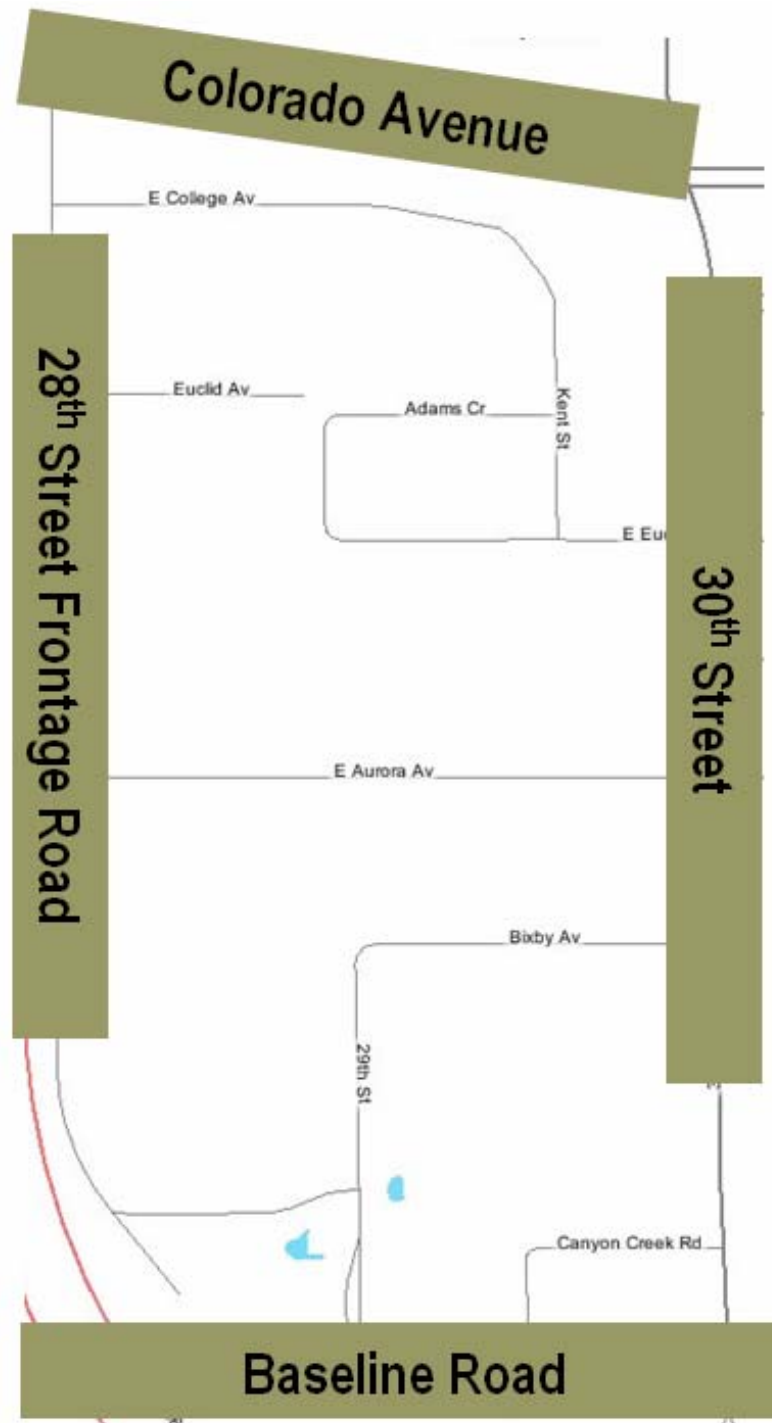


28th Street Frontage Road Transportation Connections Plan



Adopted April, 20 2010



Introduction

The 28th Street Frontage Road Transportation Connections Plan describes the city’s vision for future transportation improvements in the area bounded by 28th Street on the west, 30th Street on the east, Baseline Road on the south and Colorado Avenue on the north. Consistent with the Boulder Valley Comprehensive Plan (BVCP) and Transportation Master Plan (TMP), this plan was developed in conjunction with the proposed area land uses and to support the city’s sustainability goals.

The Transportation Connections Plan incorporates input from the general public, Transportation Advisory Board and Planning Board. It also identifies additional connections that will better serve travel from the area to the CU-Boulder east campus in consideration of the proposed land use intensification of east campus outlined in the University of Colorado at Boulder Master Plan Update.

The Transportation Connections Plan is a right-of-way and Transportation Network Plan (TNP) that will be administered according to Section 9-9-8¹ of the Boulder Revised Code, 1981, and incorporated into the Transportation Master Plan (TMP). It is envisioned that the transportation improvements in the Transportation Connections Plan would mostly be constructed through future redevelopment. As properties seek to redevelop, the city would negotiate public right-of-way dedication and improvements for connections in the plan. In general, sidewalks are the responsibility of adjacent property owners. With other facilities such as multi-use paths, property owners are required to dedicate easement or right-of-way but may not be required to build the facility based on proportional benefit. The plan also will be carried out by the city where appropriate.

Intent

It is the intent of the Transportation Connections Plan to:

- Support the redevelopment expected as a result of the new zoning in the area;
- Provide improved access to University of Colorado’s main and east campuses, Williams Village dormitory complex and the greater transportation network—in particular, improve access to the College and Aurora Avenue underpasses at 28th Street.
- Establish sidewalk widths that reflect the built form, land use density and function in relation to volume of pedestrian and bicycle use and experience that some sidewalks serve an “arterial” function of getting people to the major activity center of the CU-Boulder main campus.
- While providing significant flexibility through the amendment process, the intent is to a complete an appropriately spaced connection, rather than a precise alignment, that maintains the integrity of providing mid-block access for pedestrian and bicycle travel.

Objectives

The objectives of the Transportation Connections Plan are to:

- Establish a fine-grained network of multi-modal transportation connections that will:
 - Create a pedestrian-friendly environment;
 - Create safe and convenient access to transit;
 - Establish a rich variety of safe and convenient connections for all modes within the area and to major activity centers and the rest of the community; and,

¹ Section 9-9-8 of the 1981 Boulder Revised Code addresses the reservations, dedications and improvement of rights-of-way.

- Support the changes in land use, increases in density and urban character of the zoning districts within the project area.
- Locate connections along existing street alignments and/or straddling property lines when possible to reduce the burden on individual property owners.
- Provide significant flexibility through the amendment process and show some connections on the map as flexible in order to emphasize that the intent is a complete and appropriately spaced connection, rather than a precise alignment.
- Establish a minimum width for future sidewalks within the area as follows:
 - Eight-feet detached along Aurora Avenue
 - Five-feet detached along all other local streets within the area
 - Eight-feet for all other local path public rights of way (not adjacent to a roadway).

Amendment Process

Approval requirements for amendments to the 28th Street Frontage Road Area Transportation Connections Plan are outlined on page 3. This amendment process is consistent with the Transportation Connections Plan that was recently adopted as part of the Transit Village Area Plan.

Approval Requirements for Amendments² to the 28th Street Frontage Road Area Transportation Connections Plan				
	Relocation greater than 50' or onto an adjacent property	Relocation less than 50'	Addition	Elimination
Streets				
Collector Street	Planning Board	Administrative	Administrative	Planning Board/City Council
Local Street	Planning Board	Administrative	Administrative	Planning Board/City Council
Alley	Administrative	Administrative	Administrative	Administrative
Paths				
Multi-use path	Administrative	Administrative	Administrative	Planning Board/City Council
pedestrian walkway	Administrative	Administrative	Administrative	Planning Board/City Council

² Requirements are consistent with the Transit Village Area Plan and North Boulder Sub-Community Plan amendment process

An amendment to the 28th Street Frontage Road Transportation Connections Plan will be permitted upon a finding that one of the following criteria has been met:

1. Such amendment is due to a physical hardship or practical hardship that would prevent construction of the connection;
2. The connection is made in a manner that is equivalent to the connection shown on the Transportation Connections Plan; or,
3. Such amendment is consistent with the objectives of the Transportation Connections Plan described above.

In those instances where the standards above cannot be met, the amendment will be considered legislative in nature and require approval by the Planning Board and City Council. In most cases, elimination of a proposed connection requires approval by both the Planning Board and City

Council. Relocation of a local street onto an adjacent property or greater than 50' will require Planning Board review. Other amendments will generally be reviewed administratively. An example of an administrative amendment would involve maintaining the proposed connections while approving a minor adjustment in the location of a connection. While providing significant flexibility through the amendment process, the intent is to complete an appropriately spaced connection, rather than a precise alignment, that maintains the integrity of providing mid-block access for pedestrian and bicycle travel.

The process provides some flexibility to relocate proposed facilities to reflect site-specific considerations while ensuring that the connections necessary to realize the fully integrated multimodal network are created.

The transportation improvements included in the 28th Street Transportation Connections Plan will be completed by property owners and the city at the time of redevelopment. In accordance with TNP amendment process, city TMP mapping will be amended to reflect approved development plans and facilities as they are constructed for minor facility changes. The TMP establishes the policy foundation for transportation investment and work programs for the city.

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