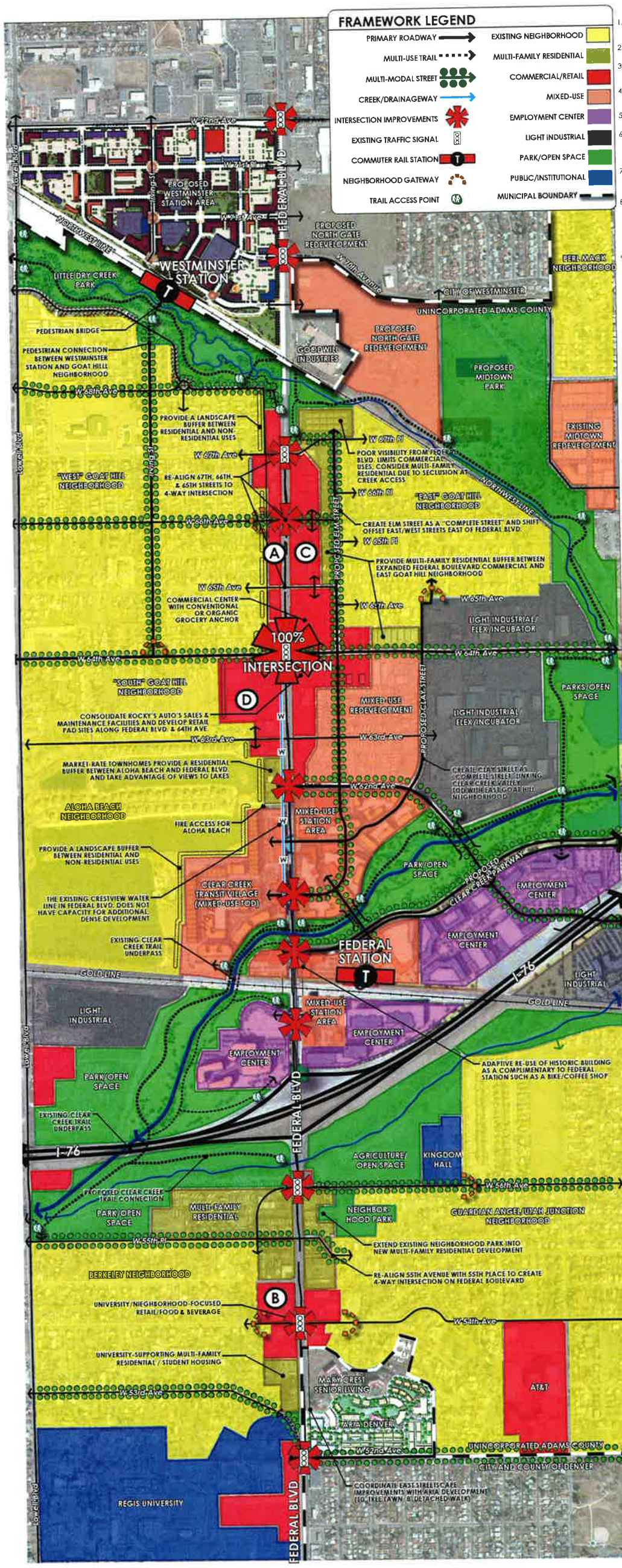
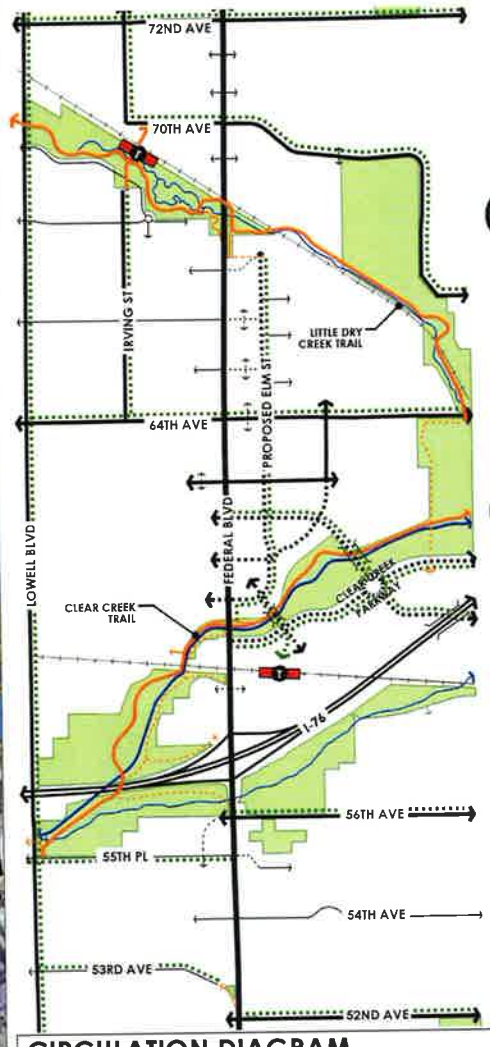


CORRIDOR PLANNING RECOMMENDATIONS

1. Corridor planning should accommodate north/south traffic volumes to maintain or increase vehicular capacity, while retaining reasonable access to adjacent commercial properties.
2. Corridor planning should consider a multitude of zoning mechanisms tailored to the proposed development types.
3. Corridor planning should preserve and enhance on- and off-ramp access to U.S. 36, I-76 and I-70 interchanges, and discourage local street and driveway intersections that reduce their efficiency.
4. Corridor planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicycle modes.
5. Corridor planning should emphasize and enhance motorized and non-motorized transit connections with the proposed commuter rail stations.
6. Corridor planning should strengthen pedestrian, bicycle and visual connections with the existing and proposed open spaces and alternative mode transportation corridors to increase their presence, personal safety, and integration with the corridor, in order to decrease personal safety issues and crime.
7. Corridor planning should address housing affordability needs, and work with Adams County Housing Authority (ACHA) and others to make appropriate accommodations for affordable housing within the corridor.
8. Corridor planning should address potential Federal Boulevard blight conditions, and recommend improvements in visual character. The addition of pedestrian-oriented improvements to the Right-of-Way is critical in providing better accommodations for non-motorized corridor transportation. Additionally, streetscape plantings should be incorporated throughout the corridor with a focus on shade trees along the east and west sides of the roadway due to the utility limitations of the center medians.
9. Corridor planning should consider an improved identity and brand for the Federal Boulevard corridor that can be emphasized through the coordinated selection of signage, lighting, site furnishings, bus shelters and streetscape plant material. Opportunities may exist to include signage types that include 1950's-era signage typologies and recall the corridor's motels, filling stations and drive-throughs.
10. Corridor planning should address potential methods to land assembly for redevelopment, protection of residential neighborhoods from commercial land use and traffic encroachment, and methods to interconnect the local street grid.
11. Corridor planning should address pedestrian needs and alternative solutions to providing a safe, continuous pedestrian way along the entire length of the Federal Boulevard corridor. Future planning studies should identify solutions to provide safe, east-west pedestrian crossings of Federal Boulevard at regular, frequent intervals. Additionally, corridor planning should be coordinated with the recommendations of the Tri-County Health Department's forthcoming Federal Boulevard Health Impact Assessment (HIA) to improve public health benefits within the surrounding community. It has been recommended for the HIA to coordinate their recommendations with health care providers to maximize the community benefits.
12. Corridor planning should consider realignment of east side streets to intersect Federal Boulevard at existing west side street locations between 65th Avenue and 67th Avenue to create 4-way, aligned intersections, accommodating safe pedestrian crossing, left turns and providing alternative business access from Federal to side streets.
13. Corridor planning should consider potential Complete Street (vehicular/bike/pedestrian) upgrades to parallel, off-corridor, north-south streets, to provide safe alternative, parallel routes for neighborhood bike and pedestrian access to transit Stations and Federal Boulevard Corridor destinations.
14. Corridor planning should consider built-in planning flexibility and land use provisions for these blocks, since they may be most vulnerable to changes in market conditions. "Transitional" use designation to allow Multi-Family, Commercial-Retail, Office or mixed use combinations could preserve long range use flexibility, with infrastructure planning sized to accommodate that range of uses.
15. Corridor planning should evaluate the capacity of existing utilities within and adjacent to the roadway (including the existing Crestview water line north of Interstate 76) to determine if additional investments are required to support future, more-dense, mixed-use development. Federal grants such as the Housing and Urban Development's (HUD) Community Development Block Grant (CDBG); the Department of Transportation's Livable Community Grant and the Federal Transit Administration's SAFETEA-LU grants; and the Environmental Protection Agency's Brownfields Planning Grant.
16. Corridor planning should seek new opportunities for higher density residential development which will be necessary in the corridor to attract and support new commercial retail development.
17. Corridor planning should consider the preparation of a detailed retail development plan that identifies the desired types and locations of retail uses including strategies for attracting new uses to the corridor.
18. Corridor planning should consider the adaptive re-use of the historic building adjacent to the future Federal Station as a complimentary use such as a bike/coffee shop that serves station commuters and area residents.
19. Corridor planning should include strategies to minimize impacts on adjacent residential neighborhoods and discourage through traffic from commercial developments. Residential neighborhood gateways should be considered west of Federal with the proposed Elm Street east of Federal providing re-aligned intersections, a land use transition, and a multi-modal streetscape buffer.
20. The W.64th Avenue / Federal Boulevard intersection holds potential for future redevelopment as the "100% Corner" for Mixed Use Commercial Center redevelopment. W. 64th Avenue provides the only east-west through traffic connectivity in the corridor. Three (3) of four corners are of sufficient parcel size and configuration to support master planned center development, which may include a Lifestyle Center, Grocery-anchored Neighborhood and supporting retail development.



CIRCULATION DIAGRAM

- EXISTING ROADWAY
- PROPOSED ROADWAY
- PROPOSED ON-STREET BIKE FACILITIES
- EXISTING MULTI-USE TRAIL
- PROPOSED MULTI-USE TRAIL
- CREEK/DRAINAGEWAY
- PARK/OPEN SPACE

PRECEDENT DEVELOPMENTS

A MULTI-TENENT RETAIL/RESTAURANT
- SHARED PARKING LOTS ON SHALLOW LOTS (125' APPROX. DEPTH
- PROVIDE ALLEY FOR SERVICE ACCESS AND TO BUFFER ADJACENT RESIDENTIAL NEIGHBORHOOD

B MULTI-TENENT CORNER RETAIL/RESTAURANT
- "BUILD-TO" REQUIREMENT PROVIDES ZERO-DEPTH BUILDING FRONTAGE ON PRIMARY ROADWAY
- PARKING AND SERVICE ACCESS FROM SIDE/REAR LOT

C JUNIOR ANCHOR WITH PAD SITES
- TRADITIONAL HIGHWAY-ORIENTED COMMERCIAL DEVELOPMENT
- PAD SITES ALONG PRIMARY ROADWAY WITH ACCESS PROVIDED OFF OF SECONDARY CROSS-STREETS

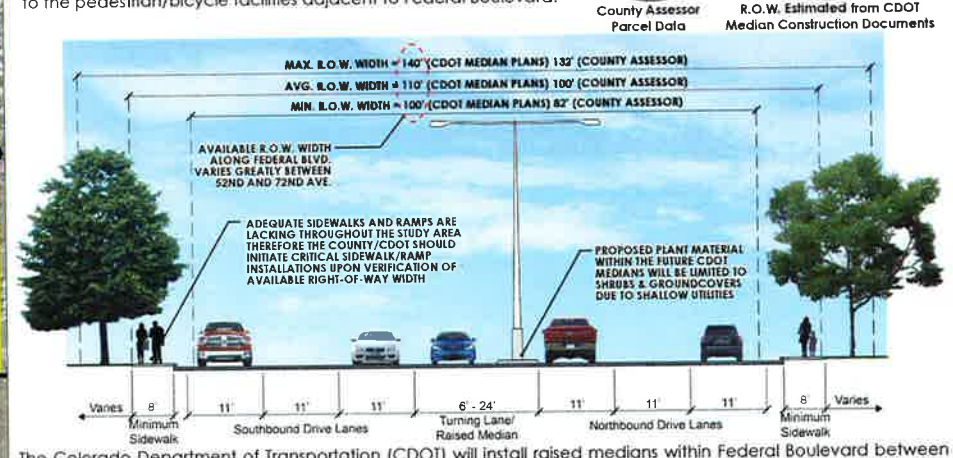
D GROCERY-ANCHORED NEIGHBORHOOD CENTER
- TRADITIONAL BIG BOX COMMERCIAL DEVELOPMENT
- PAD SITES ALONG PRIMARY ROADWAY WITH ACCESS PROVIDED OFF OF SECONDARY CROSS-STREETS

FEDERAL BOULEVARD RIGHT-OF-WAY

The Federal Boulevard Right-of-Way (R.O.W.) width varies greatly throughout the corridor study area (see image to right). A review of the CDOT median construction documents indicates a significant descrepancy between the County Assessor's parcel data and the CDOT R.O.W. location. A formal Right-of-Way delineation will be required prior to making final recommendations for improvements to the pedestrian/bicycle facilities adjacent to Federal Boulevard.

County Assessor Parcel Data

R.O.W. Estimated from CDOT Median Construction Documents



The Colorado Department of Transportation (CDOT) will install raised medians within Federal Boulevard between 52nd Ave. and 67th Ave. in the summer of 2014. The medians will accommodate center-mounted roadway lighting as part of CDOT's roadway safety improvements. The raised medians will also provide additional access management along the corridor by limiting turning movements to right-in/right-out of the adjacent properties. Where possible, CDOT will leave the wider sections of median open to allow for future landscape installation by Adams County however plant material will be limited to large shrubs and groundcovers due to an existing, shallow, telecommunications duct below the center of the medians.

Appendix K

FEDERAL BOULEVARD CONCEPTUAL FRAMEWORK PLAN

A Long Range Vision for the Corridor within Unincorporated Adams County

SEPTEMBER 2 2014

0 200 400 800

Adams County Planning and Development Department
Adams County, Colorado

Matrix DESIGN GROUP