Table of Contents

File_1986-0003

Project Name I-70 B Corridor Guidelines

P	S	A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in some							
r	C	instances, not all entries designated to be scanned by the department are present in the file. There are also documents							
e	a	specific to certain files, not found on the standard list. For this reason, a checklist has been provided.							
s	n	Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick							
e n	n e	guide for the contents of each file.							
t	d	Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in							
1 1		full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.							
x	X								
 	8	Review Sheet Summary							
-0									
4		Application form							
		Review Sheets							
		Receipts for fees paid for anything							
		*Submittal checklist							
		*General project report							
		Reduced copy of final plans or drawings							
		Reduction of assessor's map							
		Evidence of title, deeds, easements							
		*Mailing list to adjacent property owners							
		Public notice cards							
		Record of certified mail							
		Legal description							
		Appraisal of raw land							
		Reduction of any maps – final copy							
		*Final reports for drainage and soils (geotechnical reports)							
		Other bound or nonbound reports							
		Traffic studies							
		Individual review comments from agencies							
		*Petitioner's response to comments							
		*Staff Reports							
		*Planning Commission staff report and exhibits							
		*City Council staff report and exhibits							
		*Summary sheet of final conditions							
		*Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)							
DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:									
X	X	Planning Commission Minutes - ** - 2/25/86							
X		Handwritten Notes to file							
	X	Corridor Guideline							
		Resolution No. 18-86 - **							
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IFOB Comdor File

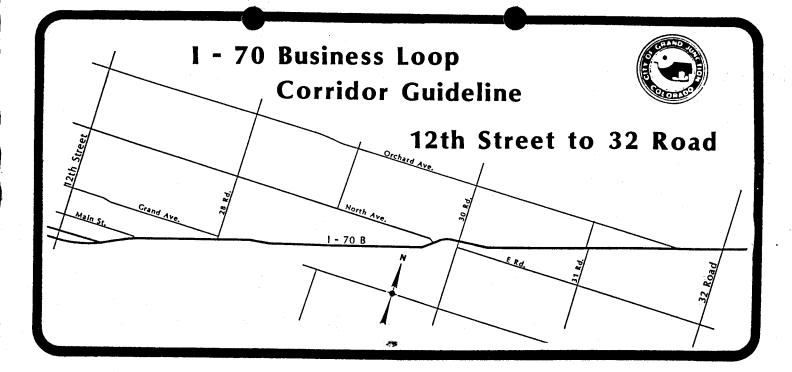
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C I	to existing should not	non-residential residential, the adversely eff d to access c	impacts of the exist	inc, nech	od tialfie, nu borhoods. Ne	is adjacant disc à lighting to development time, residential.	
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• Encourage the concept of controlled addresses across the RR thacks Consider a crossing at 30 Rd

- Frontage Roads Redesign Look at long range considerrations & establish the realistic needs of the frontage roads consider restosign , alignment
 - In redestrin consider Letter chartations not access from the main road to the Growther roads
- · School Bus access minimize the traffic hazards associated with the KW Harmon school Bus upid - stacking problems.

Encourage support for IFOB west of 12th St. i w/m the
DDA Ustrategy Area.

· Encourage support for mesa country's culture area plan. (Expand)



1-70 Business Loop Status

According to the Urban Functional Classification System, I-70B is classified as a major arterial with frontage roads.

- This means:
 - It serves as a major transportation loop for the City.
 - It provides access to the major heavy commercial and industrial sections of the City.
 - It ties into the Downtown Development Authority's Strategy Plan west of 12th Street.
 - It serves as a major connection for north/south corridors.
 - Because of irregular lots fronting on I-70B, no established overall depth of the corridor is established or necessary.
 - For this corridor guideline, I-70B east 12th Street to 32 Road will be considered as one section. The area west of 12th Street is discussed as part of the Downtown Development Authority's Strategy Plan adopted by the City.

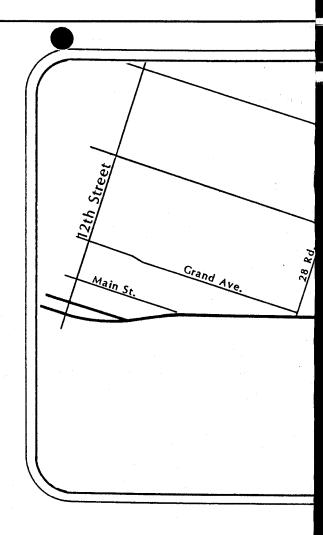
I - 70 BUSINESS LOOP CORRIDOR GUIDELINE 12th STREET TO 32 ROAD

- Intent: The intent of this corridor guideline is to address the existing and future land uses along I - 70 Business Loop (I - 70 B), which serves as a major entrance into the City.
- **Goal:** As a major entry into the City, the goal is to minimize traffic hazards and encourage a positive community image through landscaping and compatible land uses.
- Policy: The policy is to provide for consistent and informed decision making in considering development and redevelopment requests, and provide protection to existing uses.

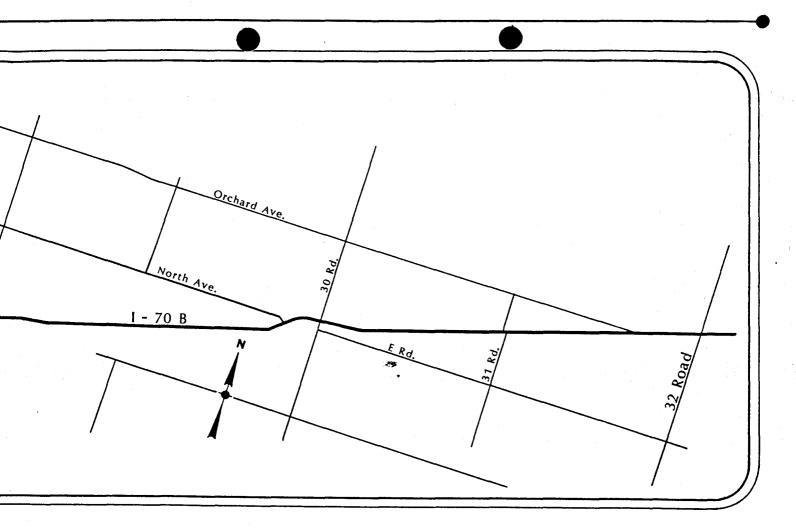
General Guidelines

Anywhere along I-70B, regardless of the type or scale of development, the projects should accommodate the following:

- Because the existing uses are appropriate to the character of the area, it is suggested that any new development consider the use of the planned development concepts to help improve the appearance of this corridor.
- 2) When the major improvements for 29 Road are scheduled, a review for the most appropriate land uses at the intersection of 29 Road and I-70B should then be determined.
- 3) Since I-70B east of 12th Street is a major entry into the City, the guideline encourages upgrading the image of this corridor by way of:
 - As development occurs, encourage landscape agreements with the City and State for landscaping the frontages and medians within the public right-ofway.
 - Encourage the concept of screening and landscaping along the railroad yards to help buffer the adverse impacts of noise, dust and lighting, and to provide a more positive community image.
- 4) Coordination with the City, County and State for minimizing curb cuts and considering the concept of shared accesses is encouraged to help create better traffic flow and minimize traffic hazards along this major corridor.



- 5) This corridor guideline encourages spot improvements and intersection improvements along the frontage roads to help minimize traffic hazards and create better traffic flow. The frontage roads should be considered for service access to new development and when possible, direct access onto I-70B is discouraged.
- 6) As new development occurs along 28 1/4 Road south of Gunnison, public right-ofway should be acquired for a future connection with Grand Avenue.
- New residential development along this corridor is discouraged because of existing commercial and industrial uses.
- New development is encouraged to seek alternative



accesses that do not encroach on the existing residential areas adjacent to the corridor.

- 9) Undergrounding of utilities is encouraged where feasible along this corridor.
- 10) Drainage considerations to adequately accommodate runoff should be addressed with all new developments.
- 11) Support for the Downtown Development Authority's Strategy Plan adopted by the City for the area of I-70B west of 12th Street is encouraged.
- 12) Support for Mesa County's Clifton Area Plan, which encourages limited business and light industrial uses along I-70B east of 29 Road, is encouraged.

13) Other corridor guidelines may also be applicable and should be considered in the review of new development.



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.

I-70 Business Loop - 12th Street to 32 Road