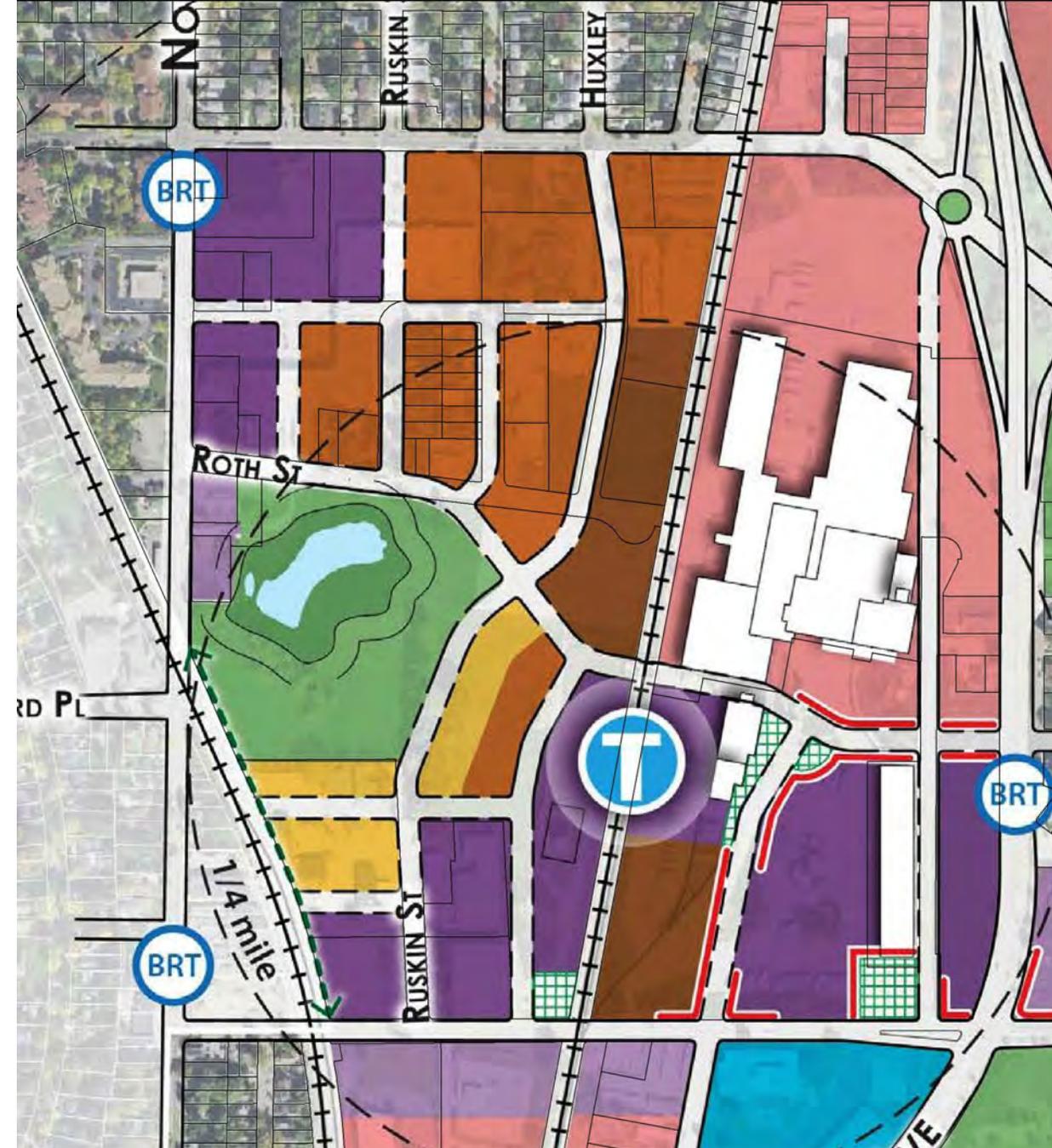
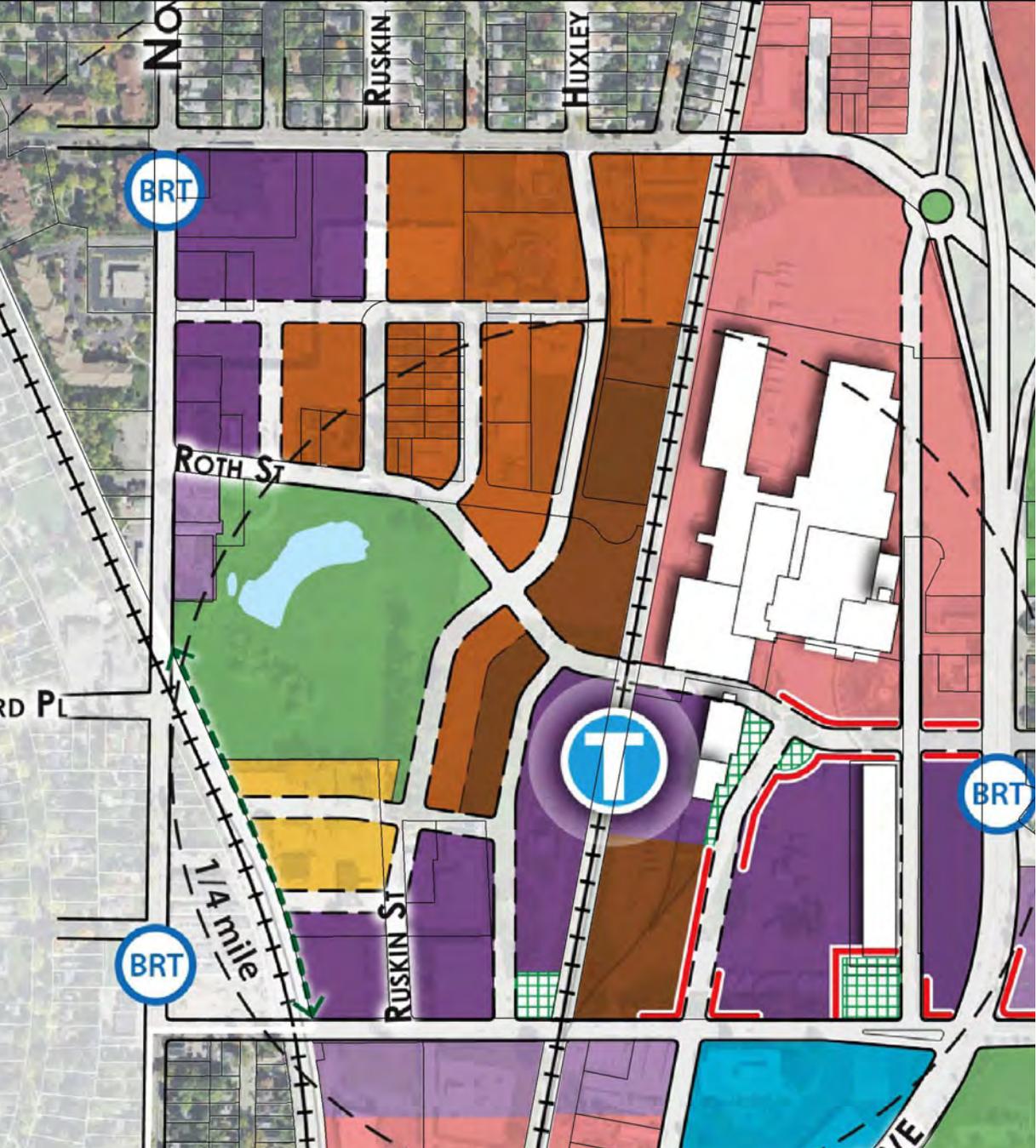


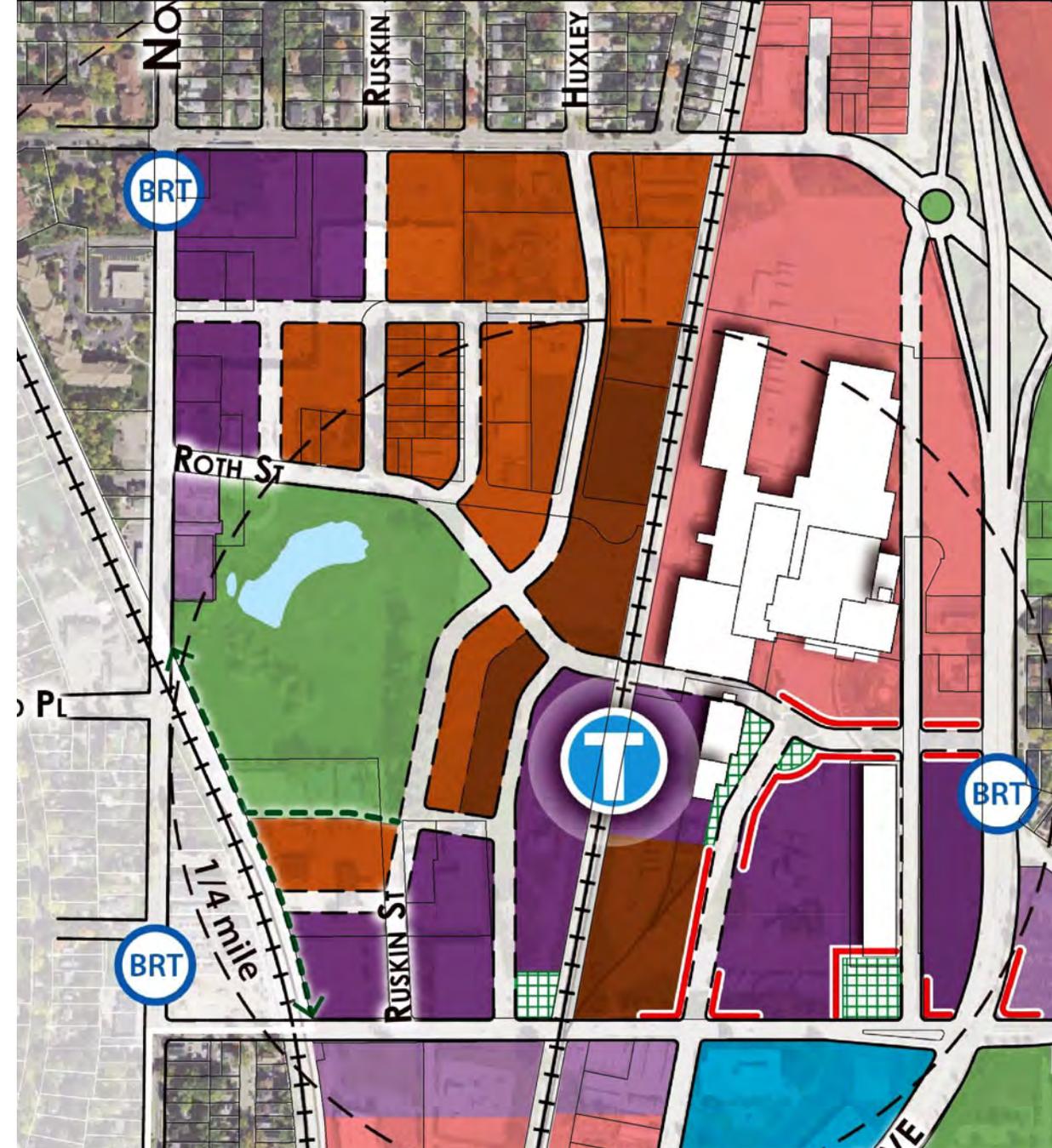
November 2019: Initial Concept - 8.7 acres of open space



January 2020: Revised Concept - 13.6 acres of open space



February 2020: Introduced draft - 14.1 acres of open space



July 2020: Adopted plan - 16 acres of open space

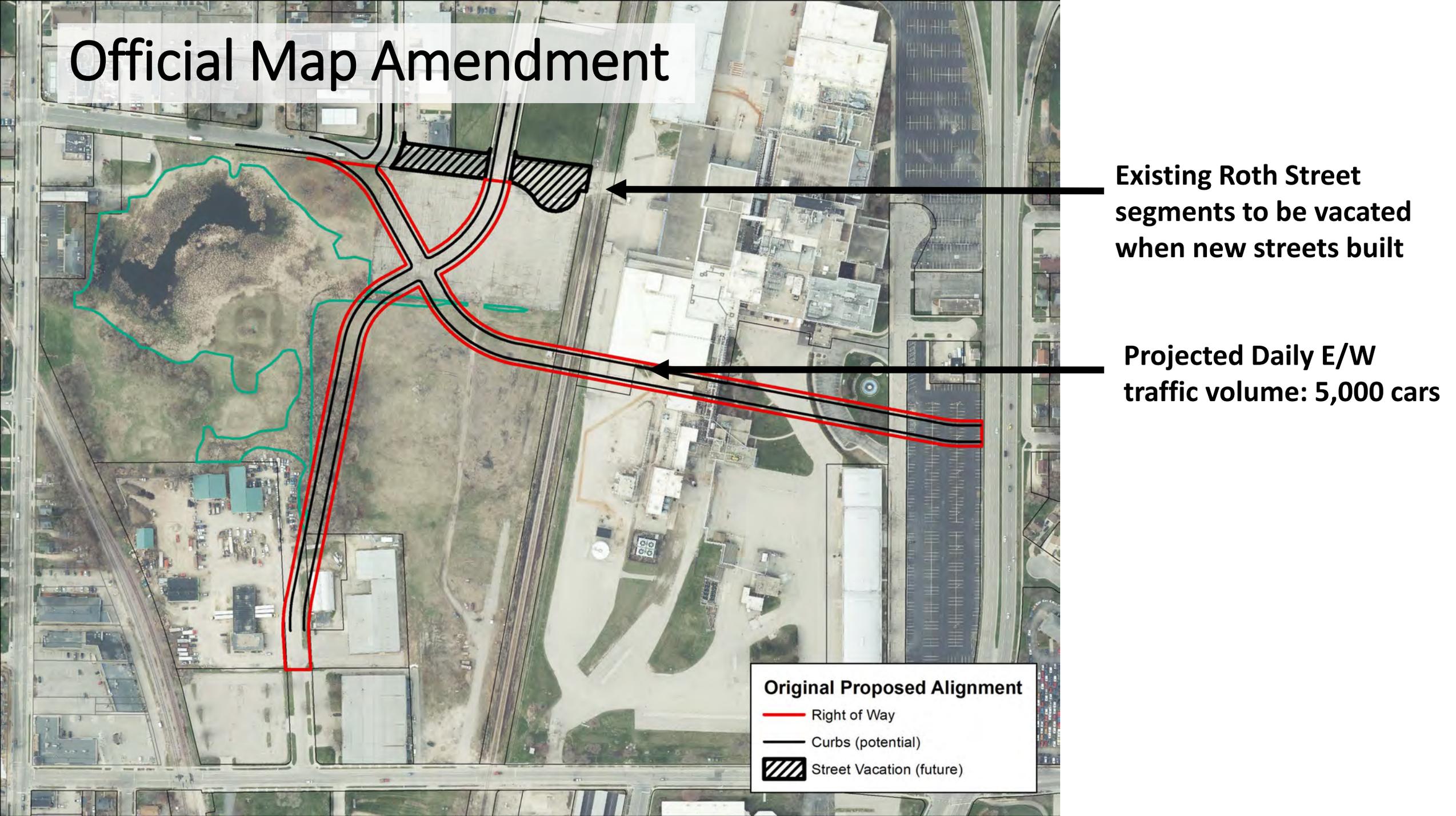
# Official Map Amendment

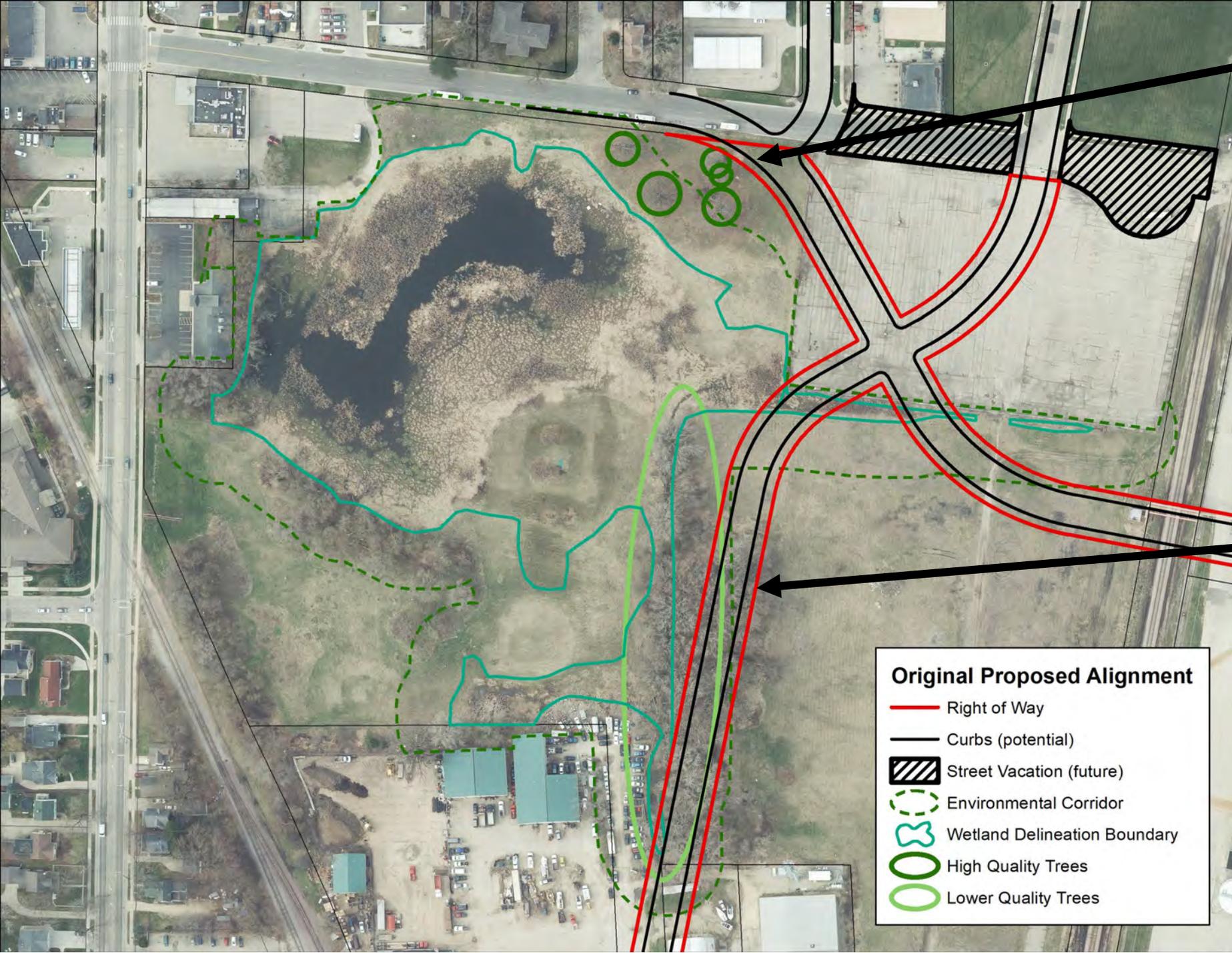
Existing Roth Street segments to be vacated when new streets built

Projected Daily E/W traffic volume: 5,000 cars

## Original Proposed Alignment

- Right of Way
- Curbs (potential)
- ▨ Street Vacation (future)



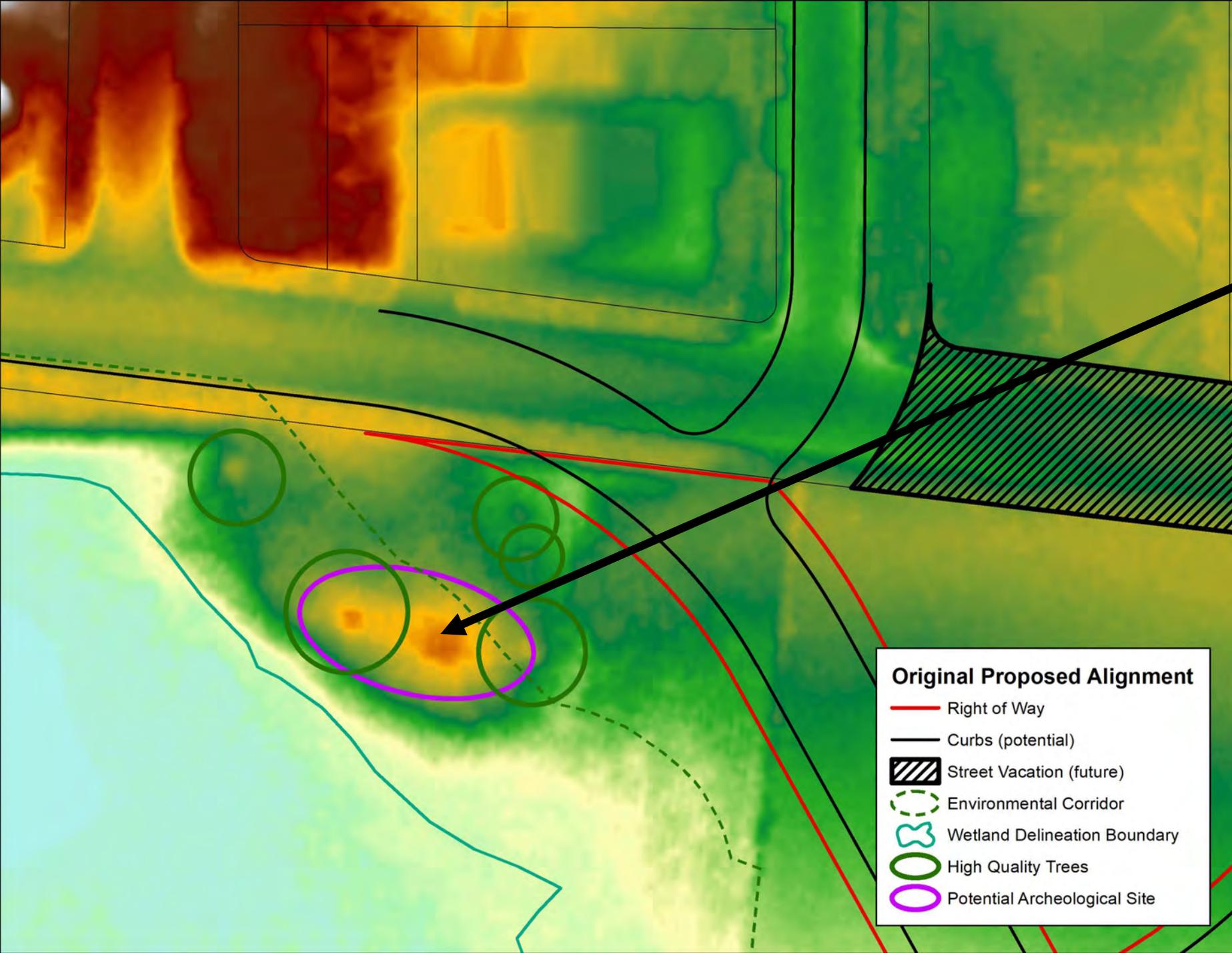


**Avoids/protects high-quality oak & hickory trees**



**Parks arborists: If owned by Parks Division, likely 80% or more of these trees would need to be removed**



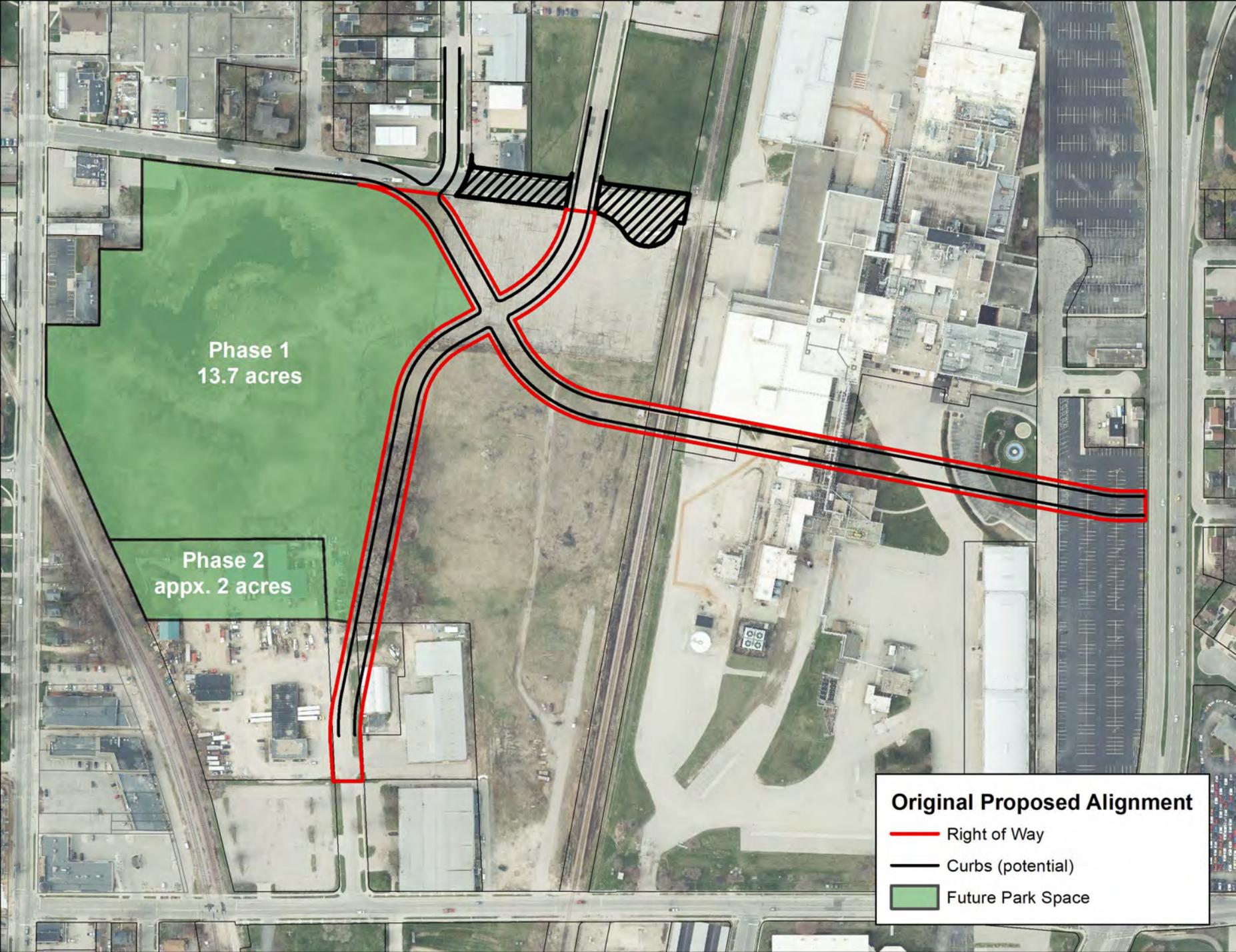


## Digital Elevation Model

- If undocumented archeological site exists, likely near high-quality trees
- ~100 ft. from right-of-way within area recommended for future park

### Original Proposed Alignment

- Right of Way
- Curbs (potential)
- ▨ Street Vacation (future)
- - - Environmental Corridor
- ~ Wetland Delineation Boundary
- High Quality Trees
- Potential Archeological Site

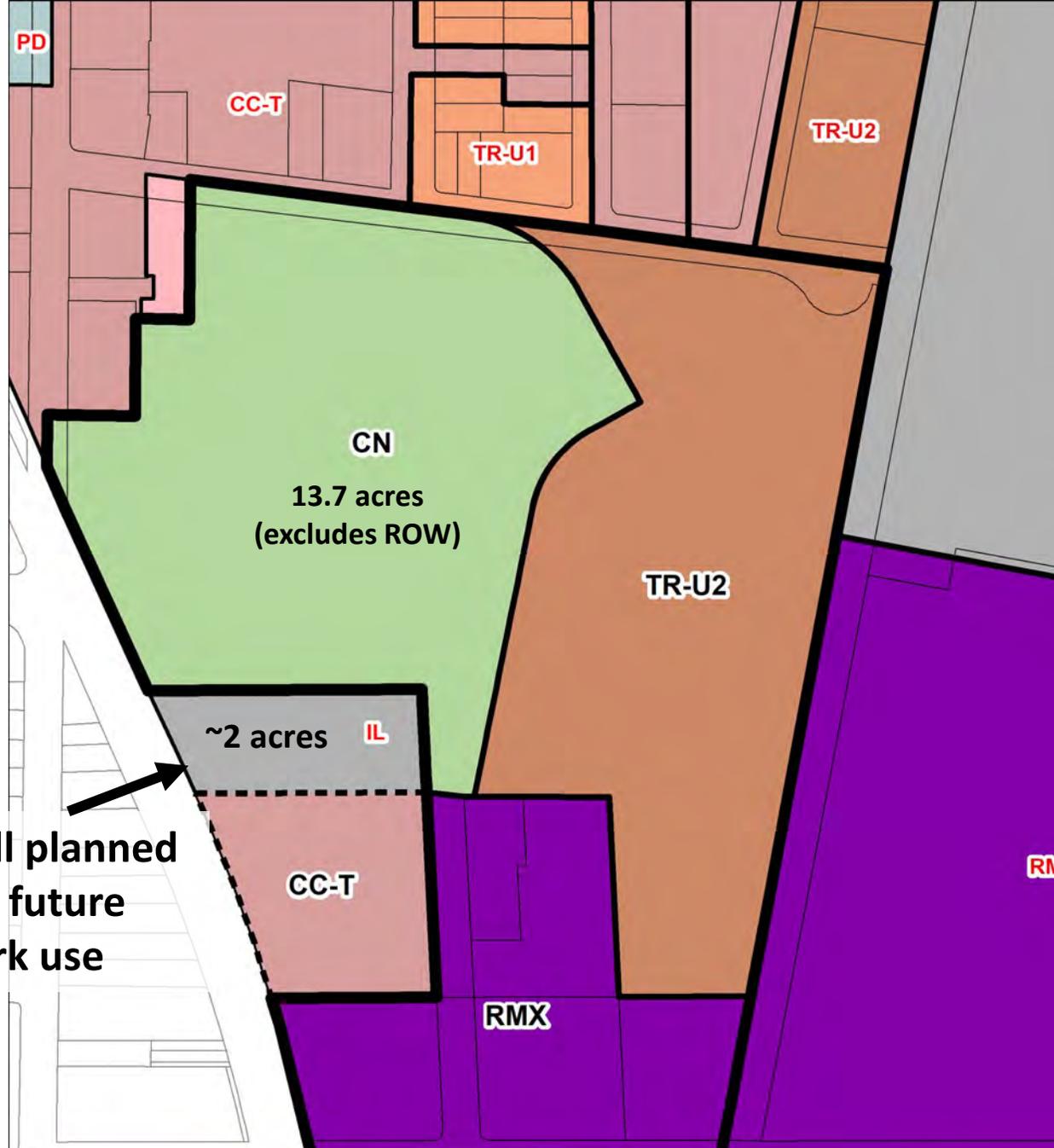
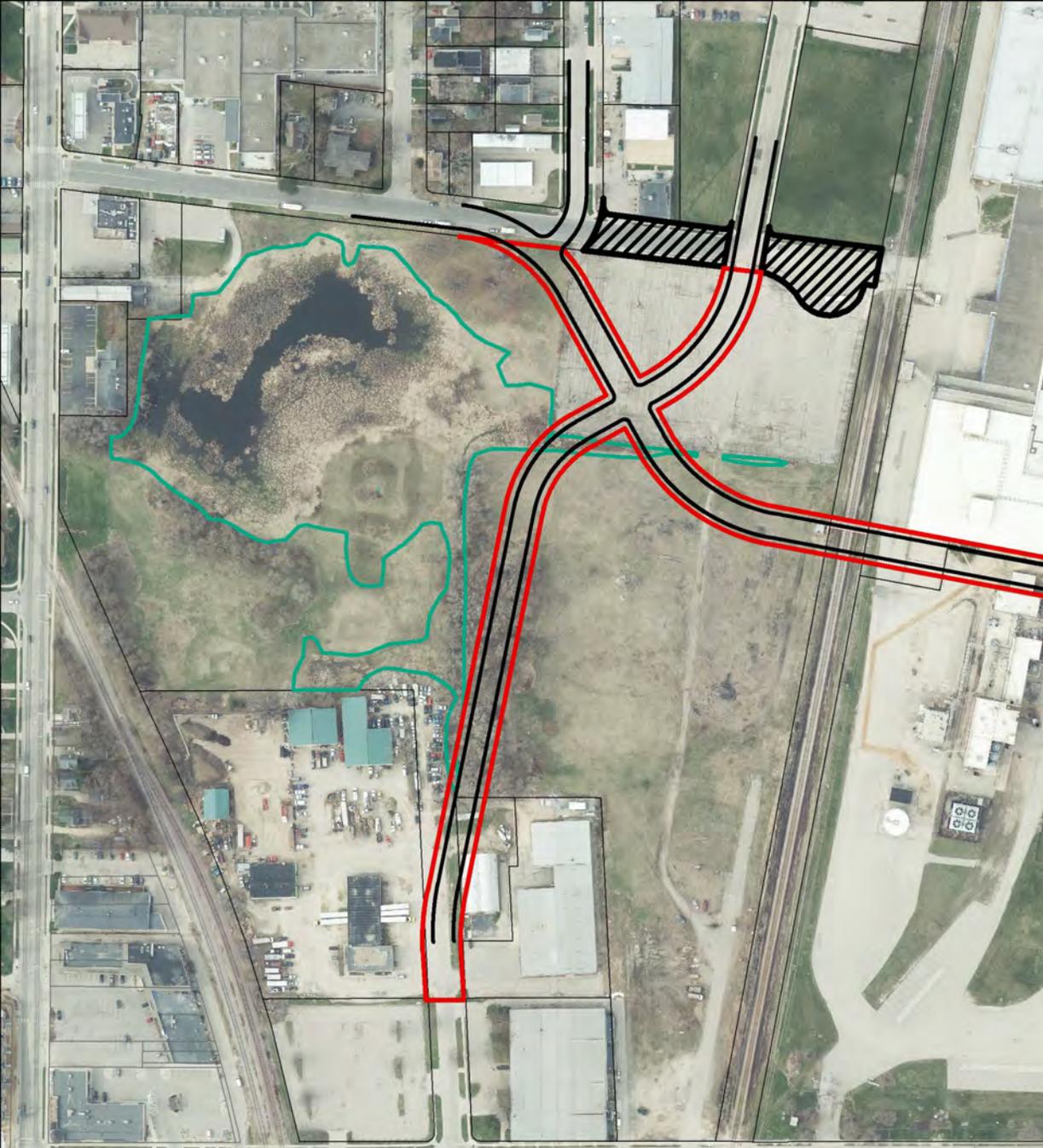


Phase 1  
13.7 acres

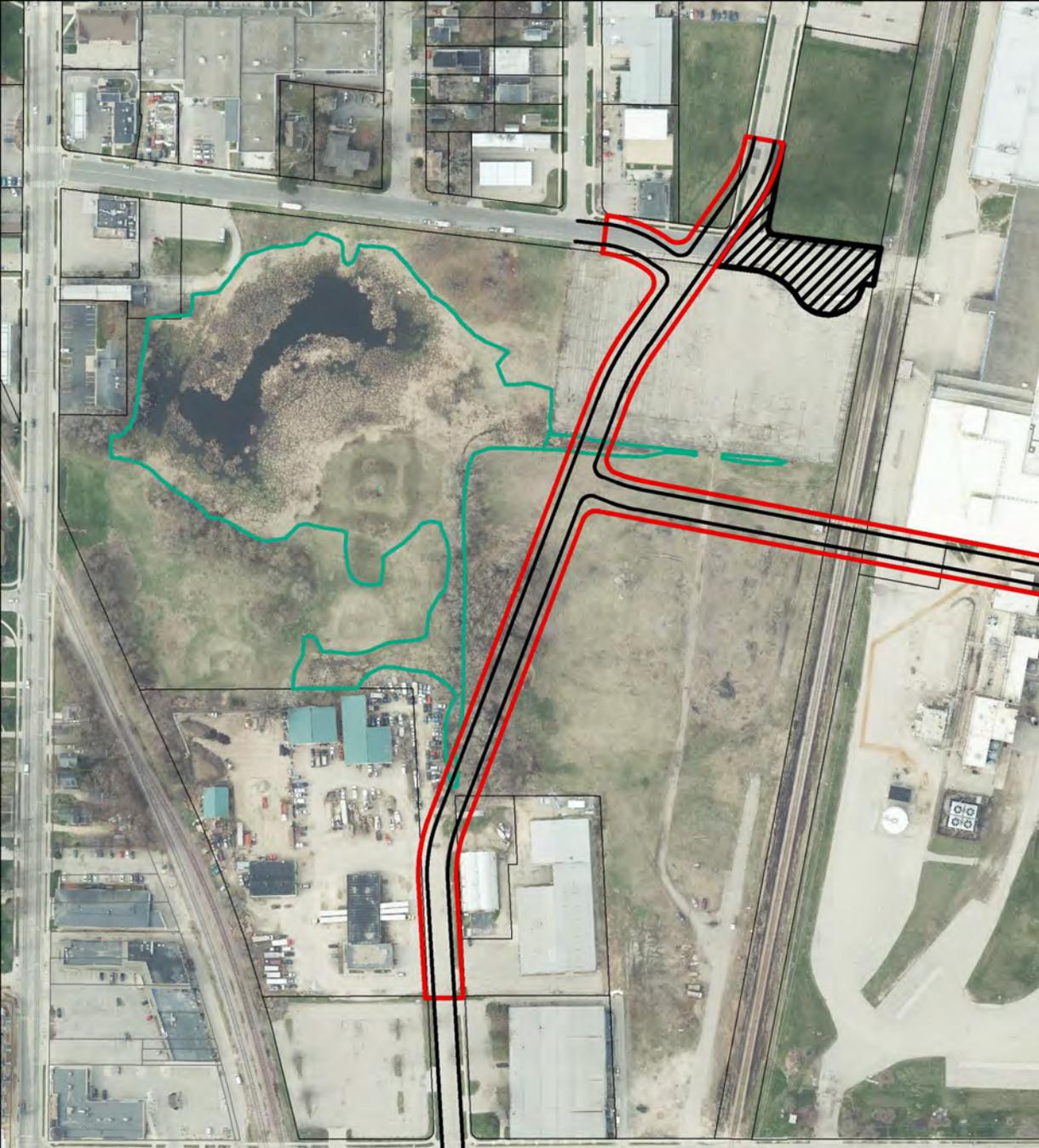
Phase 2  
appx. 2 acres

**Original Proposed Alignment**

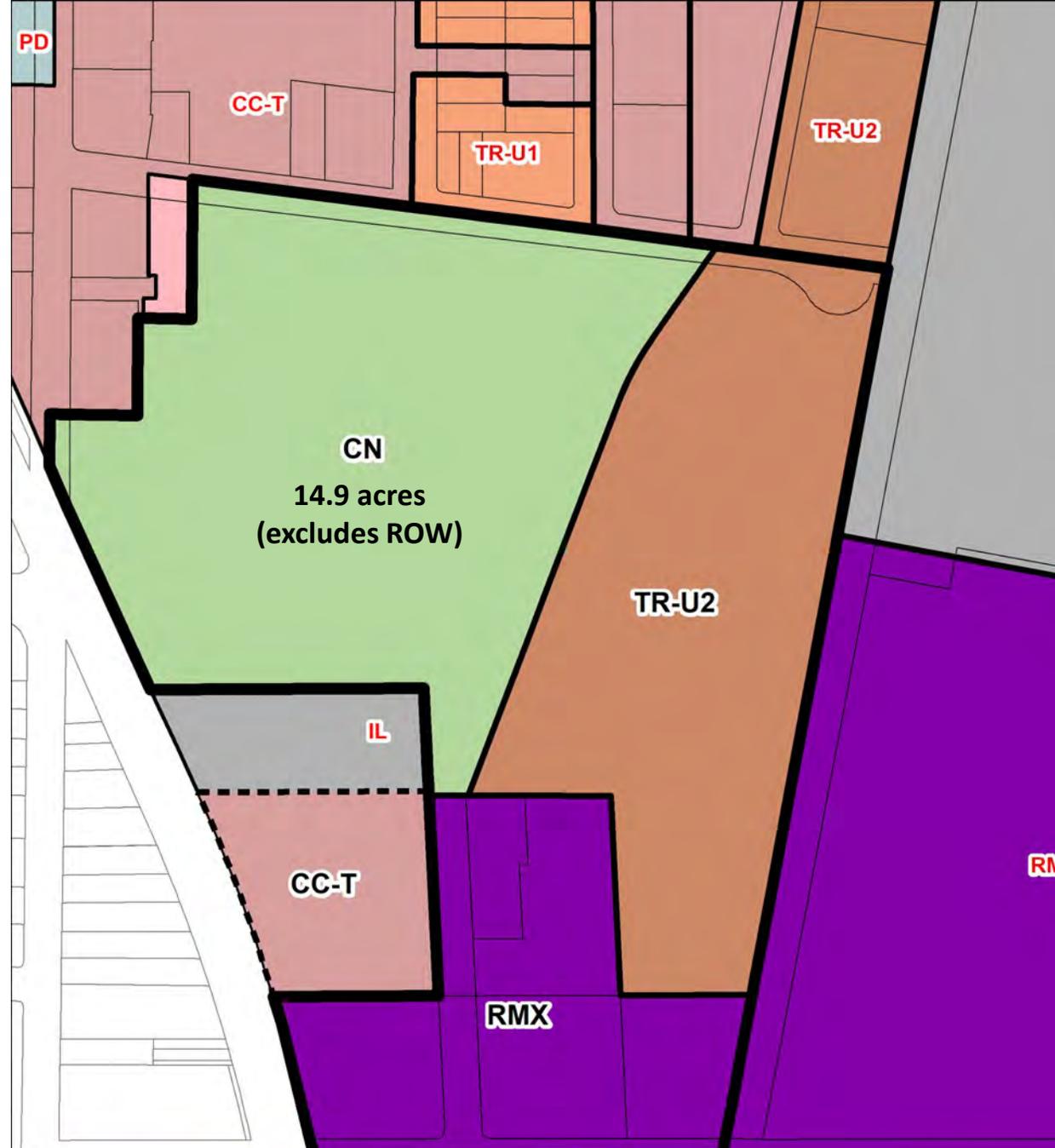
- Right of Way
- Curbs (potential)
- Future Park Space



Original Proposed Alignment (Official Map Amendment) & Rezonings – 3/7/22 Plan Commission recommendation



**Substitute Alignment (Official Map Amendment)**



**Second Substitute Rezoning**



**Original Proposed Alignment**

- Right of Way
- Curbs (potential)
- ▨ Street Vacation (future)

### Realigned Roth Street

- **Modification of existing rail crossing, not a new crossing**
  - Higher probability of approval
- **Continuous E/W movement**
  - Higher probability of approval
- **Four-way intersection**
  - Preferable for bike & pedestrian safety, fewer turning movements
  - Greater long-term flexibility for transit (including school service)