

NORTH 28TH STREET TRANSPORTATION NETWORK PLAN

CITY OF BOULDER Transportation Division



November 16, 2001

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Attachments

- A. North 28th Street Transportation Network Plan - ACTION PLAN
- B. TNP Development and Approval Process

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1.0 Summary of the North 28th Street Transportation Network Plan (TNP)

The North 28th Street Transportation Network Plan addresses the transportation system needs for moving to and through the area centered on the 28th Street right-of-way and which extends from the west side of Folsom to the east side of 30th, and from the south side of Pearl to the north side of Iris.

The North 28th Street Transportation Network Plan defines the desired future transportation network in the area for all modes of travel. The TNP will help land owners, developers, and the City plan for the connections needed in this area. Over time, the plan and the proposed improvements will be integrated into the Boulder Valley Transportation Master Plan and the Transportation Capital Improvement Programs (CIP). The recommendations and requirements of the TNP will be implemented through new development, redevelopment, and through transportation projects undertaken by the City of Boulder.

The TNP will be implemented through:

- the adoption of appropriate ordinances
- construction of capital improvements as part of Boulder's Capital Improvement Program, including but not limited to construction of the improvements within the 28th Street right-of-way that will be defined in the North 28th Street Community and Environmental Assessment Process (CEAP)
- construction of capital improvements associated with the City's Greenways Program
- dedication and acquisition of right-of-way
- construction of on-site improvements by property owners as appropriate when parcels develop or redevelop.

The major components of this Transportation Network Plan are illustrated on Figure 1 and include:

- **Map Based Transportation Network Plan**, illustrated on Figure 2 including recommended multi-modal facilities and connections. Note that this is a right-of-way plan based on Section 9-3.3-14 of the 1981 Boulder Revised Code (BRC).
- **North 28th Street Corridor CEAP Recommendations** including 28th Street cross-section improvements, multi-modal facilities in the right-of-way, improvements to enhance safety, recommended access configuration, landscape improvements and public art opportunities (*CEAP recommendations to be finalized late 2001 - included by reference in this TNP Plan document and in the TNP Action Plan*)
- **TNP Plan Document** (this document) including goals, objectives, policies, plan amendment procedures, standards and implementation guidance
- **TNP Action Plan** which is a "to do" list of steps necessary to implement this Transportation Network Plan (*Attached to this document as Attachment A*). Some action items are one time events, some have specific target dates attached, and some describe on-going activity needed. The TNP Action Plan will be updated periodically by Transportation Division Staff.

Attachment B is a summary of the TNP plan development and public review and adoption process.

2.0 Goals and Objectives of the TNP

2.1 **Goals** The goals listed below represent the ultimate targets for the TNP:

- Improve access and mobility to, through, and within the North 28th Street area for all modes of travel by developing a multi-modal transportation grid.
- Improve transportation safety for all modes and reduce traffic accidents.
- Provide visual continuity within transportation corridors.
- Reduce vehicular congestion on arterial roadways in the area and minimize the need for traffic already within the area to circulate on arterial roadways.
- Provide a transportation network that improves the access to businesses in the area.
- Provide a transportation network that supports and encourages land development and/or redevelopment that is consistent with the Boulder Valley Comprehensive Plan.
- Improve the identity (sense of place) and aesthetics in the area.

2.2 **Objectives** The objectives listed below are the capital improvements, programs, regulation changes, development review guidance, and planning activities that will be used to implement the goals of the TNP:

General Objectives:

- Develop a map based plan for a multi-modal transportation network in the area that defines the needed transportation connections (roadways, paths, routes etc.) for pedestrian, bicycle, automobile, and transit travel. This map based plan is illustrated in Figure 2.
- Develop regulations and ordinances specific to this TNP that can be used to evaluate and direct development applications.

Objectives geared toward capital project construction by the City (may also have application to development review):

- Increase connectivity to the multi-modal improvements proposed in the 28th Street Right-Of-Way that are being developed as part of the North 28th Street CEAP recommendations.
- Define short term improvements and connections from the TNP map for inclusion in the Transportation CIP.
- Complete the 27th and 29th Street corridors between Pearl and Iris (Diagonal) for pedestrian and bicycle travel, and include automobile links where possible and appropriate.

Objectives geared toward development review regulations:

- Implement the map based plan in a way that insures the planned connections are made while maintaining as much flexibility for land development options as possible for property owners developing or redeveloping individual sites.
- Where developing or redeveloping properties result in building fronts set back from the street, require the provision of pedestrian connections or removal of barriers to pedestrian travel between building fronts on adjacent properties .
- Accommodate cross-site automobile access between parking lots where practical when properties develop or redevelop to minimize travel on 28th Street.
- When parcels develop or redevelop, require that “back door” automobile connections between commercial sites be provided where practical along the back of the property in the north-south direction along both sides of 28th Street to enhance access and minimize the need for automobile turns to and from 28th Street.
- Where practical, require driveways on developing or redeveloping parcels to be located at the edge of the property such that they can be shared with adjacent properties (either in the near term or when the adjacent parcel develops or redevelops).

3.0 The Map Based Plan

The Transportation Network Plan Map for the North 28th Street corridor (see Figure 2) illustrates the following existing and proposed transportation facilities:

- roadways or automobile connections of one of the following types:
 - ▶ primary roadways with sidewalks (local access roadway standard as a minimum)
 - ▶ secondary roadway (alley standard as a minimum)
 - ▶ regulatory roadway connection (automobile connection but no formal right-of-way)
- on-street bike lanes
- off-street bike / pedestrian pathways
- grade separated path crossings
- transit routes
- transit super stops (places where transit routes cross)
- traffic signals
- mid-block pedestrian crossings

Existing facilities are represented by solid lines and recommended future facilities are illustrated with dashed lines.

The TNP area has been divided into 8 super blocks (see Figure 3) to allow a more detailed view of the recommended transportation connections. The super blocks are illustrated in Figures 4 - 11, which include written descriptions of the intended connections where appropriate.

4.0 Policies Needed to Support the TNP

This section includes the policies that support the implementation of the TNP. *In some cases additional rationale is provided for a topic after the policy statement to support its intent.*

4.1 Connectivity to the City-wide Multi-Modal Transportation System

Policy: The multi-modal transportation facilities illustrated on Figure 2 that connect from the TNP area to the surrounding transportation network should be prioritized, programmed and implemented by the City of Boulder as part of the Boulder Valley Transportation MasterPlan and CIP process.

4.2 Coordination of the TNP area improvements with the North 28th Street CEAP

Policy: The development of the 28th Street Corridor improvements and the TNP area improvements shall be coordinated to facilitate safe and efficient multi-modal mobility within and around the area.

4.3 Flexibility of Connection Location Regarding Development or Redevelopment

Policy: The multi-modal improvements illustrated on the TNP map (Figure 2 and Figures 4 - 11) are intended to define the needed connectivity in that area. The alignments of these connections are specific to the area shown but are not intended to be precise, so long as the connection illustrated is created in a manner that facilitates efficient travel. The intent of the TNP is to maintain flexibility in the implementation of these connections so as to not hinder redevelopment potential of a parcel or parcels. The development or redevelopment proposals should illustrate that the intended connectivity is achieved. If the connection illustrated on the TNP map can not be made where shown, the alignment may be varied as follows:

- development or redevelopment parcels that are 10 acres in size or less must achieve the connection within 50 feet on either side of the alignment illustrated on the TNP map.
- development or redevelopment parcels that are more than 10 acres in size must achieve the connection within 100 feet on either side of the alignment illustrated on the TNP map.
- In the case of larger parcels or aggregations of parcels (15 acres or larger) such as the Diagonal Plaza area, it is the intent of the TNP to allow flexibility in the number and type of connections made across a site, so long as the proposed connectivity goals of the TNP are achieved. To reinforce this point, the TNP map on Figure 2 illustrates three different connectivity plans for the Diagonal Plaza

area which could be implemented without compromising the intent of the plan, subject to the Site Review Process.

Changes in the proposed connections in development or redevelopment parcels that exceed the alignment limits described should be reviewed in the Plan Amendment Process as described in Section 6.6.

4.4 Coordination of Access to 28th Street for Parcels with 28th Street Frontage

Policy: Coordination and sharing of driveways between adjacent parcels along 28th Street and consolidation of driveway access to 28th within a single parcel should be achieved as parcels redevelop along 28th Street.

Driveways accessing 28th Street in a developing or redeveloping parcel should be located as close as possible to an edge of the property so as to be shared with an adjacent property when the adjacent property develops or redevelops. If the adjacent property already has a driveway located at the common property line, a shared driveway should be created.

No more than one driveway should be provided onto any roadway frontage when a parcel develops or redevelops, except that two driveways could be considered to serve a parcel only if both of the two driveways are located on the edges of the parcel such that they serve (or can in the future serve) the adjacent parcels on either side as well.

Consolidating driveway access onto 28th Street will enhance safety and operational efficiency in the 28th Street Corridor. Sharing driveways between adjacent parcels, coupled with the provision of secondary "back door" roadways at or near the rear property lines (as illustrated on Figures 2 and 4 - 11) can improve the access to a given parcel. Figure 12 illustrates this concept, comparing existing parcel access for a generic block of 28th Street to an enhanced access pattern achieved through redevelopment and implementation of the TNP.

4.5 Right-Of-Way Dedication and Acquisition

Policy: Necessary rights-of-way or easements for the transportation facility improvements identified on the TNP will be reserved, dedicated to, or acquired by the City as parcels apply for development or redevelopment as a condition of approval (except for the planned right-of-way expansion along 28th Street itself which is being addressed as part of the roadway reconstruction project addressed by the CEAP). The City of Boulder may

need to acquire the necessary right-of-way or easement for projects to be constructed by the City.

4.6 Connecting Fronts of Buildings in the Commercial Areas Along 28th Street

Policy: Development or redevelopment of commercial properties along the 28th Street frontage should be designed to allow pedestrian travel between building fronts. Physical barriers such as walls, fences, hedges, berms, or significant grade changes between parcels will be discouraged in order to allow for pedestrian travel between buildings and thus avoid short vehicle trips between adjacent parking areas having to circulate on the arterial roadway system. If barriers can not be avoided, they shall have breaks where needed for pedestrian cross-access. At least one pedestrian link shall be provided to each abutting property (in addition to the public sidewalk) in areas where the building frontage is removed from the roadway right-of-way (such as where parking lots exist between the street and the building).

These pedestrian connections between building fronts are illustrated conceptually on Figure 12.

4.7 Provision for Additional Connections When Residential Areas Redevelop

Policy: The existing residential areas behind the commercial frontage on both sides of 28th Street are not anticipated to redevelop in the next 20 years. For this reason, few new roadway connections have been planned through existing residential areas. Most new connections through the residential areas are bicycle and pedestrian pathways, many of which already exist as informal trails or paths.

If residential areas do redevelop in the next 20 years, it is possible that new roadway connections could be incorporated that will benefit the residents of the area. For this reason, future roadway connections through redeveloping residential areas are incorporated into the TNP as concepts but are not specifically illustrated on the TNP map. The specific alignment and connectivity of these future roadway connections should be determined at the time of redevelopment to be consistent with the goals and objectives of this TNP, and spaced consistent with the grid of connections identified throughout the TNP area.

4.8 Coordination with the Boulder Valley Transportation MasterPlan

Policy: The goals, objectives, and multi-modal connections identified in this TNP should be incorporated into future updates of the Transportation MasterPlan to facilitate their prioritization and implementation.

4.9 Coordination with Boulder's Greenways Program

Policy: Implementation of transportation connections in the tributary greenways within the TNP area (as illustrated on the TNP maps) should be aggressively pursued in concert with Boulder's Greenways MasterPlan and programmed into the City's CIP.

4.10 Consistency with the Boulder Valley Comprehensive Plan

Policy: The transportation system anticipated by the TNP in the north 28th Street Corridor is intended to be consistent with and facilitate the potential future land uses in the area as envisioned in the Boulder Valley Comprehensive Plan (BVCP). The TNP action items serve to implement BVCP transportation policies regarding multi-modal strategies and investments, accessibility, reduction of single occupancy auto trips, and transportation impacts.

4.11 Consistency with the Boulder Valley Regional Center (BVRC) Transportation Connection Plan

Policy: The transportation system anticipated by the TNP in the north 28th Street Corridor is intended to be consistent with and connect to the transportation connections at the north edge of the BVRC area as detailed in the BVRC Transportation Connection Plan. Multi-modal transportation facilities along and across Pearl Street should facilitate this connectivity.

4.12 Development or Redevelopment Compliance with Boulder's City-wide Transportation Demand Management (TDM) Program

Policy: The City of Boulder will develop a Transportation Demand Management Program (TDM program) for implementation throughout the city. This TDM program will offer various transportation options to the single occupancy vehicle (SOV). It will give people the flexibility to find a transportation option that works for them - part of the time or all of the time. The program will attempt to reduce single occupancy vehicle trips and the resulting congestion, pollution, increased parking and reduced open space.

The city-wide TDM program, when finalized, will likely have application in the North 28th Street TNP area and may be incorporated into the TNP.

5.0 TNP Design Parameters

5.1 Minimum Cross-Sections for Roadways, Sidewalks, Multi-use Pathways, and Bicycle Lanes

This section of the Plan defines minimum cross-sections for roadways, sidewalks, bikeways, and multi-use pathways on the TNP map.

Collector and Arterial Roadways

All collector, minor arterial, and principal arterial roadways within the TNP area (as defined on Boulder's Roadway Functional Classification Map in the Boulder Valley Transportation MasterPlan) are intended to have minimum City of Boulder cross-sections (including landscaping buffers and sidewalks) as defined in the City's Design and Construction Standards (DCS).

Local Access Roadways

The Map Based TNP includes three types of local access standards as follows:

- ▶ *Primary Roadway* - the major local access routes in the area - the minimum standard in nonresidential areas is the Base Street standard in the DCS - including sidewalks and landscaping - the minimum standard in residential areas is the Residential Street standard in the DCS - including sidewalks and landscaping.
- ▶ *Secondary Roadways* - typically connect the back side of properties which front on an arterial roadway - the minimum standard is the Alley standard in the DCS.
- ▶ *Regulatory Roadway Connections* - vehicular connections to and or through a parcel, that are required to be maintained as a condition of development approval, but no formal easement or right-of-way is required by the City.

The property owner may elect to provide a cross-section with elements in excess of these minimum requirements so long as the cross-section of a facility that connects between properties has consistency necessary for safe and efficient travel.

Multi-use Pathways

Off-street bike/pedestrian pathways illustrated on the TNP map shall have a minimum width of 10 feet and be paved in concrete. Pathways that are not within a roadway right-of-way should be placed in a pathway easement.

On-Street Bicycle Lanes

Bike lanes shall be designed and installed consistent with the City's bike lane standards.

6.0 Implementation of the Transportation Network Plan

6.1 Ordinances to Support TNP Implementation

Implementation of the TNP will, in part, require the City to adopt necessary ordinances so that portions of the Plan may be implemented as development and redevelopment occurs. These ordinances will allow development to occur in a manner that is consistent with the connections illustrated on the TNP map.

6.2 Development or Redevelopment Triggers for TNP Compliance

The City should review and implement development and redevelopment thresholds to determine when compliance with the TNP will be required. Development or redevelopment thresholds that could be considered include:

- building expansions (based on size of the expansion)
- a change of use
- the addition of more dwelling units
- any project that requires a Site Review

6.3 Near Term Projects by the City of Boulder

The future connections illustrated on the Plan in Figures 2 and 4 - 11 include a wide range of transportation system enhancements. Some of the connections may be implemented in the near term (1-3 years) by the City as part of currently planned projects. Examples may include:

- connections to the Goose Creek Path project completed as part of the floodway project
- pathway improvements in the Elmer's Two Mile Ditch corridor to be completed as part of the Greenways Program implementation
- improvements in the 28th Street right-of-way as part of the 28th Street 2001 Project CEAP implementation.

Other projects, such as additional transit routes along Folsom, Glenwood, or Valmont, and transit super stops may be implemented over time as part of Boulder's transit system enhancement.

6.4 Longer Term Projects with Development or Redevelopment

Some of the connections illustrated on Figures 2 and 4 - 11 can only be implemented with the development or redevelopment of one or more of the businesses parcels along the 28th Street corridor. These connections are shown so that they will be included as part of a development or redevelopment proposal.

6.5 The North 28th Street TNP Action Plan

The Action Plan for the North 28th Street TNP is a detailed listing of steps necessary to implement the TNP. The tasks are divided into groups as follows:

- TNP Finalization and Adoption
- Network Component Implementation - City Initiative
- Network Component Implementation - Local Development Initiative
- TDM Component Implementation

The Action Plan is included in this document as Attachment A.

6.6 TNP Amendment Process

The North 28th Street Transportation Network Plan is intended to be specific enough and yet flexible enough to have application as is for the foreseeable future in this portion of Boulder. However, if the need arises, this section describes a two tiered approach to modify the TNP.

Administrative Adjustments to the implementation of the TNP can be completed at the staff level after review and agreement by Planning, Transportation, and Development Review staffs as appropriate. For example, staff may authorize the administrative adjustment to the alignment of a connection illustrated on Figures 2 and 4 - 11 when the requested adjustment meets all of the following criteria:

- ▶ the adjustment results in a lateral shift in alignment of less than 50 feet in properties that are 5 acres in size or less, or less than 100 feet in properties that are between 5 and 10 acres in size, or less than 150 feet in properties that are 10 acres or more in size
- ▶ the adjustment has no adverse impacts on surrounding properties

Another example of an administrative adjustment to the TNP is the periodic update of the TNP action Plan by Transportation staff.

Plan Amendments represent modifications to the TNP document or modifications to the map based component of the plan that propose a change in connectivity that exceeds the alignment flexibility thresholds detailed above. Plan amendments require review and recommendation by the Transportation Advisory Board and a decision by the Planning Board, subject to City Council call-up. Figure 13 illustrates two possible plan amendment processes, depending on whether a Site Review Process is required.

The approving authority will consider the following when reviewing a proposed Plan Amendment:

- change of circumstance
- physical hardship
- practical hardship
- equivalency

NORTH 28TH STREET TRANSPORTATION NETWORK PLAN COMPONENTS

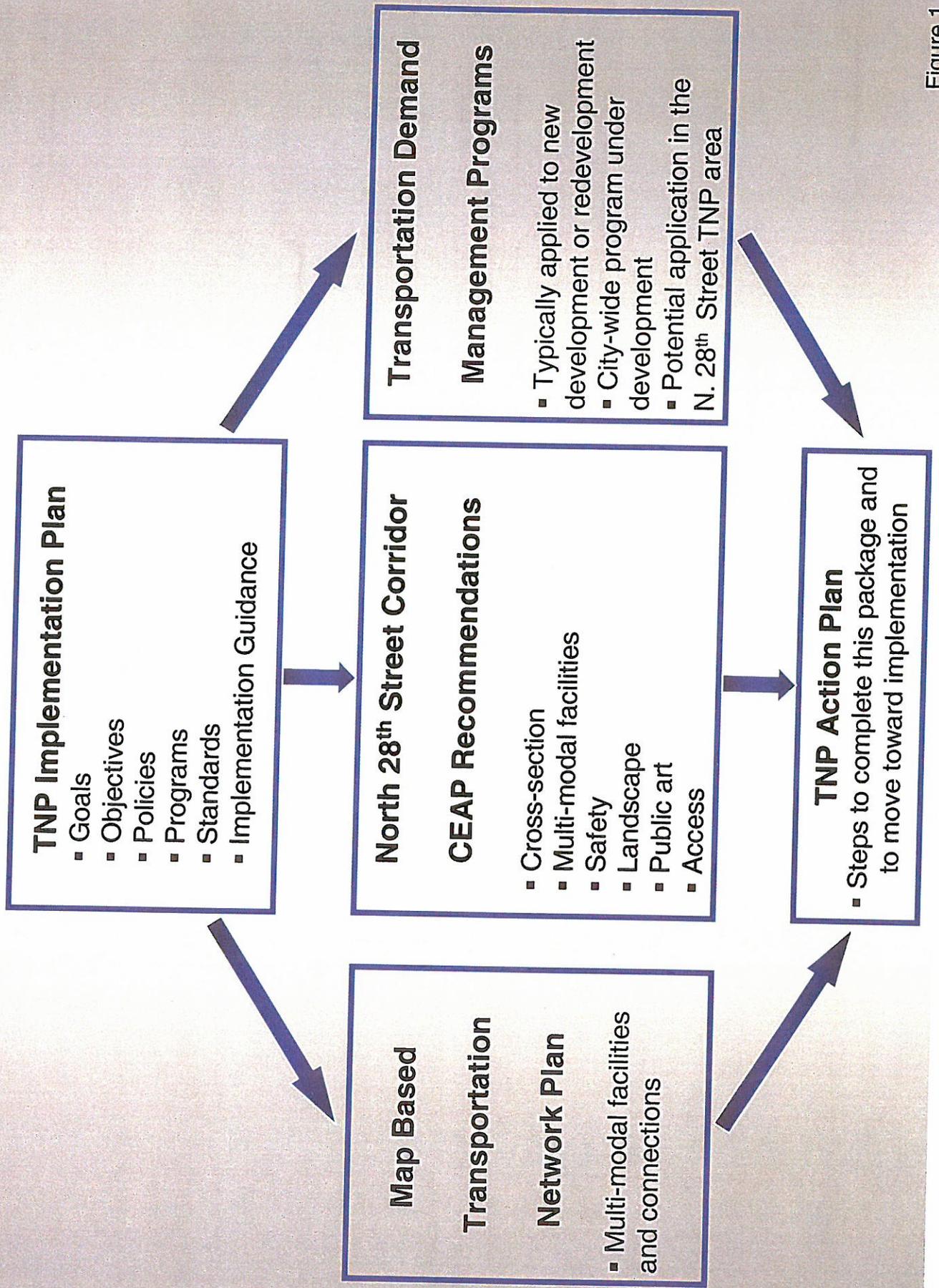
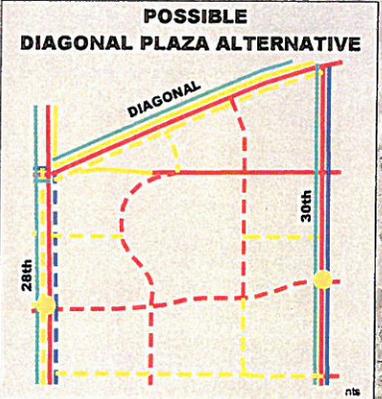
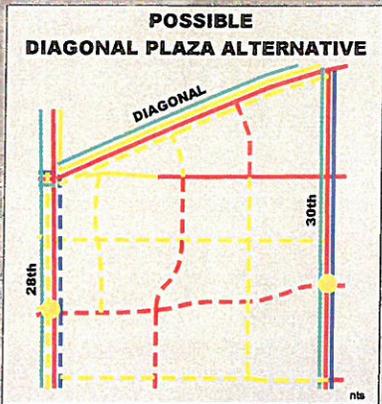
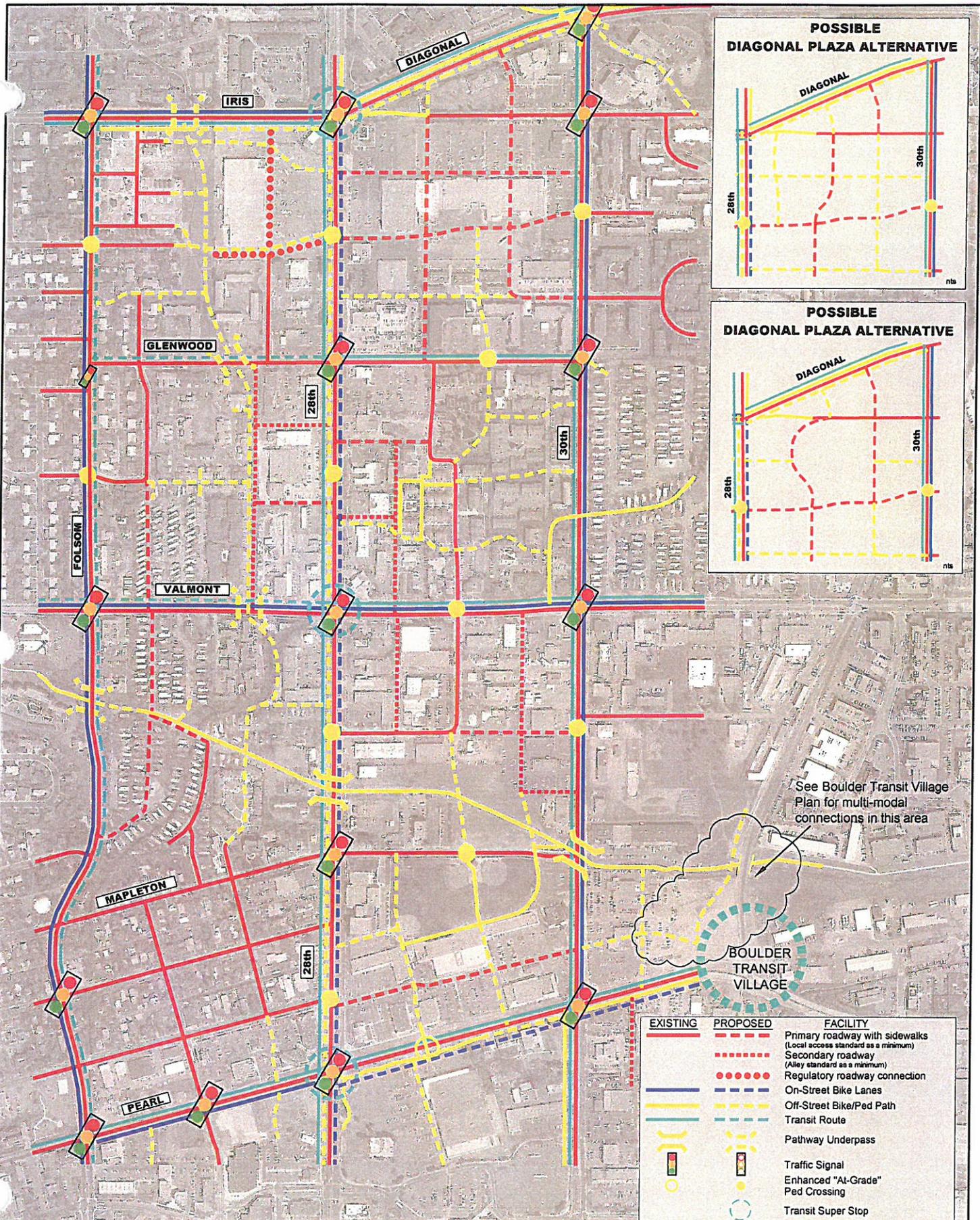


Figure 1



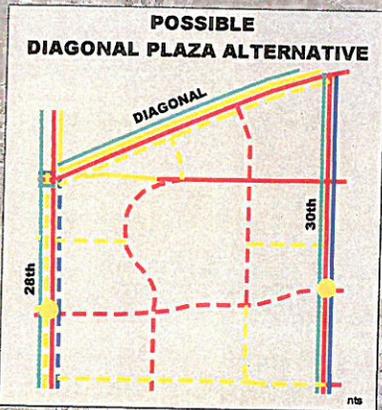
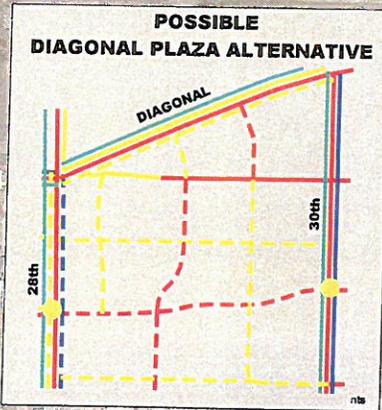
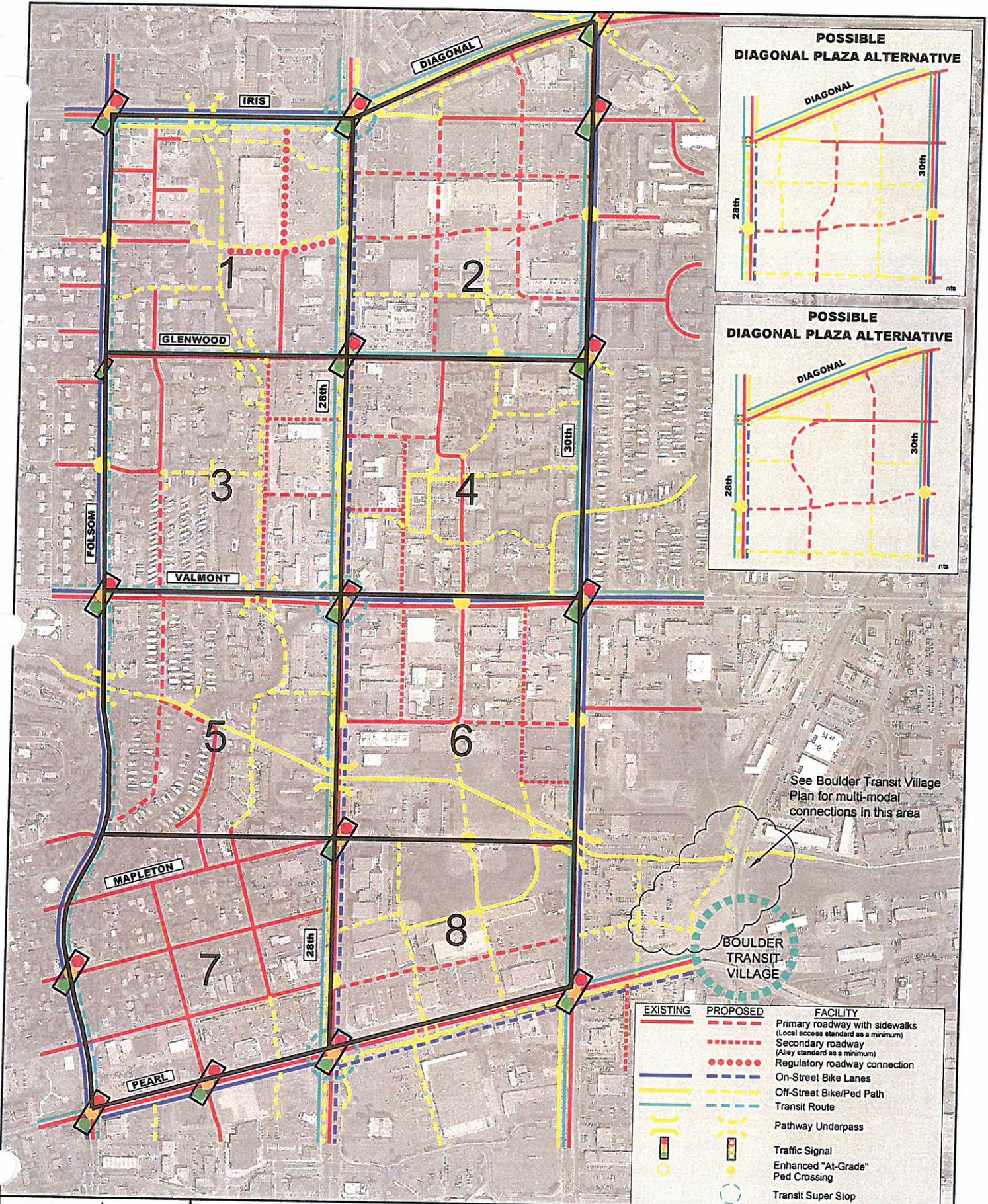
See Boulder Transit Village Plan for multi-modal connections in this area

EXISTING	PROPOSED	FACILITY
		Primary roadway with sidewalks (Local access standard as a minimum)
		Secondary roadway (Alley standard as a minimum)
		Regulatory roadway connection
		On-Street Bike Lanes
		Off-Street Bike/Ped Path
		Transit Route
		Pathway Underpass
		Traffic Signal
		Enhanced "At-Grade" Ped Crossing
		Transit Super Stop

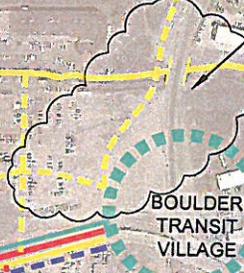


NORTH 28TH STREET TRANSPORTATION NETWORK PLAN

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See Boulder Transit Village Plan for multi-modal connections in this area

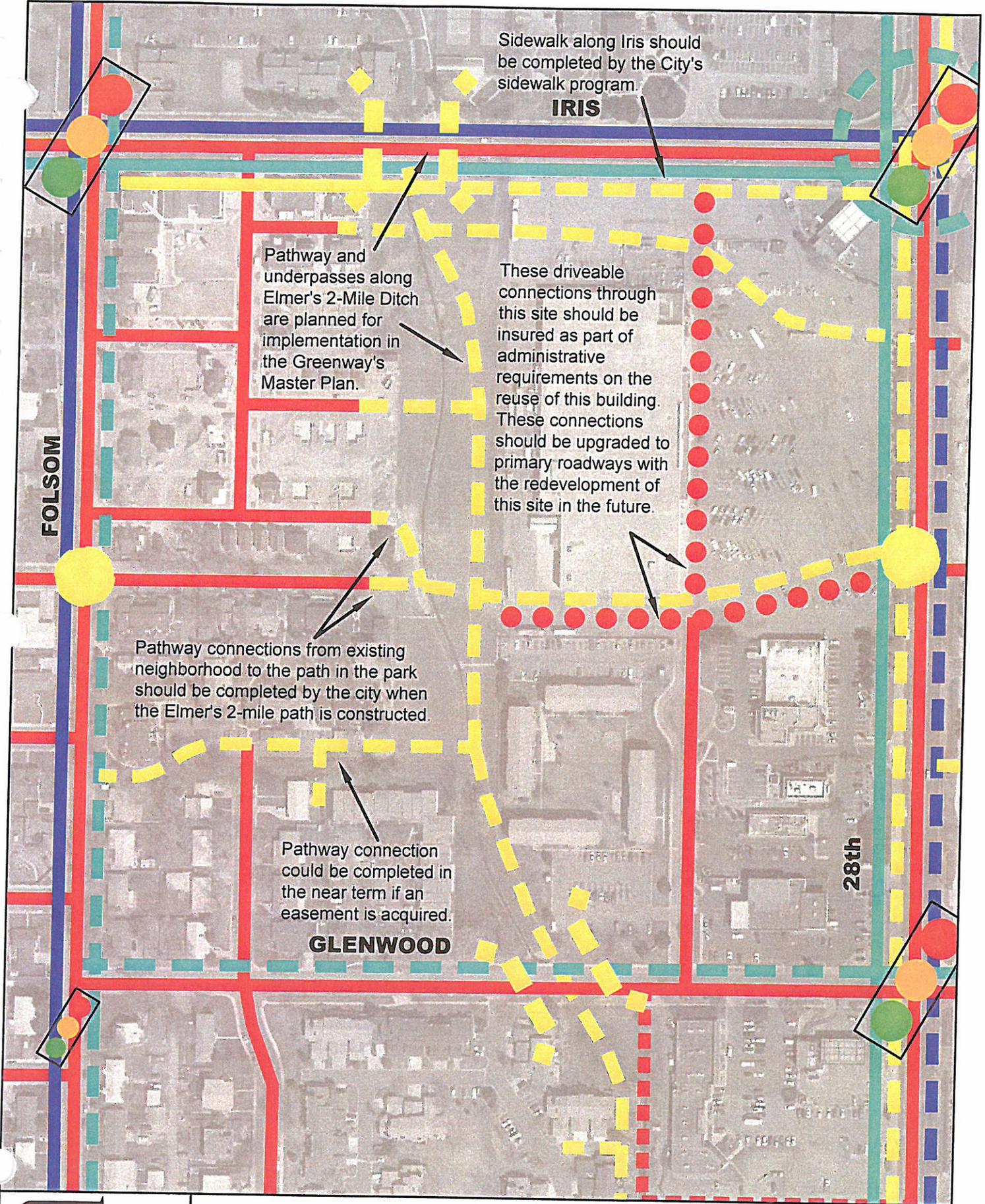


EXISTING	PROPOSED	FACILITY
		Primary roadway with sidewalks (Local access standard as a minimum)
		Secondary roadway (Alley standard as a minimum)
		Regulatory roadway connection
		On-Street Bike Lanes
		Off-Street Bike/Ped Path
		Transit Route
		Pathway Underpass
		Traffic Signal
		Enhanced "At-Grade" Ped Crossing
		Transit Super Stop



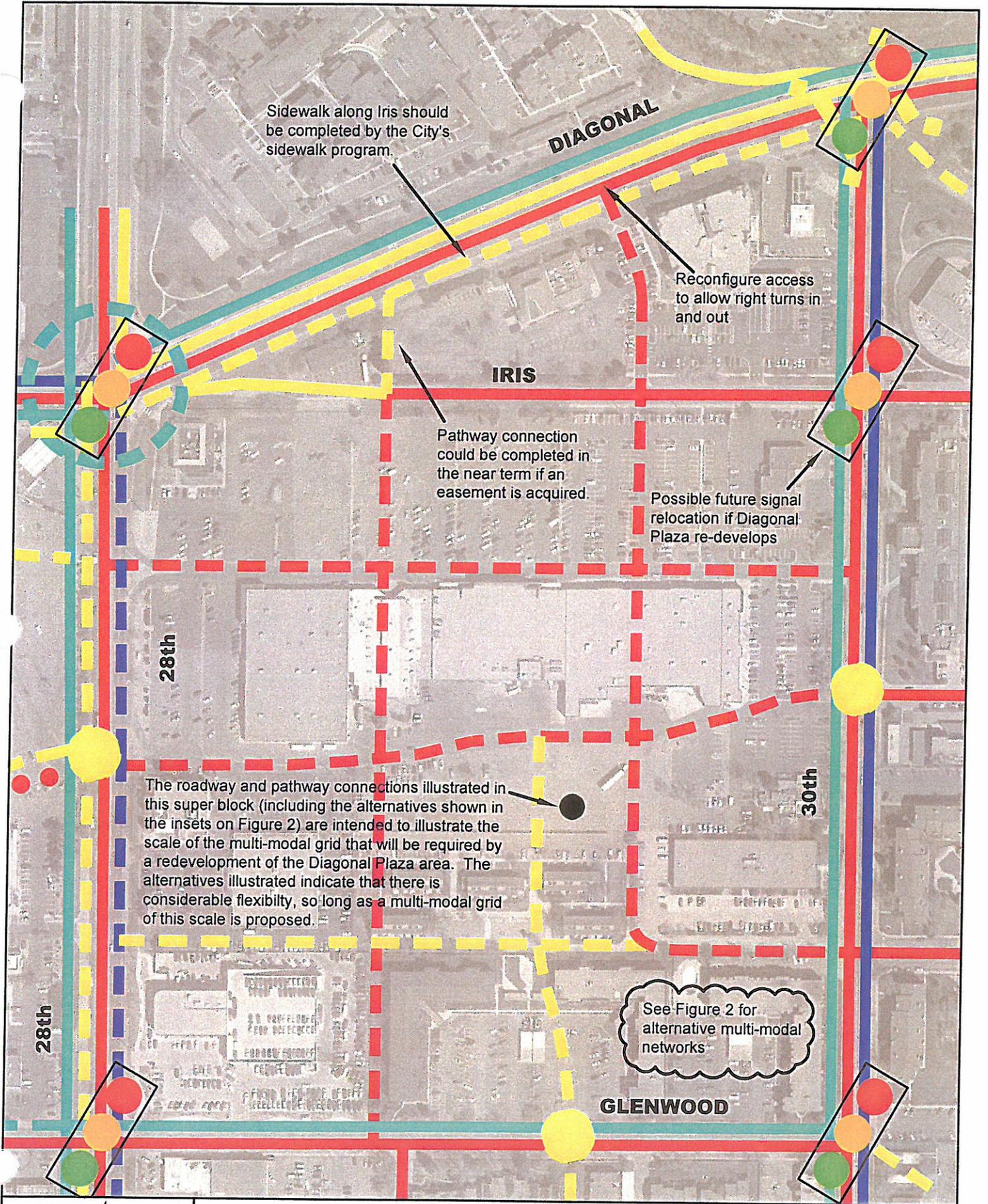
**NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
SUPERBLOCK KEY**

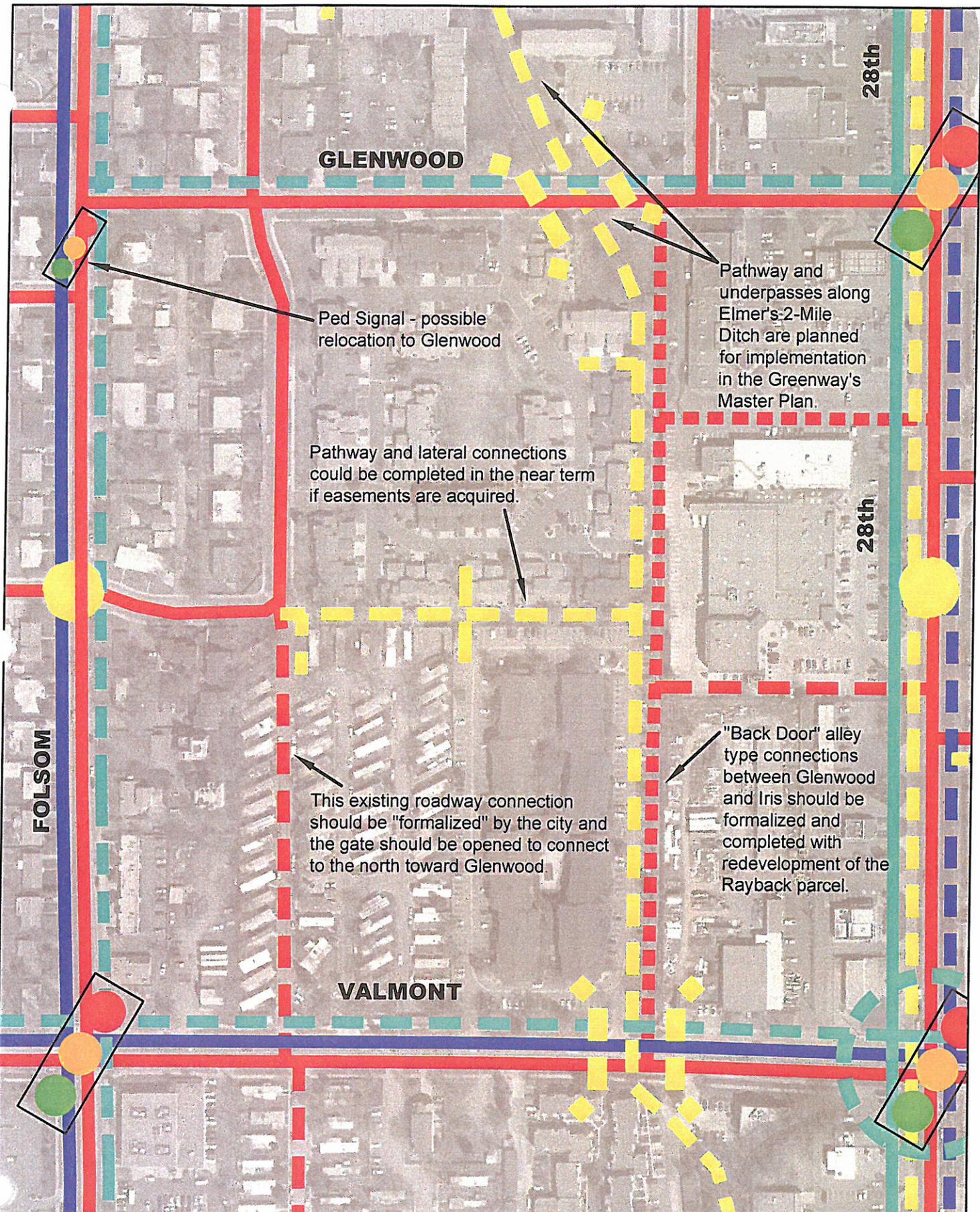
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NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
SUPERBLOCK 1 DETAIL

Scale	1"=200'	Date	10/1/01	Drawn by	RAC	Job #	96111	Figure	4
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GLENWOOD

28th

Ped Signal - possible relocation to Glenwood

Pathway and underpasses along Elmer's-2-Mile Ditch are planned for implementation in the Greenway's Master Plan.

Pathway and lateral connections could be completed in the near term if easements are acquired.

28th

FOLSOM

This existing roadway connection should be "formalized" by the city and the gate should be opened to connect to the north toward Glenwood.

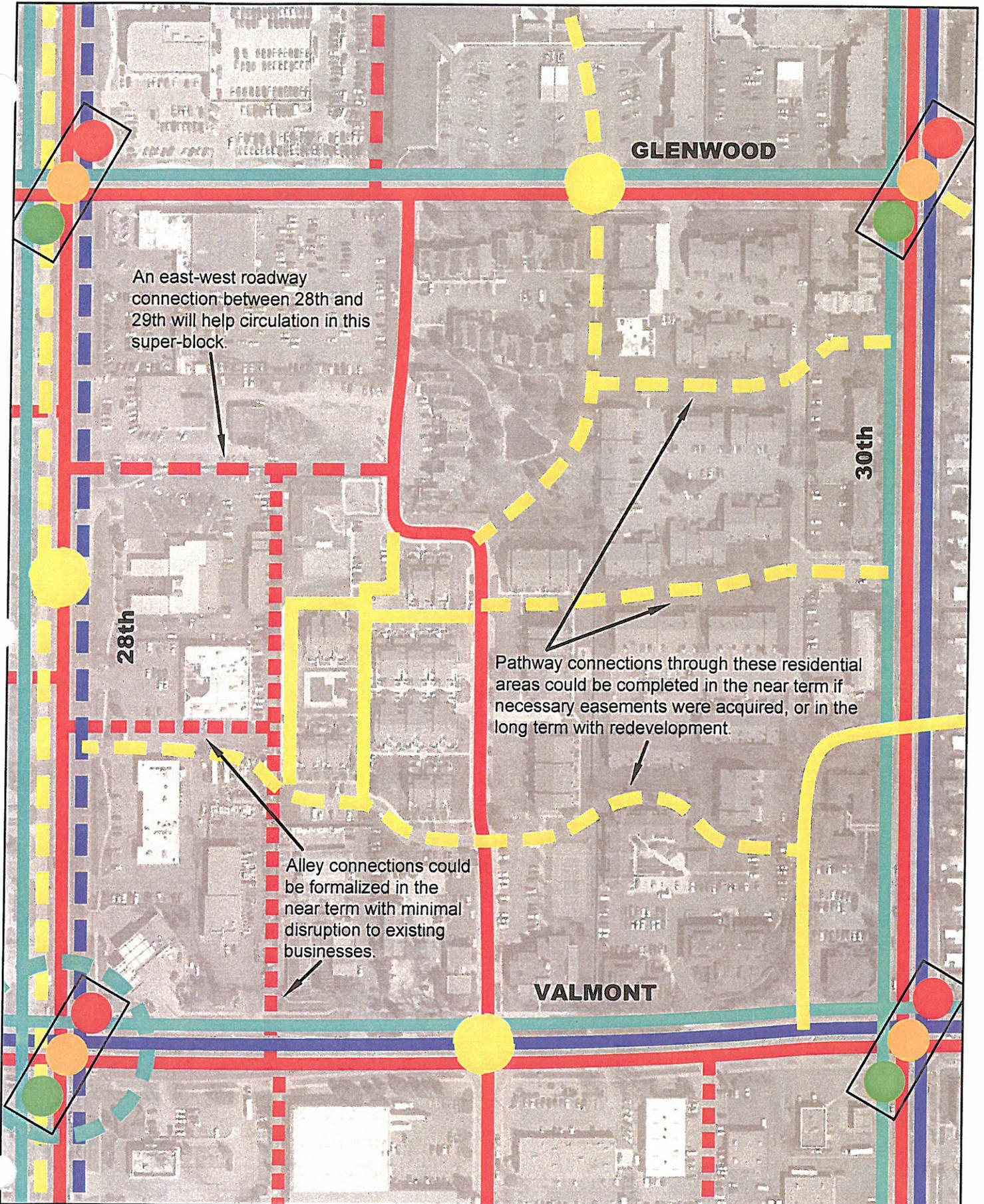
"Back Door" alley type connections between Glenwood and Iris should be formalized and completed with redevelopment of the Rayback parcel.

VALMONT



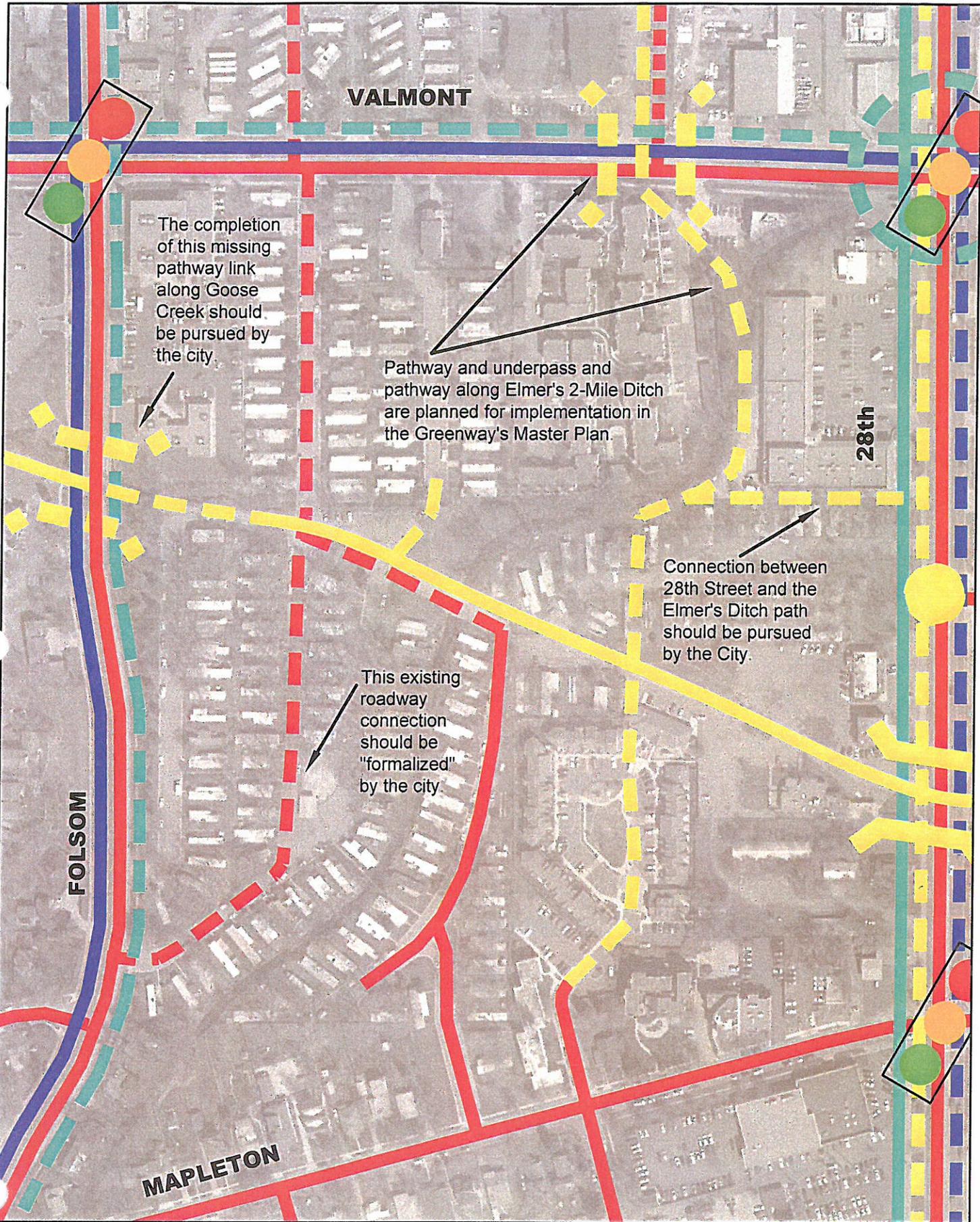
**NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
SUPERBLOCK 3 DETAIL**

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**NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
SUPERBLOCK 4 DETAIL**

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VALMONT

The completion of this missing pathway link along Goose Creek should be pursued by the city

Pathway and underpass and pathway along Elmer's 2-Mile Ditch are planned for implementation in the Greenway's Master Plan.

Connection between 28th Street and the Elmer's Ditch path should be pursued by the City.

This existing roadway connection should be "formalized" by the city

FOLSOM

MAPLETON

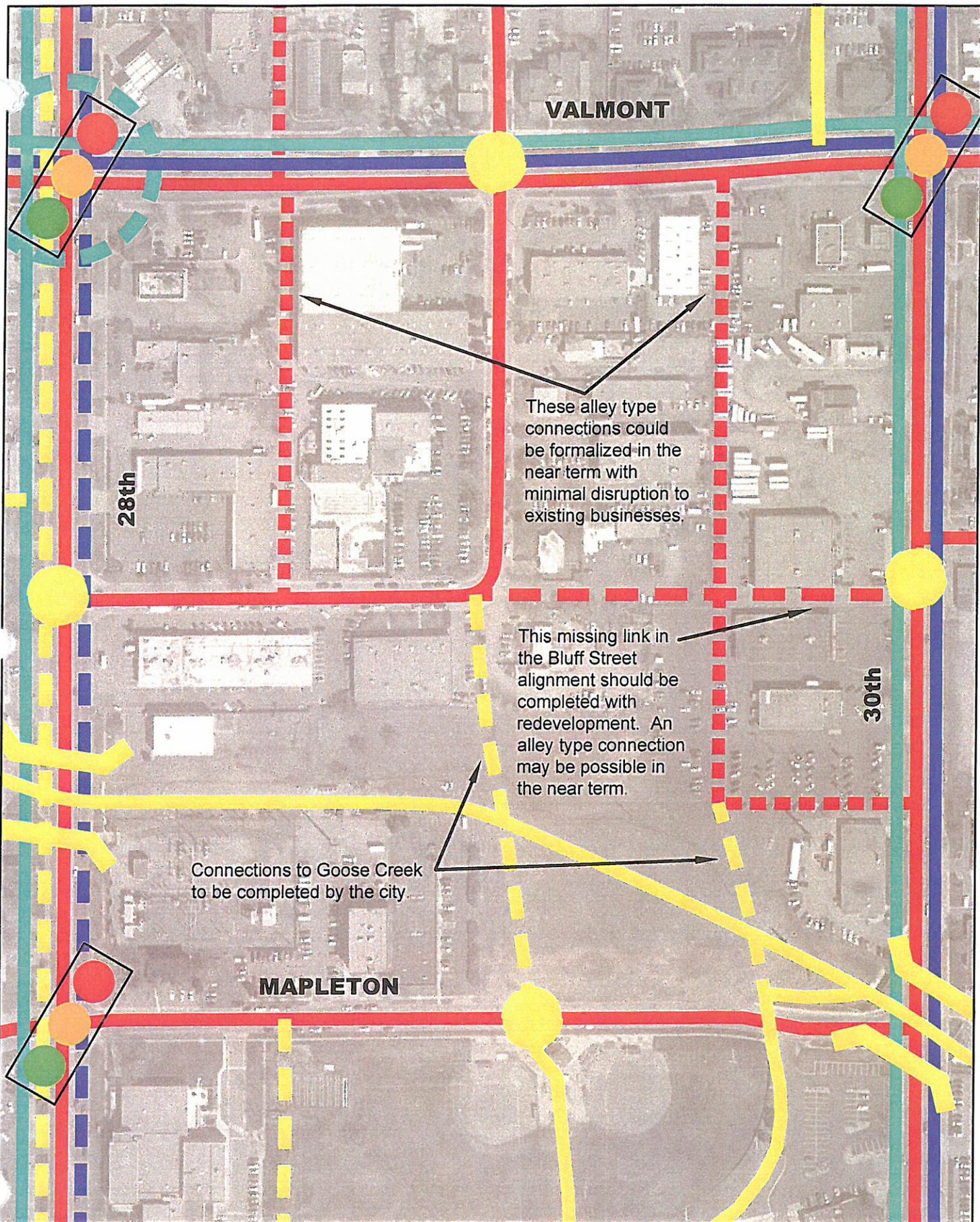
28th



NORTH 28TH STREET TRANSPORTATION NETWORK PLAN

SUPERBLOCK 5 DETAIL

Scale	1"=200'	Date	10/1/01	Drawn by	RAC	Job #	96111	Figure	8
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VALMONT

28th

30th

MAPLETON

These alley type connections could be formalized in the near term with minimal disruption to existing businesses.

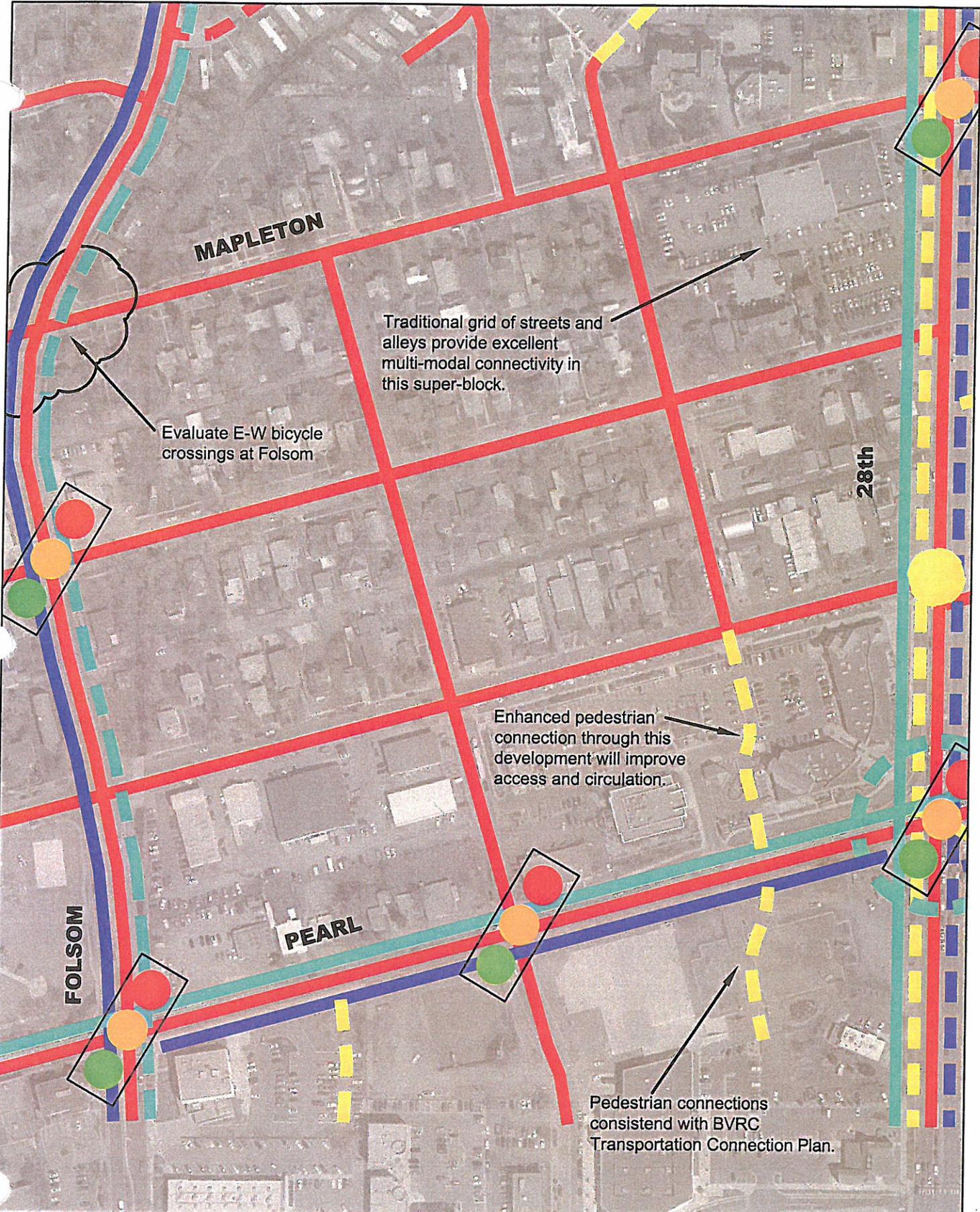
This missing link in the Bluff Street alignment should be completed with redevelopment. An alley type connection may be possible in the near term.

Connections to Goose Creek to be completed by the city.



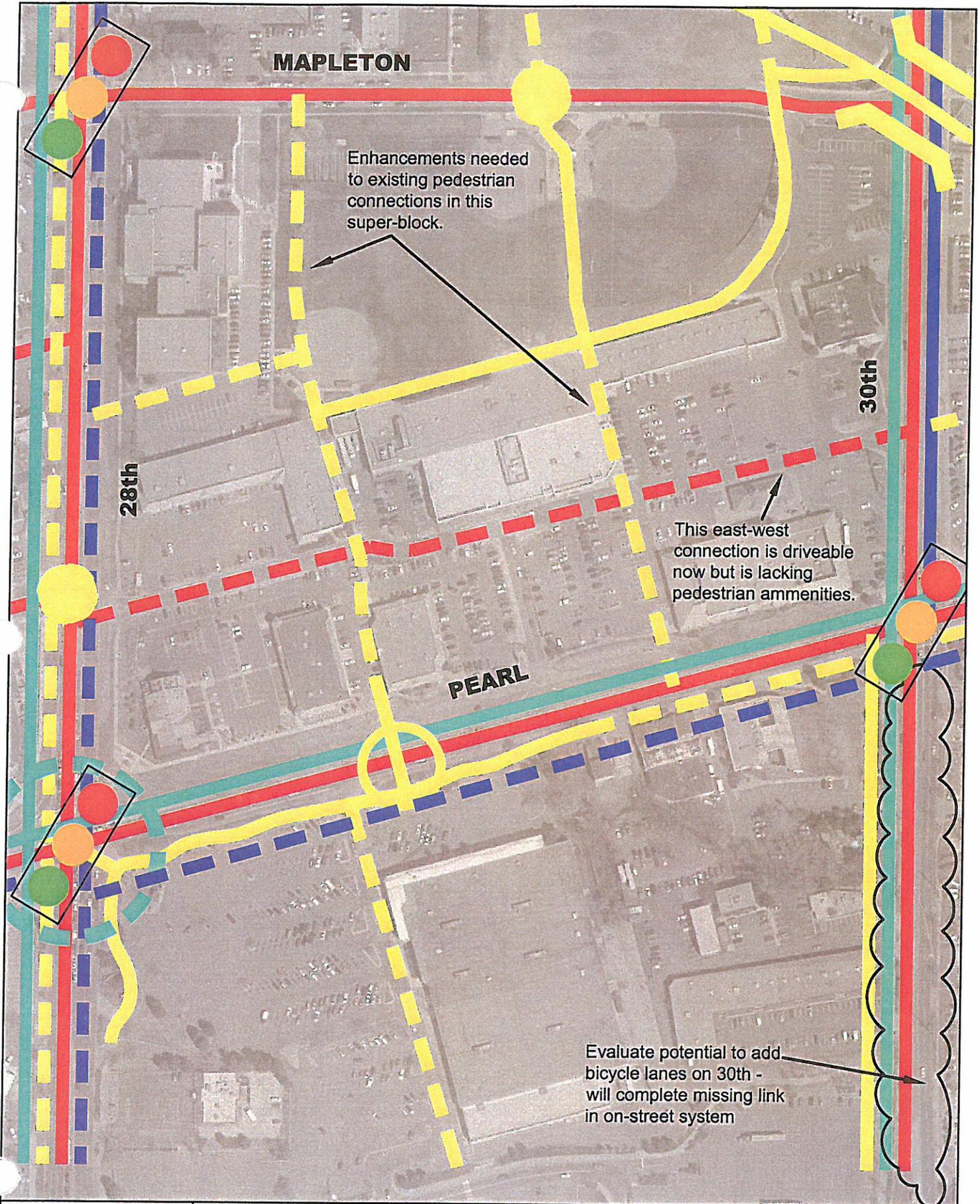
**NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
SUPERBLOCK 6 DETAIL**

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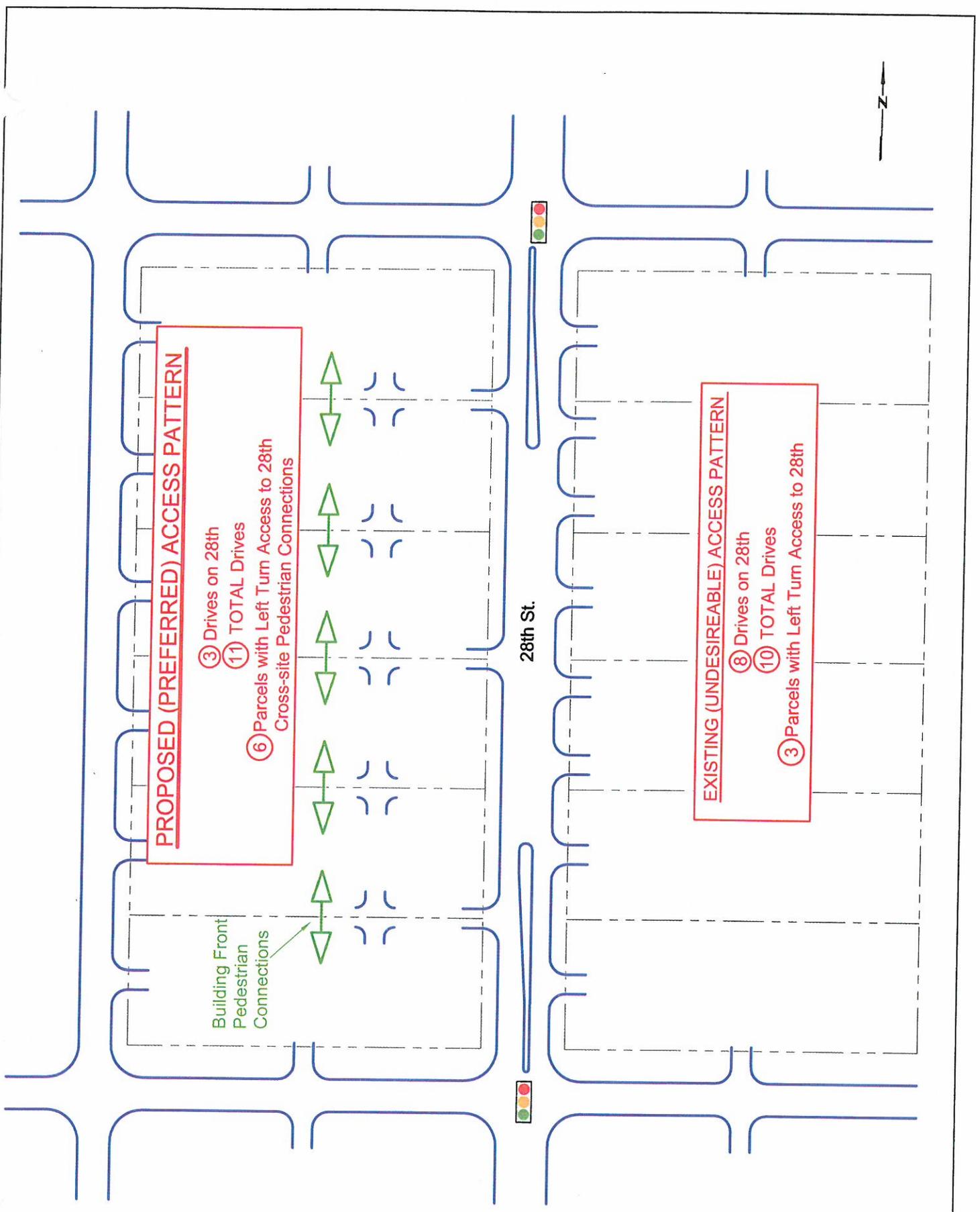
**NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
SUPERBLOCK 7 DETAIL**

Scale	1"=210'	Date	10/1/10	Drawn by	RAC	Job #	96111	Figure	10
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NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
 SUPERBLOCK 8 DETAIL

Scale	1"=200'	Date	10/1/01	Drawn by	RAC	Job #	96111	Figure	11
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PROPOSED (PREFERRED) ACCESS PATTERN

- ③ Drives on 28th
- ⑪ TOTAL Drives
- ⑥ Parcels with Left Turn Access to 28th
- Cross-site Pedestrian Connections

EXISTING (UNDESIREABLE) ACCESS PATTERN

- ⑧ Drives on 28th
- ⑩ TOTAL Drives
- ③ Parcels with Left Turn Access to 28th

Building Front
Pedestrian
Connections

28th St.



NORTH 28TH STREET TRANSPORTATION NETWORK PLAN
EXISTING / PROPOSED PROPERTY ACCESS PATTERN

Scale	1"=200'	Date	5/31/01	Drawn by	RAC	Job #	96111	Figure	12
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North 28TH Street Transportation Network Plan

PLAN AMENDMENT PROCESS

Amendments to the North 28th Street TNP may be considered when the requested change does not meet the criteria for an Administrative Adjustment.

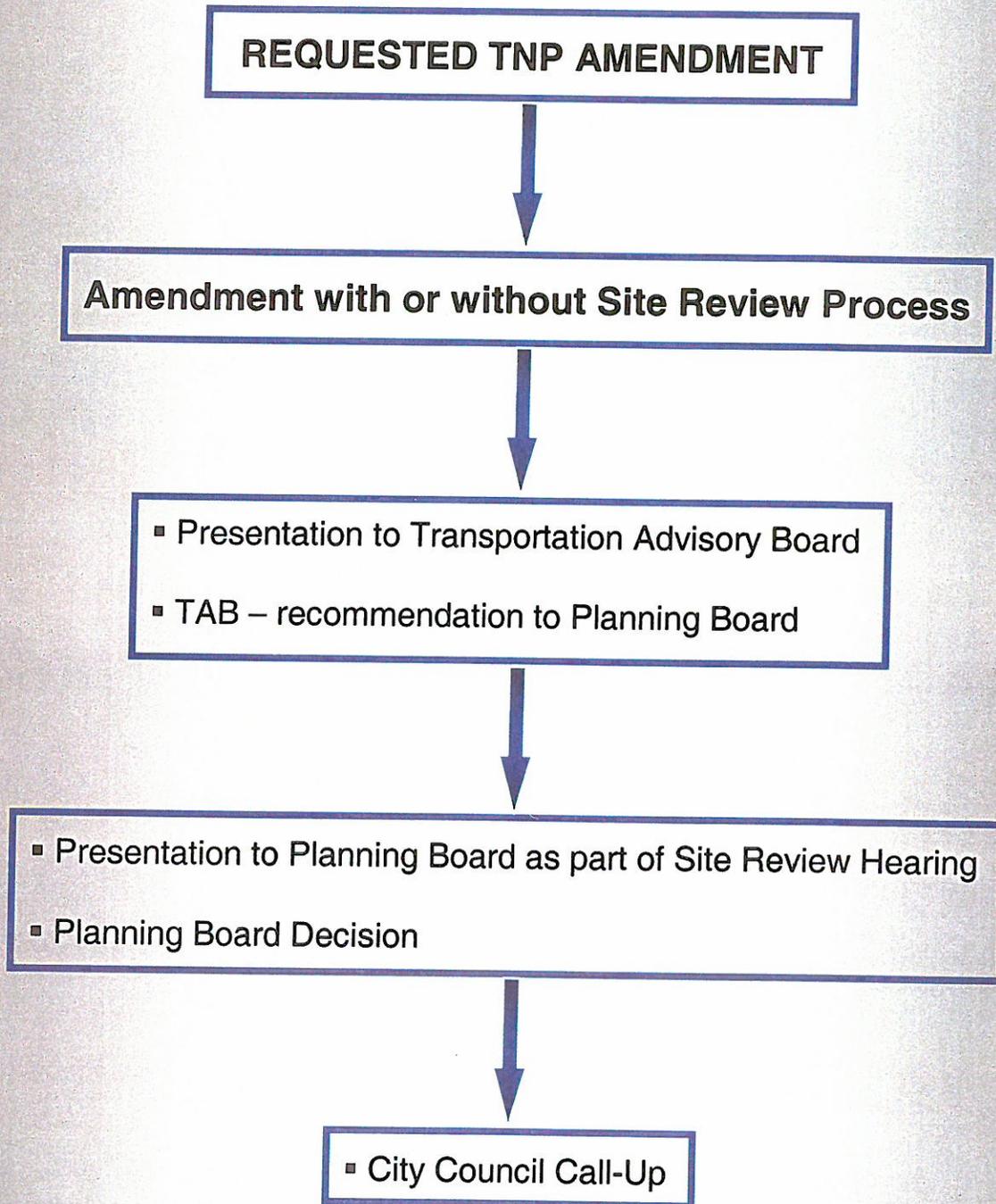


Figure 13

Attachment A
NORTH 28TH STREET
TRANSPORTATION NETWORK PLAN
ACTION PLAN

STEPS FOR FINALIZATION, ADOPTION, AND IMPLEMENTATION OF THE TRANSPORTATION NETWORK PLAN (TNP)

ACTION	RESPONSIBILITY	TIMING
TNP Finalization and Adoption		
Project Team review of TNP document	Project Team	June 5, 2001
Task Force review of TNP document	TNP Task Force	Task Force Meeting #4 June 12, 2001
Review TNP format with 28th Street Design Committee	Design Committee Project Team	Design Committee Meeting June 13, 2001
TAB review of TNP document	TAB Staff	TAB Meeting July 9, 2001
Planning Board review of TNP document	Planning Board Staff	Planning Board Meeting August 2, 2001
Complete 2nd round of Staff reviews of TNP documents	Transportation Development Review Planning Attorneys Project Team DRC	August - October 2001
Update TNP document based on comments from Task Force, Design Committee, TAB, Planning Board and Staff	Project Team	November, 2001
Develop Ordinances to support TNP implementation if needed	Attorneys Planning Development Review Transportation	September - November, 2001
Complete the North 28th Street CEAP - Finalize recommendations and documentation, including transportation, landscape, and public art improvements in the 28 th Street R.O.W.	Project Team Design Committee	Summer, Fall 2001, Winter 2001-2
Complete 28th Street Corridor Public Art MasterPlan	Project Team Local Artists MasterPlan consultant	Fall, Winter 2001, Spring 2002
City Council review and adoption of TNP	City Council	Approval anticipated – December 4, 2001
Incorporate TNP recommendations into the city-wide Transportation MasterPlan Update	Transportation	As part of Transportation MasterPlan update 2001/2002

Network Component Implementation - City Initiative		
Complete pedestrian improvements along 28 th Street from Valmont to Iris	Transportation	Completed
Install traffic Signal at 28 th / Glenwood	Transportation	Completed
Install traffic Signal at Pearl / 26 th	Transportation	Completed
Construct enhanced at-grade pedestrian crossing on 28 th south of Iris to connect the Diagonal Plaza and the new Safeway site, and to link bus stops	Transportation	Fall/Winter, 2001/2002
Construct raised pedestrian crossing and enhanced right turn lane at the northeast corner of 28 th / Valmont	Transportation	Fall/Winter, 2001/2002
Complete short term pedestrian improvements within the 28 th Street R.O.W. between Valmont and Pearl	Transportation	Fall/Winter 2001/2002
Complete undergrounding of overhead utilities along 28 th Street	Public Service Co.	Pending resolution of PSCo issues
Complete pedestrian / bike connection to Goose Creek path in the 29 th Street alignment between Mapleton and Bluff	Transportation Utilities	Fall/Winter, 2001/2002
Identify needed pedestrian and bicycle facilities to access the multi-modal center (rail access) on Pearl Street	Transportation	Summer/Fall, 2001
Identify distinct projects within the TNP area that will be implemented by the City regardless of site specific development or redevelopment.	Transportation	Fall/Winter 2001/2002
Prioritize City transportation projects within the TNP area and prepare cost estimates	Transportation	Spring 2002
Incorporate prioritized projects into the ongoing city-wide budget and CIP process	Transportation	Spring 2002, and ongoing
Coordinate transportation project implementation with the implementation of Greenways projects within the TNP area (example, path and underpass improvements in the Elmers / 2-mile ditch corridor)	Transportation Greenways	On-going
Implement the recommendations of the North 28 th Street CEAP	Transportation	As Federal funds become available, begin with 28 th / Iris improvements in 2003, and additional Federal funding in 2004 - 2007
Implement transit route additions (Orbit etc.) that will serve the North 28 th Street and TNP area	Transportation RTD	
Coordinate transit stop improvements and possible relocation adjacent to the Safeway site (possibly to include enhanced mid-block pedestrian crossing of 28 th Street between transit stops)	Transportation RTD	In concert with redevelopment of the Kmart / Safeway site

Network Component Implementation - Local Development Initiative		
All applications for development or redevelopment reviewed for compliance with the TNP	Development Review Transportation	On-going, with development / redevelopment
Standard review meeting for each application between Development Review and Transportation Staff	Development Review Transportation	On-going, with development / redevelopment
Identification of possible City projects to support, enhance, or make viable the developer initiated TNP improvement	Transportation Development Review	On-going, with development / redevelopment
TDM Component Implementation		
TDM Program Development –complete city-wide TDM program	Planning, Transportation	On-going
Identify potential for TDM Program implementation in the North 28th Street TNP area with a focus on new development or redevelopment projects	Planning, Transportation	Pending completion of City-wide TDM program and development applications

Attachment B

Development and Review of the North 28th Street Transportation Network Plan

TNP Development and Approval Process

Coordination with the North 28th Street Corridor CEAP and Design Committee

The development of the TNP was linked closely with the North 28th Street Corridor Community and Environmental Assessment Process (CEAP) for the North 28th Street corridor. In fact, the TNP Task Force included a number of members of the 28th Street 2001 Design Committee (DC). The work of the TNP Task Force and the evolving map based plan was shared with the Design Committee at all of the DC meetings, and the members who served on both the Design Committee and the Task Force were able to report directly to the Design Committee. The TNP also received input at the public open houses held for the North 28th Street planning process.

The evolving TNP focused on a broad area that encompassed the N. 28th Street corridor and served as a helpful context for refining the design of the 28th Street corridor itself. The TNP aided the Design Committee when locating pedestrian crossings, addressing access issues, evaluating safety concerns, defining future transit access issues, etc. Similarly, the work of the Design Committee in the 28th Street right-of-way helped shape and refine the TNP which includes the 28th Street as its primary north-south spine.

The TNP Task Force

The TNP Task Force was created at the beginning of the TNP development process, and was modeled after the successful work of the Transit Task Force that helped shape the transit component of the southern segment of 28th Street. Design Committee members were asked at an early meeting for the North 28th Street project if they would be willing to serve on the Task Force. Members of the staff and consulting team were asked to participate as appropriate. The Task Force of business owners, property owners, residents, Boulder Bicycle Commuters representative, consultants and staff totaled over 20 members. The Task Force met a total of 4 times during the development of the plan.

Staff Review

The TNP has undergone a series of staff reviews including Development Review (staff and DRC review), Transportation, Planning and Legal staffs with a focus on developing a plan that can be implemented.

Approval Process with TAB, Planning Board and City Council

The approval process for the TNP included formal review by the Transportation Advisory Board (TAB), Planning Board, and City Council (*scheduled for December 4, 2001*). Staff also provided the TAB, Planning Board, and BURA Board with a number of informational

updates at regularly scheduled meetings during the TNP development process. Staff also presented the draft TNP to the Boulder Chamber of Commerce on August 23, 2001.

- ▶ On July 9, 2001, the TAB unanimously voted to approve a motion recommending to the City Council the adoption of the North 28th Street TNP, subject to five minor modifications that have since been incorporated into this draft.
- ▶ On August 2, 2001, the Planning Board also unanimously voted to approve a motion recommending to the City Council the adoption of the North 28th Street TNP, subject to the inclusion of appropriate criteria and procedures to amend the plan if necessary. Amendment criteria and procedures have since been developed and included in this current draft.
- ▶ The Transportation Network Plan was adopted by City Council on December 4, 2001 by a unanimous vote.