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Corridor Master Plan

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Introduction

The City of Evans, Colorado, located about fifty-five miles northeast of Denver (See Figure 1), is a vibrant community experiencing significant growth and development. As a growing community, the City of Evans has a desire to develop a recognizable community identity. The City has identified the enhancement of the US 85 Corridor between the South Platte River and US 34 as a means to help the community meet this goal.

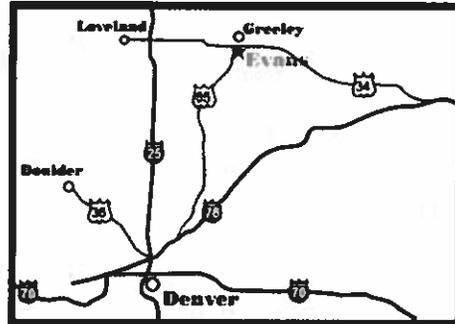


Figure 1

The US 85 Corridor Master Plan is intended to develop the vision or "roadmap" for how the City can enhance the corridor through safety, urban design, and aesthetic improvements. In cooperation with the Colorado Department of Transportation (CDOT), opportunities to realize this vision is defined through the remaining elements of this document which include: the Introduction, Existing Conditions, Concept Development, Potential Improvements and Recommendations.

PREVIOUS STUDIES

Several previous planning efforts by the City of Evans and the Colorado Department of Transportation have been conducted that address the US 85 segment through the City of Evans. These plans provide the general context for the Corridor Master Plan. The City Council identified the improvement of US 85 through the City of Evans as a high priority project that will act as a catalyst for operational, aesthetic and land use improvements.

CITY OF EVANS COLORADO COMPREHENSIVE PLAN (MAY 2002)

The 2002 City of Evans Colorado Comprehensive Plan, written in coordination with City Council, Planning Commission, Evans Comprehensive Plan Advisory Committee, Evans Youth Advisory Committee, City of Evans Administrators and Staff, and Clarion Associates, recommends improvements along and adjacent to US 85. The Comprehensive Plan recommends updating "the Image and Viability of Commercial Areas Along US 85" via coordination with the Colorado Department of Transportation (CDOT) and local businesses to make the area more pedestrian friendly and more of a neighborhood "Center." Improvements include, but are not limited to: installation of sidewalks, crosswalks, landscaped medians, pedestrian lighting and street trees along US 85. Streetscape and infill improvements should improve the aesthetics, function and economic viability of the US corridor and its adjacent areas in Evans.

Introduction

THE US 85 ACCESS CONTROL PLAN – I-76 TO WCR 80 (DECEMBER 1999)

In 1999 the Colorado Department of Transportation (CDOT), together with local and regional agencies, prepared an Access Control Plan for the US 85 corridor from I-76 in Brighton to WCR 80 in the Town of Ault. The plan evaluated the access points along US 85 from Commerce City, through the City of Evans, to Eaton from a safety and functional standpoint. Several findings and recommendations from this plan pertain to the portion of US 85 that bisects the City of Evans.

Capacity analyses are presented in the Access Control Plan for specific intersections along US 85 in Evans. Capacity analyses assign letter values to operating conditions at intersections. These values range from LOS A (relatively free-flow conditions) to LOS F (congested conditions). At the 31st Street / US 85 existing signalized intersection, the Plan shows LOS F for both the AM and PM peak operating hours. At the 37th Street / US 85 existing signalized intersection, the Plan shows LOS D in the AM peak hour and LOS E in the PM peak hour. At the existing unsignalized intersection at 42nd Street / US 85, the Plan shows LOS F for both AM and PM peaks.

The Access Control Plan also evaluated accident histories throughout the US 85 corridor and ranked the US 85 intersections in the corridor to identify the high hazard locations. Based on this comparison, out of the 14 signalized intersections in the corridor, the 37th Street and 31st Street intersections were rated as first and third among the most hazard locations. Both of these intersections exhibited collision types similar to other high hazard locations, including rear-end, left-turn and broadside accidents.

The Access Control Plan established an improvement framework to address identified shortfalls throughout the corridor. In the overall corridor, the plan discourages the construction of new access points along US 85 and recommends the closure of agricultural access points along US 85. Specific recommendations for the segment of US 85 through the City of Evans were included in the Plan, they include:

- ❑ Installing a traffic signal at the intersection at 42nd Street and closing or realigning the W. Service Road as it ties into 42nd Street. Several options are shown in the Plan for the potential realignment. The City of Evans has recently installed the traffic signal at 42nd Street. (See Figure 2)
- ❑ Reconfiguration of the existing 39th Street access as a right-in / right-out intersection. The W. Service Road will be closed entirely. Traffic will not be permitted to cross US 85 from either 39th Street or W. Service Road and left turns will not be permitted. The City has begun to coordinate this access modification.



Figure 2

Introduction

- ❑ Relocating and designing cul-de-sacs at the W. Service Road and 37th Street intersection to improve roadway operations. The City is currently beginning the consultant selection process to have this work designed.
- ❑ Relocating the W. Service Road at 31st Street to the west and State Street to the east to provide separation along 31st Street between the frontage roads and the signalized intersection. The City is coordinating with landowners to begin this process.

As part of the Intergovernmental Agreement included in the Access Control Plan, the City of Evans agreed to comply with and enforce the Plan. And as such, the City has already improved the corridor safety by completing or initiating the above listed improvements.

CITY OF EVANS TRANSPORTATION PLAN (APRIL 2000)

The City of Evans reiterates the Access Control Plan findings and recommendations in the City of Evans Transportation Plan. The Evans Transportation Plan proposes limiting direct access near intersections or in close proximity to US 85, and developing Impact Fees for developed property that impact circulation with access. In anticipation of increased growth and driving/trip demands in Evans, the Evans Transportation Plan encourages the coordination of land-use design, trails and open space and transit to complete the transportation network throughout Evans and reduce traffic demands on highway and arterial streets.

CITY OF EVANS NON-POTABLE IRRIGATION MASTER PLAN (AUGUST 1999)

The Irrigation Master Plan identifies opportunities to use raw untreated water to reduce costs and conserve their domestic treated water for irrigation needs. Specific to the US 85 Corridor the Plan recommends that the landscaped areas of the US 85 ROW be served by Evans Ditch water and a single pump station.



Figure 3



Figure 4

Existing Conditions

The following overview of existing conditions for the US 85 Corridor is divided into five categories: aesthetics, roadway safety, community identity, connections, and land use. Physical features along the corridor are documented in figures 11-14 at the end of this chapter.

AESTHETICS

The US 85 Corridor within Evans currently lacks significant landscaping (see Figure 5). Few trees exist along the corridor adjacent to the highway. Grassy open areas do exist in the southern end of the corridor between the railroad and US 85 but are often dominated by weed infestation. On the northern end of the study area, little green space exists except in areas designated for water detention, primarily between US 85 and the W. Service Road.



Figure 5

The built community adjacent to the highway varies along the corridor. At the time this report was written, the southern portion of the study area is primarily open space and small auto service shops. Some land with potential open space value exists adjacent to the east side of the corridor between 42nd Street and the South Platte River. The northern portion of this study is disparate large-scale retail (mobile homes and trailer shops). A small area of residential homes screened with large trees exists in the northeast portion of the study area. Overall, the mixed use of residential, retail and office presents itself in an incongruent and nondescript manner.

Elements such as signage and lighting along the corridor are typical of rural highways within Colorado and lack unique design character.

ROADWAY SAFETY

Existing roadway safety issues along the US 85 Corridor through Evans were addressed in *The Access Control Plan – I-76 to WCR 80* prepared by CDOT. The Plan discusses the capacity shortfalls at 31st Street, 37th Street, and 42nd Street, and how these shortfalls contribute to high accident rates at 31st Street and 37th Street. It also describes how the various closely spaced access points along the US 85 area affect safety.

The Access Control Plan however did not evaluate the current access category assignment schedule for the US 85 corridor. US 85 through Evans is assigned an access category of “Expressway.” The “Expressway” category is typically assigned to roadways with high speed and high capacity that service interstate, interregional, and intra-regional travel with minimal intercity travel. Typical intersection spacing for expressways is one-mile. US 85 through Evans serves moderate to medium speeds and moderate to high traffic volumes.

Existing Conditions

Users traveling the corridor have destinations typically within the city, region, or state. The recommendations in the Access Control Plan establish consistent half-mile intersection spacing through the City of Evans. Assessing the existing and proposed access control conditions for US 85 in the City of Evans, it appears that this segment of US 85 would be more appropriately categorized as a “Non-Rural Arterial.” It is typical for State Highways to have a higher designation outside of city limits and be reduced to an arterial status within city limits. This is apparent in the City of LaSalle on US 85, just south of this project area. US 85 is categorized as a “Non-Rural Arterial” within the city limits of adjacent communities such as: LaSalle, Eaton, Ault, and Nunn.

Existing posted speeds on US 85 in Evans vary in each direction from 45 to 55 miles per hour. Along with the contrasting Access Category in LaSalle discussed above, the design speeds also are reduced within the city limits to 40 mph. It is typical for State Highways to have a lower speed within city limits than what is posted outside of city limits, as is apparent on any regional highway. The existing posted speeds on US 85 in Evans transition from the 40 mph posted in LaSalle, south of Evans, to 55 mph posted through the interchange with US 34, north of the project area.

There are currently no facilities for pedestrians or bicycles on the Evans segment of the US 85 corridor. Stakeholders expressed concerns regarding the marginal ability and lacking comfort level of bicyclists and pedestrians crossing US 85. Figure 6 illustrates the typical condition with a lack of pedestrian and bicycle facilities just south of the intersection at 37th Street.



Figure 6

CORRIDOR/COMMUNITY IDENTITY

Currently, there is no coherent corridor / community identity along the US 85 Corridor through Evans. A single sign for the City of Evans exists at the southern end of the study area just south of 42nd Street. (See Figure 7) This is the only identifiable landmark in the study area that conveys that the highway user is traveling through the City of Evans. A historical marker exists just south of 40th Street on the northbound side. (See Figure 8) This marker contains information about the City of Evans and other communities surrounding Evans. The information is not readable from the highway and one must pull off the highway onto a paved access road on the east side of the highway to view the historical information. There is no prior signage to alert drivers to the marker and the pull-off is not apparent, creating an unsafe condition for ingress / egress.

Existing Conditions



Figure 7



Figure 8

CONNECTIONS

Corridor connections are identified in Figure 9 at the end of this Chapter. Arterial streets, which transverse the corridor, include 42nd Street, 37th Street and 31st Street.

A Union Pacific rail line parallels the entire length of the corridor on the east side. This rail line is used for freight rail service only. Passenger rail service in the form of commuter rail has been identified as a future potential opportunity in the *North Front Range Transportation Alternatives Feasibility Study (2000)* conducted by the Colorado Department of Transportation. The existing at-grade UP crossings of 31st Street, 37th Street, and 42nd Street do not provide pedestrian connectivity since the sidewalks are typically discontinuous across the tracks. (See Figure 9) Although the existing grade crossing protection provides bells, lights, and gates, these elements are currently focused on vehicular traffic, and should be modified to accommodate pedestrian traffic.



Figure 9

Sidewalks are virtually non-existent in the Corridor both along US 85 and along the W. Service Road. An off-street bike / pedestrian trail was recently constructed on the southern end of the corridor and runs parallel to the South Platte River from just west of US 85 to Riverside Park. (See Figure 10) At the time this report was written, a chain link fence is located at the W. Service Road to block vehicular traffic from



Figure 10

Existing Conditions

entering the trail. The chain link fence offers an uninviting entrance to the trail for pedestrians. Additional trails are planned west of the study area adjacent to the Evans ditch canal. This trail will eventually connect to trails along the South Platte River and Ashcrof Draw.

The Bus transit system operated by the City of Greeley currently has three bus routes serving Evans, Routes 2, 4, and 5. (See Figure 11) Route 5 crosses US 85 at 37th Street and is the only route which serves the corridor.

LAND USE

Existing land use along the study area is shown in Figure 12. The existing land use can be characterized as general commercial which includes offices, hotels, gas stations, and vehicular oriented retail uses. Development densities are low and businesses are characterized by one or two story buildings with large areas for surface parking or storage of items such as modular homes or truck trailers. The businesses in the northwest portion of the corridor are set back from US 85 along the western edge of the W. Service Road. The southwest portion of the study area houses several car lots, an industrial park, new offices, and a Go Cart recreational area. The southeast portion has undulating hills and trees, creating a visual link to Riverside Park.

Future land use is addressed in the *City of Evans Comprehensive Plan*. The plan calls for enhancements to the US 85 corridor so that it can better serve as a "commercial center" rather than act as a barrier between the east and west parts of the City. The plan identifies the study area as "underutilized" and encourages infill development to bring more activity to the area.

Existing Conditions

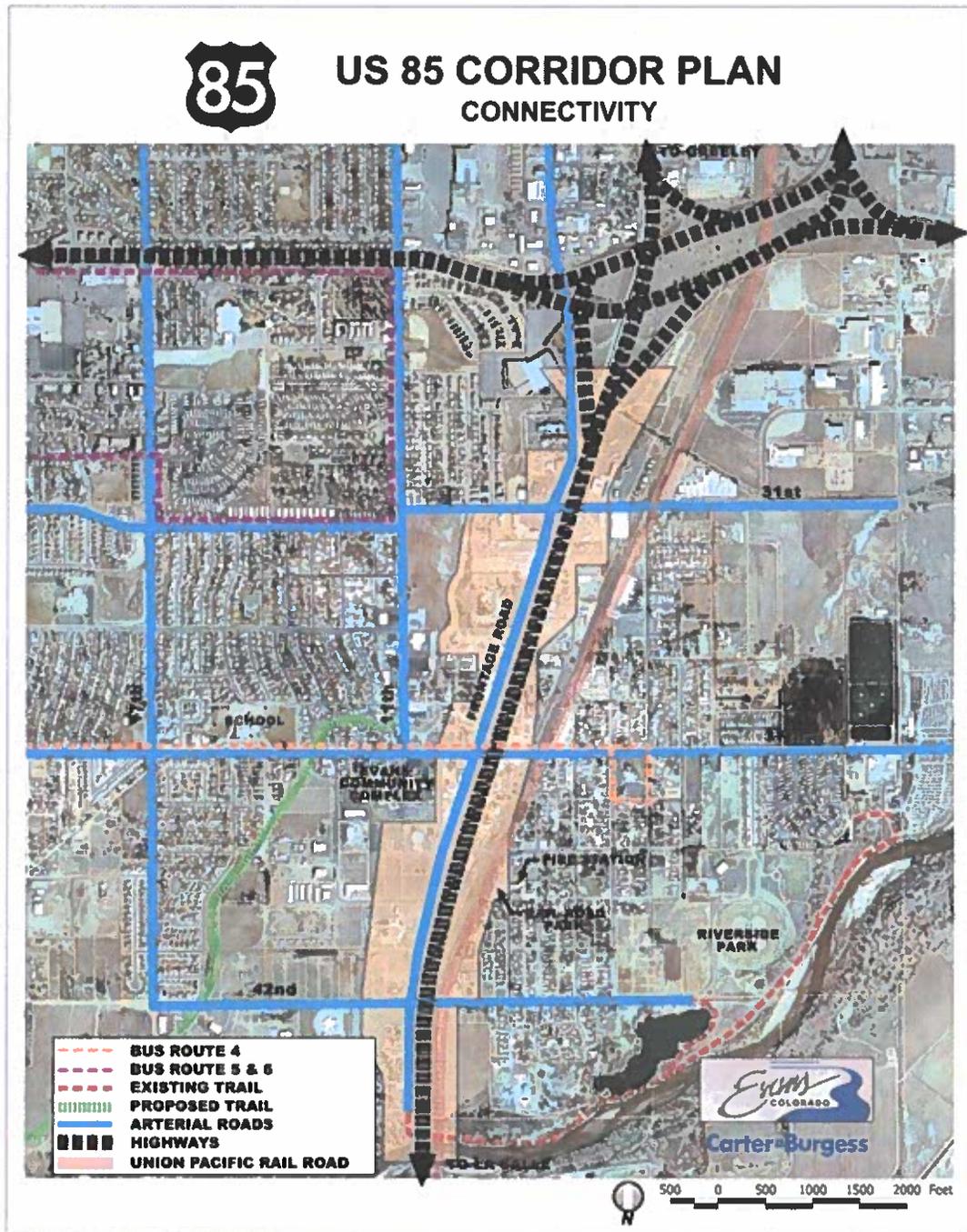


Figure 11

Existing Conditions



US 85 CORRIDOR PLAN EXISTING LAND USE

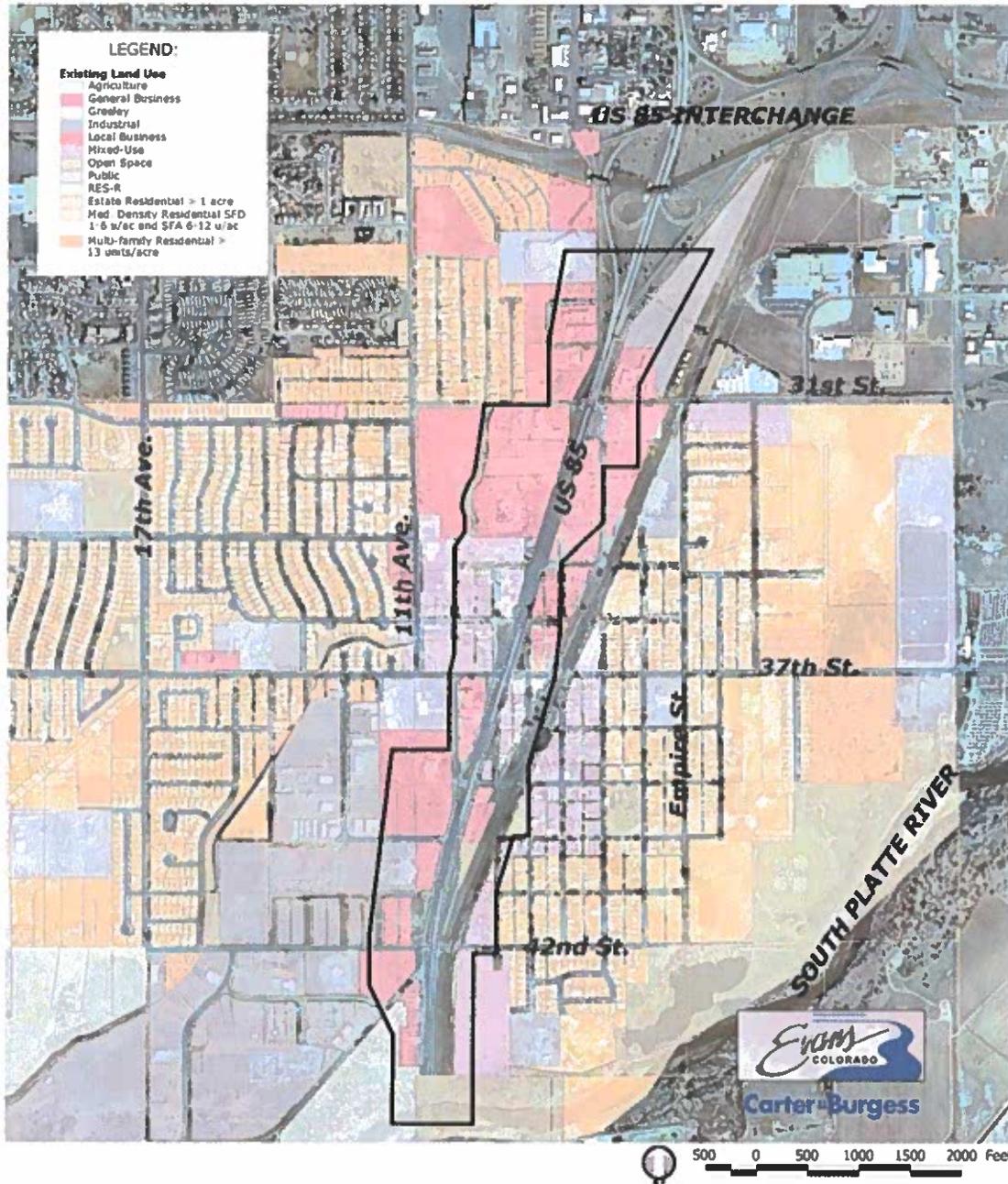


Figure 12 -
as shown in the City of Evans, CO Comprehensive Plan (May 2000)

Existing Conditions

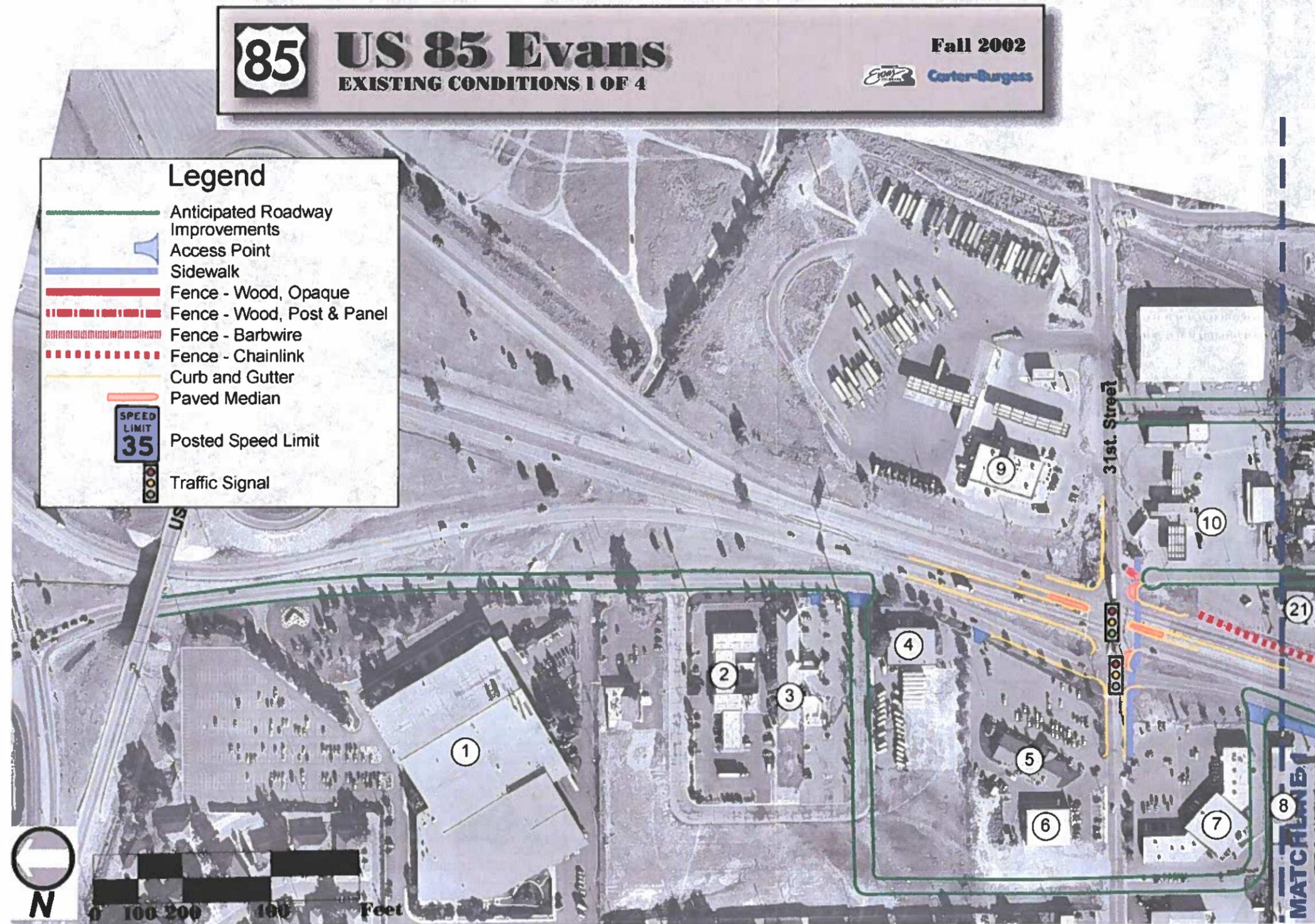


Figure 13

Existing Conditions

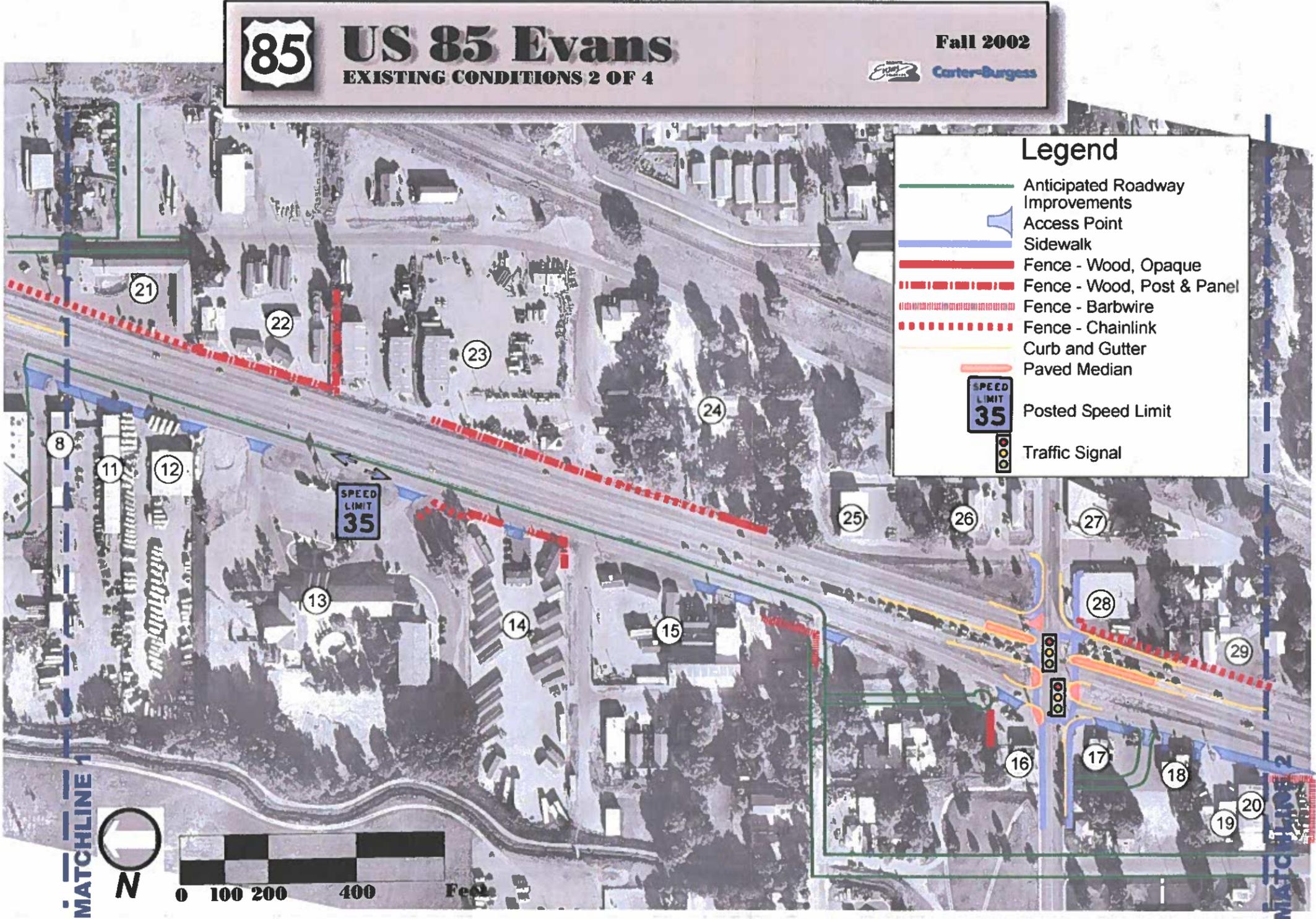


Figure 14

Existing Conditions

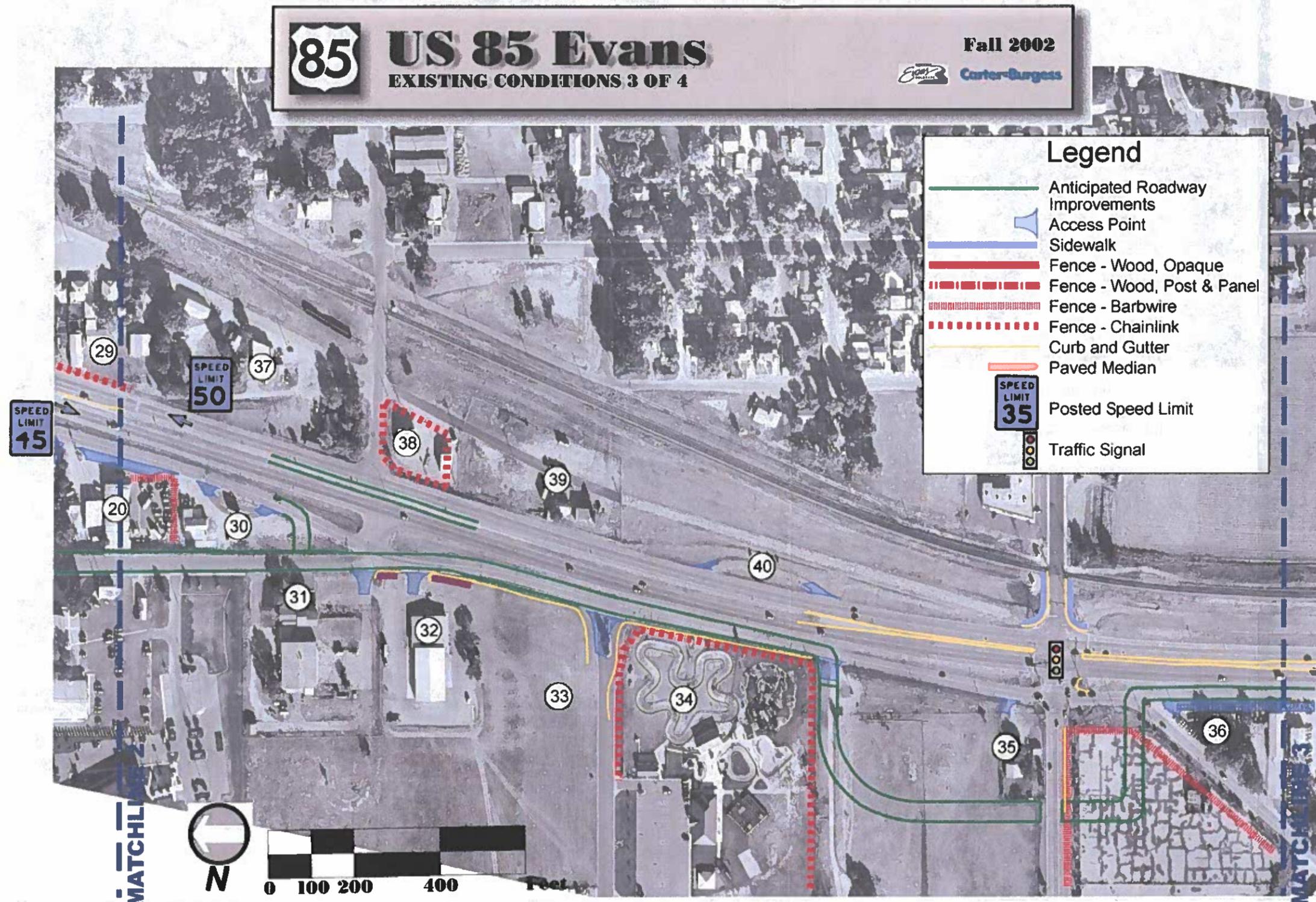


Figure 15

Existing Conditions

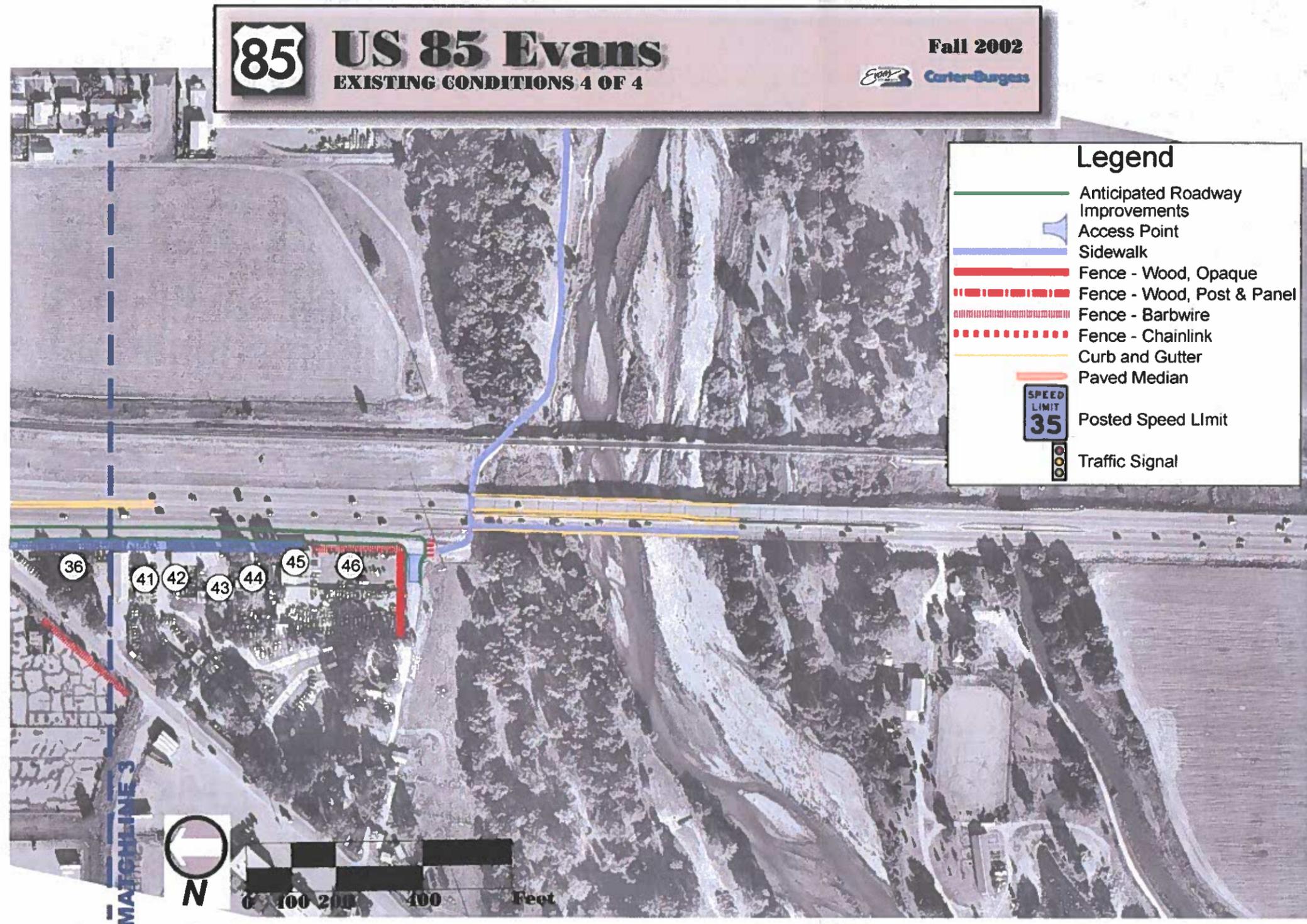


Figure 16

Existing Conditions



US 85 Evans

EXISTING CONDITIONS PROPERTY INDEX

Fall 2002



- | | | |
|--------------------------|--------------------------------------|-------------------------------------|
| 1. State Farm | 17. Los Jilbertos Mexican Restaurant | 33. Platte Industrial Center |
| 2. Motel 6 | 18. US 85 Liquor | 34. Gateway Fun Park |
| 3. Sleep Inn | 19. Carpets By Brent | 35. Residential Property |
| 4. Ideal Services | 20. First Class Truck and Auto | 36. Evans Auto Sales (County) |
| 5. Western Sizzler | 21. Winterset Inn and Lounge | 37. Margie's Flea Market |
| 6. Family Dollar | 22. Arc Home Center | 38. Martindale |
| 7. L & I Family Market | 23. Central Inc. | 39. Jayhawk Trailers |
| 8. Evans Business Center | 24. Residential Properties | 40. Historical Marker |
| 9. Stampede Truck Stop | 25. Tru-Bilt Trailers | 41. Repair Shop |
| 10. Stampede Truck Wash | 26. Residential Properties | 42. Star Motors - Repair Shop |
| 11. Economy Body Shop | 27. Evans Trading Post | 43. Repair Shop |
| 12. Economy RV | 28. United Flea Market | 44. 4 x 4 Accessories - Repair Shop |
| 13. Travel Lodge | 29. Residential Properties | 45. Mobile Homes - Repair Shop |
| 14. Clayton Homes | 30. Buzz Stop | 46. Prestige Motors |
| 15. Affordable Homes | 31. TRION | |
| 16. 7-11 | 32. Motorola | |

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Concept Development

PLAN PROCESS

The process for the development of this plan is focused around input from the community and previous studies completed by City Staff and CDOT. This process involved two community meetings. The first community meeting was held on August 28, 2002. Its primary purpose was to introduce the stakeholders in the corridor to the study and to establish goals and objectives for the corridor. As a result of the goals and objectives which were identified in Public Meeting One, the design team developed a Framework plan. A second public meeting was held on September 19, 2002 to solicit feedback on this framework plan and additional sketches. Equal participation from both residents and business owners took place.

INTRODUCTION MEETING (AUGUST 28, 2002)

Corridor goals were identified based on input from the public at the first of two public meetings. These goals represent improvements the public and the City desire to accomplish with the US 85 Corridor through Evans. Goals have been categorized as follows: Safety, Architectural Elements, Connectivity, Land-Use, and Signage.

SAFETY

- ❑ Address the high number of accidents at 31st, 37th and 42nd Street intersections
- ❑ Reduce the number of accidents near St. Vrain/37th Street and US 85
- ❑ Reduce speeding
- ❑ Reduce the number of accidents and high speeds along the W. Service Road
- ❑ Slow down traffic along US 85 to help establish US 85 as more of a "Main Street" through Evans

ARCHITECTURAL ELEMENTS

- ❑ Add medians, benches, walls, sound barriers, trash receptacles, lighting, banners, art elements, enhanced paving, tree grates and lights to beautify and improve the appearance of the corridor
- ❑ Promote the development of community-based art as part of enhancements to the corridor

CONNECTIVITY

- ❑ Develop overall better connectivity east and west across US 85
- ❑ Improve safety for bicyclists and pedestrians crossing US 85 and the railroad
- ❑ Encourage the development of sidewalks and trails along the W. Service Road
- ❑ Link businesses and hotels along the corridor with pedestrian and bike facilities
- ❑ Develop access to the South Platte River from residential areas

Concept Development

LAND USE

- ❑ Encourage mixed-use development within the corridor
- ❑ Encourage in-fill development to develop higher densities within the corridor
- ❑ Create a landscaping ordinance to help maintain any corridor enhancements
- ❑ Revise Land Use code to create design standards which promote quality developments

SIGNAGE

- ❑ Develop directional signage to help direct people to businesses and community facilities/events
- ❑ Encourage the undergrounding of overhead utilities in the corridor
- ❑ Provide advance signage for the existing historical marker
- ❑ Provide banners for community events

THEME & IDENTITY / GATEWAY

- ❑ Develop more of a community identity within the corridor so that drivers recognize they are entering Evans through the use of: landscape, signage, architectural elements, event advertising, etc.
- ❑ Ensure that landscaping that is added to the corridor is well maintained

FEEDBACK MEETING (SEPTEMBER 19, 2002)

In order to address the goals established by City Staff, previous studies and the recent public meeting, a corridor framework plan was developed and presented at the second public meeting. This plan was meant to identify potential types of enhancements that could be made to the US 85 Corridor to address the goals from Public Meeting One established for this plan. This framework plan is shown in Figure 21 at the end of this chapter. Additional sketches illustrate the potential land-use, theme & identity and Gateway concepts that were displayed at this meeting.

COMMUNITY FEEDBACK ON FRAMEWORK PLAN

Safety

Many of the comments revolved around safety issues. Almost everyone we spoke to had witnessed, or had been in, an accident along the study corridor. At least one fatality in the area was identified. Most people said that they do not walk anywhere along the corridor because it simply was not safe enough to use. They often added that they would not consider walking in this area in the future unless improvements are made. The US 85 Access Control Plan outlines some improvements for the area, but does not specifically address pedestrian or bike safety.

Architectural Elements

Stakeholders considered landscape an essential design element. Landscape and Gateways were considered the highest priority. Most stakeholders thought landscaping within medians would

Concept Development

be a benefit to the corridor, provided that the medians were "safe." Stakeholders recommend trees along both east and west sides of the corridor.

Desired architectural elements are described as: contemporary, high quality, and well maintained. Pedestrian lights, (mural) walls and signage were the most commonly recommended architectural elements. Opportunities to advertise and direct visitors to community events were also a high consideration.

Connectivity

Limited and unsafe access along and across both US 85 and the W. Service Road were major concerns to stakeholders. This lack of safe access contributes to the perception that US 85 divides the City of Evans into east (old town) and west (newer development) Evans. Few pedestrians and bicyclists travel along the corridor. The few people that do travel the corridor include children riding bikes around their neighborhood and occasional pedestrians and bicyclists using the S. Platte Trail for recreational use. Minimal stakeholders commute to or through Evans on foot or on bike. Walking and biking in Evans is considered unsafe, and a more comprehensive trail system is needed to connect several of Evans' key destinations.

Stakeholders expressed the importance of the railroad to the history of Evans, but most were unclear on its relevance today. Historically, the railroad provided regional connections to and from Evans, connection south to Denver and north to Cheyenne with the closest depot being in LaSalle. The railroad appears to provide a separate identity from Greeley. While Greeley celebrates equestrian/rodeo themes, Evans identifies with its railroad heritage. However, many favorable comments on pastoral, equestrian themes were identified. In present day, the railroad seems to be virtually overlooked. Stakeholders expressed little or no comments concerning safety at railroad crossings or noise, visual or sound pollution. Several stakeholders were intrigued by the idea of commuter rail. Stakeholders did not mention a lack of or an appreciation of buses and bus routes in the area.

Land Use/Zoning

Historically, Evans has been a bedroom community and service town along US 85. Stakeholders seem to be satisfied with the current uses along the corridor, but are not satisfied with the visual impact of these uses. Stakeholders commented that the businesses are too large-scale commercial and industrial. There are no architectural standards and there is little maintenance and landscape upkeep. Also, a lack of continuity of scale, uses and architecture contributes to the "highway" attitude.



Figure 17

Concept Development

Stakeholders commented on potential W. Service Road improvements stating that they thought infill development would be a good opportunity for the corridor. (See Figure 17.) Stakeholders named increased density and smaller businesses as desired characteristics for future land use, as long as visibility and safe access were provided. Stakeholders expressed support for the development of pedestrian friendly shops as opposed to the current auto-oriented commercial uses.

Current business owners were concerned that access to their business remains in tact during any improvement projects.

Signage

Stakeholders emphasized the need for a “clean, quality” aesthetic for the signage along the corridor. They stated that signage could be a major component to improving the image of Evans along the US 85 corridor and was of high priority. The existing sign and information pull-off fall short of this goal. Stakeholders also addressed the desire to publicize City of Evans sponsored events, such as the Scottish / Irish Festival, along the corridor.

Theme and Identity / Gateways

Stakeholders assessed that the City of Evans lacked identity along US 85. They felt that the north and south entrances into Evans along this corridor were the ideal locations for a design that would act as an “entry” to Evans. The landscape and architectural elements at these locations should serve to provide continuity and ‘image’ for the corridor. Providing a visual identity for Evans at its entry points would provide a much-needed internal civic identity as well as promote Evans’ events and services to other regional US 85 users.

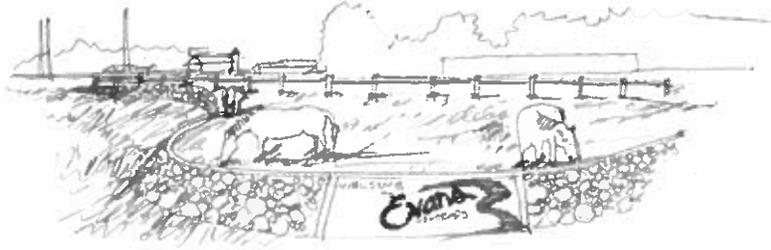


Figure 18

Stakeholders responded to design sketches (See Figures 18, 19 and 20) and collages (See Figures 22 & 23 at the end of this Chapter) representing, among others, pastoral landscapes, contemporary designs, billboards, horses, fences and lighting options. Stakeholders appreciated pastoral landforms and plantings and clean, functional art. “Western” aesthetics were considered successful that depicted pastoral landscapes and grazing animals, but active horses and rodeo themes were thought to be very similar to the character of Greeley and thus may want to be avoided.

Concept Development

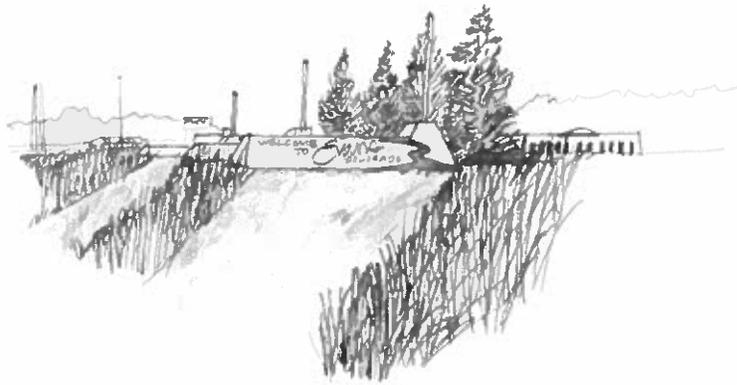
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GATEWAY ALTERNATIVE B

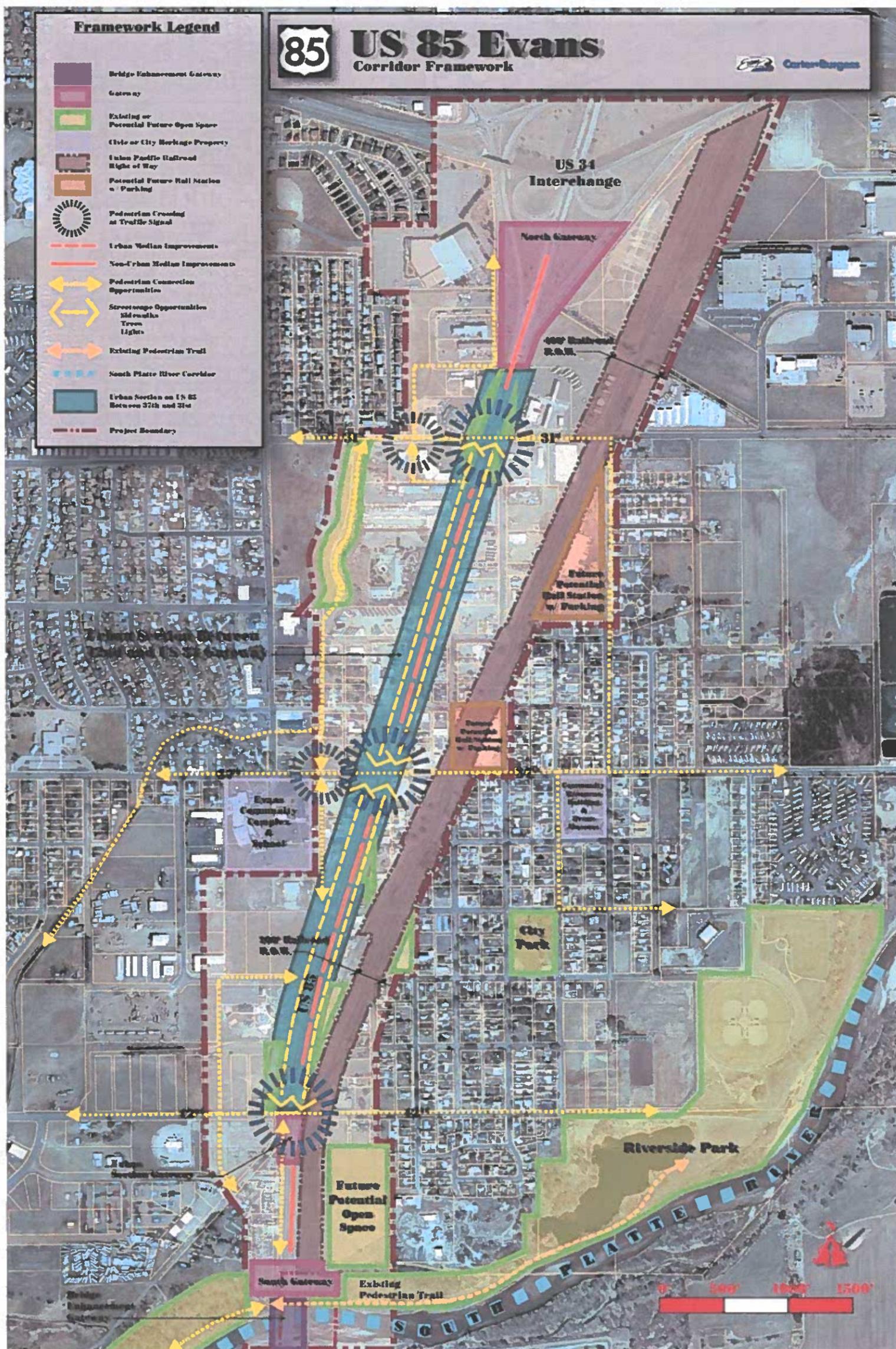

Figure 19

 C o r r i d o r P l a n



GATEWAY ALTERNATIVE C


Figure 20



Corridor Master Plan

Figure 21



C o r r i d o r P l a n

Gateways



- River
- Bridge
- US 34
- Urban Areas

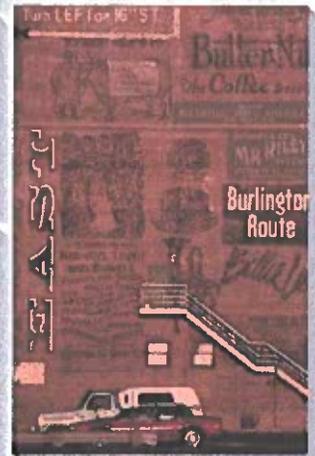


Figure 22



Theme and Identity



- Historic
- Growth
- Contemporary
- Western
- Railroad
- South Platte River
- Open Space / Recreation / Parks
- Civic
- Museum
- Emerging
- Diversity
- Farming / Agricultural
- Small Town
- Equestrian

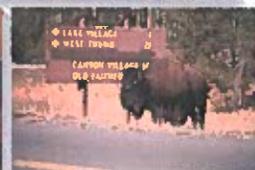


Figure 23

Potential Improvements

Utilizing the feedback received at the September 19, 2002 meeting and City staff comment, the following series of potential improvements were identified.

SAFETY IMPROVEMENTS

- ❑ Alert vehicular traffic of oncoming pedestrian and bicycle areas (pedestrian/bike crossing, traffic signals, access points) with the use of clear, visible signage and other means
- ❑ Improve safety at access points with: accessible ramps, signal timing, advance signage at conflict points, striping, sidewalks and pedestrian cross lights
- ❑ Provide vehicular and pedestrian scale lighting
- ❑ Reduce design speeds along US 85
- ❑ Provide accel / decel lanes
- ❑ Consolidate access points
- ❑ Provide crosswalks
- ❑ Evaluate effectiveness of signals, timing and storage capacity at intersections
- ❑ "Organize" streetscape so there are fewer visual impediments

ARCHITECTURAL ELEMENT IMPROVEMENTS

- ❑ Provide landscaped medians (assumes adding curb and gutter, reducing design speed, to allow for installing trees, landscape and architectural elements in the median)
- ❑ Add pedestrian lighting at pedestrian sidewalk areas
- ❑ Maintain cohesive aesthetic with architectural amenities (benches, lights, walls, medians, paving, banners and planters)
- ❑ Design improvements so that quantities and locations of architectural elements are not visual impediment to access points
- ❑ Provide infill development and locate new facades at minimum setback from R.O.W. Line

CONNECTIVITY IMPROVEMENTS

- ❑ Provide pedestrian and bicyclist crossings along US 85 at 31st, 37th and 42nd Street
- ❑ Provide continuous multi-use paths parallel to US 85 along W. Service Road
- ❑ Provide alternatives to walking adjacent to US 85 i.e. along Frontage Rd., in greenways and open-space
- ❑ Tie-in / explore other projects within Evans (W. Service Road realignments, the irrigation ditch on the west side of the highway)
- ❑ Provide pedestrian amenities along sidewalk areas

LAND USE / ZONING IMPROVEMENTS

- ❑ Establish consistent setbacks
- ❑ Implement building size restrictions
- ❑ Allow flexible architectural standards for materials, colors, quality and style
- ❑ Increase maintenance requirements

Potential Improvements

- ❑ Enforce and/or enhance landscape requirements, parking requirements (location, quantity, joint-use)
- ❑ Align front facades
- ❑ Signage requirements (scale, style, color, quantity, location)
- ❑ Organize an Improvement District that can work to remove graffiti and provide maintenance

SIGNAGE IMPROVEMENTS

- ❑ Provide a regional way-finding system
- ❑ Provide visual clues as way-finding for trails and destinations with signage and landscaping
- ❑ Use visual clues to direct US 85 users to retail areas
- ❑ Provide means to advertise/direct visitors to seasonal events

THEME AND IDENTITY / GATEWAY IMPROVEMENTS

- ❑ Provide pedestrian scale improvements (landscaping, signage and other architectural elements)
- ❑ Incorporate corridor urban design elements into future South Platte bridge aesthetic and safety improvements
- ❑ Emulate native surroundings and traditional style architectural elements
- ❑ Provide maintenance requirements for properties along the US 85 and W. Service Road corridor
- ❑ Lower design speed to non-highway speeds to create an “urban” feel that promotes safe crossings and solicits redevelopment
- ❑ Provide a distinct identity at both the north and south gateways with one or more of these design approaches
 - Landscaping / open space / landforms
 - Large-scaled architectural elements
 - Several contemporary urban design elements (lighting, monuments, walls, seating, landscape, art/sculpture)
- ❑ Establish native plantings in an artistic and organized pattern
- ❑ Increase landscape (trees) adjacent to highway
- ❑ Provide clusters of landscaping

CONCLUSIONS

The Design Team evaluated each potential improvement. Recognizing the need for the City to implement these improvements in phases based on available funding and schedule, the Design Team established a list of projects which encompass the potential improvements.

The design team cites 15 potential projects that will incorporate all of the potential improvements. The 15 potential projects are categorized with like projects at intersections, gateways, land-use/design guidelines, W. Service Road, medians, US 85 ROW roadside streetscapes and open space. Figure 24 is a matrix that illustrates which improvements are included within each project. Figure 25 illustrates the physical locations of these projects. These projects are explained in further detail in Chapter 5 Recommendations.

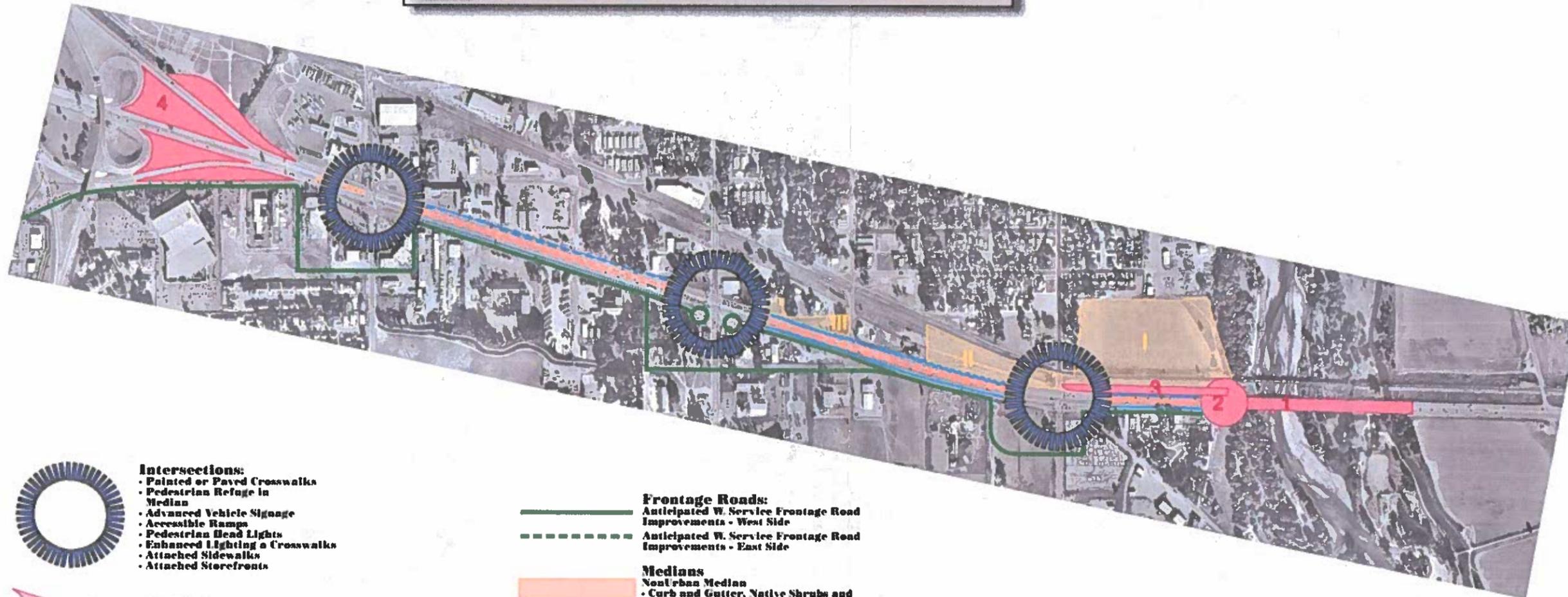
Potential Improvements

	37th Street Intersection	37th Street Intersection	37th Street Intersection	Gateway - North (4)	Gateway - South (3)	Gateway (Bridge and S. Platte Trailhead) (1 & 2)	Land Use / Design Guidelines	W. Service Frontage Road	Medians - Phase I (S. Platte to 37th)	Medians - Phase II (37th to US 34)	US 85 ROW Roadside Streetscape - Phase I (S. Platte to 37th)	US 85 ROW Roadside Streetscape - Phase II (37th to US 34)	Open Space I	Open Space II	Open Space III
Safety															
Signage	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Accessible ramps	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Signal timing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Striping	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Sidewalks	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Pedestrian crosswalks	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Pedestrian lighting	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Reduce design speeds on US 85	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide accel / decel lanes	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Consolidate access points	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Signal evaluation of timing and vehicle storage areas	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
"Organize" streetscape to increase visibility	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Architectural Elements															
Provide landscaped medians	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Add pedestrian lighting in pedestrian areas	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Maintain cohesive aesthetic with all architectural elements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Limit architectural elements to areas in which they will not be a visual impediment	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Connectivity															
Provide pedestrian and bicyclist crossings	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide continuous multi use paths parallel to US 85 along W. Service Frontage Road	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide alternatives to walking directly adjacent to US 85	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Connect to adjacent amenities (ie, S. Platte Trail, proposed trail along Irrigation Ditch)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide pedestrian scale urban design elements along sidewalk areas	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Land Use / Zoning															
Consistent setback	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Building size restrictions	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Flexible architectural standards for materials, colors, quality and style	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Increase maintenance requirements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Landscape requirements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Parking requirements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Align front facades	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Recommend signage requirements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Organize an improvement district	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Signage															
Provide a regional way-finding system	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide a directional way-finding system to local trails and connections	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide visual cues to direct US 85 users to retail areas	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Theme, Identity & Gateway															
Landscaping, open space, landforms	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Large-scaled architectural elements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Contemporary urban design elements (lighting, seating, monuments, walls)	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide pedestrian scale landscaping, signage & architectural improvements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Incorporate urban design improvements with S. Platte Bridge Improvements	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide maintenance requirements for properties along US 85 and W. Service Frontage Road	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Establish native plantings in an artistic and organized pattern	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Increase trees adjacent to highway	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

Figure 24

Potential Improvements

85 US 85 Evans Corridor Recommendations

- Intersections:**
- Painted or Paved Crosswalks
 - Pedestrian Refuge in Median
 - Advanced Vehicle Signage
 - Accessible Ramps
 - Pedestrian Head Lights
 - Enhanced Lighting at Crosswalks
 - Attached Sidewalks
 - Attached Storefronts



- Gateway:**
- 1 Improve Bridge Aesthetics with Enhanced Railing, Lighting, Pedestrian access and materials
 - 2 Enhance Trailhead with Landscape, Signage and Lighting for Park Trail Users and Motorists
 - 3 Landscape, Grading, Sign, Decorative Wall, Decorative Lighting, Trees, hardscape
 - 4 Landscape, Grading, Sign, Decorative Wall, Decorative Lighting, Trees, hardscape

Land Use / Design Guidelines:
See US 85 Corridor Master Plan Chapter 3 Recommendations for Land Use - Design Guidelines Alternatives

- Frontage Roads:**
- Anticipated W. Service Frontage Road Improvements - West Side
 - Anticipated W. Service Frontage Road Improvements - East Side

- Medians**
- NonUrban Median
 - Curb and Gutter, Native Shrubs and Grasses
 - Urban Median
 - Curb and Gutter, Trees, Pedestrian Scale Lighting Paved Medians, Landscape Banners

- US 85 ROW Roadside Streetscape:**
- Side Streetscape - Landscape, Fence or NoiseWall
 - Side Streetscape - Storefront, Sidewalk, Pedestrian Lights, Trees
 - Side Streetscape - Trees, Grading
 - Side Streetscape - Native Landscaping, Grading

- Open Space:**
- Native Grasses, Trees, Grading



Figure 25

Recommendations

GENERAL NOTES

The City of Evans must be cognizant of a few conditions that pertain to all of the recommended projects. These are conditions that are applicable to the corridor at large and will be addressed in every project that is realized. A proactive approach to investigating and resolving these conditions will expedite the transformation of the corridor. General Notes on recommendations are provided for roadway operations, lighting, transit, and funding.

ROADWAY OPERATIONS

These recommendations identify actions that the City should pursue to modify roadway operations to reflect the vision for US 85 identified in this plan

Access Category

As discussed in the existing conditions assessment, the segment of US 85 located in Evans would be more appropriately categorized as a Non-Rural Arterial as other segments of US 85 located in cities are categorized. The procedure for requesting a highway category change is defined in the State Highway Access Code. It is recommended that the City of Evans pursue changing the highway category to Non-Rural Arterial within the city limits. Accurately categorizing the highway will allow for improvements to be made without requesting design variances from the Colorado Department of Transportation.

Posted Speed

The corridor should be posted at a moderate speed through the city limits. A speed limit compatible with the 40 mph posted south of Evans in LaSalle should be provided as a transition area. It is recommended that the speed limit be posted at 45 mph from the South Platte River to 31st Street with an increased speed posted (50 mph) north of 31st Street as a transition to the interchange at US 34. Reducing the speed within the corridor will allow for the implementation of urban design elements desired by the community. CDOT will need to approve a speed reduction and may require a speed study be conducted prior to allowing a speed reduction.

Corridor Design Standards

All of the concepts identified will need to be in compliance with CDOT, AASHTO, MUTCD and local agency standards for highway design and roadside safety. Improvements shall be designed for the appropriate corridor speeds as determined by the City and CDOT. These recommendations will allow for various reasonable speeds that could be foreseen in the corridor.

For a posted speed of 40 mph, roadside curb and gutter and raised medians will be allowed. Shoulders are not necessary but could be added for emergency use. On-street parking and bike lanes would be an option, if the City deemed them valuable. A clear area of 18 feet will be provided adjacent to the roadway where no fixed objects are situated.

Recommendations

Increasing the posted speed to 45 mph will allow for similar design treatments as the 40 mph recommendations except a 12 foot right shoulder would be desirable and a 22 foot clear zone area would be required. On-street parking would not be desirable, however, bike lanes could still be possible.

Posting a 50 mph speed will eliminate the curb and gutter and raised median urban design treatments. Clear zone requirements would increase to 30 feet from the traveled way and median treatments would have to be flush or consist of crashworthy median barrier to shield any fixed objects in the median. Considering the number of existing access points and their close spacing, posted speeds above 50 mph are not considered desirable in the corridor study area except where noted.

LIGHTING

The City of Evans has worked to develop recommendations for ornate lighting in Evans. Options for both roadway lighting and pedestrian lighting have been approved for use within Evans. Each US 85 Improvement project recommending lighting shall incorporate the recommended ornamental mast arm fixture and/or pedestrian light fixture. All proposed locations and quantities must be approved by the Colorado Department of Transportation prior to construction.

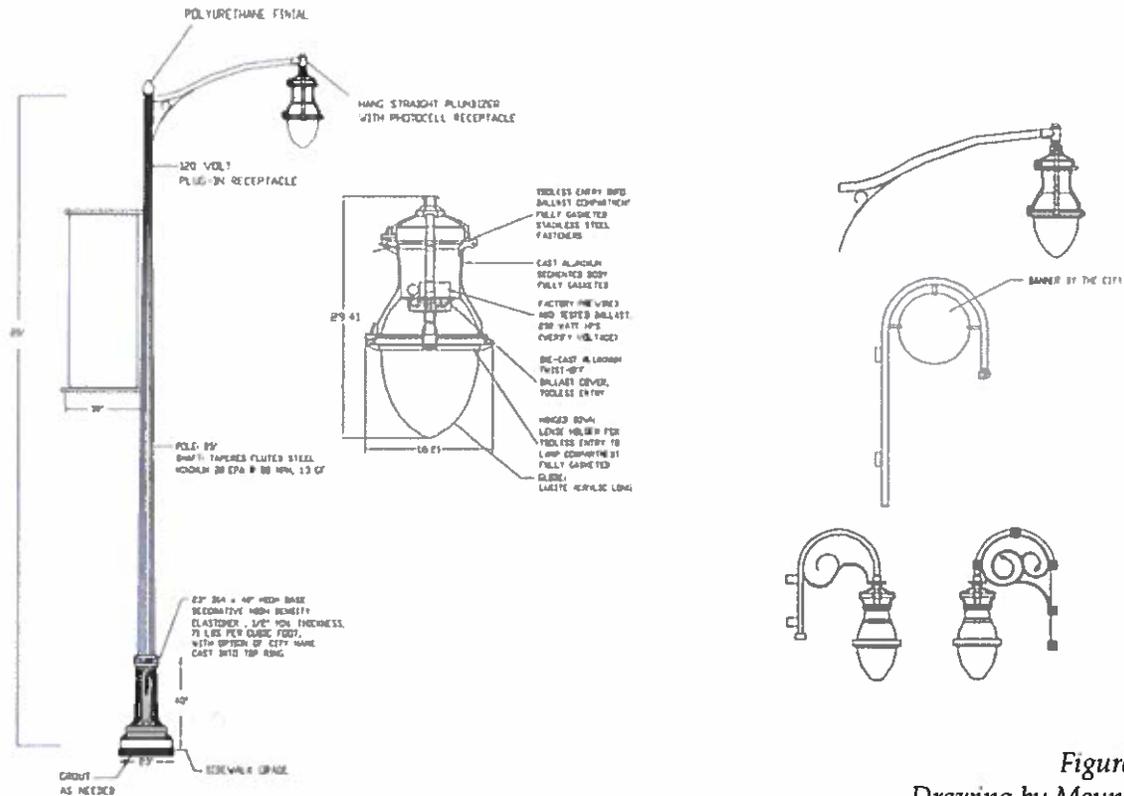


Figure 26
Drawing by Mountain States Agency

Recommendations

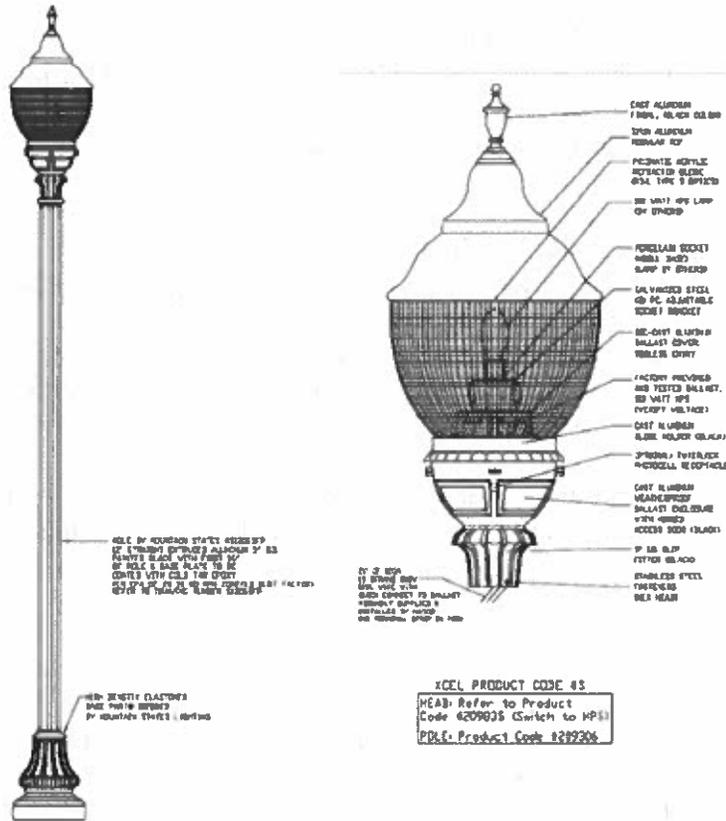


Figure 27
Drawing by Mountain States Agency

TRANSIT

While issues related to transit were not of the highest concern to Stakeholders and the City, the subject has significant relevance for future planning and should be revisited periodically. With continued population growth in Evans, and the creation of a retail area along the W. Service Road, interregional transportation demands could increase and thus increase the importance of a public transportation network in Evans.

A few Stakeholders did express the desire for commuter rail in Evans. As future studies explore the possibility of a commuter rail system along the US 85 Corridor, the City should advocate for a station stop in Evans adjacent to US 85.

FUNDING

The City of Evans has identified the improvement of the US 85 Corridor as a high priority. Funding for the US 85 corridor is included in both the 2002 and 2003 budget year. The 2002 budget stands at \$275,000.00 to develop the master plan, construct irrigation systems, improve drainage at US 85/37th Street, and begin acquisition of right-of-way for access control on the corridor. In 2003, the budget for the corridor increases to \$965,000.00 to construct irrigation systems, drainage improvements, access control, landscaping and enhancement type projects.

Recommendations

The dedication of funding for the corridor demonstrates the City's commitment to the project. Proposed recommendations from the master plan are likely to exceed the total resources currently identified by the City by approximately three million dollars. This section will briefly examine financial resources that may add to those funds the City has already set aside for the corridor.

Regional Planning Process and Funding.

The City of Evans is encompassed within the North Front Range transportation planning region, one of fifteen planning regions across the state. The North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) is responsible for working with the Colorado Department of Transportation (CDOT) to prioritize state and federal transportation funds available to the region. As an active member of the NFRT&AQPC, the City has successfully received funding through this process in the past. The US 85 corridor improvements identified through the master plan meet the criteria of many of the funding categories that are included as part of the regional planning funding and prioritization process. As a state facility, the US 85 corridor will have to compete with other projects for whatever amount of dollars are available for disbursement in the region.

Given the recent economic downturn within the state and nationally, the amount of funding available from CDOT for regional project prioritization has declined significantly. The "Other Regional Program" funding category for CDOT is likely to experience lower funding allocations in future and until the economy rebounds. This should not, however, discourage the City from pursuing funding prioritization for improvements on US 85 and be in line in the event funding increases. The funding categories most conducive to the proposed improvements on US 85 include Safety, Enhancements, Rail, Safety and Trails.

Bridge Funding.

CDOT prioritizes funding for bridges and intersection improvements. The US 85 project recommendations include intersection improvements at three locations along the corridor. The City should work with CDOT Region 4 to address these improvements and be included in the regional plan.

Federal Funding.

In 2003, the federal transportation funding Act, better known as TEA 21, will need to be reauthorized by Congress. Discussions have already begun both in Colorado and Washington, D.C. about what will be included in the reauthorization. Many of the federal funding categories under TEA 21 are anticipated to continue forward, however, new categories may be added that could address some of the recommended corridor improvements. The City should be watchful for funding category changes that address small urban or rural roadway improvements as well as enhancements and bicycle/pedestrian funding opportunities.

GOCO funding.

Working cooperatively with the City's Parks Department, Go Colorado (GOCO) funding should be considered for completion of improvements to the bicycle/trail along the corridor.

Recommendations

GOCO funding is derived from lottery proceeds and has not experienced the same funding decline as other state programs.

Business Improvement District.

As business development opportunities are identified, the potential for the creation of business improvement district should be considered. Application of a small fee to the participating businesses along the corridor might provide a sufficient revenue stream to address many proposed improvements that would boost economic activity.

Sales Tax Increase.

A short-term sales tax increase may also be valuable to consider as a potential source for additional revenue. Political consideration may be given to the benefits of assessing an additional tax to fund the proposed corridor improvements.

Project specific recommendations are listed by project type (intersection, gateway, land use/design guidelines, W. Service Road, medians, roadside streetscape, and open space). Each project includes a general project description, a relative project priority, and a cost estimate. The project priority (high, medium, or low) corresponds to the input that was received from project stakeholders at public meetings.

Recommendations

INTERSECTIONS

The primary intention of the proposed improvements at each intersection is to improve safety for both vehicular traffic and pedestrian and bicyclist traffic. To achieve safer intersections, each intersection will establish a particular character, or pattern, which will alert users of an upcoming high hazard area. Vehicular traffic will be alerted to potential pedestrian and bicycle crossing, traffic signals, slowed down traffic, and vehicular turning. Pedestrian and bicyclist traffic will be alerted to upcoming vehicular activity. The intersections at 31st, 37th and 42nd Streets will all exhibit designs similar to the other, in order to establish a fixed pattern. The tools that will help create this recognizable situation will include: median noses marked with ornamental grasses, banners, pedestrian lighting, trees, and landscape, sidewalks, pedestrian refuge zones within the medians, accessible ramps, signage, left turn lanes, signalized pedestrian cross-walks and enhanced paving or striping within the crosswalks.

Timing, vehicular storage, and right-in / right-out only turns will be explored at all intersections. Intersections will be designed to improve circulation and LOS levels. All intersection designs are intended to function in accordance with CDOT, the US 85 Access Control Plan, and W. Service Road Improvements.

Intersection improvements will encourage pedestrian and bicyclist connections to adjacent retail, residential, and open space areas. Sidewalk designs will extend both east and west of the US 85 ROW.

Sidewalks extending to the east of US 85 will cross the Union Pacific (UP) Railroad tracks. To accommodate pedestrian movements at each of the UP grade crossings, several design issues will need to be addressed. The finish surface at each crossing will have to be extended outside of the roadway limits to accommodate the pedestrian walkway. At most locations, this will require the addition of concrete grade crossing panels at both ends of the exiting crossing. At 42nd Street, a full concrete crossing installation (wide enough to accommodate pedestrians) may be required to replace the existing timber crossing surface. Once these improvements are in place, the sidewalks will have to be extended to meet the new crossing surface. The crossing protection will have to be upgraded to provide gates across the pedestrian crossing. This can be achieved through relocating and lengthening the existing crossing gates to locations outside of the sidewalk, or by installing separate pedestrian crossing gates. (See Figure 28.)

Recommendations

Schematic for Consequential Enhanced Union Pacific Railroad Grade Crossings

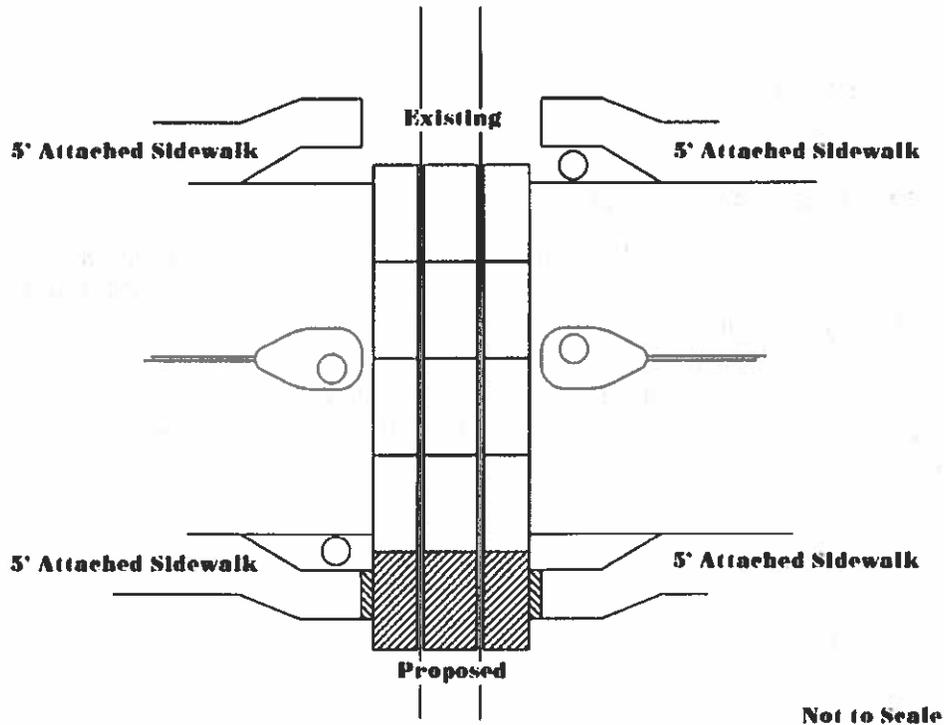


Figure 28

31ST STREET INTERSECTION

The intersection at 31st Street will include way finding measures to promote the proposed infill retail area along the W. Service Road.

Signal design and vehicular movement and storage will recognize the effect of merging on and off speeds from US 34.

Priority
High

Time Frame for Implementation:
Short term

37TH STREET INTERSECTION

As the primary axis to East and West Evans, the Evans Community Complex, and the proposed retail area along the W. Service Road, the intersection at 37th will be the most complex of the intersection designs. To pronounce the prominence of this interchange, the design tools will be enhanced at this intersection.

Recommendations

Priority

High

Time Frame for Implementation:

Short term

42ND STREET INTERSECTION

The intersection at 42nd Street will be designed with modest use of the design tools. The character of this area is pastoral and (potentially) re-graded open space and limited use of architectural streetscape elements.

The intersection design will emphasize pedestrian and bicycle connections to the north (37th Street and proposed retail area along the S. Frontage Road) and to the south (S. Platte Trailhead).

Priority

High

Time Frame for Implementation:

Short term

Recommendations

Intersections at 31st, 37th and 42nd

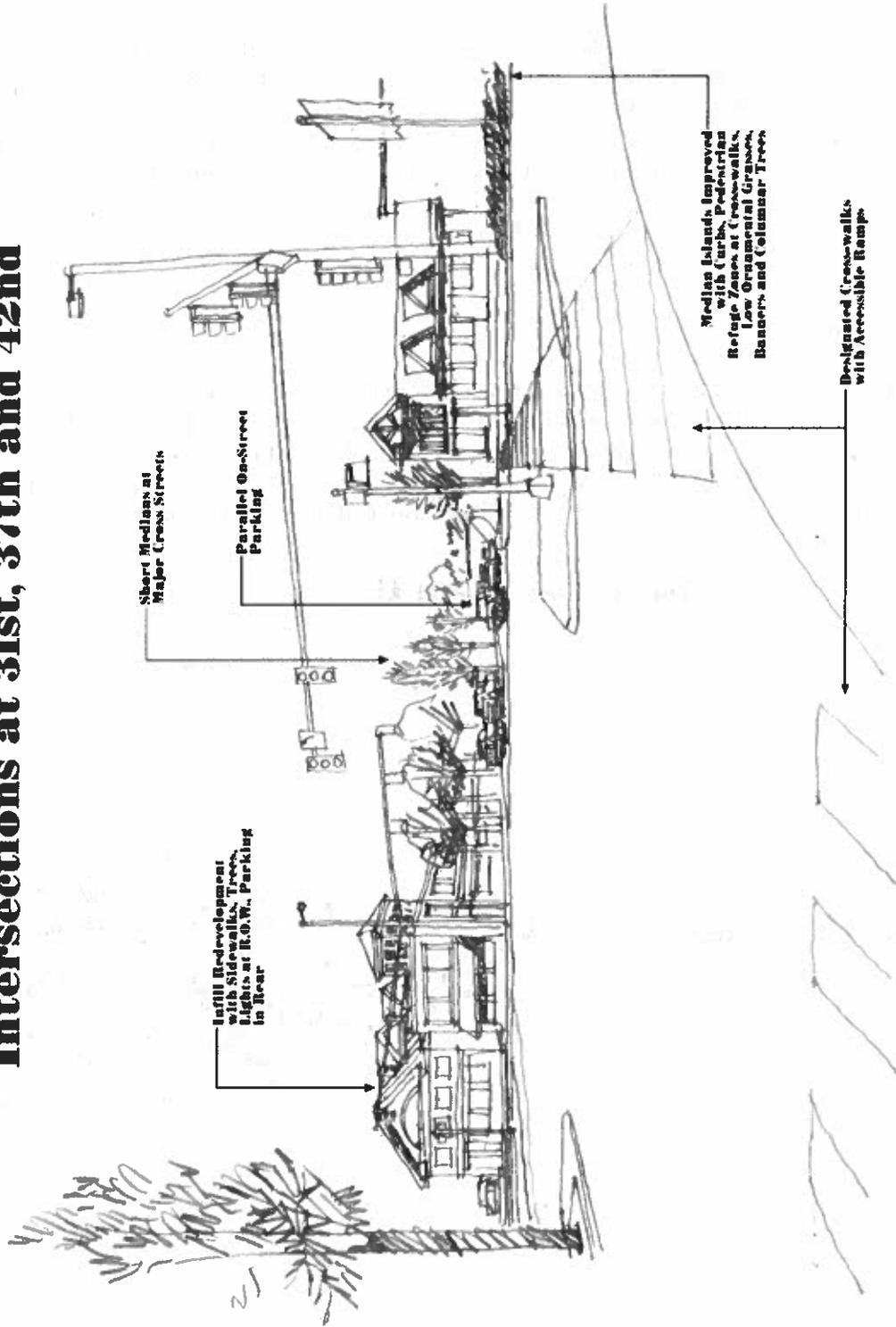


Figure 29

Recommendations

GATEWAYS

Gateways are intended to establish a clearly recognizable entry into the City of Evans from the northern and southern ends of US 85. Entry signs will send a “You are here” message to through traffic along US 85, and a “You are home” message to Evans residents who commute along US 85. The gateways provide imagery consistent with the history and character of the City of Evans. The gateways will help establish a distinct identity or image for the City that is currently lacking.

Three separate gateway projects have been identified:

1. Gateway - North

The north gateway provides a more formal entrance to the City of Evans upon crossing the US 34 Bypass. This entrance complements the character of the northern portion of the corridor, while relating to the adjacent community ties to the north. This gateway is highlighted by a large City of Evans sign, landscaping, and three poles for hanging banners. These features are elevated on a three to four foot stonewall to provide a more dramatic impact.

Gateway - North

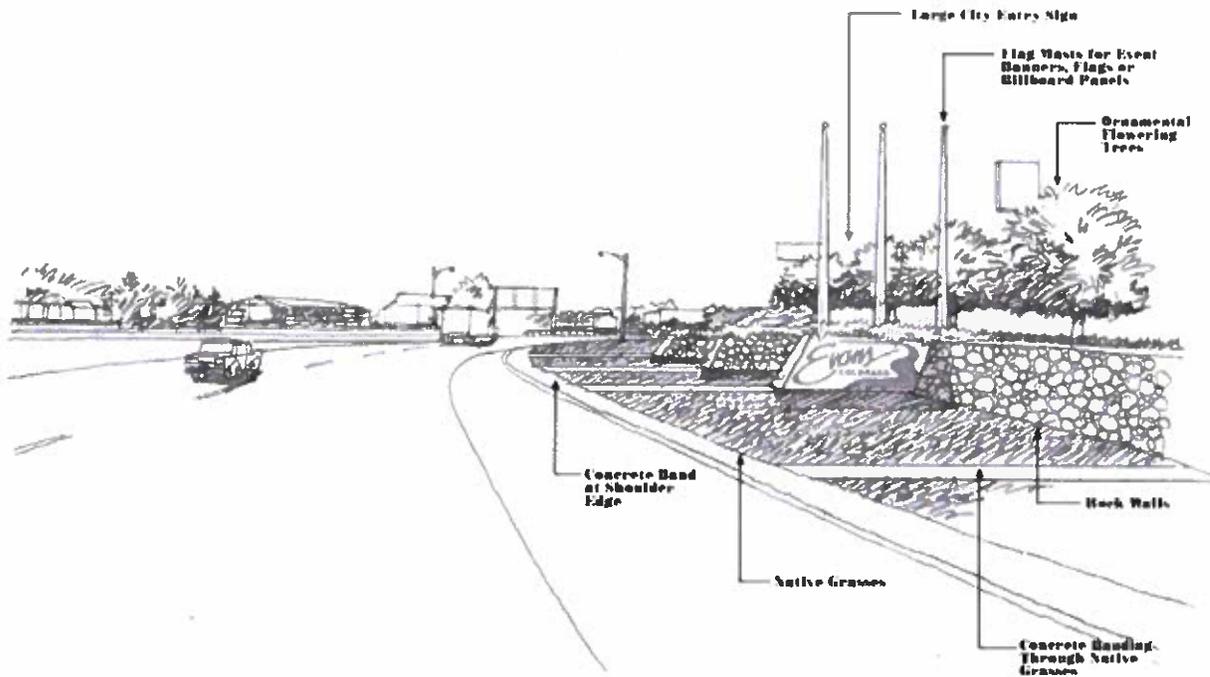


Figure 30

Recommendations

Project Priority:

High

Gateways were clearly identified by the public and city staff as a primary means to improve the image of US 85 and the City of Evans, and thus are considered of high priority.

Time Frame for Implementation:

Short term

2. Gateway - South

The south gateway depicts a pastoral image for the City of Evans and includes statues of horses with native grasses, trees and other landscaping. This enhances the current aesthetic of the South Gateway area, and ties-in nicely with the adjacent communities to the south. A large City of Evans sign is incorporated to clearly mark the entrance into the City of Evans. These elements are elevated on a 3 to 4 foot decorative stonewall to provide a more dramatic impact.

Gateway - South

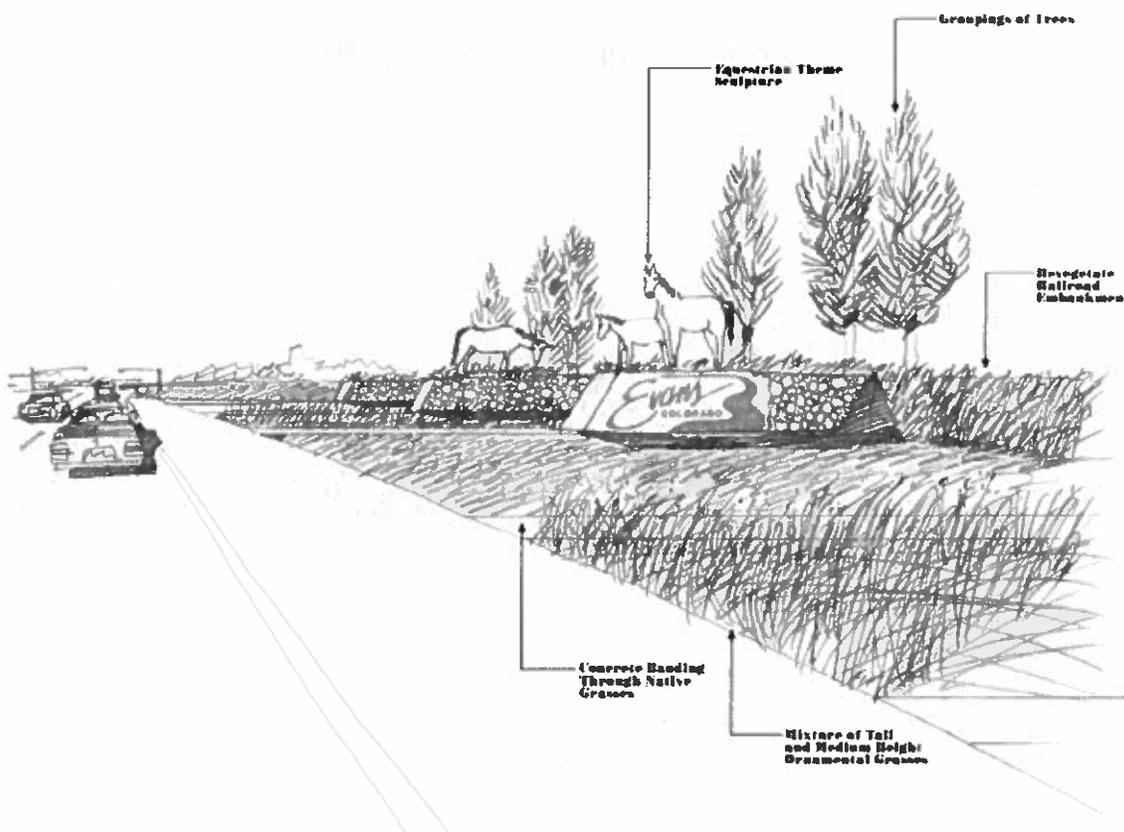


Figure 31

Recommendations

Project Priority:

High

Gateways were clearly identified by the public and city staff as a primary means to improve the image of US 85 and the City of Evans, and thus are considered of high priority.

Time Frame for Implementation:

Short term

3. Gateway - Bridge and South Platte Trailhead

The improvements along the South Platte Bridge initiate the driver to the City of Evans. Monumentation along the bridge will formalize the entrance into Evans. Pedestrian and bike access along the bridge will provide regional connections between the City of Evans and LaSalle.

To continue with improving connections, the South Platte trailhead will be enhanced to encourage pedestrian/bicycle use. Access will be clearly identifiable from US 85 and the West Service Frontage Road.

Gateway - S. Platte Bridge

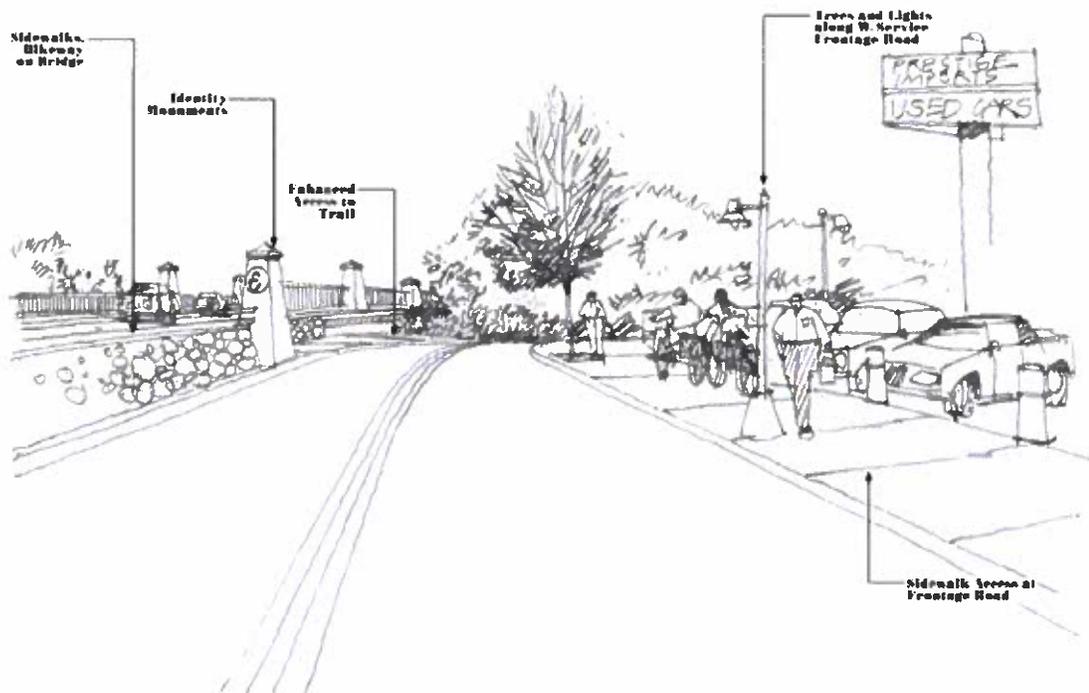


Figure 32

Recommendations

Project Priority:

Medium

Improvements should be done in conjunction with any improvements/replacement of the bridge over the South Platte River by CDOT. This gateway improvement would have a tremendous impact on the south gateway into Evans, however since it is pending CDOT funding, it is considered of medium priority.

Time Frame for Implementation:

Short term

Recommendations

LAND USE/DESIGN GUIDELINES

PURPOSE OF OVERLAY DISTRICT

The general purpose of The City of Evans US 85 Corridor Overlay District is to establish consistent development requirements for new development within a specific area in Evans. The City of Evans US 85 Corridor Overlay District is not intended to discourage new construction, but simply allow for specific design review of new construction by the City of Evans. The intent of the overlay district for the US 85 Corridor through Evans is:

- To implement urban design recommendations contained in the US 85 Corridor Master Plan.
- To provide consistent design standards for the entire US 85 Corridor in Evans.
- To establish a uniform character for the US 85 Corridor which is consistent with the US 85 Corridor Master Plan.

Appropriate and Non-appropriate Land Uses

Land uses that distract from the desired aesthetic character for the US 85 Corridor are to be discouraged. These land uses include:

- The storage of vehicles, trailers, modular homes, or other objects for the purposes of displaying those objects to potential customers. Uses of this type may be permitted if the objects are shielded from US 85 by a commercial building or other structure or screen.
- The prominent display of storage tanks or other industrial equipment in clear view of motorists on US 85. Uses of this type may be permitted if the equipment is shielded from US 85 by a commercial building or other structure or screen.

DEVELOPMENT AND ARCHITECTURAL GUIDELINES

Development and architectural guidelines are identified in several key areas in order to establish a consistent urban design character for the US 85 Corridor. The key areas include:

- Building Connections and Orientation
- Building Setbacks
- Parking Orientation
- Signage
- Appropriate Building Materials
- Building Height Limits
- Architectural Details and Massing
- Landscape and Irrigation Guidelines
- Ornamental Lighting Guidelines

Building Connections and Orientation

East side of US 85

Recommendations

Every front facade with a primary entrance to a commercial building shall face US 85 to the maximum extent possible. Through-pedestrian access from the rear of the building shall be encouraged to occur every 150 feet if parking for the building is provided in the rear of the building.

West side of US 85

Every front facade with a primary entrance to a commercial building shall face US 85 to the maximum extent possible. Every front facade with a primary entrance to a commercial building shall include a connecting walkway from the primary entrance to the perimeter street sidewalk system (sidewalk system proposed for the west side Frontage Road).

Building Setbacks

East side of US 85

Minimum front building setbacks of 25 feet shall be maintained for all new buildings. Side and rear setbacks shall also be maintained per existing zoning.

West side of US 85

A new minimum building setback of 15 feet is encouraged for properties along the west side Frontage Road. Side and rear setbacks shall be maintained per existing zoning.

Parking Orientation

Parking orientation for all properties on both sides of US 85 is encouraged to be located in the rear of the buildings adjacent to US 85.

Signage

Sign location and design specifications will be established separately from the Master Plan process and will be included in the final draft for an overlay district for the US 85 Corridor.

Appropriate Building Materials

Building material requirements and guidelines will be established separately from the Master Plan process and will be included in the final draft for an overlay district for the US 85 Corridor.

Building Height Limits

Building heights should not exceed two stories.

Architectural Details and Massing

Architectural details and massing requirements and guidelines will be established separately from the Master Plan process and will be included in the final draft for an overlay district for the US 85 Corridor.

Landscape and Irrigation Guidelines

Landscape guidelines include a maximum tree spacing of forty feet on center. Drought tolerant trees and shrubs will be encouraged to reduce costs and the need for water. Additional landscape guidelines including the type of tree or shrubbery allowed will be established separately from the Master Plan process and will be included in the final draft language for an

Recommendations

overlay district for the US 85 Corridor. Preliminary locations for landscaping are shown on the Master Plan drawing at the end of this document, exact locations to be determined as each project is realized.

Irrigation shall be provided by the City-owned drainage facilities for the US 85 Corridor and the City of Evans.

Ornamental Lighting Guidelines

Lighting designs shall incorporate the City of Evans' recommended lighting fixtures as shown in the general notes of the Recommendations Chapter of the 85 Corridor Master Plan.

Locations, spacing and use of the lighting fixtures will be included in the final draft for an overlay district for the US 85 Corridor.

APPROVAL PROCESS

Official approval of the land use overlay district for the US 85 Corridor through Evans should occur independently of the US 85 Master Plan. The approval process must include a thorough legal review of the language for the district to ensure that it is enforceable and consistent with the current Evans City Code. There should also be a thorough review by the public, particularly property owners along the corridor. Adequate time should be given for the public review process including the development of revisions to the original overlay district language in response to public comment. The final draft overlay district language will need to be approved by both the Planning Commission and City Council following a thorough legal and public review.

Priority:
High

Timeframe for Implementation:

Short-term. (These guidelines will need to be adopted separately from the US 85 Corridor Master Plan by the Planning Commission and City Council.)

Recommendations

Land Use / Design Guidelines

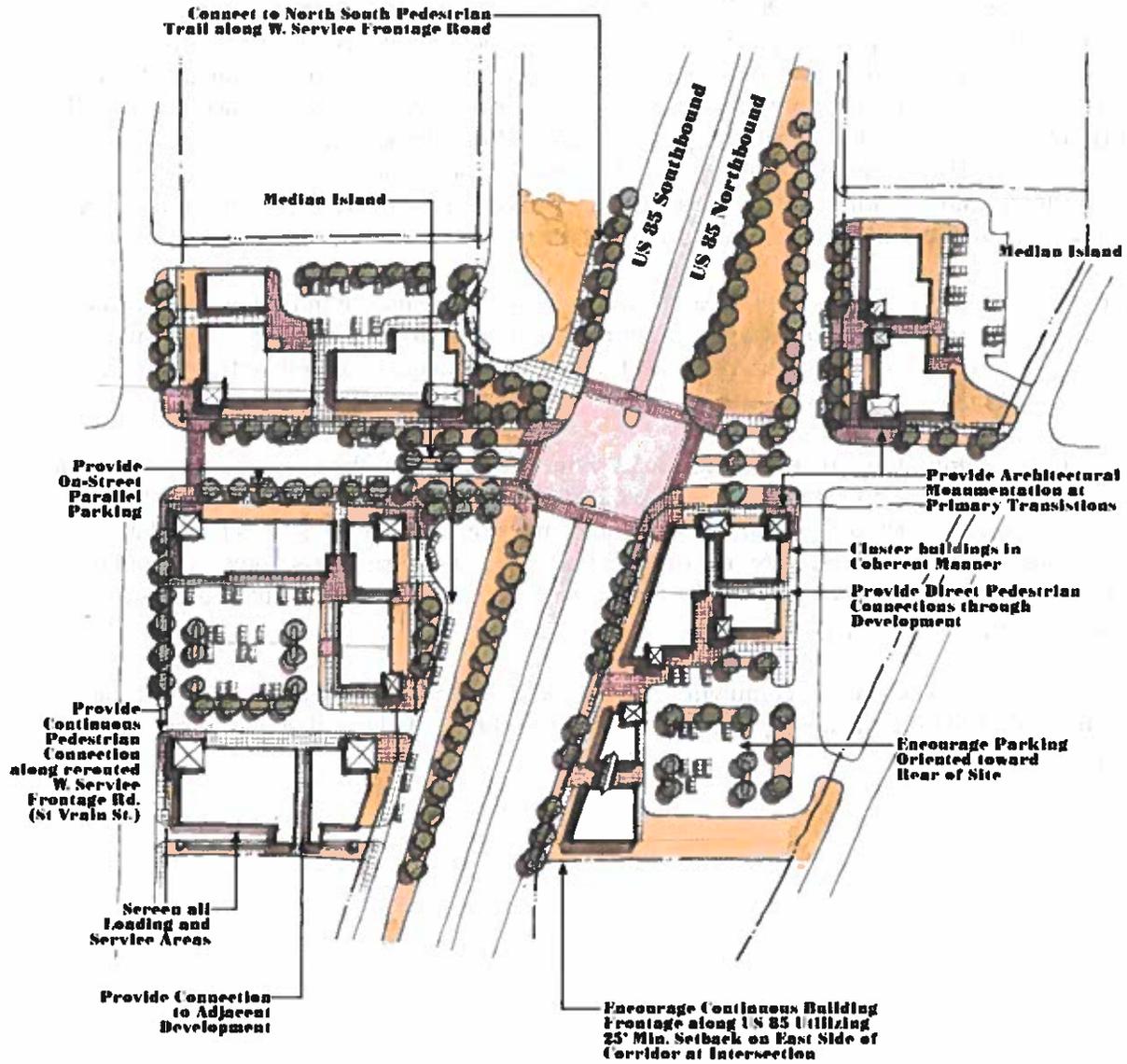


Figure 33

Recommendations

W. SERVICE ROAD

Improvements along the W. Service Road will support many of the objectives named in the City of Evans Comprehensive Plan 2002. The Plan calls for: increased economic development opportunities, special planning focus areas, and proposed activity centers at 37th Street. The proposed W. Service Road improvements promote the creation of a quaint retail area to be developed through the City of Evans US 85 Corridor Overlay District which encourages infill, mixed land uses (potentially including retail, office and residential), and pedestrian connectivity. The W. Service Road's central location in Evans, and its proximity to US 85, makes it a prime candidate to provide an area of unification for Evans' residents, and an area that would create an identity and act as a destination to out-of-town visitors.

The tools used to create this retail area include: requirements laid out in the City of Evans US 85 Corridor Overlay District, landscaping, lighting, signage, architectural streetscape elements, improved vehicular access, reduced curb cuts along the frontage road and pedestrian and bicycle facilities.

All improvements along the W. Service Road should comply with the recommendations made in the US 85 Access Control Plan - I-76 to WCR 80 (December 1999). Specifically, the layout of the frontage road, including all cul-de-sacs and connections to adjacent streets should reflect the recommendations made in the Access Control Plan. Also, because access points cannot be added to the US 85 corridor, improved access along the W. Service Road will be a major consideration of this project.

In recognition of stakeholder comments, construction phasing for this project shall include traffic control plans that allow access to all businesses during the installation of proposed improvements.

Recommendations

W. Service Frontage Road



Figure 34

Priority
Medium

While the creation of a retail area along the W. Service Road would meet the goals of City Staff, Stakeholders and the Comprehensive Plan, it is not considered of highest priority (safety and improved aesthetics ranked highest). However, because the W. Service Road Improvements are dependent upon land use and design guidelines for infill, the sooner these are established, the sooner the improvements will be realized.

Timeframe for Implementation:
Long term

Recommendations

MEDIANS

Enhancements at the Medians should improve the overall aesthetic of the US 85 Corridor through Evans, and encourage circulation through the corridor. The tools used to enhance medians include: landscaping, signage, banners, highway lighting, planters, and trees.

Signal timing and vehicle storage facilities studies at intersections will affect the design of the medians.

As mentioned in the general recommendations at the beginning of this chapter, Access categories, posted speed limits, and City and CDOT approval will relate directly to (specifically, the inclusion of curb and gutter) design capabilities within medians.

All improvements along the W. Service Road should comply with the recommendations made in the US 85 Access Control Plan - I-76 to WCR 80 (December 1999). Special considerations will be made at the intersection at 39th Street to coincide with the Access Control Plan.

Medians and US 85 ROW Roadside Streetscape

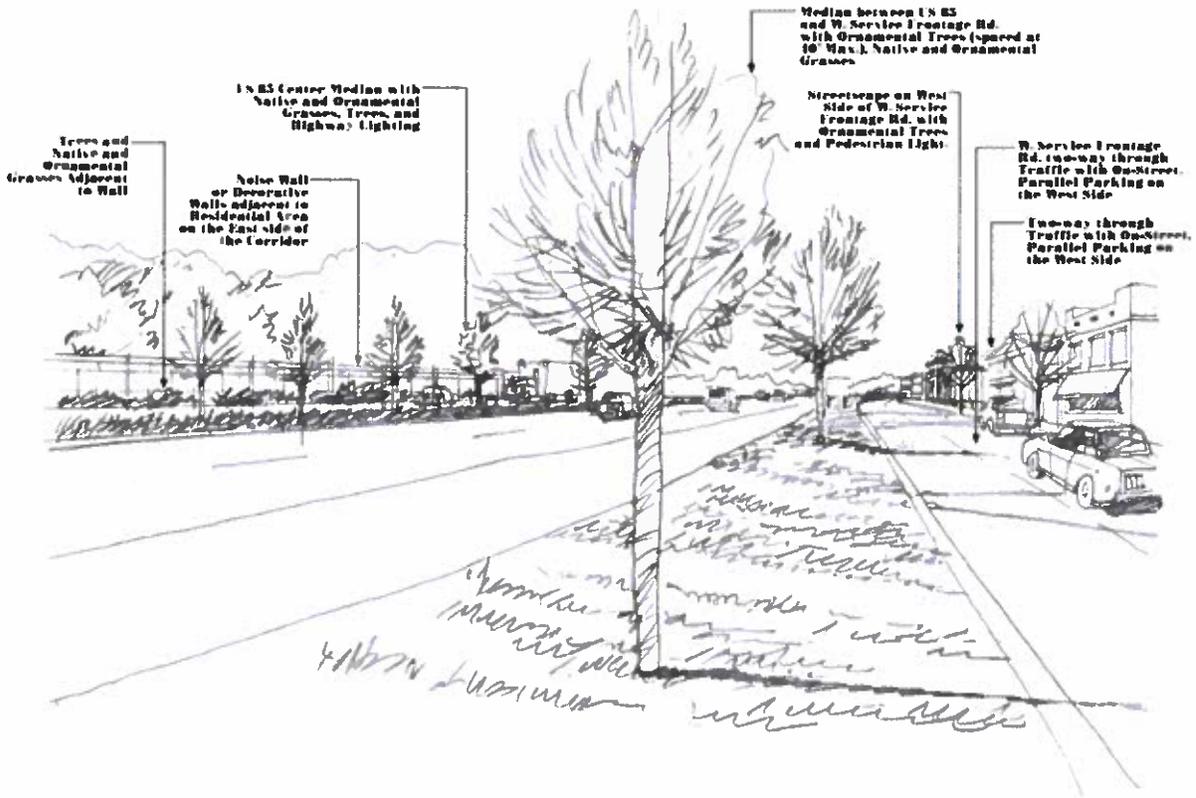


Figure 35

Recommendations

Priority
High

Feedback from Stakeholders and City Employees and the recommendations established in the City of Evans Comprehensive Plan all encourage the beautification of the corridor. As the major bisector of the highway and visibility from both northbound and southbound traffic, Median Improvements would have a major impact on the corridor's aesthetic and is therefore considered of highest priority.

Timeframe for Implementation:
Short term

Urban Median

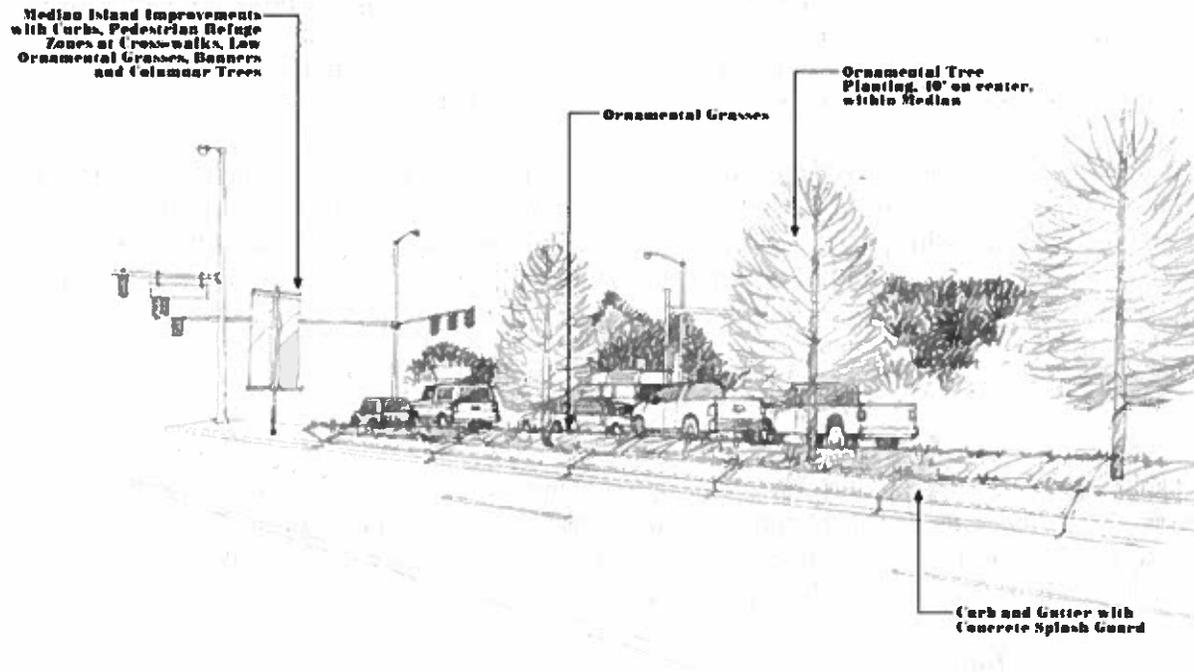


Figure 36

Recommendations

US 85 ROW ROADSIDE STREETScape

The US 85 R.O.W. Roadside Streetscape Project will concentrate on improving the edges of the US 85 on the east and on the west between the W. Service Road and US 85. The intent will be to improve the overall aesthetics of the corridor. Presently, the corridor has almost no landscaping, curb and gutter at median noses only, enhanced paving at median noses only, and signs of varying materials and heights. Pedestrian facilities are rare and scattered through the corridor. A clearly defined edge to the corridor would give the corridor definition and improve the aesthetic and identity through Evans.

The principle enhancements proposed for roadside streetscape include landscaping (primarily trees spaced 40' Max. on center), signage, pedestrian lighting (as shown in figures 26 and 27), curb and gutter, and noise and/or decorative walls on the east side adjacent to the residential areas of the corridor. These enhancements will need to be coordinated with other corridor enhancement projects which help define the corridor edges including the proposed landscaped medians, gateways at the northern and southern entrances to Evans, landscaping/streetscape on the west side of the W. Service Road and open space areas. Coordination is required to develop consistency within the corridor and minimize conflicts.

The ultimate design of the roadside streetscape enhancements will require a high level of input and coordination from property owners in the corridor as well as residents of the City of Evans. Issues such as reduced property visibility resulting from new landscaping, pedestrian and bicycle connections and sound/decorative walls will have to be addressed during the design process.

Priority
High

Stakeholders and City Staff encouraged designing landscape adjacent to the corridor. The City currently has available funds to work towards landscaping along the corridor. Requirements for the funding, and a keen interest in landscaping and trees in the corridor makes US 85 R.O.W. Roadside Streetscape a high priority project.

Timeframe for Implementation:
Short term

Recommendations

OPEN SPACE

Designated open spaces would complete the aesthetic of the southeast portion of the corridor. The existing S. Platte River and Riverside Park create a pleasant recreation corridor in the City of Evans. Designating the southeast portion of the site as open space would help make a visual link, and potentially a pedestrian and bicycle connection, from US 85 to the recreational area. As identified in the City of Evans Comprehensive Plan 2002, the addition of new parks would help maintain the quality of life for residents of the growing Evans community.

This project would include research on the costs and procedures associated with designating the appropriate land as open space. The land may be purchased in fee, through a conservation easement, or other formal agreement. A good portion of this project would involve coordination and legal issues between the City and property owners. The possibility of a land acquisition, or conservation easement between the two parties would formalize the prairie, S. Platte River, and park character of the area.

Priority

Low

While some are interested in improving the open space areas on the southeast portion of the corridor, it was not an apparent priority for the majority of stakeholders. Projects that would make a bigger impact should be a higher priority. While open space improvements will complete the transformation and enhancement of the corridor, it will not maximize impacts along the corridor. This project is a long-term priority.

Timeframe for Implementation:

Long term

GENERAL NOTES:

The following issues are applicable to the corridor at large and will be addressed within and apart from every proposed project that is realized.

ROADWAY OPERATIONS:

- Access Category: Categorize Study Area as Non-Rural Arterial
- Posted Speed: Change Posted Speed Limit to 45 MPH from the S. Platte Bridge, north to 31st Street and to 50 MPH north of 31st Street to the US 34 On-Ramp
- Corridor Design Standard: Roadway Improvements should be compliant with CDOT, AASHTO, MUTCD and local agency standards for highway design and roadside safety

LIGHTING:

- Choose highway and pedestrian fixtures
- Submit specification plans to CDOT and Xcel Energy

TRANSIT:

- Continue to evaluate transit demands in the study area and explore commuter rail systems, High Occupancy Vehicular (HOV) lanes, shuttle systems, bus routes and Bus Rapid Transit (BRT)

FUNDING:

- Regional Planning Process and Funding: Apply for funds under one of the project categories supported by the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC).
- NMS and Bridge Funding: Work with CDOT's Region 4 for Bridge and Intersection improvement funding.
- Federal Funding: Anticipate funding categories from the federal transportation funding Act (TEA 21).
- GOCO Funding: Seek funding from the lottery-funded Go Colorado (GOCO).
- Business Improvement District: Consider developing a business improvement District which could fund improvements.
- Sales Tax Increase: Examine the possibility of a short-term sales tax increase to fund the proposed corridor improvements.

W. SERVICE FRONTAGE ROAD

- Create an "Activity Center" through the use of:
- 10' Sidewalks
 - 5' Streetscape including trees and lights
 - 15' Minimum building setback
 - Encourage infill redevelopment with guidelines that encourage US 85 facing facades and parking in the rear
 - On-street parallel parking along the west side of the roadway
 - Two-way through traffic
 - Provide landscape areas at north and south entrances to retail area
 - Provide landscaping in the median between US 85 and W. Service Frontage Road

LAND-USE/ DESIGN GUIDELINES

- Building Connections and Orientation
- Building Setbacks
- Parking Orientation
- Signage
- Discouraged / Encouraged Uses

MEDIANS

- Enhance study area aesthetic and safety with:
- curb and gutter in the median
 - landscaping
 - trees
 - augmented lighting

HISTORICAL MARKER ENHANCED LANDSCAPE AND OPEN SPACE

- Ornamental tree planting with native landscape
- Redesigned access to parking area and US 85

42nd STREET INTERSECTION

- Improve vehicular and pedestrian safety with:
- Enhanced paving or painted Crosswalks
 - Median Noses with Pedestrian Refuge area, landscaping, columnar trees & banners
 - Infill Redevelopment with Sidewalks, Trees, lights, parking in rear, and parallel On-Street parking along 37th Street
 - Pedestrian and bicycle connections to adjacent open space

OPEN SPACE (SOUTH OF 42ND STREET)

- Improve vehicular and pedestrian safety with:
- Pedestrian and bicycle connections to adjacent open space
 - Preservation of pastoral agricultural aesthetic character

SOUTH GATEWAY

- Create a pastoral entrance into the City of Evans by:
- Incorporating landscaping
 - Tree massings
 - Equestrian-themed sculpture
 - Evans' entry sign
 - Short, decorative wall
 - Concrete banding

BRIDGE AND S. PLATTE TRAILHEAD

- Create a bridge design and a trail entrance that emphasizes the S. Platte Trailhead with:
- Sidewalks/ bikeway on bridge
 - Identity Monuments
 - Improved access
 - Enhanced landscaping at S. Platte Trailhead

NORTH GATEWAY

- Create a pastoral entrance into the City of Evans by incorporating:
- Landscaping
 - Evans' entry sign
 - Banner poles
 - Short, decorative wall
 - Concrete banding to make a formal entrance into the City of Evans

31st STREET INTERSECTION

- Improve vehicular and pedestrian safety with:
- Enhanced paving or painted Crosswalks
 - Median Noses with Pedestrian Refuge
 - Landscaping
 - Columnar trees
 - Banners
 - Infill redevelopment with sidewalks, trees, lights, parking in rear, and parallel on-street parking along 31st Street
 - Wayfinding to proposed W. Service Frontage Rd.
 - Signal to facilitate high speeds due to adjacent US 34 interchange

US 85 R.O.W. ROADSIDE STREETScape

- Improve the overall aesthetic of the study area with:
- Landscaping (primarily trees)
 - Signage
 - Pedestrian lighting
 - Curb and gutter
 - Noise and/ or decorative walls on the east side adjacent to residential areas

37th STREET INTERSECTION

- Improve vehicular and pedestrian safety with:
- Enhanced paving or painted Crosswalks
 - Median Noses with Pedestrian Refuge area, landscaping, columnar trees & banners
 - Infill Redevelopment with Sidewalks, Trees, lights, parking in rear, and parallel On-Street parking along 37th Street
 - Strong wayfinding connections to proposed east/west pedestrian/bicycle facilities
 - Design which facilitates entrance into proposed Frontage Rd. retail area

ENHANCED UNION PACIFIC GRADE CROSSINGS:

- Improve pedestrian and bicyclist connection safety by:
- Extending sidewalk finish surface to outside limits of roadway
 - Supplementing any required concrete grade crossing panels at both ends of the existing crossing
 - Replacing all timber crossing surfaces
 - Providing pedestrian crossing gates at all grade crossings

Recommendations

85 Corridor Master Plan

Figure 37



CITY OF EVANS, COLORADO

RESOLUTION NO. 111-2002

A RESOLUTION ADOPTING THE 2002 U.S. 85 CORRIDOR MASTER PLAN
FOR THE CITY OF EVANS, COLORADO

WHEREAS, currently the City of Evans does not have a current 85 Corridor Master Plan;
and

WHEREAS, since this roadway is a significant gateway into the community, there is a need
to have such planning criteria; and

WHEREAS, on November 26, 2002, the Planning & Zoning Commission has recommended
the City of Evans adopt the U.S. 85 Corridor Master Plan; and

WHEREAS, on December 17, 2002, City Council carefully reviewed this proposal and upon
recommendation of the Planning and Zoning Commission believes it would be in the best interest of
the City of Evans to adopt the U.S. 85 Corridor Master Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
EVANS, COLORADO:

The "City of Evans U.S. 85 Corridor Master Plan," dated December 2002, is hereby adopted
as the official U.S. 85 Corridor Master Plan for the City of Evans.

PASSED, APPROVED AND ADOPTED at a regular meeting of the Council of the City of
Evans on this 17th day of December 2002.

CITY OF EVANS, COLORADO

By: *Sherry Melby*
Mayor

ATTEST:

Kuni Betty
City Clerk