

12th Street Corridor Guideline

12th Street Status

According to the Functional Urban Classification System, 12th Street has two classifications:

This means:

- As a minor arterial it requires 77 feet of right-of-way from G Road to Horizon Drive.
- As a major arterial it requires 100 feet of right-of-way from Horizon Drive to Pitkin Avenue.
- It will have limited driveway access.
- It serves as a major north-south traffic route.

For this corridor guideline 12th Street is split into four sections:

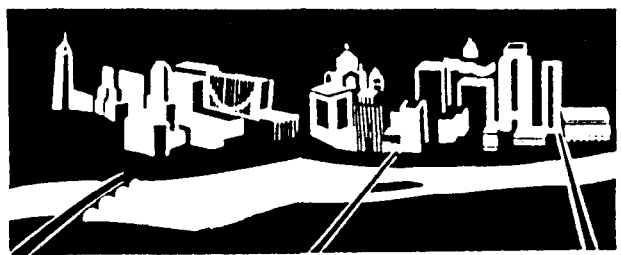
- 1) G Road south to Hermosa Avenue -- primarily residential
- 2) Hermosa Avenue south to Gunnison Avenue -- area of transition of residential and business uses
- 3) Gunnison Avenue south to Colorado Avenue -- single family residential area

12th STREET CORRIDOR GUIDELINES

Intent: The intent of this corridor guideline is to address the existing and future land uses along 12th Street which serves as a major entrance into the City from the north. Also, to encourage those areas in transition (from residential to non-residential) to retain the existing scale of development.

Goal: The goal is to effectively carry traffic while maintaining the "major entry" positive image.

Policy: The policy is to provide for consistent and informed decision making in considering development or redevelopment requests, provide protection to existing neighborhoods, and provide direction and focus for those areas in transition.



- 4) Colorado Avenue south of the Colorado River -- heavy commercial and industrial area

General Guidelines



Along 12th Street, regardless of the type or scale of development, all projects should accommodate the following criteria:

- 1) Every proposal requesting a change of use which requires a zone change should be done in a planned development (PD) context.
- 2) Non-residential development should not adversely affect existing adjacent neighborhoods through increases in traffic, on-street parking, lighting and noise.
- 3) Curb cuts and access points should be limited and consolidated by encouraging the concept of shared access for proposed and future development.
- 4) Alleyway usage for access to private parking lots is generally discouraged except when extenuating circumstances are shown to make this type of access more appropriate than other alternatives.
- 5) Consideration for on-site retention and detention of storm water runoff should be addressed for all new developments.
- 6) Neighborhood discussion is encouraged with the petitioner throughout the development process.
- 7) Other corridor guidelines may also be applicable and should be considered in the review of new development.

G Road South to Hermosa Avenue

This section serves as a primary access into the city with the majority of the existing uses being residential with several existing church sites.

- The east side of 12th Street in the Horizon Drive area may be appropriate for non-residential uses. Properties with Planned Business zoning are presently available at the northeast corner of the 12th and Horizon intersection.
- The west side of 12th Street in this area is zoned and appropriate for residential development.
- Proposed uses at the intersection of 12th Street and Horizon Drive will be considered on a site-specific basis.
- Horizon Drive south to Hermosa Avenue should retain the residential scale and character. Any new development should participate in the upgrading of 12th Street to full major arterial status.

Hermosa Avenue to Gunnison Avenue

Much of this section is in a transitional phase from residential to medical, educational and commercial uses.

- The existing non-residential and commercial uses at the intersection of 12th and Patterson are appropriate and adequate. Further expansion of non-residential uses into the existing residential neighborhoods to the north of this intersection should be discouraged to prevent the increase in traffic, noise, on-street parking and other impacts associated with non-residential development.
- South from the intersection at 12th and Patterson to Orchard Avenue, non-residential uses such as professional, medical and educational offices may be appropriate.

- Between Patterson and Orchard Avenue, new non-residential development should be limited to a depth of approximately 300 feet (where the alley would exist) from 12th Street. This will serve as a natural buffer between the residential areas and the non-residential development fronting on 12th Street.

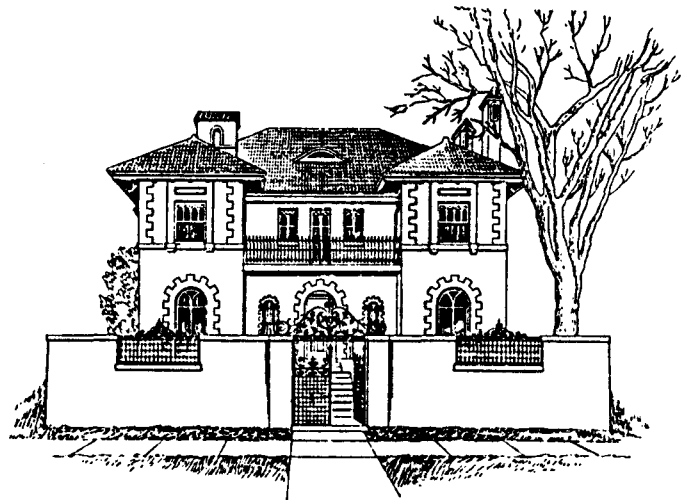
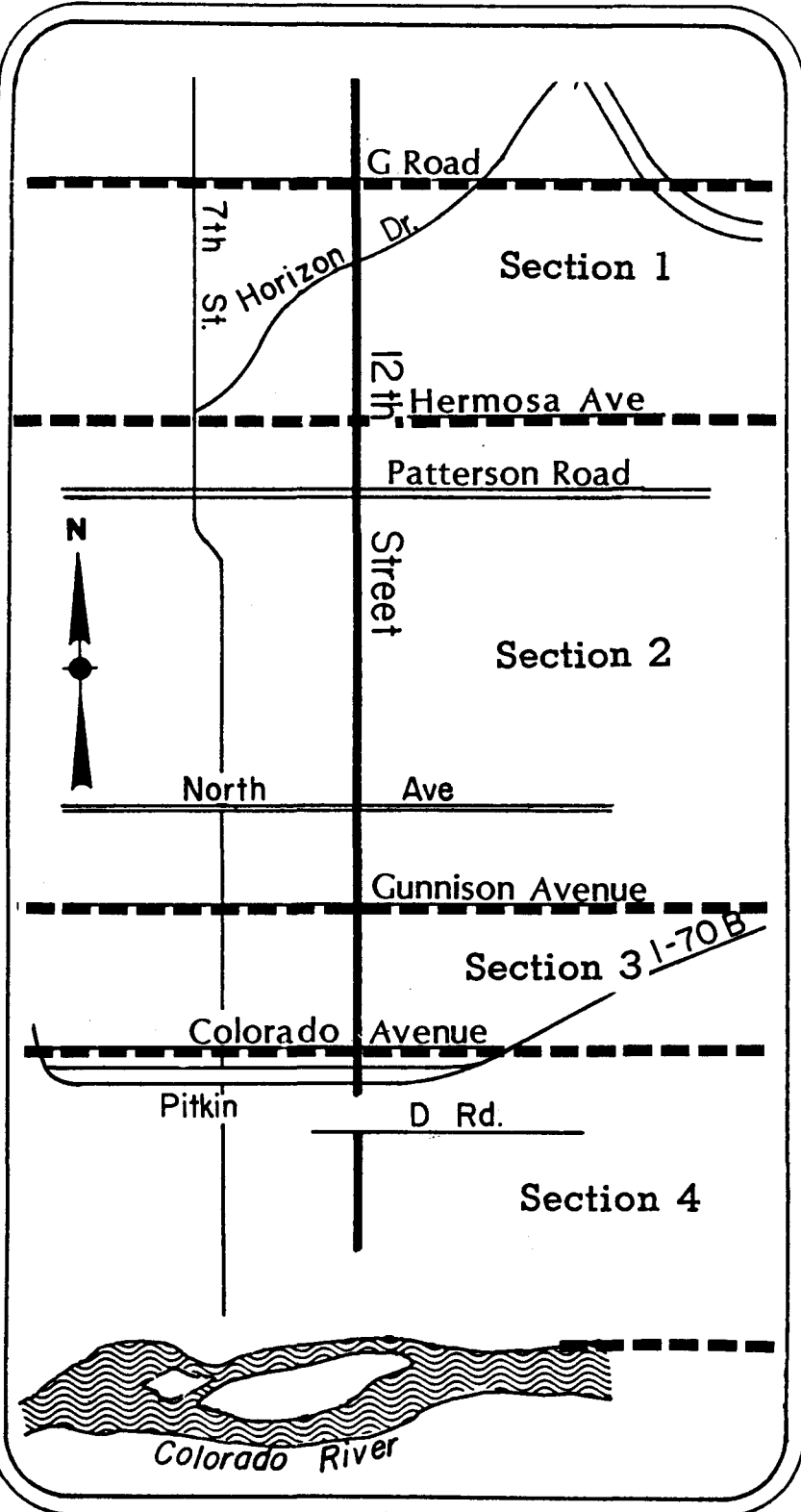
This will help to prevent additional activity, noise and traffic in the residential areas. Access should be onto streets accessing 12th Street and not those streets parallel with 12th Street.

- Proposed uses at the intersections of 12th and Patterson and 12th and Orchard will be considered on a site-specific basis.

- Due to heavy pedestrian and vehicle use along this section of 12th Street, careful consideration should be made for pedestrian safety in reviewing development proposals.

- Between Belford and Gunnison Avenues on the west side of 12th Street new non-residential development should be limited to a depth of approximately 300 feet (where the alley exists). This will serve as a natural buffer between the residential areas adjacent to the non-residential development fronting on 12th Street.

This will help to prevent additional activity, noise and traffic in the residential areas. Access should be onto streets accessing 12th Street and not those streets parallel with 12th Street.



Gunnison Avenue to Colorado Avenue

This section of the corridor is primarily residential in character and zoning. Encroachment into this area by business uses will be discouraged.

- Existing uses and zoning are appropriate and adequate.
- The residential character of the neighborhoods should be retained.
- Support for the Downtown Development Authority's Strategy Plan adopted by the City for this area of 12th Street is encouraged.

Colorado Avenue to the Colorado River

This area is zoned business, commercial and industrial from Colorado Avenue south to the river. There is no direct access to 12th Street south of the railroad due to the lack of a railroad overpass.

- Existing use and zoning is appropriate and adequate.
- The area south from Kimball Avenue to the Colorado River is zoned for industrial uses, thus the transition of the area as a higher quality rail oriented industrial park is encouraged.
- Acquisition of the properties to the south of Kimball Avenue is encouraged for the following reasons:
 - 1) for the purpose of developing a greenbelt beautification area along the river floodplain which is presently used for private junk and refuse storage
 - 2) to provide a desirable river-front location for future planned industrial development along the fringes of the designated floodplain
 - 3) to discourage any uses which may limit or restrict access and development of those areas adjacent to the Colorado River, i.e. tailings piles and extraction processing



NOTE:

It is important to note that goals, objectives, policies and guidelines are informational in nature and represent only one of the many factors which must be considered in the decision making process. The Planning Commission and City Council shall determine the applicability of any goal, objective, policy or guideline to any specific development situation.