

# *A Vision for Fremont's Future*

# GENERAL PLAN 2030



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# A SUSTAINABLE COMMUNITY

"Fremont will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city."

-Vision Statement for General Plan 2030



Cities, like people, change over time. Fremont is a classic example: over its 50+ year history it has evolved from an agricultural township to the fourth largest city in the San Francisco Bay Area, home to a highly-educated, diverse population and many successful businesses, large and small.

How should Fremont continue to change and evolve? Based on input from thousands of residents and business people and extensive conversations with the City Council as part of the update of the City's General Plan, the answer is best summarized as follows:

*Fremont will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city.*

This book describes how the new General Plan 2030 will help move the community toward the future it envisions.

# A SUSTAINABLE COMMUNITY



## NEW SUSTAINABILITY ELEMENT

**S**ustainability – the ability to meet the needs of the current generation without compromising the ability of future generations to do the same – is the primary theme of General Plan 2030. A new Sustainability Element is included in the Plan, and it serves as a guide to the sustainable principles throughout the entire General Plan.

## *What's New* in General Plan 2030?

- For the first time, a “Sustainability Element” that serves as a guide to how sustainability principles are incorporated into the Plan
- Policies calling for adopting and regularly updating a Climate Action Plan to meet the City’s ambitious greenhouse gas reduction targets
- A focus on water quality, supply and conservation

"Treat the Earth well. It was not given to you by your parents. It was loaned to you by your children."  
- Kenyan Proverb

## GREEN BUILDINGS

Buildings emit significant quantities of greenhouse gases. Green building translates to exceeding energy and water conservation standards, building on in-fill sites rather than "greenfields," and utilizing recycled materials where possible. By building green, we can greatly reduce the environmental footprint of new structures. General Plan 2030 calls for the City to adopt a green building code and to continually look for opportunities to make new construction and existing buildings as environmentally-friendly as possible.



## REDUCING GREENHOUSE GASES



The Plan includes a City goal to reduce greenhouse gas emissions by 25% below 2005 levels by 2020 and policies that will help to meet this ambitious goal. These include:

- Requirements for greener construction
- Promoting installation of solar
- Expanded recycling programs
- Water conservation
- Transit Oriented Development to reduce automobile trips and greenhouse gas emissions.

## *What's New* in General Plan 2030?

- Policies that promote alternative forms of energy infrastructure and require energy efficiency for new and existing buildings
- A long-term objective to eliminate landfill waste
- Maintain Fremont as a "Tree City" by continuing to enhance the urban forest



# A SUSTAINABLE COMMUNITY



## ENERGY- REDUCE AND PRODUCE

The General Plan includes many new policies related to energy conservation and energy generation. The Plan lays out policies to promote energy efficiency retrofits of existing buildings, the installation of parking lot shade structures and future evaluation of requiring new homes to be pre-wired for solar. Additionally, the General Plan encourages the development of infrastructure for alternative fuel vehicles and supports the continuation of greening the City's fleet of service vehicles.

## SOLID WASTE DIVERSION

The previous General Plan had extensive policies regarding solid waste and recycling. While the City has made tremendous progress in reducing the amount of waste going to the landfill, much remains to be done. The General Plan incorporates a long-term objective of eliminating landfill waste through increased diversion and reduction. Also, the Plan supports the creation of more recycling and composting facilities throughout Alameda County. The Plan also accounts for new innovative waste technologies such as plasma arc treatments that may reduce waste while producing energy in the future.



*"How could I look my grandchildren in the eye and say I knew what was happening to the world and did nothing?"*  
-David Attenborough

## WATER QUALITY AND CONSERVATION

Water quality and conservation are important components of a sustainable community. The City has taken many steps to improve water quality including reduction of stormwater runoff pollution through Bay-Friendly landscaping guidelines.

The General Plan assumes that water will become an increasingly scarce commodity over the next 20 years, making water conservation and reuse of reclaimed water more important than before. The Plan includes policies to require water efficient landscaping in new development; to encourage the use of grey water; to require installation of separate piping for recycled water in newer developments; and to encourage the Alameda County Water District and Union Sanitary District to aggressively pursue use of reclaimed water.





Photosimulation of future Bay Street in Irvington

# BECOMING STRATEGICALLY MORE URBAN

*"A culture, we all know, is made by its cities."  
-Derek Walcott*

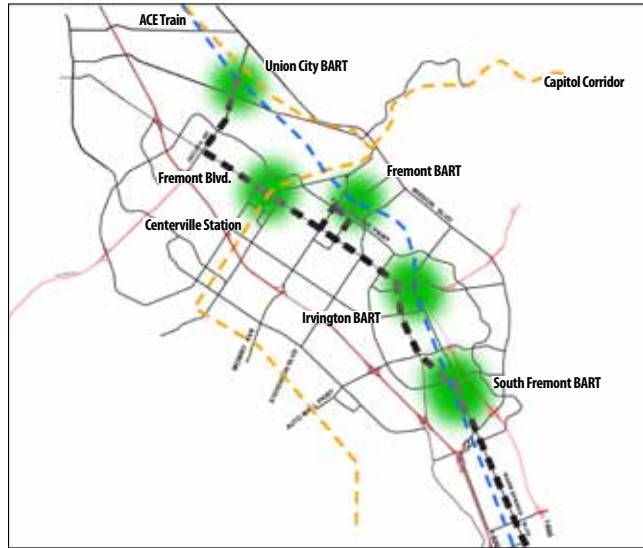


Fremont incorporated in 1956 and experienced rapid growth during the 1960's and 1970's, a period when fossil fuels were inexpensive and large tracts of agricultural land were available for conversion to housing. As a result, much of Fremont is developed as suburban-style tract developments that are a car ride away from necessary goods and services.

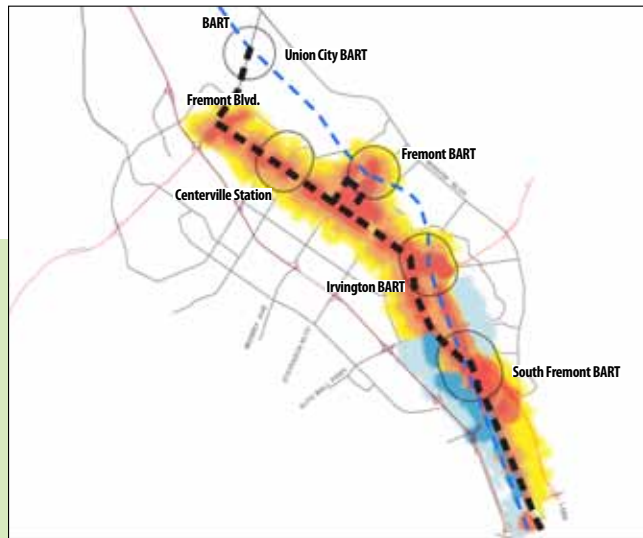
The Association of Bay Area Governments (ABAG) projects that Fremont's population will increase by almost 35,000 people by 2030. At the start of the General Plan 2030 update, the community was asked in an on-line survey where these new residents should live. The most popular answer: In higher intensity "Transit-Oriented Development" (TOD) that takes advantage of Fremont's bus, Bay Area Rapid Transit (BART), and Altamont Commuter Express (ACE) train lines.

General Plan 2030 establishes TOD Overlay zones that will encourage higher-intensity development near transit, such as current and future BART stations, the Centerville Train Station, and along key bus corridors like Fremont Boulevard. General Plan 2030 calls for the majority of existing residential neighborhoods that are not close to transit to retain their current land use patterns.

# BECOMING STRATEGICALLY MORE URBAN



Transit Oriented Development Areas in Fremont



Transit Oriented Development Intensifies Over Time

Top Left: This figure shows Fremont's major commuter train lines (ACE, Capitol Corridor and BART), as well as Fremont Boulevard. The green areas indicate where future development will be focused.

Bottom Left: This figure shows how TOD areas, corridors, transit lines and the intensity of future land uses relate to each other. Blue indicates employment areas, yellow indicates housing, and orange-red indicates a mix of higher density residential with commercial uses.

Right: These photo simulations are an example of infill development on Bay Street in the Irvington District.

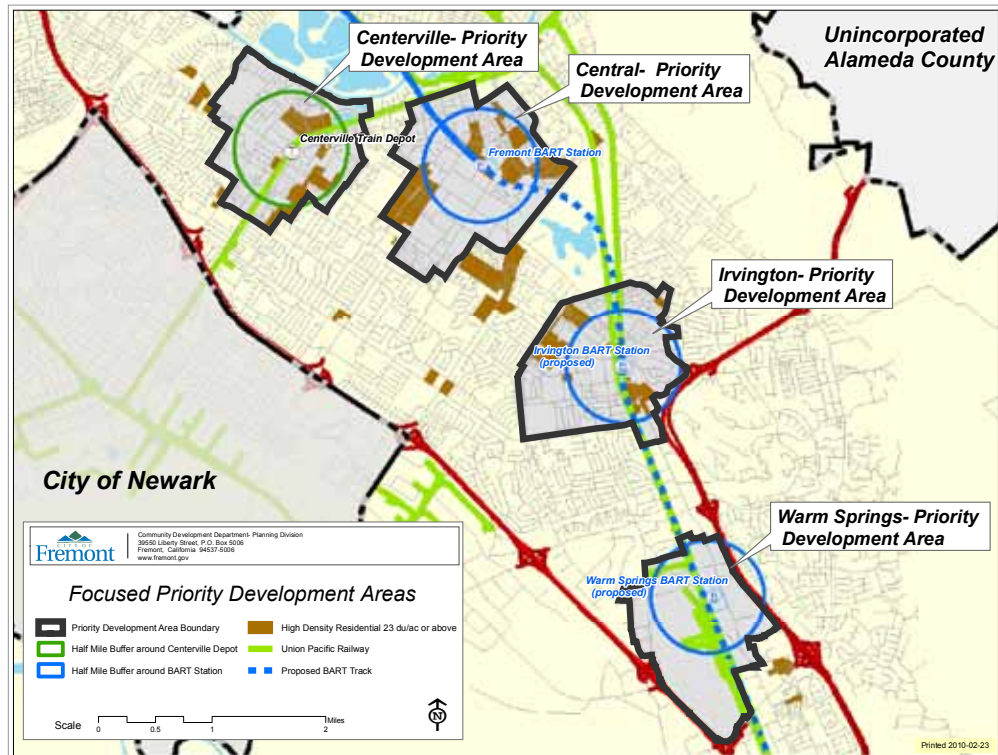


A vision for transforming Bay Street in the Irvington District into a more walkable, pedestrian-friendly commercial area.

“... Fremont is poised to attract transit-oriented development to its downtown, which will help it achieve the objective of creating a vibrant, pedestrian oriented city center.”

- Excerpted from Urban Land Institute San Francisco, Bay Area TOD Marketplace 2007

## PRIORITY DEVELOPMENT AREAS



Priority Development Areas in Fremont

In 2008, the Governor signed into law SB 375, a landmark bill aimed at creating a stronger link between land use and transportation and reduces greenhouse gases. The bill encourages growth where mass transit exists, and discourages sprawl.

As part of regional planning efforts, Bay Area cities have identified “Priority Development Areas” (PDAs) where intensification is expected and desired. Fremont has four PDAs: around Fremont BART in the City Center; in Centerville near the ACE train station; and in Irvington and Warm Springs near the future BART stations. Future growth will be focused in the PDAs.

### *Focused Growth*

General Plan 2030 calls for the majority of the 35,000 new residents projected by 2030 to be housed in the PDAs. Other neighborhoods are not expected to change dramatically between now and 2030.

## *What's New* in General Plan 2030?

- Higher intensity development near transit
- Encouraging mixed use “complete neighborhoods,” with many local services within reach
- Designing new development with transit in mind
- Minimum floor area ratios and density development standards near transit to encourage more urban growth in key areas



Photosimulation of Fremont Boulevard in Centerville

# MOBILITY - IT'S NOT JUST ABOUT CARS

*"In a quality city, a person should be able to live their entire life without a car and not feel deprived."  
-Paul Bedford*



Bay Area Rapid Transit Train (BART)



Photosimulation of Warm Springs/South Fremont BART Station

Fremont came into existence in the 1950's, at a time when suburban development patterns were dominant. Fremont is a great example of a well-planned, attractive suburban-style city that assumes most residents have vehicles to get them to where they need to go.

General Plan 2030 acknowledges that cars will continue to be a vital part of Fremont's transportation network, but it places a new emphasis on alternate ways of getting around – walking, bicycling, and public transit. The Plan incorporates the concept of "complete streets" that serve all modes of transportation, not just cars. It also acknowledges that in strategic locations where there are larger goals than smooth traffic flow – including better public transit, interesting buildings and spaces, and improved bicycle and pedestrian amenities – more traffic congestion is acceptable.



# MOBILITY - IT'S NOT JUST ABOUT CARS



**MORE LAND FOR PEOPLE,  
LESS FOR CARS**

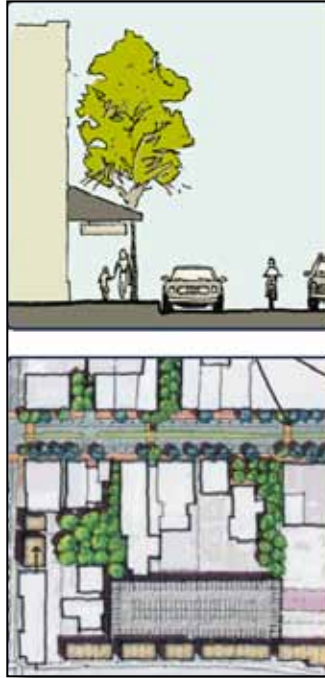


Consistent with the vision of becoming strategically more urban, the Plan allows parking reductions for projects near transit, based on studies showing reduced vehicle ownership and usage in "Transit Oriented Development" (TOD). It also encourages shared parking, parking garages, and other strategies to preserve land near transit for working and living space.

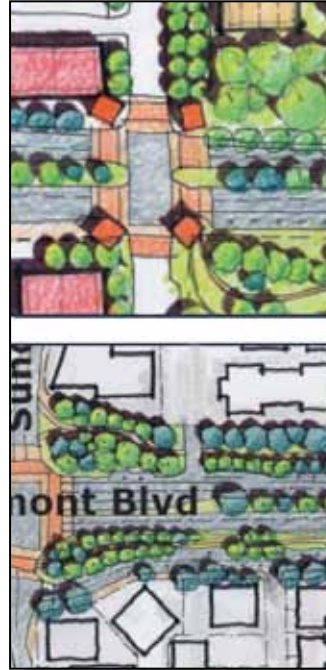
## *What's New* in General Plan 2030?

- Reduce the amount of land devoted to parking for new development projects near transit
- Focus on linking land use decisions to transportation
- Planning for potential rapid bus or streetcar along Fremont Boulevard and other major corridors

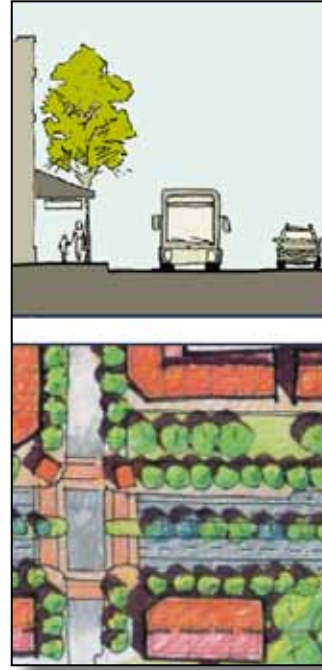
*"Should arterial streets like Fremont Boulevard be modified to make them friendlier to pedestrians, even if it makes them less friendly to cars?"*  
- Field Paoli Architects, 'Envisioning Fremont Boulevard' report prepared for General Plan Update



Encourage new buildings to face the street; study sites for placing parking structures.



Complete and enhance established crosswalks; reduce width of travel lanes on frontage roads to allow for bigger medians and improved landscaping.



Consider a dedicated right-of-way for public transit; improve crosswalks with enhanced paving materials.

## FREMONT'S "MAIN STREET"

One component of the General Plan Update was a community design exercise called "Envisioning Fremont Boulevard." The purpose was to develop a vision for four separate segments of Fremont Boulevard and to identify ideas that could not only improve these specific locations, but could also apply to other major streets in Fremont. The exercise consisted of two well-attended workshops where community members visited the relevant segments and then provided their input to the design team.

Ideas that emerged from the workshop included:

- Planning for future bus rapid transit on Fremont Boulevard, with a long-term goal of establishing a streetcar line when densities support it
- Designating Fremont Boulevard as a public art zone and using art to unify the boulevard
- Modifying traffic lanes through Centerville to allow for alternate transportation modes
- Planning for mixed-use development at the Fremont Boulevard/Decoto Road intersection



# Envision Fremont Boulevard



# A WELL-DESIGNED URBAN LANDSCAPE

*"The 20th Century was about getting around. The 21st Century will be about staying in a place worth staying in."*  
-Jim Kunstler



As Fremont continues to evolve, the city's built environment will evolve with it. New development will provide interesting and attractive architecture and relate well to existing buildings. The City will continue to improve its buildings and road network in ways that support good urban design. Attractive street furniture, lighting, and public art will enhance pedestrian-oriented districts. Building design will celebrate and be sensitive to Fremont's historical roots.

# A WELL-DESIGNED URBAN LANDSCAPE

## PUBLIC ART

Fremont has an “Art in Public Places Policy” that has resulted in numerous pieces of public art in locations across the City. General Plan 2030 expands the City’s long-standing commitment to public art. One important change envisioned in the Plan is to allow for off-site use of collected funds, so that “art zones” can be created in strategic locations like Fremont Boulevard, the City Center, and the Town Centers.



Mission San Jose Historic Streetscape: Then and Now

## HISTORIC RESOURCES

Fremont has a fascinating history; from the indigenous Ohlone people, the establishment of Mission San Jose in 1797, the formation of Washington Township in the 1850’s, incorporation in 1956, to the diverse, modern city of today. Fremont values its heritage and has established many policies to preserve it. General Plan 2030 continues these policies and lays the groundwork for adaptive use of historic buildings, which allows for new uses in old structures as a way to retain them.

*"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how."*

*-Edward T. McMahon*



## COMMUNITY CHARACTER ELEMENT

General Plan 2030 includes a new "Community Character" Element that focuses on the relationship between people and the built environment.

The Element lays out guidelines for achieving different "looks" and "feels" in different parts of the community: a more urban environment in the City Center; an interesting blend of old and new in the Town Centers; and attractive, multi-modal streetscapes in many locations around Fremont.

These guidelines will influence new private development and also the design of public spaces.

## *What's New* in General Plan 2030?

- A new "Community Character Element" focused on design of the built environment
- Provisions for "Art Zones" in strategic locations
- Policies promoting adaptive use of historic structures



Construction of a Solar Panel Manufacturing Plant in Fremont

# A DIVERSIFIED & SUCCESSFUL LOCAL ECONOMY

*"If we are going to carry on growing...we have to do it sustainably."  
- Tony Blair*



In its first General Plan, the City of Fremont set aside thousand of acres of then-vacant land for eventual industrial development. Over the past fifty years, this land has attracted traditional manufacturers as well as newer high technology and biotechnology companies. Industrial development has produced significant tax revenues and good, high-paying employment opportunities in Fremont.

The community will face many challenges in continuing to attract industry in coming years: a shrinking supply of vacant land; pressure to convert industrial land to housing; and changes in the regional, national and global economies. General Plan 2030 establishes policies to utilize industrial land more efficiently and to protect key industrial lands to provide local jobs and tax revenues.



# A DIVERSIFIED & SUCCESSFUL LOCAL ECONOMY

## RETAIL IN FREMONT

Fremont offers an array of retail choices ranging from the Pacific Commons regional “power center” to smaller neighborhood-serving centers. A 2008 study of the City’s retail sector recommended that the City create “at least one new shopping district that provides all of the features associated with ‘walkable urbanism’ including more boutique shops, outdoor dining and cafes, entertainment, and dense housing.”

In keeping with the overall vision of becoming strategically more urban, General Plan 2030 envisions the Midtown project that is currently in the planning stage as the linchpin for a new, walkable urban retail environment in the City Center.



Aerial View of Warm Springs BART Extension



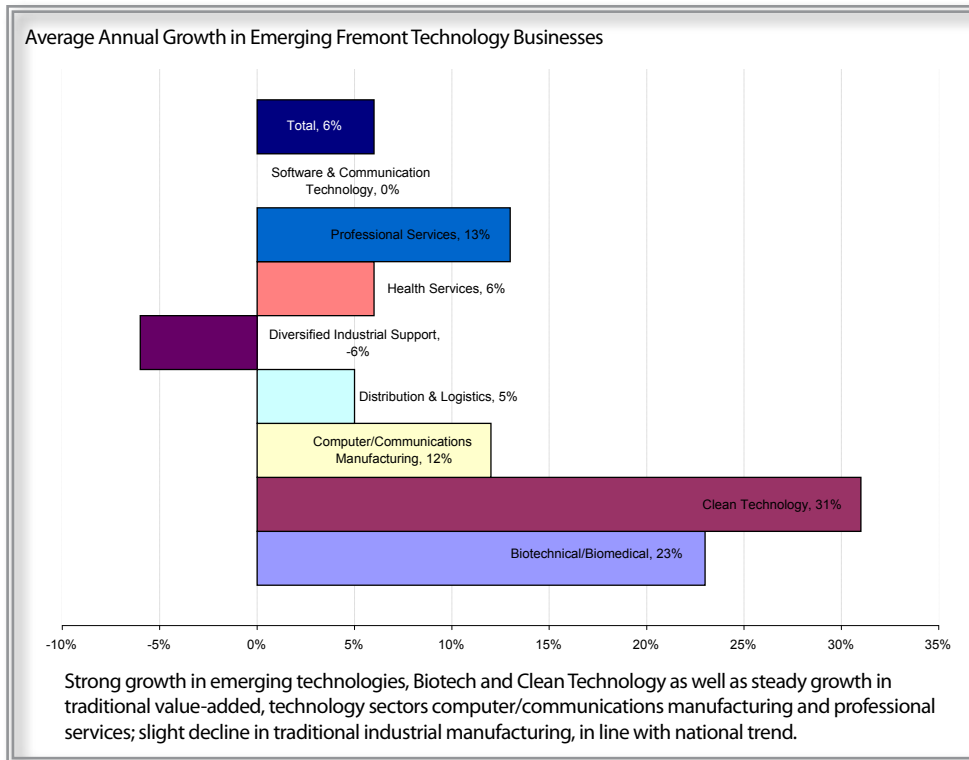
Rendering of Warm Springs/South Fremont BART Station

## SOUTH FREMONT/WARM SPRINGS SPECIAL STUDY AREA

In response to the 2010 closure of New United Motors Manufacturing (NUMMI), a joint venture between General Motors and Toyota that began operations in Fremont in 1983, the City applied for and received a federal grant to conduct land use and economic studies regarding the future use of the area. The subsequent announcement by Tesla Motors that it intends to purchase the plant and manufacture electric cars there was welcome news, but many complex issues and policy decisions regarding future land uses in the area remain.

Because the General Plan was already being drafted when the NUMMI closure was announced and the federal grant was obtained, General Plan 2030 identifies the area as a “Special Study Area” that will be the subject of its own focused land use planning effort.

## FREMONT'S "DRIVING CLUSTERS"



"Driving Clusters" are concentrations of industries that have two of the following three characteristics: they have high growth rates; they provide a sizable number of jobs; or they serve more than just local demand and therefore bring in substantial amounts of money to the local economy.

In a study of the City's industrial lands prepared in 2008, the following key driving clusters were identified:

- Biotechnology/Biomedical
- Clean Technology
- Computer and Communications Hardware
- Distribution and Logistics
- Diversified Industrial Support
- Software and Communications Technology
- Health Services
- Professional Services



President Barack Obama visits Solyndra in Fremont, May 2010

## *What's New* in General Plan 2030?

- Strong policies to preserve industrial land supply
- Policies allowing more intense industrial and commercial development near transit
- Policies to focus retail in concentrated locations and create desirable places and spaces
- An emphasis on recruiting "clean-tech" firms and green jobs to Fremont, and policies promoting sustainability in the business sector.



Winter in Central Park

# ENHANCING FREMONT'S PARKS & OPEN SPACE

*Whenever the pressure of our complex city life thins my blood and numbs my brain, I seek relief in the trail.”  
- Hamlin Garland*



**F**remont is defined – literally – by its open spaces. The hills to the east form a dramatic backdrop, while the extensive wetlands along the margin of San Francisco Bay form the community’s western boundary. Much of this open space is accessible to the public through the East Bay Regional Park system and the Don Edwards National Wildlife Refuge.

Fremont also boasts an extensive municipal park system, anchored by Central Park and supplemented by numerous citywide and neighborhood parks. In an on-line survey conducted in 2007 for the General Plan update, 84% of respondents rated Fremont’s parks and open space as a very high or high priority, the highest ranking for any single issue.

# ENHANCING FREMONT'S PARKS & OPEN SPACE



## NEW PARKS

The General Plan calls for continued expansion of the parks system as the community grows. Because there are few large undeveloped parcels suitable for brand new parks, the system will expand in part by incorporating new “linear parks” that follow former railroad corridors and utility easements. In addition, the City’s park system will incorporate more urban open spaces like plazas.

## PARK MAINTENANCE

Maintenance demands for parks will grow even as budgets continue to shrink. The General Plan raises the possibility of establishing a Citywide assessment district in the future to fund park maintenance. It also calls for exploring other new funding sources, such as weekend parking fees at Central Park.



## RAILS-TO-TRAILS

The Union Pacific Railroad (UPRR) Corridor extends for nine miles through Fremont from Niles to the Milpitas border. The City has long-standing plans to develop a bicycle and pedestrian trail along this corridor, but no funding source for developing the entire trail has been identified. By expanding the City’s parks system to include linear parks like the UPRR Corridor, the City can use park fees collected from new development to help fund the acquisition and development of the trail.



## REGIONAL PARKS

The East Bay Regional Park District operates five facilities in Fremont: Mission Peak Regional Preserve, Quarry Lakes Regional Recreation Area; Coyote Hills Regional Park; Ardenwood Historic Farm; and the Alameda Creek Trail. Together, these open spaces are an enormous contributor to the community's character and quality of life. General Plan 2030 supports the Park District's plans to establish two additional parks in Fremont: Vargas Plateau Regional Park and reclamation of the former Dumbarton Quarry into another regional park.

Fremont is also home to the federal Don Edwards National Wildlife Refuge, the first urban wildlife refuge in the United States. Its more than 30,000 acres of open bay, wetlands, and uplands provide critical habitat to many bird species and are a unique community asset.



## *What's New* in General Plan 2030?

- A new "linear park" designation that will add bicycle and pedestrian trails into the park system.
- New possible locations for urban-style "civic parks" and plazas.
- A recognition of financial challenges related to park maintenance, and discussion of possible solutions.
- Specific measures to make park development and operations more environmentally sustainable



# VIBRANT CENTERS

*“Houses make a town, but citizens make a city.”  
– Rousseau*



In 1956, residents in five of the towns that made up Washington Township—Centerville, Irvington, Mission San Jose, Niles, and Warm Springs—incorporated into a new City that they named Fremont. Elements of the original commercial districts remain in each of the former towns except Warm Springs.

The new City’s plans called for a “Central Business District” that would be the hub for commerce and municipal services. Today, while this area houses many businesses and institutions, including shopping centers, City government buildings, and hospitals and health care offices, it has never evolved into the bustling, vibrant center that was envisioned.

General Plan 2030 establishes new “City Center” and “Town Center” land use designations intended to promote enhancements to these areas. City Center policies encourage the most intense development in Fremont to occur in the heart of Fremont. Town Center policies encourage a mix of uses and the incorporation of civic plazas and public art to add vibrancy to the original commercial districts.



# VIBRANT CENTERS



## *What is Mixed Use Development?*

Mixed use neighborhoods—which offer residential, retail, and offices in proximity to each other—provide many benefits to the community, including a reduction in the number of car trips, better health of residents, and efficient use of resources such as parking and infrastructure. General Plan 2030 continues Fremont’s recent efforts to promote mixed use in the original towns.

## *What’s New* in General Plan 2030?

- New “City Center” and “Town Center” designation
- Higher intensity development encouraged in City Center
- Policies to enhance and restore the pedestrian-oriented historic character of the City’s five original towns.
- Art Zones and Civic Parks now allowed and encouraged in Town Centers

## MIDTOWN AT CITY CENTER



The Midtown project is a mixed use development planned for the area between Fremont Blvd., Capitol Ave., Paseo Padre Parkway, and Walnut Avenue in the City Center. With proximity to BART and the Fremont Boulevard corridor, the project will bring new residents and businesses into Fremont's core, helping to create the vibrant center envisioned in the General Plan.



## CIVIC PARKS



In the previous General Plan, the City planned for "Civic Parks" –meaning urban plazas and other spaces meant more for gathering than for active recreation – in the Central Business District, now the City Center. In recognition that the Town Centers also would benefit from these types of gathering places, General Plan 2030 expands the suitable locations for Civic Parks to include the original towns. Examples of this new park category include the Niles Town Plaza and Bill Ball Plaza in Centerville.





# AN INCLUSIVE COMMUNITY

*"We all live with the objective of being happy; our lives are all different and yet the same."  
-Anne Frank*



As Fremont has grown, its population has become increasingly diverse. As of the 2000 census, there was no majority ethnic group. Fremont is also economically diverse: while it has a relatively high median income, about 23% of households fall into the lower-income categories. And we are diverse in the age and make-up of our households: while Fremont is still a community known as a great place to raise a family, the median age of residents is increasing as the "Baby Boomer" generation grows older.

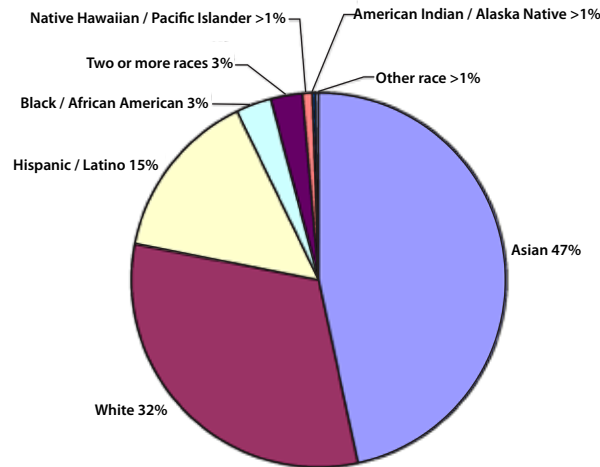
Meeting the needs of this diverse population is an ongoing challenge. The General Plan strives to ensure that housing is available and accessible to people at all income levels and to those with physical limitations; it includes policies to continue providing critical services to older adults; and it retains a long-standing City goal to build two new Senior Centers.



# AN INCLUSIVE COMMUNITY

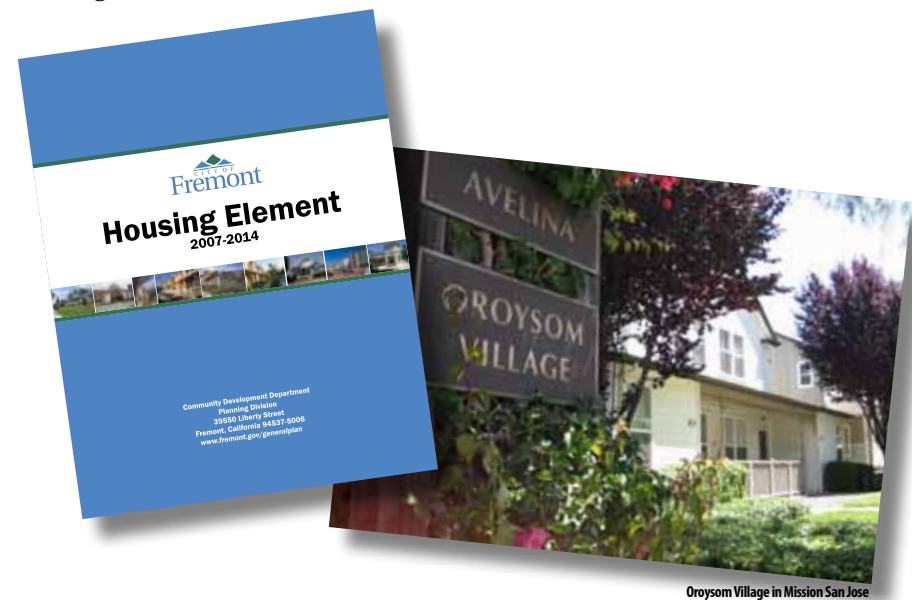
## HOUSING NEEDS

The San Francisco Bay Area, including Fremont, suffers from a chronic shortfall of housing that is affordable to those with moderate incomes and below. The General Plan includes a separate Housing Element that lays out strategies for preserving existing and building new affordable housing.



## ETHNIC DIVERSITY

A closer look at each of Fremont's large ethnic categories reveals much diversity. The Asian category includes dozens of distinct cultural groups, with origins in India, China, Southeast Asia, the Philippines and beyond. "Non-Hispanic Whites" include those from Afghanistan, the Middle East, and many other parts of the world. Likewise, the Hispanic/Latino category includes persons from Mexico, Central and South America.



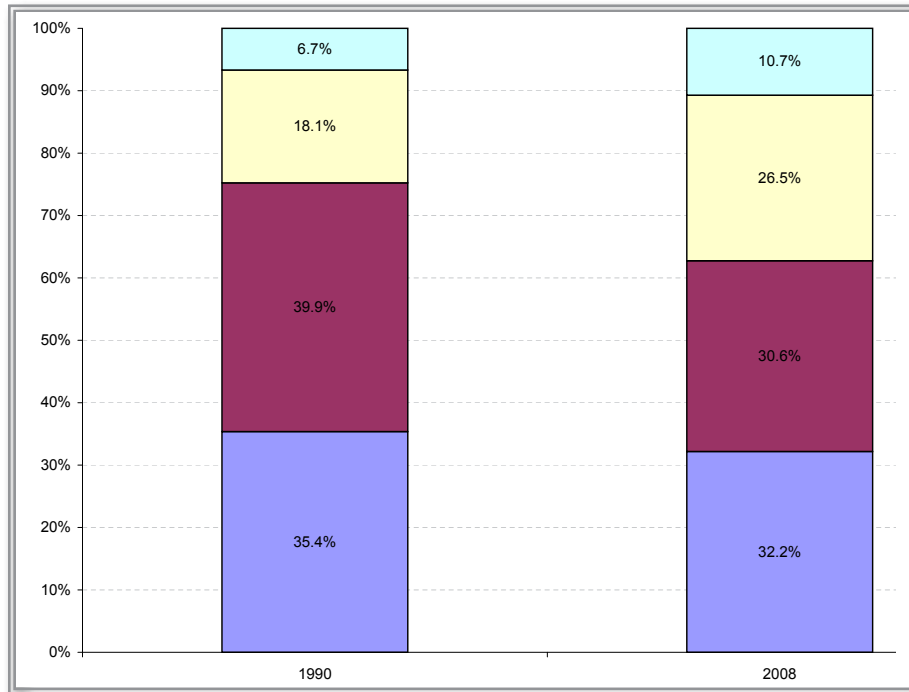
## *What's New* in General Plan 2030?

- A commitment to developing housing for Extremely Low Income residents, a new category that focuses on the neediest
- An emphasis on supportive services in affordable housing developments to make sure that seniors and families have access to transportation, child care, and other assistance
- Policies to make neighborhoods and housing units more accessible for seniors and others with physical limitations

*"We all should know that diversity makes for a rich tapestry, and we must understand that all the threads of the tapestry are equal in value no matter what their color."  
-Maya Angelou*

## AGING OF THE POPULATION

Fremont's Aging Population



Fremont's population is gradually getting older, much like the country's population as a whole. In 1980 the median age in Fremont was 28.7; by 2007 it was estimated to be 36. As the community's population ages, there will be an increased demand for elder care services and facilities, including senior housing.

Fremont offers an array of services for seniors ranging from educational and recreational programs to nutrition, transportation, and other assistance to help frail seniors to continue living independently. General Plan 2030 calls for ongoing efforts to support older adults.





# COMMUNITY LIFE

*"I am of the opinion that my life belongs to the community, and as long as I live it is my privilege to do for it whatever I can."  
-George Bernard Shaw*



Fremont residents often talk about the high quality of life that the community offers. They point out that it is one of the safest cities of its size in the country; that it boasts an outstanding school system; that its health care facilities are state-of-the-art. They also note the many associations that bind the community together – service organizations, PTA's, religious congregations, business and neighborhood groups, soccer leagues, cultural clubs – and appreciate the richness these and other groups add to life in Fremont.

General Plan 2030 supports this quality of life through policies to coordinate the City's planning efforts with those of Fremont Unified School District; by promoting public health and wellness; and by providing the community infrastructure, including police and fire services, to keep the community safe.

Most of the General Plan focuses on Fremont as a physical community of streets, buildings, parks, etc. As community members constantly stated in General Plan workshops, however, what makes Fremont special is less about its bones, and more about its heart.



# COMMUNITY LIFE



Bike Ride around Lake Elizabeth



Fresh Food at the Farmer's Market

## PUBLIC HEALTH & WELLNESS

In addition to promoting pedestrian and bicycle-friendly development, the General Plan 2030 includes other policies that support public health. For example, the Land Use Element includes a policy encouraging farmers markets and access to fresh produce. The Parks and Recreation Element and the Public Facilities Element include numerous policies promoting outdoor activities and programs that support the health and welfare of seniors, youth and families.

## EDUCATION

Fremont boasts terrific public schools. In every General Plan workshop, residents reiterated the importance of schools in the fabric of Fremont's neighborhoods, and emphasized the critical role Fremont's high-performing schools play in making Fremont a desirable community in which to live and work. The General Plan includes several policies to ensure that the City and Fremont Unified School District work together for the benefit of the community, whether through environmental programs on school campuses or by sharing information on development proposals.

The General Plan also highlights Ohlone College's role in the community and includes policies for continued collaboration between the City and Ohlone, including the possibility of a satellite facility in Fremont's City Center.



"A community is like a ship; everyone ought to be prepared to take the helm."  
-Henrik Ibsen

## SOCIAL CAPITAL

"Social capital" is a term meant to capture the value of networks and social trust that facilitate coordination and cooperation. As noted by social scientist Robert Putnam, "life is easier in a community blessed with a substantial stock of social capital."

Fremont is one such community. With its vibrant ethnic and faith communities, its neighborhood and service organizations, and myriad of other ways that people connect with one another — sports leagues, PTA's, senior and community centers, etc. — Fremont has an ample supply of social capital. At General Plan workshops, this notion that Fremont is special because of the ways people connect to each other was a regular refrain.



### *An Award-Winning Community*

Whether for its outstanding city services or the accomplishments of its residents, Fremont has received kudos from many sources. The following list is representative:

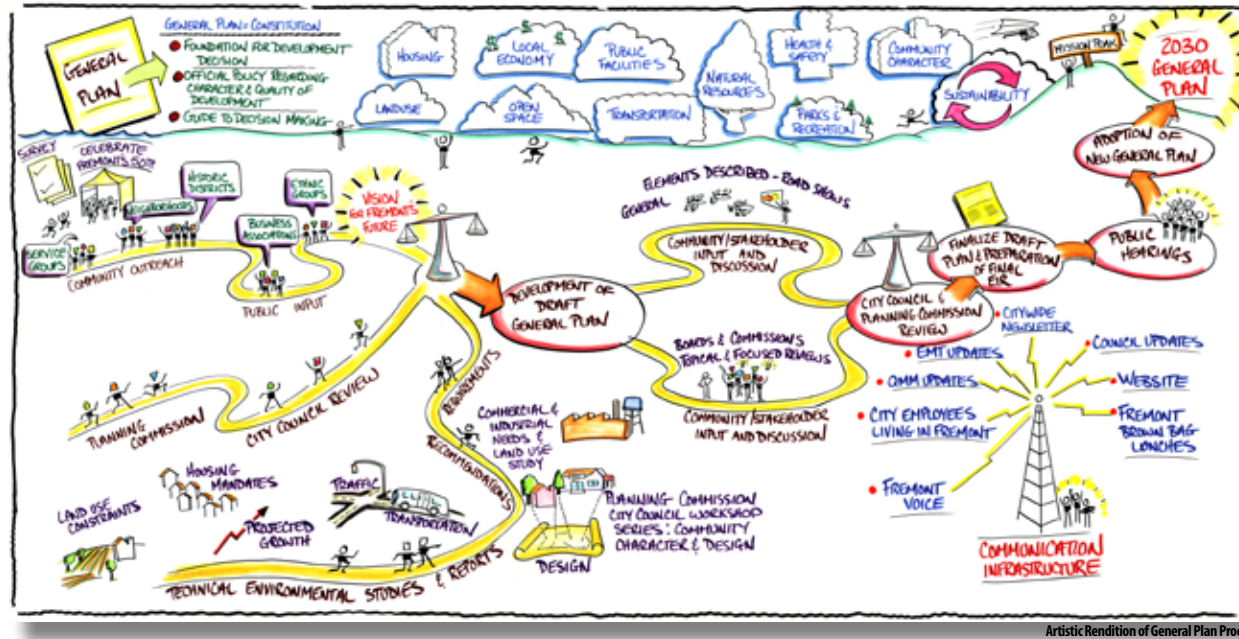
- Federal Department of Housing and Urban Development "Best of the Best" Award for the Family Resource Center
- American Society on Aging's Network of Multicultural Aging (NOMA) Award for the City's Community Ambassador Program for Seniors (CAPS)
- Helen Putnam Award of Excellence for Fremont Oak Gardens, a 50-unit affordable rental community with special amenities designed to meet the needs of hearing-impaired seniors.
- Ranked as America's 44th Greenest City based on clean electricity use, public transportation, green buildings, recycling programs



Various Scenes of General Plan Public Outreach

# THE COMMUNITY'S VISION FOR THE FUTURE

*"One generation plants the trees; another gets the shade."  
-Chinese Proverb*



A General Plan is a legal document that provides the foundation for all City and land use development decisions. However, it is also a statement of the community's vision for the future.

In order to develop this vision, the City – with the help of a team of about 40 community volunteers – conducted extensive outreach through neighborhood meetings, an on-line survey, issue-specific workshops, and presentations to community groups. The vision distilled from community input and from subsequent work sessions with the Planning Commission and City Council, is that Fremont will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city.

The preceding document describes how General Plan 2030 will help move the community toward the future it envisions. This document is not the General Plan itself. It is intended to capture the Plan's "big picture" ideas and highlight the changes that will reshape our City during the next two decades.

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