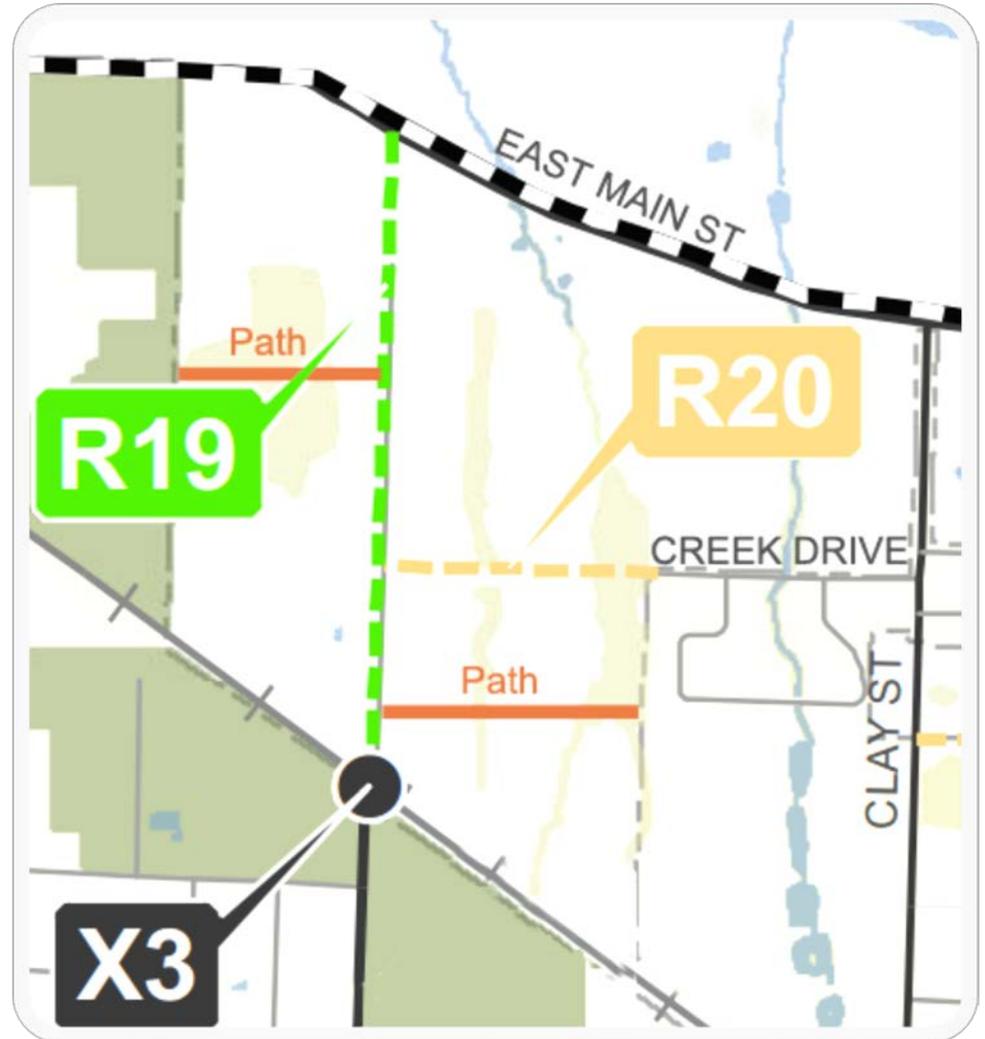


Transportation Commission update
03/26/2015 – Continued to 4/23/15

Normal Neighborhood Plan

Existing Transportation System Plan

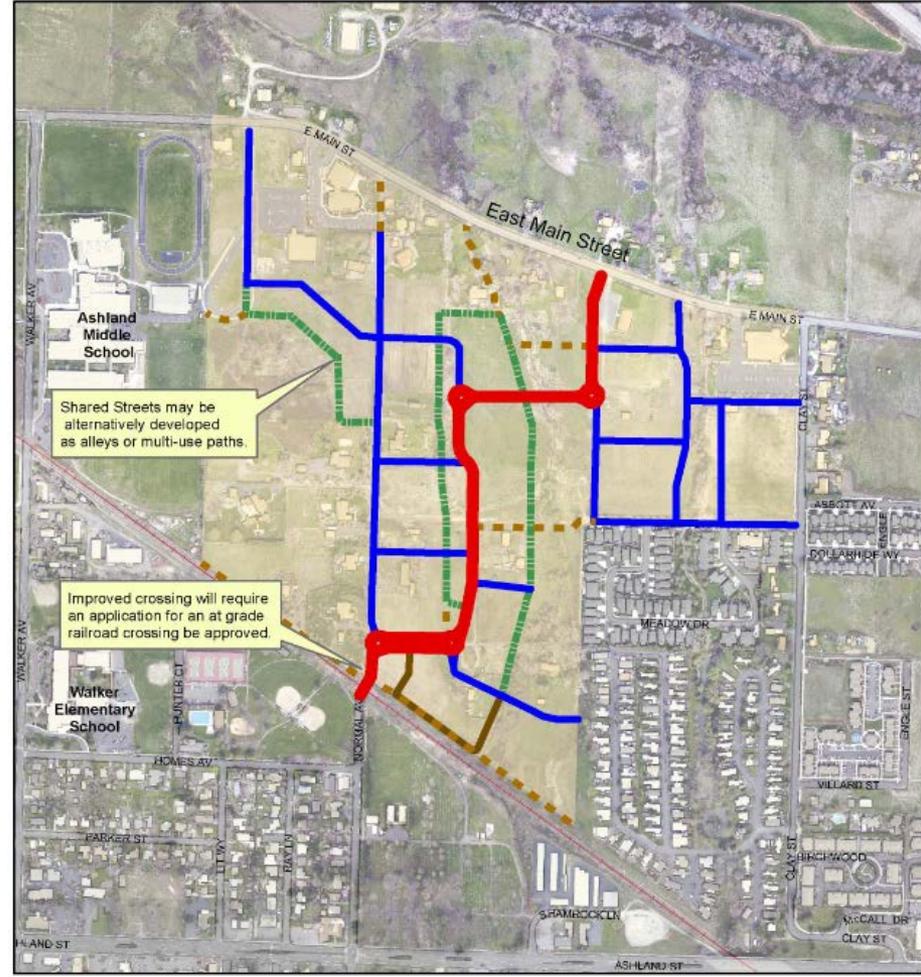
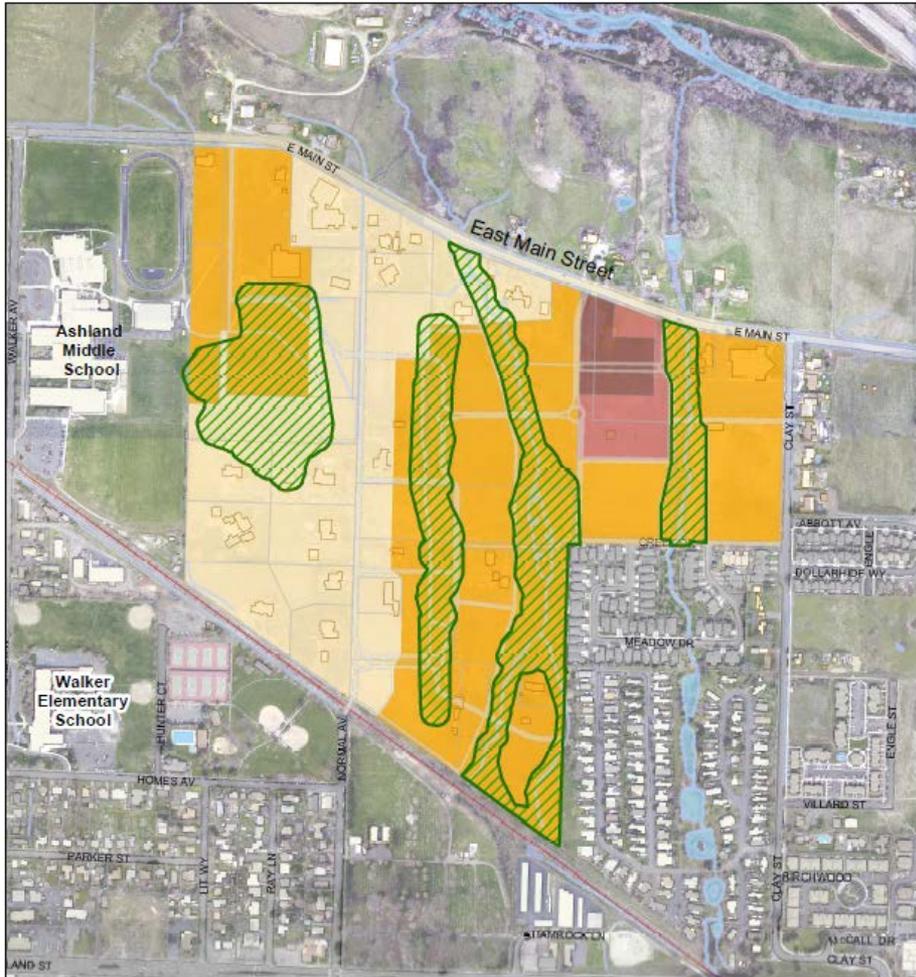
- Normal Avenue (R19)
- Creek Drive Extension (R20)
- Railroad Crossing (X3)
- Planned Bike Paths
- East Main Street



Normal Neighborhood Plan Presented to the City Council on May 6, 2014

Original Land Use Framework

Original Street Framework



Normal Neighborhood Plan
Land Use Designation Overlay Zones

0 200 400 800 Feet

- NN-01
- NN-02
- NN-03
- NN-03-C
- Conservation Areas



3/11/2014

Normal Neighborhood Plan
Street Network

0 200 400 800 1,200 Feet

- Neighborhood Collector
- Neighborhood Street
- Shared Street
- Alley
- Multi-Use Path



3/11/2014

Advisory Commissions

Transportation Related Recommendations

Transportation Commission (11/14/13):

- Recommended approval of the the transportation plan as presented with the two vehicular proposed street connections on the West and East side of the new Normal Avenue eliminated, leaving only one vehicular connection to East Main Street.
- Prior to this approved motion the Commission was split with a 3-3 motion to approve the transportation element of the plan as originally presented.

Advisory Commissions

Transportation Related Recommendations

Planning Commission (4/22/2014):

- The south side of East Main Street, from Walker Avenue to Clay Street, should be fully improved to City Street Standards prior to, or coinciding with any future annexation and development within the plan area.
- A future transit stop coordinated with the Rogue Valley Transportation District, in the immediate vicinity of the NN-03 Land Use Zone, should be incorporated into the East Main Street roadway design and development.
- That prior to annexation and development within the plan area the following items relating to the future Railroad crossing at Normal Avenue be addressed:
 - That the proposed public Rail Road crossing can be installed without necessitating the closure of any existing public crossing within the City.
 - A financing plan be developed and approved by the City for the future improvement of the rail road crossing.

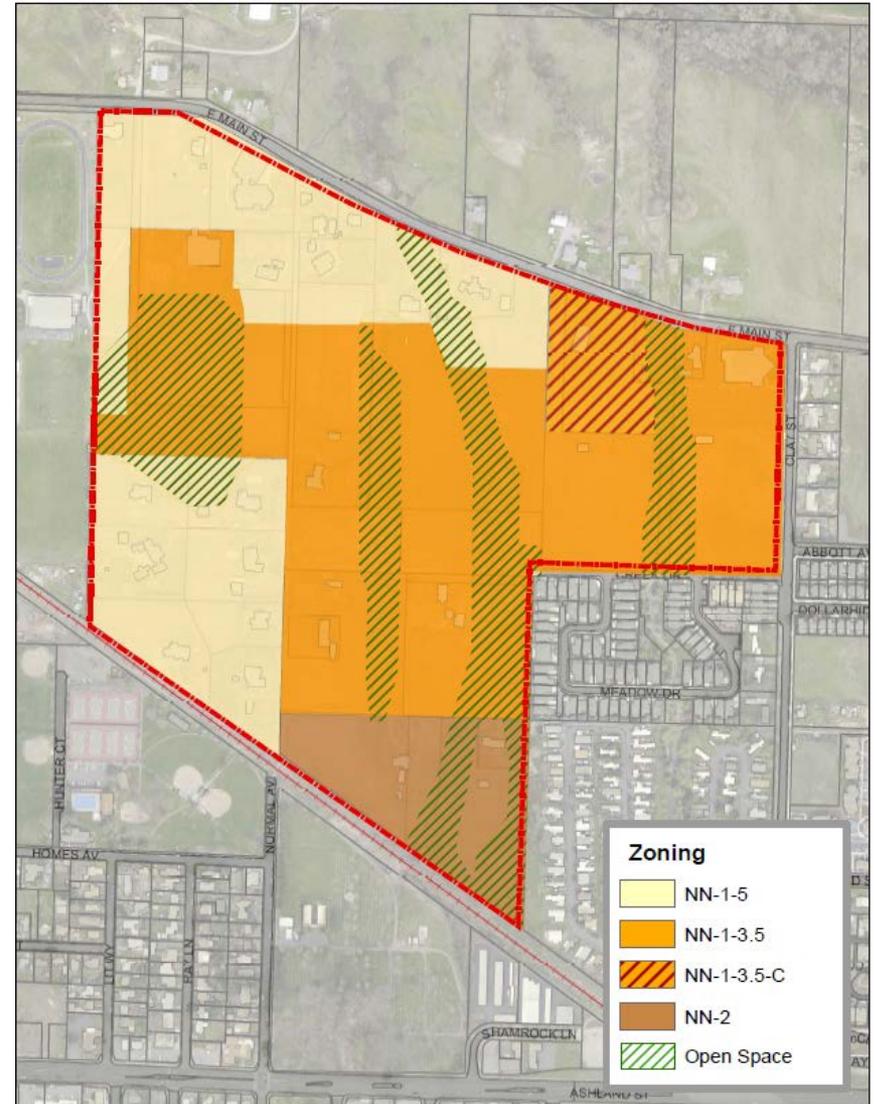
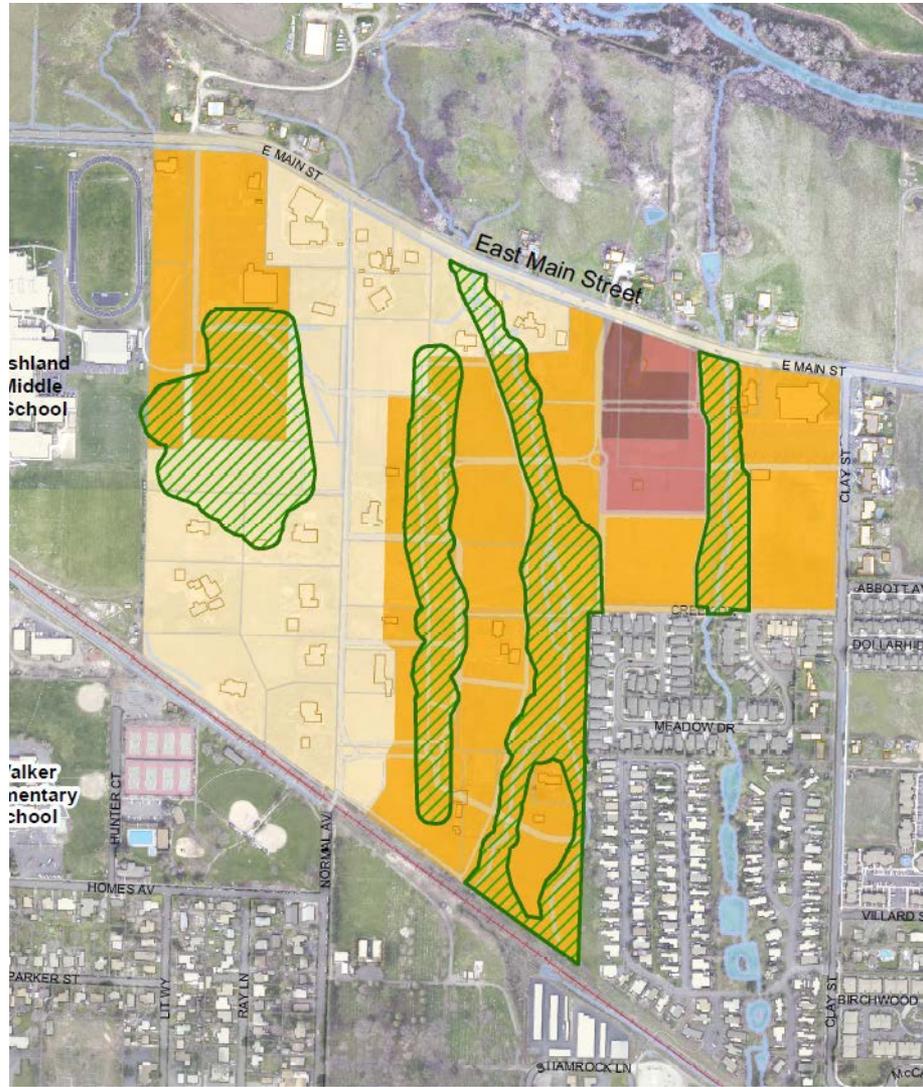
Advisory Commissions

Transportation Related Recommendations

Normal Neighborhood Working Group (12/2/2014):

- The internal transportation system's local street network should incorporate multiple connections with East Main Street, and maintain the Normal Collector as designated in the draft plan. Additional connections to East Main Street or Clay Street, which are not shown in the proposed Street Framework, should require a major amendment to the Plan.
- Internal local streets should be aligned to provide a more standardized grid pattern, including clear east-west connections.
- Pedestrian and bicycle pathways are critical, especially as a means to connect residents with the middle school and the existing bike path.
- External transportation improvements, including the railroad crossing and improvements to East Main Street are integral and should proceed in concert with development.

Land Use Framework Changes

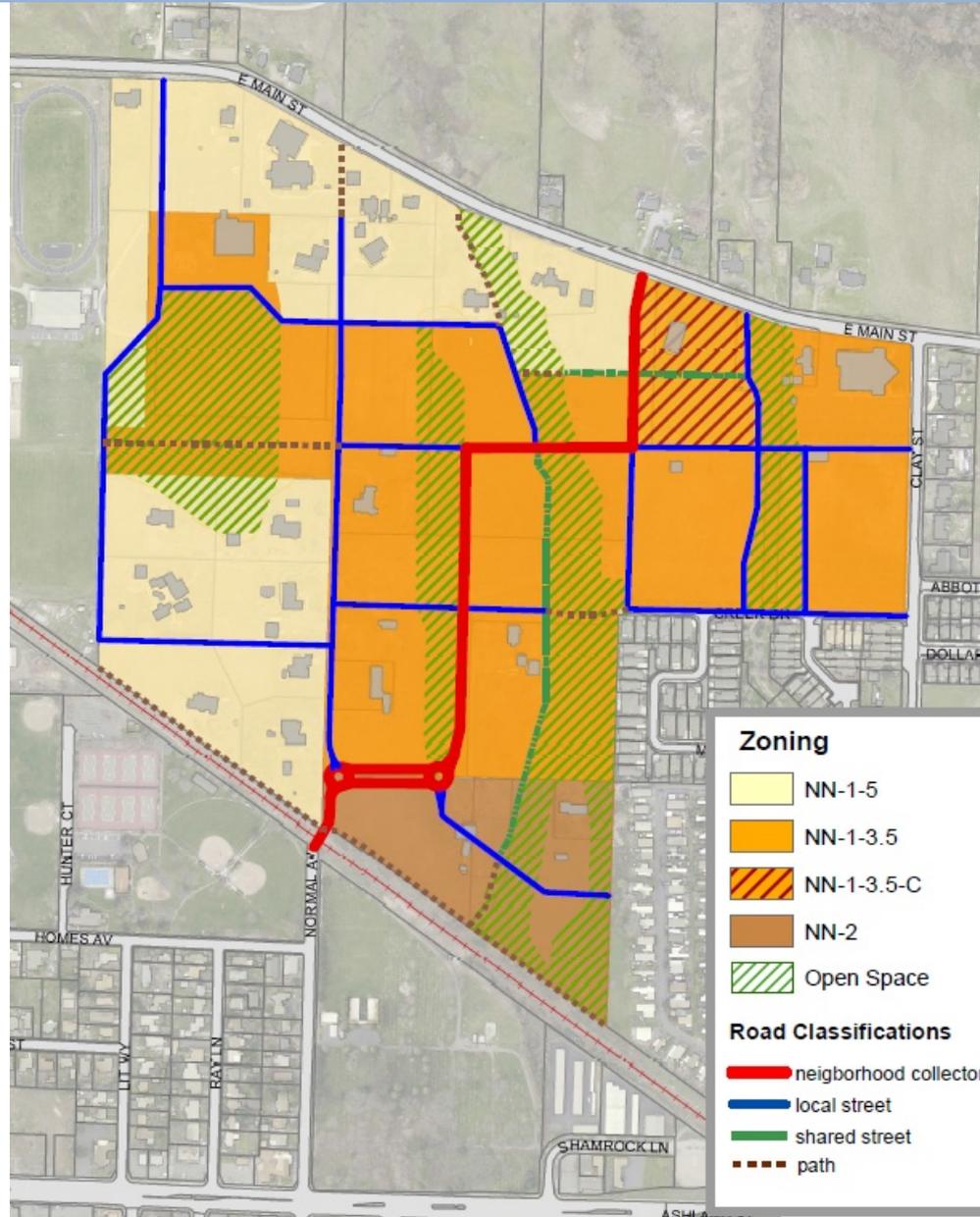


Original Proposal

Revised Proposal

Normal Neighborhood Plan Vicinity

Revised plan



Next Steps

- Amend to the Street Dedication Map (TSP Figure 10-1) to incorporate the plan area's planned Street Network, and reclassification of Normal "Avenue" to be a Neighborhood Collector.
- Amend the Planned Intersection and Roadway Improvement Map (TSP Figure 10-3) to include East Main Street as a Planned Roadway Project.
- Amend the Planned Bikeway Network Map (TSP Figure 8-1) to incorporate the planned multi-use trails within the Normal Neighborhood Plan.
- Amend the Street Design Standards within the Street Standards section of the Land Use Ordinance (Ch 18.4.6.040 to incorporate the Shared Street classification

Next Steps

- Planning Commission Study Session (3/31/2015) and Public Hearing (4/28/2015)
- Normal Neighborhood Plan Working Group Update (4/15/2015)
- City Council Public Hearings in May and June 2015.

Appendix

Plan Alternatives, housing unit comparisons

The gross estimates of potential housing units in the table below are intended to provide an “apples to apples” comparison to help the Working Group evaluate differences between the alternatives. These estimates are calculated using the “base density” of the underlying zone only, and do not factor in reductions due to pre-existing developments, or added density potential through application of eligible density bonuses.

	Existing Comprehensive Plan 1989			Proposed Normal Plan 3/11/2014			Working Group Alternative 9/04/2014		
	Zone	Gross acreage	Base units	Zone	Gross acreage	Base units	Zone	Gross acreage	Base units
Single Family Residential	R-1-5 (4.5 du/acre)	51.5	231	NN-01 (5 du/acre)	31.2	156	NN-1-5 (4.5 du/acre)	26	117
Suburban Residential	R-1-3.5 (7.2 du/acre)	42.4	305	NN-02 (10 du/acre)	31	310	NN-1-3.5 (7.2 du/acre)	36	259
Multi-family Residential	NA	NA	NA	NN-03 (15 du/acre)	5.3	80	NN-2 (13.5 du/acre)	5.5	74
Open space Areas	NA	NA	NA	various	26.4	0	various	26.4	0
Gross housing unit potential		536			546			450	