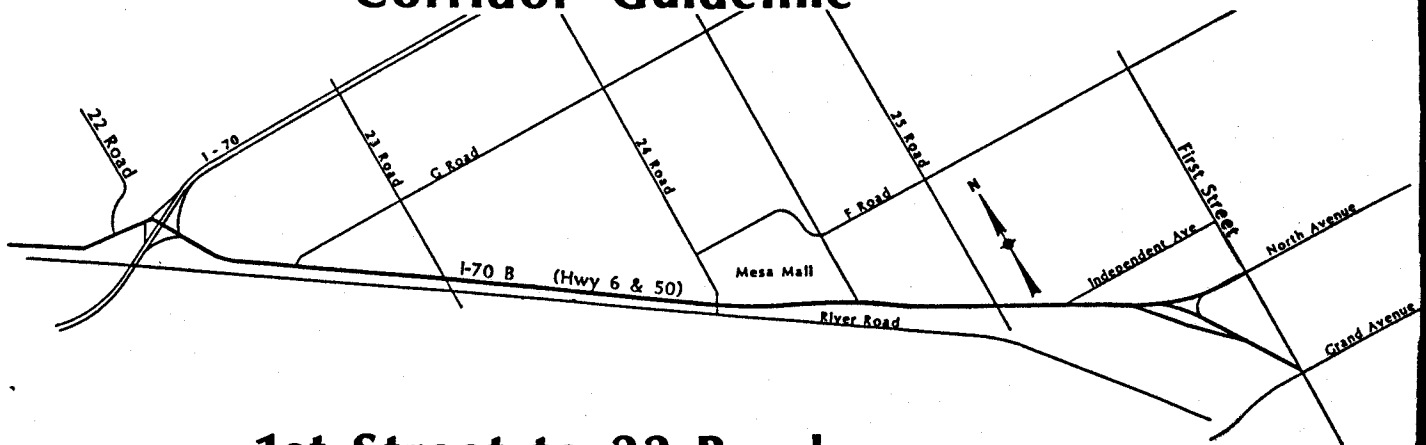


I - 70 Business Loop (U.S. Hwy. 6 & 50) Corridor Guideline



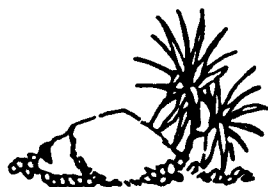
1st Street to 22 Road

I-70 Business Loop Status

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

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 serves as a major connection for north/south corridors.
- It ties into the Downtown Development Authority Strategy Plan adopted by the City east of 1st Street.

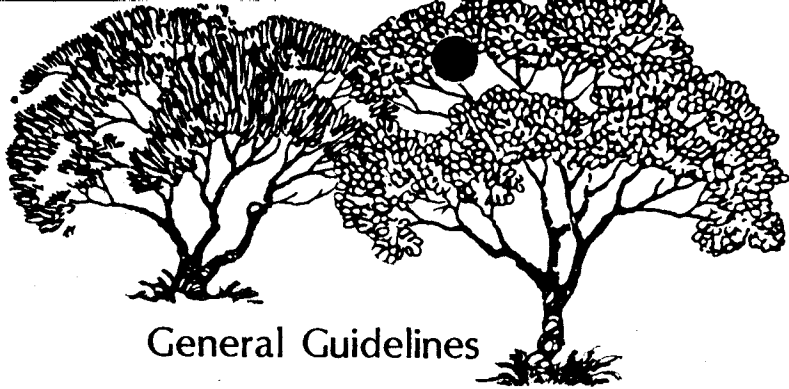


I - 70 BUSINESS LOOP (U.S. HWY 6 & 50) CORRIDOR GUIDELINE 1st STREET TO 22 ROAD

Intent: The intent of this corridor guideline is to address the existing and future land uses along I - 70B, 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, compatible land uses, and development of vacant lands.

Policy: The policy is to provide for consistent and informed decision making in considering development and redevelopment requests, provide protection to existing uses, and consider the most appropriate and compatible uses for the vacant lands.



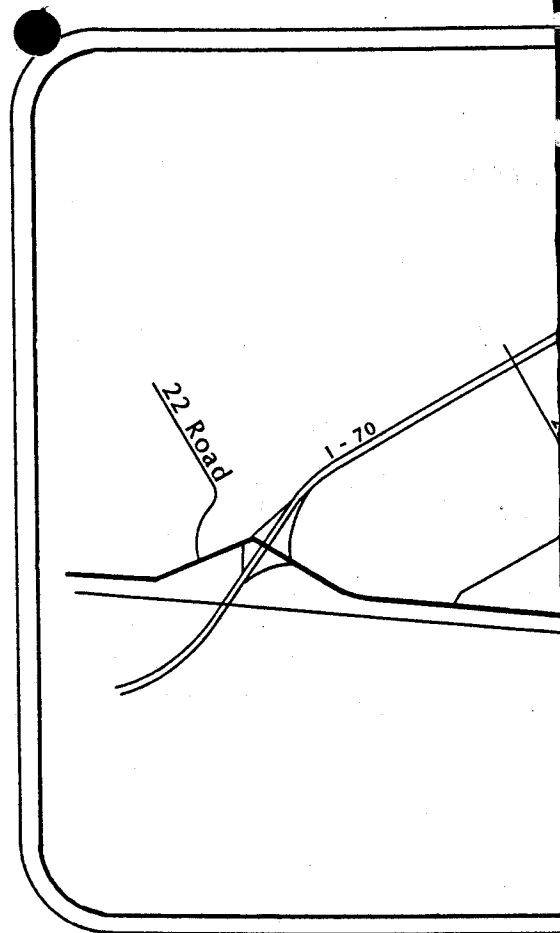
General Guidelines

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

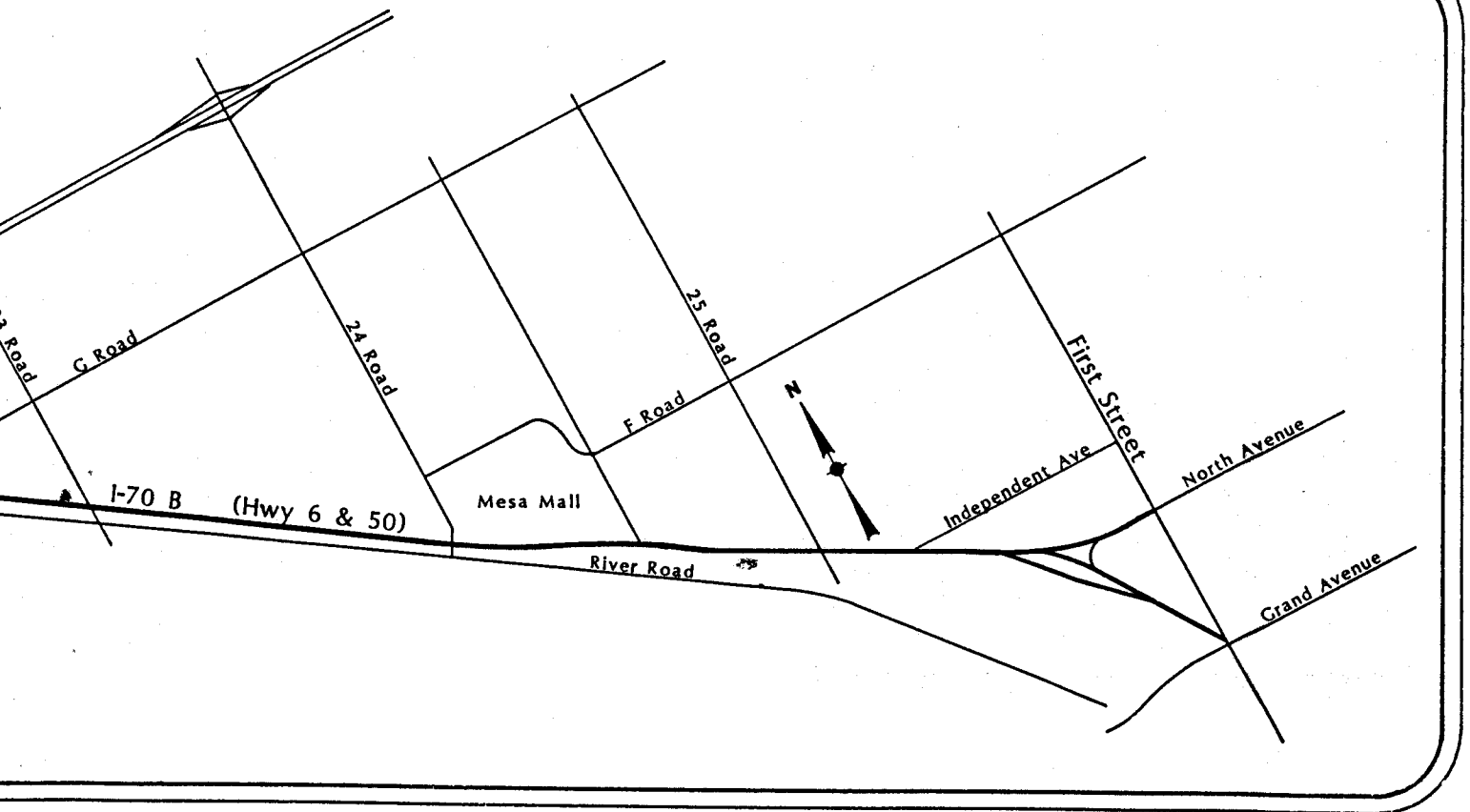
1) Because the existing uses are appropriate between 24 Road and 1st Street, it is suggested that any new development consider the use of the planned development concepts to help improve the appearance of this corridor. The area west of 24 Road has large undeveloped parcels which may be considered for planned development zones. This provides a better site specific analysis than the existing zoning.

2) Since I-70B west of 1st Street is a major entry into the City, this guideline encourages upgrading the image of the 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.



- 3) Coordination with the City, County and State for minimizing curb cuts and consideration of the concept of shared accesses is encouraged to help create better traffic flow and minimize traffic hazards along this major corridor.
- 4) The concept of gated railroad crossings to minimize traffic hazards is encouraged.
- 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) New residential development in this area is discouraged because of the existing commercial and industrial uses, and potential non-residential development of the vacant lands along I-70B.
- 7) The area along River Road is most appropriate for heavy commercial and industrial uses. The concept of shared railroad spurs should be considered to help minimize traffic hazards.
- 8) When new non-residential development is considered, which is adjacent to existing residential, the impacts of increased traffic, noise, and lighting should not adversely affect the existing neighborhoods. New development is encouraged to use 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) The Downtown Development Authority's Strategy Plan on I-70B, as it enters the West End Redevelopment Area between Grand and North Avenue, and west to 1st Street, should be supported.
- 12) Other corridor guidelines may also be applicable and should be considered in the review of new development.

I-70 Business Loop - 1st Street to 22 Road





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.