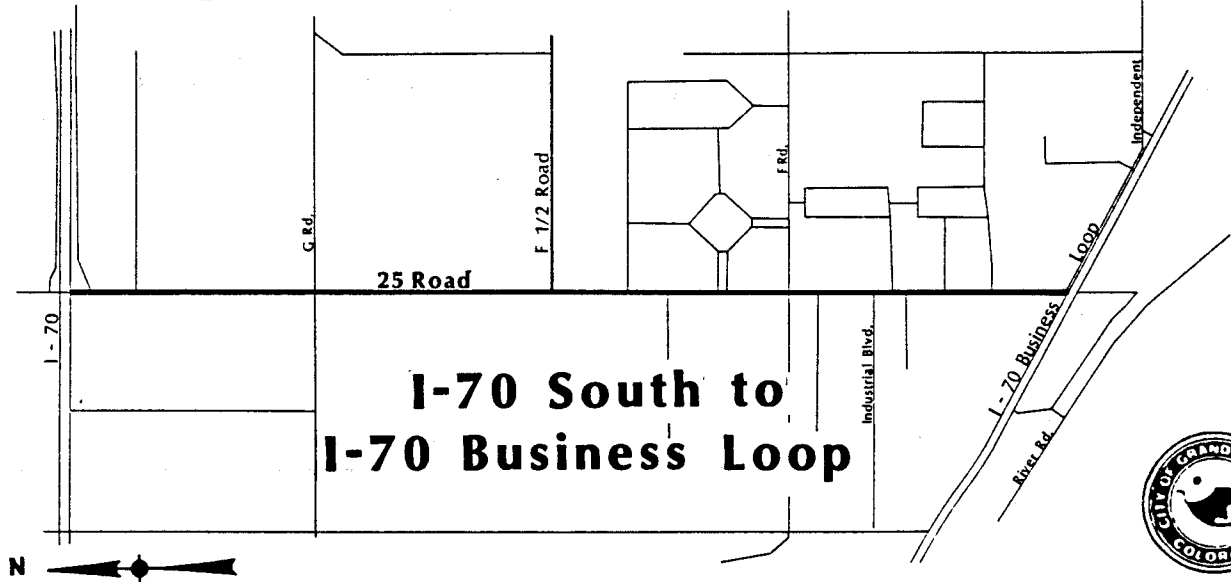


25 Road Corridor Guidelines



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:

- 1) 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 I-70 SOUTH TO I-70 BUSINESS LOOP

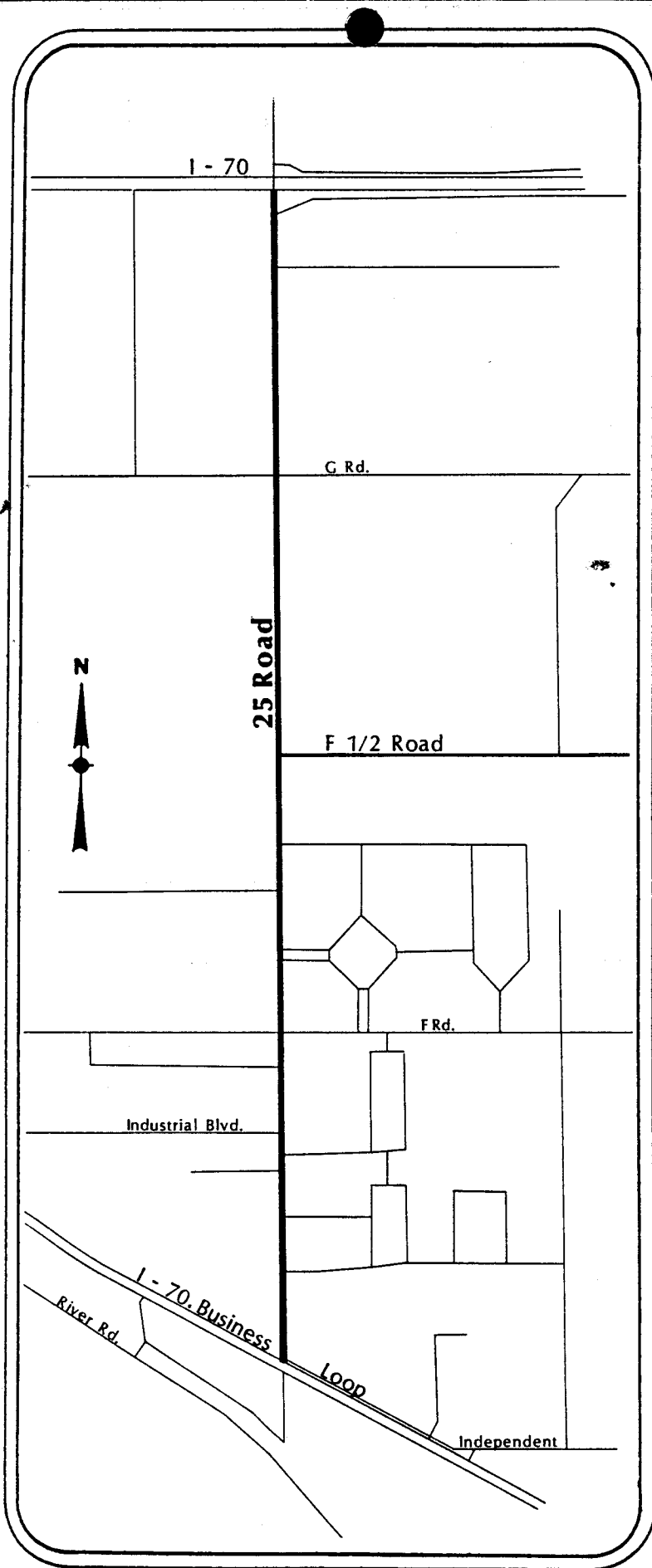
Intent: The intent of this corridor guideline is to address the existing and future land uses along 25 Road which serves as a major north/south connection for the northwest section of the City.

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 be 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.





I-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 respected.

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:

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 summary



File # #10-86
#11-86 Name Corridor Guidelines Date 4-3-86
#12-86
#13-86
#108-78

PROJECT LOCATION: 25 Road Corridor; 24 Road Corridor; Hwy 50 Corridor; 29 Road Corridor; North Avenue Amended

PROJECT DESCRIPTION:

REVIEW SUMMARY (Major Concerns)

POLICIES COMPLIANCE	YES NO *		TECHNICAL REQUIREMENTS	SATISFIED NOT SATISFIED *	
	YES	NO *		SATISFIED	NOT SATISFIED *
Complies with adopted policies			Streets/Rights Of Way		
Complies with adopted criteria			Water/Sewer		
Meets guidelines of Comprehensive Plan			Irrigation/Drainage		
			Landscaping/Screening		
			Other: _____		

* See explanation below

These drafts reflect the final form recommended by the Planning Commission on the remaining five corridor guidelines. The maps and graphics will be added following recommendations, revision and final approval by City Council.

STATUS & RECOMMENDATIONS:

No public comments either for or against any of the guidelines.

Planning Commission Action

Recommended for approval in this 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