City of Evans, Colorado

AGENDA

Planning and Zoning Commission Regular Meeting
January 14, 2014 – 7:00 p.m.
Evans Community Complex – 1100 37th Street

Planning and Zoning packets are prepared several days prior to the meetings. This information is reviewed and studied by the Commission, eliminating lengthy discussions to gain basic understanding. Timely action and/or short discussion on agenda items do not reflect lack of thought or analysis. An informational packet is available for public inspection on the website at www.cityofevans.gov

1) CALL TO ORDER

2) ROLL CALL:

Chairman:	Mark Brothe
Commissioners:	Robert S. Phillips, III
	Jerry Numoto
	Conrad Grigson

3) APPROVAL OF MINUTES

a. Minutes of October 10, 2013

4) APPROVAL OF THE AGENDA

5) AGENDA ITEMS:

a. Multi-tenant Monument Sign Application – 3808 Carson Avenue.
b. Discussion US Highway 85 Overlay District Master Plan.
c. Introduction to the River Corridor Master Plan – Dave Michaelson

6) AUDIENCE PARTICIPATION:

(This portion of the Agenda is provided to allow members of the audience to provide comments to the Planning Commission on items that were not considered on the current Agenda.)

a. Discussion US Highway 85 Overlay District Master Plan.

7) STAFF UPDATE

8) GENERAL DISCUSSION:

9) ADJOURNMENT

City of
Evans, Colorado

NOT YET APPROVED

MINUTES
EVANS PLANNING AND ZONING
Regular Meeting
October 10, 2013 – 7:00 p.m.

CALL TO ORDER
Vice Chairman Brothe called the meeting to order at 7:00 p.m.

ROLL CALL:
Present: Commissioners: Brothe; Grigson and Numoto.

(*Secretary note: Commissioner Phillips arrived at 7:08 p.m.)

AUDIENCE PARTICIPATION:
There was no audience participation.

APPROVAL OF MINUTES:
Commissioner Grigson made motion to approve the minutes, upon a second by Commissioner Numoto the motion was unanimously adopted.

AGENDA ITEMS:

A. Public Hearing – Resolution No xx-2013 - Use by Special Review for Outdoor Storage on Property Zoned I-1 – 4650 Industrial Parkway in Evans Colorado – (Gary DeJohn Storage)

PRESENTED BY: Sheryl Trent, Community and Economic Development Director

ACTION: Recommendation to City Council

CITY COUNCIL DATE: Tuesday, November 19, 2013

BACKGROUND INFORMATION		
Location:		4650 Industrial Parkway
Applicants:		Gary DeJohn, Owner
Existing Land Use:		Vacant Land, Illegal Storage
Proposed Land Use:		Short Term Outdoor Storage
Surrounding Land Use:	**North**	Industrial Building
	South	Brantner Road, Vacant Land, South Platte River
	East	Industrial
	West	Industrial
Existing Zoning:		Light Industrial (I-1)
Proposed Zoning:		Same
Surrounding Zoning:	**North**	I-1
	South	I-1
	East	I-1
	West	I-1
Future Land Use Designation:		Industrial Business Park, River Habitat

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PROJECT DESCRIPTION: This is a request from the landowner (Gary DeJohn), for a Use by Special Review (USR) for outdoor storage to exceed the allowed 10% in the City of Evans Municipal Code. The owner would like to be approved for 30% of the land as outdoor storage. The owner is under a court agreement, as he has been notified and cited for illegal outdoor storage on the site (in excess of 10% and no primary use on the site). The executed agreement is attached as a part of this packet, and this USR is a requirement of the court in order to satisfy the agreement.

RECOMMENDATION: Recommend approval to City Council as the criteria for the approval of the special use can be met with conditions.

ANALYSIS:

1. **Background**: Mr. DeJohn owns several parcels of land in this area, some of which has structures on the land, most of which do not. He was recently notified of the illegal storage on the site and summonsed into court. As a part of that court action, the attached agreement was signed and this approval is a part of that agreement. The recent flood significantly affected the property in question,

but outdoor storage would not violate any of the flood plain standards that would apply to this land.

2. **<u>Section 19.04, 19.32 19.44 and 19.48 of the Evans Municipal Code:</u>**
   Section 19.48 of the Municipal Code addresses accessory uses and in particular outdoor storage. The proposed outdoor storage is over 10% of the property and therefore requires a USR approval in accordance with Section 19.44.

19.48.055 Outdoor storage.
Except by approval of a Use by Special Review, granted in accordance with Chapter 19.44 of the Municipal Code, outdoor storage shall only be allowed as an accessory use in the I – Industrial – zoning districts and only in accordance with the following limitations:
A. No more than 10 percent of the area of any lot or parcel in the I-1 – Light Industrial – zoning district may be used for outdoor storage.
B. No more than 20 percent of the area of any lot or parcel in the I-2 – Medium Industrial – zoning district may be used for outdoor storage.
C. No more than 30 percent of the area of any lot or parcel in the I-3 – Heavy Industrial – zoning district may be used for outdoor storage. (Ord. 350-05: Ord. 272-04)

Below are the Criteria for approval of a USR per Section 19.44.020.

Chapter 19.44
Approval of Special Uses

<u>19.44.020 Criteria for Use by Special Review</u>.
A. All special uses are listed within each zoning district. If a use is proposed that is not defined within the Evans Municipal Code and does not reasonably fall within the definition of any defined use in the Municipal Code, the property owner may apply for use by special review approval in accordance with this chapter.
B. Criteria. The following criteria shall be used to evaluate use by special review requests:

1. The proposed use is found to be unlikely to harm the health, safety, or welfare of the City or its residents. The use could certainly harm the welfare of the City and our residents by eliminating the compatibility with the commercially zoned properties to the north. With heavy industrial use (50% outdoor storage) commercial uses to the north would be limited, which affects the long term financial sustainability of the City.
2. The proposed use would benefit the City in terms of employment, tax revenue, or other similar effects, as compared to the absence of the proposed use. This type of heavy industrial use is best located in areas of I-3 zoning that are well removed from the public right of way and away from commercial uses. Even in the I-3 zone the code states 30% is the maximum for outdoor storage. In urban areas such as the City of Evans, uses such as outdoor storage should be limited (as the code intended) in

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order to fulfill the goals of the 2010 Comprehensive Plan and long range planning and sustainability issues.

3. The proposed use shall be consistent with the Evans Comprehensive Plan and shall be compatible with the surrounding area. The use is NOT consistent with the Evans Comprehensive Plan nor is it compatible with the surrounding area. Much of the I-1 zoning in the area is built out and meets the 10% standard. The City is in the process of issuing notices of violation to the remaining land owners in violation of the outdoor storage code.
4. The location, size, design, and operating characteristics of the proposed use shall be compatible with the existing and proposed future land uses within the general area in which the proposed use is to be located and will not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other permitted uses in the vicinity. Reasonable conditions may be placed on uses by special review to protect the public health, safety, and welfare by mitigating impacts. As the pictures of the current site show, outdoor storage comprises around 50% + of the land at this time. The photos are indicative of what that land will look like in perpetuity if the USR is approved. The current and future land uses in that site are not compatible with outdoor storage of this intensity on this size of property. It will create a situation/condition that will negatively affect other property owners in the area, especially the commercial properties to the north. There is no way to mitigate the impact of the lack of compatibility – no fence can be constructed that is high enough, no landscaping can be installed on site that would screen the outdoor storage from the public right of way.
5. The site shall be physically suitable for the type and intensity of the proposed land use. The site is physically suitable for outdoor storage, except for the zoning and proximity to the public right of way, the other land uses in the area, and Highway 85.
6. The proposed land use shall not adversely affect traffic flow and parking in the neighborhood. The outdoor storage use would not adversely affect traffic flow and parking in the area.
7. The location of other approved uses by special review in the neighborhood shall be determined, in order to avoid an over-concentration of such uses. As mentioned prior in the report, staff is currently issuing letters of violation in the area to other land owners that may not be aware of the code related to outdoor storage. Currently the approval on 1470 42nd Street is for up to 50%, and that was allowed as it could be screened from 42nd Street and was a much smaller piece of land, and hence a much smaller impact on the neighborhood. That approval, which will stay for that legal description on that site, will remain in place and anything other would be an over concentration of the outdoor storage use in the area.

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3. **Issues:**

The main concern with the application is the compliance with City Code and compatibility with adjacent light industrial zoning. 42nd Street is a major thoroughfare for the City of Evans and therefore compatibility with existing industrial uses and future commercial uses is critical to the future development and sustainability of the City. With 30% of the lot being used for outdoor storage the issue becomes even more important to the long term compatibility issues in the neighborhood. Many of the surrounding light industrial properties are developed with office structures and outdoor storage, and a negative effect on their property values should be taken into consideration when working with this request.

The precedent set by allowing a Use by Special Review for additional outdoor storage in this I-1 zone at this location could lead to other land owners requesting the same USR for the same reasons (business oriented). That would essentially mean the land in this area would exceed even the highest use allowed in the I-3 zone (currently 30%).

The land sits away from 42nd Street but on Industrial Parkway and Brantner Road, both of them arterial streets that lead to 49th Avenue. The surrounding properties are coming into compliance with the code with screening, replacement fencing, and other agreements.

Additionally, this land is zoned I-1 for a reason. The premise behind appropriate zoning includes the issues of land use. Zoning permits certain uses on land and usually move from the least intense uses to the most intense uses, protecting land and the public from more intense uses by placing that zoning away from areas of commercial, residential, or lower uses land zoning. The land uses should move from least significant impact to higher impact, especially along major arterials and areas of importance to the City.

Other land in the area is zoned I-1 (the lowest industrial zoning in our code). This land is visually adjacent to Highway 85, and also adjacent to other I-1 sites that are coming into compliance with the code.

Notice of this public hearing was provided in accordance with Chapter 19.64 and 18.28.125 of the Municipal Code.

FINDINGS OF FACT AND CONCLUSIONS

After reviewing the Gary DeJohn USR for outdoor storage that exceeds the 10% on property located at 4650 Industrial Parkway the following findings of fact and conclusions have been determined:

The review criteria in Sections 19.44 of the Evans Municipal Code CAN be appropriately and sufficiently met with conditions. Additionally, approval of this special use may be consistent with the 2010 Comprehensive Plan and with the surrounding land uses. The conditions are as follows:

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1) The property owner will comply with the City of Evans Municipal Code and all lawful regulations related to the property; and
2) Outdoor storage shall be limited to an area no more than 30% of the property; and
3) Hazardous materials shall not be stored on the property; and
4) On or before November 18, 2013 the entire 30% outdoor storage area shall be properly fenced per the Evans Municipal Code with prior approval of the fencing and screening from City staff; and
5) If the property is ever subdivided, this approval for outdoor storage shall be limited to one parcel and shall not exceed the 30%.

STAFF RECOMMENDATION:

Sheryl Trent, Community and Economic Development Director presented the staff report and recommended that the Planning Commission forward a recommendation of approval with conditions of the requested USR with the findings and conclusions listed above.

Chairman Brothe opened the Public Hearing and asked if there was anyone in the audience who would like to speak to the item, seeing none the public hearing portion of the meeting was closed.

Ms. Trent reported the flooding did not impact the property and that approval of the special review would run with the land. She emphasized that there is no primary use on the site and that and is requesting that 30% be approved for use as outdoor storage.

Ms. Trent stated that the applicant was required by the court to appear before the Planning Commission and City Council for this request. She spoke of the need for screening the property and commented that using slates on a chain link fence would be an acceptable buffer for the property and that the fencing be in place by November 18 – the date that was agreed on during the court proceedings. She stated that staff is asking that the storage be allowed for a 5 year period and the applicant provide adequate access to the property, as none currently exists.

Gary DeJohn, 1860 23rd Avenue, Greeley Colorado, stated that since the flood he may be changing what he will be doing with the property and spoke of water management issues and stated he was not aware that the levy, which was private, would not be repaired. Mr. DeJohn commented that he had questions about the road repairs and whether they will be repaired or replaced. He said he was not considering any development at this time. He said using the property as an outdoor storage would not be cost effective because he would have to access water and sewer which is not economically feasible at this time.

He stated he would like to move the southern lot line 100 feet to allow the neighboring owner to move their fence.

Ms. Trent reminded the Commission the only issue for discussion was the use of outdoor storage.

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Mr. DeJohn stated he has not been moving homes from original sites to his storage, but he sells them and delivers them to their new locations. The storage is considered revolving, and will be buildings that are moved on and off the site.

STAFF RESPONSE

Ms. Trent reported there is no existing site plan and if the applicant wishes to subdivide the property he would have to come back to the Commission for its approval. She spoke of the existing structures on the site and commented that the owner has done a good job cleaning up the property.

She responded to Commissioner questions stating the code does allows for chain link fencing and slates and the property would remain I1.

COMMISSIONER QUESTIONS

Commissioner Phillips stated that he did not believe there was adequate information to approve the request – and it should be thought out a little more. He commented that Mr. DeJohn doesn't know what he wants to do and due to the flood he felt that Mr. DeJohn should request an extension of the court.

Ms. Trent reminded the Commission that the only the issue was outdoor storage.

Commissioner Phillips asked the applicant what type of fencing was he considering.

Mr. DeJohn commented that if he had chain link fencing with slates it would have been destroyed by the flood.

Commissioner Phillips made motion, seconded by Commissioner Grigson to recommend denial. The vote was as follows: Yeas: Phillips and Grigson; Nays: Numoto. Chairman Brothe abstained. The motion failed.

ELECTION OF OFFICERS

It was discussed and voted on that Chairman Brothe remain the Chair, and that Commissioner Phillips become the Vice Chair.

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STAFF UPDATES

Mr. Ratkai reminded the Commission of the joint study session on October 15 and that staff is busy working on flood related issues including revisions to the floodplain map.

ADJOURNMENT:

The meeting adjourned at 7:47 p.m.

_____

Vicki Mesa, Administrative Assistant

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PLANNING COMMISSION COMMUNICATION

DATE: January 14, 2014

AGENDA ITEM: **5.A.**

SUBJECT: Comprehensive Sign Program – 3808 Carson Ave

PRESENTED BY: N. Zach Ratkai, Building and Development Manager

ACTION: Recommendation to City Council

APPROVED BY: N. Zach Ratkai, Building and Development Manager

CITY COUNCIL DATE: N/A

BACKGROUND INFORMATION		
Location:		3808 Carson Avenue
Applicants:		AdCon Signs
Existing Land Use:		Industrial/Office
Proposed Land Use:		Industrial/Office
Surrounding Land Use:	**North**	Industrial/Office
	South	Industrial/Office
	East	Evans City Hall
	West	Industrial/Office
Existing Zoning:		I-3, Heavy Industrial
Proposed Zoning:		No change
Surrounding Zoning:	**North**	I-3
	South	I-3
	East	C-3
	West	I-3
Future Land Use Designation:		Industrial – Business Park

DESCRIPTION:

Staff has received a request from FR Holdings LTD, property owner, represented by AdCon Signs, for a Comprehensive Sign Program in order to replace the existing monument sign at 3808 Carson Avenue with a sign that would include the names of the businesses located there.

Under Section 19.45.080, Permanent Signs Requiring a Permit, of the Evans Municipal Code, freestanding multi-tenant signs require a Comprehensive Sign Program to be approved by the Planning Commission. The Commission's decision can be appealed to the City Council.

According to Section 19.45.080 of the Evans Municipal Code, the following must be considered by the Planning Commission and staff in order to approve the planned sign program:

- Classification and speed limit of adjoining roads
  Carson Avenue is a collector roadway and is limited to thirty (30) miles per hour.

- Proximity of residential property
  This property is located approximately 300 feet from residential to the north, 875 feet to the east, 775 feet to the west and 300 feet to the south. Staff contends that this application for a multi-tenant sign will not adversely affect residential property in Evans.

- Location of proposed signs and proximity of signs to sidewalks, roads and driveways
  The proposed sign will be along Carson Avenue on the western portion of the property. This sign will be located 13 feet from the flowline of Carson Avenue and approximately 30 feet from the driveways onto the property. There is no sidewalk in front of the property.

- Potential number of tenants in the center
  There are 4 units in the center, which all can be split resulting in the maximum of 8 units. The sign proposed will allow for signage for up to 8 tenants.

- Integration with building architecture and/or character of subdivision
  Staff contends that the new sign proposed integrates well with the building and improves the character of the neighborhood.

- Any other factor(s) the Planning Commission deems relevant
  None from staff.

The Code also states that, "Multi-tenant and subdivision signs shall comply with the freestanding sign provisions contained herein regarding size, height, setback, and separation requirements, *unless otherwise approved by the Planning Commission as part of a comprehensive sign program.*" (Emphasis added.)

The total area of freestanding signage allowed is 300 square feet. The proposed sign is approximately 36 square feet. The proposed height is 6 feet at the top of the post. It does, however, meet the setback requirement of 10 feet from the curb line as well as the separation requirement.

SUBMITTAL CHECKLIST

The following items are needed for a complete submittal and staff review of a sign permit.

Applicant Initial as Submitted	Submittal Requirements	City Staff Initial as Complete
mh	An electronic copy of all submitted documents	
mh	Permit Review Fee Paid $25.00	
	Permit Issuance Fee Paid $ _____	
mh	Site Plan Map (See 19.45 for Standards) One copy of an overall site plan for the property, showing structures on the property, the dimensions of those structures, location and placement of the sign(s), property street frontage for ALL streets, lighting for the sign, and other pertinent information	
mh	One copy of diagram showing elevation of the sign in relation to street and building	
mh	One color copy of the design of the sign(s) including dimension and total square footage of the sign	
	Color photos of the property showing ALL other signs on the property (which may include unrelated signs and other building signs)	
NA	Electrical permit for all related work	
mh	Written bid from licensed contractor	
	Supportive Information in narrative form (cover letter):	
	Length of wall frontage in feet	
mh	Length of property line frontage on all streets	
	Total amount of signage, in square feet, that currently exists on the property (exclude any signs that will be replaced with this permit)	
mh	A description of all signs to be built or placed on the site, including size, quantity, use and the number of signs per structure.	
NA	If lighted, please describe the nature of the lighting	
	Other:	

I certify that to the best of my knowledge this Sign Permit Application meets all of the criteria listed above and all the appropriate documentation has been submitted as requested:

— MANAGER FR HOLDINGS, LLC. 12/6/13

Land Owner Signature **Date**

Marie Haskew 12-17-13

Applicant/Contractor Signature **Date**

For City Staff Use Only

Date Submitted: 12/7/13

Date Reviewed: 1/3/14 Reviewer Name: ZACH RATKAI

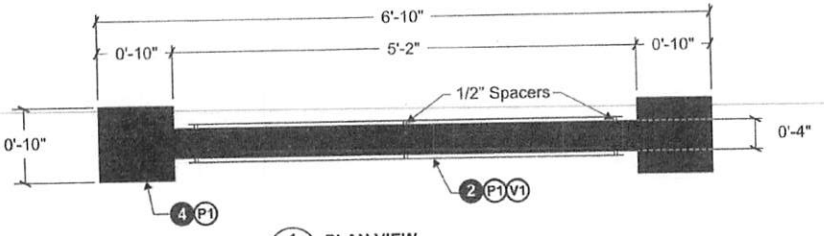
Corrections Needed? ___ Yes ___ No

Date Returned as Incomplete to Applicant and Owner:

Date Accepted as Complete:

Date Approved/Comments:

Formal comments will be found in the L:drive under Community Development/Sign Permits/ (name of application)



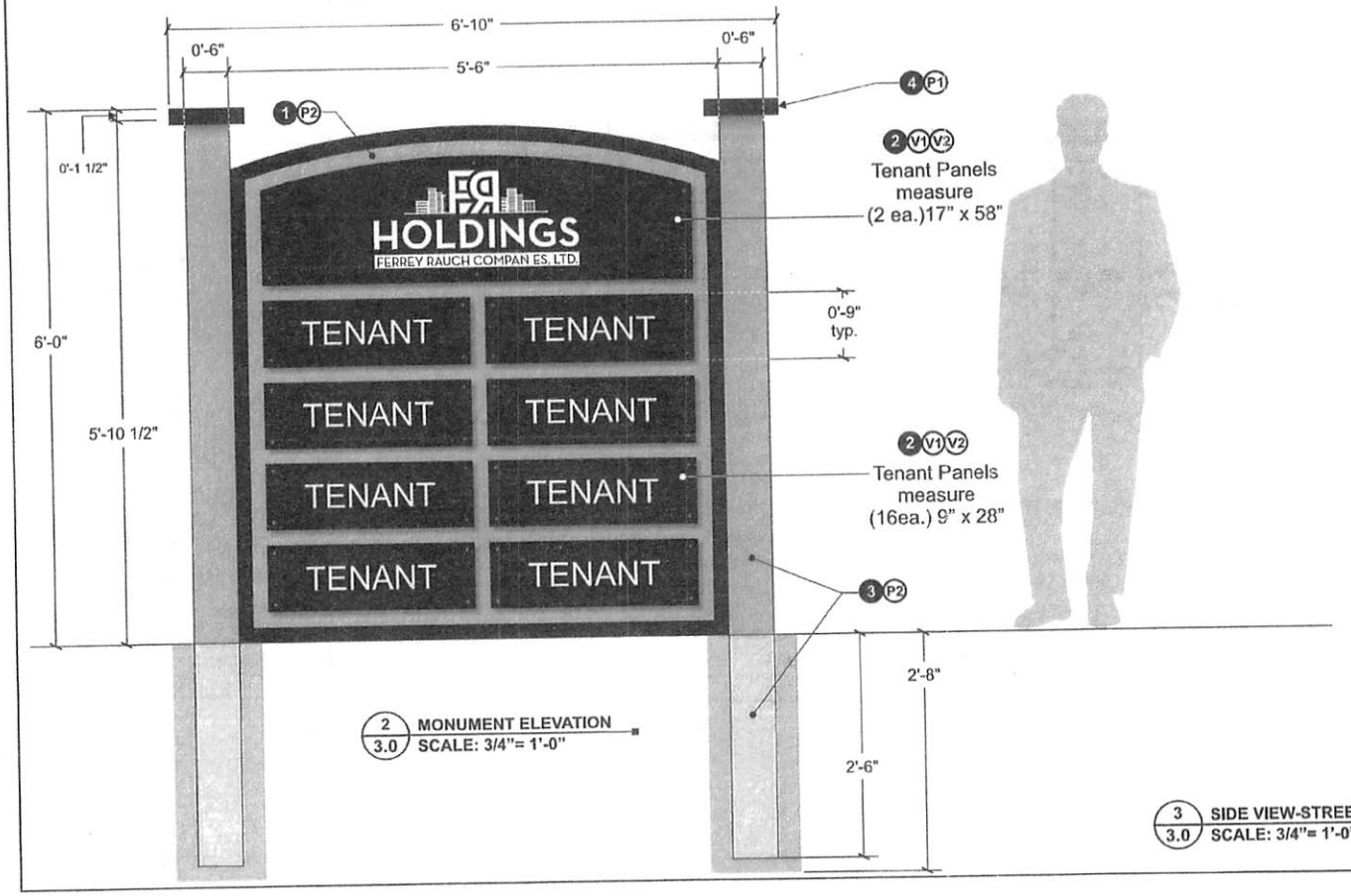
1 / 3.0 PLAN VIEW
SCALE: 3/4"= 1'-0"

SPECIFICATIONS FOR (1) D/F MONUMENT SIGN

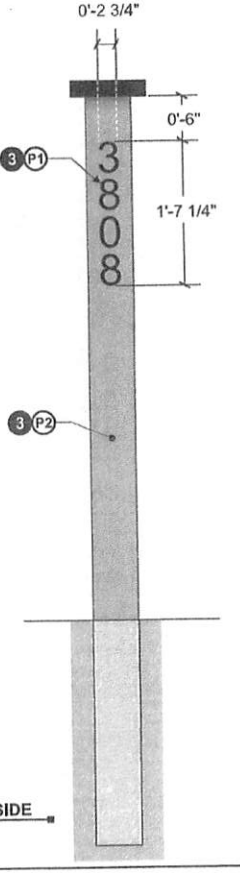
1. **CABINET=** 1" x 4" x 1/8" Alum. rec tube frame w/ 1/8" skins
2. **TENANT/ADDRESS PANELS=** 1/8" routed panels with vinyl graphics. Panels to be stood off of cabinet. Stand offs-1/2" Long
3. **COLUMNS=** 6" Alum. sq. tube columns-direct bury
4. **DECORATIVE CAPS=** 1 1/2" Alum. sq. tube frames with 1/8" skins.

COLOR SPECIFICATIONS

- P1 MAP Black (Matte)
- P2 Dryvit "Mountain Fog-Grey" #132 (Textured)
- V1 3M Scotchcal vinyl "Matte Black" #7725-22
- V2 3M Scotchcal vinyl "White" #7725-10



2 / 3.0 MONUMENT ELEVATION
SCALE: 3/4"= 1'-0"



3 / 3.0 SIDE VIEW-STREET SIDE
SCALE: 3/4"= 1'-0"

ADCON
Advertising Concepts Inc.
3725 Canal Drive,
Fort Collins, CO 80524
970 484 3637
www.adconsigns.com

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Shop Drawing for:
3808 Carson Ave.
Evans, CO 80620

Sign Type: Monument
Date: August 28, 2013
Drawn by: Troy K.
Account Manager: Jared E.
Project Manager: Jared E.
Design/ Estimate #: #28228
File Name: Monument Sign

Client Approval

Signature

Date

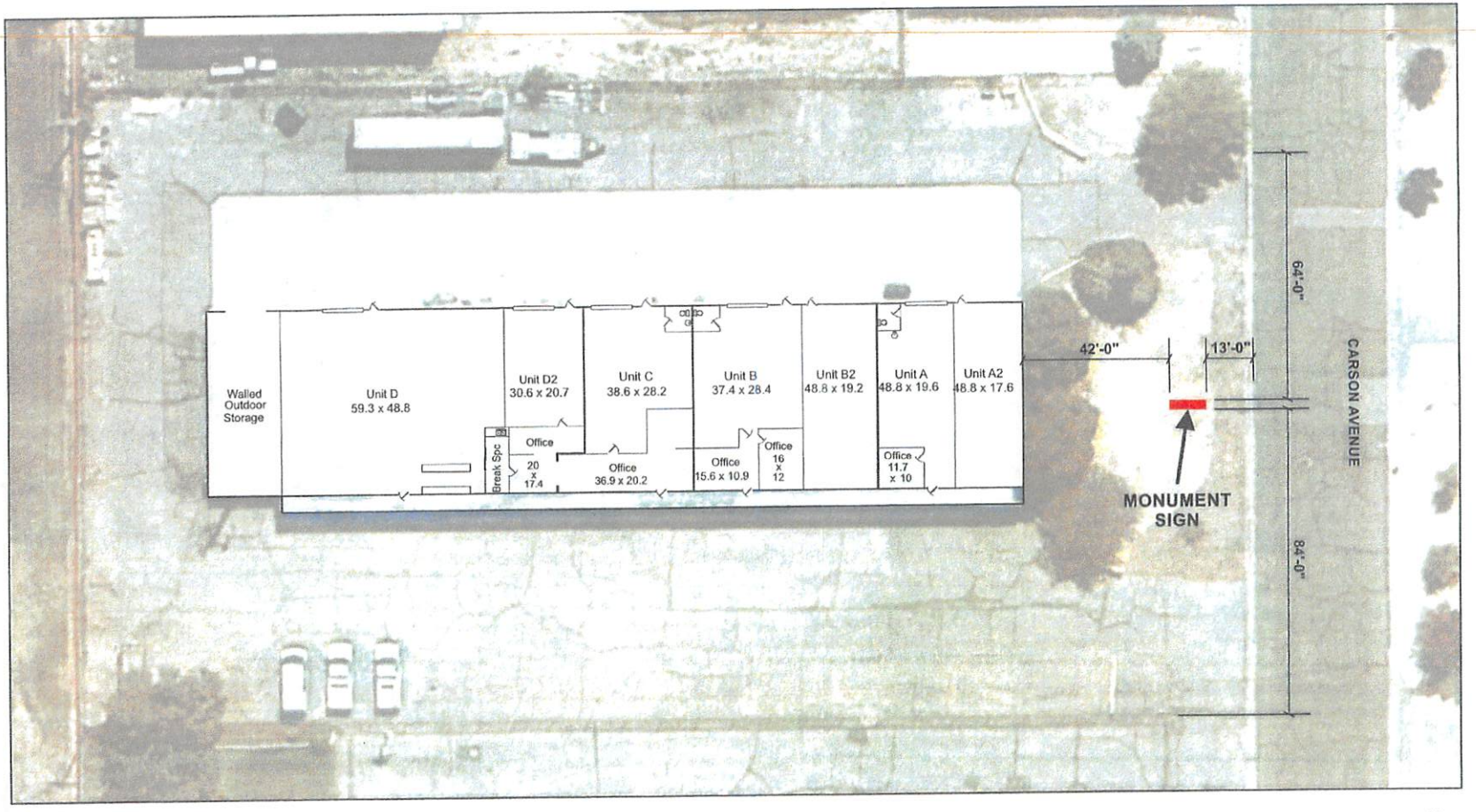
NOTE: Please ensure all red line changes are noted on this drawing prior to returning it to ADCON. Subsequent to ADCON incorporating the red line changes requested on this drawing, any further changes will result in additional billing at the rate of $85 per hour.

- ☐ Approved
- ☐ Approved As Noted
- ☐ Revise And Resubmit

Production Mgr. Approval	Date
Project Mgr. Approval	Date
Account Mgr. Approval	Date
P&D Mgr. Approval	Date

Revision Notes:
Shop Drawing

Seg. No. 4 ★
W.O. No. 1310027
Rev. No. 0 Date: 12-16-13 By: TAK
Sheet No. 3.0



1 / 2.0 SITE PLAN
SCALE: N.T.S.

N

ADCON
Advertising Concepts Inc.
3725 Canal Drive,
Fort Collins, CO 80524
970 484 3637
www.adconsigns.com

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Shop Drawing for:
3808 Carson Ave.
Evans, CO 80620

Sign Type: Monument

Date: November 7, 2013
Drawn by: Skip W.
Account Manager: Jared E.
Project Manager: Jared E.
Design/ Estimate #: #28226
File Name: Site Plan

Client Approval

Signature

Date

NOTE: Please ensure all red line changes are noted on this drawing prior to returning it to ADCON. Subsequent to ADCON incorporating the red line changes requested on this drawing, any further changes will result in additional billing at the rate of $86 per hour.

- ☐ Approved
- ☐ Approved As Noted
- ☐ Revise And Resubmit

Production Mgr. Approval	Date
Project Mgr. Approval	Date
Account Mgr. Approval	Date
P&D Mgr. Approval	Date

Revision Notes:
Shop Drawing

Seg. No. 4 *TBD*
W.O. No. 1310027
Rev. No. 0 Date: 12-16-13 By: TAK
Sheet No. 2.0

Master Work Order 1310027

Est #: 28228

Date Job Sold: 10/25/2013 Install By: 12/3/2013
Fab By: 12/2/2013 Initial completion: 12/10/2013
Shp By: 12/3/2013

BILL TO INFO

FR Holdings, Ltd
345 East Mountain Avenue
Fort Collins CO 80524
Devin FERREY
devin@fr-corp.com
P: 970.691.1234
F:

PROJECT / JOB INFO

3808 Carson ave.
3808 Carson ave.
Evans CO 80620
P: 970.691.1234
C:

AM: JE PM: JPE EST: RMM
Quality Grade: *
Warranty period: 1 year
Sales Class:

New	T & M	Warranty	Samples
☑	☐	☐	☐

Service	Lease Maintenance
☐	☐

CONTRACT	Y	N	INSTALL	Y	N	PERMITS	Y	N	TAXES	Y	N	CLIENT CONTRACT	Y	N
Adcon Contract:	☑	☐	Adcon Install:	☐	☑	City:	☑	☐	Exempt Cert:	☐	☑	Bid Bond:	☐	☑
Order Conf:	☑	☐	Sub Install:	☑	☐	County:	☑	☐	City:	☑	☐	PLM Bond:	☐	☑
PO#:			Owner Install:	☑	☐	Landlord:	☐	☑	County:	☑	☐	OCIP Ins:	☐	☑
Client Contract:	☐	☑	Client Pickup	☑	☐	ACC:	☐	☑	State:	☑	☐	Penalty:	☐	☑
Not To Exceed			OS Carrier:	☑	☐	Special District:	☐	☑	Special:	☐	☑	Hook Ups:	☐	☑
$0.00			CO Delivery:	☐	☑	Variance:	☐	☑				Retainage:	0.00%	

Fabrication Information: REVISE- Design & Manufacture 1 D/F monument tenant sign qty.8 Tenant faces each side.

Installation Information: Please include install quote as separate line item.
Client has expressed willingness to pull permit and install self.

Shipping Information: pick up at our location

Billing Information: 50% Down

Original Estimate		Change Order		Pending Change Orders		Project Total	
Display Price	$4,610.00	Display Price	$0.00	Display Price	$0.00	Display Price	$4,610.00
Install Total	$1,845.00	Install Total	$0.00	Install Total	$0.00	Install Total	$1,845.00
PM Travel	$0.00	PM Travel	$0.00	PM Travel	$0.00	PM Travel	$0.00
Other	$0.00	Other	$0.00	Other	$0.00	Other	$0.00
Total $:	$6,455.00	Total $:	$0.00	Total $:	$0.00	Total $:	$6,455.00
Freight $:	$0.00	Freight $:	$0.00	Freight $:	$0.00	Freight $:	$0.00
Original Total:	$6,455.00	Original Total:	$0.00	Original Total:	$0.00	Original Total:	$6,455.00

PLANNING COMMISSION COMMUNICATION

DATE: January 14, 2014

AGENDA ITEM:

SUBJECT: U.S. Highway 85 Corridor Overlay District Design Standards Chapter 19.62 Code (Proposed Code Amendments)

PRESENTED BY: Baseline Corporation, Vincent Harris, AICP

PREPARED BY: Cory Miller, Associate Planner

ACTION: Recommendation to City Council

APPROVED BY: Sheryl Trent, Economic Development Director

CITY COUNCIL DATE: Tuesday, February 4, 2014 at 7:30 PM

BACKGROUND INFORMATION		
Location:		U.S. Highway 85 Overlay District (map attached)
Applicants:		The City of Evans
Existing Land Use:		Various
Proposed Land Use:		Various
Surrounding Land Use:	**North**	Out of City limits
	South	Out of City limits
	East	Various
	West	Various
Existing Zoning:		C-3, I-2, I-3, R-1, R-2, RC
Proposed Zoning:		No change
Surrounding Zoning:	**North**	Out of City limits
	South	Out of City limits
	East	RC, R-1, R-2, RMFH, I-1, C-3
	West	C-3, R-1, R-3, I-1, I-3
Future Land Use Designation:		Various

PROJECT DESCRIPTION: The US Highway 85 Overlay District Master Plan is a document that will guide development and redevelopment along US Highway 85. The Plan is an extension of the City of Evans Comprehensive Plan and proposes future land use categories that will help address existing patchy development, multiple vacant lots, and the overall economic decline present along the corridor.

The proposed Master Plan is strongly influenced by work completed June of 2013, that revised Chapter 19.62 of the City of Evans Municipal Code and established up-to-date Highway 85 Overlay District Design Standards (Ordinance No. 560-13).

The revisions to Chapter 19.62 better clarified quality site planning, design, permitted uses, vehicular and pedestrian access and streetscape expectations with the Highway 85 Overlay District. The recommended Land Use Categories proposed in the US Highway 85 Overlay District Master Plan will help promote these design standards through the promotion of increased development flexibility. The US Highway 85 Overlay District Master Plan will assist with guiding future development proposals in the following ways:

- The Master Plan will help unify the existing fragmented land uses present along the corridor by focusing specific future development in specific areas; and
- Designate future land use opportunities based on access, parcel size, existing uses, and conditions; and
- Promote infrastructure improvements to create safe access opportunities and improve traffic circulation and flows; and
- Eliminate fragmented local roadways to increase development flexibility; and
- Address transportation linkages and connections to promote better safety, health related options, and quality access for local residents; and
- Address the lack of vibrant pedestrian and bicycle infrastructure to connect the surrounding neighborhoods and community to the planned and existing park and trail systems, and commercial uses

Many of the proposed recommendations included within the master plan document incorporate goals and objectives from the City of Evans Comprehensive Plan (2010), the US 85 Corridor Master Plan (2002), and the US 85 Access Control Plan (1999).

If the Plan is adopted, all future developments and redevelopments in the Highway 85 Overlay District will be reviewed against the following land-use categories and traffic network improvements. The plan creates the following recommendations for future land use categories:

- **High Retail Commercial** – traditional retail centers characterized by larger anchors stores and smaller supportive retail uses
- **Neighborhood Retail and Commercial** – Includes small retailers and services, including convenience stores and restaurants as examples. Vertical retail is also envisioned for this land use
- **Office** – Accommodates a variety of office types

- **Automotive Commercial** – allows new automotive dealership and other related services
- **Public Facilities** and **Open Space** areas are also recognized in the plan.

In addition to new land use categories, the Plan makes the following recommendations in relation to Traffic Network Improvements:

- Traffic safety measures including roundabouts in key locations
- Closure of some road intersections
- Creates a road network that will be easy to navigate
- Implements a pedestrian and bicycle network

Please see the attached Draft for more information regarding future Land Use Categories and Traffic Network Improvement recommendations.

RECOMMENDATION: Recommend approval of the US Highway 85 Overlay District Master Plan as an amendment to the City of Evans Compressive Plan and a guiding document for the redevelopment in the US Highway 85 Overlay District area.

ANALYSIS:

1. **Background & Process:**

In the last five months, staff members from Baseline Corporation have met with Sheryl Trent, Economic Development Director, members of City Council and the Evans Planning Commission, and local business and property owners to discuss the project. The feedback received from the aforementioned groups reflected current needs and issues within the Highway 85 Overlay District and provided a basis for the formation of the Master Plan document.

Initial ideas were drafted and presented at a joint City Council and Planning Commission meeting on October 15, 2013. The purpose of the meeting was to evaluate the direction of the document and to authorize the continuation of the project. The staff was asked to continue and prepare an initial draft of the Master Plan that would incorporate public opinion.

Staff from Baseline held a public input meeting Thursday, November 21, 2013 for all business and property owners located within the Highway 85 Overlay District. The purpose of this meeting was to gather feedback from owners in the area in regards to present conditions along the Highway 85 corridor as well as ideas, thoughts and vision for its future. The meeting was held in an open house format. Three tables were positioned around the room each containing visual references for attendees to utilize. Maps that highlighted potential land uses and traffic improvements were provided as reference. The information gathered from this meeting helped inform staff on how to organize specific land use areas as well as how to re-direct future traffic throughout the corridor.

A second public meeting was held on Thursday, December 19, 2013. The purpose of this meeting was to confirm the ideas from the previous meeting and identify how they have been incorporated in the US 85 Overlay District Master Plan. Staff from Baseline presented this information through a PowerPoint presentation and held an additional question and answer session to verify if any other modifications to the plan could be made. Both public meetings notified business and property owners via mail and in total nine attendees were at both of the two meetings.

Information presented at each meeting was posted to the City of Evans website for public review and comment. Additional instructions were provided for the public to make comments.

Staff has since created a draft US Highway 85 Overlay District Master Plan. The Plan is divided into the following sections:

- Background and Vision;
- Current Conditions;
- Recommendations;
- Proposed Land Uses;
- Traffic Network Improvements;

A courtesy notice was published in the Greeley Tribune indicating that the Planning Commission will hold a hearing on January 14, 2014 and City Council on February 4, 2014. Business and property owners within the Highway 85 Overlay District were also notified via mail.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission recommend approval to the City Council a Comprehensive Plan amendment that would see the creation of the 2014 US Highway 85 Overlay District Master Plan, as provided herein. Staff makes these recommendations based on the following facts:

1. The proposed amendment is compatible with goals and policies of the City of Evans 2010 Comprehensive Plan. Specifically Goal 1: Orderly, Efficient Growth Pattern and Adequate Public Facilities, Including an Efficient Transportation System.
2. The plan provides further future land use guidance for the US 85 Overlay District. This area is identified as a Planning Focus Area in the 2010 Comprehensive Plan (section 3-16).
3. The Comprehensive Plan provides additional recommendations for traffic improvements. The 2010 Comprehensive Plan identifies US Highway 85 as a corridor that should receive additional public improvements and quality of design (section 3-17).

Staff will provide an overview of the proposed Master Plan and make a presentation at the Planning Commission meeting on January 14, 2014.

RECOMMENDED PLANNING COMMISSION MOTION:

"I move to recommend approval of the proposed amendment to the City of Evans 2010 Compressive Plan with the adoption of the US Highway 85 Overlay District Master Plan, as provided herein because it is in the best interest of the citizens of the City of Evans."

"I move to recommend denial of the proposed amendment to the City of Evans 2010 Compressive Plan with the adoption of the US Highway 85 Overlay District Master Plan, as provided herein because it is not in the best interest of the citizens of the City of Evans."

Attachment: Draft 2014 U.S. Highway 85 Overlay District Master Plan

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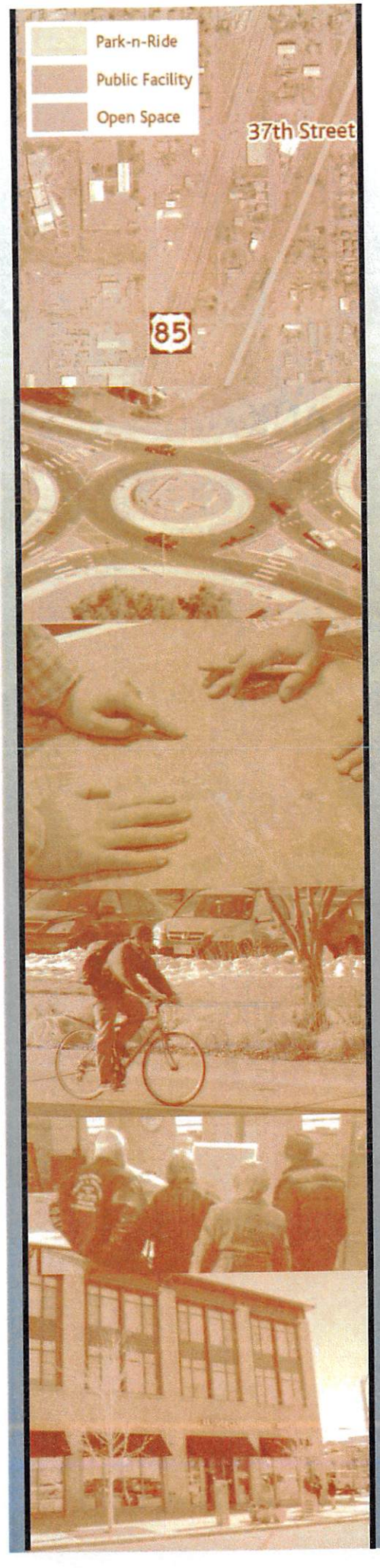

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City of
Evans, Colorado

US Highway 85 Overlay District Master Plan

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HISTORY & BACKGROUND

HISTORY

When John Evans and his business partners began to build the Denver Pacific Railroad, the City of Evans was born as a railroad town. This stretch of the rail line was constructed through the City of Evans in the late 1860s and continues to pass though the City today. Known as the Queen City of the Platte, Evans was the first town to file for incorporation with the Weld County Clerk on November 22, 1869. The town was named Evans in honor of John Evans, who later became the second territorial governor of Colorado.

The Denver Pacific (now Union Pacific) Railroad became a vital part of the Evans community for many years as one of the main stops along the route from Denver to Wyoming. With the onset of automobiles, US Highway 85 has replaced the rail line as the main transportation connection to and from the City of Evans.

BACKGROUND

In addition to the original residential properties, numerous commercial businesses have been established along the Highway 85 corridor since its completion in the 1970s. While some businesses continue to thrive along the corridor, many owners have been forced to close their doors due to changes in consumer preference and demand. As a result, the Highway 85 corridor has become fragmented and has lost much of its ability to attract local residents and commuters as customers. City Council wishes to work toward energizing the corridor for locals as well as passersby. As a result the US Highway 85 Overlay District was created in 2002 by the City of Evans in response to the immense potential that this area provides for future commercial development in the City.

The new US Highway 85 Overlay District Master Plan proposes specific future land uses that can preserve existing properties but also adjust the district's development priorities. This 'Master Plan' – the US Highway 85 Overlay District Master Plan – will further strengthen and energize the Highway 85 corridor in Evans to retain and attract retail, entertainment, and dining uses that will serve the community for many years to come.

EXISTING CONDITIONS

EXISTING LAND USE

The existing land use can be characterized as general commercial which includes offices, hotels, oil and gas support services, light industrial, and vehicular oriented retail uses. Multiple vacant lots are also present along the corridor. Development is generally patchy and not uniform. Please refer to the map on Appendix 2 of this document for more information regarding existing land uses

CURRENT ZONING

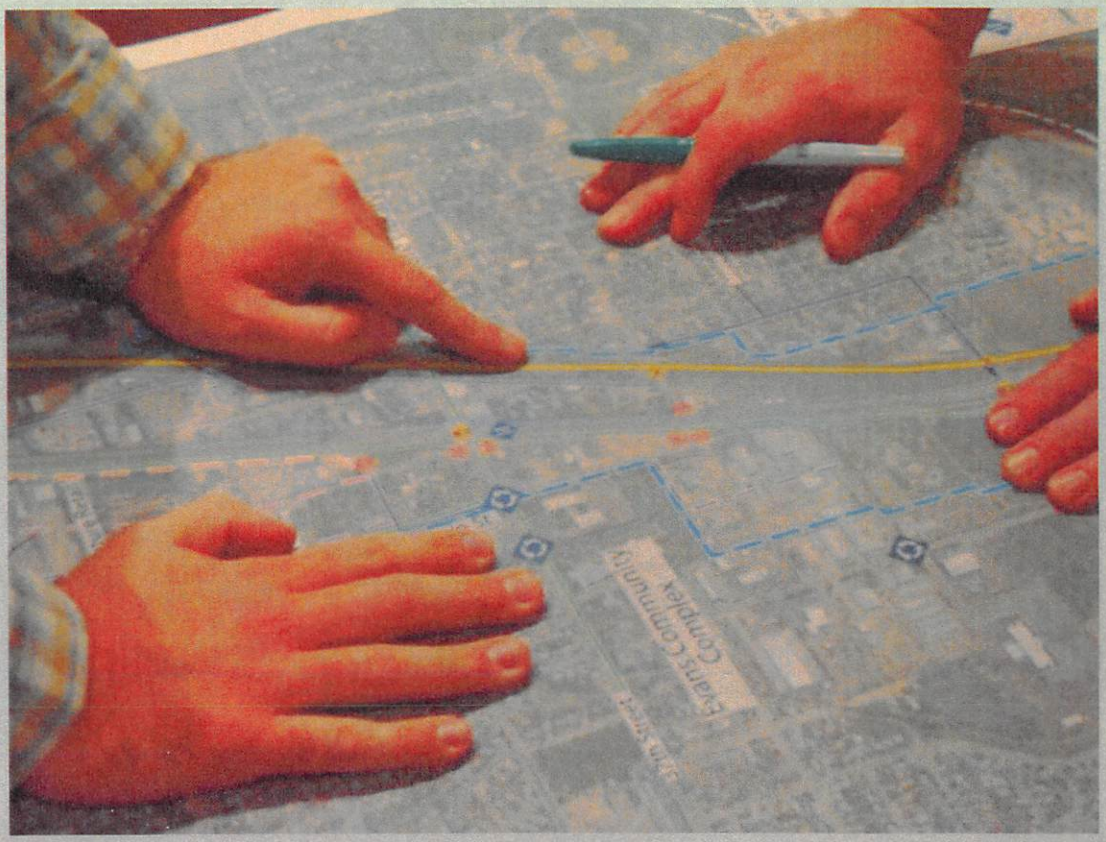
Properties within the Overlay District are currently zoned with one of six base zone districts: High Intensity Commercial (C-3), Residential Commercial (RC), Single Family Residential (R-1), Light Industrial (I-1), Medium Industrial (I-2), and Heavy Industrial (I-3). Many of these zone districts do not reflect the current uses on properties. The Existing Zoning Map is provided as Appendix 1 at the end of this document.

Courtesy of the Denver Public Library: Digital Collections

VISION

The US Highway 85 Overlay District Master Plan will direct future development proposals in the following ways:

- The Master Plan will help unify the fragmented land uses present along the corridor by focusing specific future development in specific areas; and
- Designate future land use opportunities based on access, parcel size, existing uses, and conditions; and
- Promote infrastructure improvements to create safe access opportunities and improve traffic circulation and flows; and
- Eliminate fragmented local roadways to increase development flexibility; and
- Address transportation linkages and connections to promote better safety, health related options, and quality access for local residents; and
- Address the lack of vibrant pedestrian and bicycle infrastructure to connect the surrounding neighborhoods and community to the planned and existing park and trail systems, and commercial uses



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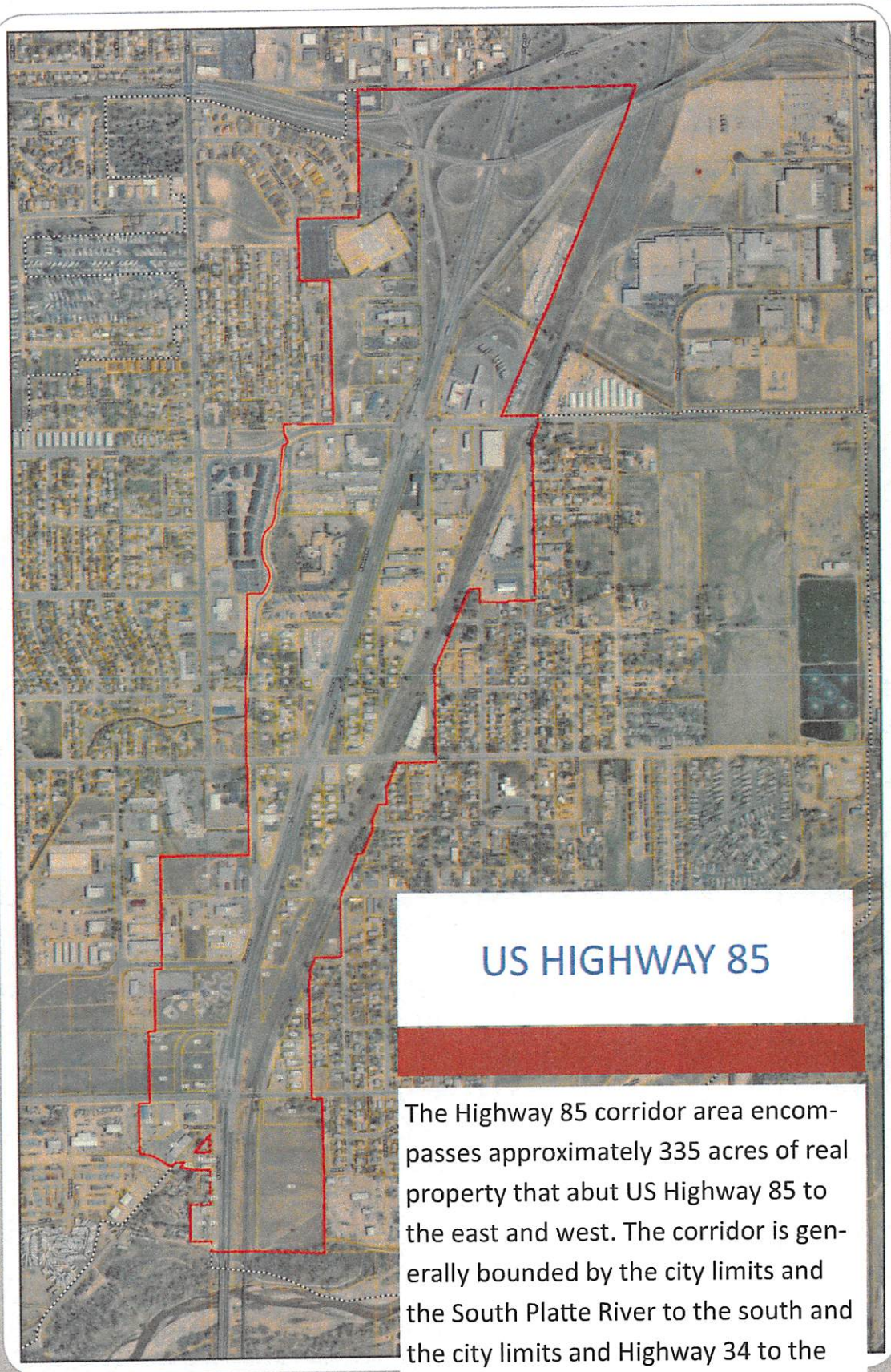


US HIGHWAY 85

The Highway 85 corridor area encompasses approximately 335 acres of real property that abut US Highway 85 to the east and west. The corridor is generally bounded by the city limits and the South Platte River to the south and the city limits and Highway 34 to the north.

RELATIONSHIP TO OTHER PLANS

2010 Comprehensive Plan

This US Highway 85 Overlay District Master Plan builds on the goals and policies established in the 2010 City of Evans Comprehensive Plan. Together these two documents will guide development and redevelopment within the City and the Highway 85 corridor to provide a framework for any applicable land use decisions made by the City.

The US Highway 85 Overlay District Master Plan supports the Goals in the Comprehensive Plan in a number of ways: The Master Plan:

- Promotes an orderly, efficient growth pattern and adequate public facilities
- Addresses concerns regarding the efficiency of the transportation system
- Promotes increased pedestrian trails and connections to parks and open space
- Provides an opportunity for the US Highway 85 Overlay District to become a destination center in the City of Evans
- Encourages stable, cohesive development areas to improve the community's identity
- Establishes appropriate locations for employment and commercial development
- Helps to promote flexibility for future development design and siting
- Encourages a more balanced mix of uses in the community

US 85 Access Control Plan (1999)

The access control plan addresses various areas of city transportation planning such as automobile, pedestrian, and public transportation. This document was utilized in the development of the US Highway 85 Overlay District Master Plan as it contains vital information with regards to the volume and type of traffic most prevalent in the corridor. The Master Plan reflects the goals of the US 85 Access Control Plan in the following ways.

- Expand the development of facilities for all modes of transportation
- Strengthen connectivity between different neighborhoods
- Continue improvement of Level of Service (LOS) standards in the area
- Build upon existing infrastructure to develop a continuous network of streets and pathways

The US 85 Access Control Plan also provides additional recommendations that relate to future land use and connectivity issues along the corridor. Many of these recommendations were utilized in the creation of the US 85 Overlay District Master Plan.

US 85 Corridor Master Plan (2002)

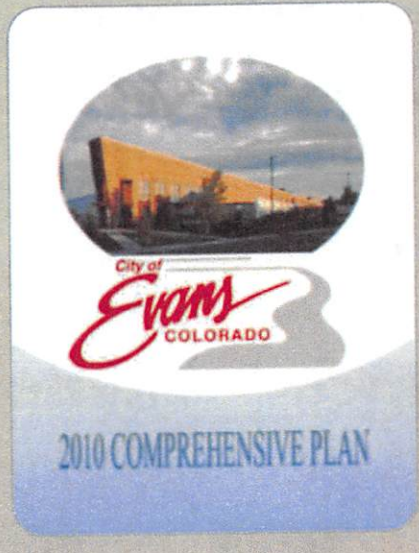
The Highway 85 Corridor Master Plan was completed in 2002 and offers long range planning ideas for the future of the corridor. This document presented goals to improve safety, architectural elements, connectivity, land-use, and signage. The recommendations outlined in this document are focused around input from the community and previous studies. The document's suggestions as they relate to architectural improvements and landscaping influenced the creation of Section 19.62 in the City of Evans Municipal Code.

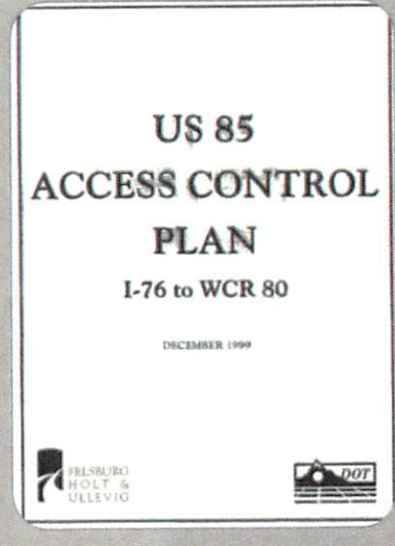
Evans Redevelopment Agency & Urban Renewal

The City Council serves as the Evans Redevelopment Agency (ERA). The Agency was formed in 2009 to assist in redevelopment of blighted and run-down neighborhoods and districts that were attracting little or no private investment and to stimulate the transformation of certain areas of the City into attractive and thriving areas. The same boundary that reflects the Highway 85 Overlay District is also an Urban Renewal district within the City of Evans and can receive Urban Renewal funding.

Us Highway 85 Overlay District

The US Highway 85 Overlay District is a zoning district. As its name implies, it is a district that overlays other base zone districts. The district has a specific set of design guidelines and criteria that are applicable only along this corridor. Section 19.62 of the City of Evans Municipal Code outlines these requirements, such as landscaping, setbacks, uses, color and sign standards. The overlay district was first established in 2002 and the guidelines were updated in 2013.





COMMUNITY INPUT

This Master Plan has been prepared with the help of the local community. The plan takes into account the comments and perspectives heard during two community Open House meetings conducted on November 21 and December 19, 2013. During the meetings, staff from Baseline Engineering Corporation presented overviews and potential site development improvements and land uses that will help increase the commercial retail presence within the Highway 85 Overlay District. Various interested residents, property owners and business owners attended the meetings to provide input. City Council, Planning Commission, and staff appreciate the ideas expressed by the individuals who have attended the meetings.

COMMUNITY OPEN HOUSE MEETINGS

- NOVEMBER 21, 2013—OPEN HOUSE FORMAT
- DECEMBER 19, 2013—PRESENTATION/Q&A SESSION

RECOMMENDATIONS

The US Highway 85 Overlay District Master Plan provides the following guidance with regards to both future land uses and access improvements in the vicinity of the US Highway 85 corridor. Following this section will be recommendations for future land use classifications and traffic network improvements.

Concentrate Uses into Specific Areas of Activity

The US Highway 85 Overlay District should create unique commercial areas of activity by clustering similar types of uses into specific districts. These districts will help promote uniformity within the corridor and increase awareness as to where certain services can be found. These areas will also target different types of clientele. For example, an increase in regional retail will help attract US Highway 85 commuters, while local residents will also be attracted by restaurants or entertainment venues.

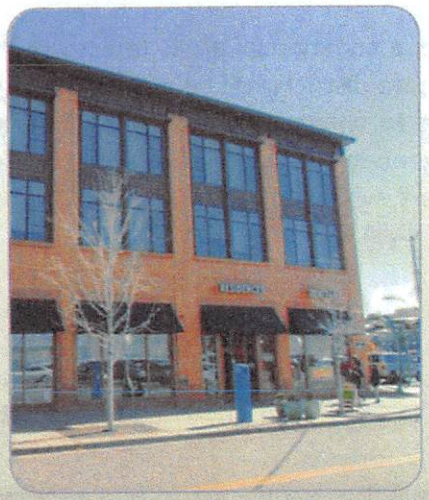
The character of these individual districts will be influenced in part by current uses along the corridor as well as by the best current design practices. Future development should take advantage of the close proximity to residential neighborhoods near the US Highway 85 Overlay District. The inclusion of new and "walkable" commercial centers characteristic of small local services will provide a destination for local residents.

In addition, the close proximity to US Highway 85 must also be acknowledged. The Overlay District is strategically designed to attract commuters as they pass through the City of Evans. Future development and redevelopment includes areas reserved for larger retail commercial activities and parking facilities that will attract commuters passing through Evans on Highway 85. Such uses include larger format regional retail stores and centers.

The concentration of similar uses into specific areas will aid in creating a stronger sense of identity and character within the Highway 85 Overlay District.

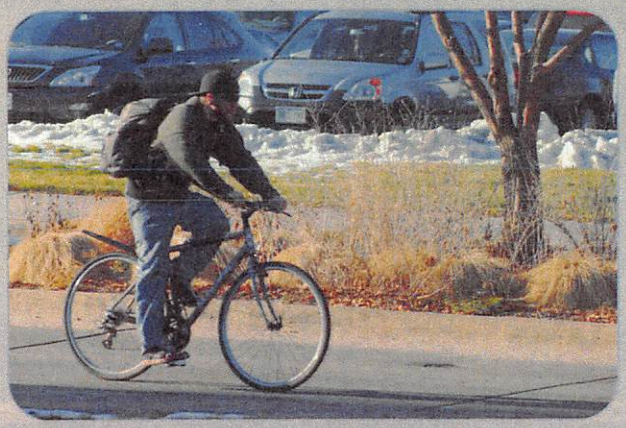
Create Opportunities for Live Work

It is important to recognize that the Highway 85 corridor is not only a retail corridor, but also a home to Evans residents. The corridor is surrounded by several established neighborhoods. The Master Plan offers an opportunity to create some commercial developments that include vertically developed residential units. The inclusion of residential uses in limited areas will create opportunities to live, work, and recreate in a single area. Future land use development can offer the ability to incorporate vertical mixed use development to accommodate these lifestyle choices. These developments should be positioned at least one block away from the Highway 85 roadway to minimize exposure to traffic noise along US Highway 85.



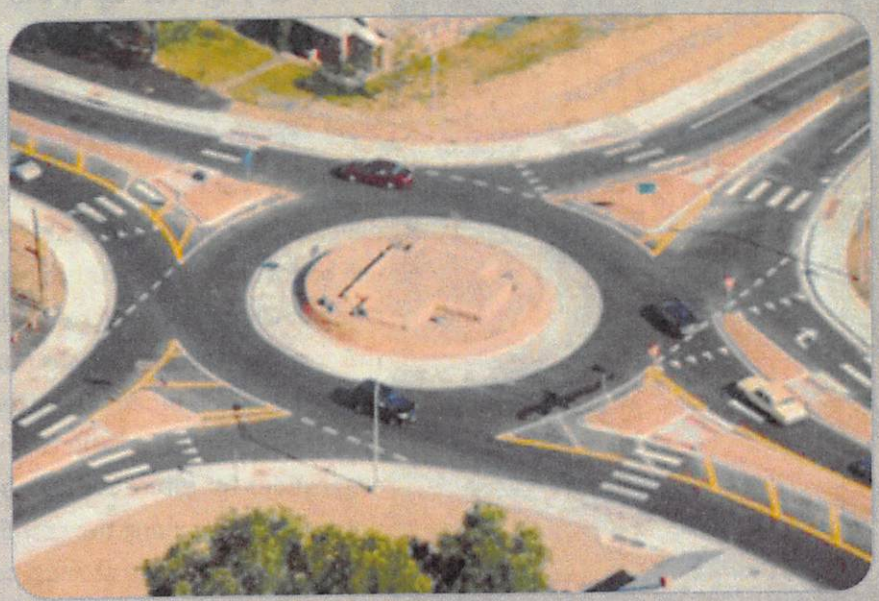
Increase Pedestrian Connections

To enhance the Highway 85 Overlay District as a true 'destination experience,' additional pedestrian and bicycle infrastructure will need to be incorporated into City plans and landowner development plans. The close proximity of the Evans Community Complex, the new Riverside Library and Cultural Center, existing neighborhood parks, and the future Colorado Department of Transportation (CDOT) park-n-ride offers the unique opportunity to connect commercial and recreational amenities while improving pedestrian mobility. The corridor offers a tremendous opportunity to become a major activity center with the City of Evans. Increasing pedestrian and bicycle infrastructure will build on the policies of the Comprehensive Plan that wish to interconnect neighborhoods and activity centers throughout the City.



Increase Access and Improve Traffic Conditions

Over time, the access and traffic connections within the corridor have become unaccommodating and not safe. Numerous public streets and awkward frontage road connections have made it difficult for property owners to take full advantage of the layout and function of their properties. The Master Plan provides guidance to alleviate some of the access problems with the Highway 85 Frontage Road system. The City will make changes to the frontage road system by eliminating intersections which are too close to Highway 85 for safe access. The Master Plan examined the existing access points to Highway 85 and makes specific recommendations on improvements and, where necessary, closures.



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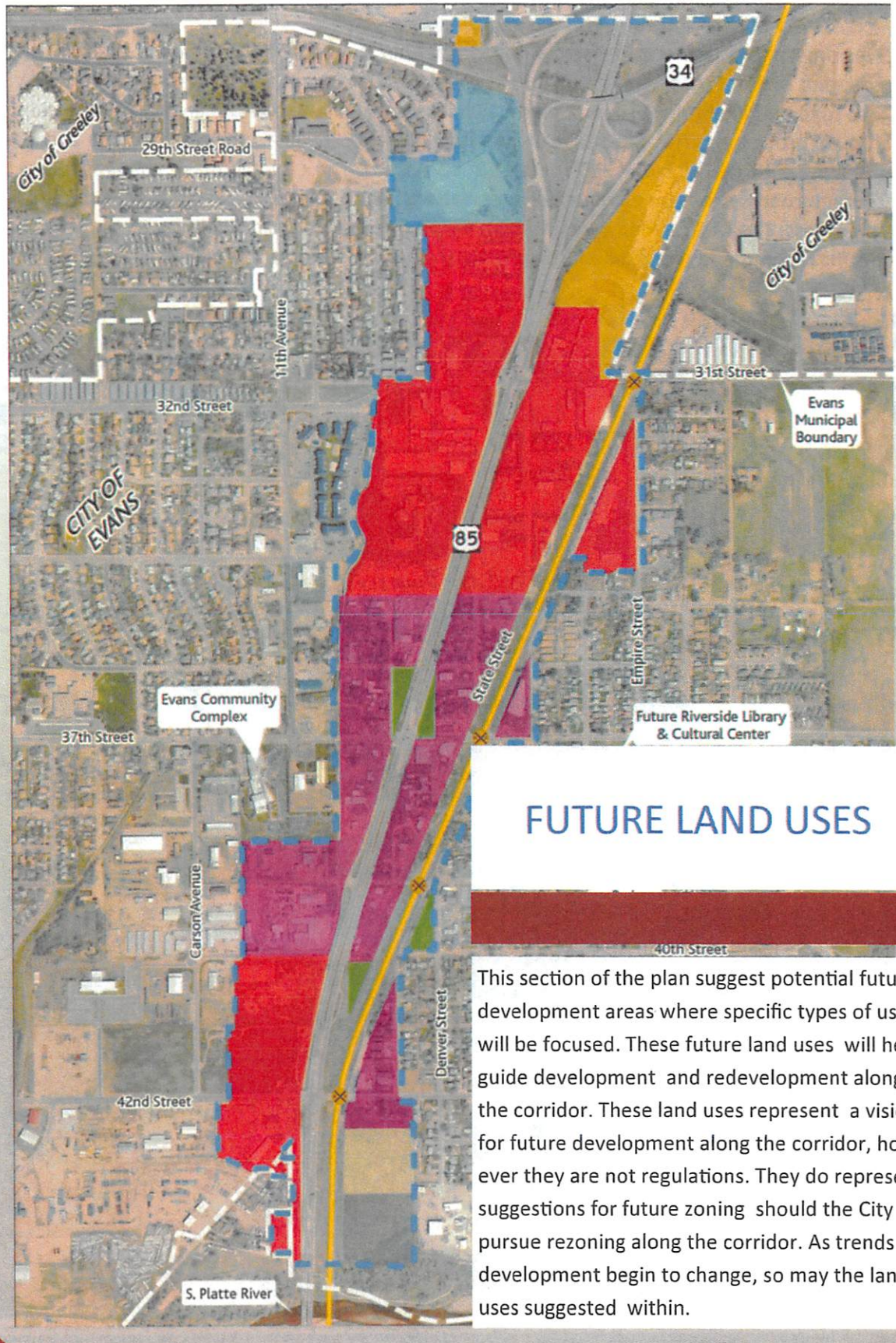


FUTURE LAND USES

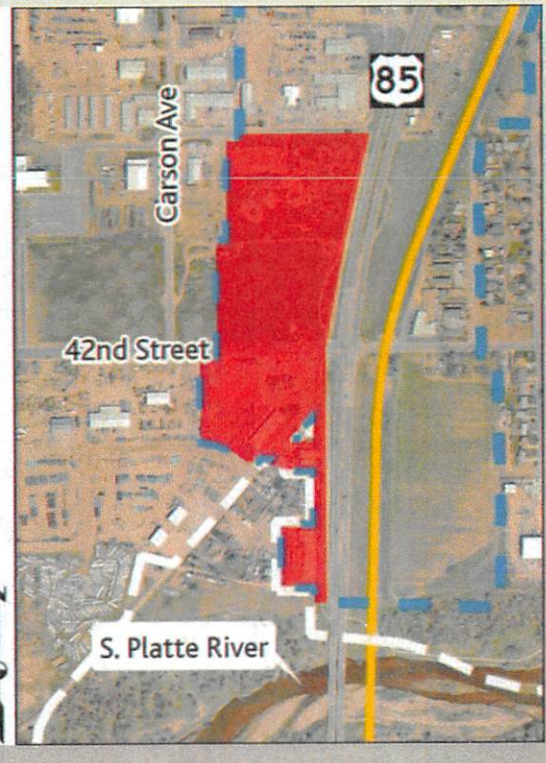
This section of the plan suggest potential future development areas where specific types of uses will be focused. These future land uses will help guide development and redevelopment along the corridor. These land uses represent a vision for future development along the corridor, however they are not regulations. They do represent suggestions for future zoning should the City pursue rezoning along the corridor. As trends in development begin to change, so may the land uses suggested within.

FUTURE LAND USE CLASSIFICATIONS

HIGH RETAIL COMMERCIAL

The High Retail Commercial category envisions traditional retail center land uses. This category is characterized by one or two anchor stores with other smaller supporting retail uses. These types of centers and uses typically offer a wide variety of goods and:

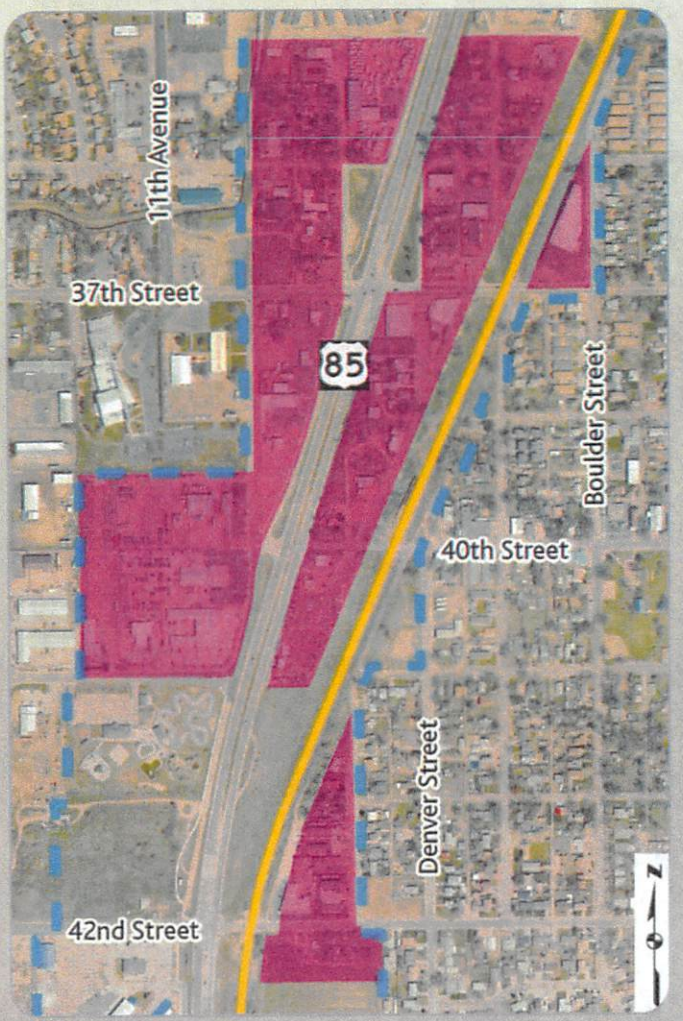
- Can be located in areas with large lots that can accommodate large building footprints
- Will be mostly located in the northern part of the US Highway 85 Overlay District as well as a smaller area in the southern portion of the plan
- Will be designed to be buffered from surrounding neighborhoods as best as possible, and try to keep traffic generated by these retail uses along the main two roadway corridors



Neighborhood Retail & Commercial

The Neighborhood Retail & Commercial category includes a variety of small retailers and services, including convenience stores, sit-down restaurants, specialty shops, drugstores, financial services, and personal services. Acceptable uses should be compatible with surrounding development. The Neighborhood Retail & Commercial area shall be located in the center of the plan and may abut existing residential uses outside the District. The lower-intensity commercial operations in the Neighborhood Retail & Commercial category shall include:

- Smaller-scale buildings or "neighborhood" size in bulk
- Commercial developments/uses that are developed with the intention to not generate a high volume of customer or delivery traffic
- Vertically integrated residential units, if provided, on the second and above story of new commercial developments
- Attractive walkable pedestrian environments

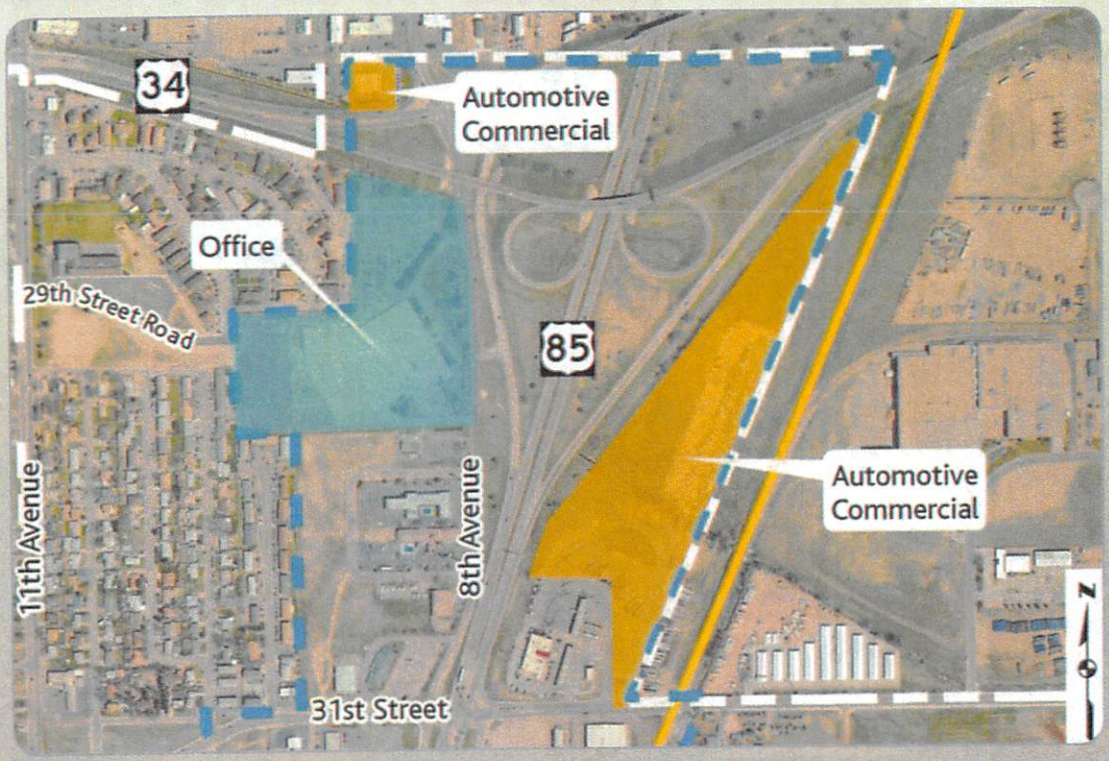


Office

Office uses include a variety of office types, including multi-tenant mid-rise offices, single-tenant corporate offices, medical or post-secondary facilities, and out-patient services. Office uses do not require the same high level of visibility and access as the proposed retail commercial land uses. The Office area is positioned in the northwest corner of the US Highway 85 Overlay District in areas that currently have medical office uses present on site.

Automotive Commercial

The Automotive Commercial category will allow a new automotive dealership and other related services. These uses will help utilize the awkwardly shaped parcel located in the northeastern portion of the District. It is difficult to accommodate most commercial high intensity uses on this parcel. However the close proximity to the US Highway 85 and US Highway 34, the parcel offers a great level of visibility and accessibility, which are important factors for automotive dealers.



New Car Sales Use

Office Use

Other Land Use Categories

Public Facility

The Public Facility category includes land designated for governmental uses, including Park -n-Rides, City owned facilities, and developed park lands.

Open Space

Land designated as open space in the Master Plan mostly consist of remnant city owned parcels. These lots are often awkwardly shaped and development is not likely. These lands can be set aside for open space as buffers, pocket parks, and plazas where possible. Neighboring development can incorporate these lands into site plans as pubic open areas and include them as part of the open space.

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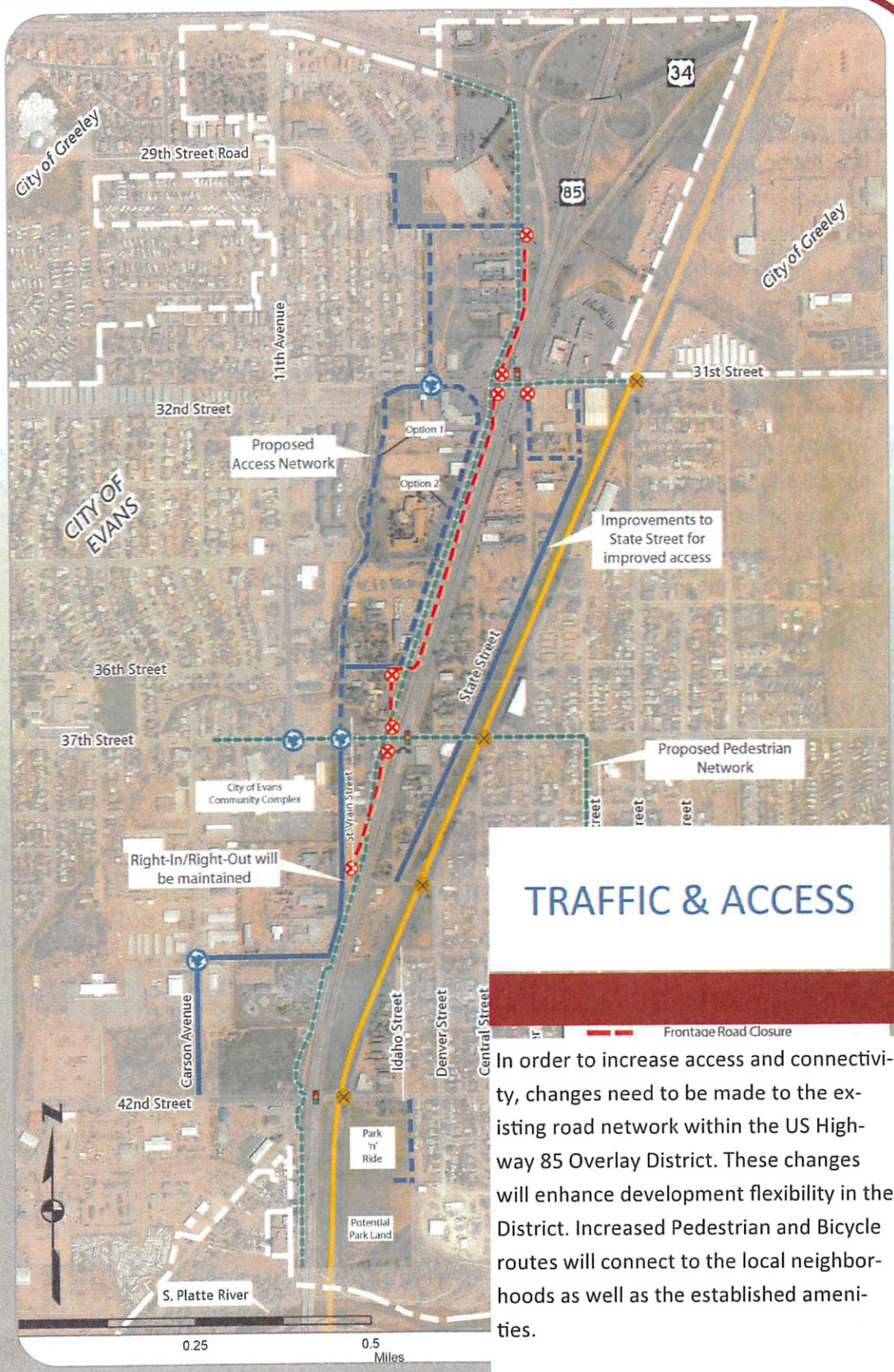


TRAFFIC & ACCESS

In order to increase access and connectivity, changes need to be made to the existing road network within the US Highway 85 Overlay District. These changes will enhance development flexibility in the District. Increased Pedestrian and Bicycle routes will connect to the local neighborhoods as well as the established amenities.

TRAFFIC NETWORK IMPROVEMENTS

The Traffic Network Improvement recommendations will guide future development of transportation related infrastructure along Highway 85 and within the boundaries of the US 85 Overlay District. Since the completion of Highway 85 in the 1970s, the road network within the Highway 85 Overlay District has been realigned to an extent that it provides some inadequate and unsafe access to the business areas along Highway 85. Some of the roads, such as the West Service Road and State Street with their close proximity to the Highway, are confusing to navigate and have created safety problems. Additionally, the railroad bisecting the corridor adds further limitation to the transportation network. To allow future redevelopment to prosper, the following concept improvements are proposed. Additional regulations as they relate to parking can be found in chapter 19.62 of the City of Evans Code. These concepts have been evaluated against the previous assessment of the road network in the US 85 Access Control Plan from 1999 and future land use designations proposed in the corridor.

Improve traffic safety through:

- Traffic calming measures including roundabouts in key locations*
- Closure of nonconforming road intersections
- Creating a network that is easy to navigate
- Distributing traffic volume from US Highway 85 to the surrounding road network
- Improved way-finding signs and directions

Strategically re-route traffic in certain areas to increase business visibility through:

- Aligning of the road network that is safer and more visible to businesses
- Establishment of new public access easements to be determined with future developments
- Improved way-finding signs and directions
- Reducing traffic speed where businesses are in close proximity to the road

Increase pedestrian and bicycle access through:

- Connecting surrounding neighborhoods to the entire area of the US Highway 85 Overlay District
- Identification of parks and recreation amenities as destinations for increased connections to the US Highway 85 Overlay District – such connections could include Evans City Park, Riverside Park, the Evans community complex and recreation center, and the future Riverside Library and Cultural Center, and the South Platte River
- Increasing way finding elements such as signs along surrounding neighborhood roads

*Information and benefits in regards to roundabout safety and traffic flow are available through the Transportation Research Board and the Federal Highway Administration.

Specific Traffic Network Improvements

One of the main focal points of the US Highway 85 Overlay District Master Plan will be to recommend potential road network improvements. The following section divides the Highway 85 Overlay District into three Traffic Improvements Areas to better explain the proposed improvements and their approximate locations.

Traffic Improvement Area 1

Traffic Improvement Area 1 is located in the northern third of the Highway 85 Overlay District. Specifically it is the entirety of the overlay district's geography, north of 31st Street. All of the proposed traffic network changes will occur in the area northwest of the intersection of 31st Street and US Highway 85.

The recently completed 29th Street Road is foreseen to be extended southerly along the western edge of the Highway 85 Overlay District. This will either take the form of an improved public road or a public-access easement. This improvement will help provide an alternative "spine-route" to take the place of the West Frontage Road that is proposed to be removed. This connection would establish a better traffic flow through the area and access to the future developments on the western portion of the Overlay District

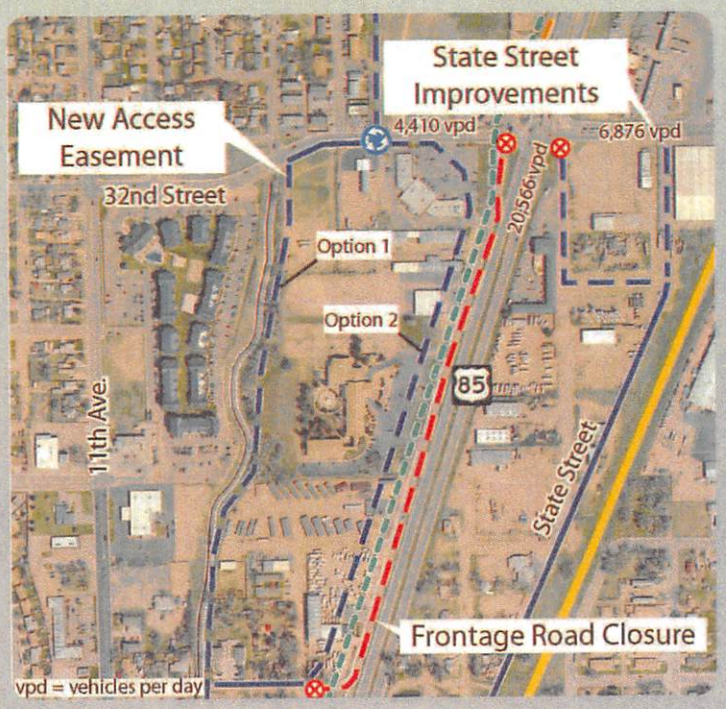
It is proposed that a portion of 8th Avenue will be closed as well as the Intersection of 8th Avenue and 31st Street. However the northern section of 8th Avenue will remain in place as it provides access onto US 85. An access easement could potentially connect 8th Avenue with the proposed continuation of 29th Street Road. However it is important to note that the location of future easements will be influenced by future development.

Traffic Improvement Area 2

Traffic Area 2 (see image below) is located between 31st Street and 36th Street, east of 11th Avenue and west of State Street. Several traffic network improvements will occur in this area.

Traffic Area 2 forms the majority of the proposed Commercial High land use area. To help provide a larger developable area for large commercial uses, it is envisioned that the majority of local roads would be removed in favor of access easements. The future location of any future easements will be determined as opportunities for redevelopment occurs, however two examples have been provided to help visualize how the easements will connect with the greater traffic network. The two examples identified on the map below have been determined to be most accommodating for commercial uses with large building footprints. Once the access easements are established within this area, they will form a connection to an improved 36th Street. It is envisioned that the future network will connect with St. Vrain Street through a future build out of right-of-way between 36th and 37th Street. This connection will continue the roadway spine running from north to south along the western half of the US 85 corridor.

The portion of the West Service Road between 31st and 37th Streets will be eliminated. The elimination of this route, along with the access points located at 31st and 37th Streets, will allow for reuse of this right-of-way space.



East of US Highway 85, priority will be to expand the road network to enhance access. State Street will be improved to accommodate increases in traffic that would likely result from large commercial developments; however, its access on to 31st Street will be closed and relocated approximately 400 feet to the east. This relocation will be accomplished through the construction of either a public road or easement. The State Street access onto 31st Street will be closed in this situation.

Traffic Improvement Area 3

Traffic Improvement Area 3 encompasses the entirety of the US 85 Overlay District geography south of 37th Street. Most of the traffic network improvements will occur on the portion of the Area 3 that is west of US Highway 85. These improvements include two roundabouts at the intersection of 11th Avenue and 37th Street and Saint Vrain Street and 37th Street. The roundabouts are provided as they are known to be safer and more effective traffic control measures.

To accommodate a future pedestrian network a bridge extending over US Highway 85 is envisioned. The section of the West Service Road between 37th Street and 39th Street will be eliminated to accommodate re-use of right-of-way space. However, it is important to note that the right-in right-out access at 39th Street and US Highway 85 is expected to remain. As mentioned in the previous sections, the network spine will continue southerly along St. Vrain then head west along 40th Street. Finally Carson Street will receive a roundabout and additional improvements where it meets with 40th street. Improvement of this intersection and in addition to the improvements planned for Saint Vrain Street, West Service Road south of 39th Street and 40th Street will provide more efficient traffic flow management to what currently exists.

The portion of the Traffic Improvement Area 3 east of US Highway 85 is envisioned as part of the Neighborhood Retail District. To accommodate the future visitors to this area, a section of the State Street between 37th Street and 39th Street will be improved to the Level of Service (LOS) that is appropriate for such developments.

NEXT STEPS & ACKNOWLEDGEMENTS

IMPLEMENTATION & NEXT STEPS

To better facilitate the goals set forth in this US Highway 85 Overlay District Master Plan, new zoning needs to be established along the corridor. These new zoning districts will ensure that The US Highway 85 Overlay District can successfully build upon the ground work that was established in not only this document, but the other plans mentioned above. The Future Land Use Map must also be updated to reflect these changes. Finally Chapter 19.62 of the City of Evans Municipal Code will be updated to reflect the new Master Plan. It should be noted that the City's development goals may change over time as dynamic market forces and demographics influence Evan's development potential. The City will need to monitor the progress and feasibility of the goals and strategies delineated in the US Highway 85 Overlay District Master Plan and make changes and adaptations as needed.

ACKNOWLEDGMENTS

EVANS MAYOR AND CITY COUNCIL

Mayor: Lyle Achziger

Ward 1: John Morris – Mayor Pro Tem
Laura Brown

Ward 2: April Neibauer
Mark Clark

Ward 3: Jay Schaffer
Brian Rudy

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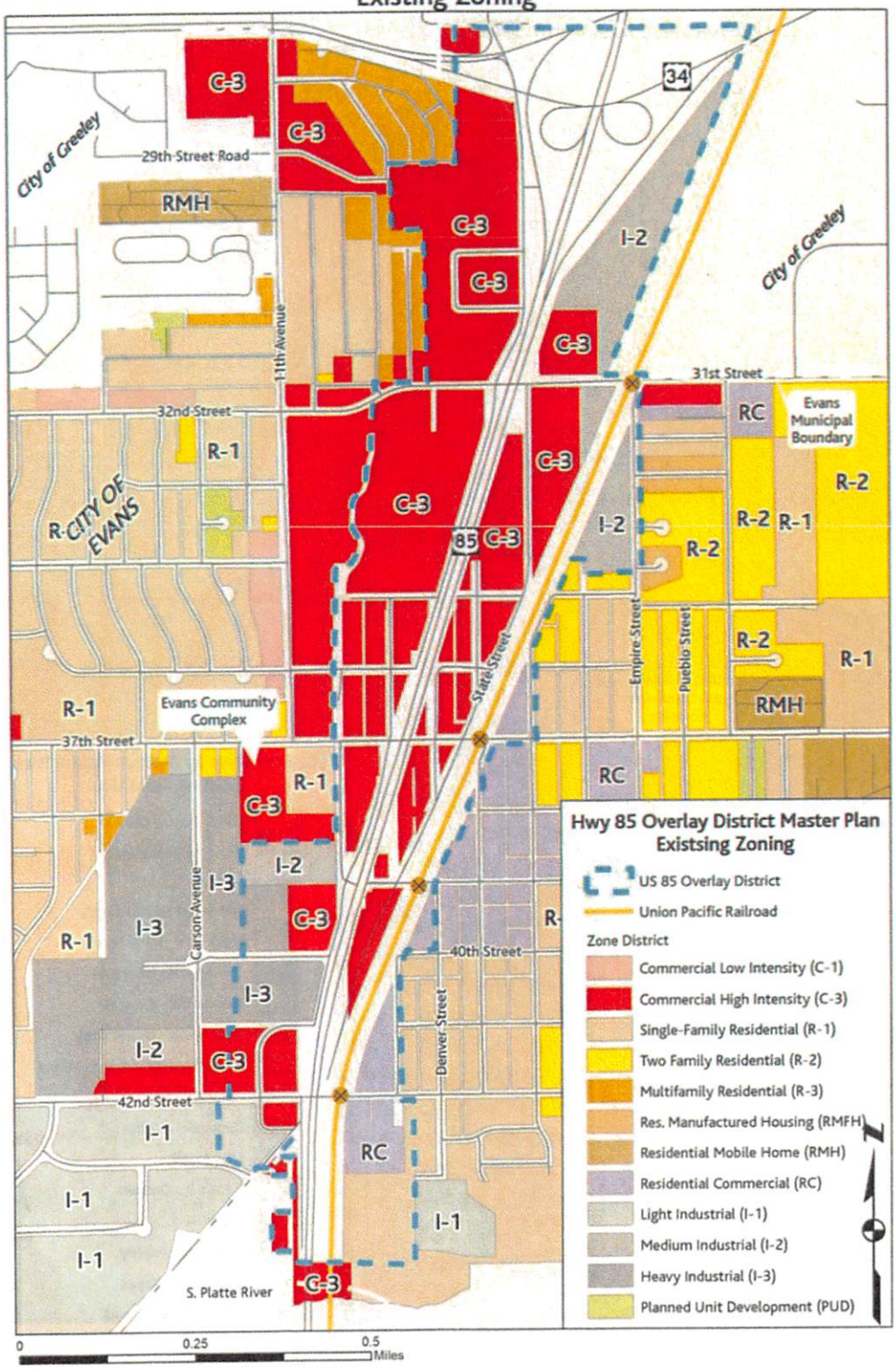
Zach Ratkai, Building and Development Manager

Thank you to other City of Evans staff members that provided valuable assistance and served as technical advisors throughout the planning process.

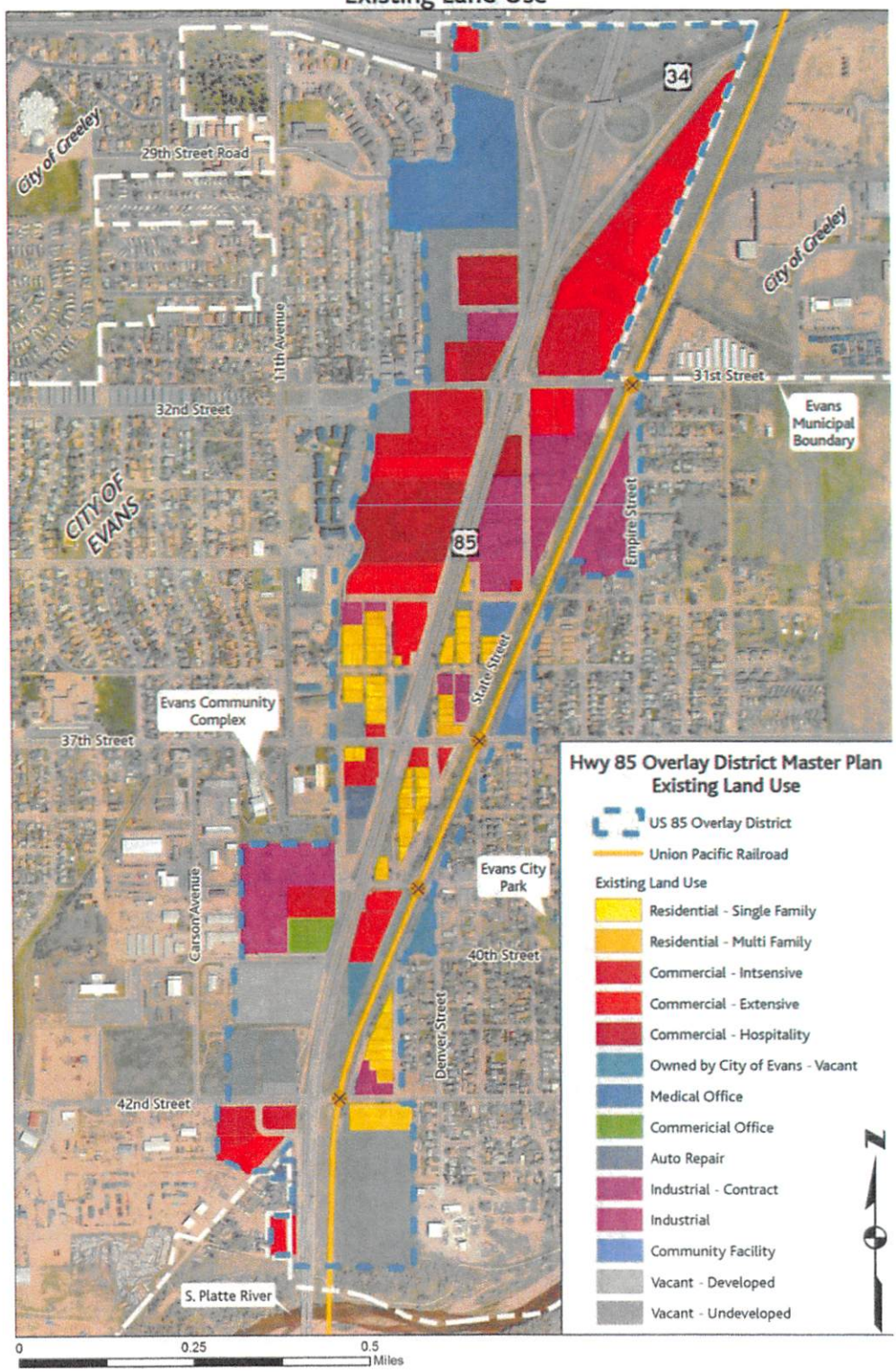
APPENDIX 1

Highway 85 Overlay District Master Plan
Existing Zoning



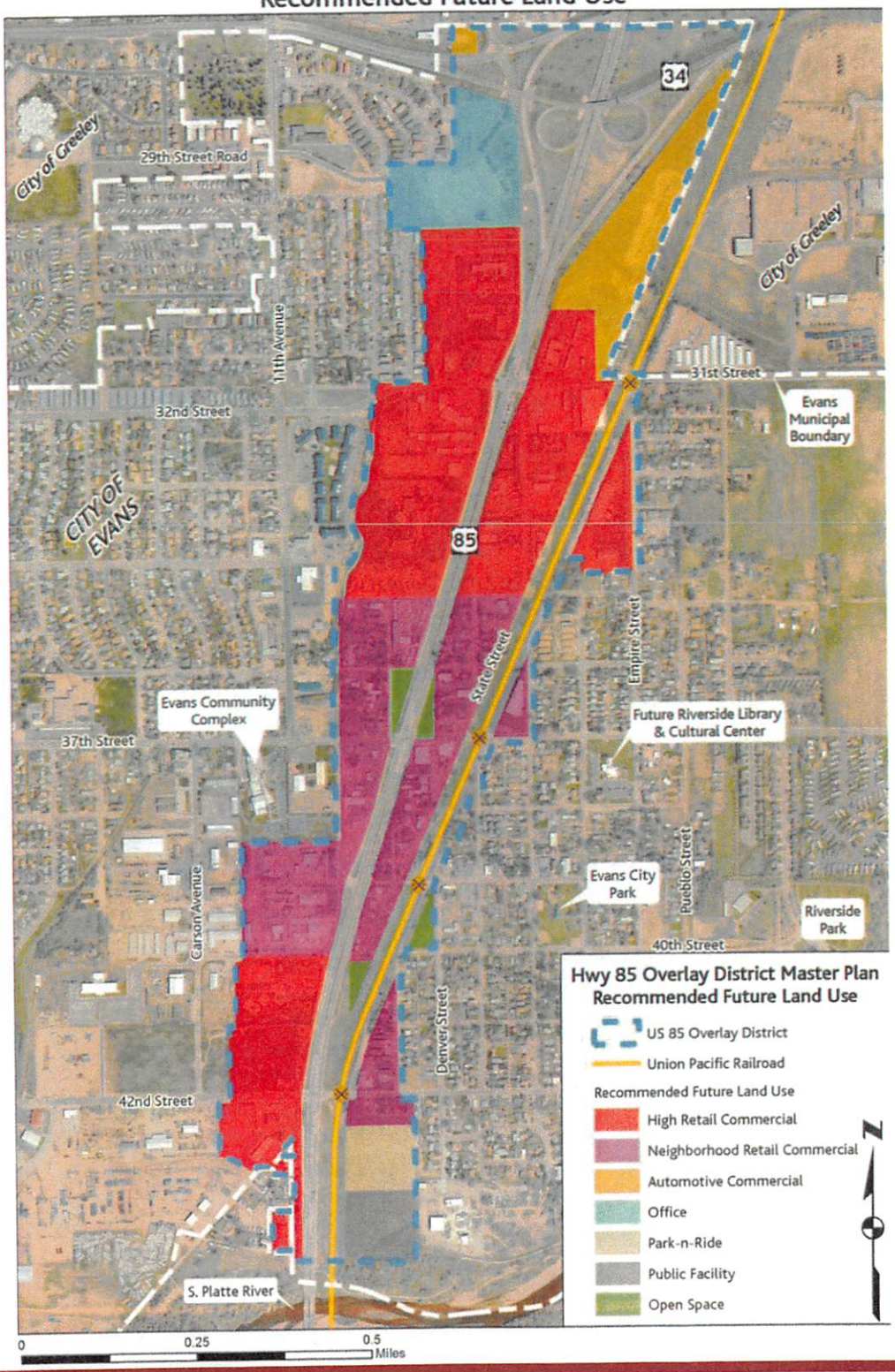
APPENDIX 2

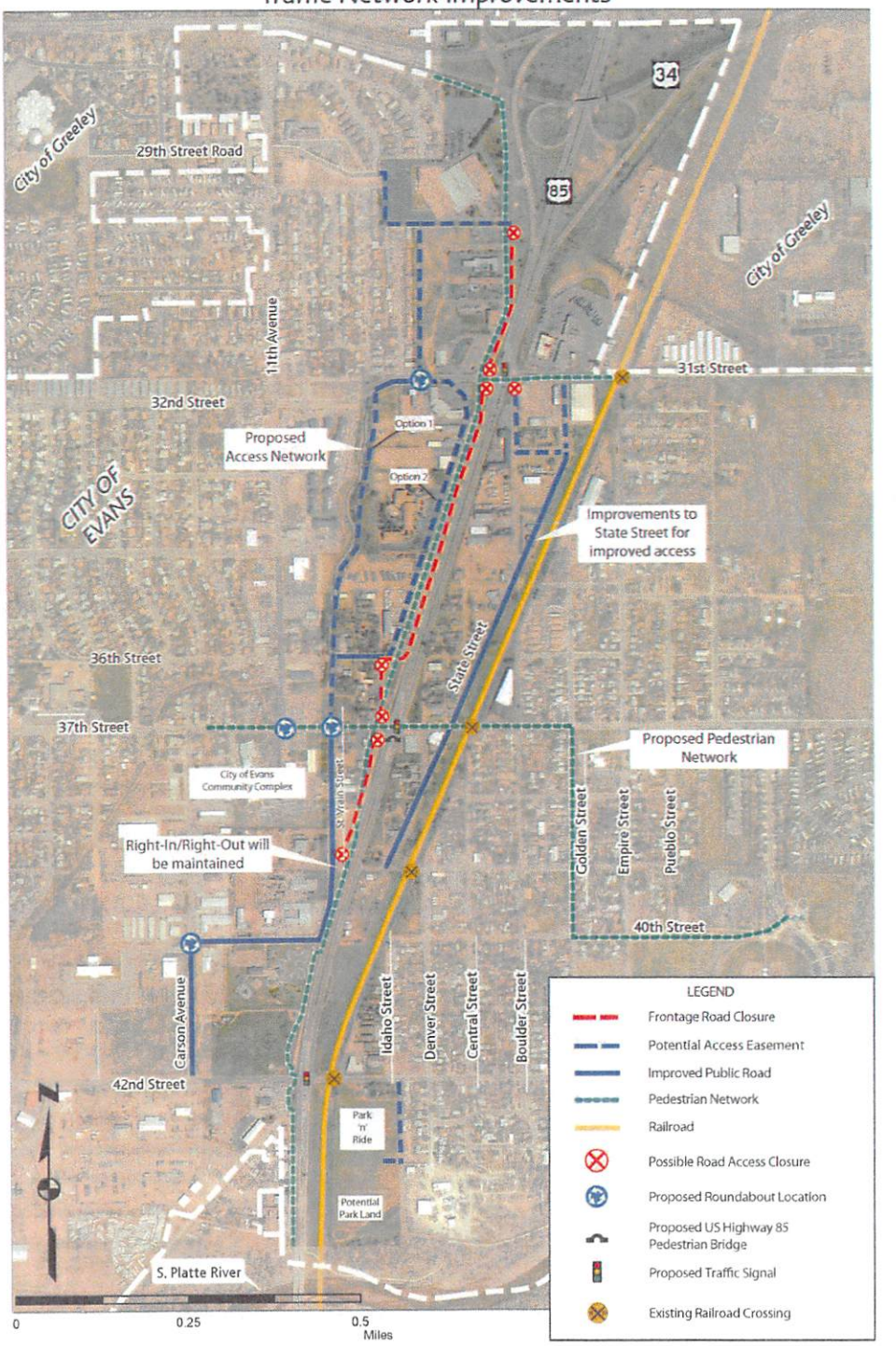
Highway 85 Overlay District Master Plan
Existing Land Use



APPENDIX 3

Highway 85 Overlay District Master Plan
Recommended Future Land Use



APPENDIX 4

Highway 85 Overlay District Master Plan
Traffic Network Improvements