

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested
Yes No

Date _____

To: (From:) I70B From: (To:) _____

Anywhere along I70B

- Existing zoning & uses are appropriate. There is not a need for new development to consider planned development (PD) zones.
- New residential development in this area is discouraged because of the existing commercial & industrial uses.
- When new non-residential development is considered which is adjacent to existing residential, the impacts of increased traffic, noise & lighting should not adversely affect the existing neighborhoods. New development is encouraged to access on/off-ramp roads & not through existing residential.
- Encourage coordination with the City, County & state for:
 - minimizing curb cuts & considering the concept of shared accesses.
- As new development occurs along 28 $\frac{1}{4}$ Road, south of Gunnison, right of way for a future connection with I70B should be acquired.
- When 29 Road improvements are scheduled, the intersection of 29 Rd & I70B should be reviewed for appropriate land uses.
- Encourage this area to be considered for new development & redevelopment of existing & vacant lands, coordinating with the agencies able to provide economic development assistance (e.g. Chamber, MODEC, DDA)
- Since I70B is a major entry to the City, the guideline:
 - Encourage upgrading the image of this corridor by way of:
 - landscaping of the frontages & medians
 - working w/ the RR on the south side of I70B to provide a more positive image
 - provide better street identification signage ^{& placements} including a "City Center" or "Downtown" directional sign.

o Encourage the concept of controlled accesses across the RR tracks
Consider a crossing at 30 Rd.

o Frontage Roads - Redesign -

- Look at long range considerations & establish the realistic needs of the frontage roads - consider redesign
- In redesign - consider better orientations ^{alignment} of access from the main road to the frontage roads.

o School Bus access - minimize the traffic hazards associated w/ the RW Harmon School Bus stop - stacking problems.

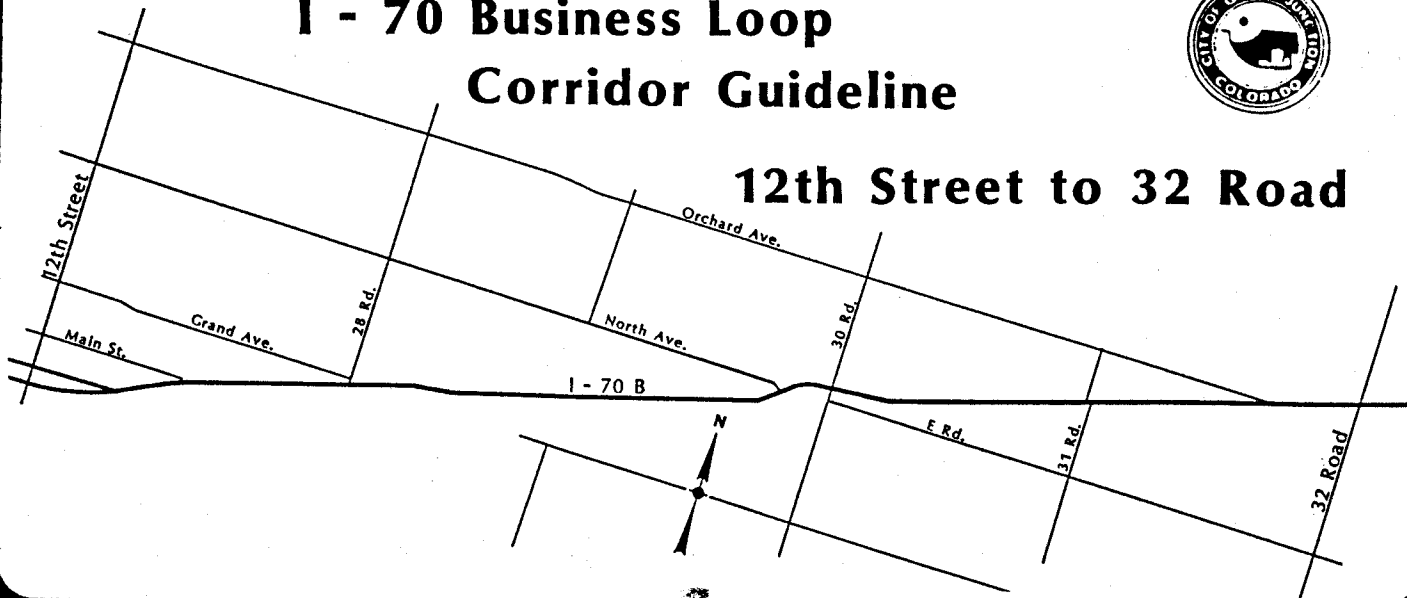
o Encourage support for I70B west of 12th St. & w/in the DDA Strategy Area.

o Encourage support for Mesa County's Clifton area plan.
(Expand)

I - 70 Business Loop Corridor Guideline



12th Street to 32 Road



I-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.

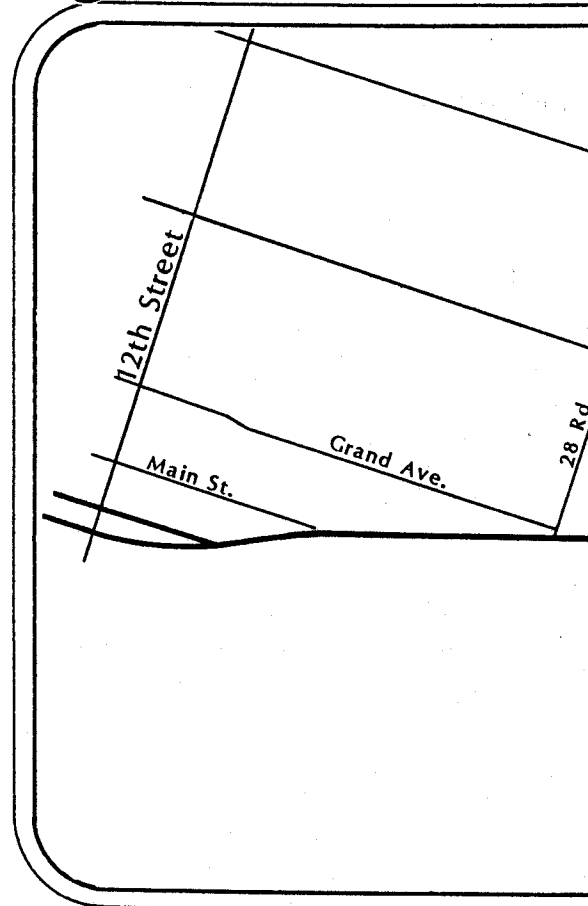
General Guidelines

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

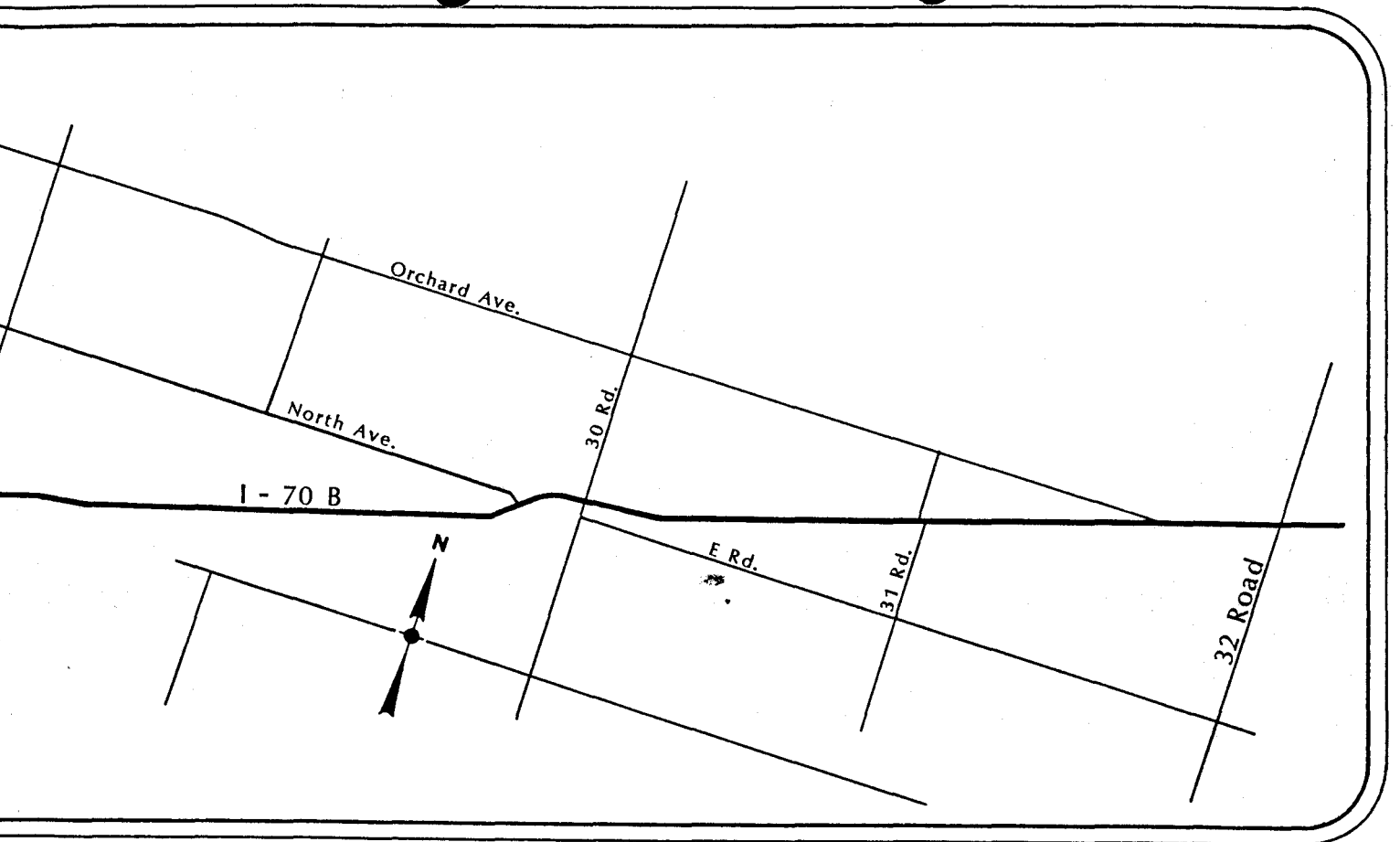
- 1) Because the existing uses are appropriate to the character of the area, it is suggested that any new development consider the use of the planned development concepts to help improve the appearance of this corridor.
- 2) When the major improvements for 29 Road are scheduled, a review for the most 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-of-way.
- 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-of-way should be acquired for a future connection with Grand Avenue.
- 7) New residential development along this corridor is discouraged because of existing commercial and industrial uses.
- 8) 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.



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.



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