

APPENDIX B: EAST/WEST/MINOR STREET DESIGN GUIDELINES

Overview

The Midtown in Motion study focused primarily on a long term vision for College Avenue. However within the defined Midtown areas between Harmony and Prospect there are a number of major east/west roadways that intersect with College Avenue, as well as eighteen minor streets providing circulation within Midtown. This Appendix provides guidance for design guidelines for these east/west and minor streets in Midtown.

Larimer County Urban Area Street Standards (LCUASS)

Unless a specific corridor or area plan exists (as identified in Table B-1) the LCUASS standards are to be applied to east/west and minor streets in Midtown. If it is necessary to consider variances due to right-of-way (ROW) constraints in specific situations, the elements that are priorities are:

- » Detached sidewalks
- » Landscaped parkways (landscaping is preferred over tree grates for snow removal and storage)
- » On-street bike lanes

One of the defining visions for Midtown is to create a more pedestrian friendly environment, with improved east west walking connectivity to and from the MAX Bus Rapid Transit system.

Major East / West Streets

The College Avenue corridor is defined by the four crossing arterials: Harmony Road, Horsetooth Road, Drake Road and Prospect Road. Harmony Road and Prospect Road have corridor or area studies that provide guidance for design. Horsetooth Road and Drake Road should be improved to the 4-lane arterial standard as shown in LCUASS.

Through redevelopment the Midtown Plan envisions a more urban environment with buildings closer to the street (per guidance in the Land Use Code) to maximize development area within the site. In order to ensure adequate space for pedestrian activity, wider sidewalks are encouraged where facing buildings are intended to open onto café patio seating space or other similar public space. Additional sidewalk width should be incorporated into additional ROW or access easements. Also in response to urban constraints, median widths may be adjusted, but for safety and aesthetics, a minimum of a 4-foot median at intersections will be required.

Mason Street and McClelland Drive

Mason Street is classified as a 2-Lane Arterial and McClelland Drive as a 2-Lane Collector, neither street is currently built to LCUASS standards, which require significantly wider ROW than originally established. Due to development age and patterns along these streets (small, narrow lots with buildings that are generally in good condition), it's highly unlikely the City would ever see full implementation of LCUASS standards without significantly hindering redevelopment. The functional intent of these streets remains intact, and requirements for them as defined in Chapter 7 of LCUASS standards shall apply, except for the following variances:

	Mason Street	McClelland Drive*
ROW	72' (instead of 84')	59' (instead of 66')
Roadway Width	40'	40' (43' back of curb to back of curb)
Parkway	10'	10' (east side only)
Sidewalk	6' detached	6' detached (east side only)
Bike	8' on-street	8' on-street
Parking	None, but allowed if extra ROW provided by development as inset parking	None, but allowed if extra ROW provided by development as inset parking
Center Turn Lane	None (except at intersections as needed)	None (except at intersections as needed)

* Additional ROW is needed only on east side of McClelland for parkway and detached sidewalk. Ditch, Railroad ROW along the west side of McClelland do not support development.

Table B-1: Midtown Street Standards Guidance Street

Street*	LCUASS Classification (west of College / east of College)	Applicable Street Standard	Existing ROW (Approximate) West / East of College
Prospect	4 Lane Arterial	As defined in 2015 West Central Area Plan	60
Stuart	Collector	LCUASS Apply	64
Johnson Dr/Spring Creek Dr	Collector	LCUASS Apply	30 / 100
Arthur Dr	Connector Local	LCUASS Apply	28
Rutgers	Residential Local	LCUASS Apply	50
Columbia	Collector	LCUASS Apply	70 to 96
Harvard	Residential Local	LCUASS Apply	50
Princeton	Residential Local	LCUASS Apply	60
Drake	4 Lane Arterial	LCUASS Apply	96
Thunderbird	Commercial Local/Residential Local	LCUASS Apply	60 / 50
Harvard	Commercial Local/Residential Local	LCUASS Apply	50 / 60
Swallow	Collector	LCUASS Apply	79 / 80
Foothills Parkway	Commercial Local	LCUASS Apply	60
Monroe	Collector	LCUASS Apply	60 / 80
Horsetooth	4 Lane Arterial	LCUASS Apply	103 / 103
Creger	Connector Local	LCUASS Apply	60
Bockman	Connector Local	LCUASS Apply	54
Colboard	Connector Local	LCUASS Apply	50
Boardwalk	2 Lane Arterial	LCUASS Apply	65 / 70
Troutman	4 Lane Arterial	LCUASS Apply	100 / 100
Kensington	Connector Local	LCUASS Apply	49
Harmony	4/6 Lane Arterial	As defined in the 2012 Harmony Road ETC Plan	115 / 120
Mason**	2 Lane Arterial	As detailed above	60
McClelland***	Collector	As detailed above	42

*Refers to “Midtown” street sections generally between the BNSF Railroad Tracks and Remington

** Refers to Mason Street from Harmony Road to Horsetooth Road

***Refers to McClelland from Horsetooth Road to Drake Road