

August 31, 2020

Land Use + Transportation



Community Session #3

AGENDA

- Land use planning
- Development preferences
- Transportation planning
- Next steps



LAND USE PLAN



Purpose

- Guides types, densities and character of development
- Helps City project and manage infrastructure needs
- It is not zoning, but informs City decisions about zoning

LAND USE PLAN



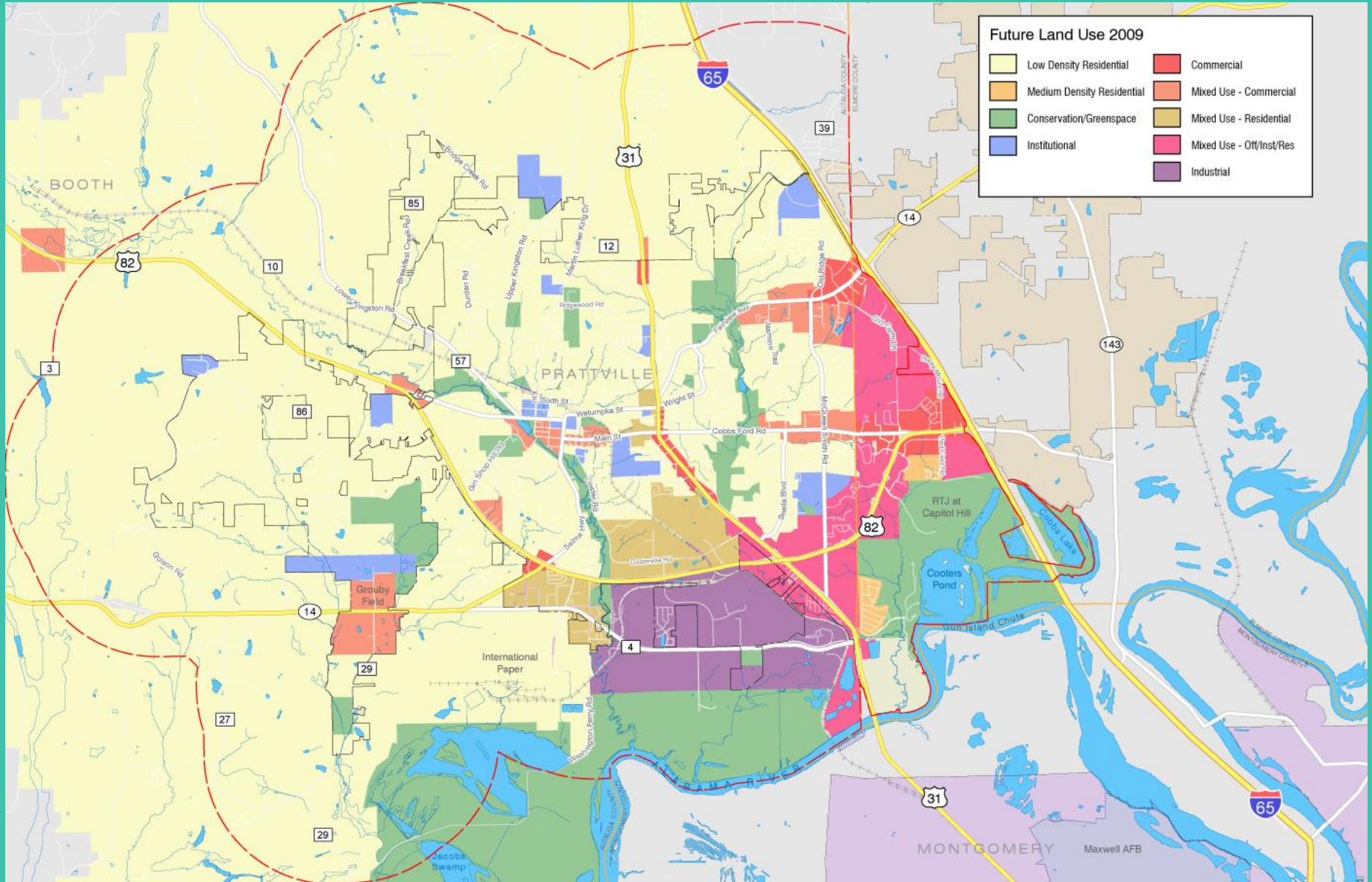
Principles

- Direct more intensive land uses to areas with robust infrastructure
- Concentrate business uses into accessible activity centers (rather than strips)
- Direct intensive industries away from residential uses and sensitive natural areas
- Encourage land use patterns that enable walkability and avoid traffic congestion
- Like should face like

Principles

- Residential density should decrease further away from activity centers and major roads
- Encourage development of “neighborhoods,” not just subdivisions
- Conserve natural features for infrastructure purposes and as amenities to new development
- Balance intensive land use development with landscaping and usable open space

LAND USE PLAN 2009



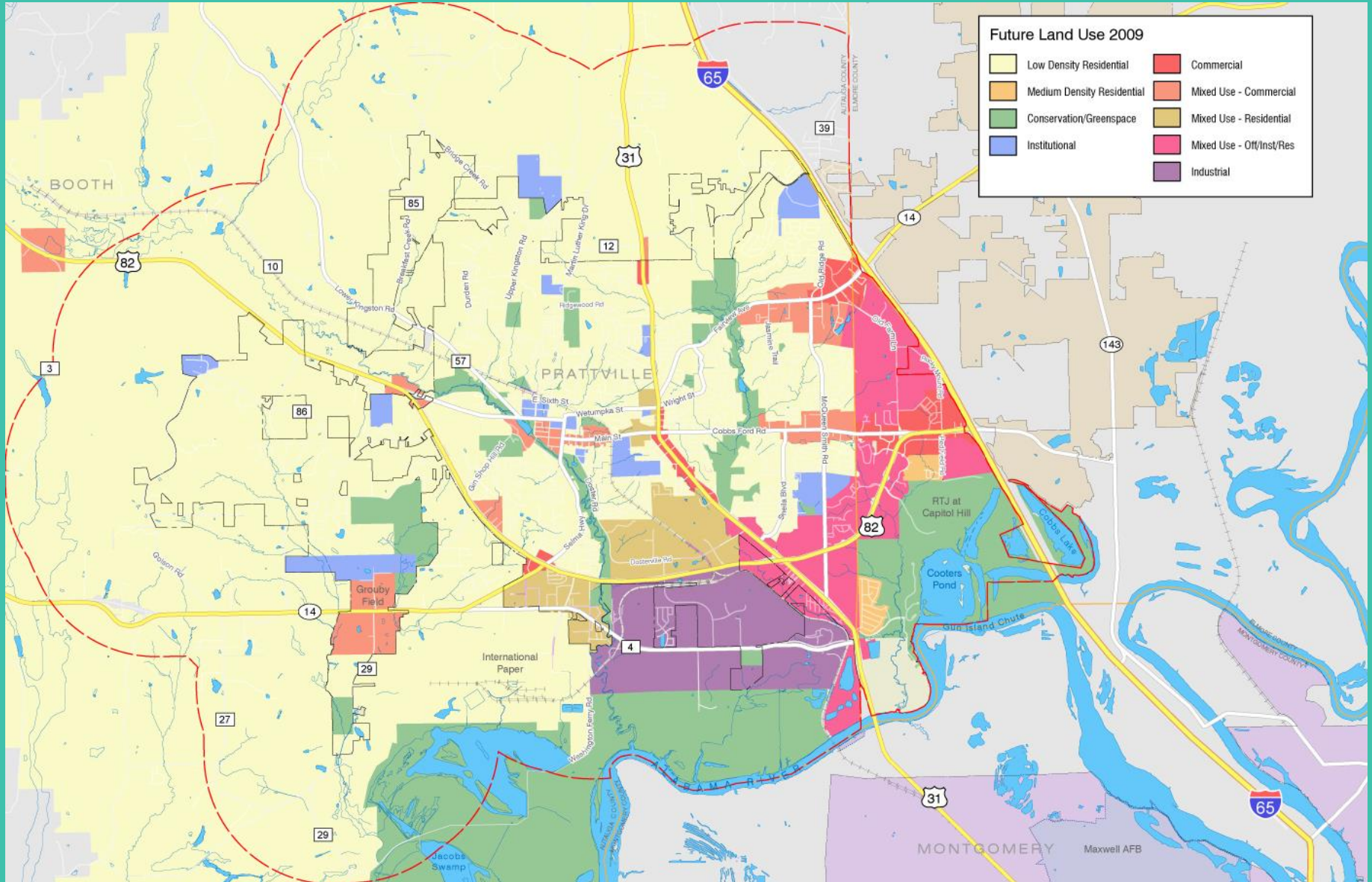
Land Use Categories

- **Low density residential.** single-family, 8 units per acre and less
- **Medium density residential.** small lot homes, townhouses and duplexes, 8-20 units per acre
- **Conservation and green space.** parks, riparian areas
- **Institutional.** government facilities, churches, schools

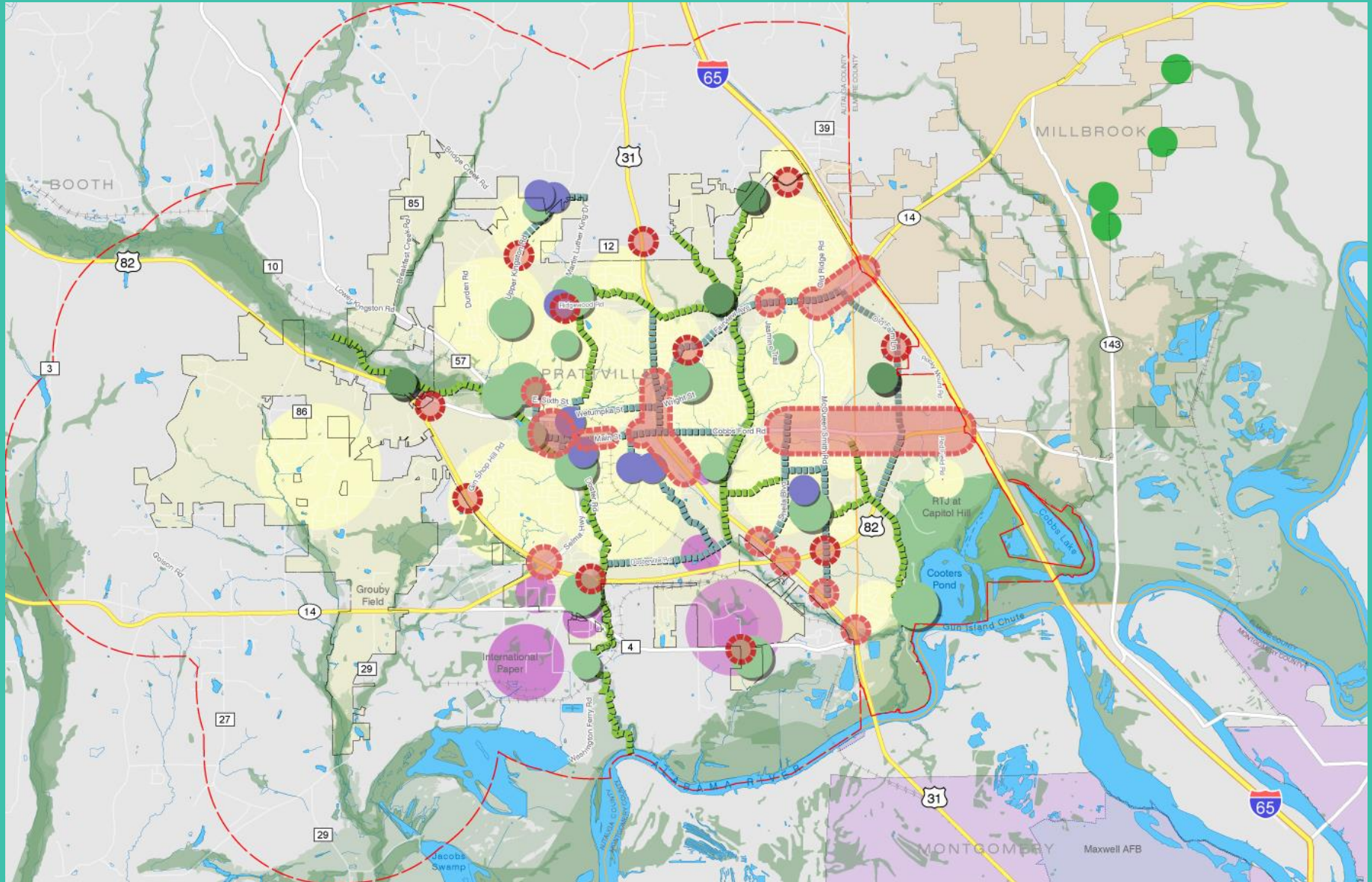
Land Use Categories

- **Commercial.** retail, office and other commercial uses along major roads and intersections
- **Mixed use commercial.** Commercial and accessory uses, for redevelopment in existing commercial areas
- **Mixed use residential.** High density residential in a “mixed-use format”
- **Mixed use transitional.** Commercial (limited retail), residential, light industry
- **Industrial.** Primarily “heavy” industry

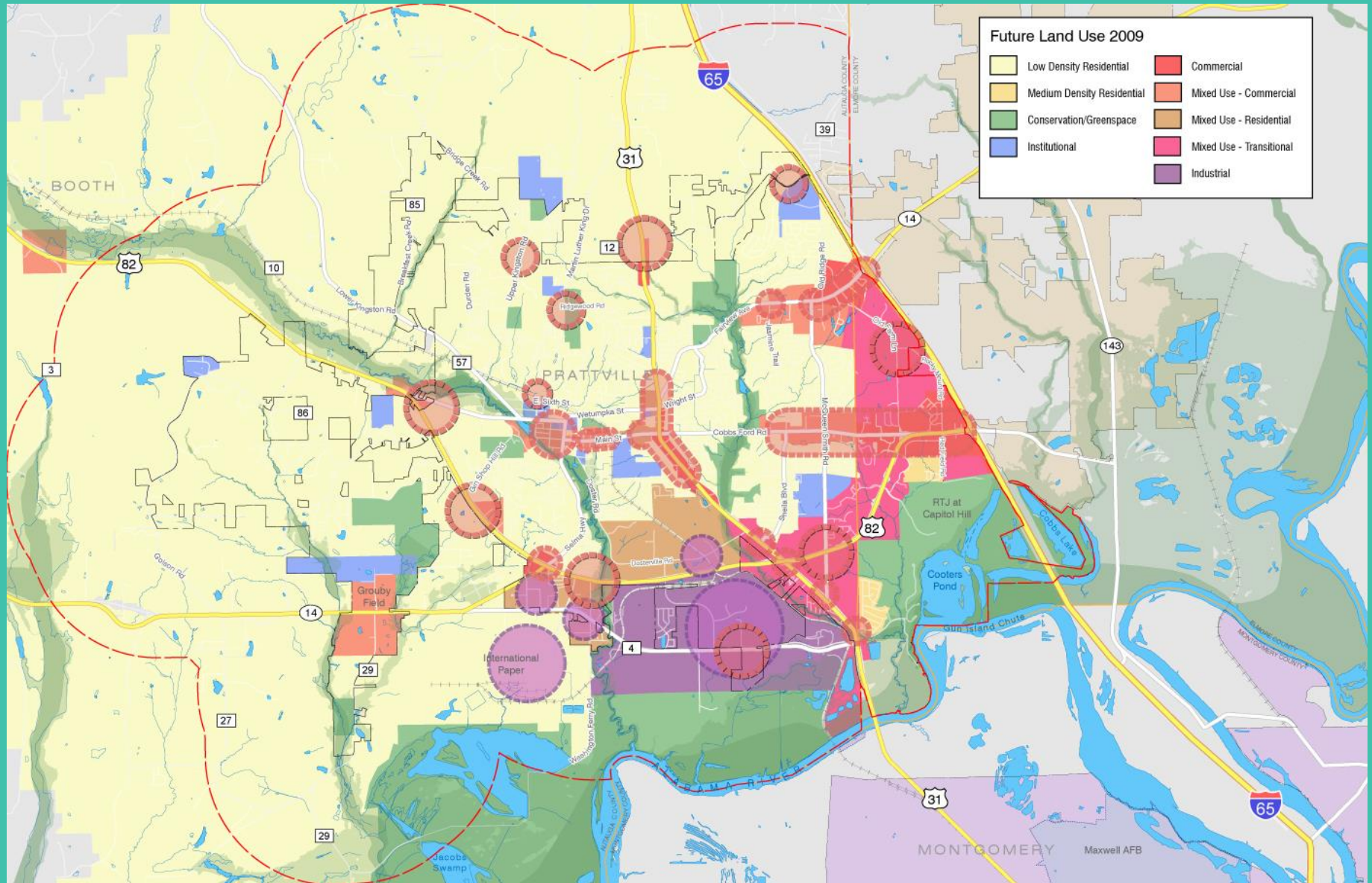
LAND USE PLAN 2009



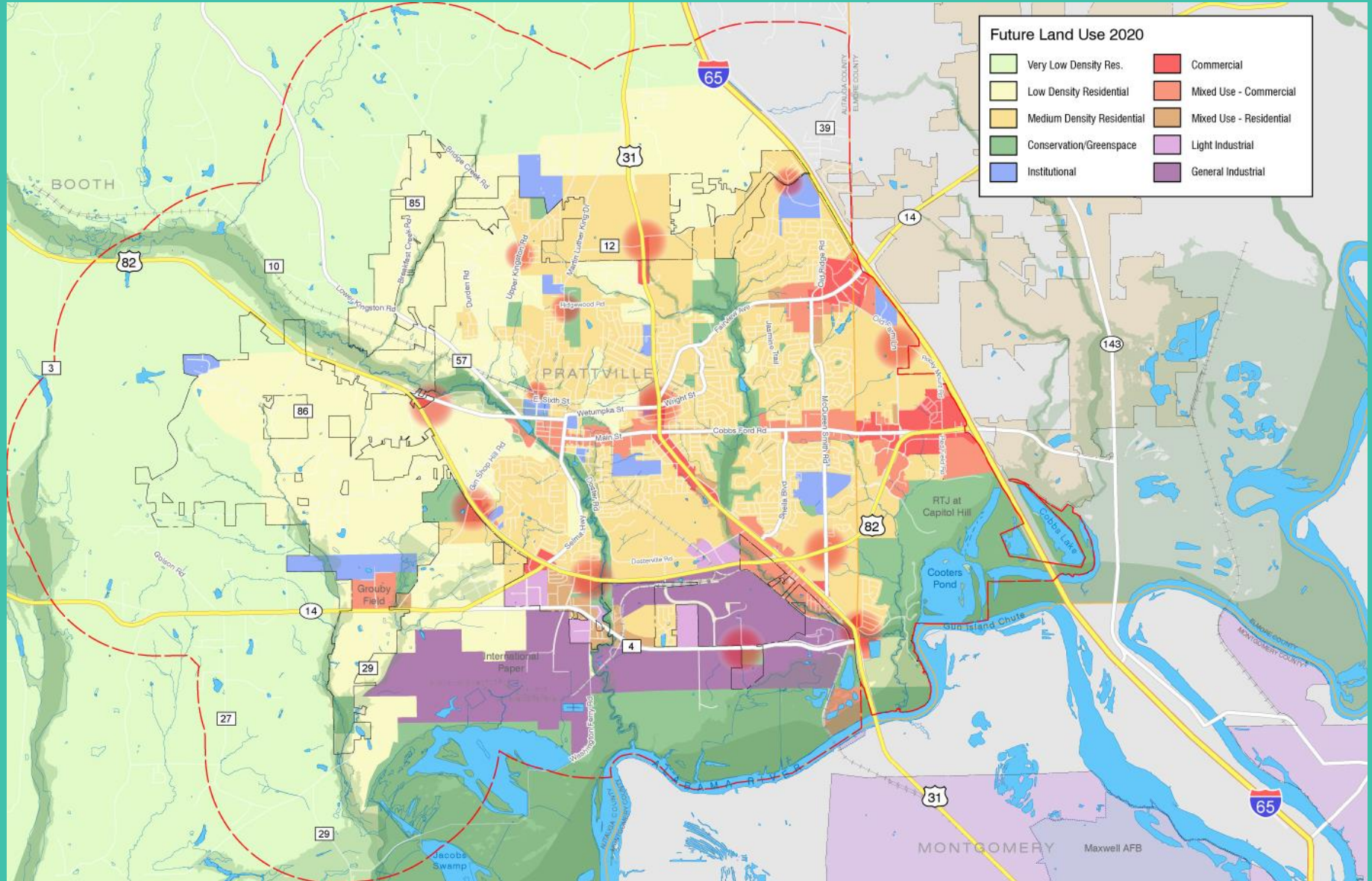
GROWTH STRATEGY 2020



GROWTH STRATEGY 2020



LAND USE PLAN 2020



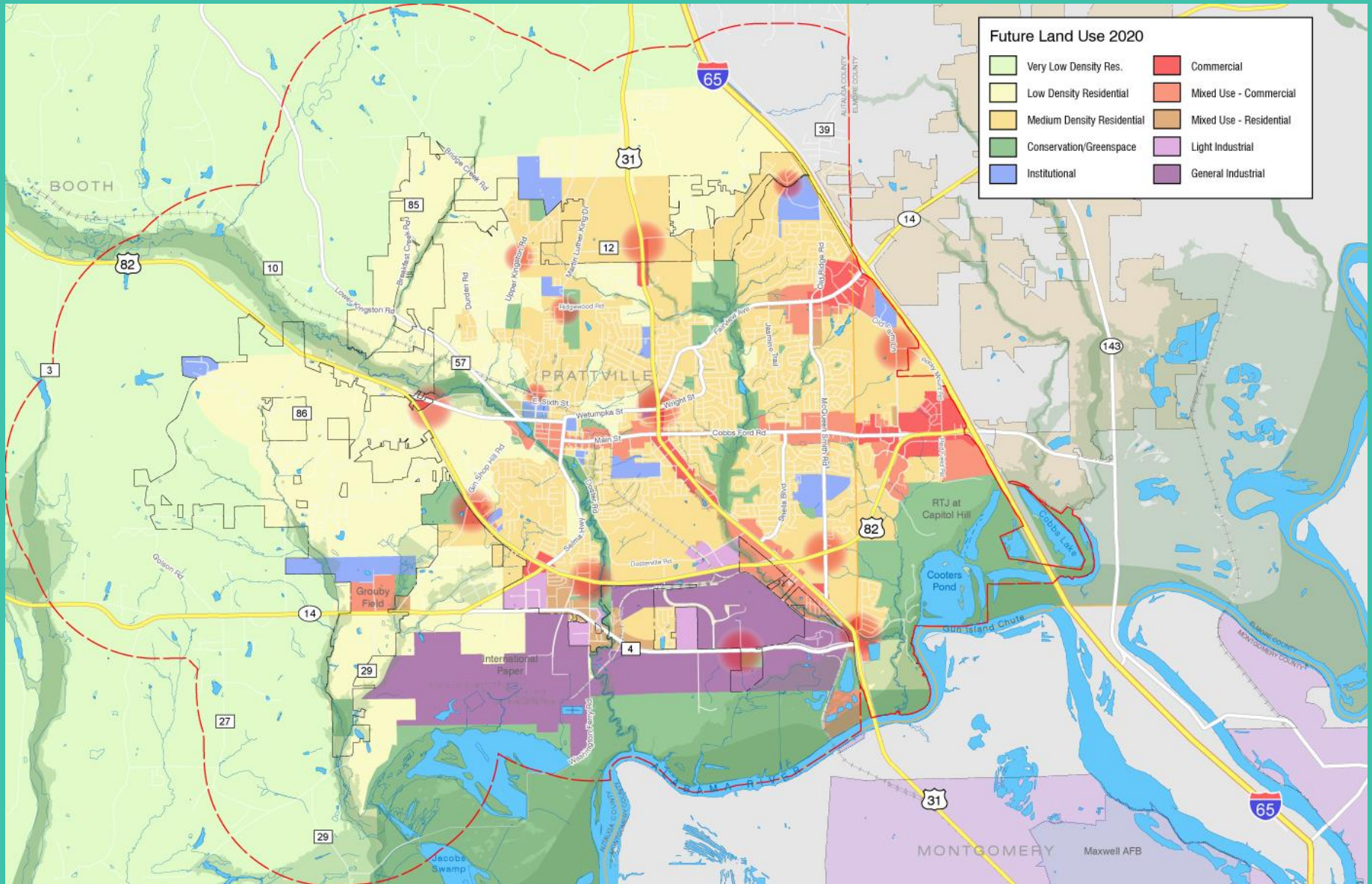
Land Use Categories

- **Very low density residential.** single-family, less than 3 units per acre
- **Low density residential.** single-family, 3-4 units per acre.
- **Medium density residential.** single-family, 4-5 units per acre
- **Conservation and green space.** parks, floodway
- **Institutional.** government facilities, churches, schools

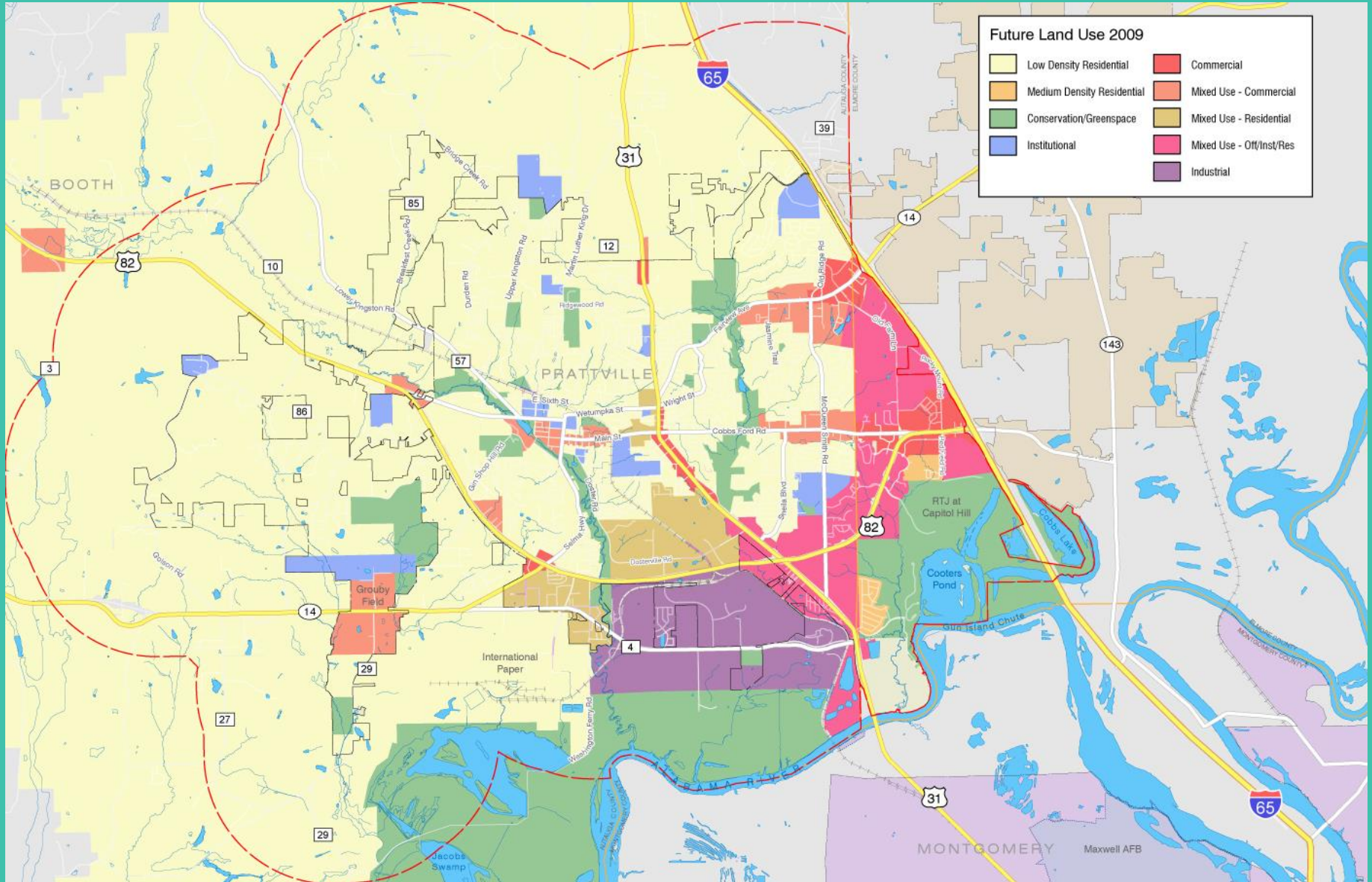
Land Use Categories

- **Commercial.** retail, lodging, office and other commercial uses along major roads
- **Mixed use commercial.** commercial, institutional and some residential and light industrial uses
- **Mixed use residential.** high density residential and limited commercial uses
- **Light industrial.** high tech, clean industries, distribution
- **General industrial.** manufacturing, extraction and other “heavy” and land-intensive industries

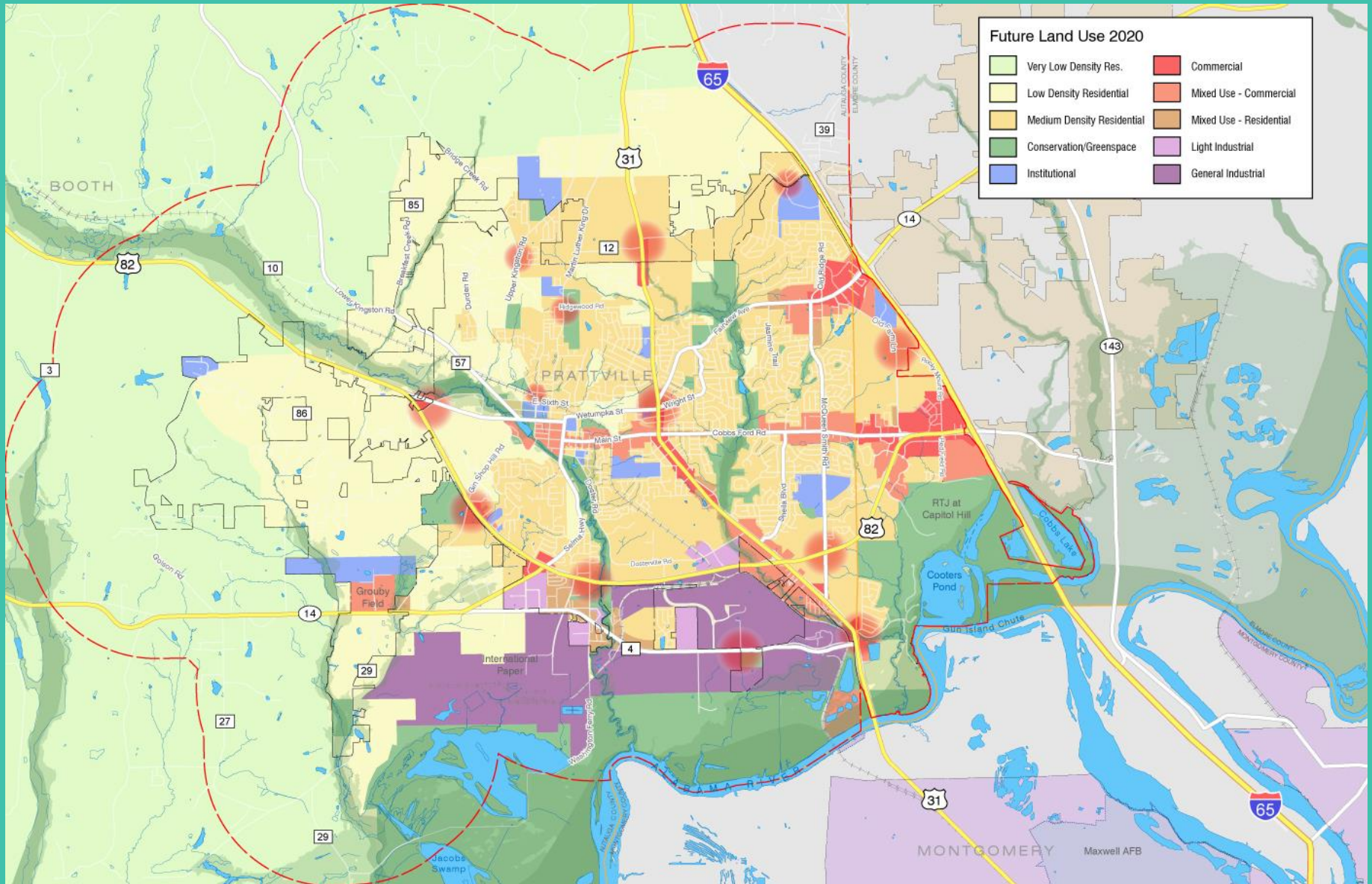
LAND USE PLAN 2020



LAND USE PLAN 2009



LAND USE PLAN 2020



SURVEY #2



311 responses so far

A screenshot of a survey question displayed on a tablet. The survey is titled "Project Prattville 2040" and "Plan Survey 1". The question is "1. How do you rate your overall quality of life in Prattville?". The response options are: Very Good, Good, Fair, Unsatisfactory, and Very Unsatisfactory. A green bar at the bottom indicates "0 of 17 answered".

Project Prattville 2040

Plan Survey 1

1. How do you rate your overall quality of life in Prattville?

- Very Good
- Good
- Fair
- Unsatisfactory
- Very Unsatisfactory

0 of 17 answered

surveymonkey.com/r/PrattvilleSurvey2

DEVELOPMENT PREFERENCES



Housing and Neighborhoods

- Quality and durability most important.
- Varied appearance fairly important.
- Size of homes not or only slightly important.

- Saving trees, streams, etc. most important.
- Street connectivity fairly important.
- Including usable open space fairly important.
- Large lots and yards slightly important.

DEVELOPMENT PREFERENCES

Housing and Neighborhoods

83% of respondents agree or strongly agree that Prattville should have housing choices for different stages of life (i.e. young couples, families with children, empty nesters, military and other retirees, young singles, senior singles).



DEVELOPMENT PREFERENCES

Housing and Neighborhoods

48% would like to have place to shop and eat within walking distance of their neighborhood.

17% would not. 34% did not have an opinion.



DEVELOPMENT PREFERENCES



Street Design

- Sidewalks lit for safety very important
- Underground or hidden utilities fairly important.
- Street trees somewhat important.

- Ability to walk safely within neighborhood very important.
- Ability to walk safely between neighborhoods fairly important.

Pedestrian and Bicycle Facilities

- Should be included in new residential areas, but especially near parks and schools.
- Should be included when new business areas are built, whether near neighborhoods or not.
- 71% agree or strongly agree there should be safe accommodations for getting around Prattville on bikes.
- 71% agree or strongly agree “some” streets should have marked bicycle lanes or bike paths along them.

Transportation

- There is a need for better east-west street connectivity on north side for travel between neighborhoods, schools and business areas.
- 50% agree or strongly agree there should be good transit access to Maxwell, downtown Montgomery and other employment areas to the south.
- 42% feel access to businesses on Main Street/Cobbs Ford and Memorial Drive has become somewhat or much more difficult.

DEVELOPMENT PREFERENCES

Image

- 63% feel Prattville's image has improved as it has grown over the last ten years.
- 71% feel excessive signage takes away from the appearance of business areas.
- 78% feel parking lots should include landscaping and shade trees.



DEVELOPMENT PREFERENCES

Parks

- 90% feel that parks should be distributed so that there is a park in a reasonable distance of most neighborhoods.
- 64% feel there should be more park space for sports.
- 74% feel there should be more park space for passive recreation.



MEDIUM DENSITY HOUSING



1



2



3



4



5



6

HIGH DENSITY HOUSING



7



8



9



10



11



12

HIGHER DENSITY HOUSING



MULTIFAMILY HOUSING



19



20



21



22



23



24

COMMERCIAL MIXED-USE



25



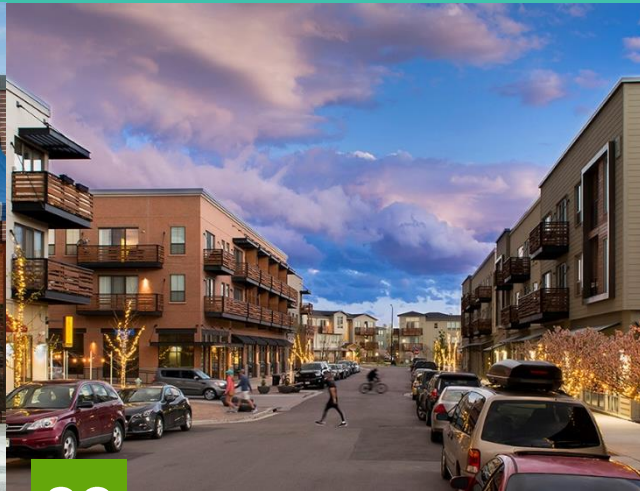
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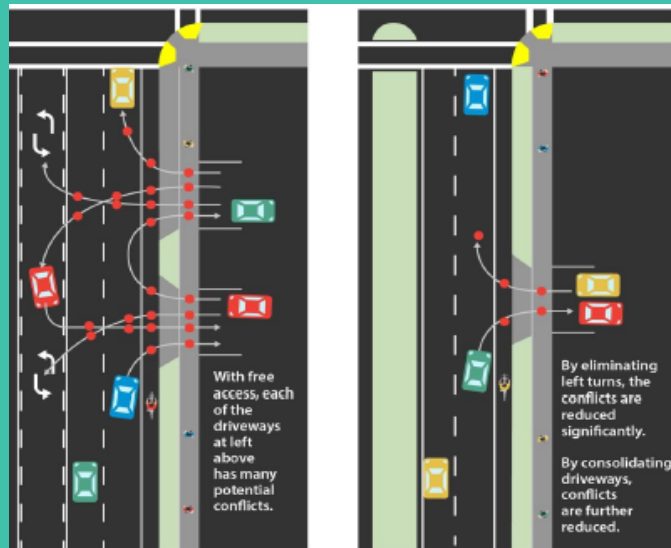


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TRANSPORTATION

Principles

- Maintain system integrity
- Develop streets in new growth areas
- Be sensitive to roadside contexts
- Consider all transportation users
- Encourage, implement and enforce access management

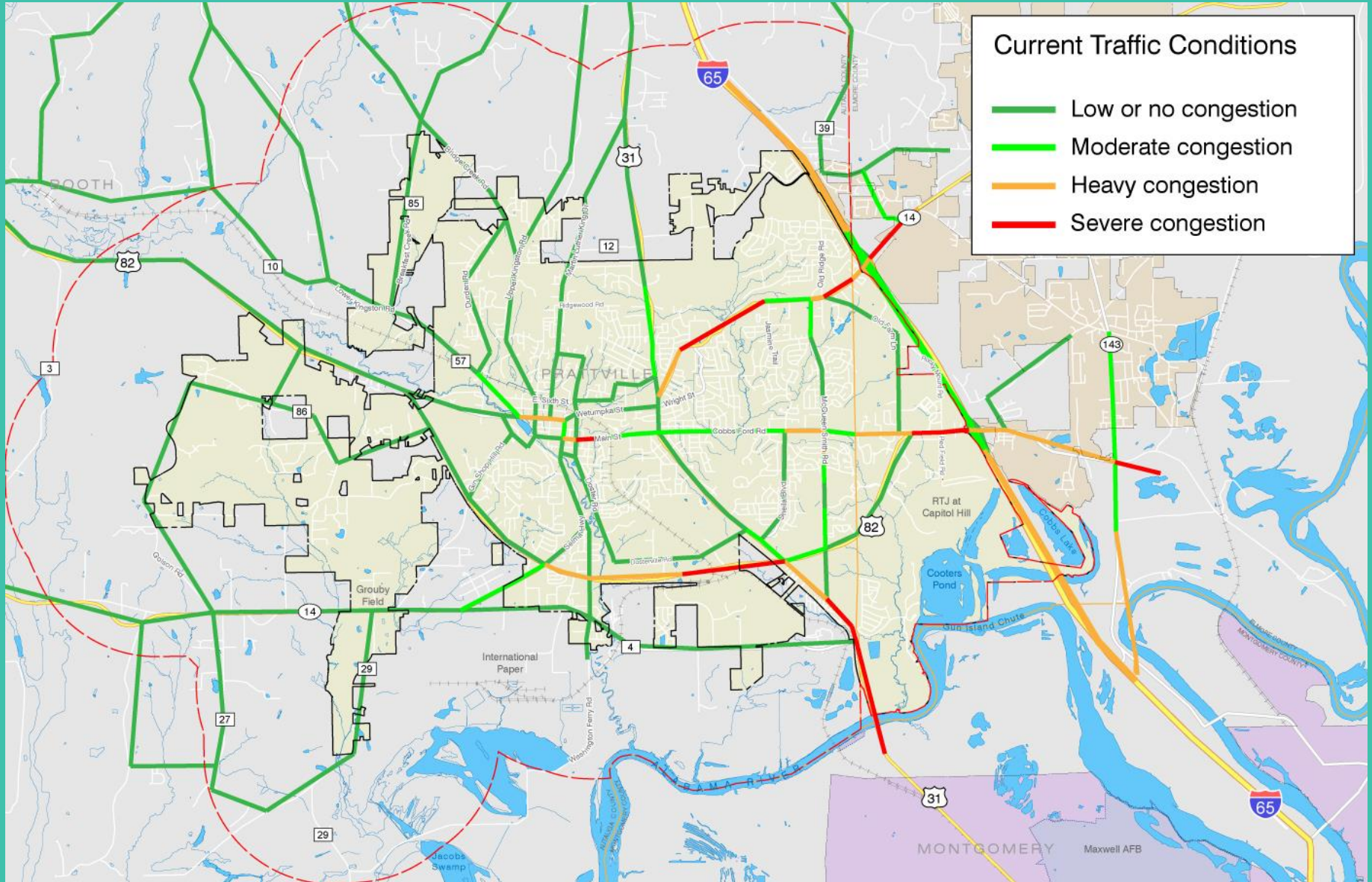


Source: Adapted from Oregon Department of Transportation



Source: Birmingham Department of Transportation

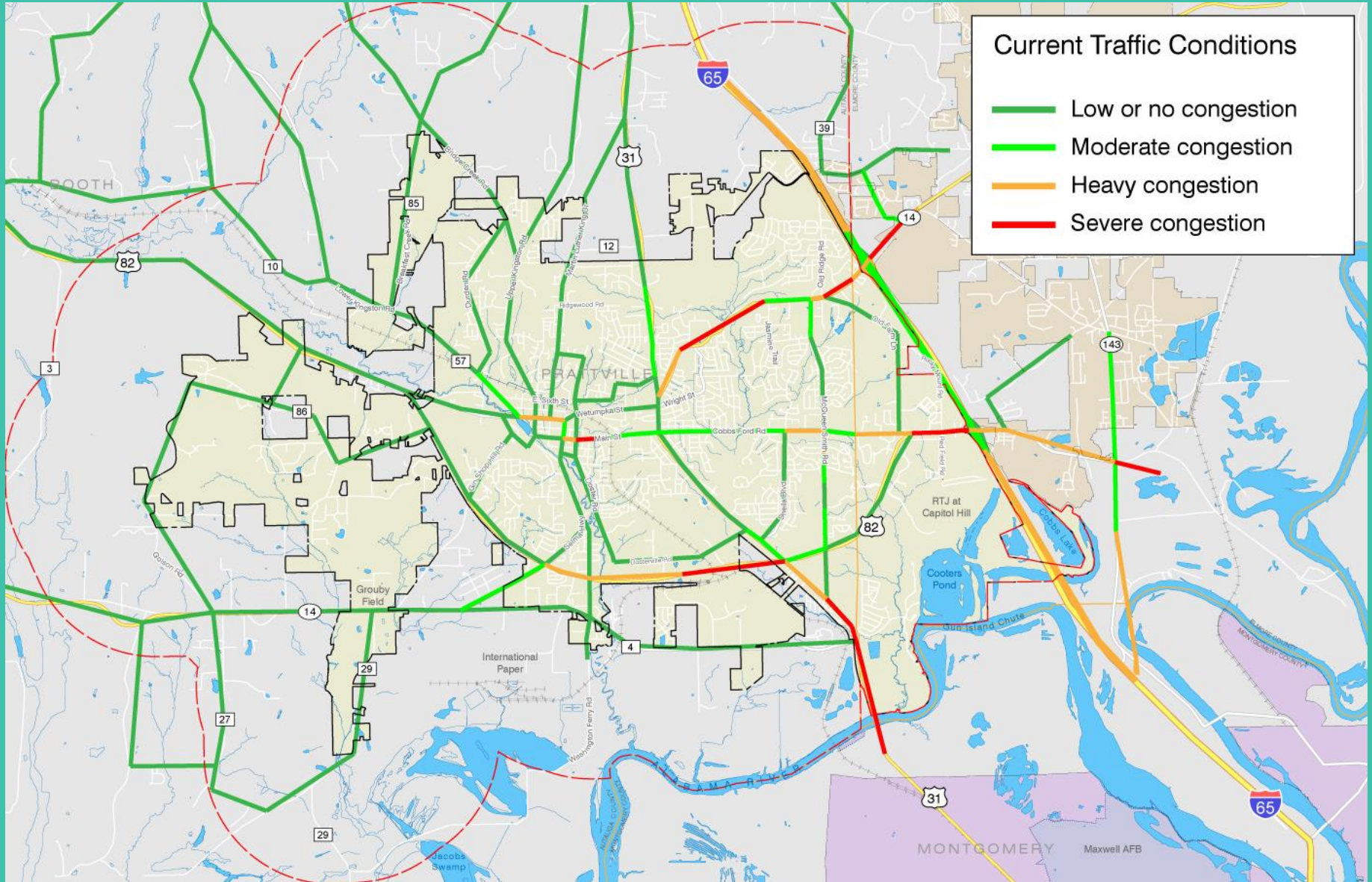
TRANSPORTATION



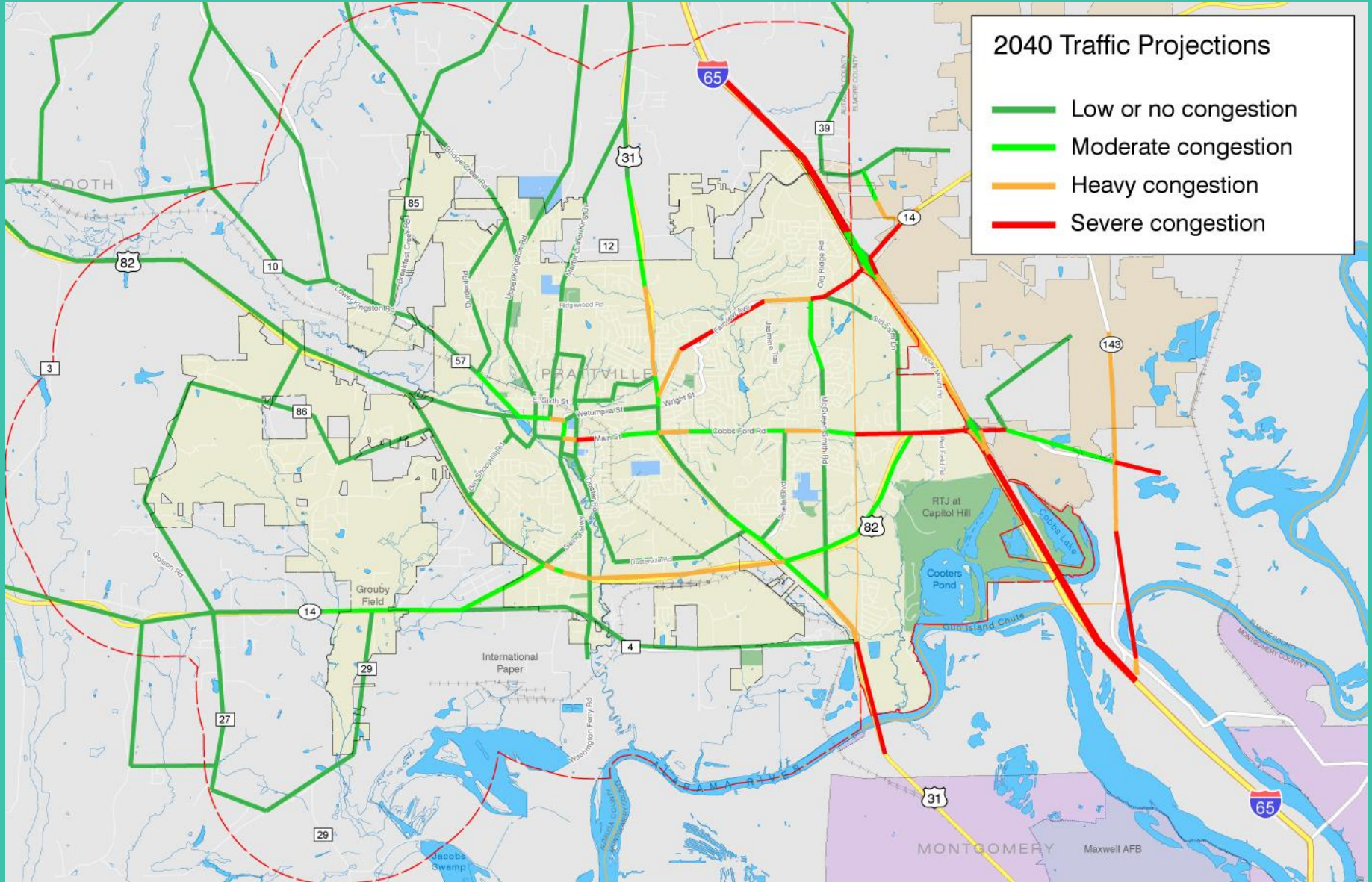
Ongoing and Planned Projects

- Add turn lanes at intersection of US-82 and US-31
- Realign, widen and construct bridge: US-82 at Pine Creek
- Widen US-82 between US-31 and SR-14
- Add a center turn and sidewalks to Fairview from US 31 to Diane Dr Addition
- Widen McQueen Smith Rd from Cobbs Ford Rd to US-31 (currently in right-of-way acquisition)

TRANSPORTATION



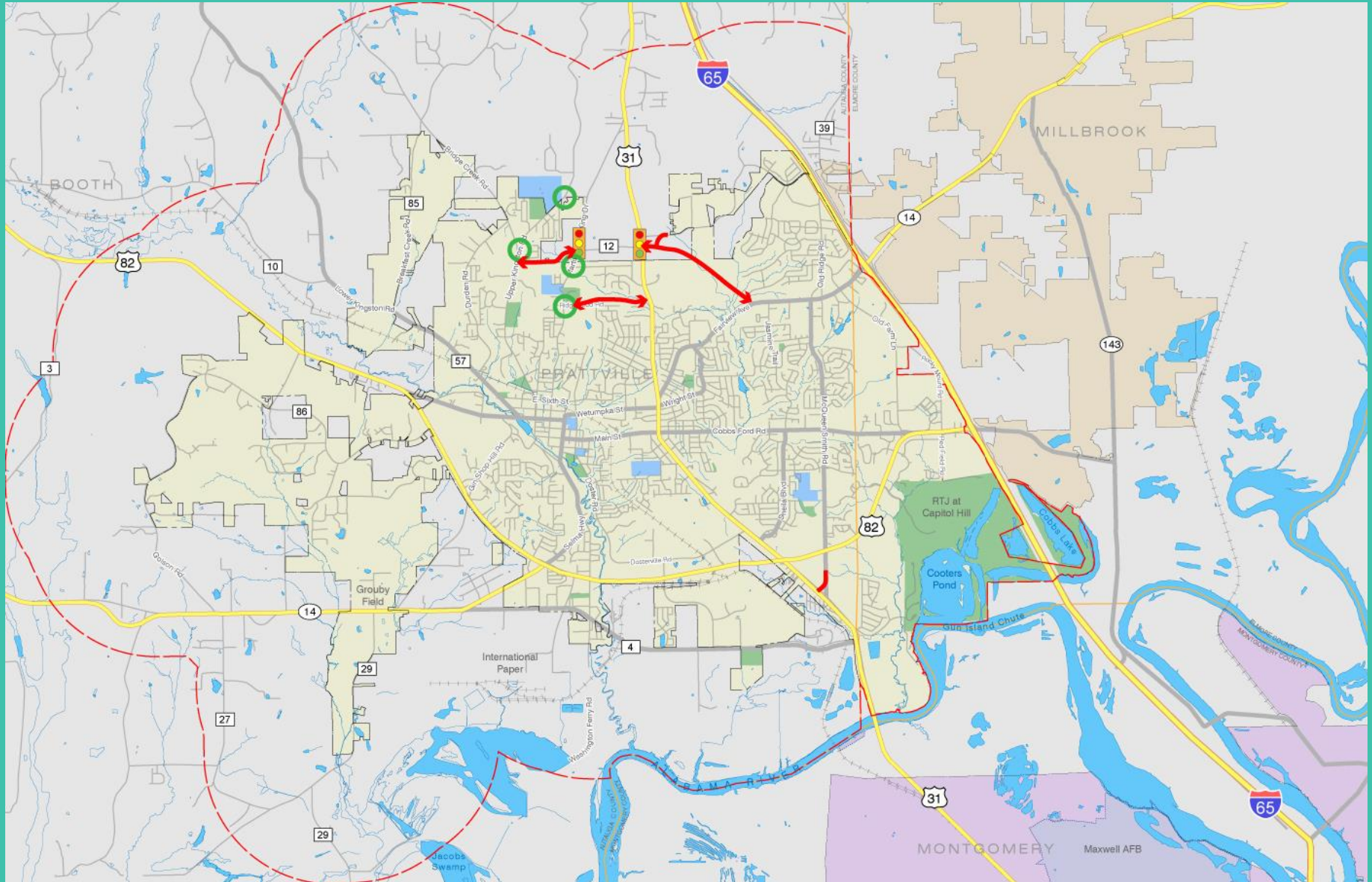
TRANSPORTATION



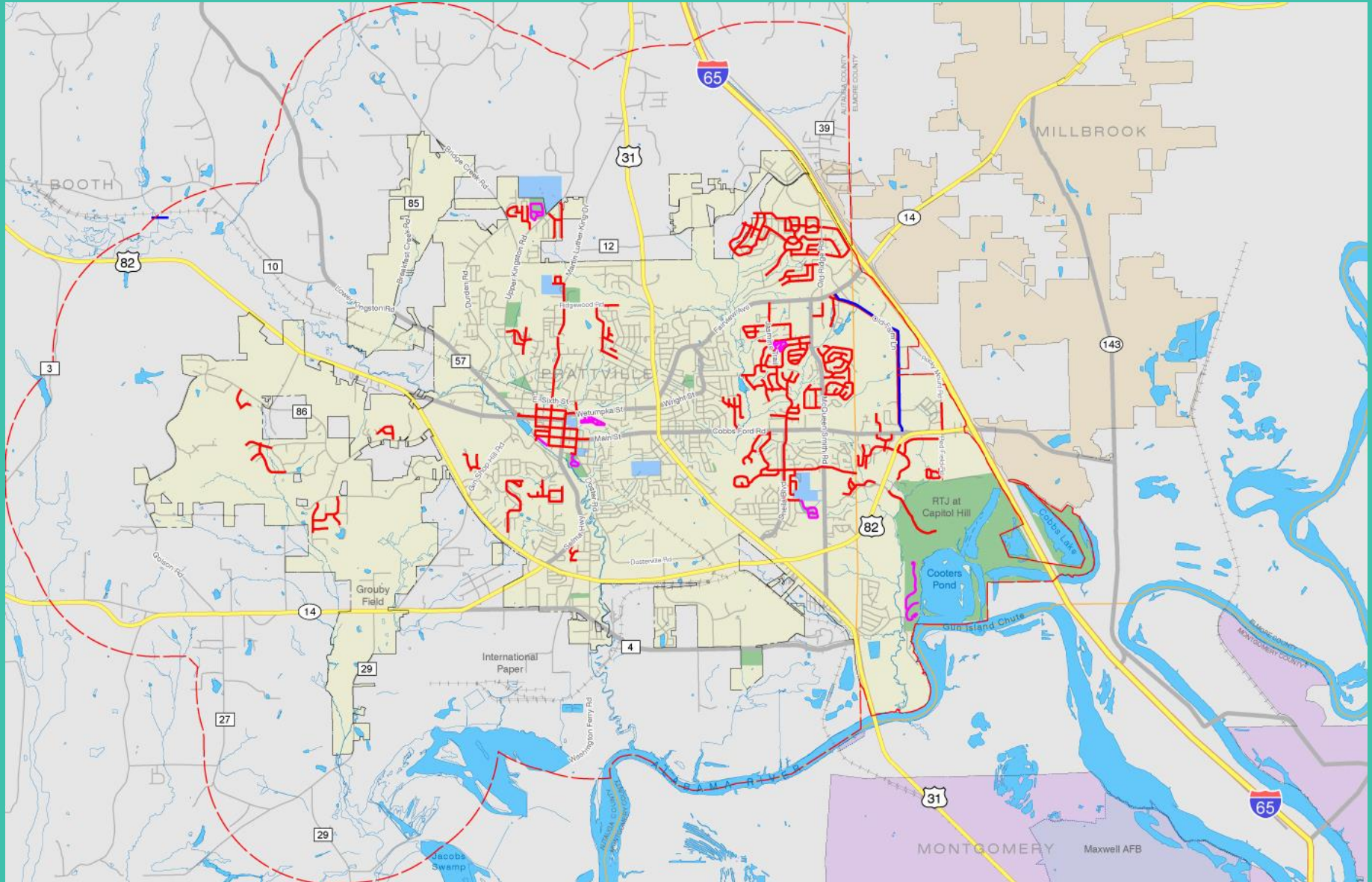
RECOMMENDATIONS

- Construct “east-west connector” from Fairview Ave to US 31 at Powell Rd
- Realign Old Ridge Rd to tee into “east-west connector” east of US 31
- Realign east end of Gardner Rd to connect to Powell Rd
- Install traffic signals on Powell Rd at US 31 and MLK Dr
- Install roundabouts along MLK Dr and Upper Kingston north and south of schools
- Extend (south) Ridgewood Dr east to US 31
- Realign McQueen Smith Rd at US 31

RECOMMENDATIONS



BIKE-PED FACILITIES



TRANSPORTATION PLAN



- **Transportation Issues**

Indicate on map intersections where you frequently experience traffic congestion or safety issues

- **Pedestrian Facilities**

Indicate on map areas with sidewalks or other pedestrian facilities that you use regularly. Indicate areas where you would most like to see pedestrian facilities added.

- **Bicycling Facilities**

Indicate on map areas where you bicycle currently. Indicate areas where you would most like to see bicycle facilities added.

COMING SOON



- Draft Land Use + Transportation Plan
September 18
- Community Session #4
September 22 (tent.)
- Infrastructure + Facilities
September-October
- Implementation Strategy + Complete Plan Draft
November
- Review + Adoption
December-January