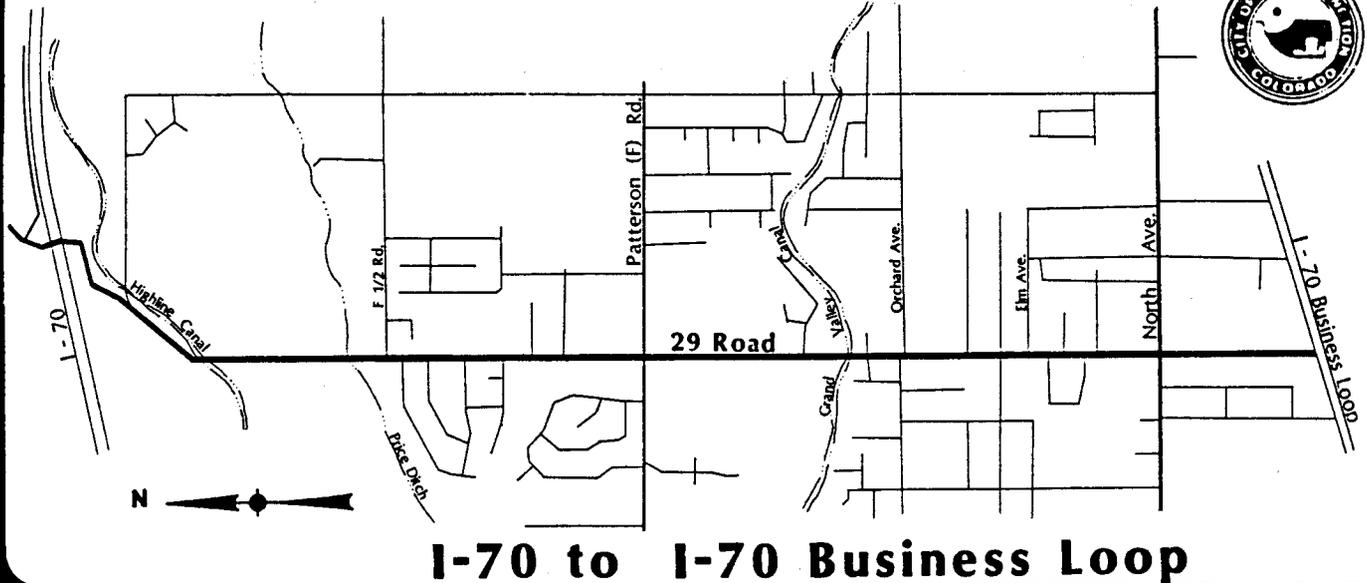


29 Road Corridor Guideline



29 Road Status

According to the Urban Functional Classification System, 29 Road is classified as a major arterial.

This means:

As a major arterial, it requires 100 feet of right-of-way.

It serves as a major connection for east/west corridors.

It provides access to commercial and industrial sections of the city.

It will have limited access and no on-street parking.

For this corridor guideline, 29 Road is split into three sections:

- 1) I-70 south to F Road—agricultural and single-family residential area with a commercial node at F Road
- 2) F Road south to North Avenue—primarily single family/multifamily residential area with a commercial node at North Ave
- 3) North Avenue south to I-70 Business Loop—primarily commercial/industrial area

29 ROAD CORRIDOR GUIDELINES I-70 TO I-70 BUSINESS LOOP

Intent: The intent of this corridor guideline is to address the existing and future land uses along 29 Road which serves as a major north/south connector.

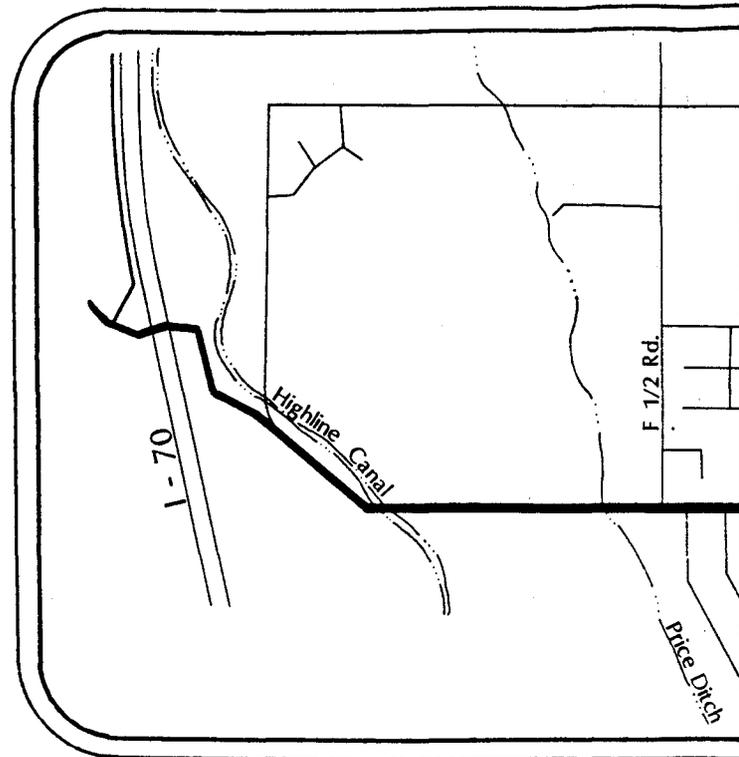
Goal: As a major traffic carrier, the goal is to minimize traffic hazards and encourage a positive community image through landscaping, compatible land uses and development of vacant lands.

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.

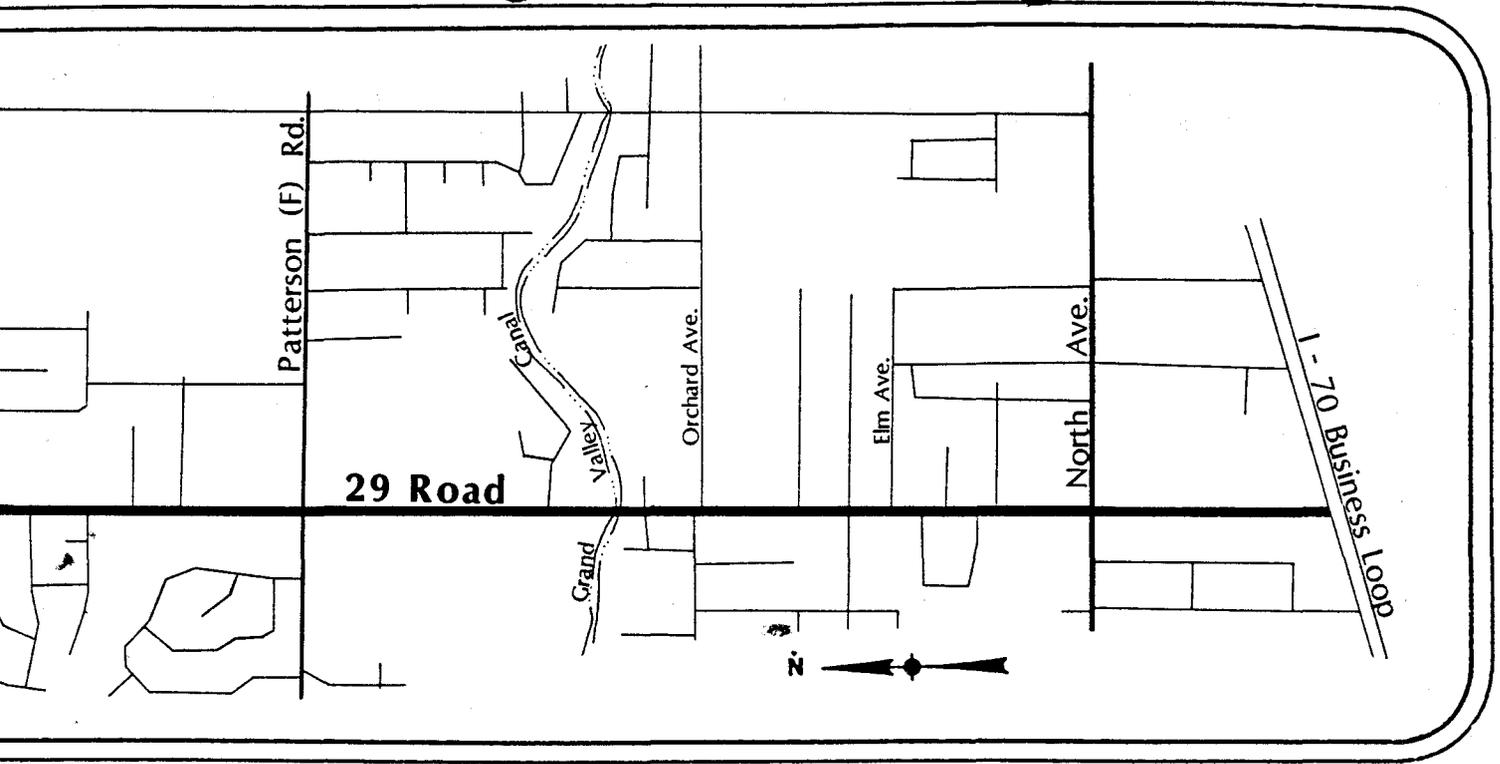
General Guidelines

Anywhere along 29 Road, regardless of the type or scale of development, the projects should accommodate the following:

- 1) Existing housing in residentially zoned areas should be respected and protected whenever possible.
- 2) Non-residential development should not adversely affect the existing adjacent neighborhoods with increased traffic, on-street parking, lighting and noise.
- 3) Neighborhood discussion is encouraged with the petitioner throughout the development process.
- 4) It is suggested that any new non-residential 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 non-residential uses adjacent to residential development.
- 5) Development along 29 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.
- 6) All new development should provide the necessary public right-of-way dedication for the upgrade and improvements to 29 Road.
- 7) Coordination with the City and County to minimize curb cuts and encourage shared accesses will 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 29 Road to minimize traffic hazards and help the flow of traffic entering the roadway.



- 8) Access points should be designed to maintain a clear sight-distance for vehicular, bicycle and pedestrian traffic safety.
- 9) Because of the high volume of traffic along the corridor, parking should not be allowed to back directly onto 29 Road.
- 10) Adequate walkways and bikeways should be provided to encourage and accommodate pedestrian and bicycle uses along 29 Road.
- 11) Meandering pedestrian walkways can be considered as an alternative to standard City sidewalks requirements. This can be designed in conjunction with the landscape plan as part of the planned development process.
- 12) The existing mature trees and shrubs along 29 Road should be preserved and protected with new development and road improvements.
- 13) Drainage considerations to adequately accommodate runoff should be addressed with all new developments.



F Road South to North Avenue

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.

The intent of this section of the corridor is to protect and respect the existing single-family and multifamily residential uses and provide adequate buffering where necessary.

I-70 to F Road

-The existing zoning and uses are appropriate. Commercial encroachment into the residential areas is discouraged.

The intent of this section of the corridor is to protect and respect the existing agricultural and single-family residential uses.

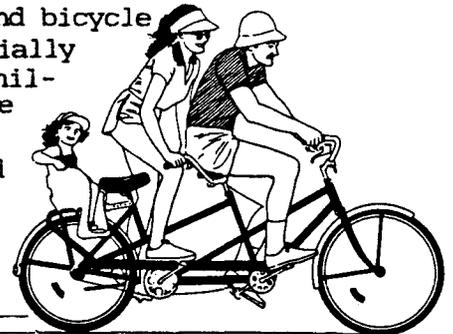
-Multifamily residential uses may be appropriate near the North Avenue commercial node and would act as a buffer for the single family residential uses to the north.

-The existing residential zoning and uses in this section of the corridor are appropriate and should be protected and respected.

-Because of the high volume of pedestrian and bicycle traffic, especially school-aged children, adequate walkways and bikeways should be provided.

-The Indian Wash 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.

-If the I-70/29 Road interchange is built, non-residential uses may be appropriate at the interchange.



29 - I-70 to I-70 Business Loop



North Avenue to I-70 Business Loop

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

-Commercial and industrial uses and zoning are appropriate for this section of the corridor.

-Coordination with the State Highway Department is encouraged for improvements to the landscaping around the I-70 Business Loop and 29 Road intersection.

-If 29 Road is extended south from I-70 Business Loop, and a bridge is constructed over the Colorado River, revision of this corridor guideline will be necessary to include that section south to Highway 50.



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.

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 - 3-25-85 Rec. of Approval

development summary



File # #10-86
#11-86 Name Corridor Guideline 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.