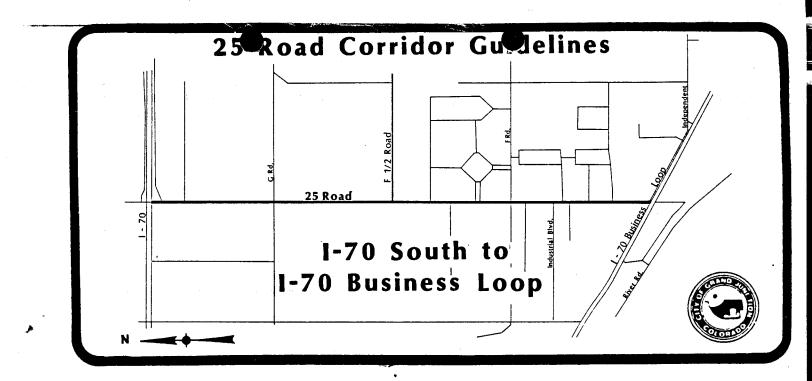
Table of Contents

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File_1986-0010

Project Name 25 Road Corridor

Fil	le_19	Project Name <u>25 Road Corridor</u>									
P S A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in											
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									
		full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.									
		Table of Contents									
·		Review Sheet Summary									
	$\left \right $	Application form									
		Review Sheets									
		Receipts for fees paid for anything *Submittal checklist									
┣──											
\vdash		*General project report									
<u> </u>		Reduced copy of final plans or drawings									
┝		Reduction of assessor's map Evidence of title, deeds, easements									
L		*Mailing list to adjacent property owners									
<u> </u>		Public notice cards									
<u> </u>		Record of certified mail									
<u> </u>	<u> </u>	Legal description Appraisal of raw land									
		Reduction of any maps – final copy									
		*Final reports for drainage and soils (geotechnical reports)									
-	<u> </u>	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 dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration dated after the date of final approval (pertaining to change in conditions or expiration) dated after the date of final approval (pertaining to change in conditions or expiration) dated after the date of final approval (pertaining to change in conditions or expiration) dated after the date of final approval (pertaining to change in conditions or expiration) dated after the date of final approval (pertaining to ch										
DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:											
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25 Road Status

According to the Functional Urban Classification System, 25 Road is classified as a minor arterial from I-70 to I-70 Business Loop.

This means:

- As a minor arterial it requires 77 feet of right-of-way.
- It serves as a major north/south traffic route.
- It will have limited access and no on-street parking.

For this corridor guideline, 25 Road is split into two sections:

- I-70 south to F 1/2 Road--primarily high density residential and vacant.
- 2) F 1/2 Road south to I-70B--primarily business and industrial uses.

General Guidelines

Anywhere along 25 Road, regardless of the type or scale of development, the projects should accommodate the following:

1) It is suggested that any new development along 25 Road consider the use of the planned development concepts. This should help improve the

25 ROAD CORRIDOR GUIDELINE 170 SOUTH TO 170 BUSINESS LOOP

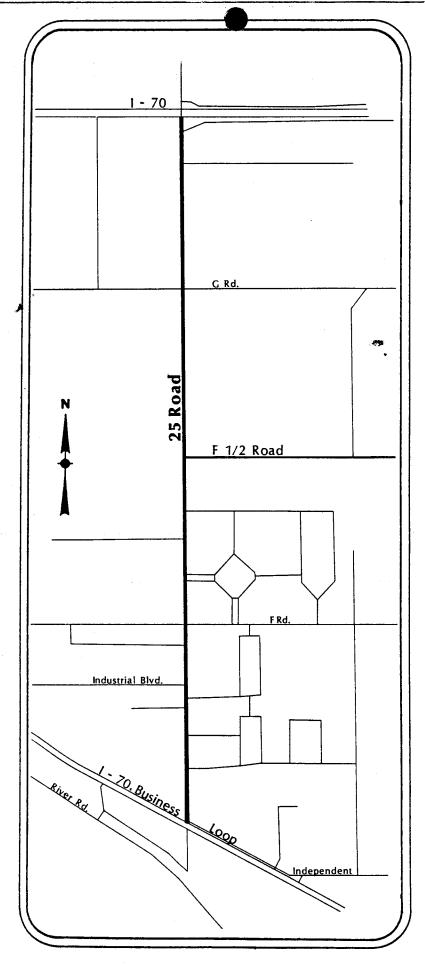
- Intent: The intent of this corridor guideline is to address the existing and future land uses along 25 Road which serves as a major north/south connection for the northwest section of the City.
- **Goal:** As a major traffic carrier, the goal is to minimize traffic hazards and encourage compatible 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 for existing uses, and consider the most appropriate and compatible uses for the vacant lands.

appearance of this corridor and help mitigate the effects of non-residential uses adjacent to residential development.

- 2) 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.
- 3) All new development should provide the necessary public right-of-way dedication for the upgrade and improvements to 25 Road.
- 4) Coordination should be established with the City, County and State to minimize curb cuts and consider the concept of shared accesses in helping create better traffic flow and minimizing traffic hazards along this major corridor. Where possible, new accesses should he aligned with existing accesses on the opposite side of the roadway to minimize traffic hazards and help the flow of traffic entering the roadway.
- 5) Access points should be designed to maintain a clear site distance for vehicular, bicycle, and pedestrian traffic safety.
- 6) Because of the high volume of traffic along the corridor, parking should not be allowed to back directly onto 25 Road.
- 7) Adequate walkways and bikeways should be provided to encourage and accommodate pedestrian and bicycle uses along 25 Road.
- 8) Meandering pedestrian walkways can be considered as an alternative to standard City sidewalk requirements. This can be designed in conjunction with the landscape plan as part of the planned development process.

- 9) Development along 25 Road should provide adequate setbacks for structures from the public right-of-way, to be used in part for landscaping. The intent is to provide attractive surroundings for residents, tenants, motorists, and pedestrians throughout the corridor. Within the setbacks, landscaping amenities such as berms, buffers and streetscapes are encouraged.
- 10) Coordination with the State Highway Department is encouraged for improvements to the landscaping around the I-70 and 25 Road overpass and frontage roads.
- 11) Neighborhood discussion is encouraged with the petitioner throughout the development process.
- 12) The Persigo Wash and Ranchman's Ditch floodplains should be adequately addressed with any new development to ensure sufficient drainage, avoid encroachment into these floodplains, and to protect adjacent properties from flood damage.
- 13) Drainage considerations to adequately accommodate runoff should be addressed with all new developments.
- 14) The undergrounding of utilities is encouraged where feasible along this corridor.
- 15) Other corridor guidelines may also be applicable and should be considered in the review of new development.





1-70 to F 1/2 Road

The intent of this section is to provide for continued higher density residential development.

- Multi-family uses and zoning are appropriate for this section. Business or commercial development is discouraged since adequate zoning. and non-residential uses are available south of F 1/2 Road.
- Landscaping and upgrading of Persigo Wash is encouraged to maintain a positive community image.
- Coordination with the County on public improvements and developments is encouraged.
- Existing single family uses should **be respe**cted.

F 1/2 Road to I-70 Business Loop

The intent of this section is to provide compatible non-residential land uses and appropriate buffers where necessary.

- Business, commercial, and light industrial uses and zoning are appropriate for this section. New development should be done in a planned context to help minimize impacts and maximize compatibility.
- Residential development in this section is discouraged because of the existing business, commercial and industrial uses.
- Coordination with the County on public improvements and developments is encouraged.

25 Road - I-70 South to I-70 Business Loop





NOTE:

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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.

development summ	12	ry Brand				
File # Name #12-86 #13-86 #108-78 PROJECT LOCATION: 25 Road Corride Amended PROJECT DESCRIPTION:	d or	Corridor Guidelin ^e Date <u>4-3</u> Corridor; 24 Road Corridor ; 29 Road Corridor; North	• •	łwy enu	50 e	
		*** *				
REVIEW SUMMARY	Y	(Major Concerns)				
	o*		SATISFU	iD s	NOT SATISFII	ED *
Complies with adopted policies		Streets/Rights Of Way				
Complies with adopted criteria		Water/Sewer				
Meets guidelines of Comprehensive Plan		Irrigation/Drainage				
	1	Landscaping/Screening	-	1		
	+	Other:			+	
* See explanation below				I	L	
These drafts reflect the final Commission on the remaining fi and graphics will be added fol and final approval by City Cou STATUS & RECOMMENDATIC No public comments either for		e corridor guidelines. The owing recommendations, revi cil.	map sion	SS I		
Planning Commission Action Recommended for approval in th	nis	s draft form.				

Review Agencies for 25, 24, 29 Roads, North Ave. & Hwy 50 South

County Engineering

MPO

State Hwy Dept.

County Planning

City Engineering

DDA Hwy 50 South only

GJPC- 3.25.86 Rec. of Approval