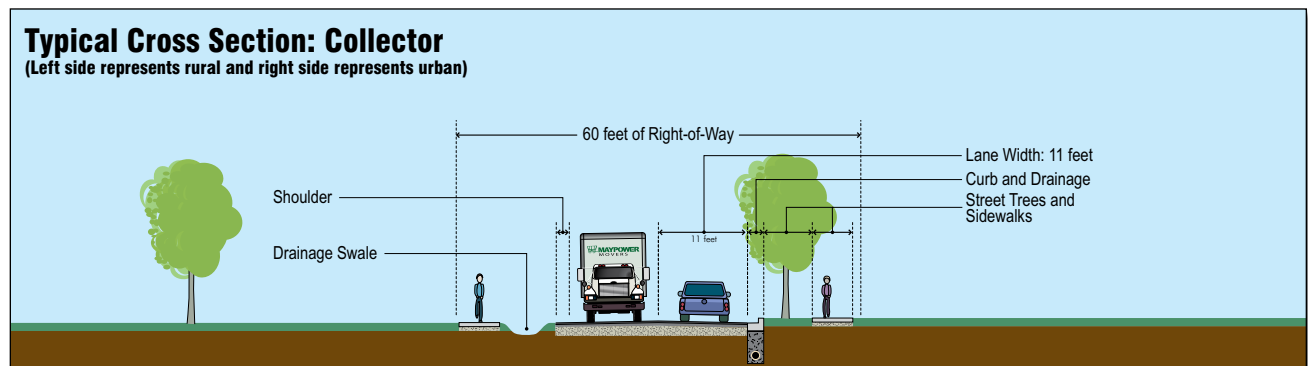
- ◆ Proper drainage
- ◆ Sidewalks on at least one side of street, preferred on both sides
- ◆ Handicap ramps at intersections
- ◆ Sensitivity to context

Traffic Management Options

- ◆ On-street parking
- ◆ Signage

Examples

- ◆ N. Wayne Street
- ◆ Swager Drive
- ◆ Ray Road
- ◆ Reed Road





Local Street

General Description

A local street is designed primarily to provide access to platted residential lots and other individual properties. These streets generally connect with collectors and other local streets. Local streets may include non-through streets.

Street Features

- ♦ **Minimum Right-of-way:** 46 to 50 feet
- ♦ Maximum Number of Lanes: 2 lanes
- ♦ **Minimum Lane Width:** 11 feet, plus 7 feet for each side of on-street parking
- ♦ **Curbs:** Required in medium or high density areas
- ♦ **Sidewalks:** Required, except in very low density areas or where sidewalks would provide very little benefit
- ♦ **On-Street Parking:** Optional
- ♦ **Street Trees:** Required

Typical Cross Section

- ♦ See illustration below

Design Priorities

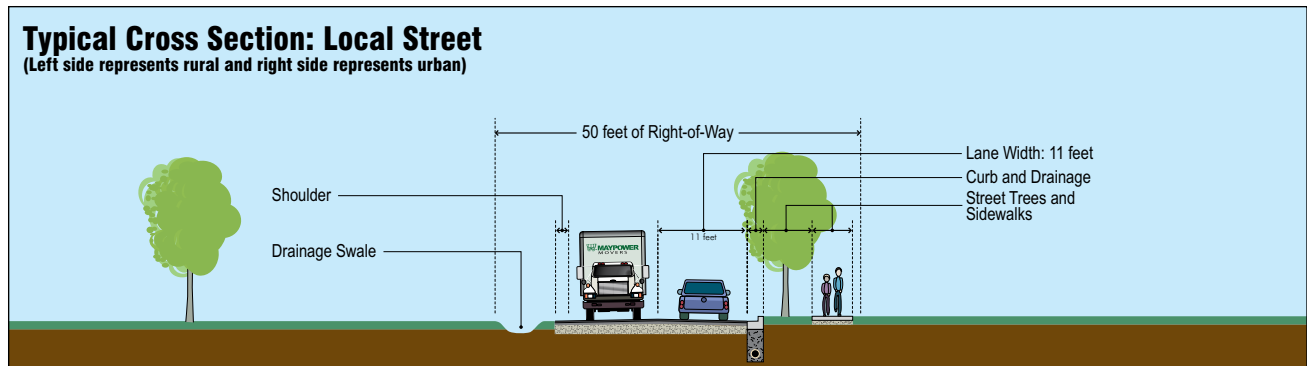
- ♦ Providing safe access to adjacent lots
- ♦ Proper drainage
- ♦ Sensitivity to context
- ♦ Sidewalks on at least one side of street, preferred on both sides
- ♦ Handicap ramps at intersections

Traffic Management Options

- ♦ On-street parking
- ♦ Signage

Examples

- ♦ Follett Lane
- ♦ Spring Haven Drive
- ♦ Prairie Lane
- ♦ Deborah Drive
- ♦ Pearl Street





Transportation Plan Map Description

The Transportation Plan Map on the following page applies a street classification to every street in Fremont's planning jurisdiction. The street classifications reflect what the streets will need to be in twenty (20) years, and do not reflect what they are today. Therefore, each street classification may not reflect how the street functions or is configured today.





(Placeholder for Thoroughfare Plan Map - Front Side)



(Placeholder for Thoroughfare Plan Map - Back Side)

Part 5: Appendix



Preface
page 2

Part 1: Community Profile
page 7

Part 2: Planning Principles
page 11

Part 3: Land Classification Plan
page 25

Part 4: Transportation Plan
page 41

Part 5: Appendix
page 51



Community Needs Survey Results

Overview

The Community Needs survey was conducted in February 2013 by mailing a hard copy of the survey and by providing it online. The hard copy survey was mailed to every utility bill recipient with the monthly utility bill and newsletter. The online survey was promoted in the Town's newsletter and in the introduction to the hard copy survey as an alternative way to respond.

A total of 105 surveys were received and tallied. 85 of the surveys returned were hard copies, the other 20 were completed online. The completed hard copy surveys are maintained in a binder at the Town Hall and a printout of the online results has also been included.

In a separate effort, the 12th grade and 8th grade students at Fremont School System were asked to complete a hybrid survey that asked them some of the needs questions and some of the values questions from the community-wide surveys. Therefore, some of the "needs" questions were also responded to by this age group. In the results on the following page, the responses of the 12th and 8th graders are included. In total, 117 additional surveys were received from school students.

Therefore, the denominator varies, being either 105 or 223 depending if the question was only asked of the adult population or both adult and school students.

Respondent Location

The public was asked to indicate if they lived in town or not. They were also asked if they consider themselves a resident of Fremont if they live outside the Town limits. The below information summarizes the results.

- ♦ **Live in Town:** 71% of the respondents live in the town's corporate limits.
- ♦ **Live Outside Town But Considered to be Resident:** 18% live outside the corporate limits, but consider themselves Fremont residents.
- ♦ **Live Outside Town But Have Interest:** 7% indicated they live outside the town's corporate limits, but have interest in the town.
- ♦ **Don't Know:** 4% of the respondents said they did not know if they live in or out of Fremont.
- ♦ **Did Not Respond:** 43 out of 223 surveys did not indicate their residence location.

Respondent Age

The school students were not asked their age because it is assumed that all 117 were 20 years old or less. Below is a summary of the respondents ages, from the community-wide survey.

- ♦ **20 Years Old or Less:** 0% (+117 students)
- ♦ **21 to 30 Years Old:** 6%
- ♦ **31 to 40 Years Old:** 6%
- ♦ **41 to 50 Years Old:** 21%
- ♦ **51 to 60 Years Old:** 22%
- ♦ **61 to 70 Years Old:** 25%
- ♦ **71 to 80 Years Old:** 8%
- ♦ **81 Years Old or More:** 10%
- ♦ **Did Not Respond:** 2%

Time in Fremont

The respondents were asked how long they have lived in Fremont. The following information summarizes the results.

- ♦ **20+ Years:** 31% 69 of 223
- ♦ **10-19 Years:** 27% 61 of 223
- ♦ **5-9 Years:** 16% 35 of 223
- ♦ **1-4 Years:** 6% 13 of 223
- ♦ **Not Applicable:** 1% 2 of 223
- ♦ **Did Not Respond:** 19% 43 of 223

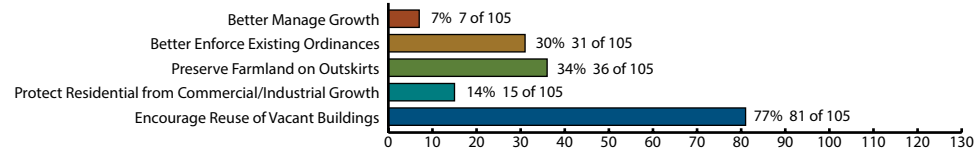
Survey Results

On the following page is the full results of the Needs Survey. Some question's results were broken into two charts for better interpretation. On page 10, an executive summary of the Needs Survey results is provided.

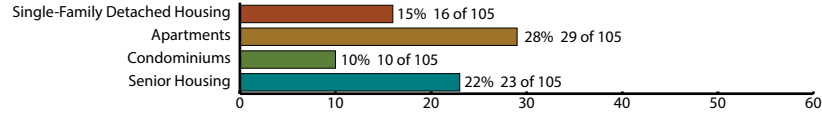
PART 5: APPENDIX - SURVEY RESULTS



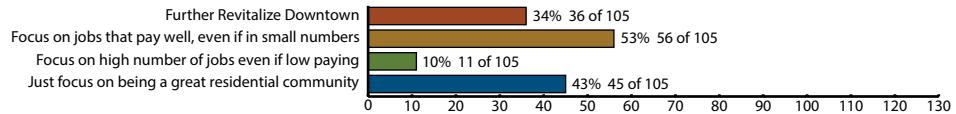
1a. Growth Management & Land Use: Fremont Needs to...



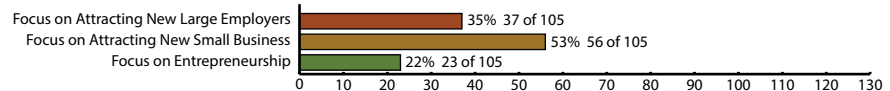
1b. Growth Management & Land Use: Fremont Needs...



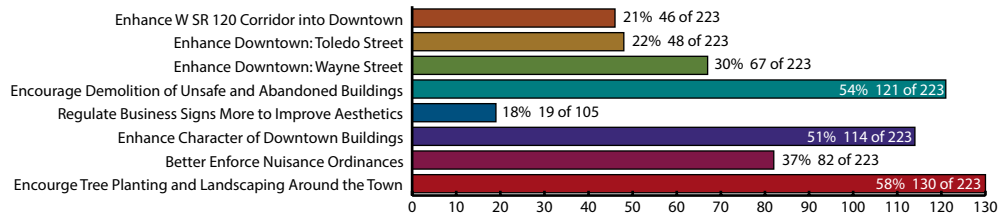
2a. Economic Development: Fremont Needs to...



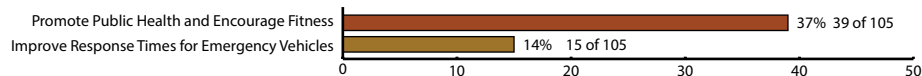
2b. Economic Development: Fremont Needs to...



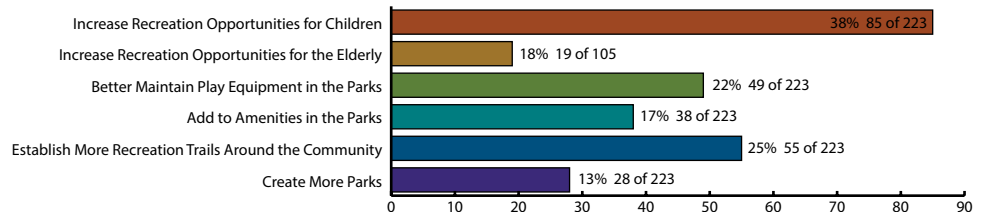
3. Town Image: Fremont Needs to...



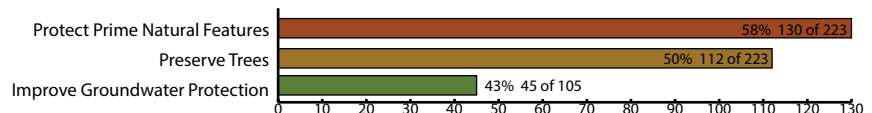
4. Community Facilities & Services: Fremont Needs to...



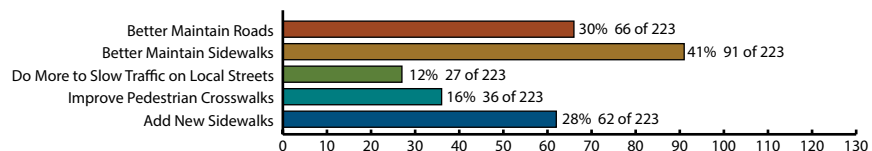
5. Parks & Recreation: Fremont Needs to...



6. Environment: Fremont Needs to...



7. Transportation & Infrastructure: Fremont Needs to...





Community Values Survey Results

Overview

The Community Values Survey was conducted in March 2013 by mailing a hard copy of the survey and by providing it online. The hard copy survey was mailed to every utility bill recipient with the monthly utility bill and newsletter. The online survey was promoted in the Town's newsletter and in the introduction to the hard copy survey as an alternative way to respond.

A total of 101 surveys were received and tallied. 86 of the surveys returned were hard copies, the other 15 were completed online. The completed hard copy surveys are maintained in a binder at the Town Hall and a printout of the online results has also been included.

In a separate effort, the 12th grade and 8th grade students at Fremont School System were asked to complete a hybrid survey that asked them some of the values questions and some of the needs questions from the community-wide surveys. Therefore, some of the "values" questions were also responded to by this age group. In the results on the following page, the responses of the 12th and 8th graders are included. In total, 117 additional surveys were received from school students.

Therefore, the denominator varies, being either 101 or 218 depending if the question was only asked of the adult population or both adult and school students.

Respondent Location

The public was asked to indicate if they lived in town or not. They were also asked if they consider themselves a resident of Fremont if they live outside the Town limits. The below information summarizes the results.

- ♦ **Live in Town:** 66% of the respondents live in the town's corporate limits.
- ♦ **Live Outside Town But Considered to be Resident:** 21% live outside the corporate limits, but consider themselves Fremont residents.
- ♦ **Live Outside Town But Have Interest:** 8% indicated they live outside the town's corporate limits, but have interest in the town.
- ♦ **Don't Know:** 4% of the respondents said they did not know if they live in or out of Fremont.
- ♦ **Did Not Respond:** 50 out of 218 surveys did not indicate their residence location.

Respondent Age

The school students were not asked their age because it is assumed that all 117 were 20 years old or less. Below is a summary of the respondents ages, from the community-wide survey.

- ♦ **20 Years Old or Less:** 2% (+117 students)
- ♦ **21 to 30 Years Old:** 5%
- ♦ **31 to 40 Years Old:** 9%
- ♦ **41 to 50 Years Old:** 15%
- ♦ **51 to 60 Years Old:** 16%
- ♦ **61 to 70 Years Old:** 31%
- ♦ **71 to 80 Years Old:** 2%
- ♦ **81 Years Old or More:** 15%
- ♦ **Did Not Respond:** 5%

Time in Fremont

The respondents were asked how long they have lived in Fremont. The following information summarizes the results.

- ♦ **20+ Years:** 28% 60 of 218
- ♦ **10-19 Years:** 28% 62 of 218
- ♦ **5-9 Years:** 14% 30 of 218
- ♦ **1-4 Years:** 7% 15 of 218
- ♦ **Not Applicable:** 1% 2 of 218
- ♦ **Did Not Respond:** 22% 49 of 218

Survey Results

On the following page is the full results of the Values Survey. On page 10, an executive summary of the Values Survey results is provided.

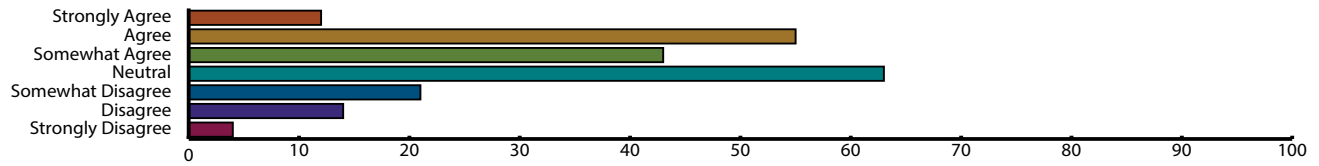
Note

An asterisk (*) is used after questions that were also answered by the school students. In these instances 218 surveys were received. All other questions had 101 surveys tallied. Two asterisks (**) are used to indicate that only the school students were asked to respond to this question, thus 117 surveys.

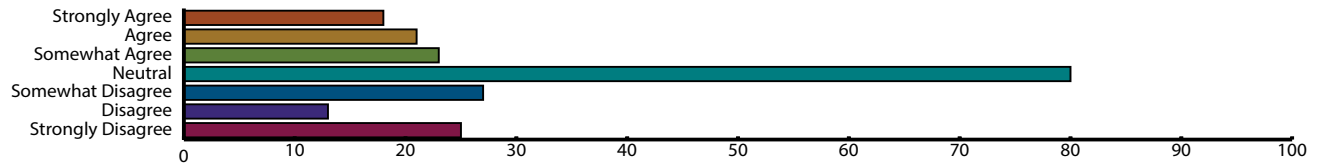
PART 5: APPENDIX - SURVEY RESULTS



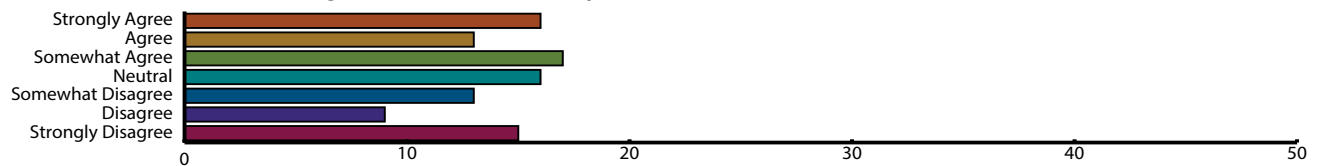
1. Fremont currently offers a high quality-of-life to its residents.*



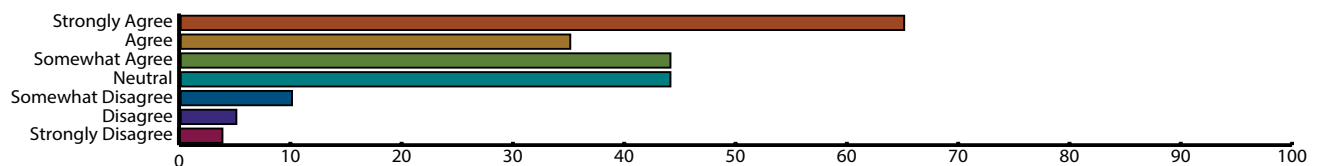
2. Improving the overall quality-of-life of residents in Fremont is more important than protecting any single person's property rights.*



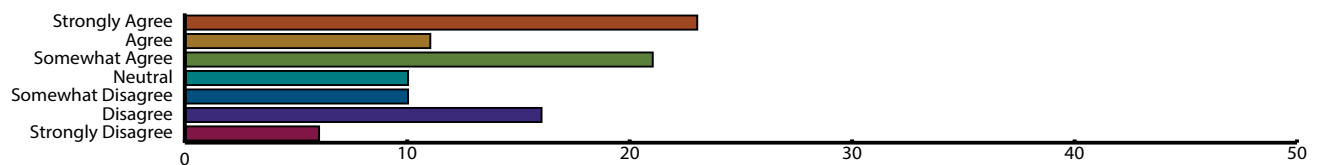
3. New commercial or industrial development should be allowed anywhere, except where it conflicts with existing residential development.



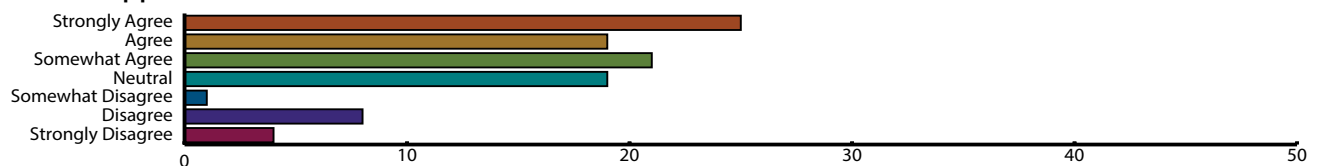
4. New development should only be allowed when it does not cause significant harm to the natural environment.*



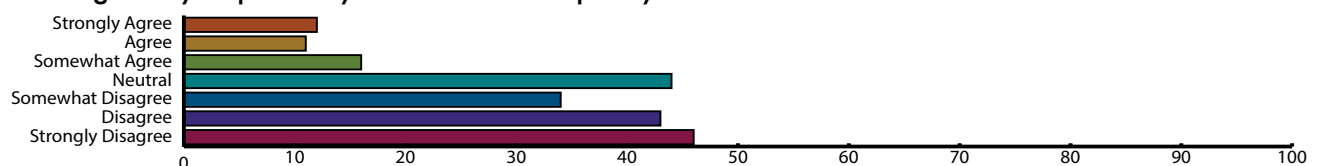
5. I should be able to do anything I want on and with my property without government interference.



6. New growth and development should be allowed only where infrastructure and services exist to support it.

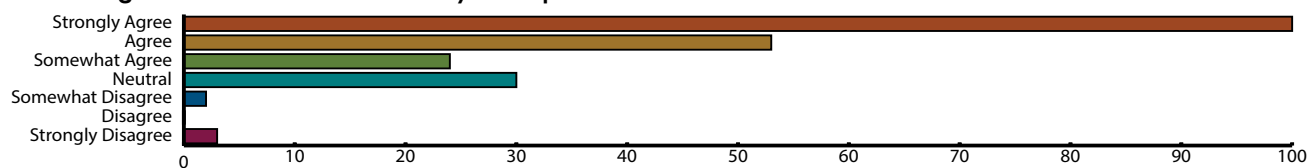


7. I support any new business or industry that will create quality jobs in Fremont, even if it negatively impacts my home value or quality-of-life.*

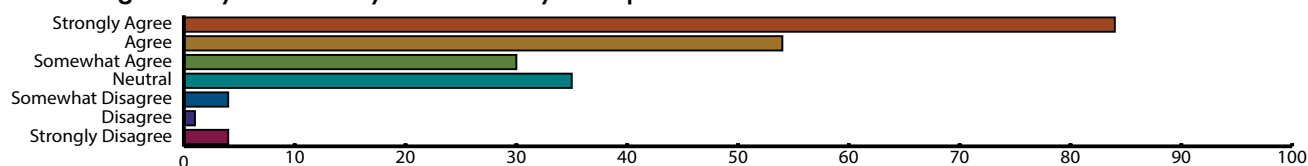




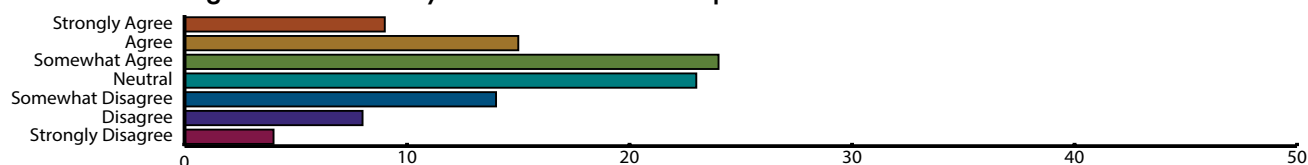
8. Being a “walkable” community is important.*



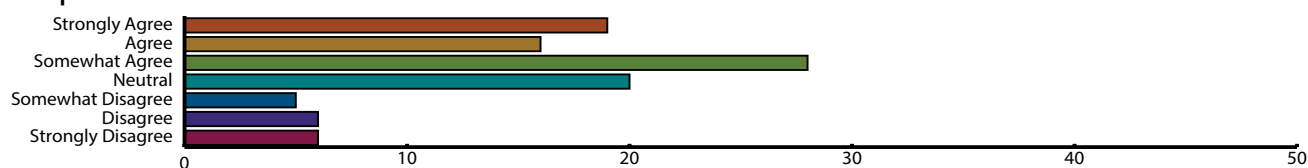
9. Being a “bicycle-friendly” community is important.*



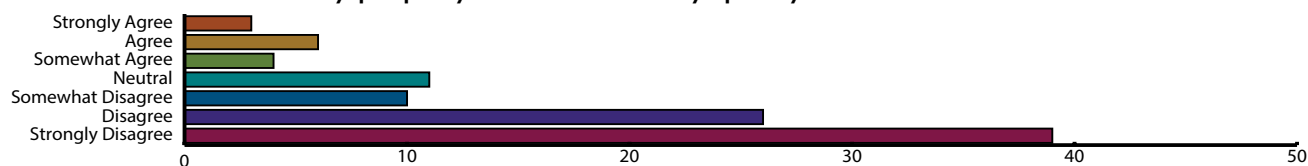
10. The housing in Fremont fully meets the needs of persons who live or want to live here.



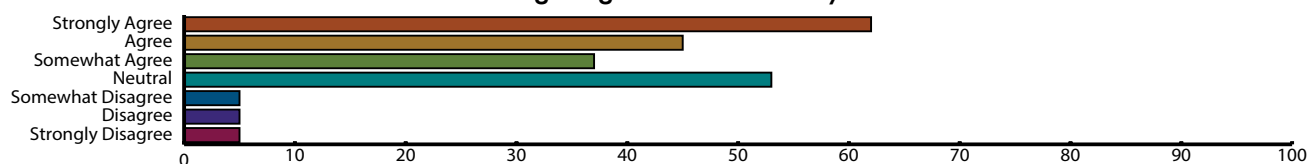
11. The Town should give preferred treatment to any new company willing to locate and create jobs in Fremont.



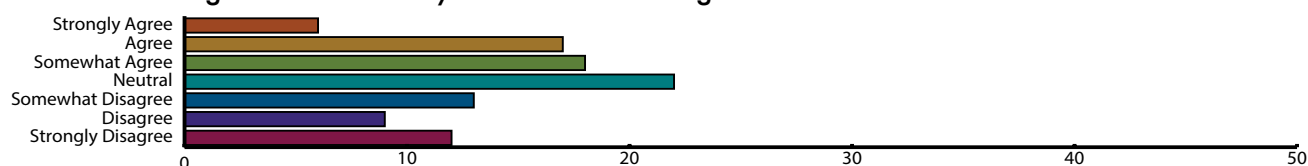
12. My neighbors should be able to do anything they want on their land because they own it, even if it devalues my property or diminishes my quality-of-life.



13. Fremont should commit to becoming a “green” community.*



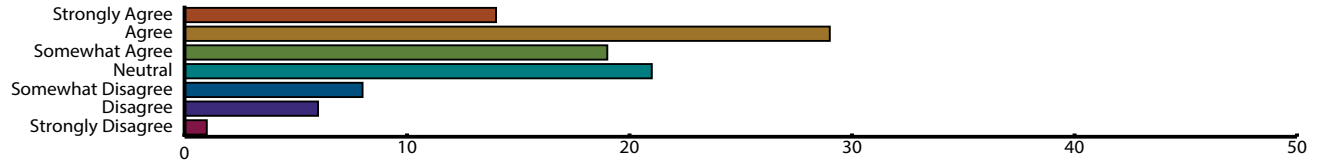
14. The Town should make changes that attract new residents, businesses, and industry, even if those changes do not directly benefit the existing residents.



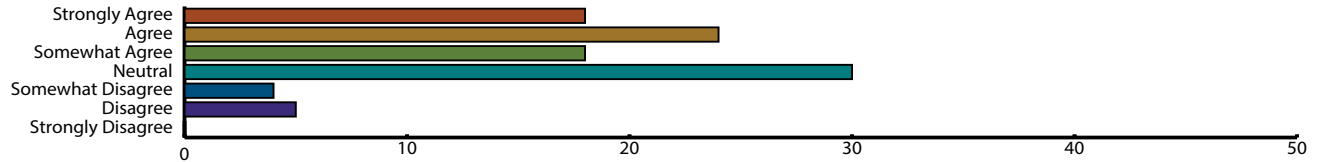
PART 5: APPENDIX - SURVEY RESULTS



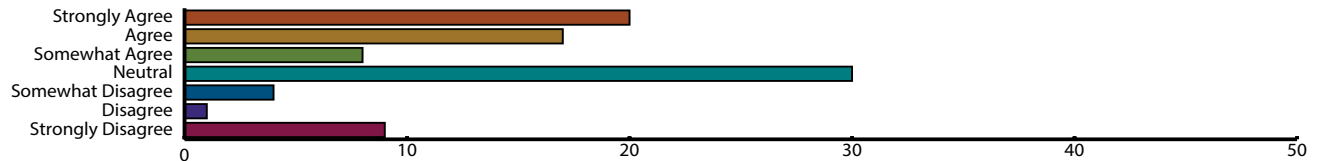
15. The Fremont Town government effectively provides laws, services, facilities, and infrastructure for the community as a whole.



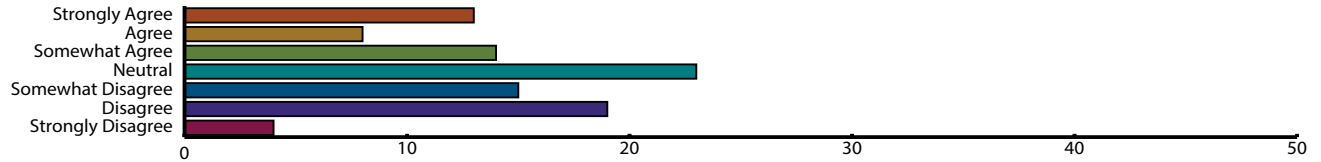
16. I live in Fremont because it offers me everything I need to enjoy life.



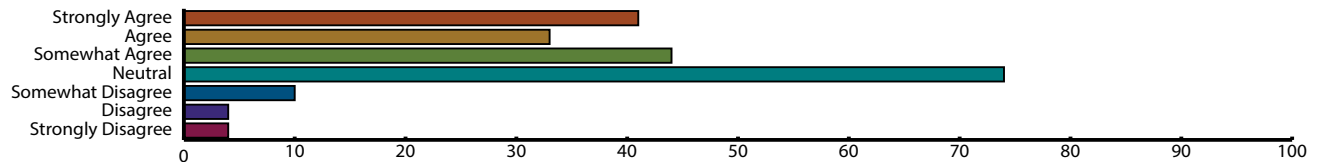
17. I live in Fremont because my job is within 15 minutes from my home.



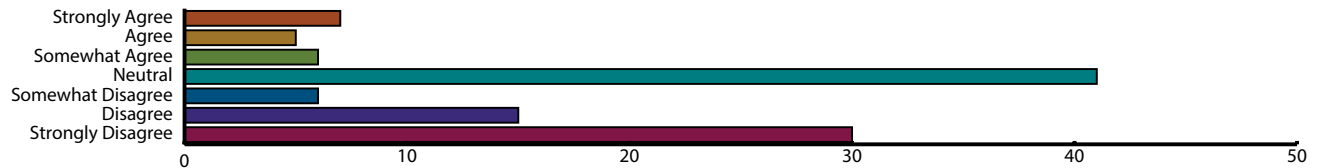
18. The neighborhood or area of the Town that I live in needs a lot of improvements.



19. It is important to me to have recreation opportunities near my home.*



20. I will live in Fremont after graduating high school; (or college if applicable).**





Age Group Differences in Surveys

Overview

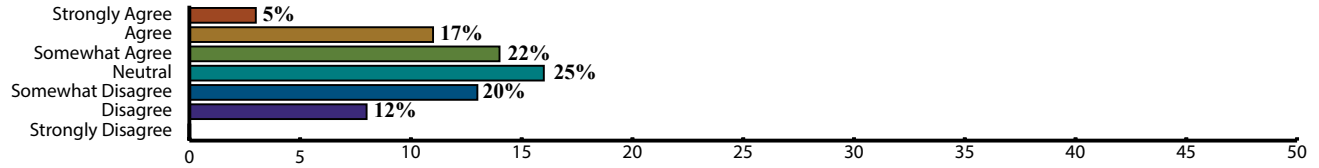
The charts on the following page show the results from select questions on the needs and values surveys from the previous pages, except the age-specific results are shown separately.

PART 5: APPENDIX - SURVEY RESULTS

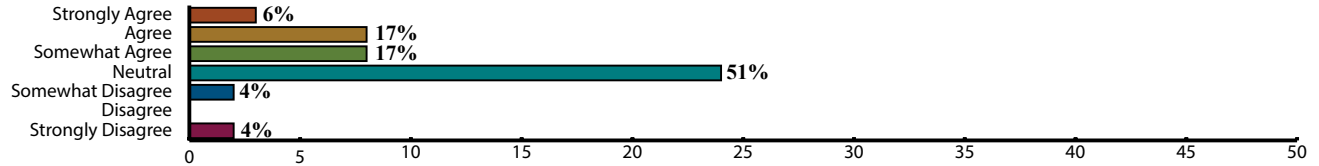


1. Fremont currently offers a high quality-of-life to its residents.

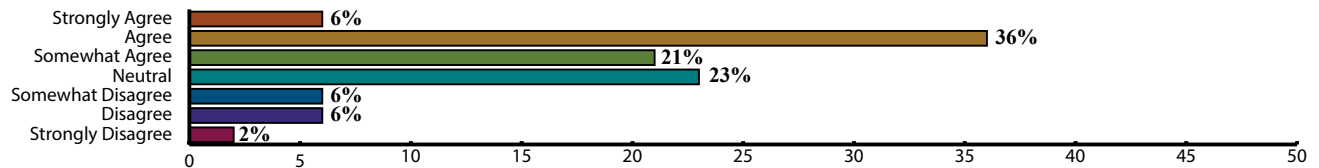
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)

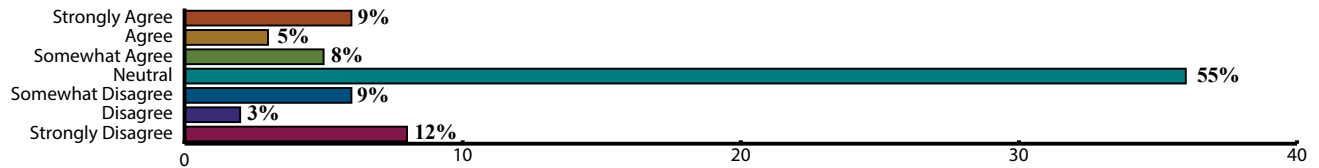


Adult Results (101 surveys)

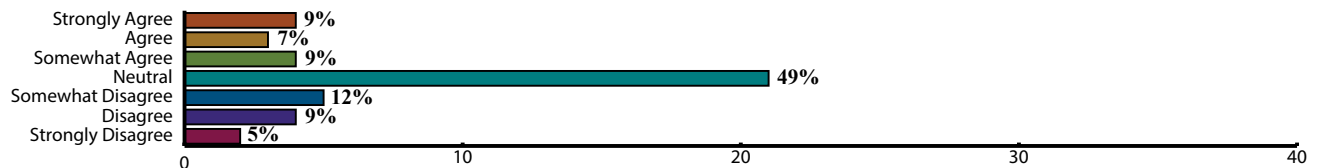


2. Improving the overall quality-of-life of residents in Fremont is more important than protecting any single person's property rights.

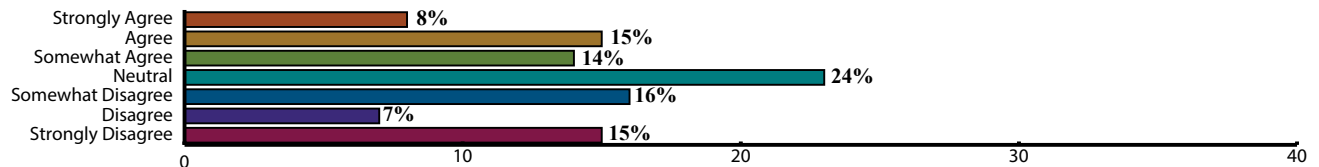
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)



Adult Results (101 surveys)

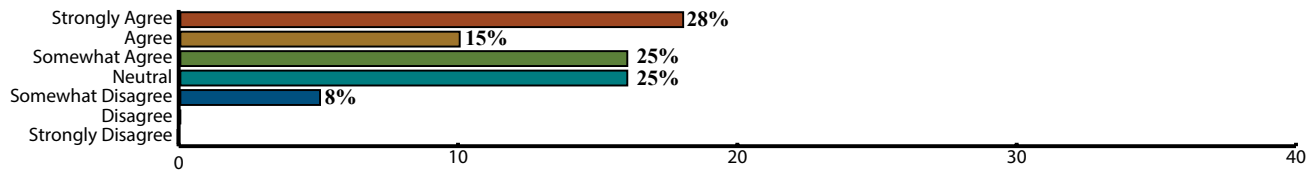


PART 5: APPENDIX - SURVEY RESULTS

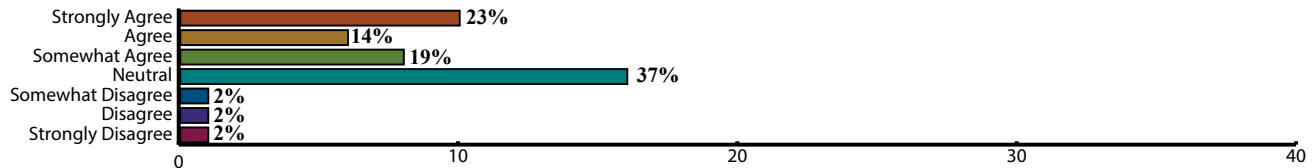


3. New development should only be allowed when it does not cause significant harm to the natural environment.

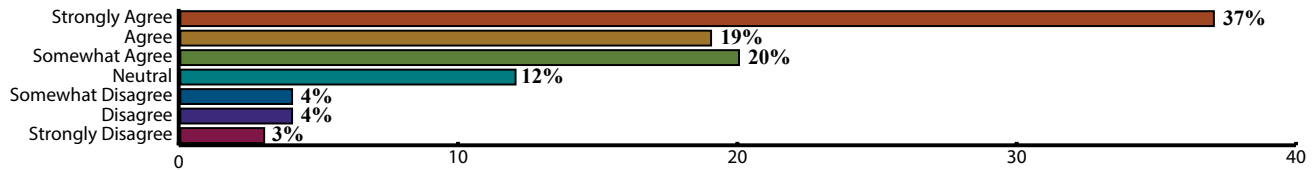
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)

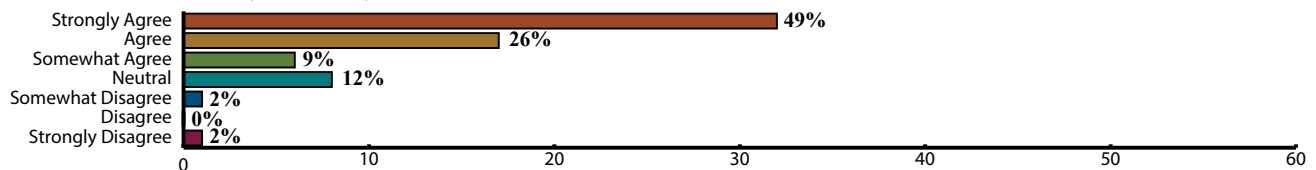


Adult Results (101 surveys)

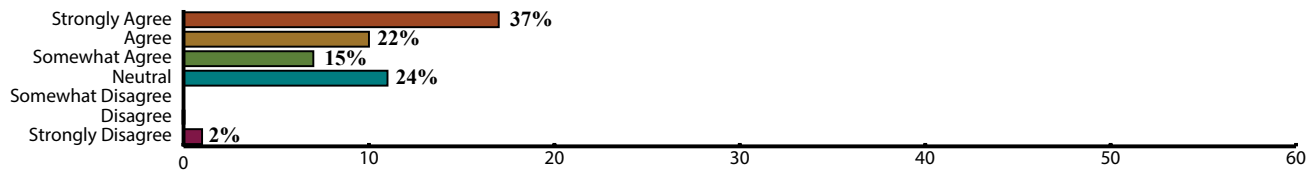


4. Being a "walkable" community is important.

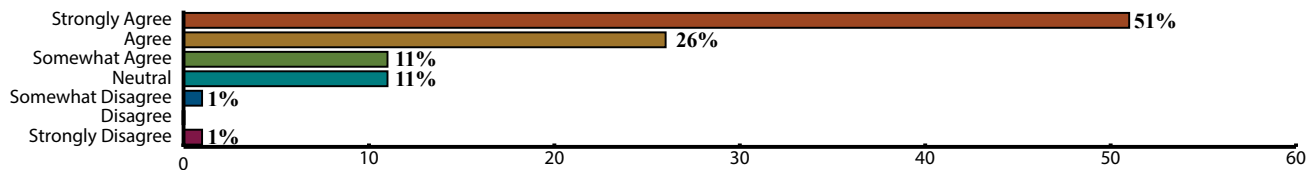
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)



Adult Results (101 surveys)

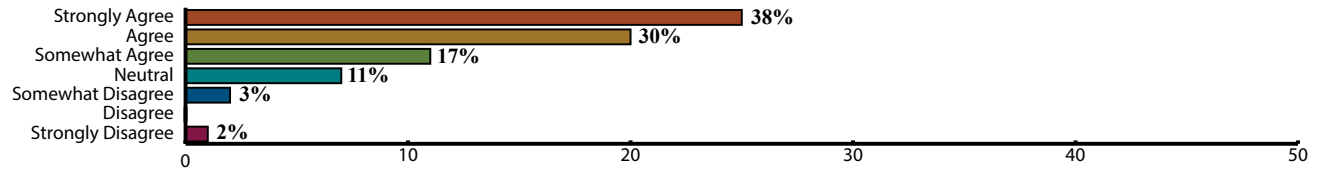


PART 5: APPENDIX - SURVEY RESULTS

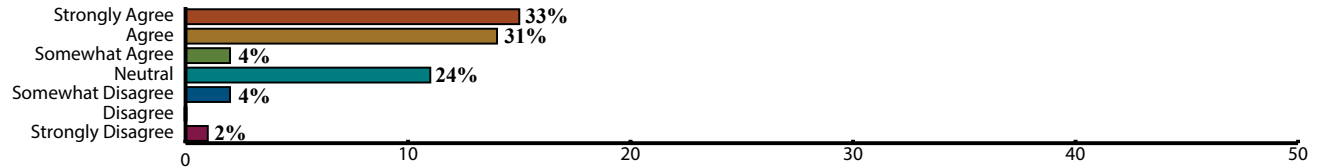


5. Being a "bicycle-friendly" community is important.

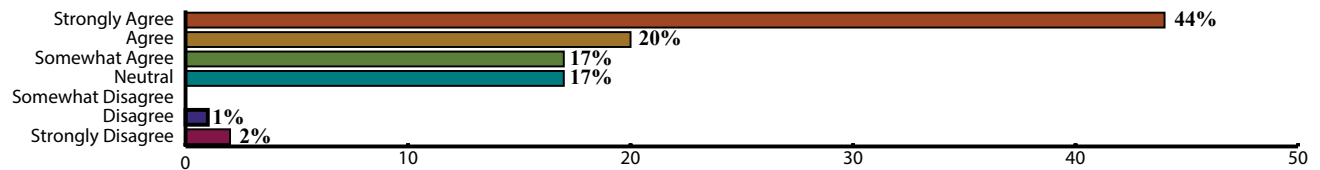
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)

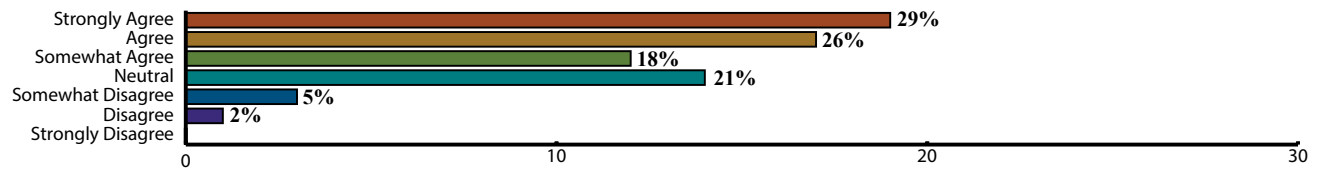


Adult Results (101 surveys)

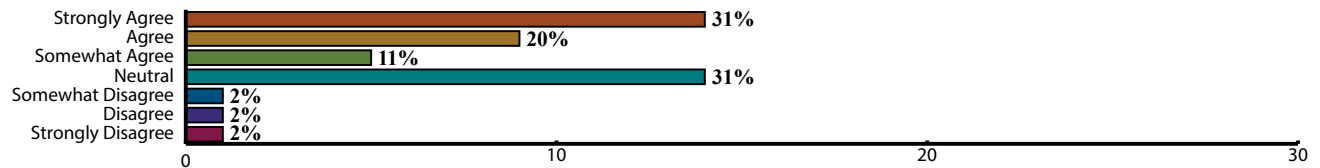


6. Fremont should commit to becoming a "green" community.

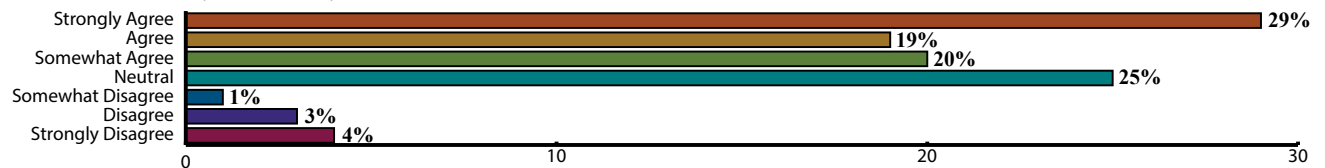
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)



Adult Results (101 surveys)

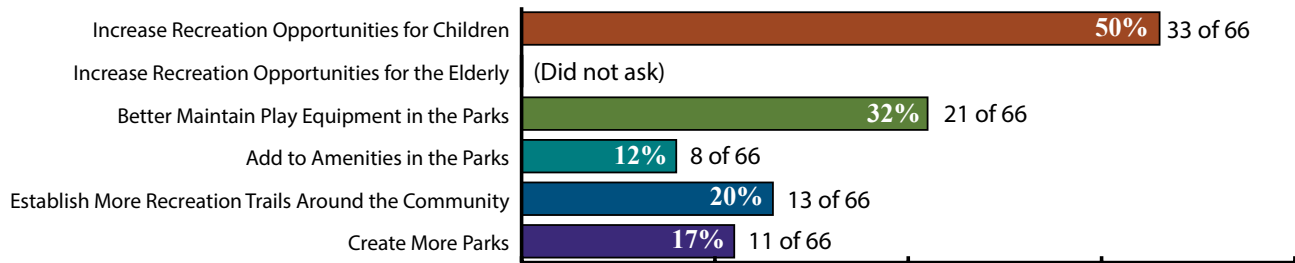


PART 5: APPENDIX - SURVEY RESULTS

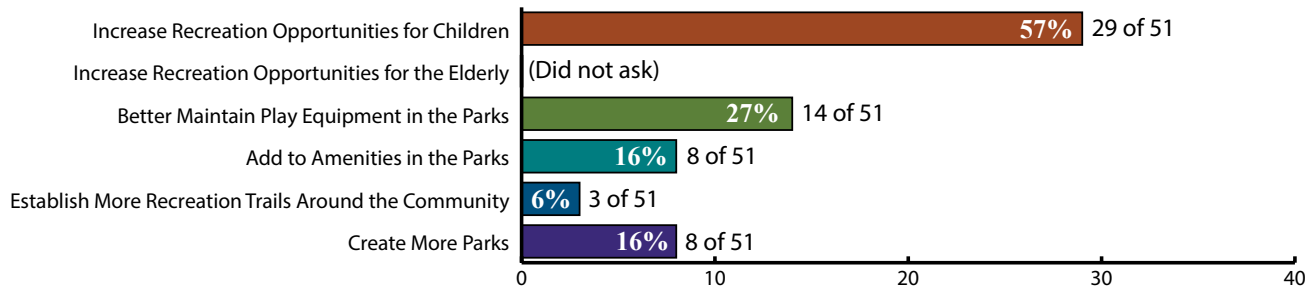


7. Parks & Recreation: Fremont Needs to...

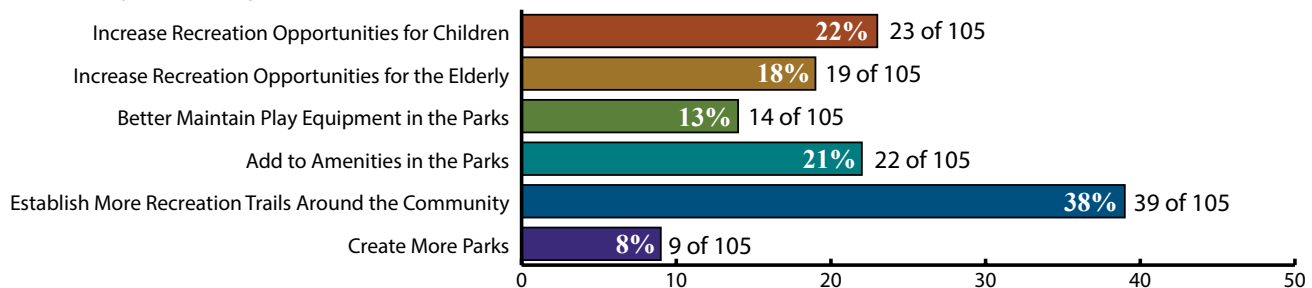
8th Grade Results (66 surveys)



12th Grade Results (51 surveys)

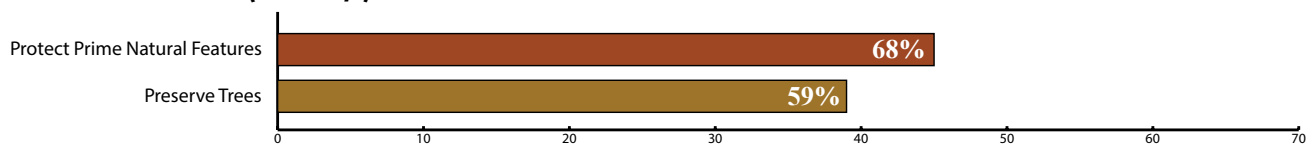


Adult (105 surveys)

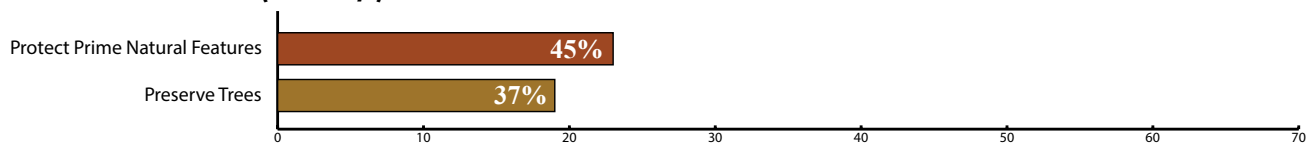


8. Environment: Fremont Needs to...

8th Grade Results (66 surveys)



12th Grade Results (51 surveys)



Adult Results (105 surveys)

