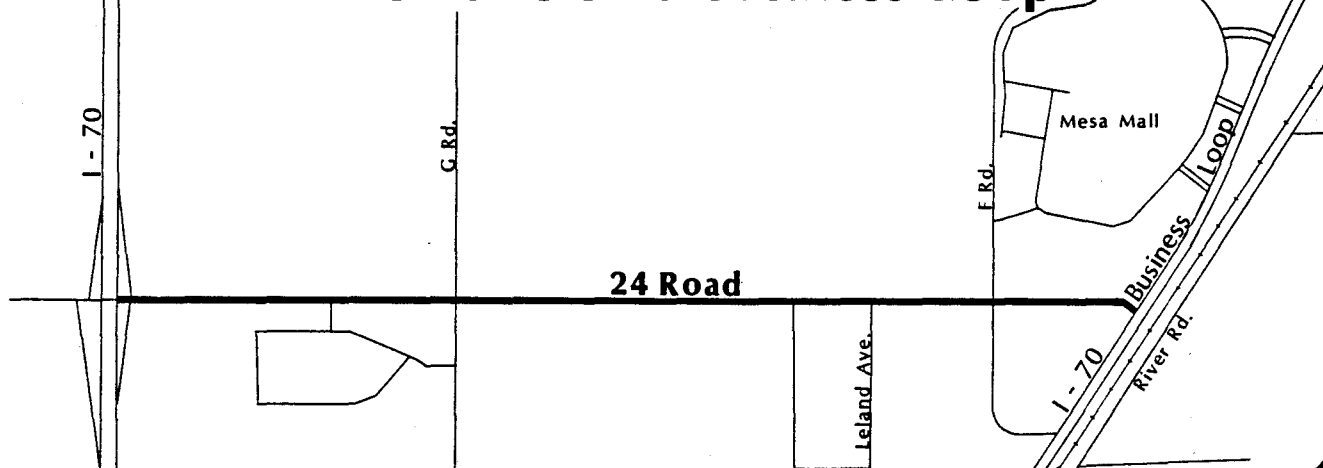




24 Road Corridor Guideline I-70 to I-70 Business Loop



24 Road Status

According to the Urban Functional Classification System, 24 Road is classified as a major arterial.

This means:

- As a major arterial it requires 100 feet of right-of-way.
- It provides access to the major heavy commercial and industrial sections of the City.
- It serves as a major connection for east/west corridors.
- It will have limited access and no on-street parking.
- It is a major interchange from I-70 for the west side of the City.

For this corridor guideline, 24 Road will be considered as one section.

24 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 24 Road which serves as a major north/south connection between I-70 and I-70 Business Loop.

Goal: As a major interchange for the northwest section of the City, the goal is to minimize traffic hazards, 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.

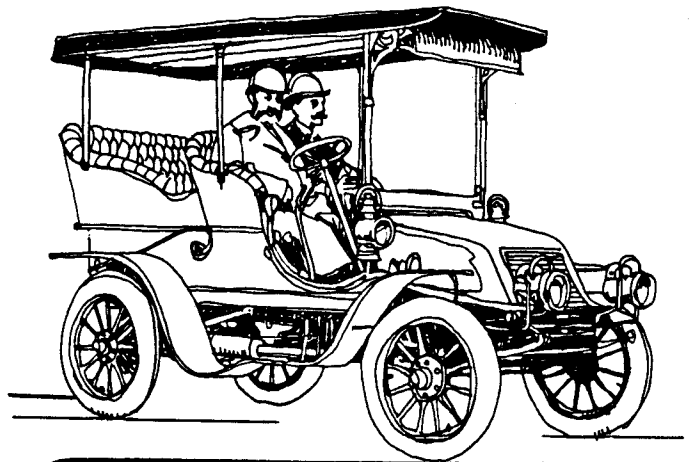
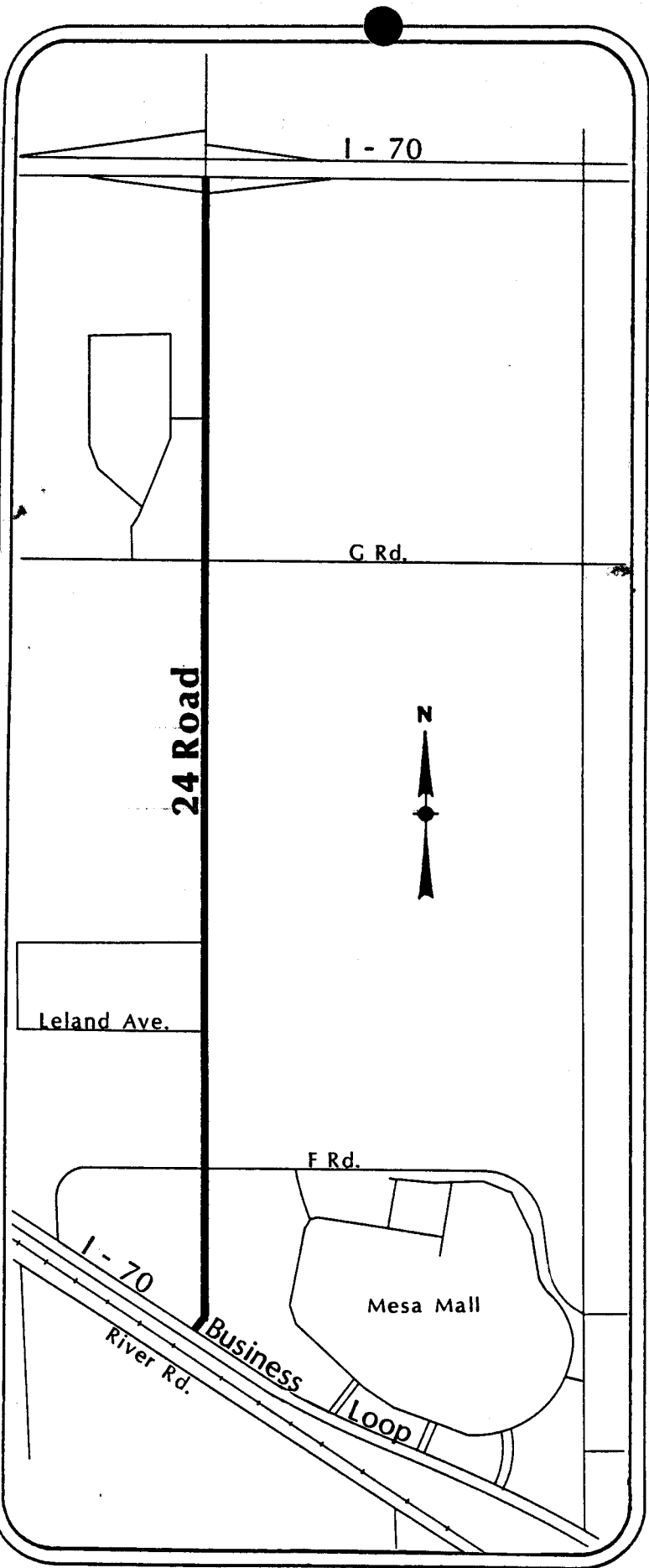
General Guidelines




Anywhere along 24 Road, regardless of the type or scale of development, the projects should accommodate the following:

- 1) The east side of 24 Road between I-70 and Patterson (F) Road is zoned planned business (PB) which allows low intensity office and retail uses. This is compatible with the residential zoning on the west side between I-70 and G Road. South of G Road on the west is zoned commercial (C). It is suggested that any new development along this corridor consider the use of the planned development concepts to help improve the appearance of this corridor and help mitigate the effects of commercial 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 existing residential areas.
- 3) All development should provide the necessary public right-of-way dedication for the anticipated upgrade and improvements to 24 Road.
- 4) Coordination should be established with the City and County to minimize curb cuts and encourage shared accesses to help create better traffic flow and minimize hazards along this major corridor. Wherever 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 24 Road.
- 7) Adequate walkways and bikeways should be provided to encourage and accommodate pedestrian and bicycle uses along 24 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 24 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 24 Road interchange.
- 11) Neighborhood discussion is encouraged with the petitioner throughout the development process.
- 12) The Leach Creek floodplain should be adequately addressed with any new development to ensure sufficient drainage, avoid encroachment into this floodplain, 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.





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.

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



development summary



File # Name Corridor Guidelines Date 4-3-86
 #10-86
 #11-86
 #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