CITY OF BOULDER
PLANNING BOARD MEETING AGENDA
DATE:
December 2, 2025
TIME: 6:00 PM
PLACE: Hybrid Meeting

1. **CALL TO ORDER**

2. **PUBLIC PARTICIPATION**

3. **APPROVAL OF MINUTES**

   A. The March 4, 2025 Planning Board Minutes are scheduled for approval.
   B. The October 7, 2025 Planning Board Minutes are scheduled for approval.
   C. The October 28, 2025 Planning Board Minutes are scheduled for approval.

4. **CALL UP ITEMS**

   A. Call-Up Item: An expansion of a nonconforming use at 929 11th Street to convert an existing attached garage into one additional bedroom within an existing tri-plex unit. Work includes a new basement walk-out entry in the back yard and interior renovations to existing units. The property is considered a nonconforming use because it has more dwelling units than what is allowed by the current zoning code. The call up period expires on December 3, 2025.

   B. Minor Site Review Amendment at 2445 Bluff Street for the replacement of a detached dwelling unit with a new detached dwelling unit with a basement accessory dwelling unit. Site is located in the Residential Mixed 1 (RMX-1) zoning district.

5. **PUBLIC HEARING ITEMS**

   A. AGENDA TITLE: Public hearing and consideration of the following:

   a. Recommendation to City Council regarding a request to rezone two parcels containing approximately 2.65 acres of land, generally located at 5501 and 5505 Arapahoe Avenue, and adjacent rights-of-way from Business-Community 1 (BC-1) to Mixed-Use 4 (MU-4) zoning and adjacent 56th Street right-of-way from Industrial General (IG) to Mixed-Use 4 (MU-4) zoning. Reviewed under application LUR2025-00016;

   AND

   b. A Form-Based Code Review application for redevelopment of the properties located at 5501 and 5505 Arapahoe Ave. with a new, five-story mixed use building containing 300 dwelling units and 2,918 square feet of retail and production business space. Reviewed under application LUR2025-00027.

6. **MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**

   A. Council Letter Discussion

7. **DEBRIEF MEETING/CALENDAR CHECK**

8. ADJOURNMENT

For more information call (303) 441-1880. Board packets are available after 4 p.m. Friday prior to the meeting, online at www.bouldercolorado.gov.

*** * * SEE REVERSED SIDE FOR MEETING GUIDELINES * * ***

CITY OF BOULDER PLANNING BOARD
VIRTUAL AND HYBRID MEETING GUIDELINES

These guidelines apply to electronic meetings and hybrid meetings. Hybrid meetings permit simultaneous in-person and electronic participation.

CALL TO ORDER
The Board must have a quorum (four members present) before the meeting can be called to order.

AGENDA
The Board may rearrange the order of the agenda or delete items for good cause. The Board may not add items requiring public notice.

PUBLIC PARTICIPATION
The public is welcome to address the Board (3 minutes* maximum per speaker) during the Public Participation portion of the meeting regarding any item not scheduled for a public hearing. The only items scheduled for a public hearing are those listed under the category PUBLIC HEARING ITEMS on the Agenda. **Any exhibits introduced into the record must be provided to the Board Secretary for distribution to the Board and admission into the record via email 24 hours prior to the scheduled meeting time**.

DISCUSSION AND STUDY SESSION ITEMS
Discussion and study session items do not require motions of approval or recommendation.

PUBLIC HEARING ITEMS
A Public Hearing item requires a motion and a vote. The general format for hearing of an action item is as follows:

1. Presentations

- Staff presentation (10 minutes maximum*).
- Applicant presentation (15-minute maximum*). Any exhibits introduced into the record at this time must be provided to the Board Secretary by email, no later than 24 hours prior to the scheduled meeting time, for distribution to the Board and admission into the record.
- Planning Board questioning of staff or applicant for information only.

2. Public Hearing

Each speaker will be allowed an oral presentation of up to three minutes*. Three or more people may pool their allotted time so one speaker can speak for five minutes*. To pool time, all the people pooling time must be present in-person in the physical meeting room or present electronically when the spokesperson is called to speak. Speakers with pooled time must identify the people they are pooling time with by first and last name when called upon to speak, so they can be called upon to confirm their presence and willingness to pool their speaking time.

- Speakers should introduce themselves, giving name and address. If officially representing a person, entity, group, homeowners' association, etc., please state that for the record as well.
- The board requests that, prior to offering testimony, the speaker disclose any financial or business relationship with the applicant, the project, or neighbors. This includes any paid compensation. It would also be helpful if the speaker disclosed any membership or affiliation that would affect their testimony.
- Speakers are requested not to repeat items addressed by previous speakers other than to express points of agreement or disagreement. Refrain from reading long documents and summarize comments wherever possible. Documents and other physical evidence must be submitted via email 24 hours prior to the scheduled meeting to become a part of the official record.
- Speakers should address the applicable Land Use Code criteria and, if possible, reference the criteria that the Board uses to decide a case.
- Any exhibits intended to be introduced into the record at the hearing must be emailed to the Secretary for distribution to the Board and admission into the record **24 hours prior to the meeting**.
- Citizens can email correspondence to the Planning Board and staff at boulderplanningboard@bouldercolorado.gov, up to **24 hours prior to the Planning Board meeting**, to be included as a part of the record.
- Applicants under Title 9, B.R.C. 1981, will be provided the opportunity to speak for up to 3 minutes* prior to the close of the public hearing. The board chair may allow additional time.

3. Board Action

- Board motion. Motions may take any number of forms. With regard to a specific development proposal, the motion generally is to either approve the project (with or without conditions), to deny it, or to continue the matter to a date certain (generally in order to obtain additional information).
- Board discussion. This is undertaken entirely by members of the Board. The applicant, members of the public or city staff participate only if called upon by the Chair.
- Board action (the vote). An affirmative vote of at least four members of the Board is required to pass a motion approving any action. If the vote taken results in either a tie, a vote of three to two, or a vote of three to one in favor of approval, the applicant shall be automatically allowed a rehearing upon requesting the same in writing within seven days.

MATTERS FROM THE PLANNING BOARD, DIRECTOR, AND CITY ATTORNEY
Any Planning Board member, the Planning Director, or the City Attorney may introduce before the Board matters which are not included in the formal agenda.

ADJOURNMENT
The Board's goal is that regular meetings adjourn by 10:30 p.m. and that study sessions adjourn by 10:00 p.m. New agenda items will generally not

be commenced after 10:00 p.m.

VIRTUAL MEETINGS
For Virtual Meeting Guidelines, refer to https://bouldercolorado.gov/government/board-commission/planning-board page for the approved Planning Board Participation Rule for Electronic and Hybrid Hearings.

*The Chair may lengthen or shorten the time allotted as appropriate. If the allotted time is exceeded, the Chair may request that the speaker conclude his or her comments

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CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
March 4, 2025
Hybrid Meeting

A permanent set of these minutes and an audio recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Laura Kaplan
Kurt Nordback
Claudia Hason Thiem
Jorge Boone, Chair
Mark McIntyre, Vice Chair
Mason Roberts
ml Robles

PLANNING BOARD MEMBERS ABSENT:

STAFF PRESENT:
Sloane Walbert,
Vivian Castro Wooldridge, Community Engagement Senior Project Manager
Brad Mueller, Director of Planning & Development Services
Charles Ferro, Development Review Senior Manager
Christy Fitch, Assistant City Attorney
Thomas Remke, Board Specialist

1. CALL TO ORDER
J. Boone called the meeting to order at 6:00 PM.

2. PUBLIC PARTICIPATION

Virtual:
1) Lynn Segal

3. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS

4. PUBLIC HEARING ITEMS

5. MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY

A. Discussion of findings of a completed Nexus Study on the impact of demolitions of smaller

houses and replacement by larger houses, and the impact of significant additions to existing single-family homes. The nexus study is necessary for the city to pursue affordable housing linkage fees tied to the impact of these types of redevelopments.

Staff Presentation: Sloane Walbert and Andrew Ratchford presented the item to the board.

Board Questions: Sloane Walbert and Andrew Ratchford answered questions from the board.

Key Issue #1: Does the Planning Board have any questions on the Gruen Gruen + Associates Nexus Study. Any recommendations?

Key Issue # 2: Does the board have any feedback on the staff's proposed schedule and approach to community engagement?

(01:21:45) **J Boone** agreed with staff's ideas overall and believes we should absolutely have some type of impact fee, though he thinks it can be refined quite a bit. He isn't sure if that's the right price per square foot and noted that it feels like it should be a little bit higher. Whatever fee is imposed, he believes it should have an escalator like other fees, and it should be consistent with other escalators that we use in the city, whatever they are. As far as the disaster component, he didn't understand why we would exempt that because it's already a net new fee, so in theory it shouldn't affect someone rebuilding their home in a disaster. He thinks that some thought should be put against collapsing the ADU and 500 square foot exemption into one. His concern there is that for people that are building larger homes, the ADUS are more likely an extension of their home rather than an actual additional dwelling unit that's going to be occupied by a lower income person, which he thinks is the purpose of why that's in here. He would suggest the exemption might be a way to tackle both. He welcomes this as an opportunity to potentially take a different course in the city relative to the money and the fees that are generated.

(01:24:45) **L. Kaplan** agreed with Kurt's comments. She appreciated the work of staff and thinks that this is a great Nexus study to for the city to have and supported the direction. Regarding the $15 per square foot, she appreciated the lowest common denominator logic and added that she believes we could extend that logic into a sliding scale, noting that there may need to be a high tier for some of these really large single family homes. Similarly, regarding the exemption for putting that number at 500 square feet, she encouraged more data gathering about how many projects and what type of projects are around 500 square feet or 400 square feet to see if there's some kind of natural break in the data around the different kinds of projects rather than going with the 500 without looking at the data. She agreed with Jorge about the escalator. Regarding the disaster rebuilds, she thinks that there is some logic to giving a break to people who have experienced one of the worst things a family can go through. She agreed with Jorge about the ADU and thinks having an exemption for ADUs and an exemption for 500 square feet, or whatever that number is cumulatively, seems potentially open to abuse. Whether it's through this study or not, she believes the idea of people removing units from the city seems like something that we should discourage, whether that's knocking down a small apartment building or a triplex or a duplex to build one very large unit. It seems like we should think about how to have some kind of impact fee that addresses that loss of housing for going from multiple small units to one big one.

(01:27:45) **M. McIntyre** stated that his thinking is generally aligned with his colleagues. He noted that he is usually in favor of simplicity, but is requesting complexity in this case, and thinks the whole thing needs

to be more progressive. He noted that rather than a 500 square foot addition threshold, you could have a 250 square foot, or 300 square foot exemption that everybody gets, and proposed a scale corresponding to increasing square footage. He agrees that multiple units need to be strongly encouraged to stay multiple units.

(01:30:45) **M. Roberts** agreed with points raised by J. Boone. His main concern is that we've seen in these disaster situations that there are predatory buyers that go through and grab these lots and they build bigger. He thinks we should discourage that in any way that we can and try to help the families get back into their homes. He appreciated the work done on the study. He questioned the notion that 50% of the additional jobs would be above 120% of the median.

(01:33:45) **K. Nordback** noted that regarding disaster, he agrees with Jorge that really, if you're rebuilding your house, we should absolutely make sure that that is straightforward, but if you're adding on to it, then he thinks that's a different scenario, and that we should be charging for it. He agreed with Mason's comment that in a lot of cases it's not the same owner, but a predatory buyer who comes in after a disaster. He agreed with Mark about making a more progressive fee structure, however, it needs to be tied to a nexus analysis. It's not clear to him that that sort of aggressively progressive structure, unfortunately, is justifiable. He noted that it does seem like there is justification there for at least some amount of tiering of the structure, and would support looking into that, especially for the full demo and rebuild. He agreed with Laura that we should investigate that 500 foot threshold.

(01:37:00) **C. Hanson Thiem** noted that her comments are based on two goals or hopes that she has for this project. The first is to maximize the impact for our Inclusionary Housing Fund over time, which means finding a sweet spot that generates significant revenue while avoiding legal challenges. The second is that we avoid disincentivizing the construction of desired housing types or incentivizing the destruction of desired housing types. She thinks that the proposed single fee seems to underprice a lot of the scenarios in play and that really does not feel like a good approach. She encouraged staff to look for ways to bring up the floor, incorporate differential pricing, and capture more building activity as we try to settle in on a price or a tier of prices regarding the exemption for disaster rebuilds. Like several of my colleagues, she thinks this only makes sense. Disasters, unfortunately, are often followed by ownership changes and speculative activity, and she would not want us to set up a system that rewards up-building by providing exemptions. She agreed with the analysis that some kind of exemption for ADUs makes sense – adding a small dwelling unit does raise somebody's property values and generate some profit, but it does also often directly contribute to our housing need. She also recommended having a close look at impacts on potential duplex and triplex developments. She encouraged staff to make sure that we're considering how small multi-unit projects might be affected in either direction. The study recommended phasing in these fees over time but she has no idea what kind of timeline that would be. She thinks phasing seems pretty unnecessary given the size of these fees relative to the cost of the projects that we're looking at, and the scale of profits being made on them.

(01:41:00) **Ml Robles** supported what's been said by her colleagues. She encouraged consideration of what we are encouraging and what we do not want to encourage. She agreed that the proposed fees might be too low. She agreed that we are more like aspen than we are like Denver, and noted that the city is pretty contained with its green belt, which makes any building that happens in our city more valuable because we can't keep spreading out.

6. DEBRIEF MEETING/CALENDAR CHECK

7. ADJOURNMENT

The Planning Board adjourned the meeting at 7:49 PM.

APPROVED BY

_____
Board Chair

_____
DATE

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
October 7, 2025
Hybrid Meeting

A permanent set of these minutes and an audio recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Mark McIntyre, Chair
Laura Kaplan, Vice Chair (virtual)
Kurt Nordback
ml Robles (virtual)
Claudia Hanson Thiem
Mason Roberts

PLANNING BOARD MEMBERS ABSENT:
Jorge Boone

STAFF PRESENT:
Chandler Van Schaack, Development Review Planner Principal
Alison Blaine, City Planner Senior
Deshawna Zazueta, Assistant City Attorney II
Charles Ferro, Development Review Senior Manager
Thomas Remke, Senior Operations Specialist

1. **CALL TO ORDER**
   Chair, **M. McIntyre**, declared a quorum at 6:00 p.m. and the following business was conducted.

2. **PUBLIC PARTICIPATION**

In Person: Nobody spoke.
Virtual: Lynn Segal

3. **APPROVAL OF THE MINUTES**

   A. The August 26, 2025 Draft Planning Board Minutes are scheduled for approval.

   L. Kaplan made a motion seconded by **K. Nordback** to postpone approval of the August 26, 2025 Draft Planning Board minutes until such time as staff has been able to update them. Planning Board voted 5-0 (M. Roberts abstaining due to absence at August 26 meeting). Motion passed.

   B. The September 2, 2025 Draft Planning Board Minutes are scheduled for approval.

K. Nordback made a motion seconded by **C. Hanson Thiem** to approve the September 2, 2025 Draft Planning Board Minutes. Planning Board voted 5-0 (M. Roberts abstaining due to absence at August 26 meeting).

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS

A. Call-Up Item: FINAL PLAT to subdivide the 2.33-acre site including the properties generally known as 2504, 2506, 2536, and 2546 Spruce St., 2055 26th St., and 2537 Pearl St. into two new lots. The plat includes dedications of utility easements, drainage easements, public access easements, and an emergency access easement. This application is subject to potential call up on or before October 7, 2025. Reviewed under case number TEC2025-00009.

This item was not called up by the board.

B. Call-Up Item: A Final Plat to subdivide 600 Hawthorn Avenue into two lots and dedicate public access easement and utility easement along 6th Street and Hawthorn Ave., and a utility easement along the east side of proposed Lot 1. The proposed lots will be 10,632 square feet and 8,000 square feet. This application is subject to potential call-up on or before October 8, 2025. Reviewed under case number TEC2024-00054.

This item was not called up by the board.

5. PUBLIC HEARING ITEMS

A. AGENDA TITLE: Public hearing and consideration of a recommendation on a petition to annex an approximately 0.96-acre property, generally located at 915 5*th* Street with an initial zoning designation of Residential Estate (RE) (case no. LUR2024-00062).

(00:18:50)
Staff Presentation: Chandler Van Schaack presented the item to the board.

(00:30:00)
Board Questions: Chandler Van Schaack and Charles Ferro answered questions from the board.

(00:38:56)
Applicant Presentation: Rochelle Woods presented the item to the board.

(00:44:00)
Public Participation:
In Person: Nobody spoke.
Virtual: Lynn Segal

(00:47:30)
Board Discussion:

(00:47:30) **K. Nordback** supported the proposed annexation overall. He thinks that it makes sense in a lot of ways. His only concern is about the amount of actual development potential that remains on this lot. He noted that he understands that the current property owners have no plans to develop it, but at some point, someone else is going to own it, and by his calculation, it would be about 10,454 square feet of floor area allowed under the compatible development rules, which is a lot. He noted that he is considering proposing an amendment to the annexation agreement to limit the allowable square footage to a small number, such as 3,000 square feet.

(00:50:45) **Ml Robles** was curious about the property that's above the blue line and the amount of buildable land that remains. She is not interested in limiting what the current people are able to do (i.e. get water and city services), but she thinks we are opening this for potential redevelopment into a "McMansion" up on the top of the hill, so she would be interested in supporting something along the lines of what Kurt mentioned.

(00:52:00) **M. McIntyre** noted that he counted the area above the blue line as being undevelopable and that it should logically be excluded from a floor area calculation of what is developable. While he thinks the addition of a fire hydrant is an advantage to the city in that location, the connection to city water is a great advantage to the applicant, which adds significant value to the property over a property that is not connected to city water. He would be interested in supporting Kurt's proposal at a higher square footage limit such as 4,000.

(00:59:30) **MOTION:** **K. Nordback** made a motion that Planning Board recommends that City Council amend the annexation agreement to limit built floor area on the property to 4,000 square feet. Planning Board voted 5-1 (L. Kaplan dissenting). Motion passed.

(01:02:00) **K. Nordback** believes this is most consistent with the BVCP policy 1.17. He thinks that allowing for a vast increase in housing size would not be consistent with that policy.

(01:02:30) **L. Kaplan** noted that she won't be supporting this. She shares her colleagues' concerns but is concerned with fairness and equal application of policies. She noted that it does not sound like this has been required of past annexations and we have no guarantee that this would be required of future annexations, because this is not actually written into the policy in the BVCP, and it is not the way that staff has interpreted it in the past. She has some concern about what it might mean for future properties that we do actively want to annex, who might then become scared off of annexation because they don't want that limit on their development potential, which they wouldn't have if they remain in the county. Many of these properties are already being served by city water, so they don't have that strong incentive to annex into the city. She also pointed out that, as other board members have mentioned, because we do not have occupancy limits, a single unit home can become home to many family units in the future. She also noted that if, in the future, the city changes the number of units that are possible to develop on RE lots, this development annexation could be amended, but this would become harder if a size limit is written into the annexation agreement.

(01:04:25) **M. McIntyre** responded to **L. Kaplan's** concerns and stated that annexations are a negotiation. He noted that this is not a site review or a use review, and as evidenced by the annexation agreements that he's been involved in, they have each been unique and different and subject to the best advice of this board in relation to BVCP policies and benefit to the city. He understands the concerns about consistency but noted that we're dealing with the BVCP and annexation, not site review

and code.

(01:07:13) **MOTION: K. Nordback** made a motion seconded by **L. Kaplan** to recommend to City Council approval of the proposed series annexation of the property located at 915 5th Street with an initial zoning designation of Residential – Estate (RE) pertaining to case number LUR2024-00062, incorporating this staff memorandum as findings of fact, subject to the recommended conditions of approval for the annexation as provided for in the proposed annexation agreement in Attachment D. Planning Board voted 6-0. Motion passed.

B. AGENDA TITLE: Public Hearing and consideration of a Site and Use Review for the redevelopment of 1840 and 1844 Folsom St. with residential uses. The proposal includes the demolition of two existing office buildings and proposes 144 units including studio, one-, two-, and three-bedroom units totaling 124,749 square feet. The proposal includes a request for a height modification to allow for 55' in height, modification to setbacks, number of stories, and bike parking standards. The applicant has requested Vested Rights. Reviewed under case no. LUR2024-00077 and LUR2024-00078.

(01:11:45)
Staff Presentation: Alison Blaine presented the item to the board.

(01:23:29)
Board Questions: Alison Blaine answered questions from the board.

(01:56:50)
Applicant Presentation: Bill Hollicky and Chris Jacobs presented the item to the board.

(02:16:40)
Board Questions: Bill Hollicky and Chris Jacobs answered questions from the board.

(02:54:00)
Public Participation:
In Person:
1) Jonathan Singer

Virtual:
1) Lynn Segal
2) Beach Helterbrand
3) Sonya Christian Bendt
4) Mark Thompson
5) Jacqueline Chavez
6) Alex Weinheimer

(03:19:30)
Board Discussion:

Key Issue #1: Is the proposed project consistent with the Site Review Criteria, section 9-2-14(h), B.R.C. 1981?

Key Issue #2: Is the proposed project consistent with the Use Review Criteria, section 9-2-15(e), B.R.C. 1981?

Key Issue #3: Is the proposal consistent with the vision for the area as shown in the Boulder Valley Regional Center (BVRC) design guidelines and Boulder Plaza Subarea Plan?

(03:34:15) **M Roberts** finds that the proposed project is consistent with the site review criteria under 9-2-14(h), B.R.C. 1981. He believes the project aligns with the Buller Valley Comprehensive Plan and the Boulder Plaza Sub-area Plan, advancing goals of compact, walkable, and transit-oriented development. He finds that the proposed high-density residential use supports housing diversity and efficient land use while maintaining compatibility with surrounding commercial and residential areas, that the site design provides strong pedestrian and bicycle connectivity through multi-use path connections, detached sidewalks, and landscape buffers, and that the Transportation Demand Management Plan demonstrates a clear commitment to reducing single-occupant vehicle trips. The building design meets standards for quality and urban character, using durable materials, articulated facades, and defined entries to create a human-scaled, active streetscape. Parking is enclosed within structures, minimizing visual and environmental impact. Open space is well distributed, accessible, and programmed to meet residents' needs Regarding height and land use intensity, the proposal qualifies for a height bonus under 9-14(h)(6), allowing additional stories from FAR in the BR-1 district. The project will be required to meet the inclusionary housing increase of 11% for bonus units, with compliance verified at the building permit stage. He finds that the ground floor residential amenity programming, lobby co-working and residential offices, meets the use review criteria. It provides direct on-site services for residents, reduces off-site trips, and offers a compatible transition between nearby lower-intensity residential to the west and higher intensity commercial to the east. The scale and operating characteristics are compatible with the area, infrastructure impacts are addressed with onset utility, drainage, and streetscape improvements, and the use is consistent with the character established in the Boulder Plaza Sub-Area Plan and BVRC design guidelines. He believes the proposal is consistent with the vision for the areas described in the Boulder Valley Regional Center Design Guidelines and the Boulder Plaza Subarea Plan. Both documents call for high-quality, pedestrian-oriented redevelopment that strengthens the BVRC as a cohesive and memorable place. The proposed residential use adds vitality and supports the mixed-use goals of the sub-area plan, while the building's placement, height transitions, and enclosed parking aligns with the BBRC's intent for compact, well-integrated urban form. Along Folsom Street, the project reinforces the transitional role of the corridor between higher-intensity commercial use to the east and lower-scale residential to the west, consistent with the Folsom transitional objectives.

(03:37:47) **K. Nordback** agreed with **M. Roberts's** statements. He find that it is consistent with site review criteria with one exception, and that is the lack of a curb cut for the multi-use path at Folsom. He will have a condition related to that due to site review criteria 9-2-14 (h)(2)(a). He agreed that the ground floor uses are consistent with the criteria and that the proposal is consistent with the area plans.

(03:38:50) **Ml Robles** agreed with her colleagues and noted that there's potentially a good pedestrian experience in spite of the hike. She believes it's unfortunate that the neighbors lose their view, which somewhat explicitly is required to be protected by the sub-area plan. She is concerned by only 11% permeability and the heat sink that much of the site retains. She's not going to condition this project but thinks it could have been done better.

(03:39:42) **C. Hanson Thiem** agreed that this project is consistent with both the BVCP land use map and policies, and supports jobs, housing balance, compact development, infill, and walkability. She thinks it's further consistent with the relevant portions of the BVRC design guidelines and the Boulder Plaza Sub-area Plan, particularly those portions emphasizing pedestrian movement, streetscape and building orientation, structured and screened parking, and the anticipation of additional housing and height in this area, but expressed her belief that it is ridiculous that we are subjecting proposals to plans that have not been revised since the 1990s. She thinks the proposal is, with possible minor exceptions, consistent with the site design criteria, including improvements required by the TMP, requirements for open space, and for a height bonus. She anticipated some concerns around bike parking and access and open space. She noted that it sounds like the bike issues are being addressed by others, and she is receptive to well-crafted conditions that formalize that. She is less receptive to concerns about open space on the site, and stated that the board has had some extensive discussion recently about open space requirements, and particularly whether that space is ground level and/or visible from adjoining public rights-of-way, as addressed in the criteria for additional height in 9-2-14(h)(4)(B)(i)(4)(7). She thinks that given that, the open space on this site is of the quality demanded by our code. She also thinks what the elevated courtyards here facilitate is also critical to meeting other site review criteria. Namely, that they allow the applicant to place parking under the building, thus reducing surface parking and pavement and the many environmental and design problems that surface parking causes. She stated that the BVCP and other adopted plans talk extensively about making a higher quality development for all members of our community, and she thinks the problem-solving expressed in the site and building design here makes a higher quality livable place and sociable spaces for apartment dwellers. She believes the use review meets the criteria, noting that the ground floor residential use provides a convenience to residents of the area and that it reduces adverse impacts that could be created by vacant commercial space if required here. She noted that the board has also had this discussion before in areas that are clearly saturated with retail and office uses and has provided relief.

(03:42:00) **Ml Robles** noted that the premise of this impact fee, that larger houses pay for their out-of-proportion impact, does resonate with her. However, the impacts that she found most significant are to the environment, not to the economy - Impacts such as the increase of the heat island by the huge footprint and associated paving, the loss of original trees because they were inconvenient, the significant amount of vehicle use, if you include all the deliveries, the commutes of window washers, house cleaners, landscapers, dog walkers, etc. She isn't sure if the impact fee is going to capture this, but she thinks it's going to open the door to discussing the real impacts.

(03:43:20) **L. Kaplan** believes the proposal is consistent with the vision for the area as shown in the BBRC design guidelines and the Boulder Plaza sub-area Plan with one slight modification that she plans to propose as a condition. She noted that based on the code that we have, the site review criteria, and the land use map, she disagrees that 100% residential projects are encouraged or a good thing in a general business land use category. The description in the BVCP clearly states that, "…general business consists of a mix of business uses and compatible housing will be encouraged and may be required as a transition. The area should continue to be used without expanding the strip character." She reads this as encouraging adding residential to commercial uses in general business, and fully supports that. She fully supports having four floors of residential above some commercial space and parking, but thinks that

Folsom corridor deserves to still be general business, not 100% residential. She is sensitive to the concerns about vacant retail, agreeing that we definitely don't want that. She noted that one solution in some other projects allowed a resident-serving amenity space to also be shared with the public. She thinks that that is a good solution to include some neighborhood-serving commercial uses. So, for example, people paying a membership fee or a daily use fee to use that co-working space, or whatever that resident amenity space along Folsom turns out to be. She thinks that encourages the social mixing, and it makes sure that this is not a space that is removed from access to the public completely. She doesn't think that a 100% residential building provides any kind of useful transition between small-scale residential and more intense commercial. She thinks it's the use that needs to transition, so having even just a little bit of mixing along Folsom there, she thinks, would bring it into compliance with that Folsom transitional area in a way that makes her feel very comfortable supporting that it is consistent with the Boulder Plaza Subarea Plan. She thinks it clearly meets the Use Review criteria. She had some significant concerns about the criteria for a height bonus that relate to the open space courtyard and the 200-foot building length. She objects to framing those as mere suggestions that can be discarded without a lot of analysis. She believes the board has to do their due diligence and that they are required to treat those design factors as more than just suggestions.She quoted background context from the Council meeting where the Site Review Criteria were updated to provide a little more flexibility; it seems clear to her that these factors are expected best practices that show the design quality the city is looking for, but which do not have to be rigidly applied if they do not make sense in context. She thinks that Bill (Hollicky) gave very persuasive answers about why, in this context, the longer building facade makes sense on this long, skinny right-of-way, and that, in this context, in this area of town, with such intensity, having that courtyard at ground level doesn't make sense on this site. She thinks we're seeing a lot of projects that are making an argument that a ground-level courtyard doesn't make sense, especially for a residential building. Now, not all site review projects are residential, some of them are commercial, and so a courtyard might look different and have different uses. She thinks that if we are finding that we're getting more exceptions than projects where it does make sense in context, we might want to revisit that criterion in the site review criteria, because it doesn't make any sense for us to have a criterion that we're making exceptions to basically with every project. She noted that she came into this hearing not knowing which way it was going to go on these criteria, and she does think the applicant made a good contextual argument, so she will be supporting the project. She stated that she will also be proposing that one condition about the commercial potentially sharing that amenity space with the public.

(03:51:18) **M. McIntyre** found the project consistent with the site review criteria and noted that the applicant has done a good job taking a site and making it work for the residents while still fulfilling the broader site review criteria and how it relates to the public right-of-way, Folsom, and the multi-use path. He thinks it is consistent with the Use Review criteria and has no desire for additional transition between the commercial uses immediately to the south and the very dense residential use immediately to the north. He questioned the value of these transitions and noted that he sees some of our most lively and activated spaces where residential uses meet commercial uses. He agreed with Claudia regarding dated plans.

(04:02:00) **MOTION: K. Nordback** made a motion seconded by **L. Kaplan** to approve Site Review application #LUR2024-00077 and Use Review application #LUR2024-00078, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the recommended conditions of approval. Planning Board voted 6-0. Motion passed.

(04:03:08) **MOTION:** K. Nordback made a motion seconded by M. McIntyre to propose a condition that an additional 20% of the bike parking spaces be wired for charging but not subject to the 10' x 3' space requirement. This would be offered above and beyond the required 5%. Planning Board voted 6-0. Motion passed.

(04:05:04) **MOTION**: M. Roberts made a motion seconded by C. Hanson Thiem to propose a Reservation Agreement for the northern multi-use path that contains an option for the City to convert the path to a Public Access Easement once the connection to 26th street is completed. Applicant requests the ability to temporarily gate the multi-use path and restrict access to residents only for safety and security reasons. Planning Board voted 0-6. Motion failed.

Board members who opposed the motion gave the rationale that this path will be the primary access point for bicyclists and pedestrians and putting up a gated barrier could deactivate the north side of the building so that the bike and art garden would get little use. This could also make it harder for visitors to access the bike parking and building from the north side. Board members argued that having "dead end" signage would be sufficient to alleviate concerns about people needing to U-turn when the path ends. They noted that there are dead-end streets all over Boulder that are not gated, and they stated that Boulder does not use gated access to address concerns about public safety on a multi-use path.

(04:15:20) **MOTION:** K. Nordback made a motion seconded by L. Kaplan to add a condition of approval that public improvements will be completed prior to Certificate of Occupancy. Planning Board voted 6-0. Motion passed.

(04:17:08) **MOTION**: L. Kaplan made a motion seconded by ml Robles to amend the Site Review to require one or more resident amenity spaces along Folsom to be a shared amenity with the public that will be a neighborhood-serving commercial use for the public, to the satisfaction of staff at the time of TecDoc. Planning Board voted 0-6. Motion failed.

Before the vote, the applicant was invited to provide a reaction to the motion. The applicant noted that adding a commercial space where there currently is none in the project would create financing challenges. Any lender would require there to be parking for the commercial use and the project already has a very low parking ratio of below .9 spaces per unit. The applicant stated that their pool of potential lenders for a mixed-use building would be smaller in comparison to lenders for a purely residential project which would reduce the financial feasibility for the project, and similarly the pool of potential insurers for a mixed-use project is smaller and costs for insurance would be higher. Also, a commercial space would be levied with commercial taxes for a space that the applicant stated would likely not be revenue-generating. Staff confirmed that opening a residential amenity space to the public on a paid basis would be considered a second principal use (commercial). Staff explained that previous projects that successfully adopted the concept of shared residential amenity spaces with public commercial use were already mixed-use projects with other commercial spaces. The motion-maker commented that she

was persuaded by the applicant arguments to vote no.

(04:22:18) **MOTION:** K. Nordback made a motion seconded by M. McIntyre that plans will be revised to show a curb cut for the north-side multi-use path at Folsom Street. Planning Board voted 6-0. Motion passed.

6. **MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**

7. **DEBRIEF MEETING/CALENDAR CHECK**

8. **ADJOURNMENT**

The Planning Board adjourned the meeting at 10:31 PM.

APPROVED BY

_____
Board Chair

_____
DATE

CITY OF BOULDER
PLANNING BOARD ACTION MINUTES
October 28, 2025
Hybrid Meeting

A permanent set of these minutes and an audio recording (maintained for a period of seven years) are retained in Central Records (telephone: 303-441-3043). Minutes and streaming audio are also available on the web at: http://www.bouldercolorado.gov/

PLANNING BOARD MEMBERS PRESENT:
Mark McIntyre, Chair
Laura Kaplan, Vice Chair
Kurt Nordback
ml Robles (virtual)
Claudia Hanson Thiem

PLANNING BOARD MEMBERS ABSENT:
Jorge Boone
Kurt Nordback

STAFF PRESENT:
Chandler Van Schaack, Development Review Planner Principal
Hella Pannewig, Senior Counsel
Brad Mueller, Planning and Development Services Director
Adam Olinger, City Planner
Charles Ferro, Development Review Senior Manager
Thomas Remke, Senior Operations Specialist

1. **CALL TO ORDER**
   Chair, **M. McIntyre**, declared a quorum at 6:00 p.m. and the following business was conducted.

2. **PUBLIC PARTICIPATION**

In Person: Nobody spoke.
Virtual: Nobody spoke.

3. APPROVAL OF THE MINUTES

A. The August 26, 2025 Draft Planning Board Minutes are scheduled for approval.

L. Kaplan made a motion seconded by C. Hanson Thiem to approve the August 26, 2025 Draft Planning Board Meeting Minutes. Planning Board voted 4-0 (M. Roberts abstaining due to absence at August 26, 2025 meeting). Motion passed.

B. The September 16, 2025 Draft Planning Board Minutes are scheduled for approval.

L. Kaplan made a motion seconded by C. Hanson Thiem to approve the September 16, 2025 Draft Planning Board Meeting Minutes. Planning Board voted 4-0 (ml Robles was not present for vote due to technical difficulties with virtual participation). Motion passed.

C. The September 30, 2025 Draft Planning Board Minutes are scheduled for approval.

L. Kaplan made a motion seconded by C. Hanson Thiem to approve the September 30, 2025 Draft Planning Board Meeting Minutes. Planning Board voted 5-0. Motion passed.

4. DISCUSSION OF DISPOSITIONS, PLANNING BOARD CALL-UPS / CONTINUATIONS

A. Call-Up Item: Final Plat to subdivide the property at 2114 Violet Avenue to create three lots. Lot 1 is 18,200 square feet, Lot 2 is 9,898 square feet, and Lot 3 is 9,896 square feet (2114 Violet Subdivision, case no. TEC2024-00066). The Preliminary Plat was approved through case no. LUR2024-00079. This application is subject to potential call-up on or before October 28, 2025.

This item was not called up by the board.

5. PUBLIC HEARING ITEMS

A. AGENDA TITLE: Concept Plan Review and Comment Request for proposed development of the Boulder Storage site at 4880 and 4898 Pearl Street with four residential buildings containing 281 apartment units and a new 85,000 square foot commercial storage building.

(00:13:30)
Staff Presentation: Chandler Van Schaack presented the item to the board.

(00:34:30)
Board Questions: Chandler Van Schaack answered questions from the board.

(00:53:30)
Applicant Presentation:
Pete Weber and Tony Kill presented the item to the board.

(01:12:40)
Board Questions:
Pete Weber and Tony Kill presented the item to the board.

(01:34:44)
Public Participation:
In Person: Nobody spoke.
Virtual: Heather Mitchell

(01:40:30)
Board Discussion:

(01:40:30) **M. McIntyre** noted that we are in an area of great subjectivity and great conflict between goals including housing people, reducing in-commuting, honoring the code and the BVCP as they are written today, and maintaining true industrial spaces. He respects staff's interpretation of the GI zone in the BVCP Land Use Map – that the definition there does not include residential without the contiguity issue. He noted it was clarifying for the applicant to discuss the one-sixth contiguity but noted there is some vagueness and subjectivity when it comes to the classification of the Goose Creek Path. He noted that some of our best neighborhoods have many mixed-up conflicting uses, including the West Pearl Street area. He noted that there is risk in pursuing this without additional clarification from Council about the 1-6 contiguity requirement in relation to the Goose Creek Path.

(01:46:45) **Ml Robles** supported staff's conclusions regarding zoning and contiguity. She also noted that she sees the primary issue here being one of setting a dangerous precedent for overriding land use and circuitously trying to achieve contiguity in IG zoning and thereby losing valuable industrial sites. She does not think that the idea of "area of no change" is to be taken literally as leaving the current use, in this case a storage facility, but rather to retain the zoning for industrial use. She suggested we look at the nature of industry in these small settings, as nobody's building these today, yet the services we seek such as auto repair or printing remain vital to livability. She believes that destroying any chance of keeping services local by building residential in a contextually inappropriate site is not a path to meet the vision of BVCP or the intent of the East Boulder Sub-Community Plan. She would caution this project moving forward.

(01:49:10) **L. Kaplan** noted that not being in an area of change, as **Ml Robles** said, doesn't mean that you cannot build something new, it just means your zoning and your underlying land use were not considered for change during that East Boulder Subcommunity planning process. She noted that the applicant has a big challenge in that this is an area that underwent rigorous area planning to define the most appropriate places for housing, and this was one of the places that was designated to preserve industrial. She does not think that turning this area over to primarily high-density residential is what was intended in the East Boulder Subcommunity Plan, and agreed with staff that if this parcel redevelops as high-density residential, it creates additional contiguity that can then cascade and turn that whole area, except for the land uses that are public into residential, which is certainly not what was intended by the zoning, and it is certainly not what is intended by the land use, and it is certainly not what was intended by the East Boulder Subcommunity Plan. She noted that she would have a hard time approving this project at site review based on land use and consistency with the East Boulder Subcommunity plan. . She pointed out that the code section with regard to contiguity said that residential *may* be approved in this zoning if it meets the condition of contiguity, but this does not say it *will* be approved, and context must be considered. She can see the argument for this being a suitable area for residential, and there is land nearby designated for residential on the other side of Pearl, but noted that we have to balance that with efforts to preserve some industrial land use (specifically south of Pearl). She would want to see staff's analysis of what the citywide impact would be of starting to consider greenways for contiguity to industrial land. She thinks the barriers for this project are the land use definition, the consistency with the East Boulder Subcommunity Plan, and the zoning and contiguity requirements. She also noted that there are challenges with the requirements for live-work units in the industrial zone, which the application does not meet according to the staff memo She believes this would be an amazing project in another context and gave credit to the designers, but she believes this site may not be appropriate for this project.

(01:54:45) **M. Roberts** agreed largely with points raised by Mark and Laura. He noted that he differed a

bit in his belief that a city is meant to adapt to the needs of its community. He could see himself supporting a version of this project that provides a more consistent approach, maybe a rebalancing of the proposed uses, preserving stronger industrial employment base while integrating limited compatible residential components, particularly along that site-adjacent development park, something a little more incremental than what's been proposed today.

(01:56:05) **C. Hanson Thiem** thinks the fate of this proposal seems to turn on the East Boulder Subcommunity Plan and whether its designation of mixed-use industrial areas is intended to designate priorities for future change or limitations. By her reading of that plan, including the excerpts that are in the staff memo, the board could support both interpretations in the future. Aside from the East Boulder Subcommunity Plan, she does not think this is an objectively bad location for housing. She credited the applicant for capturing a real phenomenon when describing this Goose Creek Corridor as a sort of bike and pedestrian main street. She noted that access to retail and services is very high and that Valmont Park is going to develop to be an exceptional environmental amenity. She noted that this proposal does not displace the existing uses at this site in a significant way and that there is a commercial storage use that would continue if this project were constructed, although in a more intense fashion on a portion of the site. She noted that she also understands staff's analysis, an objection that putting housing in a space like this would crack open this larger industrial preserve, especially if we use that 1/6 contiguity rule in future applications. She questioned what future there actually is right now for general industrial uses in Boulder, and whether these uses, if they come forward, would be fundamentally incompatible with housing. She noted that she tends to lean towards flexibility when interpreting plans and codes, but that in this case, staff and a significant number of her colleagues may not be leaning towards flexibility in this location due to the context.

(01:59:50) **L. Kaplan** mentioned staff's interpretation that for the phasing plan to work, it would have to truly be phased and have a certificate of occupancy completed for the first phase before moving to the second, which links up with questions about the number of phases and whether the Goose Creek Greenway land counts towards contiguity. She asked staff for legal clarification of whether the certificate of occupancy is required to be issued before beginning a subsequent phase of construction. She would be uncomfortable using a phasing plan where all phases are constructed simultaneously to meet contiguity, because it feels like a workaround for the requirement to have 1/6 contiguity, and that does not appear to be what was intended by that piece of code.

B. AGENDA TITLE: Use Review for three hotel suites in the existing carriage building and new 1,367 sq. ft. building at 1105 Spruce Street, totaling 6,522 sq. ft. Reviewed under case no. LUR2025-00032.

Staff Presentation: Adam Olinger presented the item to the board.

Board Questions: Adam Olinger answered questions from the board.

Public Participation: Bill Rigler presented the item to the board.

Board Questions: Bill Rigler answered questions from the board.

Public Hearing:
In person: Nobody spoke.
Virtual:
1) Lynn Segal

Board Discussion:

(02:37:00) C. Hanson Thiem believes the proposal satisfies the Use Review Criteria, and agrees that the proposal is consistent with DT-2 zoning, noting that it accomplishes a transition from high intensity downtown to more residential uses. She believes it is reasonable compatible with surrounding development and the character of the area and should have no significant impact on existing infrastructure.

(02:37:51) M. Roberts agreed with C. Hansom Thiem and believes the addition of high-quality open space and the adaptive reuse of the carriage house support the fit with the neighborhood. He believes the absence of on-site parking is appropriate given the location and the city's updated parking standards. He believes the hotel use is well aligned with the regional business land use designation. Overall, he noted that the proposal mitigated impacts, promotes walkability, and maintains public welfare.

(02:38:35) L. Kaplan noted that the hearing is being held because the item was called up by members of the public and appreciated their engagement. She is confident that the project meets the criteria for this use. She thanked the applicants for working with neighbors to address their concerns.

(02:40:15) Ml Robles noted that this item was called up by neighbors, yet no neighbors gave testimony at the hearing, so she assumes their concerns have been met. She believes the project meets the Use Review Criteria.

(02:40:30) M. McIntyre concurred with his colleagues that this proposal meets the Use Review Criteria.

MOTION: M. Roberts made a motion seconded by L. Kaplan to approve Use Review Application #LUR2025-00032, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the recommended conditions of approval recommended in the staff memorandum. Planning Board voted 5-0. Motion passed.

6. **MATTERS FROM THE PLANNING BOARD, PLANNING DIRECTOR, AND CITY ATTORNEY**

   A. Council Letter Discussion

7. **DEBRIEF MEETING/CALENDAR CHECK**

8. **ADJOURNMENT**

The Planning Board adjourned the meeting at 9:50 PM.

APPROVED BY

Mark McIntyre

_____
Board Chair

_10/07/25_____
DATE

MEMORANDUM

TO:	Planning Board
FROM:	Alex Pichacz, Case Manager
DATE:	November 19, 2025
SUBJECT:	**Call Up Item:** An expansion of a nonconforming use at 929 11th Street to convert an existing attached garage into one additional bedroom within an existing tri-plex unit. Work includes a new basement walk-out entry in the back yard and interior renovations to existing units. The property is considered a nonconforming use because it has more dwelling units than what is allowed by the current zoning code. The call up period expires on **December 3, 2025**.
ADDRESS:	929 11th Street
PROJECT NAME:	929 11th St. Nonconforming Use
CASE NO:	LUR2025-00050

The purpose of this item is for Planning Board to consider the call-up of the attached Nonconforming Use Review for renovations and site improvements to the property addressed as 929 11th St. Attached is the Notice of Disposition (**Attachment A**) for updates to the existing houses and site. Pursuant to section 9-10-3(c)(2), "*Standards for Changes to Nonstandard Buildings, Structures and Lots, and Nonconforming Uses*," B.R.C. 1981, any application that constitutes expansion of a nonconforming use requires approval of a Use Review application in conformance with the Use Review criteria found in section 9-2-15, B.R.C. 1981. Refer to **Attachment B** for staff's analysis of the criteria. Planning Board may call up the decision on or before December 3, 2025. Please direct any clarifying questions during the call up period to the case manager at pichacza@bouldercolorado.gov.

Background. The property at 929th St. is in the University Hill neighborhood and contains three dwelling units. It has been used primarily as student housing given its proximity to the University. Based on building permit records, the triplex has been a nonconforming use since 1971. Two units are in the basement level, and one unit occupies the first and second story of the building. The property takes access from an alley along the rear yard to the west and from a driveway on 11th Street. Refer to **Figure 1** for an aerial photo of the vicinity.

Figure 1. Vicinity Map

The surrounding neighborhood consists of a mix of detached style dwellings that contain single-unit, duplex, triplex and quadplexes. The neighborhood is near the university campus and provides student housing in a variety of contexts from single-unit, duplex, triplex, and attached units including fraternities, sororities, and group housing.

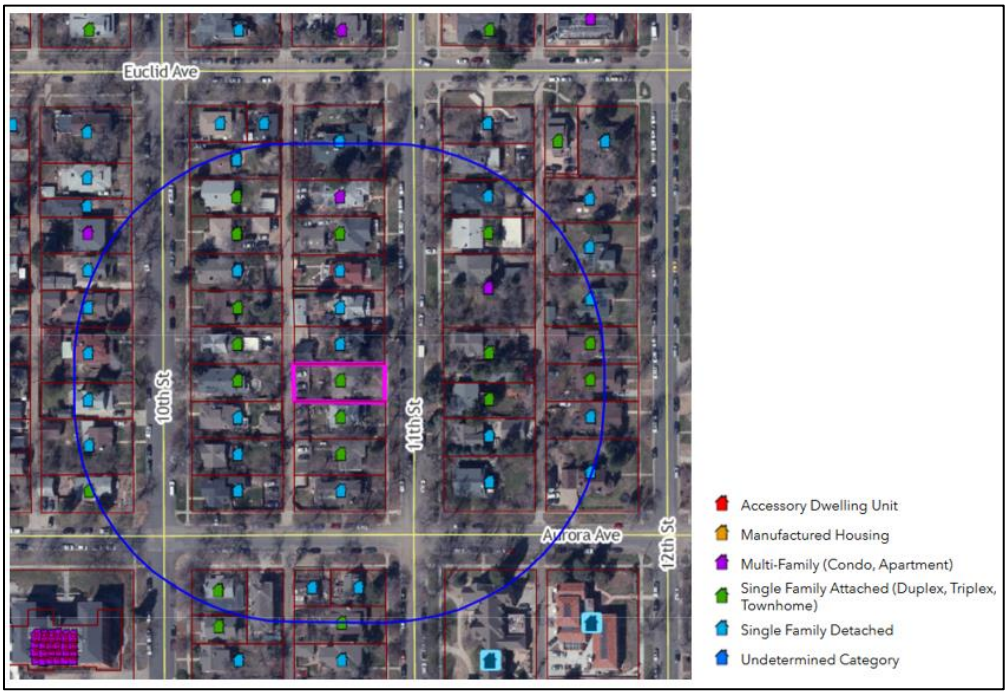

Figure 2. Surrounding properties within a 300' buffer showing housing unit types.

The site is zoned Residential Low – 1 (RL-1) and is surrounded by other RL-1 zoned properties. RL-1 zoning is defined in section 9-5-2(c)(1)(A), B.R.C. 1981 as "Primarily single-family detached dwelling units with some duplexes and attached dwelling units at low to very low residential densities."

The use is nonconforming because the existing triplex is on a 6,250 square foot lot and exceeds the density requirement of one dwelling unit per 7,000 square feet of lot area in the RL-1 zone. According to building permit history for the property, the property was recognized as a legal nonconforming use containing three dwelling units in 1971. There is no indication in city records that the property ceased operating as a triplex since then.

Project Proposal. The applicant proposes to expand the nonconforming use by converting the existing attached garage into a new bedroom and bathroom by removing the garage door and replacing it with a wall and window. The driveway and curb cut on 11th Street leading to the existing garage will be removed and replaced with landscaping. Vehicle parking for five vehicles is provided at the rear of the property, accessed through the alley. Additional alterations include:

- Reconfiguration of the interior layout of existing units
- A new walkout staircase for one of the basement units
- Landscaping improvements in the front yard
- New short-term bike parking in the front yard, behind a fence
- New long-term bike parking in a shed in the rear yard

There is no increase in the building coverage, footprint, or number of units located within the primary building. The existing and proposed interior conditions for each floor are shown in Figures 3 and 4, below.

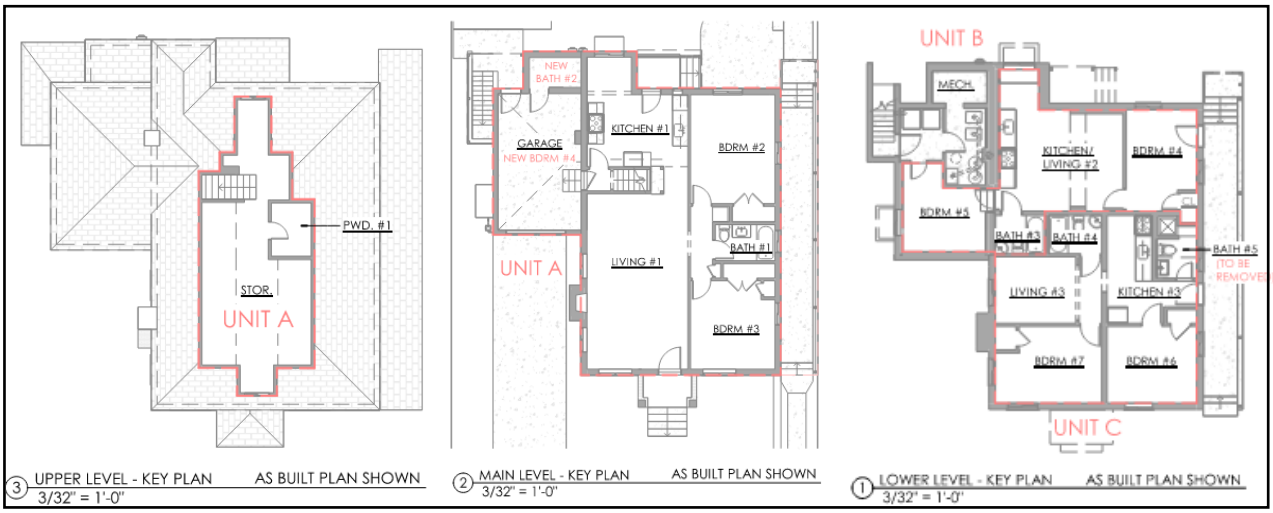

Figure 3. Existing floor plans for the upper, main, and lower levels.

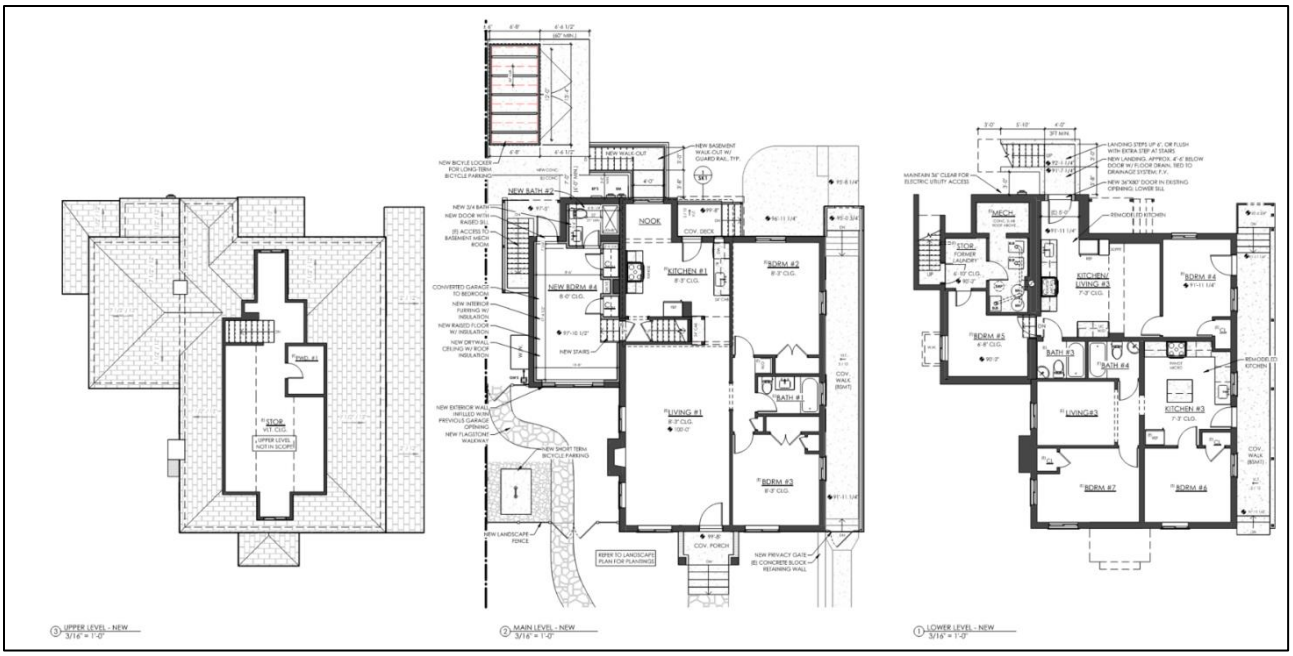

Figure 4. Proposed floor plans for the upper, main, and lower levels.

A slight addition in floor area is created because of the new long-term bike storage shed and walkout staircase for a basement unit. The walkout staircase increases floor area based on the method for calculating floor area for the lowest level described in Section 9-8-2(d)(1)(D), B.R.C. 1981. However, the existing building footprint will not be increased. One additional bedroom added to Unit A. Changes to the individual units, façade changes, and site improvements are described below.

- **Unit A** currently contains the main and upper levels with three bedrooms, one full bathroom, one half-bathroom on the upper level, and access to the attached garage. No changes to the upper level are proposed. The attached garage will be converted into a new bedroom and with a new bathroom for a total of four bedrooms and two a half bathrooms.

- **Unit B** is on the lower level and has two bedrooms and one bathroom. The main access is taken through one of the bedrooms on the north side of the property. The kitchen will be reconfigured to include a new walkout entrance in place of an existing window well to serve as the main entrance to the unit and improve functionality.

- **Unit C** is also on the lower level and has two bedrooms and two bathrooms. One of the bathrooms will be removed to create space for a larger kitchen.

- **Façade Changes** include removing the existing garage door and replacing it with a wall and window for the new bedroom that will occupy the existing garage floor area. Elevation drawings of the existing and proposed garage conditions are shown in Figure 5.

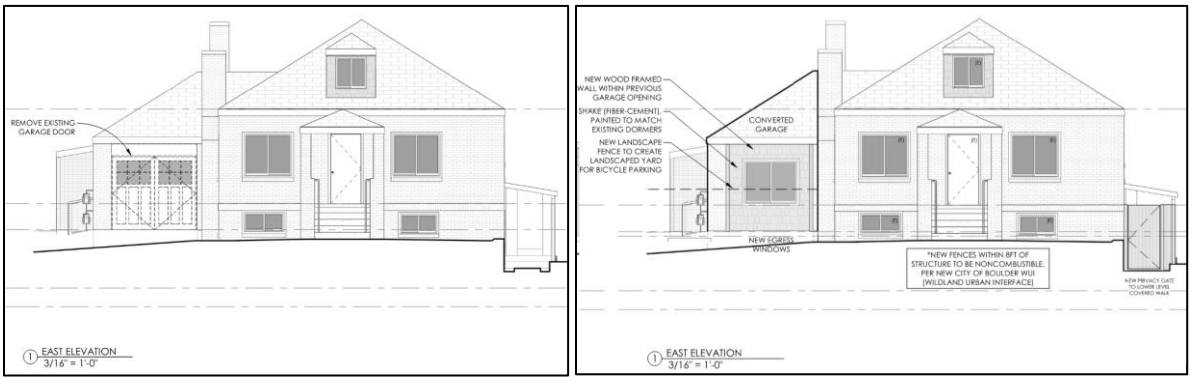

Figure 5. Existing and proposed changes to the front facade.

- **Site Improvements** for the property include removing the existing driveway from 11th Street which will bring the property into conformance with the Site Access Control Standards in section 9-9-5, B.R.C. 1981, which requires access to be taken from the alley. The applicant proposes to improve the appearance of the property with updated landscaping in the front yard. The existing driveway will be replaced with native grasses and shrubs and a new flagstone path to a fenced landscape area with a short-term bike rack. The existing wood timber retaining wall along the sidewalk will be replaced with a concrete block wall with decorative shrubs.

  In the rear yard, a new concrete patio and long-term bicycle storage shed will be included along the south side of the property. A new walkout staircase to the back yard will provide access to one of the lower-level apartments. The remaining yard will remain as grass. The landscape plan is shown in Figure 6, below.

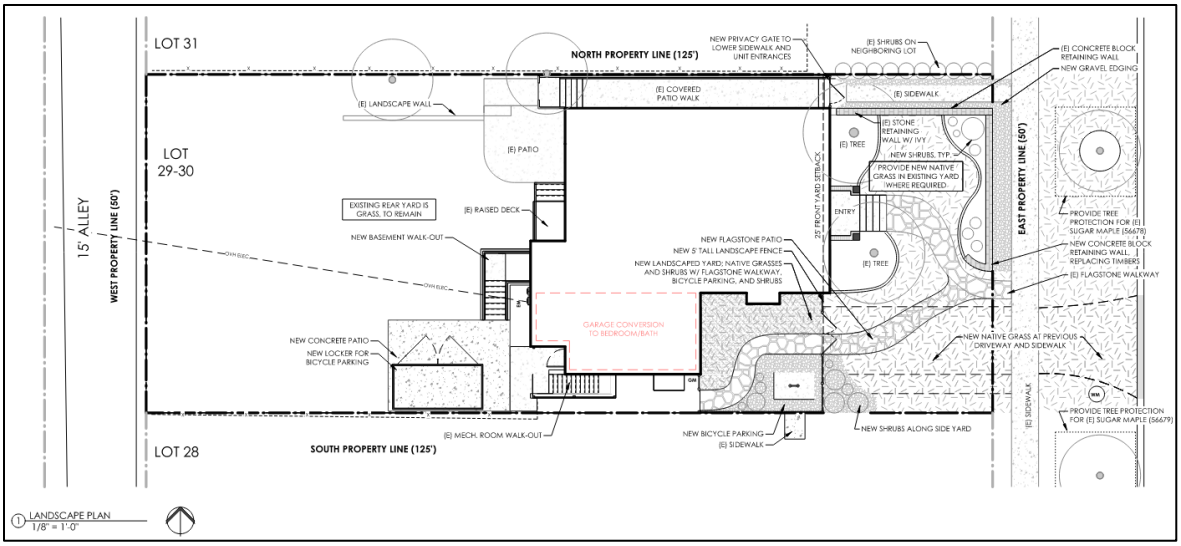

Figure 6. Proposed Landscape Plan.

For additional details, refer to **Attachment C** for the applicant's written statement and **Attachment D** for the applicant's proposed plans.

Review Process. The subject property is considered a nonconforming use with respect to density. The proposed modifications constitute an "expansion of a nonconforming use" as defined in chapter 9-16, "*Definitions,"* B.R.C. 1981, below, because the proposal adds an additional bedroom to an existing dwelling unit.

> *"Expansion of nonconforming use" means any change or modification to a nonconforming use that constitutes:*
> *(1) An increase in the occupancy, floor area, required parking, traffic generation, outdoor storage, or visual, noise, or air pollution;*
> *(2) Any change in the operational characteristics which may increase the impacts or create adverse impacts to the surrounding area including, without limitation, the hours of operation, noise, or the number of employees;*
> *(3) The addition of bedrooms to a dwelling unit, except a single-family detached dwelling unit; or*
> *(4) The addition of one or more dwelling units (emphasis added).*

Pursuant to section 9-10-3(c)(2), "*Standards for Changes to Nonstandard Buildings, Structures and Lots, and Nonconforming Uses*," B.R.C. 1981, any application that constitutes expansion of a nonconforming use requires approval of a Use Review application in conformance with the Use Review criteria found in section 9-2-15, B.R.C. 1981. Per section 9-4-2, B.R.C. 1981, applications for Use Review are subject to call up by the Planning Board.

Analysis. The proposal is consistent with the Nonconforming Use Review criteria. The proposed modifications will improve the appearance of the site. The site cannot be reasonably made conforming. The added floor area will not impact the building footprint or setbacks. Please refer to **Attachment B** for staff's complete analysis of the review criteria.

Public Comment. Consistent with section 9-4-3, Public Notice Requirements, B.R.C. 1981, staff provided notification to all property owners within 600 feet of the subject location of the application, and a sign has been

posted by the applicant indicating the review requested. Staff received written comments from three neighbors which are included in **Attachment E**.

Conclusion. Staff finds that the proposed project meets the relevant criteria of section 9-2-15, "Use Review," B.R.C. 1981 (refer to **Attachment B**). The proposal was **approved** by staff on **November 19, 2025,** and the decision may be called up before Planning Board on or before **December 3, 2025.** Questions about the project or decision should be directed to the Case Manager, Alex Pichacz at (303) 413-7809 or at pichacza@bouldercolorado.gov.

Attachments:

A. Notice of Disposition
B. Analysis of Use Review Criteria
C. Applicant's Proposed Written Statement
D. Applicant's Proposed Plans
E. Neighbor Comments

City of Boulder
Planning & Development Services

CITY OF BOULDER PLANNING DEPARTMENT
NOTICE OF DISPOSITION

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Code as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION:	**APPROVED WITH CONDITIONS**
PROJECT NAME:	**929 11TH ST NONCONFORMING USE**
DESCRIPTION:	**Expansion of a nonconforming use to convert an existing attached garage into a bedroom within an existing tri-plex. Work includes a new basement walk-out entry in the back yard and interior renovations. The residential use of the property is nonconforming because there are three dwelling units where only one is allowed by the current zoning code.**
LOCATION:	**929 11th Street**
LEGAL DESCRIPTION:	**See Exhibit A**
APPLICANT:	**JEREMY SMITH, J CREATIVE LLC**
OWNER:	**929 PARTNERS LLC**
APPLICATION:	**Nonconforming Use Review, LUR2025-00050**
ZONING:	**Residential – Low 1 (RL-1)**
CASE MANAGER:	**Alex Pichacz**
VESTED PROPERTY RIGHT:	**No; the owner has waived the opportunity to create such right under Section 9-2-20, B.R.C. 1981**

APPROVED MODIFICATIONS FROM THE LAND USE CODE: *NONE*

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION. **Approved On:** **November 18, 2025**
Date

By: _____

Brad Mueller, Director of Planning & Development Services

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board Expires: **December 2, 2025**

Final Approval Date: **December 3, 2025**

FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, A SIGNED DEVELOPMENT AGREEMENT AND SIGNED FINAL PLANS MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS. IF THE DEVELOPMENT AGREEMENT IS NOT SIGNED WITHIN NINETY (90) DAYS OF THE FINAL DECISION DATE, THE APPROVAL AUTOMATICALLY EXPIRES.

Pursuant to Section 9-2-12 of the Land Use Code (B.R.C. 1981), the Applicant shall obtain applicable building permit approvals and start construction within three years of the date of final approval or in compliance with the phasing plan if one was approved. Failure to comply with the three-year rule or approved phasing plan may cause this development approval to expire.

For a use review without construction requiring a building permit, the use must be established within three years of the date of final approval.

CONDITIONS OF APPROVAL

1. The Applicant **shall ensure that the development shall be in compliance** with all plans prepared by the Applicant on September 16, 2025 and the Applicant's Written Statement dated June 30, 2025, all on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. Prior to issuance of a building permit, the Applicant shall secure and record a maintenance easement from the adjoining property to the south for the proposed long-term bicycle storage shed. The easement shall be effective for the life of the long-term bicycle storage shed. The easement shall not be less than three feet in width measured parallel to that portion of the building at zero setback.

3. The Applicant **shall not expand or modify the approved use**, except pursuant to subsection 9-2-15(h), B.R.C. 1981.

EXHIBIT A

LEGAL DESCRIPTION

LOTS 29 AND 30, BLOCK 11, UNIVERSITY PLACE,

COUNTY OF BOULDER,
STATE OF COLORADO.

j creative
Jeremy R Smith AIA, NCARB
404-401-1089 | jeremy@j-creative.org

June 30, 2025

City of Boulder

Planning and Development Services

Re: 929 11th Street

Subject:
Responses to Use Review Criteria for Nonconforming Use Review.

Project Intent

- Convert existing Garage to Habitable Bedroom
- Provide new basement walk-out in Rear Yard
- Interior Alteration

Project Narrative

Project involves conversion of existing attached garage to become new bedroom and bathroom for existing Tri-Plex. Converting the existing un-used garage allows for new bedroom/bath space for tenants without undergoing an Addition to the existing structure.

This project also includes a new basement walk-out at the rear yard to access one of the Units, which would allow a new entrance for tenants without passing through other bedrooms.

Alterations are also proposed to remove existing bathroom and update/refresh existing Kitchens in order to update cabinetry, finishes, and fixtures.

(e) Criteria for Review

(1) Consistency with Zoning and Nonconformity:

The Subject Property at 929 11th Street is currently an Approved Triplex and Nonconforming Use.

(2) Rationale: *The Use Either:*

***Rational (C)**, is necessary to foster a specific city policy, as expressed in the Boulder Valley Comprehensive Plan, including, without limitation, historic preservation, moderate income housing, residential and nonresidential mixed uses in appropriate locations and group living arrangements for special populations; or*

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The provision of an additional Bedroom to an existing structure is consistent with BVCP and State of Colorado goals to increase housing opportunities, increase density, and increase occupancy limits with a sustainable approach and minimum impact to the environment.

***Rational (D)**, where an existing legal nonconforming use or a change thereto that is permitted under Subsection (f) of this section;*

The Subject Property at 929 11th Street is currently an Approved Triplex and Nonconforming Use.

***(3) Compatibility:** The location, size, design and operating characteristics of the proposed development or change to an existing development are such that the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties, or, for residential uses or community, cultural, and educational uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby properties;*

The proposed conversion of the existing Garage will only be adding a single new bedroom to the existing property which is already an approved Triplex. There are 2 Units (Units #2 and #3) located in the Basement which each contain two bedrooms. The Main Level Unit (Unit #1) contains two bedrooms and the proposed, additional bedroom would be added to Unit #1, for total of 3 bedrooms.

We feel that this additional bedroom is an insubstantial impact to the neighborhood, which is already comprised of multiple Duplex and Triplex Units.

***(4) Infrastructure:** As compared to development permitted under Section 9-6-1, "Schedule of Permitted Land Uses," B.R.C. 1981, in the zone, or as compared to the existing level of impact of a nonconforming use, the proposed development will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater and storm drainage utilities and streets;*

As the proposed project is converting an existing Garage to Habitable Space, there would be no additional impacts to the surrounding area which may result in a new structure being added and existing stormwater would remain unaffected.

A new Bathroom is proposed in the converted Garage; however an existing bathroom is intended to be removed which would mean that the plumbing fixture count is remaining consistent with what is currently provided and therefore not adding any additional impacts to water or wastewater.

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Jeremy R Smith AIA, NCARB
404-401-1089 | jeremy@j-creative.org

(5) Character of Area: *The use will not change the predominant character of the surrounding area or the character established by adopted design guidelines or plans for the area; and*

Converting the existing Attached Garage to Habitable Space within the existing building envelope (walls and roof). The only change to the Exterior would be the change in infilling the previous garage door opening for new exterior wall and windows, which can be wood siding to match previous door.

(6) Conversion of Dwelling Units to Nonresidential Units: *There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts to nonresidential uses that are allowed pursuant to a use review, or through the change of one nonconforming use to another nonconforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental or recreational need in the community, including, without limitation, a use for a daycare center, park, religious assembly, social service use, benevolent organization use, art studio or workshop, museum, or an educational use.*

The proposed project does not include conversion of the dwelling units to Nonresidential Units.

(f) Additional Criteria for Modifications to Nonconforming Uses: No Application for a change to a nonconforming use shall be granted unless all the following criteria are met in addition to the criteria set above:

(1) Reasonable Measures Required: *The applicant has undertaken all reasonable measures to reduce or alleviate the effects of the nonconformity upon the surrounding area, including, without limitation, objectionable conditions, glare, adverse visual impacts, noise pollution, air emissions, vehicular traffic, storage of equipment, materials and refuse, and on-street parking, so that the change will not adversely affect the surrounding area.*

The proposed project is converting an existing Garage to a Bedroom, and as a conversion of existing structure it should have no effect to the surrounding area in terms of noise pollution, air emissions, visual impacts, equipment storage, or materials and refuse. The utilization of existing structure should be considered a sustainable approach to providing additional housing opportunities.

Off-Street Parking would need to be provided as a result of the conversion of the Garage and potential removal of the 11th Street Driveway. However, the Rear Yard is already used for Off-Street Parking for the other Units, and the Garage is not currently used for Parking, so the site is already prepared for providing the required (5) Off-Street Parking Spaces and should not add any additional on-street parking.

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If the City requires the removal of the front driveway curb cut, then all (5) Off-Street Parking Spaces would have to be provided in the Rear Yard, which is along a dirt/gravel alley with no curb cut present. Parking within the Rear Yard along the Alley is consistent with many of the properties on University Hill.

City Council approved for March 2025 that Duplexes shall be allowed within 350 feet of a bus corridor, regardless of lot size. While this subject property is an existing Triplex and greater than 350 feet from a bus corridor, it is still provides importance as offering additional housing opportunities for students located in University Hill which is walk-able to the University – this is vital given CU Boulder consistently hits record number of applicants each year.

(2) Reduction in Nonconformity/Improvement of Appearance: *The proposed change or expansion will either reduce the degree of nonconformity of the use or improve the physical appearance of the structure or the site without increasing the degree of nonconformity.*

The conversion of the Garage would only alter the 11th Street Frontage Elevation. The Garage Door opening can be infilled and provided with windows and wood siding, painted to mimic the previous painted carriage-style Garage Door.

(3) Compliance With This Title/Exceptions: *The proposed change in use complies with all the requirements of this title:*

(A) Except for a change of a nonconforming use to another nonconforming use; and

The existing property is already a Triplex Unit – so an additional Bedroom will not alter the existing Nonconforming Use.

(B) Unless a variance to the setback requirements has been granted pursuant to Section 9-2-3, "Variances and Interpretations," B.R.C. 1981, or the setback has been varied through the application of the requirements of Section 9-2-14, "Site Review," B.R.C. 1981.

No Setback Variance is pursued

(4) Cannot Reasonably Be Made Conforming: *The existing building or lot cannot reasonably be utilized or made to conform to the requirements of Chapter 9-6, "Use Standards" 9-7, "Form and Bulk Standards," 9-8, "Intensity Standards," or 9-9, "Development Standards," B.R.C. 1981. This paragraph (4) shall not apply to reconstruction or restoration permitted pursuant to Paragraph 9-10-3(c)(4), B.R.C.* 1981, with respect to density and other pre-existing nonconformities of the use or nonstandard features of the building.

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The existing property cannot be reversed from Nonconforming use without removing the already approved Triplex Unit. The additional bedroom (from garage conversion) will be added to one of the Units.

While this project is converting an Attached Garage to Habitable Space and would be considered an Addition in terms of Energy Code, it is an Alteration and would not alter the FAR, Building Coverage, Bulk Plane, and other similar development standards.

(5) No Increase in Floor Area Over Ten Percent: The change or expansion will not result in a cumulative increase in floor area of more than ten percent of the existing floor area.

While this project is converting an Attached Garage to Habitable Space and would be considered an Addition in terms of Energy Code, it is an Alteration and would not alter the existing FAR or Building Coverage. The added basement walk-out would also have minimal effect on FAR.

(6) Approving Authority May Grant Zoning Variances: The approving authority may grant the variances permitted by Subsection *9-2-3*(d), B.R.C. 1981, upon finding that the criteria set forth in Subsection *9-2-3(h)*, B.R.C. 1981, have been met.

No Zoning Variance is being pursued.

Let me know if I can provide any additional information.

Thanks,

Jeremy R Smith AIA, NCARB
Architect | J Creative

CRITERIA CHECKLIST AND COMMENT FORM

USE REVIEW
SECTION 9-2-15(e)
LUR2025-00050
ADDRESS: 929 11th Street
DATE: 11/14/25

CRITERIA APPLICABLE TO ALL USE REVIEW APPLICATIONS

(e) Criteria For Review: *Meets criteria*

No use review application will be approved unless the approving agency finds all of the following:

(1) Rationale: ***Yes***

The use either:

(A) Provides direct service or convenience to or reduces adverse impacts to the surrounding uses or neighborhood;

(B) Provides a compatible transition between higher intensity and lower intensity uses;

(C) Is necessary to foster a specific city policy, as expressed in the Boulder Valley Comprehensive Plan, including, without limitation, historic preservation, moderate income housing, residential and nonresidential mixed uses in appropriate locations and group living arrangements for special populations; or

(D) Is an existing legal nonconforming use or an expansion that is permitted under Subsection (f) of this section; *Yes*

Staff Response:

The project is an existing legal nonconforming use that is being expanded, subject to section 9-2-15(f). The property is zoned RL-1 and contains three two-bedroom apartments. The property is nonconforming to the density requirements of the RL-1 zone where a minimum lot area of 7,000 square feet per dwelling unit is required. The property is 6,250 square feet and has contained three dwelling units since at least 1971, according to city building permit records.

(2) Compatibility: ***Yes***

The location, size, design, and operating characteristics of the use will be reasonably compatible with and have minimal negative impact on the use of nearby properties, or, for residential uses or community, cultural, and educational uses in industrial zoning districts, the proposed development reasonably mitigates the potential negative impacts from nearby properties;

Staff Response:

The proposal to convert an existing garage to a bedroom will not structurally enlarge the building. The property will continue to operate as a triplex in a residential neighborhood serving the local student population. While zoned RL-1, the neighborhood contains many properties with greater densities than allowed by-right in the zone. Staff finds that adding an additional bedroom without expanding the number of units on site is reasonably compatible with the use of nearby properties.

(3) Infrastructure: ***Yes***

The use will not significantly adversely affect the infrastructure of the surrounding area, including, without limitation, water, wastewater and storm drainage utilities and streets, compared to an allowed use in the zoning district, or compared to the existing level of impact of a nonconforming use;

Staff Response:

No new infrastructure is proposed or necessary for this project.

(4) Character of Area: *Yes*

The use will not change the predominant character of the surrounding area or the character established by adopted design guidelines or plans for the area; and

Staff Response:

The predominate character of the area consists of a mix detached style dwellings operating as single-unit, duplex, triplex and quadplexes. Along 11th Street, between Euclid and Aurora Avenues, 52% of the properties on the block contain more than one dwelling unit. This pattern of higher density exists along adjacent blocks throughout the neighborhood as well. Of the 50 parcels with 300-feet of the subject property, 20 properties contain 2-4 units, along with a fraternity on the corner of 11th St. and Aurora Ave. Staff finds that the addition of one new bedroom without increasing the number of units or expanding the existing building will maintain the character of the surrounding area.

(5) Conversion of Dwelling Units to Nonresidential Uses: *N/A*

There shall be a presumption against approving the conversion of dwelling units in the residential zoning districts to nonresidential uses that are allowed pursuant to a use review, or through the substitution of one nonconforming use with another nonconforming use. The presumption against such a conversion may be overcome by a finding that the use to be approved serves another compelling social, human services, governmental or recreational need in the community, including, without limitation, a use for a daycare center, park, religious assembly, social service use, benevolent organization use, art studio or workshop, museum, or an educational use.

Staff Response:

The proposal does not convert dwelling units to nonresidential uses.

(f) Additional Criteria for Expansion of a Nonconforming Use: No application for an expansion of a nonconforming use shall be granted unless all of the following criteria are met in addition to the criteria set forth above: *Meets criteria*

(1) Reasonable Measures Required:

The applicant has undertaken all reasonable measures to reduce or alleviate the effects of the nonconformity upon the surrounding area, including, without limitation, objectionable conditions, glare,

adverse visual impacts, noise pollution, air emissions, vehicular traffic, storage of equipment, materials and refuse, and on-street parking, so that the expansion will not adversely affect the surrounding area.

By removing the existing driveway from 11th street and updating the existing landscaping, additional on-street parking will be created, and the visual aesthetic of the property will be improved to be more consistent with other properties along the street. A new privacy gate added to the covered walkway for the basement apartments will help reduce potential noise from tenants entering and exiting the two lower-level units. Relocating the main entry for one of the basement units from the side of the building to the rear of the building will reduce potential noise at the edge of the property from tenants coming and going.

(2) Reduction in Nonconformity/Improvement of Appearance:

The proposed expansion will either reduce the degree of nonconformity of the use or improve the physical appearance of the structure or the site without increasing the degree of nonconformity.

Converting the garage to a bedroom will not reduce the degree of nonconformity. The applicant proposes to improve the physical appearance of the structure by replacing the garage door with matching shake siding and a new window. A new privacy gate will be added at the entrance to the lower-level units, along the north side of the property. Additional site improvements are also proposed, including the elimination of the existing driveway from 11th Street which complies with the Site Access Control Standards of Section 9-9-5, B.R.C. 1981, and replacing it with landscaping. Updated landscaping on the site will improve the appearance of the property from the street. Improvements include, a new pathway, planting native grasses and shrubs, and replacing the aging wooden retaining wall along the sidewalk with a new concrete block retaining wall. New short-term bike parking will be provided behind a landscape fence, and long-term bike parking will be provided in a new bicycle storage shed in the backyard.

(3) Compliance With This Title:

The expansion complies with all other applicable requirements of this title.

The proposed additional bedroom that constitutes the expansion of the dwelling unit subject to this review does not alter any of the applicable requirements of the Title 9 Land Use Code.

(4) Cannot Reasonably Be Made Conforming:

The existing building or lot cannot reasonably be utilized or made to conform to the requirements of Chapter 9-6, "Use Standards," 9-7, "Form and Bulk Standards," 9-8, "Intensity Standards," or 9-9, "Development Standards," B.R.C. 1981. This paragraph (4) shall not apply to reconstruction or restoration permitted pursuant to Paragraph 9-10-3(c)(4), B.R.C. 1981, with respect to density and other pre-existing nonconformities of the use or nonstandard features of the building.

The site is nonconforming to the density requirements because it contains three dwelling units where only two could be allowed. The use cannot be made to conform to the requirements of this code criterion without eliminating a dwelling unit. As such, the legal nonconforming use cannot reasonably be made conforming.

(5) No Increase in Floor Area Over Ten Percent:

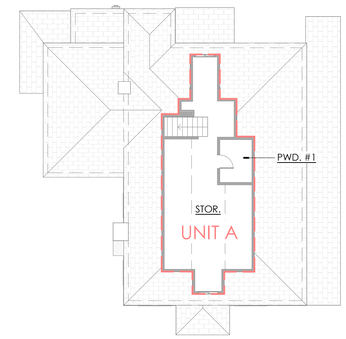
The expansion will not result in a cumulative increase in floor area of more than ten percent of the existing floor area.

A minor expansion of the floor area is created by the addition of a basement walk out and new storage shed for long-term bike parking. The proposed floor area increase is 6%.

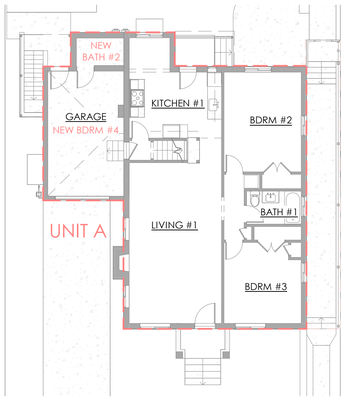
(6) Approving Authority May Grant Zoning Variances:

The approving authority may grant the variances permitted by Subsection 9-2-3(d), B.R.C. 1981, upon finding that the criteria set forth in Subsection 9-2-3(h), B.R.C. 1981, have been met.

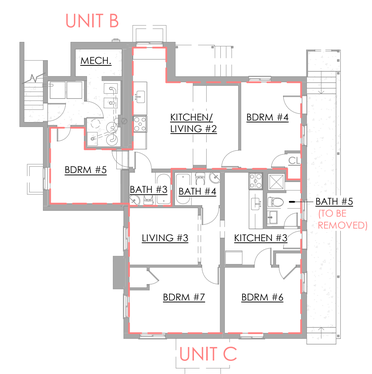
No zoning variances are requested in this proposal.



3 UPPER LEVEL - KEY PLAN — AS BUILT PLAN SHOWN
3/32" = 1'-0"



2 MAIN LEVEL - KEY PLAN — AS BUILT PLAN SHOWN
3/32" = 1'-0"



1 LOWER LEVEL - KEY PLAN — AS BUILT PLAN SHOWN
3/32" = 1'-0"

PLUMBING QTY

UNIT A

(E) PWD #1 (UPPER LEVEL)
- 1 (E) SINK W/ FAUCET
- 1 (E) TOILET

(E) KITCHEN #1
- 1 (E) SINK W/ FAUCET
- 1 (E) DISHWASHER

(E) BATH #1
- 1 (E) SINK W/ FAUCET
- 1 (E) TOILET
- 1 (E) TUB

NEW BATH #2
- 1 NEW SINK W/ FAUCET
- 1 NEW TOILET
- 1 NEW SHOWER

(E) HALL LAUNDRY
- 1 (E) STACKABLE WASHER/DRYER

UNIT B

KIT./LIVING #2 (REMODELED)
- 1 NEW SINK W/ FAUCET (REPLACEMENT)
- 1 NEW WASHER/DRYER

(E) BATH #3
- 1 (E) SINK W/ FAUCET
- 1 (E) TOILET
- 1 (E) TUB

UNIT C

KITCHEN #3 (REMODELED)
- 1 NEW SINK W/ FAUCET (REPLACEMENT)

(E) BATH #4
- 1 (E) SINK W/ FAUCET
- 1 (E) TOILET
- 1 (E) TUB

EXTERIOR
- 1 (E) HOSE BIBBS

ROOMS COUNTS

TOTAL	EXISTING	NEW
BEDROOMS:	6	**7**
FULL BATHS:	3	**3**
3/4 BATHS:	1	**1**
1/2 BATHS:	1	**1**

UNIT A	EXISTING	NEW
BEDROOMS:	2	**3**
FULL BATHS:	1	**1**
3/4 BATHS:	0	**1**
1/2 BATHS:	1	**1**

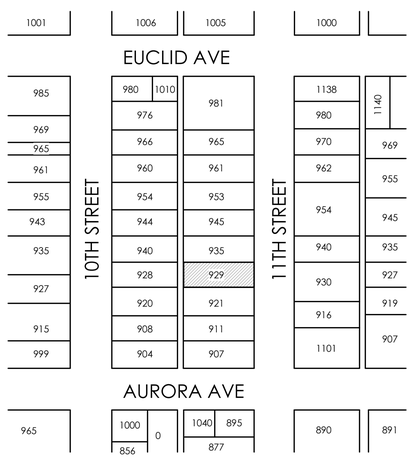
UNIT B	EXISTING	NEW
BEDROOMS:	2	**2**
FULL BATHS:	1	**1**
3/4 BATHS:	0	**0**
1/2 BATHS:	0	**0**

UNIT C	EXISTING	NEW
BEDROOMS:	2	**2**
FULL BATHS:	1	**1**
3/4 BATHS:	1	**0**
1/2 BATHS:	0	**0**

VICINITY MAP

APPROX. 1" = 10'-0" SCALE

IDENTICAL TO SEPARATE VICINITY MAP ATTACHMENT



(E) PROJECT AREAS

EXISTING F.A.R.	2,136 SF
(E) LOWER LEVEL	**+383 SF**
· TOTAL LOWER LEVEL AREA	*1,390 SF*
· UNF. MECHANICAL AREA	*155 SF*
· PORTION TOWARDS F.A.R. (28%)	*+383 SF*
(1,390 SF x 0.28 = 383 SF)	
(E) MAIN LEVEL	**+1,393 SF**
· LIVING AREA	*+1,112 SF*
· ATTACHED GARAGE	*+281 SF*
(E) UPPER LEVEL	**+360 SF**
· UPPER LEVEL	*+380 SF*
· MINUS STAIRWELL	*-20 SF*
EXISTING BLDG. COV.	1,679 SF
(E) MAIN LEVEL FOOTPRINT	**+1,396 SF**
(E) FRONT PORCH	**+0 SF**
TOTAL BEFORE 300 SF EXEMPTION	*35 SF*
(E) SOUTH COV. PATIO (WALK-OUT)	**+64 SF**
(E) NORTH COV. PATIO (WALK-OUT)	**+219 SF**
(E) REAR COVERED DECK/PORCH	**+0 SF**
TOTAL BEFORE 150 SF EXEMPTION	*28 SF*

NEW PROJECT AREAS

MAXIMUM AREAS	
LOT SIZE:	6,098 SF
MAX. FLOOR AREA (F.A.R.):	**3,320 SF**
MAX. BUILDING COVERAGE:	**2,270 SF**
PROPOSED F.A.R.	2,259 SF
(E) LOWER LEVEL	**+416 SF**
· TOTAL LOWER LEVEL AREA	*1,390 SF*
· UNF. MECHANICAL AREA	*155 SF*
*· NEW PORTION TOWARDS F.A.R. (30%)**	*+416 SF*
NEW BSMNT WALK-OUT	
(1,390 SF x 0.30 = 416 SF)	
(E) MAIN LEVEL	**+1,393 SF**
· LIVING AREA	*+1,112 SF*
· ATTACHED GARAGE (CONVERTED)	*+281 SF*
(E) UPPER LEVEL	**+360 SF**
· UPPER LEVEL	*+380 SF*
· MINUS STAIRWELL	*-20 SF*
NEW BIKE SHED	**+90 SF**
PROPOSED BLDG. COV.	1,769 SF
(E) MAIN LEVEL FOOTPRINT	**+1,396 SF**
(E) FRONT PORCH	**+0 SF**
TOTAL BEFORE 300 SF EXEMPTION	*35 SF*
(E) SOUTH COV. PATIO (WALK-OUT)	**+64 SF**
(E) NORTH COV. PATIO (WALK-OUT)	**+219 SF**
(E) REAR COVERED DECK/PORCH	**+0 SF**
TOTAL BEFORE 150 SF EXEMPTION	*28 SF*
NEW BIKE SHED	**+90 SF**
PROPOSED FLOOR AREA RATIO:	**2,259 SF**
· 10% OF EXISTING F.A.R. (2,136 SF x 0.10)	*214 SF*
· PROPOSED F.A.R. INCREASE (2,259 SF - 2,136 SF)	*123 SF*
PROPOSED BLDG. COVERAGE:	**1,769 SF**

REMAINING AREAS	
REMAINING FLOOR AREA (F.A.R.)	*+1,061 SF*
REMAINING BUILDING COVERAGE:	*+501 SF*

(BRIEF) SCOPE OF WORK

GARAGE CONVERSION TO NEW BED/BATH
- REMOVE EXISTING GARAGE DOOR AND INFILL WITH NEW EXTERIOR WALL AND EGRESS WINDOW
- REMOVE/RELOCATE EXISTING EXTERIOR DOOR (AT REAR YARD)
- NEW FURRING AT EXTERIOR WALL FOR INSULATION
- NEW DRYWALL CEILING WITH ROOF INSULATION
- NEW FLOOR FURRING WITH FLOOR INSULATION
- NEW BEDROOM AND 3/4 BATH
- NEW BASEBOARD HEAT AND/OR MINI-SPLIT HEATING/COOLING.

SITE WORK
- REMOVE EXISTING CURB-CUT AND REPLACE WITH CURB, PER CITY OF BOULDER DETAIL.
- REMOVE EXISTING ASPHALT DRIVEWAY AND APRON IN ROW.
- REMOVE EXISTING TREE AND FENCING FOR NEW OFF-STREET PARKING AREA IN REAR YARD (ACCESSED FROM ALLEY).
- NEW LANDSCAPING PER LANDSCAPE PLAN, INCLUDING NEW GRASSES WHERE DRIVEWAY REMOVED AND NEW FLAGSTONE WALKWAY.
- NEW WOOD FENCING AND GATE(S)
- NEW LONG-TERM BICYCLE PARKING IN REAR YARD
- NEW SHORT-TERM BICYCLE PARKING IN FRONT YARD.

NEW BASEMENT WALK-OUT
- NEW EXCAVATED WALK-OUT WITH NEW EXTERIOR DOOR IN PREVIOUS WINDOW OPENING

INTERIOR ALTERATION(S) - UNIT #B
- KITCHEN REMODEL WITH NEW CABINETS AND COUNTERTOPS, FIXTURE AND APPLIANCE LOCATIONS
- INCLUDES NEW BASEMENT WALK-OUT

INTERIOR ALTERATION(S) - UNIT #C
- DEMO EXISTING 3/4 BATH AND KITCHEN
- DEMO EXISTING INTERIOR WALLS FOR NEW KITCHEN/DINING
- KITCHEN REMODEL WITH NEW CABINETS AND COUNTERTOPS, FIXTURE AND APPLIANCE LOCATIONS

PROJECT INFORMATION

ADDRESS:	929 11TH STREET BOULDER, CO 80302
FULL LEGAL DESCRIPTION:	**LOTS 29-30 BLK 11 UNIVERSITY PLACE**
PARCEL NUMBER:	146331313016
NEIGHBORHOOD:	102 - UNIV HILL
SUBDIVISION:	UNIVERSITY PLACE - BO
HIST. LANDMARK DISTRICT:	N/A
LOT SIZE:	±6,098 SF

ZONING INFORMATION

JURISDICTION:	CITY OF BOULDER
ZONING:	**RL-1**
FLOOD PLAIN:	ZONE X / NO
INDIVIDUAL HIST. LANDMARK:	NO

BUILDING INFORMATION

YEAR BUILT:	1937
BUILDING DESCRIPTION:	TWO-STORY BRICK STRUCTURE W/ WALK-OUT BASEMENT

EXISTING AREAS

FIN. BASEMENT AREA:	1,053 SF
MAIN LEVEL FIN. AREA:	1,133 SF
UPPER LEVEL FIN. AREA:	405 SF
ATTACHED GARAGE AREA:	240 SF
PORCH AREA:	310 SF

(PER BOULDER COUNTY PROPERTY ASSESSOR)

CONTACT LIST

OWNER

929 PARTNERS LLC
CONTACT: KARLSTON NASSER
KNASSER@VIVERPROPERTIES.COM

ARCHITECT

J CREATIVE
JEREMY R SMITH, AIA, NCARB
JEREMY@J-CREATIVE.ORG

SURVEYOR (ILC)

FLATIRONS, INC.
SURVEYOR: TOM WILLIS
P: 303-443-7001

CODES PER JURISDICTION

CITY OF BOULDER

2018 INT'L. BUILDING CODE (IBC)
2018 INT'L. RESIDENTIAL CODE (IRC)
2018 INT'L. FIRE CODE (IFC)
2018 INT'L. MECHANICAL CODE (IMC)
2018 INT'L. PLUMBING CODE (IPC)
2018 INT'L. FUEL GAS CODE (IFGC)
2018 INT'L. ENERGY CONS. CODE (IECC)
2018 INT'L. PROPERTY MAINT. CODE (IPMC)
2018 INT'L. WILDL. URBAN INTERF. CODE (IWUIC)
2023 NAT'L. ELECTRICAL CODE (NEC)
2024 CITY OF BOULDER ENERGY CONS. CODE "COBECC" ADOPTED BOULDER REVISED CODE

SHEET LIST

ARCHITECTURAL PLANS

j creative
DENVER, COLORADO
404.401.1089
JEREMY@J-CREATIVE.ORG

Garage Conversion and Remodel

929 11th Street
Boulder, CO 80302

USE REVIEW SUBMITTAL SET

ISSUE RECORD:

1	09/16/25	USE REVIEW COMMENTS #1

PROJECT NO: **N/A**
AUTHOR: **JRS**
ISSUE DATE: **09/16/25**
SHEET TITLE:

COVER SHEET AND NOTES

SHEET NUMBER:

A0

VEHICLE PARKING

- NEW OFF-STREET PARKING TO BE PROVIDED WITH CONVERSION OF GARAGE AND REMOVAL OF DRIVEWAY (ON 11TH STREET).
- PARKING PER CITY OF BOULDER STANDARDS (RL ZONING):
  - 1-BEDROOM DU = 1 SPACE
  - 2-BEDROOM DU = 1.5 SPACES
  - 3-BEDROOM DU = 2 SPACES
  - 4-BEDROOM DU = 3 SPACES

TOTAL SPACES REQUIRED	5 SPACES
UNIT A (3 BEDROOMS)	2 SPACES
UNIT B (2 BEDROOMS)	1.5 SPACES
UNIT C (2 BEDROOMS)	1.5 SPACES

BICYCLE PARKING

- NEW OFF-STREET BICYCLE PARKING TO BE PROVIDED, PER TABLE 9-8.
- BICYCLE PARKING TO BE PROVIDED IN REAR YARD, IN NEW FENCED ENCLOSURE PER LONG-TERM PARKING REQUIREMENTS.
- LONG-TERM BICYCLE PARKING PROVIDED IN REAR YARD, SW OF STRUCTURE ON EXISTING PATIO, IN NEW BICYCLE LOCKER (SHED).
- SHORT-TERM BICYCLE PARKING PROVIDED AT SE OF STRUCTURE IN LANDSCAPED YARD.

TOTAL SPACES REQUIRED

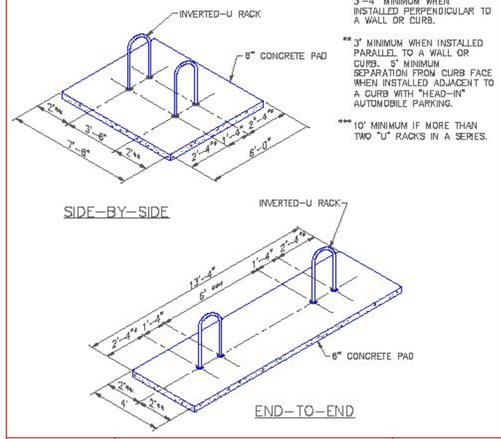
UNITS A+B+C	6 SPACES TOTAL
	5 LONG-TERM (75%)
	2 SHORT-TERM (25%)

**NUMBER OF SPACES ROUNDED UP DUE TO TOTAL SPACES BEING LESS THAN 5.*

CITY OF BOULDER - INVERTED U-RACK

NOTES:

EXPOSED CONCRETE SURFACE TO BE BROOM FINISHED. PAD SIZE MAY VARY AS DIRECTED BY THE ENGINEER. PAD IS TO BE CONSTRUCTED WITH CLASS B CONCRETE. EXCAVATION AND/OR EMBANKMENT REQUIRED FOR PAD CONSTRUCTION WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PAD. CONCRETE SHALL BE SLOPED AT 2% TO DRAIN.



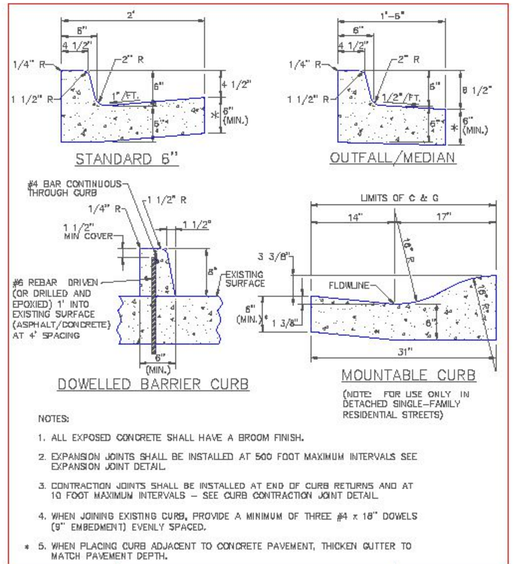
* 3'-4" MINIMUM WHEN INSTALLED PERPENDICULAR TO A WALL OR CURB.

** 3' MINIMUM WHEN INSTALLED PARALLEL TO A WALL OR CURB. 5' MINIMUM SEPARATION FROM CURB FACE WHEN INSTALLED ADJACENT TO A CURB WITH "HEAD-IN" AUTOMOBILE PARKING.

*** 10' MINIMUM IF MORE THAN TWO "U" RACKS IN A SERIES.

DRAWN BY: JSH CHECKED BY: RJH APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO INVERTED "U" BICYCLE RACKS	ISSUED: JULY 2, 1998 REVISED: OCT 6, 2009 DRAWING NO. 2.52.B

CITY OF BOULDER - CURB CUT DETAIL



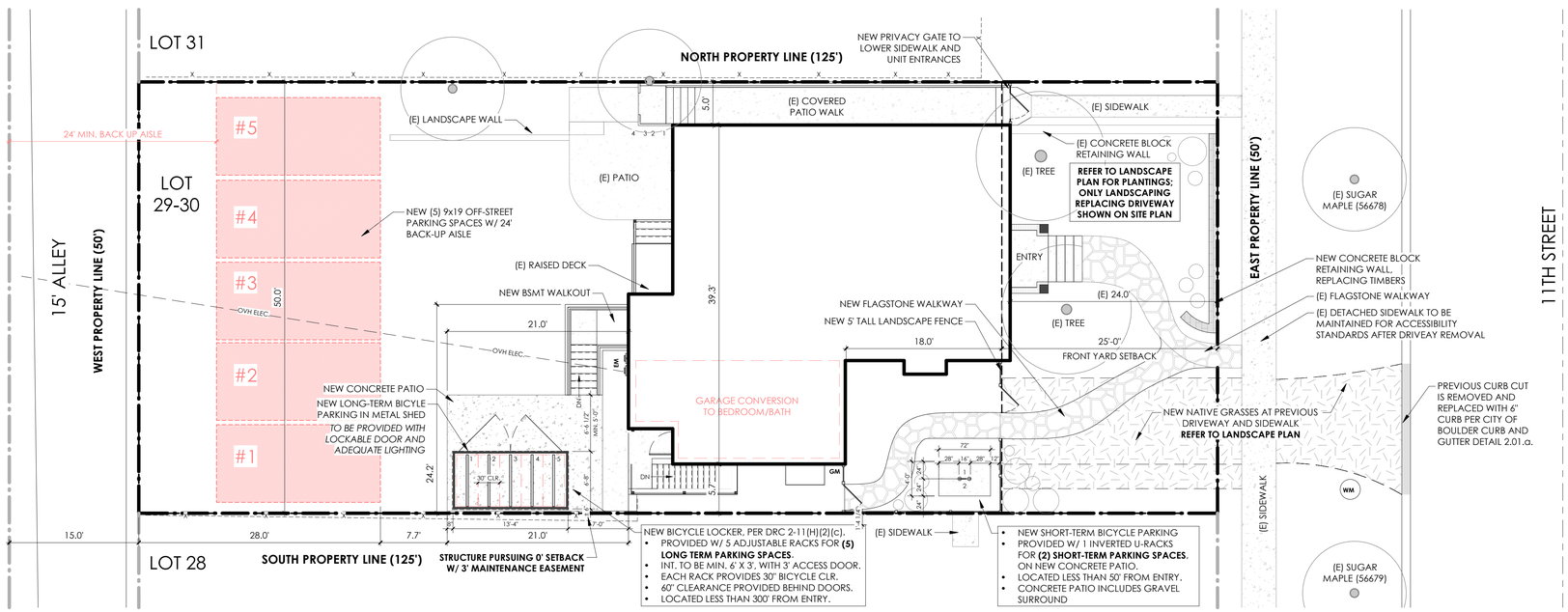
NOTES:

1. ALL EXPOSED CONCRETE SHALL HAVE A BROOM FINISH.
2. EXPANSION JOINTS SHALL BE INSTALLED AT 500 FOOT MAXIMUM INTERVALS SEE EXPANSION JOINT DETAIL.
3. CONTRACTION JOINTS SHALL BE INSTALLED AT END OF CURB RETURNS AND AT 10 FOOT MAXIMUM INTERVALS – SEE CURB CONTRACTION JOINT DETAIL.
4. WHEN JOINING EXISTING CURB, PROVIDE A MINIMUM OF THREE #4 x 18" DOWELS (9" EMBEDMENT) EVENLY SPACED.
5. * WHEN PLACING CURB ADJACENT TO CONCRETE PAVEMENT, THICKEN GUTTER TO MATCH PAVEMENT DEPTH.

DRAWN BY: JSH CHECKED BY: RJH APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO CURB AND GUTTER	ISSUED: JULY 2, 1998 REVISED: OCT 6, 2009 DRAWING NO. 2.01.A

SITE SYMBOL LEGEND

- PROPERTY LINE
- SETBACK / EASEMENT
- EXISTING CONTOUR LINE
- 5280 99 NEW CONTOUR LINE
- WOOD FENCE
- CHAIN LINK FENCE
- DRAIN SUBSURFACE DRAIN LINE
- PREVIOUS STRUCTURE
- EXISTING STRUCTURE
- NEW STRUCTURE
- PARKING STALL (9' X 19')
- NEW WALL
- CONCRETE FLATWORKS
- GRAVEL
- LANDSCAPE STONE
- GRASS, TURF
- GRASS, NATIVE
- TREE
- SHRUB
- WM WATER METER
- GM GAS METER
- EM ELECTRICAL METER
- EP ELECTRICAL PANEL



1 SITE PLAN - NEW
1/8" = 1'-0"

SITE WORK

- REMOVE EXISTING SITE ACCESSA ND CURB CUT ON 11TH STREET.
- REMOVE EXISTING DRIVEWAY AND SIDEWALK. REPLACE WITH LANDSCAPING (GRASS).
- PROVIDE NEW SHORT TERM AND LONG TERM BICYCLE PARKING, WITH NEW CONCRETE PATIOS.
- PROVIDE NEW LANDSCAPE FENCING, PER CITY OF BOULDER REQ'S. HEIGHT TO BE LESS THAN 6FT. FENCE COMPLIANT WITH WILDLAND URBAN INTERFACE REGULATIONS.
- REPLACE EXISTING WOOD RETAINING WALL WITH STONE.
- REFER TO LANDSCAPE PLAN FOR ADD'L LANDSCAPING NOTES, INCLUDING NEW FLATWORKS, PLANTINGS, AND RETAINING WALL.
- PROVIDE NEW PARKING AREA AT REAR YARD, PER CITY OF BOULDER STANDARDS.
  - REMOVE EXISTING TREE AT REAR ALLEY
  - REMOVE EXISTING FENCING AS REQUIRED FOR NEW PARKING AREA
- PROVIDE NEW BASEMENT WALK-OUT

j creative
DENVER, COLORADO
404.401.1089
JEREMY@J-CREATIVE.ORG

Garage Conversion and Remodel

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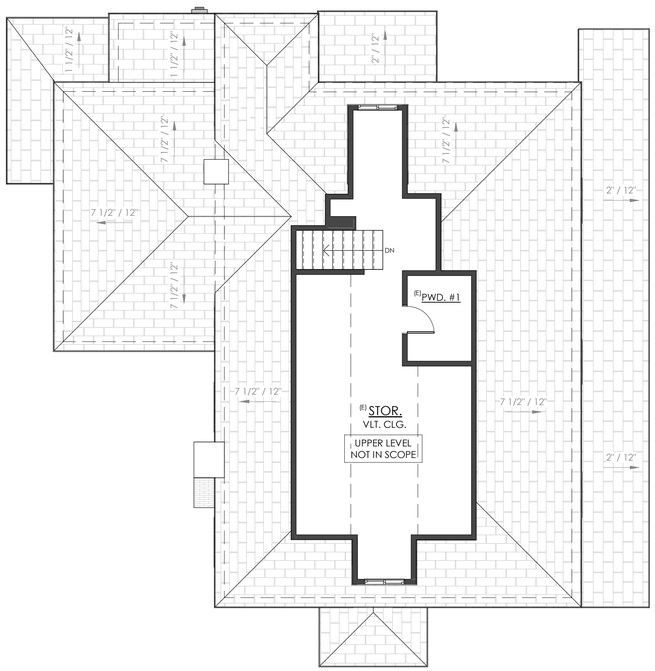
Boulder, CO 80302

USE REVIEW SUBMITTAL SET

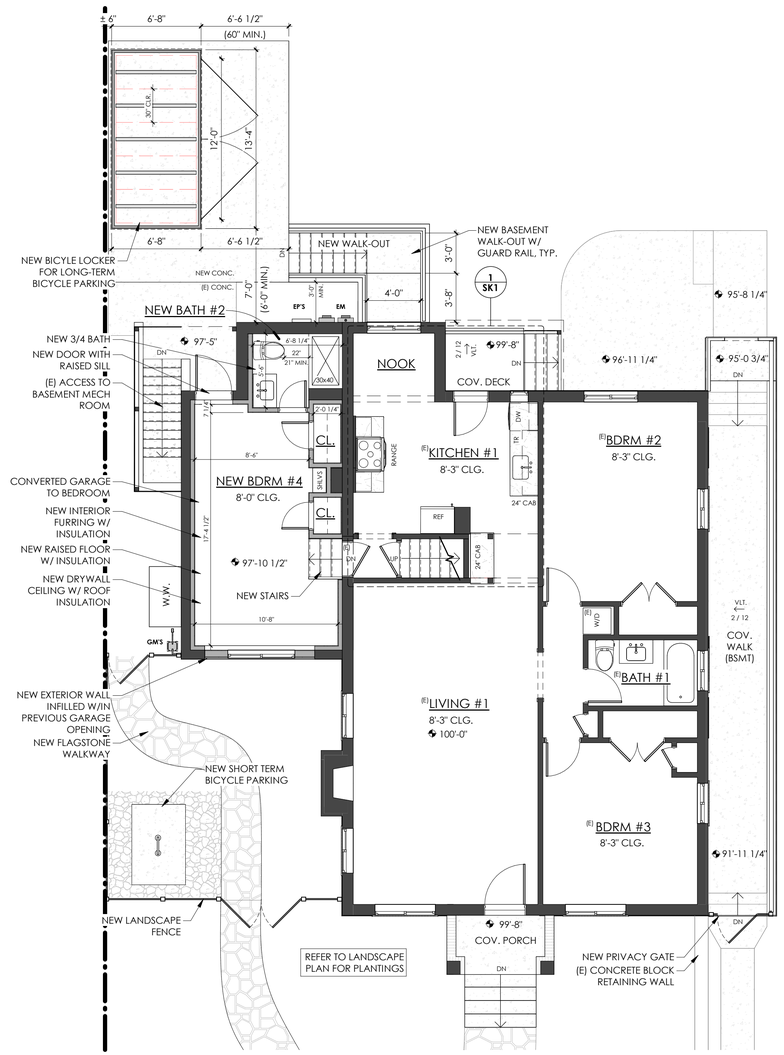
ISSUE RECORD:

1	09/16/25	USE REVIEW COMMENTS #1

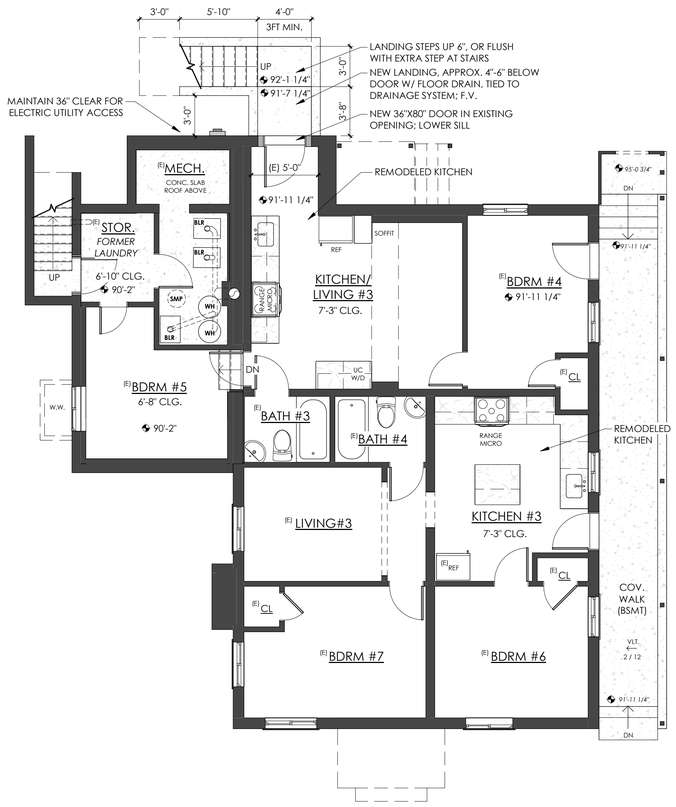
PROJECT NO:	N/A
AUTHOR:	JRS
ISSUE DATE:	09/16/25
SHEET TITLE:	PROPOSED SITE PLAN
SHEET NUMBER:	A1



3 UPPER LEVEL - NEW
3/16" = 1'-0"



2 MAIN LEVEL - NEW
3/16" = 1'-0"



1 LOWER LEVEL - NEW
3/16" = 1'-0"

PLAN LEGEND

- EXISTING WALL
- NEW WALL
- WALL TO DEMOLISH
- LINE ABOVE

3/16" SCALE
1' 2' 5' 10'

PLAN NOTES

1. DIMENSIONS TO EXISTING WALLS ARE TO FINISHED FACE (DRYWALL), TYP.
2. DIMENSIONS TO NEW WALLS ARE TO FINISHED FACE (DRYWALL), TYP.

PLAN NORTH
TRUE NORTH

jcreative
DENVER, COLORADO
404.401.1089
JEREMY@J-CREATIVE.ORG

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USE REVIEW SUBMITTAL SET

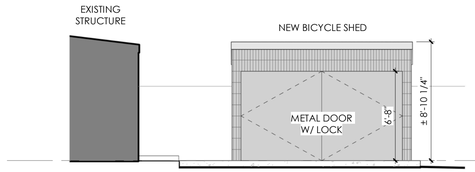
ISSUE RECORD:
1 09/16/25 USE REVIEW COMMENTS #1

PROJECT NO: N/A
AUTHOR: JRS
ISSUE DATE: 09/16/25
SHEET TITLE:

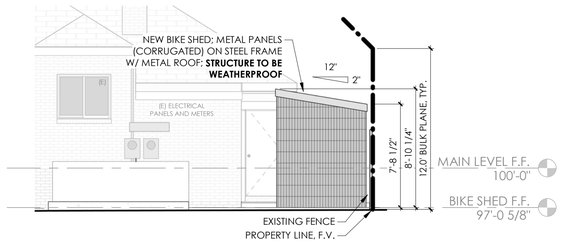
PROPOSED PLANS

SHEET NUMBER:

A2

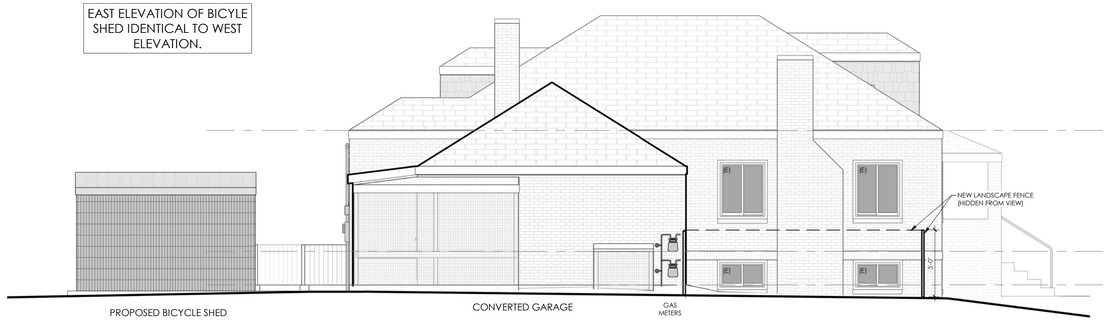


6 BIKE SHED - NORTH ELEVATION
3/16" = 1'-0"

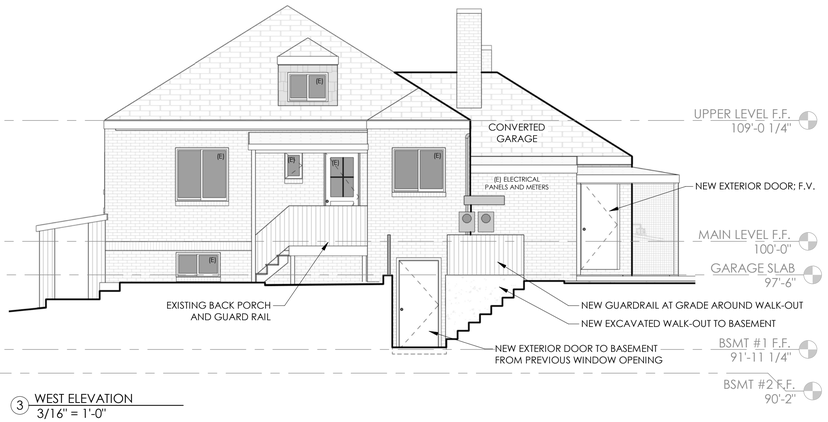


5 BIKE SHED - WEST ELEVATION
3/16" = 1'-0"

EAST ELEVATION OF BICYLE SHED IDENTICAL TO WEST ELEVATION.

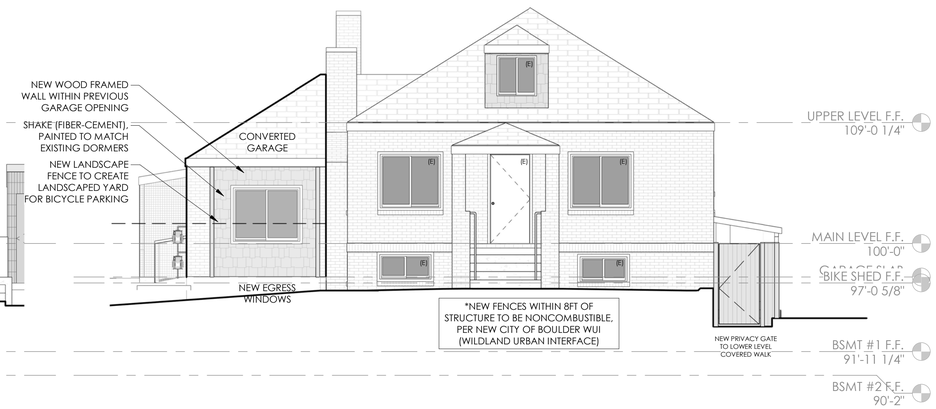


4 SOUTH ELEVATION
3/16" = 1'-0"



3 WEST ELEVATION
3/16" = 1'-0"

2 NORTH ELEVATION
3/16" = 1'-0"



1 EAST ELEVATION
3/16" = 1'-0"

ELEVATION LEGEND

3/16" SCALE
1' 2' 5' 10'

- BRICK, MIXED COLORS
- SHAKE STYLE SIDING, PAINTED
- WOOD FENCE *NON-COMBUSTIBLE
- ASPHALT SHINGLES, GRAY
- CONCRETE, TYP.
- METAL ROOF, TYP.
- CORRUGATED METAL WALL (SOLID/WEATHER PROOF)

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404.401.1089
JEREMY@J-CREATIVE.ORG

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USE REVIEW SUBMITTAL SET

ISSUE RECORD:

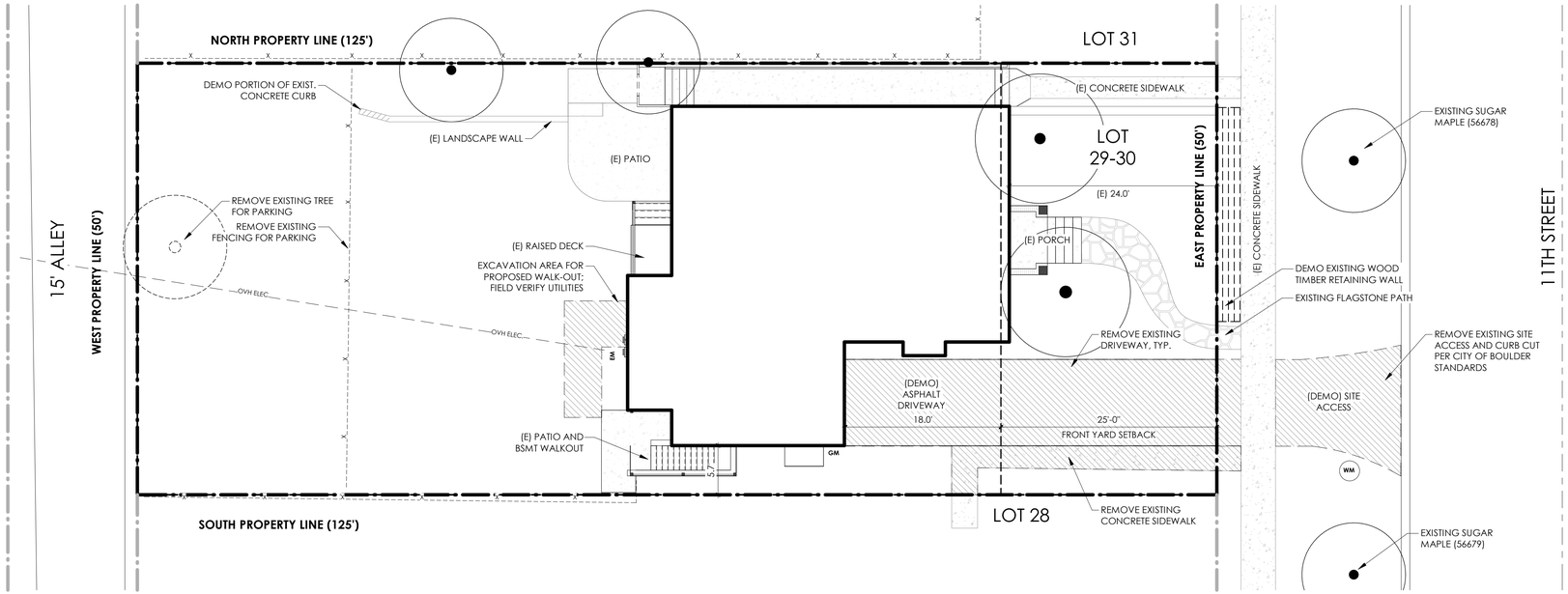
1	09/16/25	USE REVIEW COMMENTS #1

PROJECT NO: N/A
AUTHOR: JRS
ISSUE DATE: 09/16/25
SHEET TITLE:

PROPOSED ELEVATIONS / BIKE SHED

SHEET NUMBER:

A3



1 SITE PLAN - DEMO
1/8" = 1'-0"

SITE SYMBOL LEGEND

- PROPERTY LINE
- SETBACK / EASEMENT
- EXISTING CONTOUR LINE
- 5280 99' NEW CONTOUR LINE
- WOOD FENCE
- CHAIN LINK FENCE
- DRAIN SUBSURFACE DRAIN LINE
- PREVIOUS STRUCTURE
- EXISTING STRUCTURE
- NEW STRUCTURE
- PARKING STALL (9' X 19)
- NEW WALL
- CONCRETE FLATWORKS
- GRAVEL
- LANDSCAPE STONE
- GRASS, TURF
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DENVER, COLORADO
404.401.1089
JEREMY@J-CREATIVE.ORG

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USE REVIEW SUBMITTAL SET

ISSUE RECORD:

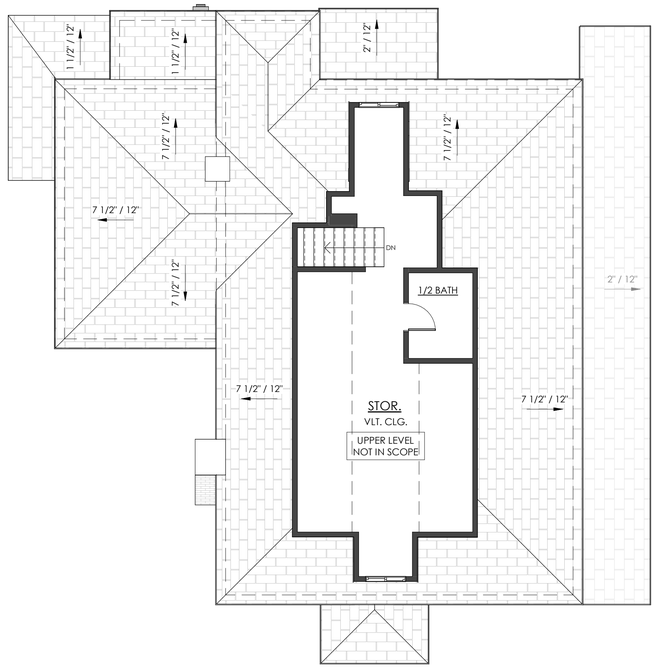
1	09/16/25	USE REVIEW COMMENTS #1

PROJECT NO: N/A
AUTHOR: JRS
ISSUE DATE: 09/16/25
SHEET TITLE:

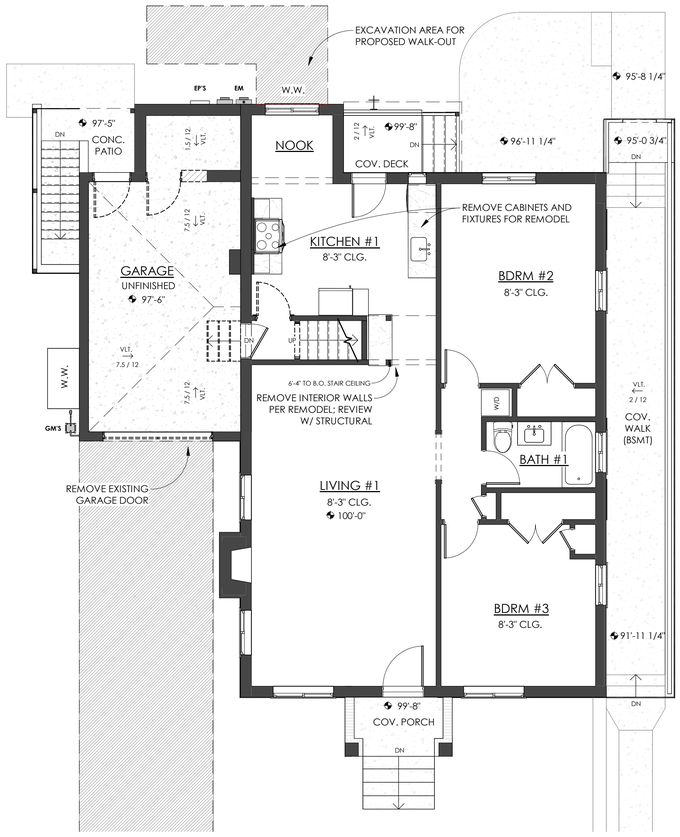
DEMOLITION SITE PLAN

SHEET NUMBER:

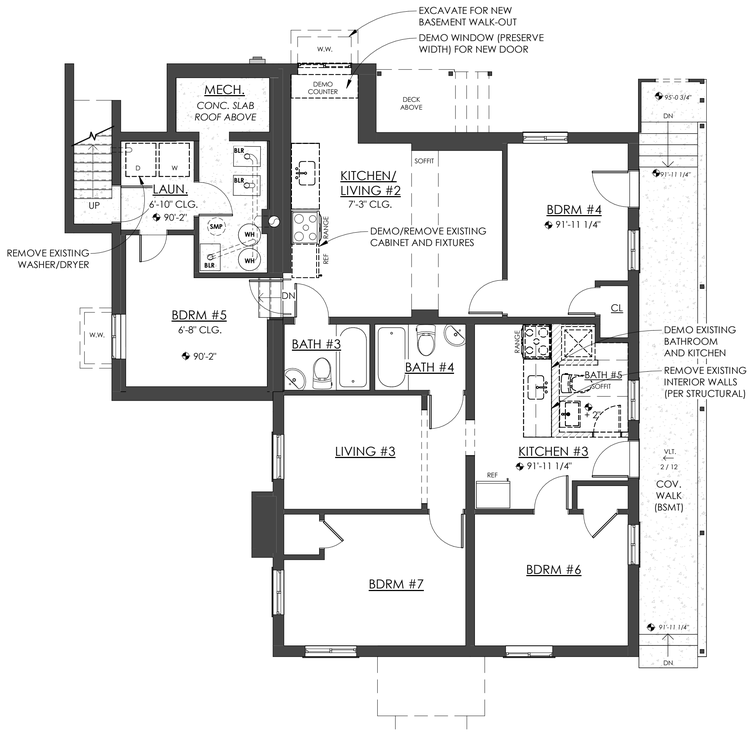
D1



3 UPPER LEVEL - DEMO
3/16" = 1'-0"



2 MAIN LEVEL - DEMO
3/16" = 1'-0"



1 LOWER LEVEL - DEMO
3/16" = 1'-0"

PLAN LEGEND

- EXISTING WALL
- NEW WALL
- WALL TO DEMOLISH
- LINE ABOVE

3/16" SCALE
1' 2' 5' 10'

PLAN NOTES

1. DIMENSIONS TO EXISTING WALLS ARE TO FINISHED FACE (DRYWALL), TYP.
2. DIMENSIONS TO NEW WALLS ARE TO FINISHED FACE (DRYWALL), TYP.

PLAN NORTH
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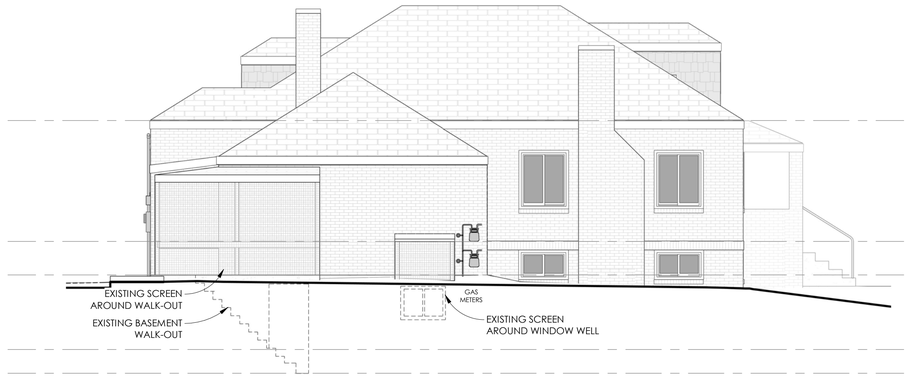
USE REVIEW SUBMITTAL SET

ISSUE RECORD:

PROJECT NO:	N/A
AUTHOR:	JRS
ISSUE DATE:	09/16/25
SHEET TITLE:	DEMOLITION PLANS
SHEET NUMBER:	D2



3 SOUTH ELEVATION
3/16" = 1'-0"

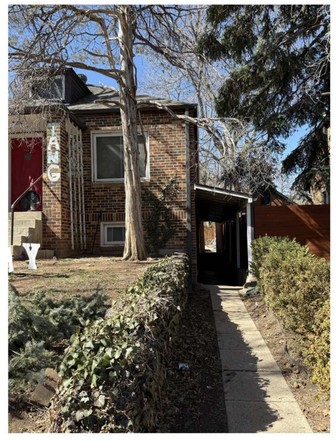
4 WEST ELEVATION
3/16" = 1'-0"

2 NORTH ELEVATION
3/16" = 1'-0"

1 EAST ELEVATION
3/16" = 1'-0"

VIEW AT EXISTING GARAGE

VIEW AT FRONT OF HOUSE



VIEW AT NORTH WALK-OUT

ELEVATION LEGEND

3/16" SCALE
1' 2' 5' 10'

- BRICK, MIXED COLORS
- SHAKE STYLE SIDING, PAINTED
- WOOD FENCE *NON-COMBUSTIBLE
- ASPHALT SHINGLES, GRAY
- CONCRETE, TYP.
- METAL ROOF, TYP.
- CORRUGATED METAL WALL (SOLID/WEATHER PROOF)

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USE REVIEW SUBMITTAL SET

ISSUE RECORD:

PROJECT NO:	N/A
AUTHOR:	JRS
ISSUE DATE:	09/16/25

SHEET TITLE:
DEMOLITION ELEVATIONS

SHEET NUMBER:
D3

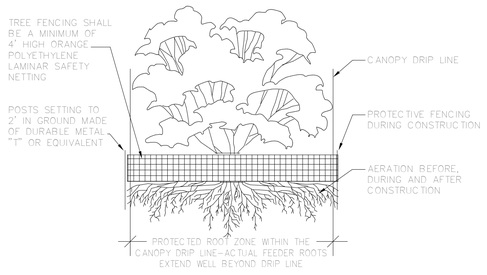
LANDSCAPE NOTES

PER CITY OF BOULDER STANDARDS.

1. LANDSCAPING SCHEDULE: (A) NOTHING SHALL BE PLANTED BETWEEN OCTOBER 15 AND MARCH 1 WITHOUT PRIOR WRITTEN APPROVAL OF THE CITY. STOCK, OTHER THAN CONTAINER-GROWN STOCK, SHALL NOT BE PLANTED BETWEEN JUNE 1 AND SEPTEMBER 1 WITHOUT PRIOR WRITTEN APPROVAL OF THE CITY. BARE ROOT STOCK SHALL NOT BE PLANTED AFTER APRIL 30 OR IF PLANTS HAVE BEGUN TO LEAF OUT. (B) NOTHING SHALL BE PLANTED DURING FREEZING OR EXCESSIVELY WINDY, HOT, OR WET WEATHER OR WHEN THE GROUND CONDITIONS CANNOT BE PROPERLY WORKED FOR DIGGING, MIXING, RAKING, OR GRADING. (C) NOTHING SHALL BE PLANTED UNTIL THE ADJACENT SITE IMPROVEMENTS, PAVEMENTS, IRRIGATION INSTALLATION AND FINISH GRADING IS COMPLETED. THE CONTRACTOR SHALL TEST THE IRRIGATION SYSTEM IN THE PRESENCE OF THE DIRECTOR. THE IRRIGATION SYSTEM SHALL BE IN APPROVED, OPERATING CONDITION PRIOR TO ANY PLANTING.
2. SITE PREPARATION AND ALL PLANTING FOR ALL NEW PLANTING AREAS OR DISTURBED AREAS SHALL BE COMPLETED, AT A MINIMUM, IN ACCORDANCE WITH THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS. SITE PREPARATION SHALL INCLUDE TILLING THE SOIL TO A MINIMUM DEPTH OF SIX INCHES BELOW THE FINISHED GRADE, TOGETHER WITH SOIL AMENDMENTS THAT ARE APPROPRIATE TO ENSURE THE HEALTH AND SUSTAINABILITY OF THE LANDSCAPING TO BE PLANTED.
3. ALL NEW PLANTING BEDS AND A 3-FOOT DIAMETER RING AT THE BASE OF NEW TREE WITHIN SOD OR SEEDED AREAS SHALL BE MULCHED WITH ORGANIC MULCH AT LEAST 4" DEEP. WEED BARRIER FABRIC SHALL NOT TO BE USED IN ANY NEW PLANTING AREAS.
4. GRAVEL, ROCK MULCH, OR CRUSHER FINES SHALL BE REMOVED FROM UNDER STREET TREES AND REPLACED WITH ORGANIC MULCH. NEW ROCK OR GRAVEL MAY NOT BE USED IN NEW PLANTING AREAS AND MAY ONLY BE USED AS A SPECIFIC ORNAMENTAL FEATURE IN LIMITED AREAS (SUCH AS AT THE BOTTOM OF A DRAINAGE SWALE OR DRY RIVER BED) OR AS A PEDESTRIAN PATH OR PATIO.
5. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED FOR ALL NEW LANDSCAPING AND NEW OR EXISTING STREET TREES IF ONE DOES NOT CURRENTLY EXISTING. INSTALL A SMART SYSTEM THAT ADJUSTS FOR RAINFALL, SOIL MOISTURE, AND OTHER WEATHER FACTORS FOR ALL NEW IRRIGATION ZONES.
6. PROTECTIVE MAINTENANCE: AN APPLICANT FOR CONSTRUCTION APPROVAL SHALL PROVIDE MAINTENANCE AND CARE FOR ALL EXISTING TREES REQUIRED TO BE PROTECTED IN THE PUBLIC RIGHT-OFWAY ADJACENT TO ANY PROJECT OR CONSTRUCTION SITE DURING CONSTRUCTION ACTIVITIES AND THE PUBLIC IMPROVEMENT WARRANTY PERIOD TO ENSURE THAT EXISTING TREES SURVIVE AND ARE NOT DAMAGED. REFER TO CHAPTER 3 OF THE DESIGN AND CONSTRUCTION STANDARDS FOR ALL TREE PROTECTION REQUIREMENTS.
7. ALL NEW TREES SHALL BE LOCATED A MINIMUM OF 10' FROM ANY EXISTING WATER OR SEWER UTILITY LINES OR FROM LIGHT POLES OR OVERHEAD UTILITY POLES. ALL NEW UTILITY LINES SHALL BE LOCATED A MINIMUM OF 10' FROM ANY EXISTING PUBLIC STREET TREE.

LANDSCAPE DETAILS

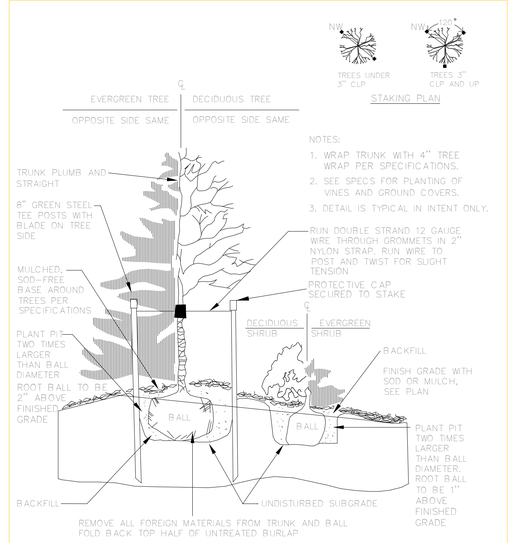
PER CITY OF BOULDER STANDARDS.



DRAWN BY: JSH CHECKED BY: RJH APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO PROTECTED ROOT ZONE AND DRIP LINE	ISSUED: JULY 2, 1998 REVISED: OCT. 17, 2000 DRAWING NO. 3.12

LANDSCAPE DETAILS

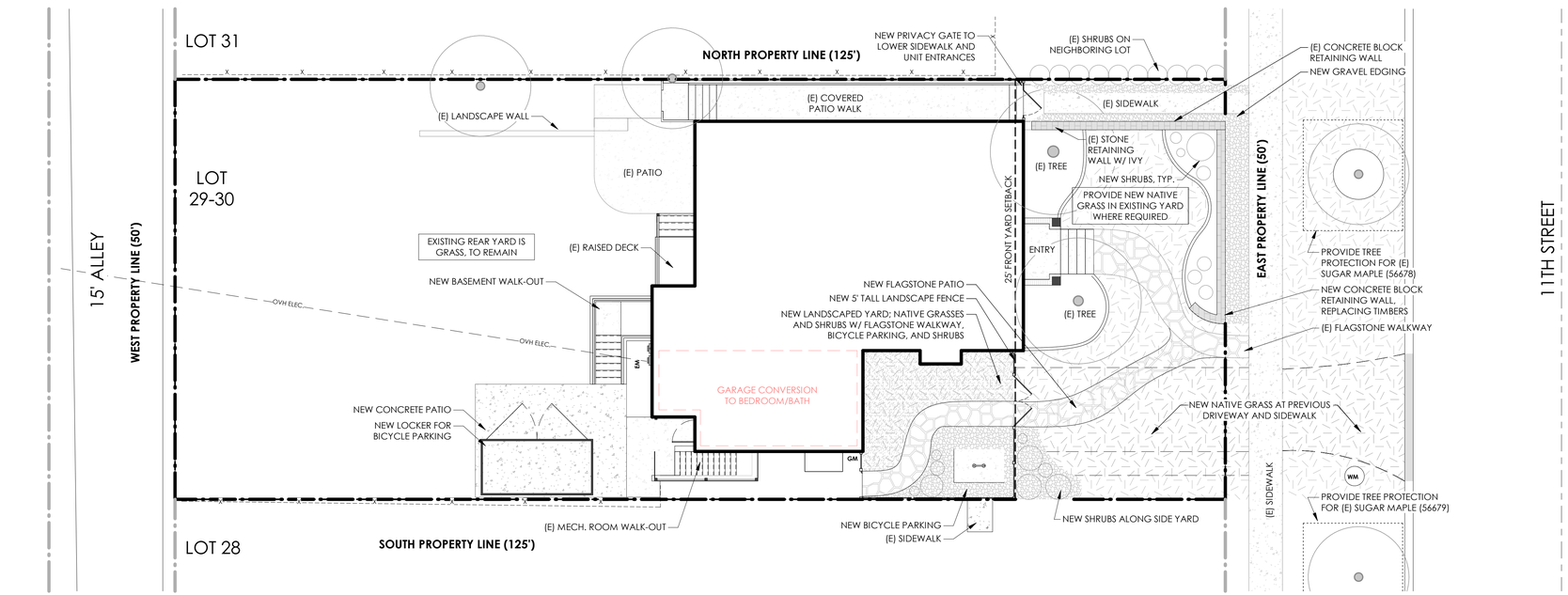
PER CITY OF BOULDER STANDARDS.



DRAWN BY: JSH CHECKED BY: SRW APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO TREES AND SHRUBS PLANTING DETAIL	ISSUED: JULY 2, 1998 REVISED: OCT. 17, 2000 DRAWING NO. 3.02

LANDSCAPE LEGEND

- PROPERTY LINE
- SETBACK / EASEMENT
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE (5280 — 99)
- WOOD FENCE
- CHAIN LINK FENCE
- TREE PROTECTION
- CONCRETE FLATWORKS
- GRAVEL
- FLAGSTONE PATH
- CONCRETE BLOCK RETAINING WALL
- GRASS, TURF
- GRASS, NATIVE
- GRASS/TURF
- NATIVE SEED W/ WILDFLOWERS
- TREE
- SHRUB



1 LANDSCAPE PLAN
1/8" = 1'-0"

LANDSCAPE SCOPE

1. EXISTING CURB CUT ON 11TH STREET TO BE REMOVED AND REPLACED PER CITY OF BOULDER STANDARDS.
2. PROVIDE PROTECTION FOR (2) EXISTING STREET TREES, AS INDICATED ON LANDSCAPE PLAN.
3. PROVIDE PROTECTION TO EXISTING TREES IN FRONT YARD, WHERE CONSTRUCTION MAY OCCUR.
4. PROVIDE NATIVE GRASS WITH SPRAY IRRIGATION AND XERIC SHRUBS TO ACHIEVE FULL PLANT COVERAGE W/ DRIP IRRIGATION, TO BE LOCATED WITHIN THE PUBLIC RIGHT OF WAY REGION OF FRONT YARD LANDSCAPE SETBACK - AT LOCATIONS WHERE PREVIOUS DRIVEWAY/SIDEWALK ARE REMOVED.
5. TOTAL TURF GRASS TO REMAIN LESS THAN 25% OF TOTAL LANDSCAPED LOT.
6. PROVIDE NEW SHRUBS/BUSHES IN VARIOUS LOCATIONS OF FRONT YARD TO IMPROVE LANDSCAPING CHARACTER OF LOT.
7. REPLACE EXISTING WOOD TIMBER RETAINING WALL WITH NEW FLAGSTONE RETAINING WALL, TYP.
8. PROVIDE NEW 3-FOOT DIAMETER RINGS AT EXISTING TREES WITH ORGANIC MULCH.
9. REPAIR/REPLACE EXISTING NATIVE GRASSES AS REQUIRED IN FRONT YARD.
10. PROVIDE MIN. 5' CLEAR BETWEEN FOUNDATION AND PLANTINGS.
11. PROVIDE NEW LANDSCAPE WALKWAY.
12. NEW CONCRETE PATIOS WHERE BICYCLE PARKING IS REQUIRED.

IRRIGATION NOTES:

1. PROJECT TO MAINTAIN ACTIVE IRRIGATION TO ALL RIGHT OF WAY PUBLIC TREES DURING THE GROWING SEASON.
2. INSTALLATION OF NEW IRRIGATION SYSTEM MAINLINES, LATERALS, DRIPLINES, VALVES, OR HEADS MAY NOT IMPACT THE ROOT SYSTEMS OF EXISTING PUBLIC TREES.

j creative
DENVER, COLORADO
404.401.1089
JEREMY@J-CREATIVE.ORG

Garage Conversion and Remodel

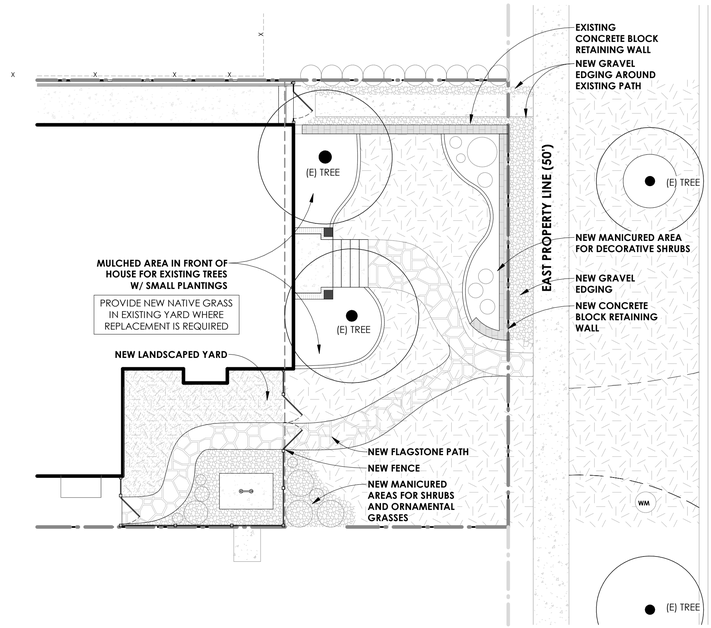
929 11th Street
Boulder, CO 80302

USE REVIEW SUBMITTAL SET

ISSUE RECORD:

1	09/16/25	USE REVIEW COMMENTS #1

PROJECT NO: N/A
AUTHOR: JRS
ISSUE DATE: 09/16/25
SHEET TITLE: LANDSCAPE PLAN
SHEET NUMBER: L1



1 LANDSCAPE PLAN
1/8" = 1'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- SETBACK / EASEMENT
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- WOOD FENCE
- CHAIN LINK FENCE
- TREE PROTECTION
- CONCRETE FLATWORKS
- GRAVEL
- FLAGSTONE PATH
- CONCRETE BLOCK RETAINING WALL
- GRASS, TURF
- GRASS, NATIVE
- GRASS/TURF
- NATIVE SEED W/ WILDFLOWERS
- TREE
- SHRUB

LANDSCAPED FENCING AND SCREENS
(NON COMBUSTIBLE PER NEW WILDLAND URBAN INTERFACE REQ'S)

LANDSCAPED YARD CONCEPT
(MIX OF GRAVEL, PLANTINGS, FLATWORKS)

ORNAMENTAL GRASSES IN GRAVEL BED
(SPECIES TBD, COLORADO FRIENDLY)

FLAGSTONE PATHWAY AND PATIO
(LOOSE LAID, NON-GROUTED)

SPLIT FACE RETAINING WALL
(ARCHITECTURAL SPLIT FACE RETAINING WALL; MATCH EXISTING)

NATIVE DECORATIVE SHRUB MIX
(SPECIES TBD, COLORADO FRIENDLY)

jcreative
DENVER, COLORADO
404.401.1089
JEREMY@J-CREATIVE.ORG

Garage Conversion and Remodel

929 11th Street
Boulder, CO 80302

USE REVIEW SUBMITTAL SET

ISSUE RECORD:
1 09/16/25 USE REVIEW COMMENTS #1

PROJECT NO: N/A
AUTHOR: JRS
ISSUE DATE: 09/16/25
SHEET TITLE:

LANDSCAPE IMAGES

SHEET NUMBER:

L2

Pichacz, Alex

From: Laura Osborn <OsbornL@proton.me>
Sent: Saturday, July 26, 2025 7:57 PM
To: Pichacz, Alex
Subject: Expansion of 929 11th Street

Follow Up Flag: Follow up
Flag Status: Completed

As a nearby property owner I am opposed to the expansion of 929 11th Street for the following reasons:

This is a Low - Residential zoned neighborhood. The rental property already exceeds the zoning requirements. It has more dwelling units than what is allowed in this currently zoned neighborhood. The property is already a triplex. Adding another bedroom potentially adds two more residents to the property. The walkout basement entry is unnecessary, unless this additional change to the property is a way to also increase the amount of dwelling units. As it is, to the best of my knowledge, none of the units are affordable. These proposed changes serve to increase the rental income for absentee landlords. In no way do these changes enhance the neighborhood. Instead the requested changes negatively affect the nearby neighbors in terms of density. More humans = more noise and less parking spaces, especially with the conversion of the garage into a bedroom.

Laura Osborn
828 10th

Pichacz, Alex

From: +1 303-549-6179 <noreply@skype.voicemail.microsoft.com>
Sent: Wednesday, July 30, 2025 8:41 AM
To: Pichacz, Alex
Subject: Voice Mail (1 minute and 49 seconds)
Attachments: audio.mp3

Follow Up Flag: Follow up
Flag Status: Flagged

Hey, my name is Darren Roberts. I live at 935 11 St. You sent me a letter about 92911 St. next door about non conforming use. They're trying to add more occupants exceed zoning code review number L UR2025-00050. Not sure what you're asking in this letter. If you're asking me if I support it or you ask me to vote on this. I live next door and you already got, there's already 7 college kids living in this tiny little shit box to be honest. And you are you? You're saying you're gonna change the zoning code to add another person into the attached garage which is non conforming. Have you guys seen the garage? It's this building's pretty nasty and I don't support it. I live next door and we already have a problem. I mean, the density here with college kids on this block is already out of control. So there's no parking and man, there's just, there's so many people on the street and in that house in that small yard. I'm not sure what you're asking with this letter, but I'm against it. I live next door, so I'm assuming you sent that looking for feedback. It wouldn't make sense. Why would why would you guys be changing and allowing A variance to go over some sort of occupancy that applies to that property? I don't even know how it's a triplex my house next door the size twice the square footage. Plus I have a guesthouse and I'm I think I'm zoned for a single unit so doesn't make any sense to me. I'm against it. If you're asking for my opinion. 303-549-6179 Thank you.

Pichacz, Alex

From: Nikolaus Correll <nikolaus.correll@colorado.edu>
Sent: Tuesday, August 12, 2025 12:36 PM
To: Pichacz, Alex
Subject: Fwd: LUR2025-00050

Hi Alex,

Thanks for letting me know about this application. I'm a resident at 980 11th. I find there already too many houses that exceed the actual low density zoning in this neighborhood.

I also believe garage spaces provide important off-street parking, particularly in a triplex that is exceeding the maximum number of residents already.

Thanks,
Nikolaus correll

--
Nikolaus Correll, Professor
correll.cs.colorado.edu

MEMORANDUM

TO:	Planning Board
FROM:	Alex Pichacz, Case Manager
DATE:	November 24, 2025
SUBJECT:	**Call Up Item:** Minor Site Review Amendment at 2445 Bluff Street for the replacement of a detached dwelling unit with a new detached dwelling unit with a basement accessory dwelling unit. Site is located in the Residential Mixed 1 (RMX-1) zoning district.
ADDRESS:	2445 Bluff Street
PROJECT NAME:	Bluff Street Townhomes Addition PUD
CASE NO:	LUR2025-00059

The Notice of Disposition of Approval for the above-mentioned Minor Site Review Amendment is provided as **Attachment A** to allow for the replacement of an existing detached dwelling unit and ADU, located at 2445 Bluff Street. Refer to **Figure 1**. The proposed project will expand the length of the existing dwelling unit by 7-feet. The project is part of the Bluff Street Townhomes Addition PUD (P-80-41) which was approved in 1980 to allow for the subdivision and construction of two attached dwelling units on two new lots to the north of 2445 Bluff Street. The existing dwelling at 2445 Bluff Street was not altered through the original PUD approval. The proposal has been reviewed as a Minor Site Review Amendment, subject to the review criteria under the Land Use Code section 9-2-14(l), B.R.C. 1981. Refer to **Attachment B** for the criteria review checklist. The project plans are provided in **Attachment D.**

Planning Board may call up the decision on or before December 2, 2025. Please direct any clarifying questions during the call up period to the case manager at pichacza@bouldercolorado.gov.

Background. The subject property at 2445 Bluff Street is located on the north side of the block. The site contains a one-story approximately 1,000 square-foot detached dwelling originally constructed in 1910. In 1980, a Planned Unit Development (P-81-41) was approved to subdivide a portion of the property to the north to create two new lots with two attached dwellings, along with an outlot for utilities, and an outlot for shared parking for the attached units. The existing dwelling at 2445 Bluff Street, which is subject to this review, was not redeveloped through the PUD process. The only design standard placed through the PUD was a 34-foot height limit. Refer to **Figure 1** for an aerial photo of the site and **Figure 2** for a site plan of the PUD.

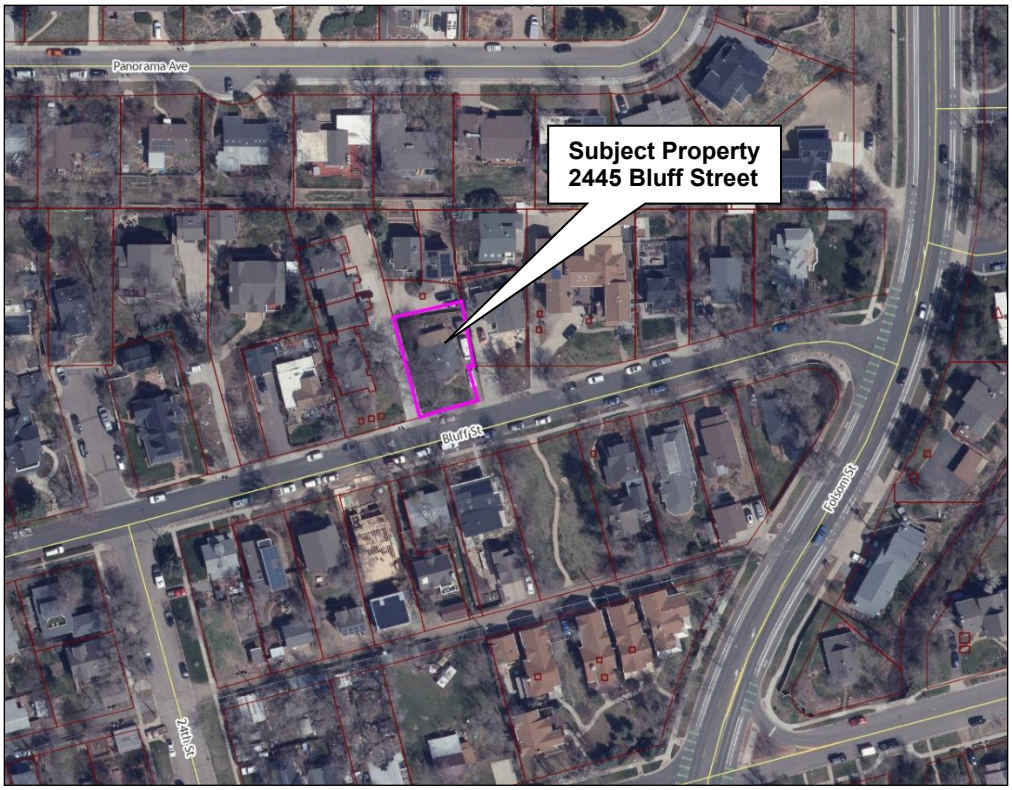


Figure 1. Vicinity Map

The site is zoned Residential Mixed 1 (RMX-1), which is defined as " *Mixed density residential areas with a variety of detached dwelling units, duplexes, and multi-unit dwellings that will be maintained; and where existing structures may be renovated or rehabilitated*." (Section 9-5-2(c)(1)(D), B.R.C. 1981). See **Figure 2.**

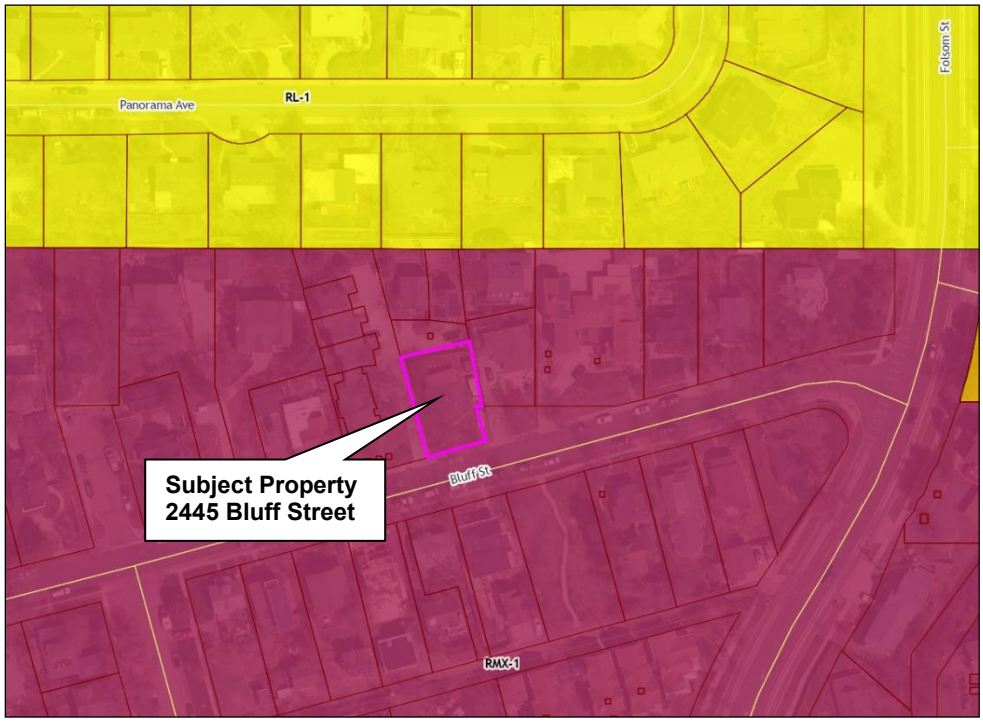


Figure 2. Zoning Map

Project Proposal. As shown in the site plan in **Figure 3**, the existing dwelling will be replaced in roughly the same location, with a new detached garage connected by a breezeway. A 665 square foot attached ADU located in the basement level will take access through from a separate entrance at the front of the house. The proposed dwelling will be approximately 7 feet longer than the existing house, with most of the additional length extended towards the street.

The existing dwelling is setback 11' 1 ¾" from the rear property line, and the setback to the new dwelling will be 10' 8 ½" from the rear property line. The back of the house will have spiral staircase going down to the basement level to a basement level bonus room area with a daylighted "flex entry well." A 3 ½ foot tall railing above the entry well will be setback 3' 9" from the rear property line. The property will continue to take access from the existing driveway on the east side of the lot. The new detached garage will be setback 3 feet from the rear and side property lines and provide parking for one vehicle. The dwelling and garage will have pre-stained thermal treated wood siding on the exterior. Refer to **Attachment C** for the site plans and building elevations.

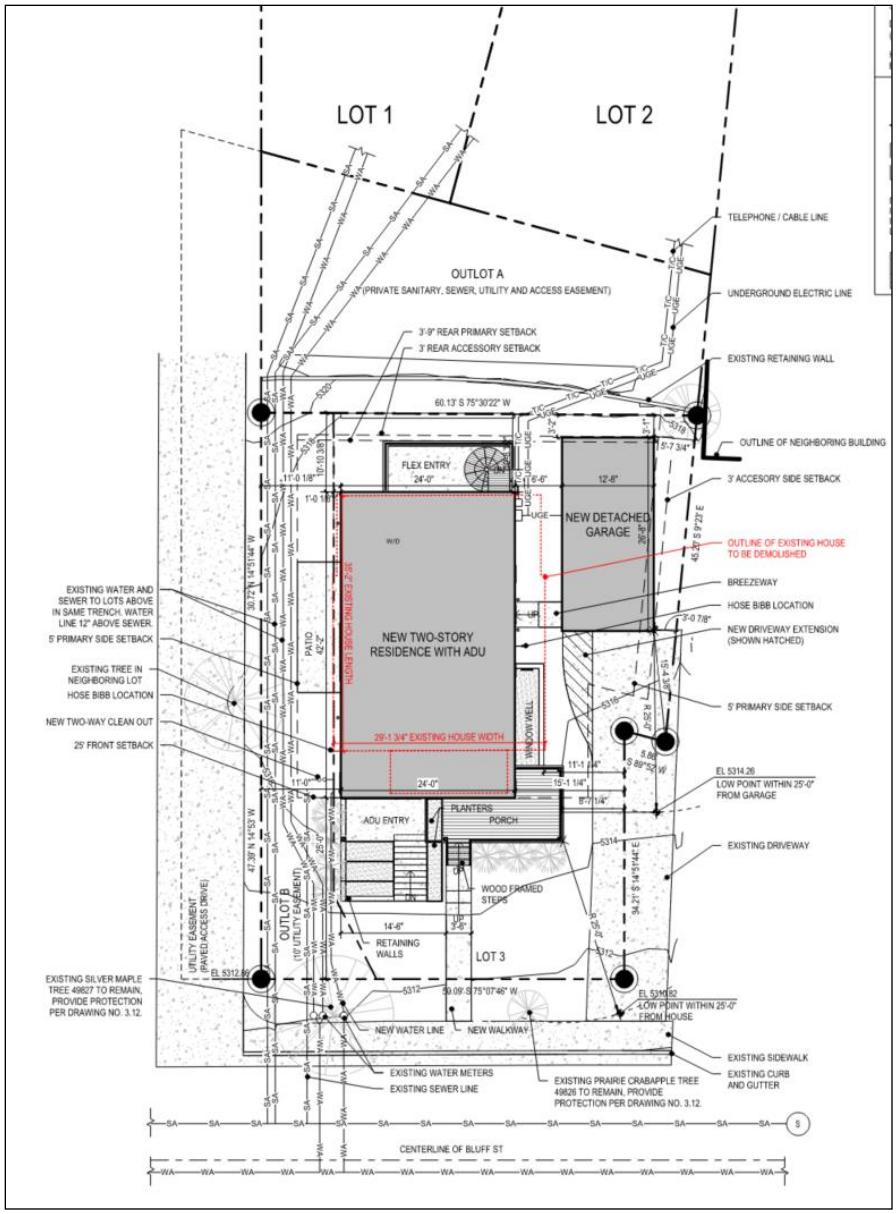


Figure 3. Site Plan

Review Process. The proposal exceeds the limitations for an administrative Minor Modification to the approved Site Review since the building location of the new dwelling will be expanded by more than 10 percent of the existing building. Thus, a Minor Amendment Review is necessary. A Minor Amendment is subject to the evaluation of the project with specific Site Review criteria in Subsections 9-2-14(I), B.R.C. 1981. While the previous PUD did not include any changes to the existing dwelling at 2445 Bluff, the current lot is part of the 1980 PUD through the subsequent subdivision that was approved.

This Minor Site Review Amendment will serve to modify the approved plans for the PUD. Since the only design standard that was applied to the PUD was a 34 foot height limit, the proposal was also reviewed against the current zoning requirements of the RMX-1 district for the form, bulk, and intensity standards found in Chapters 7 & 8 B.R.C. 1981, as well as the specific use standards for accessory dwelling units in Chapter 6, and applicable Development Standards in Chapter 9, B.R.C. 1981. The proposal to replace the existing

detached dwelling unit with a new detached dwelling unit, an attached ADU, and detached garage satisfies the criteria for a Minor Site Review Amendment and meets the applicable zoning criteria of the RMX-1 district. Per the Development Review Procedures in Section 9-4-2, B.R.C 1981, a Minor Amendment application is subject to call up by the Planning Board.

Analysis. A Minor Amendment is subject to the evaluation of the project with specific Site Review criteria in Subsections 9-2-14(l), B.R.C. 1981. The analysis of these criteria is found in **Attachment B**. The project was also reviewed against the by-right zoning criteria for a new detached dwelling unit and ADU in the RMX-1 zone. The proposal includes additional hard and soft landscaping and includes accessible and functional open space areas totaling 12.4 percent of the site, which exceeds the 10% requirement for the zone and use. The proposed addition will utilize compatible color, building materials, and matching awnings to create a cohesive look between the new addition and existing building. The proposed addition meets the intensity, form and bulk and use standards of the B.R.C. 1981. Among the findings of consistency with the criteria are that the addition is in keeping with height, mass, scale, and configuration of the surrounding context.

Public Comment. Consistent with Section 9-4-3, Public Notice Requirements, B.R.C. 1981, staff provided notification to all property owners within 600 feet of the subject location of the application. Staff fielded phone calls and emails from two neighbors inquiring about the project, and one phone call in support of the project. All neighbors have been notified about the staff decision to approve this Minor Site Review. There are no written public comments to include with this memo.

Conclusion. This proposal was approved by Planning and Development Services staff on **November 18, 2025** and the decision may be appealed by any interested person or called up by a member of the Planning Board on or before **December 2, 2025**. A member of the Planning Board may call up the manager's decision upon written notification to staff or by making a verbal request, on the record, at a regularly scheduled board meeting. Questions about the project or decision should be directed to Case Manager, Alex Pichacz at pichacza@bouldercolorado.gov. The Notice of Disposition is found in **Attachment A**; the analysis with the Review criteria is found in **Attachment B**, the applicant's written statement can be found in **Attachment C,** and the project plans are found within **Attachment D**.

Attachments.

Attachment A: Notice of Disposition
Attachment B: Review Criteria Checklist
Attachment C: Written Statement
Attachment D: Project Plans

City of Boulder
Planning & Development Services

CITY OF BOULDER PLANNING DEPARTMENT
NOTICE OF DISPOSITION

You are hereby advised that the following action was taken by the Planning Department based on the standards and criteria of the Land Use Code as set forth in Chapter 9-2, B.R.C. 1981, as applied to the proposed development.

DECISION:	**APPROVED WITH CONDITIONS**
PROJECT NAME:	**BLUFF STREET TOWNHOMES ADDITION PUD**
DESCRIPTION:	**A MINOR SITE REVIEW AMENDMENT to replace existing single-story detached dwelling with a new two-story detached dwelling with a basement ADU and a detached one-car garage.**
LOCATION:	**2445 Bluff Street**
LEGAL DESCRIPTION:	**See Exhibit A**
APPLICANT:	**ANDY JOHNSON, DAJ DESIGN**
OWNER:	**2445 BLUFF LLC**
APPLICATION:	**Minor Site Review Amendment, LUR2025-00059**
ZONING:	**Residential - Mixed 1 (RMX-1)**
CASE MANAGER:	**Alex Pichacz**
VESTED PROPERTY RIGHT:	**No; the owner has waived the opportunity to create such right under Section 9-2-20, B.R.C. 1981**

APPROVED MODIFICATIONS FROM THE LAND USE CODE: *NONE*

FOR CONDITIONS OF APPROVAL, SEE THE FOLLOWING PAGES OF THIS DISPOSITION.

Approved On: **November 18, 2025**
Date

By: _____

Brad Mueller, Director of Planning & Development Services

This decision may be appealed to the Planning Board by filing an appeal letter with the Planning Department within two weeks of the decision date. If no such appeal is filed, the decision shall be deemed final fourteen days after the date above mentioned.

Appeal to Planning Board Expires: **December 2, 2025**

Final Approval Date: **December 3, 2025**

Physical Address
1101 Arapahoe Ave
Boulder, CO 80302

Mailing Address
PO Box 791
Boulder, CO 80306-0791

BoulderPlanDevelop.net
P: 303-441-1880
F: 303-441-4241

FOR A BUILDING PERMIT APPLICATION TO BE PROCESSED FOR THIS PROJECT, SIGNED FINAL PLANS MUST BE SUBMITTED TO THE PLANNING DEPARTMENT WITH DISPOSITION CONDITIONS AS APPROVED SHOWN ON THE FINAL PLANS.

Pursuant to Section 9-2-12 of the Land Use Code (B.R.C. 1981), the Applicant shall obtain applicable building permit approvals and start construction within three years of the date of final approval or in compliance with the phasing plan if one was approved. Failure to comply with the three-year rule or approved phasing may cause this development approval to expire.

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant on November 18, 2025**, on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. The Applicant shall **comply with all previous conditions contained** in any previous approvals, except to the extent that any previous conditions may be modified by this approval, including, but not limited to, the following:

   Bluff Street Townhomes Addition PUD (P-80-41 and S-80-43)

EXHIBIT A

LEGAL DESCRIPTION

2445 BLUFF STREET

LOT 3 AND OUTLOT B, BLUFF STREET TOWNHOMES ADDITION,
CITY OF BOULDER,
COUNTY OF BOULDER,
STATE OF COLORADO.

CRITERIA CHECKLIST AND COMMENT FORM

MINOR AMENDMENTS TO APPROVED SITE PLANS
SECTION 9-2-14(l)
LUR2025-00059
ADDRESS: 2445 Bluff St.
DATE: 11/18/2025

CRITERIA APPLICABLE TO ALL MINOR AMENDMENT APPLICATIONS

(l) Minor Amendments to Approved Site Plans:

The city manager reviews applications for minor amendments for changes that exceed the limits of a minor modification in Subsection (k) pursuant to the procedures in Section 9-2-7, "Development Review Action," B.R.C. 1981.

(1) Standards: *Meets criteria*

Minor amendments may be approved if the proposed amendment complies with the following standards:

(A) **Scope:** The proposed amendment is to the approved plans, conditions of approval, or written statement. *Yes*

Staff Response:

The proposed site review amendment is to replace an existing dwelling unit within the PUD.

(B) **Intent:** The minor amendment does not alter the basic intent of the site plan approval. *Yes*

Staff Response:

The intent of the PUD approval was to allow for the subdivision and development of two new single-unit dwellings, each on their own lot, behind the existing dwelling at 2445 Bluff. There were no changes to the existing structure, and no PUD conditions or regulations were applied to the house at 2445 Bluff. The proposal will replace an existing single-unit dwelling with a new single-unit dwelling and an attached accessory dwelling unit in the basement.

(C) **Site Review Criteria:** The minor amendment complies with the site review criteria of Subparagraphs (h)(2) and (h)(3) of this section;

9-2-14 h(2): Site Design Criteria: *Meets criteria*

The project creates safe, convenient, and efficient connections for all modes of travel, promotes safe pedestrian, bicycle, and other modes of alternative travel with the goal of lowering motor vehicle miles traveled. Usable open space is arranged to be accessible; designed to be functional, encourage use, and enhance the attractiveness of the project; and meets the needs of the anticipated residents, occupants, tenants, and visitors to the project. Landscaping aesthetically enhances the project, minimizes use of water, is sustainable, and improves the quality of the environment. Operational elements are screened to mitigate negative visual impacts. In determining whether this is met, the approving agency will consider the following factors:

(A) Access, Transportation and Mobility:

(i) The project enables or provides vehicular and pedestrian connectivity between sites consistent with adopted connections plans relative to the transportation needs and impacts of the project, including but not limited to construction of new streets, bike lanes, on-street parking, sidewalks, multi-use paths, transit stops, streetscape planting strips, and dedication of public right-of-way or public access easements, as applicable considering the scope of the project. Where no

adopted connections plan applies, the applicant shall, in good faith, and in coordination with the city manager, attempt to coordinate with adjacent property owners to establish, where practicable, reasonable and useful pedestrian connections or vehicular circulation connections, such as between parking lots on abutting properties, considering existing connections, infrastructure, and topography.

(ii) Alternatives to the automobile are promoted by incorporating site design techniques, land use patterns, and infrastructure that support and encourage walking, biking, and other alternatives to the single-occupant vehicle.

(iii) A transportation demand management (TDM) plan will be complied with including methods that result in a significant shift away from single-occupant vehicle use to alternate modes.

(iv) Streets, bikeways, pedestrian ways, trails, open space, buildings, and parking areas are designed and located to optimize safety of all modes and provide connectivity and functional permeability through the site.

(v) The design of vehicular circulation and parking areas make efficient use of the land and minimize the amount of pavement necessary to meet the circulation and parking needs of the project.

(vi) Where practicable and needed in the area and subject to coordination with the city manager, the project provides curbside parking or loading or both consistent with city policies on curbside management.

Staff Response:

The project will demolish and replace an existing detached dwelling with a new detached dwelling and attached ADU on an approximately 4,254 square foot lot. The property will maintain its existing site access to Bluff Street and off-street parking available in a new detached garage. There are no transportation infrastructure improvements necessary for the proposed project and there is no required vehicle or bicycle parking for a detached dwelling unit per section 9-9-6, B.R.C. 1981.

(B) Open Space:

(i) Useable open space is arranged to be accessible and designed to encourage use by incorporating quality landscaping, a mixture of sun and shade, hardscape areas and green spaces for gathering.

(ii) The open space will meet the needs of the anticipated residents, occupants, tenants, and visitors of the property. In mixed-use projects, the open space provides for a balance of private and common areas for the residential uses and includes common open space that is available for use by residents of the residential uses and their visitors and by tenants, occupants, customers, and visitors of the non-residential uses.

(iii) If the project includes more than 50 dwelling units, including the addition of units that causes a project to exceed this threshold, and is more than one mile walking distance to a public park, at least 30 percent of the required outdoor open space is designed for active recreational purposes.

(iv) On-site open space is linked to adjacent public spaces, multi-use paths, city parks, or public open space if consistent with Department of Open Space and Mountain Parks or Department of Parks and Recreation plans and planning for the area, as applicable.

Staff Response:

The open space requirements of the RMX-1 zone require 600 square feet of open space per dwelling unit. The lot is 4,254.1 square feet and the building coverage will be 1,486 square feet, leaving approximately 2,768 square feet of open space.

(C) Landscaping and Screening:

(i) The project exceeds the minimum landscaping requirements of Section 9-9-12, "Landscaping and Screening Standards," B.R.C. 1981, by at least fifteen percent in terms of planting quantities, includes a commensurate area to accommodate the additional plantings, and, where practical, preserves healthy long-lived trees.

(ii) The landscaping design includes a variety of plants providing a variety of colors and contrasts in terms of texture and seasonality and high-quality hard surface materials, such as stone, flagstone, porous pavers, and decorative concrete.

(iii) The landscaping design conserves water through use of native and adaptive plants, reduction of exotic plant materials, and landscaping within stormwater detention facilities to create bioswales or rain gardens, or other similar design strategies.

(iv) Operational elements, such as electrical transformers, trash storage and recycling areas, parking, and vehicular circulation, are screened from the public realm through design elements, such as landscaping, fencing, or placement of structures, to mitigate negative visual impacts.

Staff Response:

The landscaping requirements for a new detached dwelling are applied to the site. The landscape plan includes preserving the existing street trees, providing native grasses and deciduous flowering shrubs.

9-2-14 h(3): Building Siting and Design Criteria *Meets criteria*

Building siting and design are consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, are compatible with the character of the area or improves upon that character, consistent with the intent specified in this paragraph. Buildings are positioned and oriented towards the public realm to promote a safe and vibrant pedestrian experience including welcoming, well-defined entries and facades. Building exteriors are designed with a long-lasting appearance and high-quality materials. Building design is simple and to a human scale, it creates visual interest and a vibrant pedestrian experience. Building roof design contributes to a city skyline that has a variety of roof forms and heights. In determining whether this is met, the approving agency will consider the following factors:

(A) Building Siting and Public Realm Interface:

(i) New buildings and, to the extent practicable, additions to existing buildings are positioned towards the street, respecting the existing conditions or the context anticipated by adopted plans or guidelines. In urban contexts, buildings are positioned close to the property line and sidewalk along a street; whereas, in lower intensity contexts, a greater landscaped setback may be provided to match the surrounding context.

(ii) Wherever practical considering the scope of the project, parking areas are located behind buildings or set back further from the streetscape than the building façade.

(iii) Along the public realm, building entries are emphasized by windows and architectural features that include one or more of the following: increased level of detail, protruding or recessed elements, columns, pilasters, protruding bays, reveals, fins, ribs, balconies, cornices, eaves, increased window glazing, or changes in building materials or color.

(iv) Defined entries connect the building to the public realm. Unless inconsistent with the context and building's use, along the public realm, one defined entry is provided every 50 feet. Buildings designed for residential or industrial uses may have fewer defined entries.

(v) If the project is adjacent to a zoning district of lower intensity in terms of allowable use, density, massing, or scale, the project is designed with an appropriate transition to the adjacent properties considering adopted subcommunity and area plans or design guidelines applicable to the site, and, if none apply, the existing development pattern. Appropriate transitions may be

created through design elements such as building siting and design or open space siting and design.

(vi) The building's siting and relationship to the public realm is consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, is compatible with the character of the area or improves upon that character, consistent with the intent of Paragraph (3), Building Design Criteria.

Staff Response:

The surrounding neighborhood is comprised of primarily detached dwelling units and some townhouses tucked into narrow lots to the north of Bluff Street. The proposed replacement detached dwelling unit will be consistent with the character of the neighborhood as it will face the street with an increased level of detail along the front façade, including entries for the primary and accessory dwelling. There is no increase in density proposed for the property. The building will meet the 34-foot height requirement established by the PUD and stay below the 35-foot maximum height limit of the RMX-1 zone.

(B) Building Design: *Meets criteria*

(i) Larger floor plate buildings and projects with multiple buildings have a variety of forms and heights.

(ii) To the extent practical considering their function, mechanical appurtenances are located within or concealed by the building. If they cannot be located within or concealed by the building, their visibility from the public realm and adjacent properties is minimized.

(iii) On each floor of the building, windows create visual interest, transparency, and a sense of connection to the public realm. In urban, pedestrian main street-built environments, it is a best practice to design at least 60 percent of each ground floor façade facing the street as window area. Otherwise, it is a best practice to design at least 20 percent of the wall on each floor of a building as window area. Blank walls along the most visible portions of the building are avoided.

(iv) Simple detailing is incorporated into the façades to create visual interest, without making the façade overly complicated. This detailing may include cornices, belt courses, reveals, alternating brick or stone patterns, expression line offsets, window lintels and sills, and offsets in window glass from surrounding materials.

(v) Balconies on buildings with attached dwelling units are integrated into the form of the building in that exterior walls partially enclose the balcony. Balcony platform undersides are finished.

(vi) The building's design, including but not limited to use of materials, color, roof forms, and style, is consistent with the character established in any adopted plans or guidelines applicable to the site or, if none apply, is compatible with the character of the area or improves upon that character, consistent with the intent of paragraph (3), Building Design Criteria.

Staff Response:

The character of homes in the area varies depending on the era in which they were built with newly renovated homes displaying a more modern aesthetic. There are no established design guidelines for the neighborhood. The proposed design includes large windows along the front façade along with a front porch and second floor balcony that create visual interest without making the facade overly complicated.

(C) Building Materials:

(i) Building facades are composed of high-quality, durable, human-scaled materials. High-quality materials include brick, stone, polished concrete masonry units, wood, architectural high pressure laminate panels, cementitious or composite siding, architectural metal panels, or any

combination of these materials. Split-faced concrete masonry units, stucco, vinyl siding, EIFS, and unfinished or untreated wood are not considered durable, high-quality materials, but may be used on a limited basis and not on facades facing the public realm. High quality materials are focused on the ground floor facades on all sides of a building and on all floors of facades facing the public realm, and, overall, comprise the vast majority of all building facades.

(ii) Monolithic roofing membranes, like Thermoplastic Polyolefin, are not used on roof surfaces that are visible from the street level.

(iii) The number of building material types is limited, and the building materials are applied to complement the building form and function. The organization of the building materials logically expresses primary building features, such as the spatial layout, building entries, private and common spaces, anchor corners, stairwells, and elevators.

(iv) Building cladding materials turn convex corners and continue to the inset wall. This criterion does not apply to changes that occur at an interior corner nor to detailing elements, such as cornices, belt courses, reveals, offsets in expression lines, lintels, and windowsills. Building cladding materials do not change in-plane unless there is at least a 12-inch wall offset.

(v) Any newly constructed building that includes residential units and is located within 200 feet of a railroad, freeway, or expressway is designed to achieve an interior day-night average noise level of no more than forty-five decibels. Noise shall be measured in a manner that is consistent with the federal Housing and Urban Development's standards in Sections 24 CFR §§ 51.100 to 51.106 for the "measure of external noise environments," or similar standard adopted by the city manager in the event that such rule is repealed. The applicant shall provide written certification prior to the issuance of a certificate of occupancy that the sound abatement and attenuation measures were incorporated in the construction and site design as recommended by a professional engineer.

Staff Response:

The proposed exterior building material for the detached dwelling and garage will be a pre-stained thermal treated wood siding which is considered a high quality material.

(D) **Residential Uses:** The housing type is not changed;

Staff Response:

The existing single unit dwelling type will remain, with the addition of an accessory dwelling unit.

(E) **Height:** No portion of any building is expanded above the height permitted under Sections 9-7-1, “Schedule or Form and Bulk Standards,” or 9-7-6, “Building Height, Conditional,” B.R.C. 1981; Choose an item.

Staff Response:

The proposed structure will be XX feet tall, in compliance with the 34-foot building height of limited by the PUD.

(F) **Parking:** Any additional parking that is provided is accommodated in the previously approved on-site parking design;

Staff Response:

One parking space is provided in the proposed detached garage.

(G) **Other Requirements:** The minor amendment complies with all other applicable requirements of this title; and

Staff Response:

The proposed dwelling was reviewed against the applicable code criteria for the RMX-1 zone in chapters 6, 7, 8, and 9 of the development code, consistent with a typical zoning review for a by-right single unit dwelling.

(H) **Modified Standards:** The numeric standards in the site plan are not amended by more than allowed through Table 2-4.

Table 2-4: Minor Amendment Standards

Standard amended	Maximum allowed as a minor amendment, but not to exceed maximum or minimum zoning district requirements.	Amendment complies?
Floor area (cumulative in minor amendment processes)	20 percent	*Yes*
Open space (cumulative in minor amendment processes)	Decrease of up to 20 percent	*Yes*
Building location	Up to 20 percent of the length or width of the building	*Yes*

Staff Response:

The proposed replacement dwelling is not subject specific standards of the original PUD because the original home was not modified through that review and no development standards were placed on the original home. As such, the by-right development standards of the RMX-1 zone apply for floor area and open space. The building width will decrease from approximately 29 feet to 24 feet. The building length will increase from 35.2 feet to 42.2 feet, an increase of 19.9 percent, consistent with Table 2-4.

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ARCHITECTURE+INTERIORS

September 24, 2025

City of Boulder
Planning and Development Services
1101 Arapahoe Avenue
Boulder, CO 80302

BLUFF STREET TOWNHOMES ADDITION PUD - 2445 BLUFF ST
MINOR SITE REVIEW AMENDMENT
PLAN NUMBER: LUR2025-00059

922A MAIN STREET
LOUISVILLE, CO 80027
T (303) 527-1100
INFO@DAJDESIGN.COM
WWW.DAJDESIGN.COM

RESPONSE TO MINOR AMENDMENT CRITERIA, B.R.C. 1981

SECTION 9-2-14 - SITE REVIEW

(l) Minor Amendments to Approved Site Plans: The city manager reviews applications for minor amendments for changes that exceed the limits of a minor modification in Subsection (k) pursuant to the procedures in Section 9-2-7, "Development Review Action," B.R.C. 1981.

(1)Standards: Minor amendments may be approved if the proposed amendment complies with the following standards:

(A)Scope: The proposed amendment is to the approved plans, conditions of approval, or written statement;

(B)Intent: The minor amendment does not alter the basic intent of the site plan approval;

RESPONSE: The redevelopment of 2445 Bluff St intends to stay as a single-family residence as per the original PUD (P-80-41).

(C)Site Review Criteria: The minor amendment complies with the site review criteria of Subparagraphs (h)(2) and (h)(3) of this section;

(h) (2) Site Design Criteria:

(A) Access, Transportation, and Mobility:

RESPONSE: Existing street trees will remain in the public right-of-way with some additional understory streetscape planting alongside the sidewalk. The existing driveway will serve a one-car garage intended only for the single-family residence.

(B) Open Space:

RESPONSE: An outdoor concrete patio, a covered porch, and an upper-level deck serve the residence. The remainder of Outlot B to the west of the property is unbuildable and will remain as landscaped open space.

(C) Landscaping and Screening:

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922A MAIN STREET
LOUISVILLE, CO 80027
T (303) 527-1100
INFO@DAJDESIGN.COM
WWW.DAJDESIGN.COM

RESPONSE: Precautions will be taken to preserve the existing trees and are illustrated in our landscape plan on Sheet A0.2. Any understory planting will be selected to include a variety of colors and contrasts in terms of texture and seasonality with preference to native and adaptive plants. Trash receptacles will be hidden from the street view.

(h) (3) Building Siting and Design Criteria:

(A) Building Siting and Public Realm Interface:

RESPONSE: The buildings are positioned and oriented towards the public realm to promote a safe and vibrant pedestrian experience. Building entries are emphasized by increased glazing and architectural features.

(B) Building Design:

RESPONSE: The buildings have a variety of roof forms and articulation with different heights and incorporate a high amount of glazing on the front facade on both the ground and upper levels.

(C) Building Materials:

RESPONSE: The building facades will be composed of high-quality, durable, human-scaled materials and will be simplified by limiting the number of building material types used. Building cladding materials will not change in-plane unless there is at least a 12-inch wall offset.

(D)Residential Uses: The housing type is not changed;

RESPONSE: The redevelopment of 2445 Bluff St intends to stay as a single-family residence as per the original PUD (P-80-41).

(E)Height: No portion of any building is expanded above the height permitted under Sections 9-7-1, "Schedule or Form and Bulk Standards," or 9-7-6, "Building Height, Conditional," B.R.C. 1981;

RESPONSE: The new design adheres to both bulk plane and maximum height restrictions.

(F)Parking: Any additional parking that is provided is accommodated in the previously approved on-site parking design;

RESPONSE: No additional parking is provided other than the detached one-car garage for the residence.

(G)Other Requirements: The minor amendment complies with all other applicable requirements of this title; and

RESPONSE: Acknowledged.

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ARCHITECTURE+INTERIORS

(H)Modified Standards: The numeric standards in the site plan are not amended by more than allowed through Table 2-4.

RESPONSE: Per previous correspondence with the city planning department via 'Inquire Boulder' [Request # 163324 - Topic: Property Use and Design (Regulations)], the increase of F.A.R. percentage does not apply to the 2445 Bluff St site in terms of the selected review process. Please see the quoted paragraphs and copies of the email correspondence below:

"...Because this PUD doesn't call out the floor area or a specific building envelope for 2445 Bluff St, the only measurable standard you would be changing by demolishing and rebuilding the existing home that could impact your process would be the "Building Location" standard in Table 2-3 and 2-4 B.R.C. 1981… An increase in Floor Area, Building Envelope, etc. will not impact which review process you would be required to pursue…"

"...The 'building location' requirement won't apply to a detached garage or ADU as there isn't an existing building to modify…"

922A MAIN STREET
LOUISVILLE, CO 80027
T (303) 527-1100
INFO@DAJDESIGN.COM
WWW.DAJDESIGN.COM

From: City of Boulder <boulder@user.govoutreach.com>
Date: July 17, 2025 at 9:03:42 AM MDT
To: andy@dajdesign.com
Subject: Message About Request # 163324 [3532376261623537]

---If replying by email, enter your reply above this line---
Dear Andy,

Good morning Andy,

Because the PUD doesn't specifically call out a rear yard setback for the 2445 Bluff St property, the setback automatically defaults to the underlying zoning district, which in this case is 25 feet. However, no matter what discretionary review process you end up pursuing (Minor Modification, Minor Amendment, or Amendment) you will be able to reduce the setbacks to whatever distance you desire, so I wouldn't stress too much about

In addition, I spoke with my supervisor about this PUD and I wanted to retract my previous answer to your process question. Because this PUD doesn't call out the floor area or a

specific building envelope for 2445 Bluff St, the only measurable standard you would be changing by demolishing and rebuilding the existing home that could impact your process would be the "Building Location" standard in Table 2-3 and 2-4 B.R.C. 1981 (https://library.municode.com/co/boulder/codes/municipal_code?nodeId=TIT9LAUSCO_CH2REPR_9-2-14SIRE). To clarify, if the new home will not be expanding or shrinking by more than 10% of the length or width of the existing home, you will able to proceed via the Minor Modification process. If the new home will expand or shrink the length or width of the existing home by 10%-20%, you will have to proceed as a Minor Amendment. Any expansion or shrinkage by more than 20% will require a Site Review Amendment. An increase in Floor Area, Building Envelope, etc. will not im pact which review process you would be required to pursue.

Please let me know if you have any additional questions.
Adam Olinger- City Planner

DAJDESIGN
ARCHITECTURE+INTERIORS

Email Message from City of Boulder (Adam Olinger) - 07/23/2025 4:38 PM
Hi Andy,

The "buildin location" require ent won't apply to a detached ara e or ADU as there isn't an existin buildin to odify. As lon as a new accessory buildin is within the PUD-appro ed buildin footprint (i.e. the setbacks laid out on the plans), staff shouldn't ha e any issues re iewin it as a Minor Modification.

Ada Olin er- City Planner

(2)Process: Applications for minor amendment shall be reviewed and approved according to the procedures prescribed by this section for site review approval, except:

(A)If an applicant requests approval of a minor amendment to an approved site review, the city manager will determine which properties within the development would be affected by the proposed change. The city manager will provide notice pursuant to Subsection 9-4-3(b), B.R.C. 1981, of the proposed change to all property owners so determined to be affected, and to all property owners within a radius of 600 feet of the subject property.

RESPONSE: Not Applicable.

(B)Only the owners of the subject property shall be required to sign the application.

RESPONSE: Acknowledged.

(C)The city manager may amend, waive, or create a development agreement.

RESPONSE: Acknowledged.

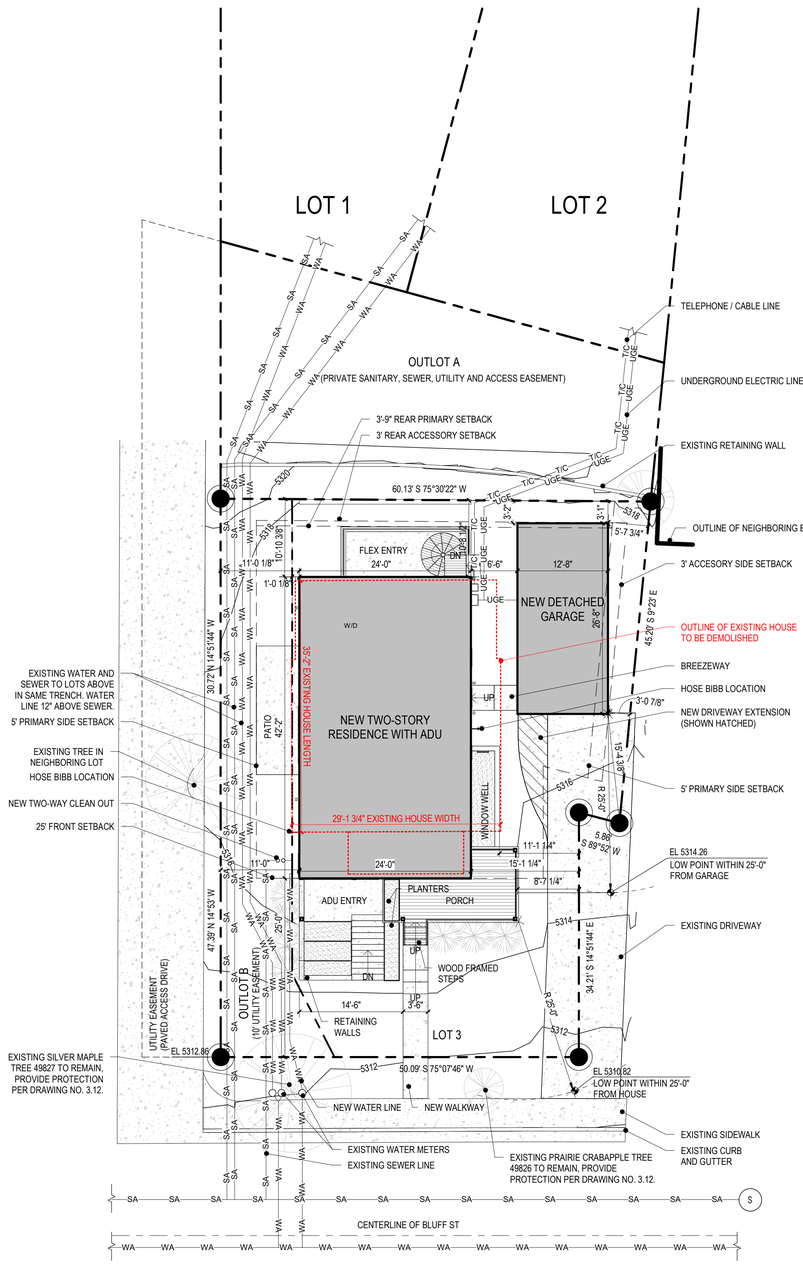
Please contact us if further documentation is needed or if you have any questions.

Regards,

R. Carina Borunda

922A MAIN STREET
LOUISVILLE, CO 80027
T (303) 527-1100
INFO@DAJDESIGN.COM
WWW.DAJDESIGN.COM

SITE PLAN



1 / A0.1 SITE PLAN
SCALE: 1" = 10'-0"

0 5' 10' 20'

SITE PLAN LEGEND

- BUILDING ENVELOPE
- OVERHEAD BUILDING ENVELOPE
- FENCE
- GAS LINE (GA)
- OVERHEAD ELECTRIC (OVE)
- UNDERGROUND ELECTRIC (UGE)
- WATER LINE (WA)
- SANITARY LINE (SA)
- DRAINAGE DIRECTION (DIRECTION OF DOWN SLOPE)
- HOSE BIB: NON-FREEZE, BACKFLOW PREVENTER
- PROPERTY LINE & PROPERTY CORNER
- SETBACK LINE
- EASEMENT LINE
- CONCRETE SURFACE
- EXISTING CONTOUR LINES SHOWN DASHED
- NEW CONTOUR LINES SHOWN SOLID
- CONTOUR ELEVATION (USGS)

ZONING INFORMATION

ZONING: RMX-1 (RESIDENTIAL-MIXED 1); SOLAR FENCE AREA II

PROPERTY SIZE: 4,254.1 SF (0.10 ACRES)
IMPROVEMENT SURVEY PLAT

BUILDING USE: PRINCIPAL: SINGLE FAMILY RESIDENCE AND ADU
ACCESSORY: GARAGE

BUILDING HEIGHTS:

	ALLOWABLE	PROPOSED
PRINCIPAL:	34'-0"	33'-8 1/8"
ACCESSORY:	20'-0"	16'-1 3/4"

BUILDING SPECIFICATIONS:

	PRINCIPAL	ACCESSORY	ADU	TOTAL
# OF BEDROOMS:	3	0	1	**4**
# OF FULL BATH:	2	0	1	**3**
# OF HALF BATH:	1	0	0	**1**

PARKING: 1 (ONE-CAR GARAGE) DRIVEWAY SURFACE AREA: 665FT

GROSS BUILDING AREAS: *MEASURED TO OUTSIDE FACE OF EXTERIOR WALL / FRAMING*

(B)	MAIN LEVEL	1,012 SF
(C)	UPPER LEVEL	786 SF
(L)	BONUS ROOM	243 SF
TOTAL		2,041 SF
(D)	GARAGE	338 SF
(E)	BREEZEWAY	23 SF
(F)	PORCH	141 SF
(G)	PATIO	126 SF
(H)	DECK	149 SF
(I)	WINDOW WELL	57 SF
(J)	ADU ENTRY WELL	169 SF
(K)	MECHANICAL	111 SF
(M)	FLEX ENTRY WELL	127 SF
(N)	STORAGE	140 SF

FLOOR AREA RATIO:

PROPERTY SIZE		TOTAL PROPOSED	%	ALLOWED	%
4,254.1 SF	F.A.R. TOTAL (B,C,D,J,J,M,N)	2,628 SF	61.8%	3,001 SF	70.5%

LOT COVERAGE: *INCLUDES COVERED OUTDOOR AREAS*

(B)	MAIN LEVEL	1,012 SF
(D)	GARAGE	338 SF
(E)	BREEZEWAY	23 SF
(F)	PORCH	141 SF
TOTAL		1,514 SF

PROPERTY SIZE		TOTAL PROPOSED	%	ALLOWED	%
4,254.1 SF	LOT COVERAGE TOTAL (B,D,E,F)	1,514 SF	35.6%	1,744 SF	41.0%

ADU SQUARE FOOTAGE COMPLIANCE: *UNDER MAX. ADU SF ALLOWANCE PER CODE*

(A)	ADU	658 SF
TOTAL		658 SF

AREA OR EXISTING STRUCTURES TO BE DEMOLISHED:

HOUSE	PORCH	SHED
1,702 SF	97 SF	67 SF

PROJECT INFORMATION

PROJECT ADDRESS: 2445 BLUFF ST
BOULDER, CO 80304

PROJECT DESCRIPTION: DEMOLITION OF EXISTING ONE-STORY HOUSE;
NEW TWO-STORY HOUSE WITH FINISHED, ATTACHED BASEMENT ADU;
DETACHED ONE-CAR GARAGE

LEGAL DESCRIPTION: LOT 3 AND OUTLOT B, BLUFF STREET TOWNHOMES ADDITION, CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO

BUILDING DEPARTMENT: CITY OF BOULDER
DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES

FIRE JURISDICTION: BOULDER FIRE-RESCUE DEPARTMENT

CODE ENFORCEMENT: 2024 INTERNATIONAL RESIDENTIAL CODE (WITH CITY AMENDMENTS)
2024 INTERNATIONAL MECHANICAL CODE
2024 INTERNATIONAL PLUMBING CODE
2024 INTERNATIONAL FUEL & GAS CODE
2024 CITY OF BOULDER ENERGY CONSERVATION CODE (COBECC)
2023 NATIONAL ELECTRICAL CODE AND AMENDMENTS

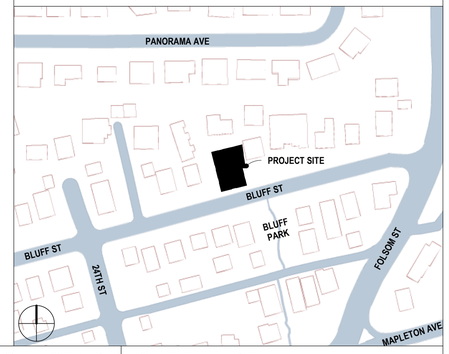
CONSTRUCTION TYPE: TYPE VB

ENERGY COMPLIANCE: PERFORMANCE PATH

BACKFLOW PREVENTION: IRRIGATION

LIMITS OF DISTURBANCE: ENTIRE LOT

VICINITY MAP



PROJECT TEAM

OWNER: **2445 BLUFF LLC**
307 S 3RD AVE
SUPERIOR, CO 80027
VINCENT COLSON
720.772.0355
vincent@colsonbuilders.com

ARCHITECT: **DAJ DESIGN**
922A MAIN ST
LOUISVILLE, CO 80027
ANDY JOHNSON
303.527.1100
andy@dajdesign.com

CONTRACTOR: **COLSON BUILDERS**
VINCENT COLSON
720.772.0355
vincent@colsonbuilders.com

STRUCTURAL: **40TH PARALLEL SE**
DANA MICHEL
303.913.6474
dana@40thparallelse.com

ENERGY RATER / MECHANICAL DESIGN: **SCOTT HOME SERVICES, LLC**
LUKE GRIESS
303.373.2424
luke@teamscott.com

GEOTECHNICAL: **SOILOGIC, INC.**
3522 DRAFT HORSE COURT
LOVELAND, CO 80538
DARREL DICARLO
970.535.6144
darrel@soilogic.com

SURVEY: **FLATIRONS, INC.**
3825 IRIS AVE., SUITE 395
BOULDER, CO 80301
STERLING BENNINK
303.443.7001
sbennink@flatironsinc.com

DRAWING SYMBOLS LEGEND

- SECTION REFERENCE (X / AX.X)
- ELEVATION TAG (EL 100' (5325') / T.O. SUBFLOOR)
- WINDOW TAG (XX)
- DOOR TAG (XX)
- ASSEMBLY TAG (XX)
- DETAIL REFERENCE (X / AX.X)
- KEYNOTE TAG
- INTERIOR ELEVATION REFERENCE (X / AX.X)

811 Know what's **below.** **Call** before you dig.

SHEET INDEX

DAJDESIGN
922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

SEAL

NOT FOR CONSTRUCTION

08/18/2025

PROJECT
2445 BLUFF RESIDENCE
2445 BLUFF ST, BOULDER, CO 80304

2445 BLUFF LLC; 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

REVISION

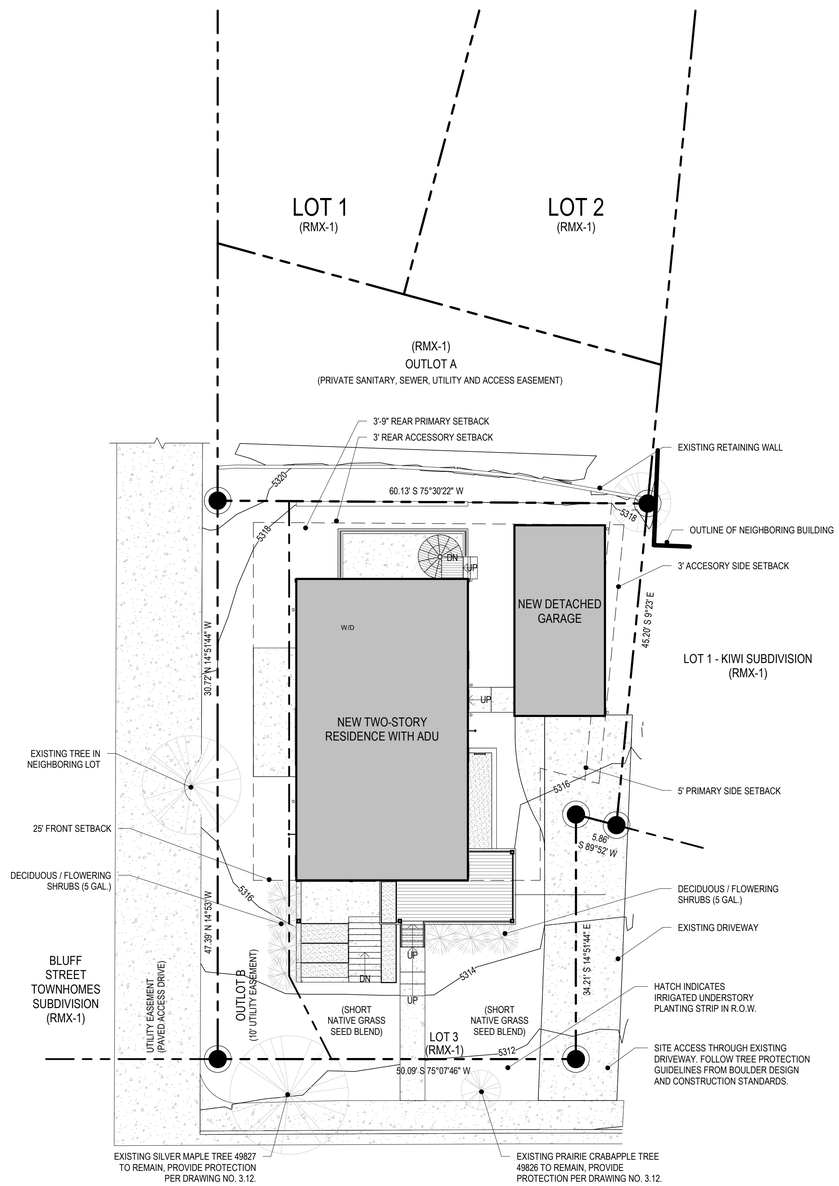
1	LUR CITY COMMENTS	2025-09-24
2	CITY COMMENTS	2025-11-17

DRAWING TITLE
LUR COVER SHEET

SET MINOR AMENDMENT

DATE 08/18/2025

A0.1
SHEET



1 / A0.2 LANDSCAPE PLAN
SCALE: 1" = 10'-0"

0 5' 10' 20'

SITE PLAN LEGEND

- BUILDING ENVELOPE
- OVERHEAD BUILDING ENVELOPE
- FENCE
- GAS LINE — GA GA GA GA GA
- OVERHEAD ELECTRIC — OVE OVE OVE OVE OVE
- UNDERGROUND ELECTRIC — UGE UGE UGE UGE UGE
- WATER LINE — WA WA WA WA WA
- SANITARY LINE — SA SA SA SA SA
- DRAINAGE DIRECTION (DIRECTION OF DOWN SLOPE)
- HOSE BIB: NON-FREEZE, BACKFLOW PREVENTER
- PROPERTY LINE & PROPERTY CORNER
- SETBACK LINE
- EASEMENT LINE
- CONCRETE SURFACE
- EXISTING CONTOUR LINES SHOWN DASHED
- NEW CONTOUR LINES SHOWN SOLID
- CONTOUR ELEVATION (USGS) — 5580 5580

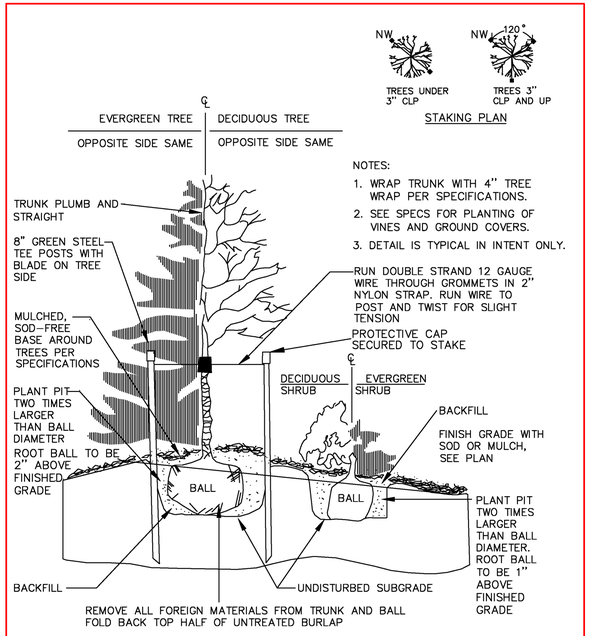
LANDSCAPE PLAN GENERAL NOTES

BOULDER DESIGN AND CONSTRUCTION STANDARDS

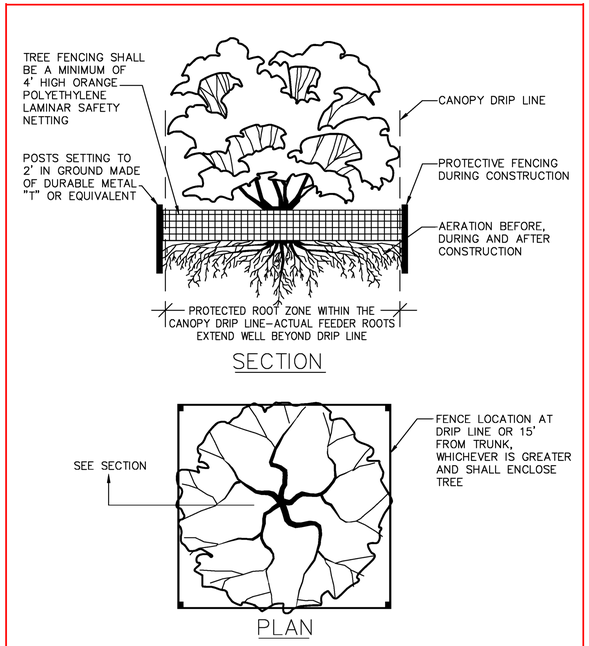
- NO EQUIPMENT OR PORTABLE TOILETS TO BE STORED WITHIN 15FT OF TREE TRUNK.
- WHEN FOOT TRAFFIC OR EQUIPMENT USE IS UNAVOIDABLE WITHIN THE DRIPLINE, THE AREA SHALL BE COATED IN A 6-INCH MULCH DEPTH OF WOOD CHIPS FOR THE DURATION OF THE PROJECT.
- TRENCHES SHALL BE HAND DUG WITHIN THE DRIPLINE.
- IF GREATER THAN 25% OF THE CANOPY OR ROOT SYSTEM IS DAMAGED OR REMOVED DURING CONSTRUCTION, THE TREE SHALL BE EVALUATED FOR SAFETY AND FUTURE HEALTH BY A CERTIFIED ARBORIST WITH A VALID CONTRACTOR LICENSE PURSUANT TO CHAPTER 4-28, "TREE CONTRACTOR LICENSE," B.R.C. 1981. A COMPLETE COPY OF THE EVALUATION SHALL BE SUBMITTED TO THE DIRECTOR. MITIGATION SHALL BE REQUIRED IF THE TREE IS DEEMED UNSAFE AND IS REQUIRED TO BE REMOVED.

B.R.C. 1981

- SCHEDULE: LANDSCAPING SHALL BE PLANTED BETWEEN MARCH 1 AND OCTOBER 15. BARE ROOT STOCK SHALL BE PLANTED BETWEEN MARCH 1 AND APRIL 30 OR PRIOR TO PLANTS LEAFING OUT. STOCK, OTHER THAN CONTAINER-GROWN STOCK, SHALL BE PLANTED BETWEEN MARCH 1 AND JUNE 1 OR BETWEEN SEPTEMBER 1 AND OCTOBER 15. THE CITY MANAGER MAY APPROVE PLANTING AT DIFFERENT TIMES BASED ON WEATHER CONDITIONS THAT ALLOW FOR SUCCESSFUL PLANTING.
- THE TOTAL AMOUNT OF HIGH WATER USE ZONES ON A PROPERTY SHALL NOT EXCEED FIFTY PERCENT OF THE TOTAL LANDSCAPED AREA. THE TOTAL AMOUNT OF HIGH WATER USE TURF GRASS SHALL NOT EXCEED TWENTY-FIVE PERCENT OF THE TOTAL LANDSCAPED AREA PER SECTION 9-9-12(D)(14).
- SOIL PREPARATION AND PLANTING SPECIFICATIONS. SITE PREPARATION AND ALL PLANTING SHALL BE COMPLETED, AT A MINIMUM, IN ACCORDANCE WITH THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS. SITE PREPARATION IN ANY DEVELOPMENT SHALL INCLUDE TILLING THE SOIL TO A MINIMUM DEPTH OF SIX INCHES BELOW THE FINISHED GRADE, TOGETHER WITH SOIL AMENDMENTS, INCLUDING, WITHOUT LIMITATION, COMPOST, MANURE, OR PEAT, THAT ARE APPROPRIATE TO ENSURE THE HEALTH AND SUSTAINABILITY OF THE LANDSCAPING TO BE PLANTED.
- IRRIGATION: ALL LANDSCAPED AREAS, INCLUDING, BUT NOT LIMITED TO, TREES IN TREE PITS, RAISED PLANTERS, PLANTING IN THE PUBLIC RIGHT-OF-WAY, AND ALL LANDSCAPING REQUIRED IN THIS CHAPTER, SHALL BE IRRIGATED WITH A PERMANENT, AUTOMATIC IRRIGATION SYSTEM DESIGNED TO PROVIDE EFFICIENT IRRIGATION COVERAGE WITH MINIMAL OVERSPRAY ONTO NON-LANDSCAPED AREAS.
- LOW-VOLUME, DRIP, OR SUBSURFACE IRRIGATION SYSTEMS SHALL BE USED IN THE FOLLOWING CONDITIONS: (1) IN LANDSCAPED AREAS WHERE ANY ONE DIMENSION IS LESS THAN SIX FEET IN WIDTH AND SURROUNDED BY IMPERVIOUS SURFACES OR (2) ALL NON-TURF GRASS AREAS.



DRAWN BY: JSH CHECKED BY: SRW APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO TREES AND SHRUBS PLANTING DETAIL	ISSUED: JULY 2, 1998 REVISED: OCT. 17, 2000 DRAWING NO. 3.02



DRAWN BY: JSH CHECKED BY: RJH APPROVED BY: DIRECTOR OF PUBLIC WORKS	CITY OF BOULDER, COLORADO PROTECTED ROOT ZONE AND DRIP LINE	ISSUED: JULY 2, 1998 REVISED: OCT. 17, 2000 DRAWING NO. 3.12

FOLLOW CHAPTER 3.05 'TREE PROTECTION FOR CONSTRUCTION SITES' OF THE 'BOULDER DESIGN AND CONSTRUCTION STANDARDS' FOR TREE PROTECTION PROCEDURES.

DAJDESIGN
922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

SEAL

NOT FOR CONSTRUCTION

08/18/2025

PROJECT
2445 BLUFF RESIDENCE
2445 BLUFF ST. BOULDER, CO 80304

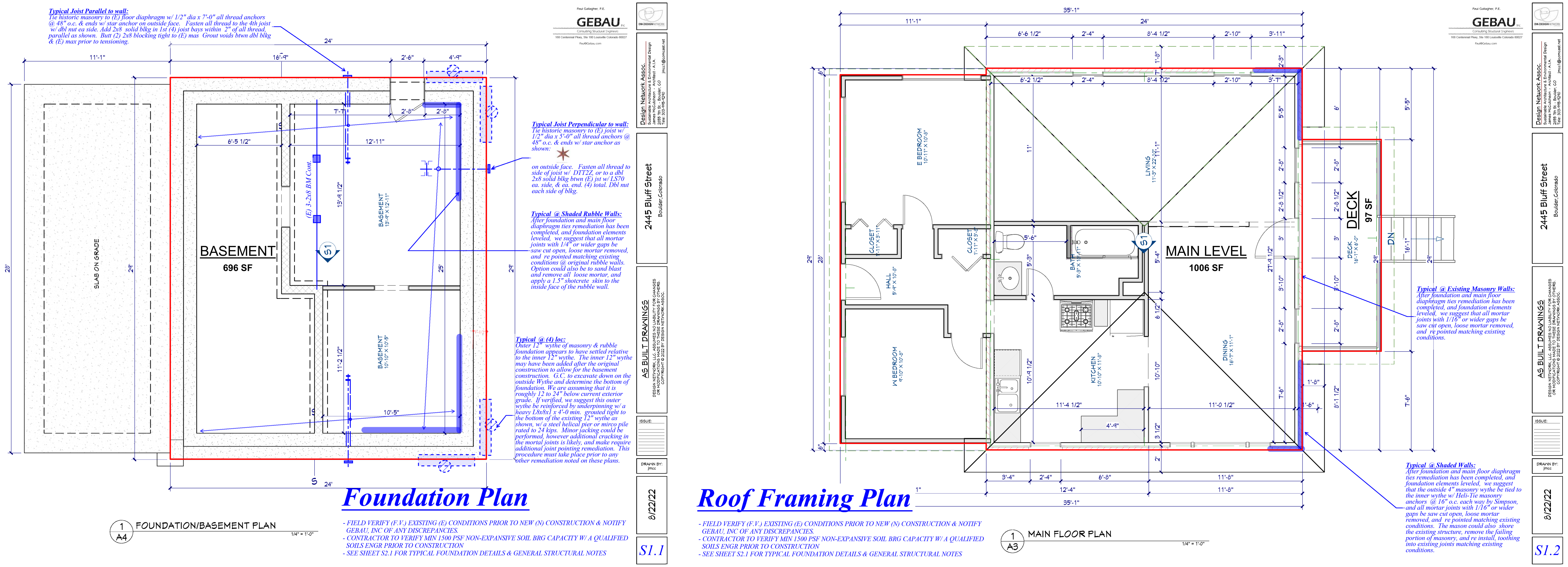
2445 BLUFF LLC. 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

REVISION

DRAWING TITLE
LUR LANDSCAPE PLAN

SET MINOR AMENDMENT
DATE 08/18/2025

SHEET
A0.2


Typical Joist Parallel to wall:
Tie historic masonry to (E) floor diaphragm w/ 1/2" dia x 7'-0" all thread anchors @ 48" o.c. & ends w/ star anchor on outside face. Fasten all thread to the 4th joist w/ dbl nut ea side. Add 2x8 solid blkg in 1st (4) joist bays within 2" of all thread, parallel as shown. Butt (2) 2x8 blocking tight to (E) mas Grout voids btwn dbl blkg & (E) max prior to tensioning.
Typical Joist Perpendicular to wall:
Tie historic masonry to (E) joist w/ 1/2" dia x 5'-0" all thread anchors @ 48" o.c. & ends w/ star anchor as shown: on outside face. Fasten all thread to side of joist w/ DTT2Z, or to a dbl 2x8 solid blkg btwn (E) jst w/ LS70 ea. side, & ea. end. (4) total. Dbl nut each side of blkg.
Typical @ Shaded Rubble Walls:
After foundation and main floor diaphragm ties remediation has been completed, and foundation elements leveled, we suggest that all mortar joints with 1/4" or wider gaps be saw cut open, loose mortar removed, and re pointed matching existing conditions @ original rubble walls. Option could also be to sand blast and remove all loose mortar, and apply a 1.5" shotcrete skin to the inside face of the rubble wall.
Typical @ (4) loc:
Outer 12" wythe of masonry & rubble foundation appears to have settled relative to the inner 12" wythe. The inner 12" wythe may have been added after the original construction to allow for the basement construction. G.C. to excavate down on the outside Wythe and determine the bottom of foundation. We are assuming that it is roughly 12 to 24" below current exterior grade. If verified, we suggest this outer wythe be reinforced by underpinning w/ a heavy L8x8x1 x 4'-0 min. grouted tight to the bottom of the existing 12" wythe as shown, w/ a steel helical pier or mirco pile rated to 24 kips. Minor jacking could be performed, however additional cracking in the mortal joints is likely, and make require additional joint pointing remediation. This procedure must take place prior to any other remediation noted on these plans.
Paul Gallagher, P.E.
GEBAU Inc
Consulting Structural Engineers
168 Centennial Pkwy, Ste 180 Louisville Colorado 80027
Paul@Gebau.com
Design Network Assoc.
Sustainable Architecture & Environmental Design
James McCutcheon - Architect - A.I.A.
2855 7th St. - Boulder, CO
Tele: 303-945-4290
jmcc1@comcast.net
2445 Bluff Street
Boulder, Colorado
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ISSUE:
DRAWN BY: jmcc
8/22/22
S1.1
BASEMENT
696 SF
SLAB ON GRADE
BASEMENT 13'-9" X 12'-11"
BASEMENT 10'-10" X 10'-5"
(E) 3-2x8 BM Cont.
Foundation Plan
1 A4 FOUNDATION/BASEMENT PLAN 1/4" = 1'-0"
- FIELD VERIFY (F.V.) EXISTING (E) CONDITIONS PRIOR TO NEW (N) CONSTRUCTION & NOTIFY GEBAU, INC OF ANY DISCREPANCIES.
- CONTRACTOR TO VERIFY MIN 1500 PSF NON-EXPANSIVE SOIL BRG CAPACITY W/ A QUALIFIED SOILS ENGR PRIOR TO CONSTRUCTION
- SEE SHEET S2.1 FOR TYPICAL FOUNDATION DETAILS & GENERAL STRUCTURAL NOTES
MAIN LEVEL
1006 SF
DECK
97 SF
E BEDROOM
LIVING
CLOSET
HALL
BATH
W BEDROOM
KITCHEN
DINING
DN
Roof Framing Plan
1 A3 MAIN FLOOR PLAN 1/4" = 1'-0"
Typical @ Existing Masonry Walls:
After foundation and main floor diaphragm ties remediation has been completed, and foundation elements leveled, we suggest that all mortar joints with 1/16" or wider gaps be saw cut open, loose mortar removed, and re pointed matching existing conditions.
Typical @ Shaded Walls:
After foundation and main floor diaphragm ties remediation has been completed, and foundation elements leveled, we suggest that the outside 4" masonry wythe be tied to the inner wythe w/ Heli-Tie masonry anchors @ 16" o.c. each way by Simpson, and all mortar joints with 1/16" or wider gaps be saw cut open, loose mortar removed, and re pointed matching existing conditions. The mason could also shore the existing structure, remove the failing portion of masonry, and re install, toothing into existing joints matching existing conditions.
S1.2

NOTE: THESE STRUCTURAL PLANS WERE ISSUED FOR THE EXISTING HOUSE TO VERIFY FOUNDATION REMEDIATION PROBABILITY. DUE TO THE DAMAGE TO THE CURRENT STRUCTURE, HIGH COST OF STABILIZATION, AND FUTURE RISK OF FOUNDATION MOVEMENT, DEMOLITION WAS APPROVED.

1 A0.3 FLOOR PLANS OF EXISTING STRUCTURE
SCALE: 1/4" = 1'-0"

DAJDESIGN
922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

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08/18/2025

PROJECT

2445 BLUFF RESIDENCE

2445 BLUFF ST, BOULDER, CO 80304

2445 BLUFF LLC 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

REVISION

DRAWING TITLE
LUR EXISTING STRUCTURE

SET: MINOR AMENDMENT

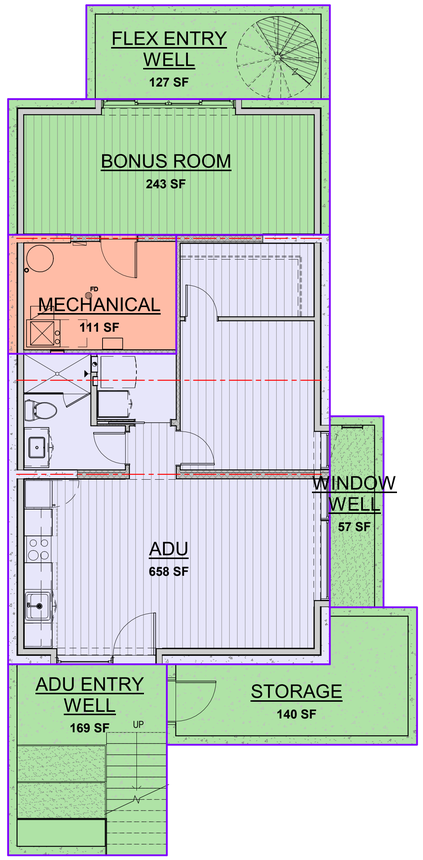
DATE: 08/18/2025

A0.3

SHEET

F.A.R. LEGEND

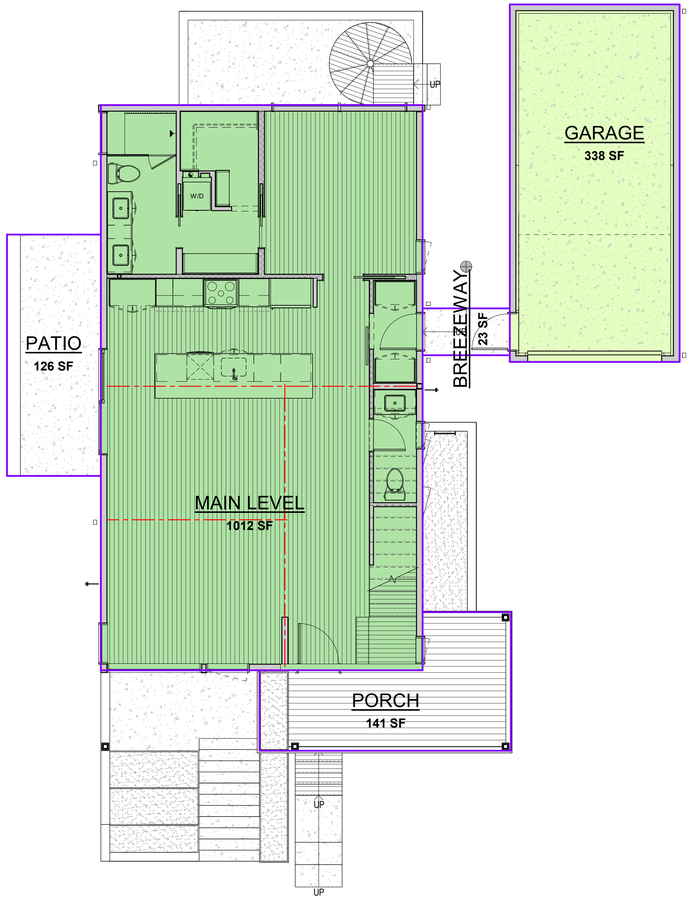
- ADU FLOOR AREA
- FLOOR AREA
- UNINHABITABLE SPACE



1 A0.4 BASEMENT F.A.R. PLAN
SCALE: 3/16" = 1'-0"

F.A.R. LEGEND

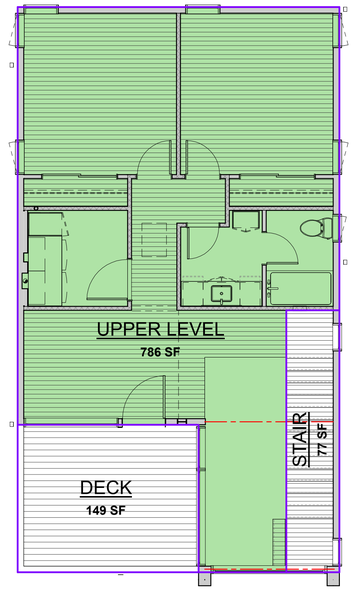
- ACCESSORY FLOOR AREA
- FLOOR AREA



2 A0.4 MAIN LEVEL F.A.R. PLAN
SCALE: 3/16" = 1'-0"

F.A.R. LEGEND

- FLOOR AREA



3 A0.4 UPPER LEVEL F.A.R. PLAN
SCALE: 3/16" = 1'-0"

FLOOR AREA TOTALS	
ACCESSORY FLOOR AREA	
GARAGE	338 SF
	338 SF
ADU FLOOR AREA	
ADU	658 SF
	658 SF
FLOOR AREA	
MAIN LEVEL	1,012 SF
UPPER LEVEL	786 SF
BONUS ROOM	243 SF
STORAGE	140 SF
WINDOW WELL	57 SF
FLEX ENTRY WELL	127 SF
ADU ENTRY WELL	169 SF
	2,534 SF
UNINHABITABLE SPACE	
MECHANICAL	111 SF
	111 SF

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922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

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PROJECT
2445 BLUFF RESIDENCE
2445 BLUFF ST, BOULDER, CO 80304

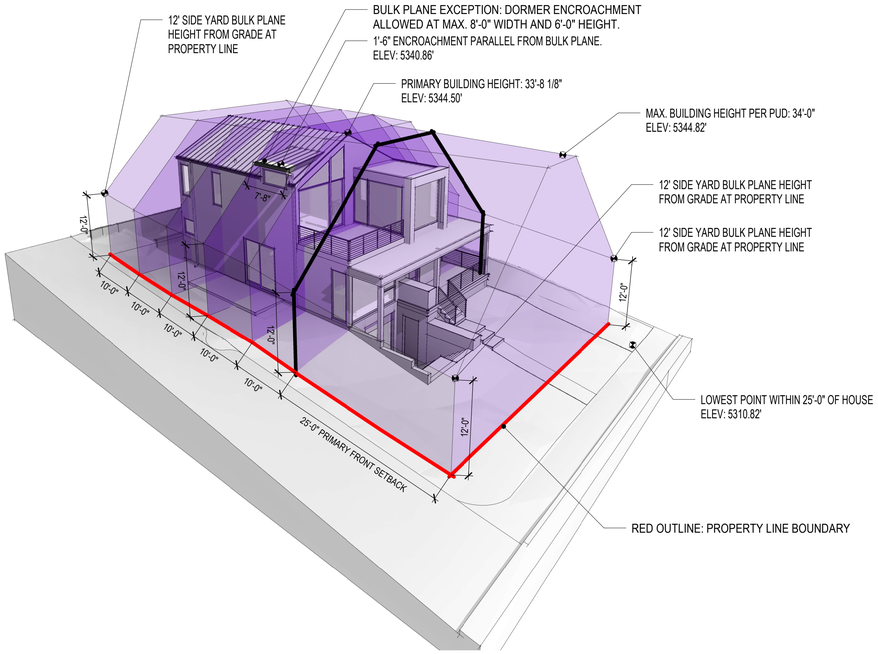
2445 BLUFF LLC: 307 S 38RD AVE
SUPERIOR, CO 80027
720.772.0335

REVISION

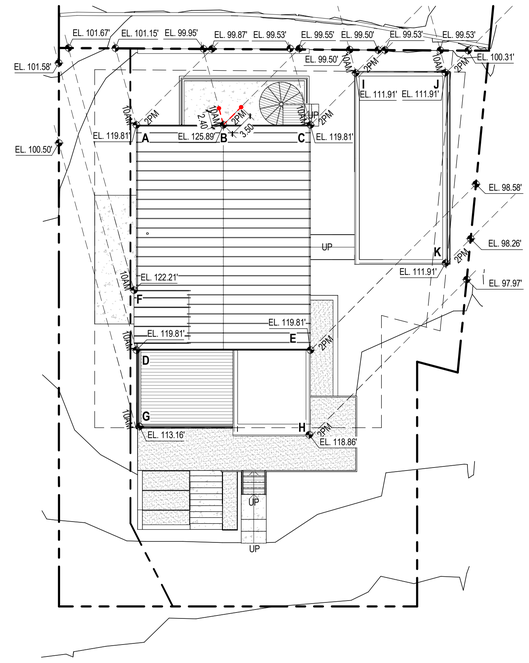
DRAWING TITLE
LUR F.A.R. PLANS

SET MINOR AMENDMENT
DATE 08/18/2025

SHEET
A0.4



1 / A1.0 SOUTHWEST BULK PLANE - PARALLEL POINTS METHOD



3 / A1.0 SOLAR ANALYSIS - 10AM AND 2PM
SCALE: 1" = 10'-0"

0 5' 10' 20'

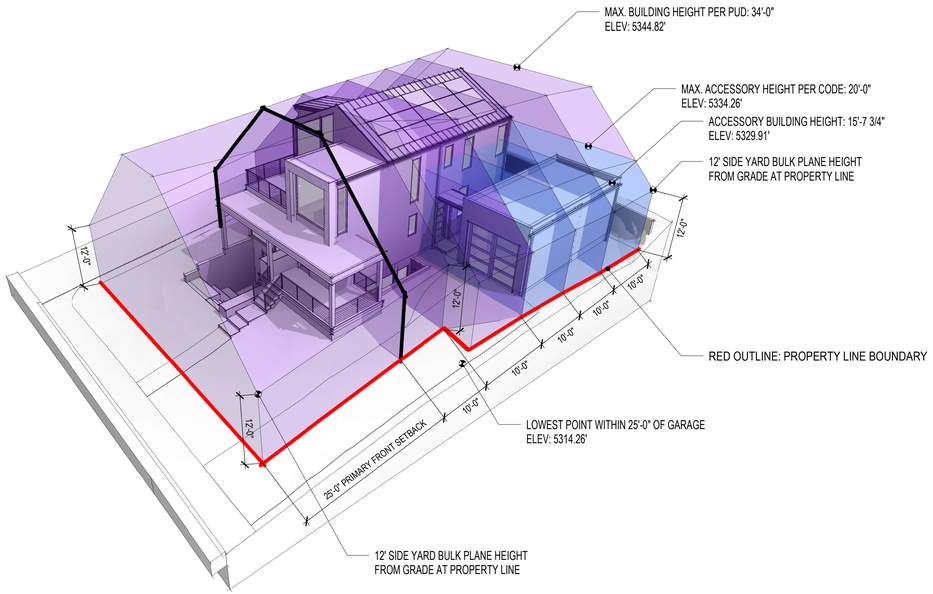
City of Boulder
Planning & Development

Solar Analysis Worksheet

Property Zone District: RMX-1 **Solar Fence Height: 25**

Roof Element	Step 1	Step 2		Step 3		Step 4	
	Elevation of Roof Element (y)	Elevation of Grade at Property Line (x)		Relative Height of Roof Element (h)		Length of Shadow (L)	
		10:00 AM	2:00 PM	10:00 AM	2:00 PM	10:00 AM	2:00 PM
Example	119.9	102.5	99.5	17.4	20.4	14.3	22.3
A	119.81	101.15	99.87	18.7	19.9	* -	-
B	125.89	99.95	99.55	25.9	26.3	2.4	3.4
C	119.81	99.53	99.53	20.3	20.3	* -	-
D	119.81	101.58	-	18.2		* -	-
E	119.81	-	98.58		21.2	* -	-
F	122.21	101.67	-	20.5		* -	-
G	113.16	100.5	-	12.7		* -	-
H	118.86	-	97.97		20.9	* -	-
I	111.91	99.5	99.5	12.4	12.4	* -	-
J	111.91	99.53	100.31	12.4	11.6	* -	-
K	111.91	-	98.26		13.6	* -	-

* RELATIVE LENGTH OF SHADOW PRODUCED IS EQUAL TO OR LESS THAN 0, CALCULATED USING A 25' SOLAR FENCE HEIGHT



2 / A1.0 SOUTHEAST BULK PLANE - PARALLEL POINTS METHOD

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922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

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NOT FOR CONSTRUCTION

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PROJECT
2445 BLUFF RESIDENCE
2445 BLUFF ST, BOULDER, CO 80304

2445 BLUFF LLC, 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

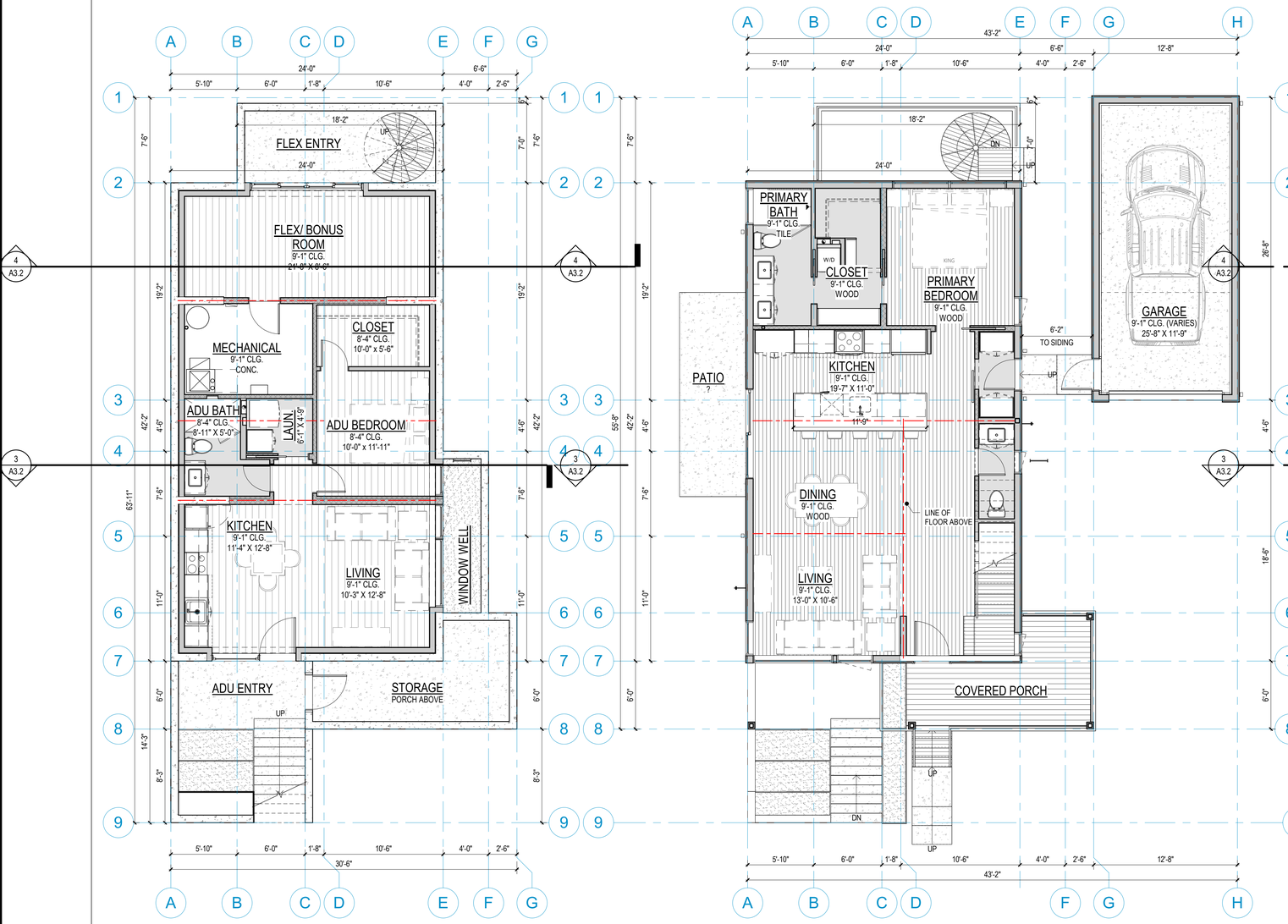
REVISION

DRAWING TITLE
LUR SITE STUDIES

SET MINOR AMENDMENT

DATE 08/18/2025

A1.0
SHEET



1 A1.1 BASEMENT FRAMING FLOOR PLAN
SCALE: 3/16" = 1'-0"

2 A1.1 MAIN LEVEL FRAMING FLOOR PLAN
SCALE: 3/16" = 1'-0"

3 A1.1 UPPER LEVEL FRAMING FLOOR PLAN
SCALE: 3/16" = 1'-0"

0 4' 8' 16'

DAJDESIGN
922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

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PROJECT
2445 BLUFF RESIDENCE
2445 BLUFF ST, BOULDER, CO 80304

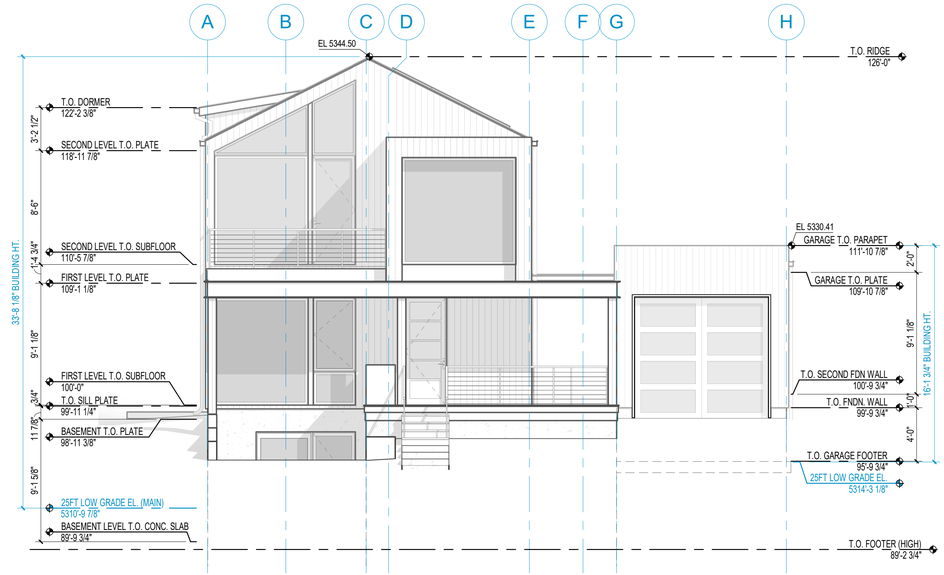
2445 BLUFF LLC, 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

REVISION

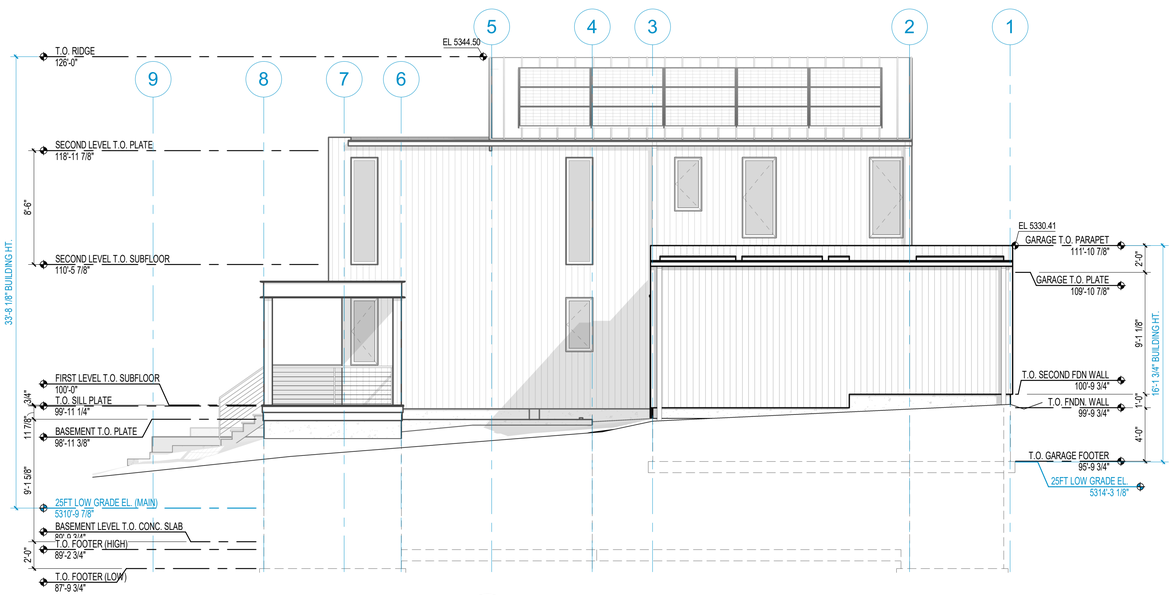
DRAWING TITLE
LUR FRAMING FLOOR PLANS

SET MINOR AMENDMENT
DATE 08/18/2025

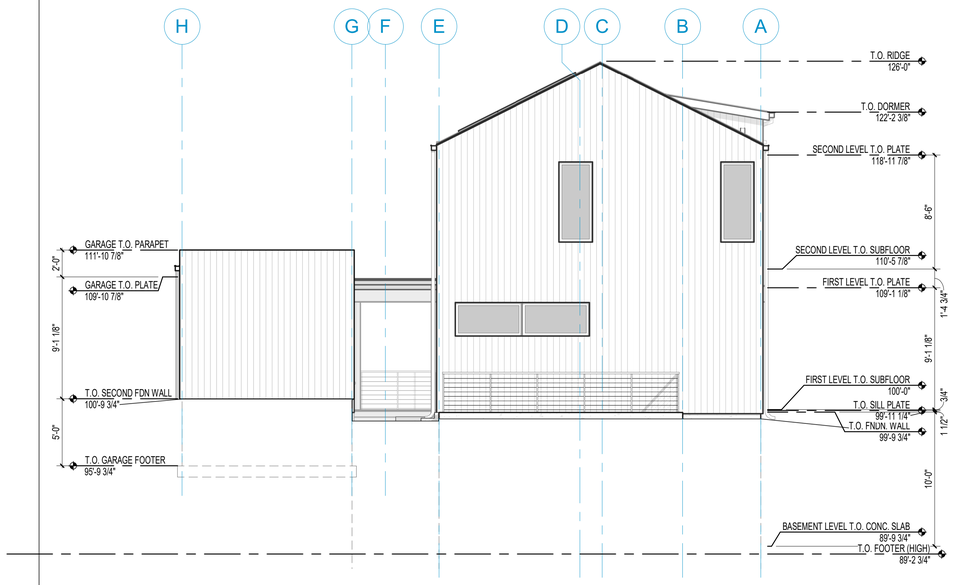
A1.1
SHEET



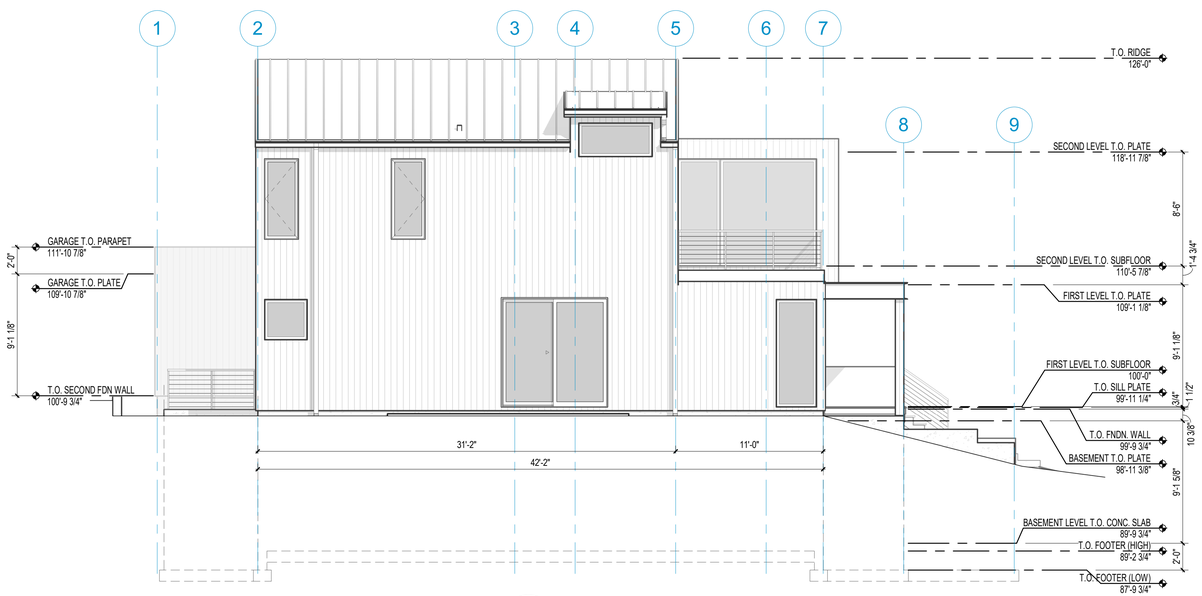
1 / A2.1 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



2 / A2.1 EAST ELEVATION
SCALE: 3/16" = 1'-0"



5 / A2.1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



4 / A2.1 WEST ELEVATION
SCALE: 3/16" = 1'-0"

0 4' 8' 16'

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922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

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PROJECT
2445 BLUFF RESIDENCE
2445 BLUFF ST. BOULDER, CO 80304

2445 BLUFF LLC: 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

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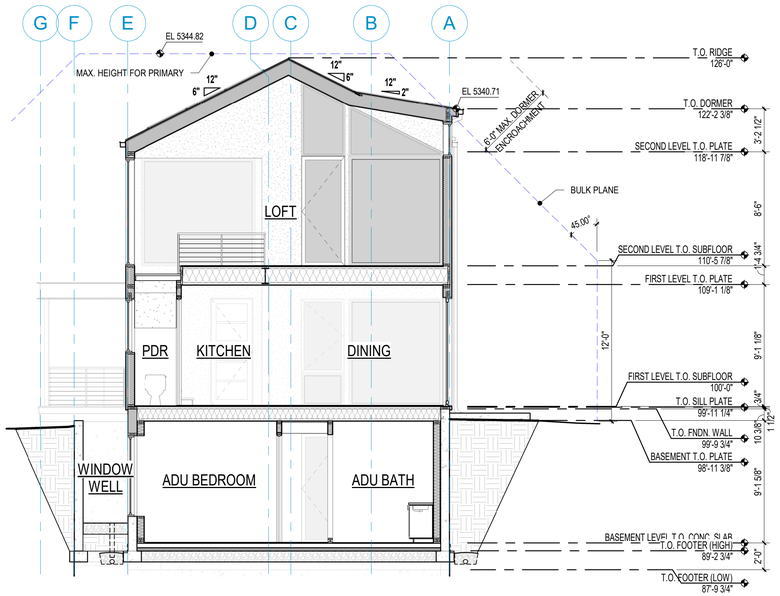
DRAWING TITLE
LUR BUILDING ELEVATIONS

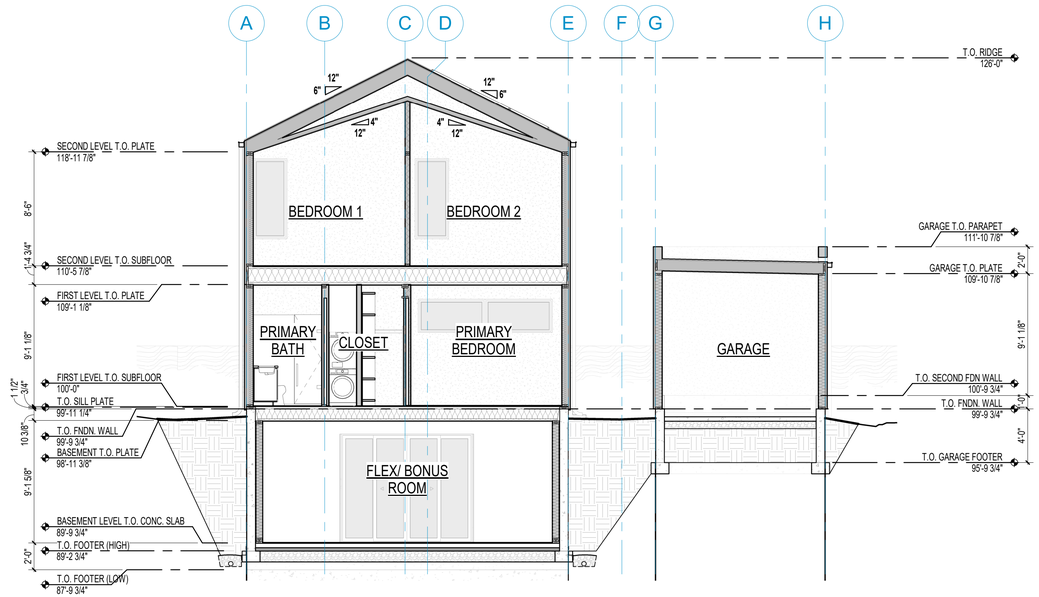
SET MINOR AMENDMENT

DATE 08/18/2025

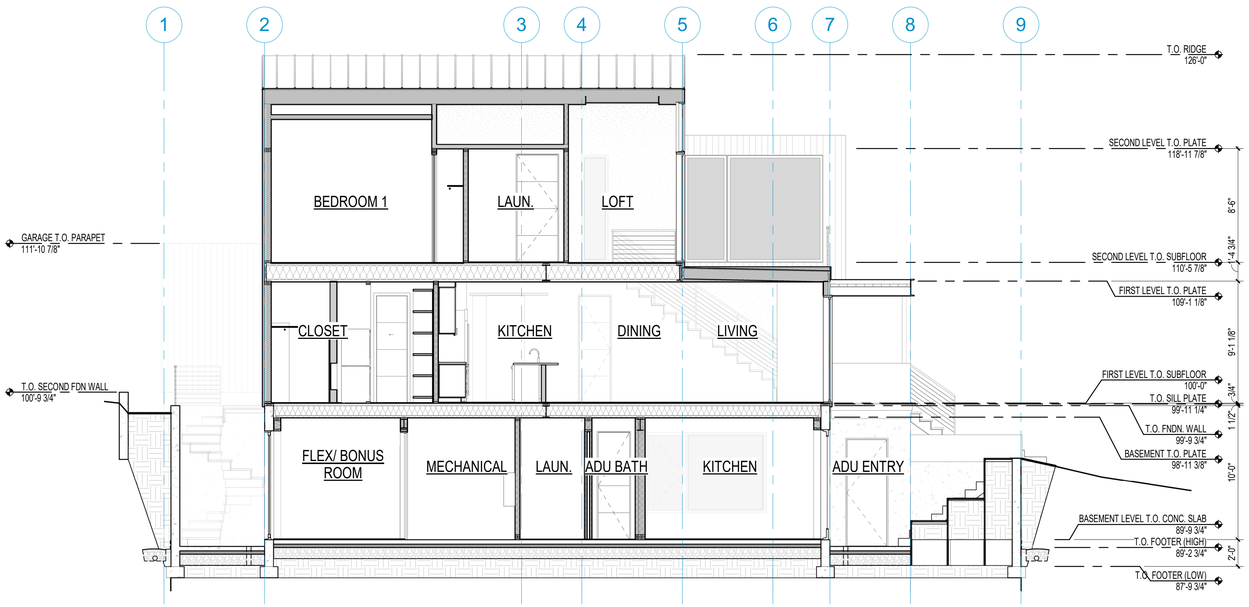
A2.1
SHEET



1 / A3.1 EAST-WEST SECTION
SCALE: 3/16" = 1'-0"



2 / A3.1 WEST-EAST SECTION
SCALE: 3/16" = 1'-0"



3 / A3.1 NORTH-SOUTH SECTION
SCALE: 3/16" = 1'-0"

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922A MAIN STREET
LOUISVILLE, CO 80027
P. 303.527.1100
INFO@DAJDESIGN.COM

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2445 BLUFF RESIDENCE
2445 BLUFF ST. BOULDER, CO 80304

2445 BLUFF LLC. 307 S 3RD AVE
SUPERIOR, CO 80027
720.772.0355

REVISION

DRAWING TITLE
LUR BUILDING SECTIONS

SET MINOR AMENDMENT

DATE 08/18/2025

A3.1
SHEET

CITY OF BOULDER
PLANNING BOARD AGENDA ITEM

MEETING DATE: December 2, 2025

AGENDA TITLE
Public hearing and consideration of the following:

A. Recommendation to City Council regarding a request to rezone two parcels containing approximately 2.65 acres of land, generally located at 5501 and 5505 Arapahoe Avenue, and adjacent rights-of-way from Business-Community 1 (BC-1) to Mixed-Use 4 (MU-4) zoning and adjacent 56th Street right-of-way from Industrial General (IG) to Mixed-Use 4 (MU-4) zoning. Reviewed under application **LUR2025-00016;**

AND

B. A Form-Based Code Review application for redevelopment of the properties located at 5501 and 5505 Arapahoe Ave. with a new, five-story mixed use building containing 300 dwelling units and 2,918 square feet of retail and production business space. Reviewed under application **LUR2025-00027**.

Applicant: Erin Bagnall, Sopher Sparn Architects
Owner: 5501 Arapahoe, LLC

REQUESTING DEPARTMENT / PRESENTERS
Nuria Rivera-Vandermyde, City Manager
Planning & Development Services
Brad Mueller, Director
Charles Ferro, Senior Development Review Manager
Chandler Van Schaack, Principal Planner

OBJECTIVE
Define the steps for Planning Board consideration of this request:

1. Planning Board hears applicant and staff presentations and may ask questions.
2. Public Hearing.
3. Opportunity for Applicant Response to Public Hearing Comments
4. Planning Board recommendation on proposed Rezoning.
5. Planning Board action to approve, approve with conditions, or deny FBC Application.

SUMMARY

Project Name:	5501 Arapahoe
Location:	5501 & 5505 Arapahoe Ave.
Size of Tract:	115,551 S.F. (2.65 acres)
Zoning:	Business – Community 1 (BC-1) currently, with Mixed – Use 4 (MU-4) proposed
Comprehensive Plan:	Mixed – Use Transit-Oriented Development (MUTOD)

KEY ISSUES
Staff has identified the following key issues to help guide the board's discussion:

1. Is the Form-Based Code application (LUR2025-00027) consistent with the Form-Based Code (FBC) standards of Chapter 14 of the Land Use Code?
2. Does the Planning Board find that the requested modifications and exceptions to the FBC meet the standards of Section 9-2-16(h) and (i), B.R.C. 1981, applicable?
3. Is the rezoning request consistent with the Rezoning criteria in Sections 9-2-19(e) and (f), B.R.C. 1981?

EXECUTIVE SUMMARY
The purpose of this public hearing is for Planning Board to review and take actions on the following items:

Recommendation to city council on request to rezone two parcels containing approximately 2.65 acres of land located at 5501 and 5505 Arapahoe Avenue and adjacent rights-of-way from Business- Community 1 (BC-1) to Mixed-Use 4 (MU-4) zoning and adjacent 56th Street right-of-way from Industrial General (IG) to Mixed-Use 4 (MU-4) zoning Reviewed under application LUR2025-00016.

AND

Planning Board action on Form-Based Code Review application for redevelopment of the properties located at 5501 and 5505 Arapahoe Ave. with a new, five-story mixed use building containing 300 dwelling units and 2,918 square feet of retail and production business space. Reviewed under application **LUR2025-00027**.

STAFF RECOMMENDATION

STAFF FINDINGS AND RECOMMENDATION:

Suggested Motion Language:

Motion to recommend to City Council approval of the application to rezone 2.65 acres of land located at 5501 and 5505 Arapahoe and adjacent right-of-way from Business – Community 1 (BC-1) to Mixed – Use 4 (MU-4) zoning and a portion of 56th Street right-of-way from Industrial General (IG) to Mixed – Use 4 (MU-4) zoning.

Suggested Motion Language:

Motion to approve Form-Based Code Review application #LUR2025-00027, adopting the staff memorandum as findings of fact, including the attached analysis of review criteria, and subject to the recommended conditions of approval.

PUBLIC FEEDBACK

For each of the applications, required public notice was provided in the form of written notifications to property owners and all addresses within 600 feet of the subject property. In addition, a public notice sign was posted on the property and therefore, all public notice requirements of section 9-4-3, "Public Notice Requirements," B.R.C. 1981 were met. Staff has not received any public comments on the request,

BACKGROUND

The approximately 115,551 square foot (2.65-acre) project site is located in East Boulder at the northeast corner of 55th Street and Arapahoe Avenue (See **Figure 1** below for a vicinity map). The site is comprised of two properties: 5501 and 5505 Arapahoe Ave. One property previously operated as the Boulder Dinner Theater (5501 Arapahoe) and the other is currently the Premier Members Credit Union (5505 Arapahoe). The site is surrounded by commercial and light industrial uses to the north and east and commercial uses to the south and west. The Flatirons Golf Course lies to the southeast across Arapahoe Ave. The site currently contains a shared vehicular access off Arapahoe Ave. as well as two additional accesses per property off 55th and 56th Streets, respectively. A shared driveway also connects through the sites to allow for drive-thru bank customers to exit onto the 5501 Arapahoe property. Overall, the site is largely paved, with surface parking comprising most of the former Boulder Dinner Theater site and roughly one third of the PMCU site.

Figure 1: Vicinity Map

BVCP Land Use Designation

As shown in **Figure 2**, the BVCP land use designation for the site is MUTOD (Mixed Use Transit-Oriented Development). Per the BVCP, "*MUTOD areas pair existing or planned transit facilities with residential and commercial development opportunities. The goal of MUTOD areas is to transform existing, disparate uses into mixed use, transit-oriented neighborhoods rich with amenities and services. MUTOD areas are located at regional or local mobility hubs and/or along key transit corridors.*" Anticipated uses consist "*predominantly of attached residential uses. Supporting uses to be allowed include office, retail, service, commercial and light industrial. Uses should be vertically and horizontally integrated into MUTOD areas.*"

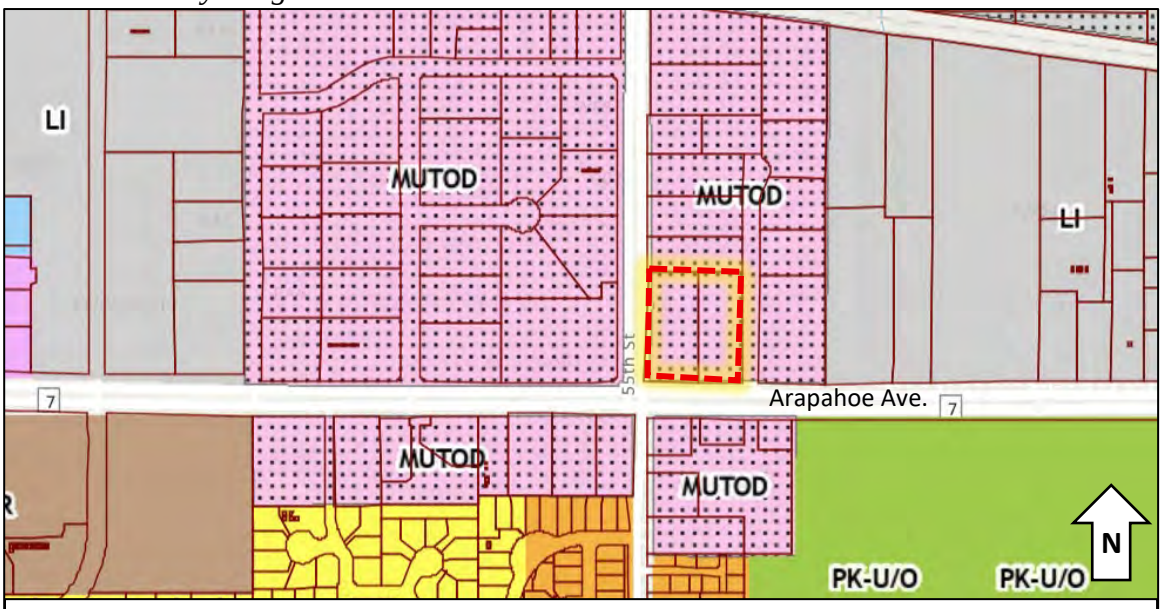


Figure 2: BVCP Land Use Map

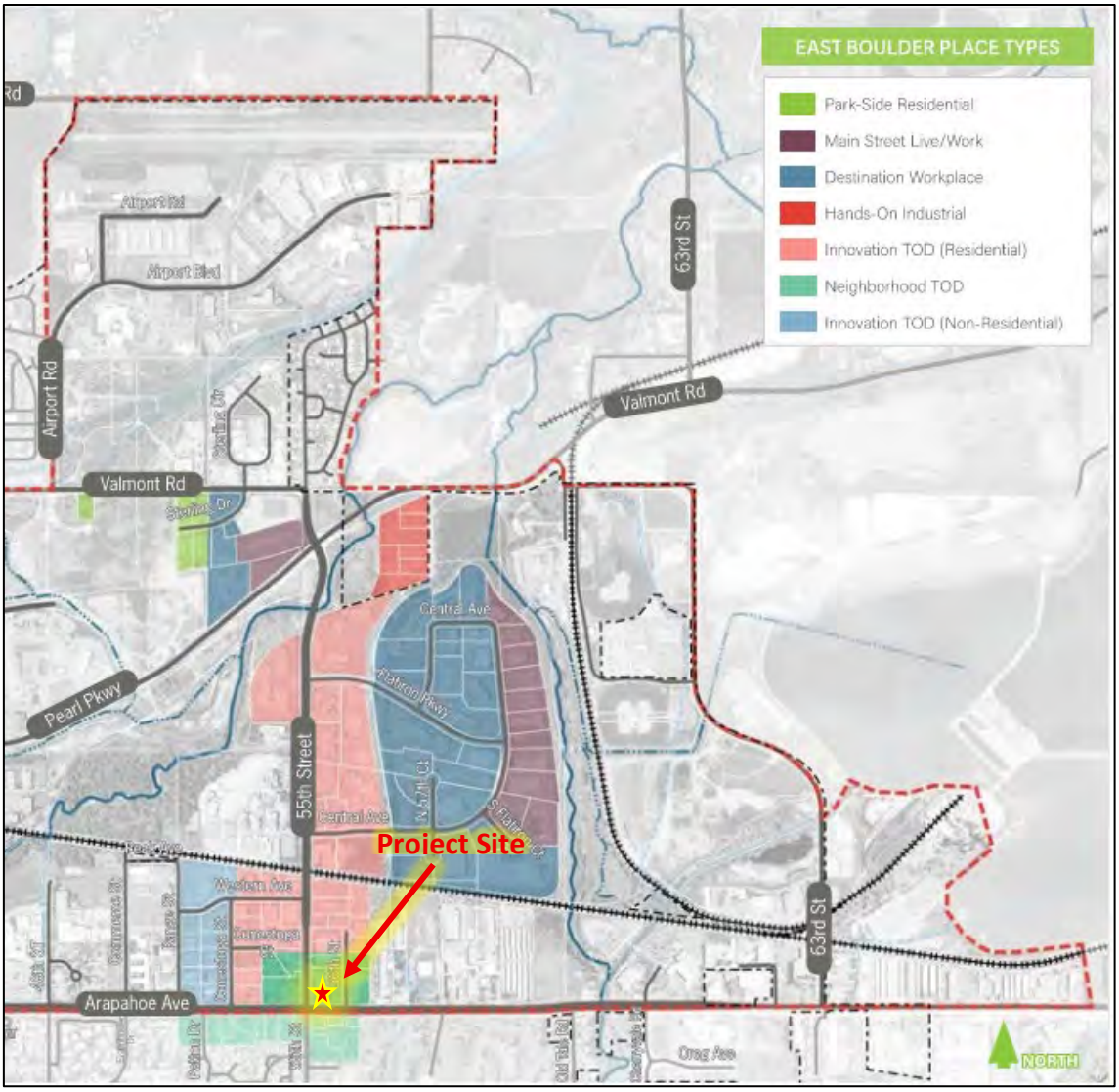


Figure 3: EBSP Place Types Map

The project site is also located within the boundaries of the East Boulder Subcommunity Plan (EBSP). Within the plan, the site is designated as an area of change with a Neighborhood TOD place type. The area of change in which the project site is located is identified as the 55th and Arapahoe Station Area, which is subject to the 55th and Arapahoe Station Area Master Plan (STAMP). The STAMP is an area plan that was adopted as part of the EBSP and "*provides a detailed study of the vision, feasibility, and implementation strategies for this catalytic project*."

The 55th and Arapahoe Station Area is intended to include "*a variety of new destinations and housing into the fabric of an important working, industrial area. The corner of 55th and Arapahoe will include a mobility hub connecting new residents to places outside of East Boulder and bringing people from other parts of the city and the region to East*

Boulder by bus, bike, foot, car and even scooter. The neighborhood character will mix high- and low-density buildings with flexible industrial spaces whose doors open to the street, fostering an exchange of people, goods and ideas in this live/work neighborhood."

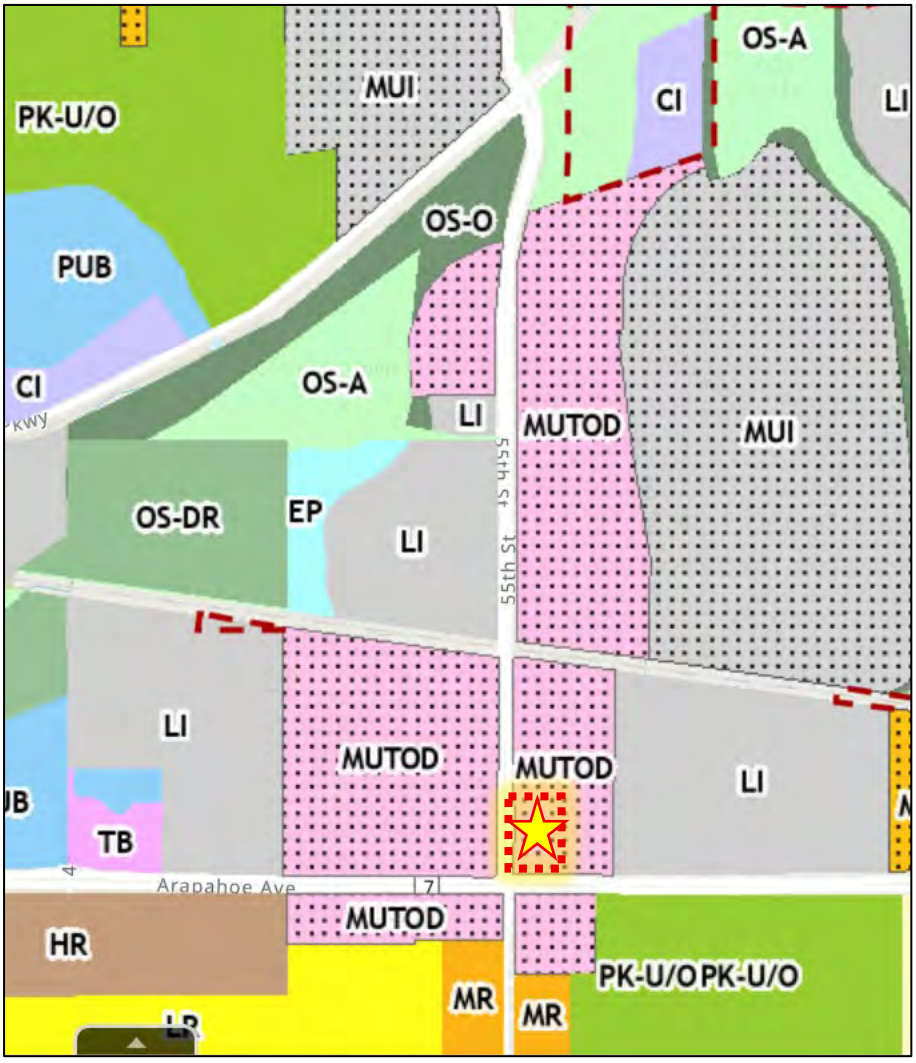


Figure 4: BVCP Land Use Designations Implementing EBSP Place Types

City Council adopted the EBSP on Oct. 6, 2022. The plan guides the evolution of East Boulder over the next two decades into a local business hub with a variety of housing options and an artful community that is well connected to the surrounding city and the region. To implement the EBSP and STAMP, the city worked with community members and property owners to update the city's Form Based Code. The Form Based Code updates expanded the applicability of Form Based Code to "areas of change" identified in the EBSP and revised elements of the code to intentionally implement the EBSP as described in the plan's Place Types Map and Place Type Descriptions (pg.37-35). The updated Form Based Code represents expectations for site and building design that implement both the EBSP and the STAMP. Council approved Ordinance 8669 updating the Form Based Code on March 20, 2025.

Zoning

The project site is currently zoned BC-1 (Business- Community 1), defined as "*Business areas containing retail centers serving a number of neighborhoods, where retail-type stores predominate*" per Section 9-5-2 of the Land Use Code. The site is also subject to the East Boulder Form-Based Code, which was established following adoption of the EBSP in 2022 and added to Chapter 14 of the Land Use Code in 2025.

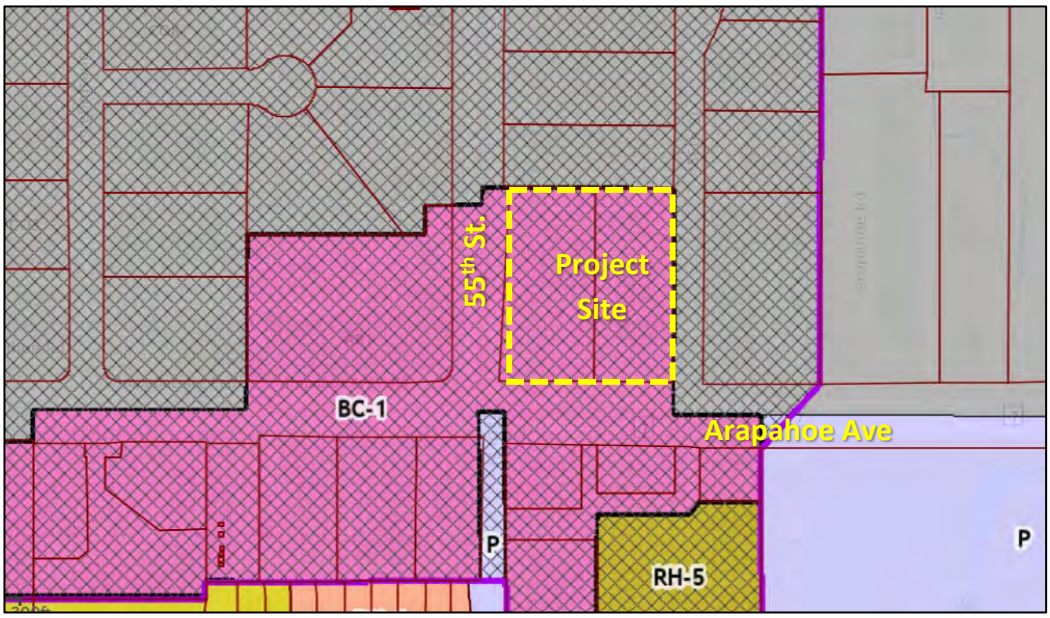


Figure 5: Existing Zoning Map

As discussed in further detail below, the applicant is requesting a rezoning from BC-1 to MU-4 (Mixed-Use 4), which is defined in the Land Use Code as "*Mixed use residential areas generally intended for residential uses with neighborhood-serving retail and office uses; and where complementary uses may be allowed. It is anticipated that development will occur in a pedestrian-oriented pattern, with buildings built up to the street.*"

Currently, MU-4 zoning has been applied only to other Form-Based Code areas of the city where adopted subcommunity or area plans exist, including the Boulder Junction area and the Alpine Balsam area. As shown below in **Figure 6**, the EBSP recommends MU-4 zoning for the areas designated as Innovation TOD (residential) and Neighborhood TOD place types in the EBSP. As shown in **Figure 4** above, these areas all currently have the MUTOD land use designation in the BVCP.

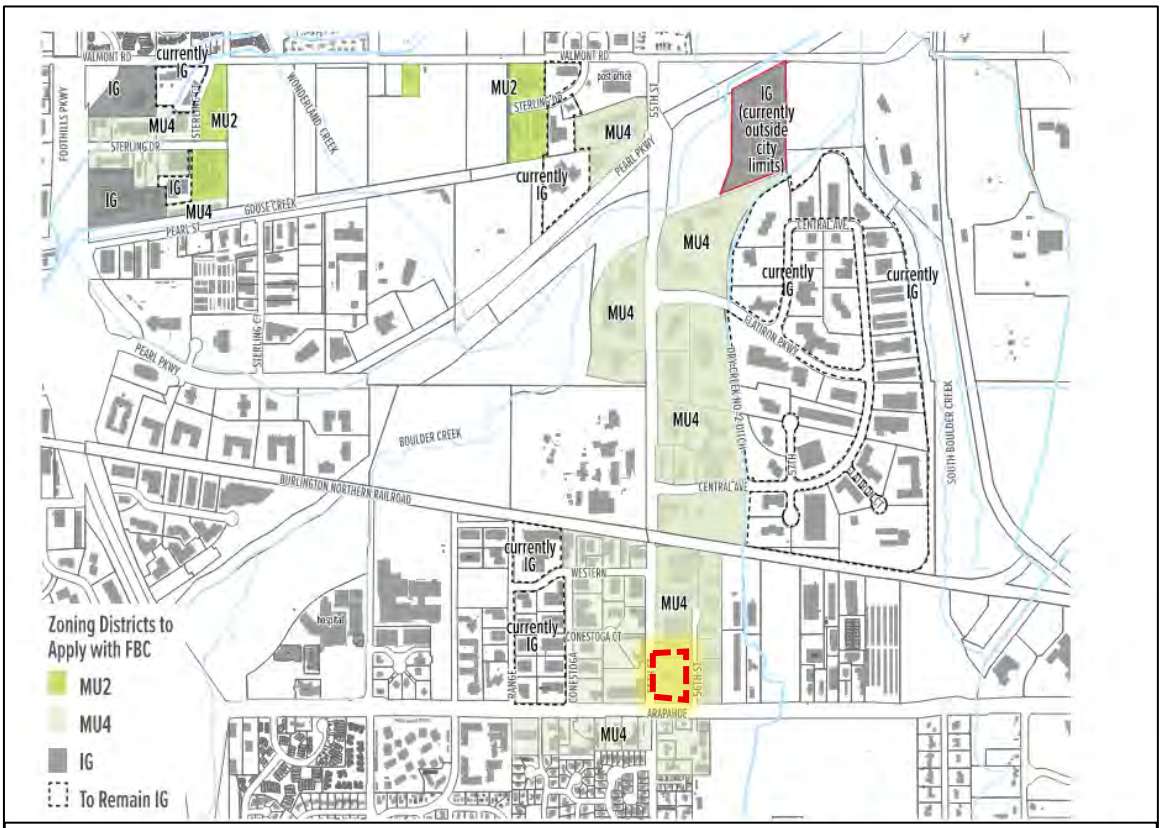


Figure 6: Recommended Zoning Diagram describing appropriate zoning districts that are consistent with the recommended land use and place types of the EBSP

While MU-4 is the recommended zoning for the subject site per the EBSP and is being requested by the applicant to bring the site into conformance with the underlying BVCP land use designation, it is important to note that the Form-Based Code requirements supplement those imposed by underlying zoning provisions and generally applicable development standards the Land Use Code and other ordinances of the city. If there is a conflict between the Form-Based Code standards and other standards of Title 9, "Land Use Code," B.R.C. 1981, the Form-Based Code standards control. Section 9-14-4 of the Land Use Code specifies which underlying zoning regulations are superseded by the Form Based Code.

Per Section 9-2-16(i), B.R.C. 1981, exceptions to the Form Based Code requirements may be requested subject to the following standards:

> (2) Exceptions:
> (A) An exception may be granted by the approving authority if the following criteria are met:

(i) The proposed exception is generally consistent with the goals and intents of the adopted subcommunity or area plan applied to the area, and

(ii) The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code".

(B) An exception may be granted by the approving authority if the approving authority finds that individual conditions of the property that were not created by the applicant make compliance with a provision of Chapter 9-14, "Form-Based Code ," impractical and the proposed alternative design is the minimum modification of the requirements of Chapter 9-14 that provides relief and is consistent with the intent and purpose of the section being modified and the form-based code review process described in Subsection (a) of this section;

Per Section 9-2-16(h), B.R.C. 1981, modifications may be approved to the bike parking standards of Section 9-9-6, B.R.C. 1981, as follows: .

"...the approving authority may approve reductions to the minimum number of off-street bicycle parking, modifications to the ratio of long-term and short-term bike parking requirements of Table 9-4, reductions to the minimum number of larger spaces, and modifications to the maximum number of vertical or tiered racks, **if it finds that the long-term and short-term bicycle parking needs of the use will be adequately accommodated.**

PROJECT DESCRIPTION

Form-Based Code Application

The proposed project would combine the properties at 5501 and 5505 Arapahoe into one lot and redevelop the site with a new, 414,180 square foot, five-story mixed use building including 300 dwelling units. Residences will be a mix of unit types and sizes. 2,918 square feet of ground floor retail and production business space are provided on the southwest corner of the building. Residential Parking will be provided in a 4-story garage against the rear setback, wrapped by occupiable space on the street frontages. The project has been found to comply with all applicable FBC standards with the following requested exceptions:

Requested Exceptions to Form Based Code:

At 5501 and 5505 Arapahoe, the applicant is requesting exceptions to the following standards of the Form-Based Code per Section 9-2-16 (i), B.R.C. 1981:

- Section 9-14-6 (c)(5)(C)(i), Production Business Space Standards, to allow for the required production business space to have a 10-foot ground story height where 12 feet is the minimum required.

- Section 9-14-18, General Building Type Standards, to allow for 70 percent impervious coverage where 65 percent is the maximum otherwise allowed.

Figure 7: Rendering of proposed project from corner of 55th and Arapahoe

Request for a Second Access Point

The applicant is requesting a second site access point pursuant to Section 9-9-5(c)(1), "Number of Access Points," B.R.C. 1981, where generally one access point is allowed. Section 9-9-5(c)(1) establishes when a second access point may be approved.

Request for Modification to Bike Parking Standards

The applicant is also requesting the following modification to bike parking standards per Section 9-2-16(h), B.R.C. 1981:

- Section 9-9-6, Parking Standards: Requesting a modification to the bike parking requirements to allow for 22.5 percent short-term and 77.5 percent long-term bike parking spaces where 25 percent short-term and 75 percent long-term bike parking spaces are required.

Figure 8: Rendering of proposed project from corner of Arapahoe and 56th

Consistency with Form-Based Code
Article 1, General Provisions (Section 9-14-6 (c), B.R.C. 1981)
Figure 9 shows the site's location within the Form-Based Code (FBC) Regulating Plan. Aside from the requested exceptions, the project complies with all applicable General Provisions of the FBC as shown on page 7 (*A 0.07*) of the plan set (**Attachment A**). The project includes a General Building Type over 35,000 square feet in floor area and provides over 50 percent of the floor area as residential floor area (240,705 sq. ft. residential out of 304,207 sq. ft. total). The proposed building does not exceed the maximum building height for General Building types of 5 stories and 55 feet. Shopfront base is provided at the corner of 55th and Arapahoe extending 53 feet along 55th and 59 feet along Arapahoe Ave. One exception is requested under this subsection:

- An exception to the Production Business Space standards in Section 9-14-6(c)(2)(C)(i) is requested to allow for the production business space to have a ground story height of 10 feet where 12 feet is required for Shopfront Bases (see **Figure 10** below). The applicant cites flood protection elevation requirements as the primary reason for the requested exception. Please see the applicant's written statement included as **Attachment B** for their response to the Exception criteria in Section 9-2-16(i), B.R.C. 1981. Staff finds that the exception is supportable based on Section 9-2-16(i)(2)(A), in that the proposed exception is generally consistent with the goals and intents of the EBSP to provide a minimum of 500 square feet of production business space along a Type A frontage, and because the requested exception is internal to the space, the proposed exception will not create any adverse impacts on residents of the development or surrounding properties

beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code".

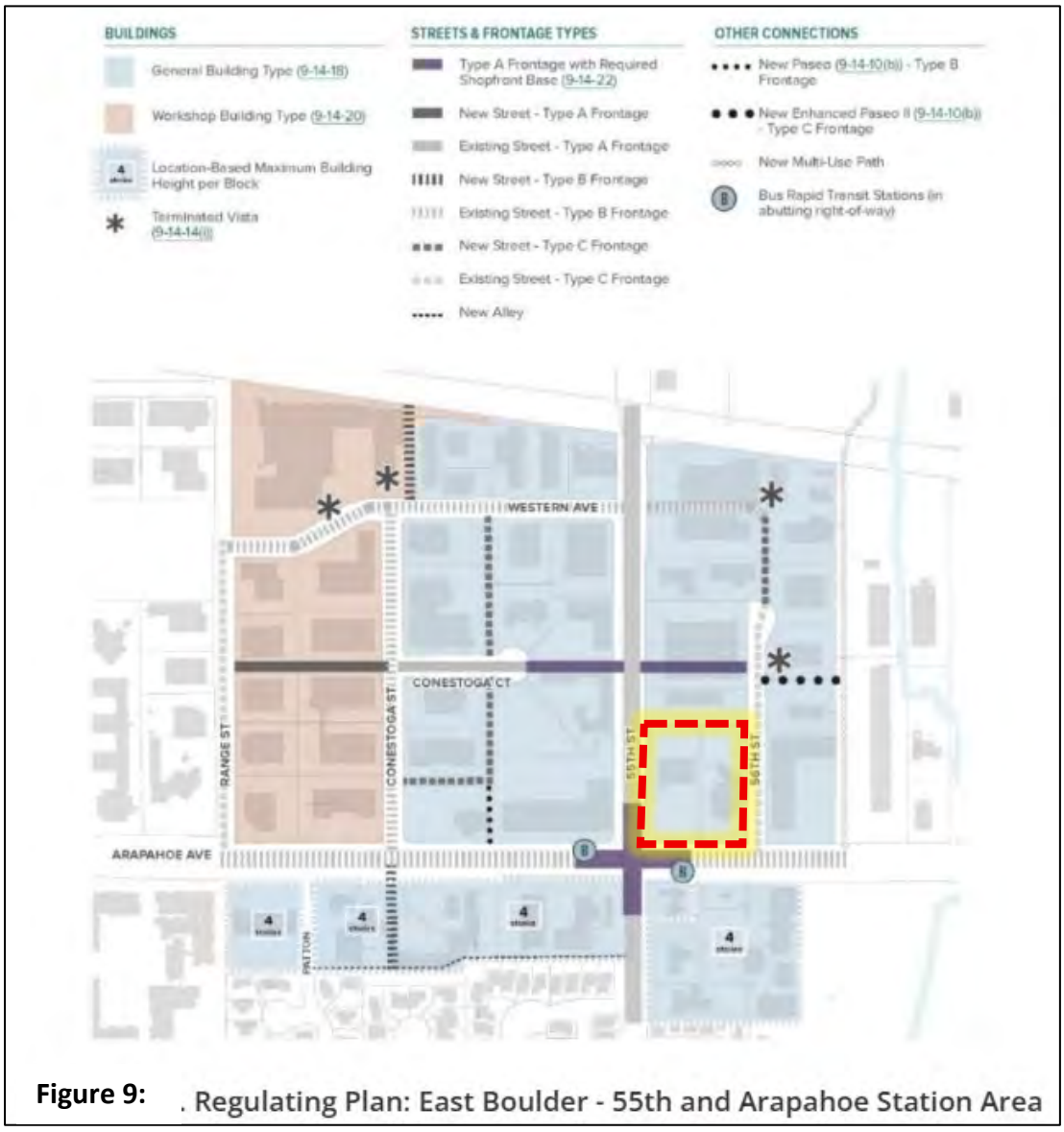


Figure 9: . Regulating Plan: East Boulder - 55th and Arapahoe Station Area

Section 9-14-4(b), "Scope," B.R.C. 1981, sets forth additional Land Use Code requirements that apply to projects developed under the FBC review process. The proposal meets the standards subject to final plan approval conditioned to occur through a Technical Document Review application. As part of that, for a development under MU-4 zoning, the proposed development will also have to meet the trip reduction requirements of Section 9-9-22, "Trip Generation Requirements for the MU-4, RH-6, and RH-7 Zoning Districts," B.R.C. 1981. The applicant submitted a TDM plan (**Attachment D**) that demonstrates compliance with trip generation requirements. Staff's analysis of the trip generation requirements for this development under Section 9-9-22 is in **Attachment H.**

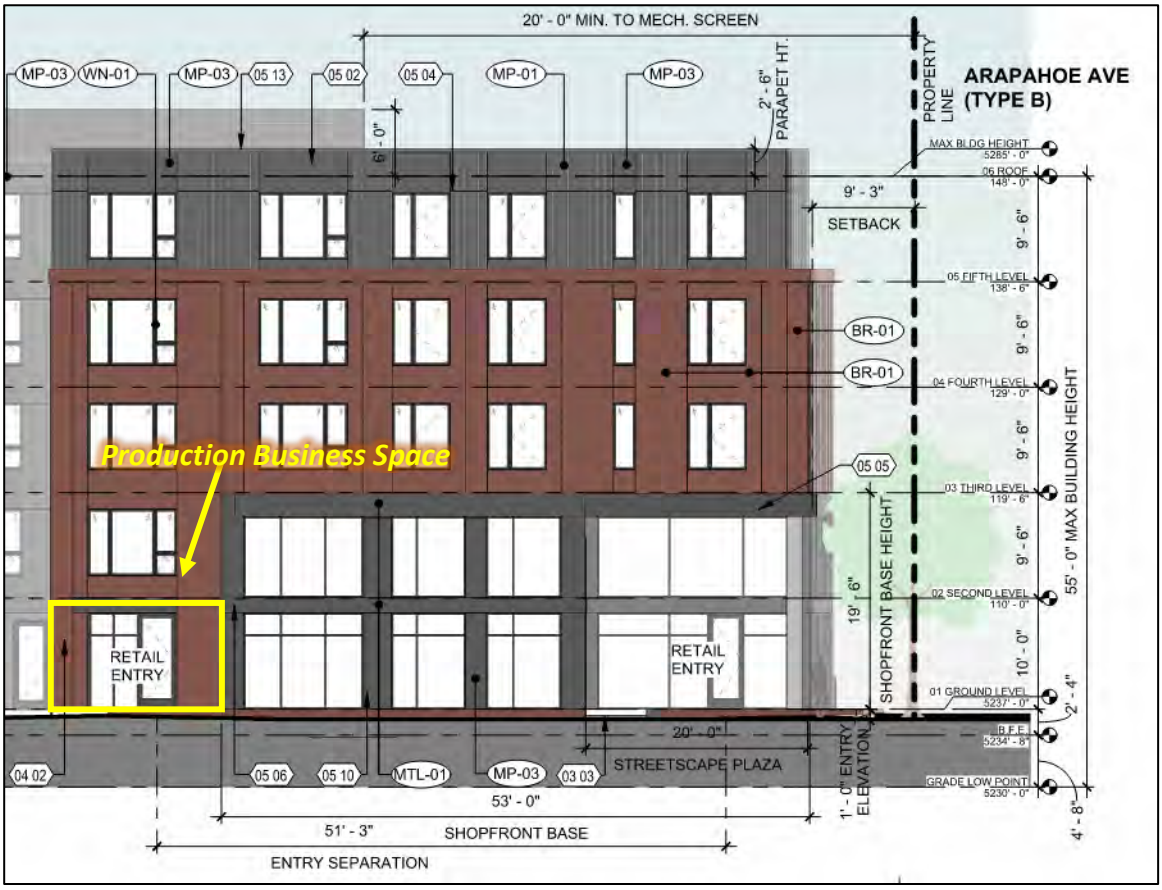


Figure 10: Diagram showing 10-foot height of Production Business Space on 55th St.

The Applicant is also seeking a modification to the bicycle parking standards of Section 9-9-6(e), "Bicycle Parking," B.R.C. 1981. Bicycle parking standards apply in FBC reviews pursuant to Section 9-14-4(b)(4)(A)(v) and can be modified in the FBC review process per Section 9-2-16(h). The applicant is requesting a modification to the bike parking requirements to allow for 22.5 percent short-term and 77.5 percent long-term bike parking spaces where 25 percent short-term and 75 percent long-term bike parking spaces are required. A modification to the ratio of long-term and short-term bike parking requirements will be approved if the approving authority finds that the long-term and short-term bicycle parking needs of the uses will be adequately accommodated through on-street or off-street parking. Staff finds that overall that the long-term and short-term bicycle parking needs of the uses of the project will be adequately accommodated. Per the Applicant's written statement (**Attachment B**), National guidance from the Bicycle Parking Guidelines, 2nd Editions published by the Association of Pedestrian and Bicycle Professionals (APBP) recommends multi-family residential projects in urbanized and high mode share areas provide 0.10 short term bike parking spaces per bedroom. For this 403-bed project, this equates to 40 short-term spaces. The proposed 136 spaces therefore exceed professional recommendations for short term demand by more than three times,

ensuring sufficient capacity for guests while reflecting actual use patterns in a high mode share community such as Boulder. This approach provides an appropriate balance by accommodating visitor needs with convenient, well-located racks, while allocating additional capacity to secure long-term bicycle parking that better serves the daily needs of residents. Locating this project within a TOD district further increases the need for resident-oriented bicycle facilities, since households are more likely to own and rely on bicycles for both direct trips and for first/last-mile connections to transit. Providing 468 long-term spaces ensures that the project not only meets but appropriately supports this higher level of resident demand, while also accommodating a diverse range of bicycle types and emerging mobility needs.

FBC SUBMITTAL - BIKE PARKING	
TYPE	BIKE SPOTS
BIKES (LONG-TERM STANDING)	239
BIKES (LONG-TERM U-RACK)	54
BIKES (SHORT-TERM)	136
RESIDENTIAL	175
TOTAL BIKE PARKING	604

FBC ANALYSIS - BIKE PARKING		
BIKE PARKING	QTY	REMARKS
TOTAL REQUIRED	604	2 PER UNIT + 1/750 SF RETAIL
SHORT TERM REQ'D	151	25% OF TOTAL
LONG-TERM REQ'D	453	75% OF TOTAL
.PROPOSED SHORT-TERM	136	RE: LANDSCAPE
.PROPOSED LONG-TERM	468	(175) IN-UNIT GEAR CLOSET
.PROPOSED BIKE TOTAL	604	

Article 2, Site Design (Sections 9-14-9 through 9-14-13, B.R.C. 1981)
No new rights-of-way or paseos are required for this site per the Regulating Plan. The requirements for Street Yard Design and Yards and Setbacks are being met (see *Sheet A 1.00* in the Applicant's plan set included as **Attachment A**).

The applicant is requesting a second access point to the property from public right-of-way. Section 9-14-11, "Site Design Requirements," B.R.C. 1981, requires site access locations to meet the requirements of Section 9-9-5, "Site Access Control," B.R.C. 1981 which generally limits access to one access point or curb cut per property. The first access point is taken off 56th Street, the lowest category street. This access is proposed as a two-way access drive on 56th Street. A second, right-in only access point is proposed for 55th Street. 55th Street is a minor arterial which is a lower category street than Arapahoe Avenue (principal arterial). Two access points are allowed if a site plan or traffic study, approved by the city manager, demonstrates that additional access points and curb cuts are required to adequately address accessibility, circulation, and driveway volumes and an additional access and curb cut would not impair any public use of any public right-of-way, or create safety or operational problems, or be detrimental to traffic flow on adjacent public streets. The applicant has provided a traffic study in support of the request that was approved by the city manager and has worked closely with city staff to refine the design to maximize safety and efficiency. See **Figure 11** below for an illustrative site plan.

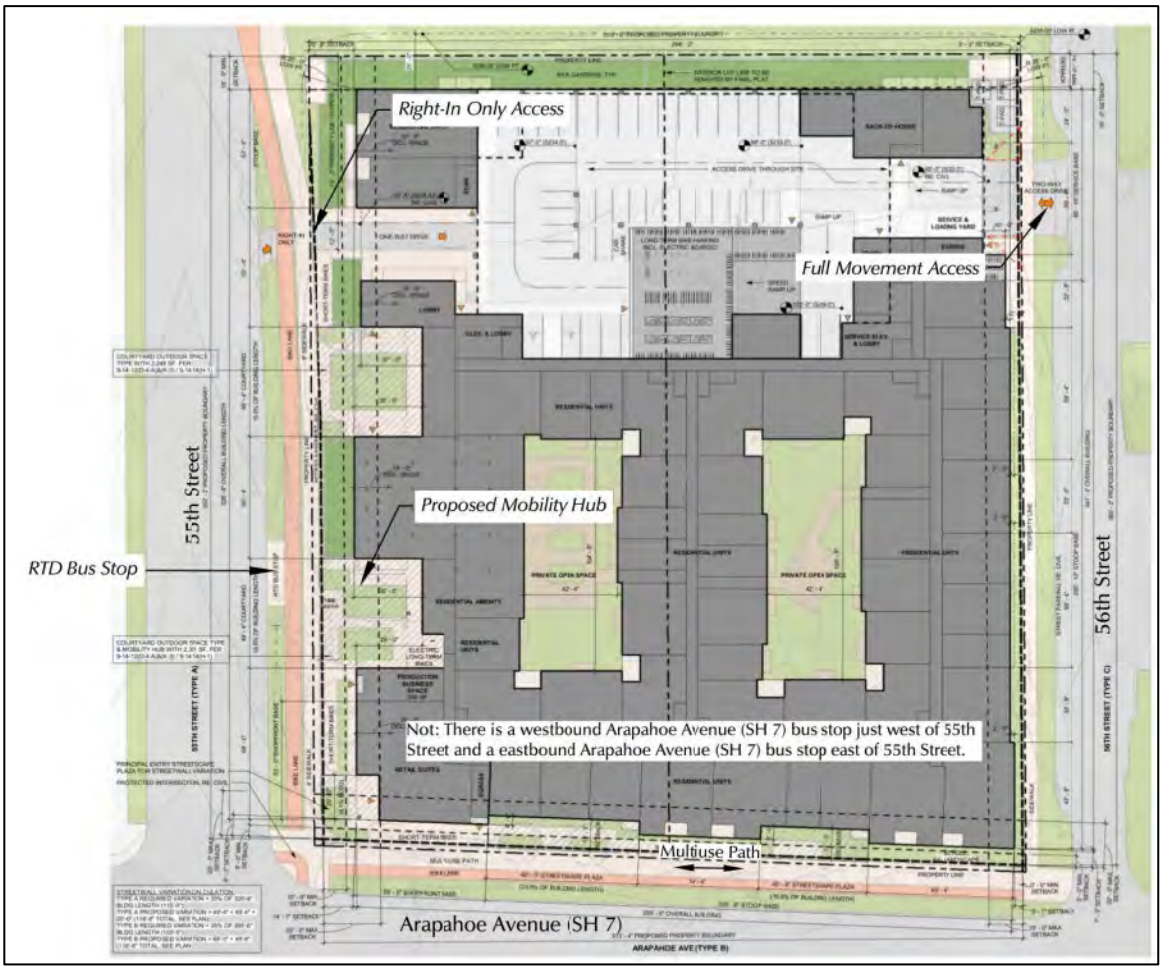


Figure 11: Site Plan showing proposed access points

The site plan and city manager approved traffic study demonstrate that additional access points and curb cuts are required to adequately address accessibility, circulation, and driveway volumes and an additional access and curb cut would not impair any public use of any public right-of-way, or create safety or operational problems, or be detrimental to traffic flow on adjacent public streets. In particular, the right-in only access on 55th Street is required to address otherwise existing circulation issues caused by an incomplete street grid. Without access on 55th Street, vehicles entering the site would have to perform a U-turn on Arapahoe. With a right-in only access on 55th Street, vehicles approaching the site from eastbound Arapahoe will make a left turn onto 55th Street and a right turn over a raised crosswalk into the site. The city supports the applicant's proposal to change the eastbound left turn phasing from protected/permissive to protected-only to eliminate vehicle conflicts with cyclists and pedestrians. Please see the Applicant's Traffic Study in **Attachment E** and Applicant's written statement in **Attachment B** for additional information.

The proposal complies with the Outdoor Open Space Requirements in Section 9-14-12. Because the development includes more than 75,000 square feet of residential floor area, at least two outdoor spaces are required. The proposal includes two courtyards meeting the requirements of Subsections 9-14-14 (h), B.R.C, 1981, located along the 55th Street frontage. The southern courtyard includes a mobility hub meeting the requirements of Section 9-14-12(j)(3), which states "*Mobility hubs may range from pick-up locations for taxis or ride-share services to stations for bike-share systems and may range in size. A mobility hub incorporated into an outdoor space shall have a designated space and include paving, seating, and landscaping.*" The Large Site Development Standards in Section 9-14-23 do not apply, as the site is under four acres in size.

Article 3, Building Types (Section 9-14-14 through 9-14-26, B.R.C. 1981)
As mentioned, above, the project is proposed using the General Building Type required per the Regulating Plan. Streetwall variation is required because the building is over 180 feet in width. The project meets the Required Streetwall Variation standards in Section 9-14-14(h) through the provision of courtyards along the 55th Street (Type A) frontage and streetwall plazas along the Arapahoe Ave. (Type B) frontage. See **Figure 12** below for a Streetwall Articulation Diagram. Trash and recycling areas are located on the interior of the building, with access doors located off the Type C frontage (56th Street). Type A, B and C frontages are designated and labelled as required in Section 9-14-15, with 55th Street shown as Type A, Arapahoe Ave. as Type B and 56th St. as Type C.

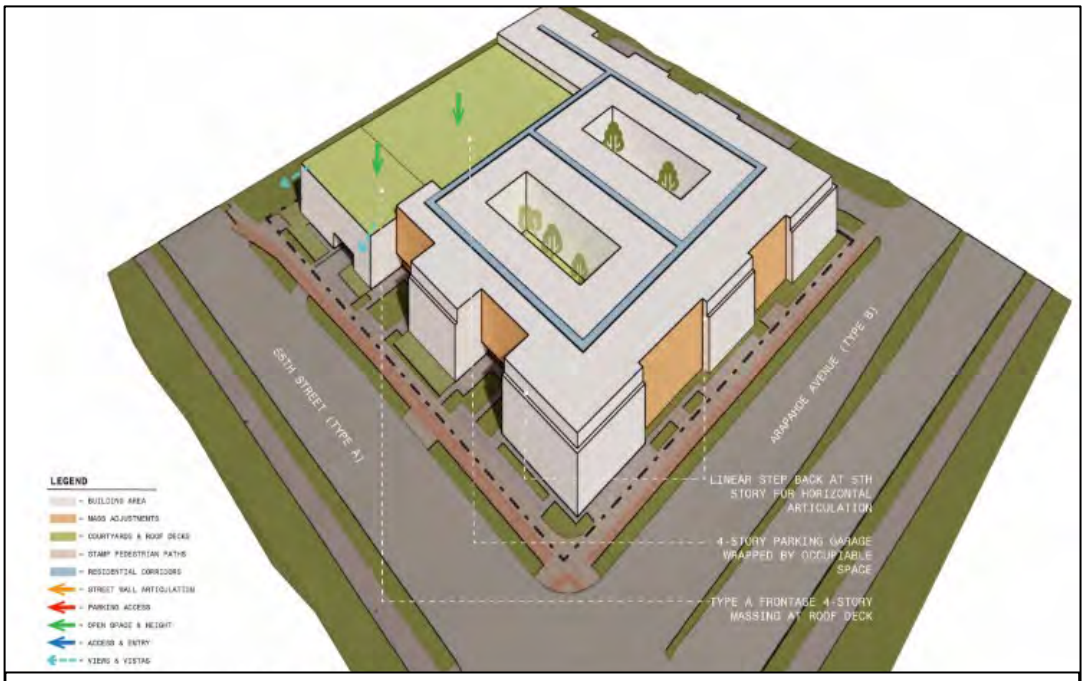


Figure 12: Streetwall Variation and Building Massing Diagram

The proposed building meets all of the requirements for General Building Types shown in Section 9-14-18, with one exception requested:

- The applicant is requesting an exception to allow for the project to have 70 percent impervious coverage where the General Building Type Building Siting standards in Section 9-14-18 allow for a maximum impervious surface coverage of 65 percent with a maximum semi-pervious surface coverage of 25 percent. Staff finds that the exception is supportable based on Section 9-2-16(i) in that the the proposed exception is generally consistent with the goals and intents of the adopted subcommunity or area plan applied to the area, and the proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code." Specifically, the requested exception will allow for a higher density, transit-supportive development consistent with EBSP and STAMP goals while still providing adequate stormwater mitigation in accordance with City of Boulder Design and Construction Standards. No off-site impacts are anticipated. The proposed building, combined with other at-grade impervious surface area (sidewalks, etc.) totals 70 percent impervious coverage. The building incorporates semi-pervious coverage in the internal courtyards and on the roof via green roof areas, totaling approximately 15 percent of the total site area. Combined with 15 percent at-grade pervious surface area, the total site coverage would be 70 percent impervious, 15 percent semi-pervious and 15 percent pervious coverage. See **Figure 13** below for a coverage diagram.

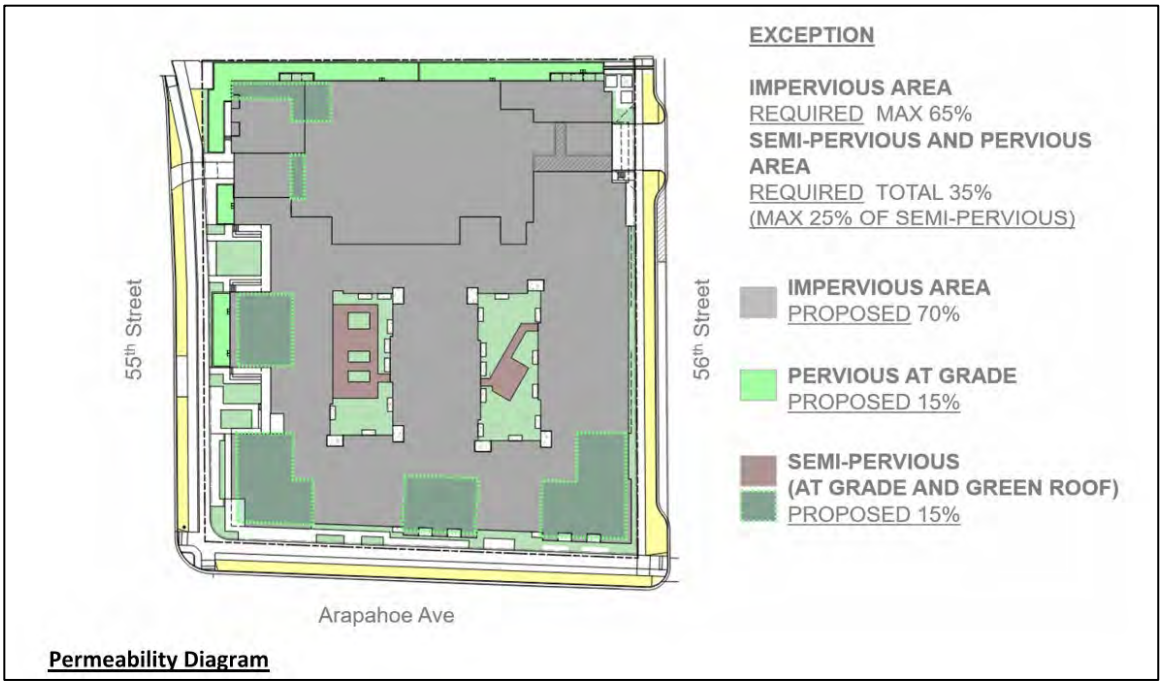


Figure 13: Impervious/ Semi-pervious Building Coverage Diagram

Per the 55th and Arapahoe Station Area Regulating Plan, a shopfront base is required at the corner of 55th and Arapahoe extending a minimum of 30 feet along each frontage. The proposed building includes a shopfront base exceeding the minimum length (the

proposal shows 53 feet along 55th Street and 59 feet along Arapahoe Ave. The shopfront base meets the requirements of Section 9-14-22, with a 19'6" ground story height, 75 percent transparency and recessed entrances within 60 feet of each other. The applicant is providing a flat roof type meeting the requirements of Section 9-14-25(f).

Article 4, Building Design (Sections 9-14-27 through 9-14-33, B.R.C. 1981)
In terms of building design, the proposed project complies with all applicable standards in Sections 9-14-28 to 9-14-33, B.R.C. 1981

The major materials requirements of Section 9-14-28 are met on each frontage, with the Type A frontage (55th St.) comprised of 82 percent major materials (brick and architectural metal panels) and 18 percent minor materials (wood composite, flat panel infill). The Type B frontage (Arapahoe Ave.) is comprised of 76 percent major materials where a minimum of 60 percent is required and the Type C frontage is comprised of 80 percent major materials where a minimum of 60 percent is required. A minimum of 60 percent of each Type A, B, and C façade are faced of a single major material (brick on the 55th St. and Arapahoe Ave. frontages and wood composite along 56th St.). On all frontages, brick and metal are used as accent materials. Changes in vertical surface materials occur only at concave corners, extending a minimum of eight inches. See *Sheets A 2.00-A 2.05* in the Applicant's Plan Set (**Attachment A**) for full materials list and diagrams demonstrating compliance.

Figure 14: Arapahoe Ave. Building Elevation

In terms of building articulation (Section 9-14-30), the ground story is not recessed more than eighteen inches from the second story façade, frontage facades are varied in segments less than or equal to ninety feet, and facade variety is accomplished with setback variation, dominant materials, color, building height. In terms of building massing (Section 9-14-31), because the proposed building is over 40 feet in height and does not utilize a pitched cap on at least 60% of the roof, a minimum of thirty percent of

Figure 15: 55th Street Elevation showing reduction in height at parking garage

the total footprint of the building is required to be at least one story lower than the tallest portion of the building footprint, with a portion of the lower height occurring along the Type A frontage. This is accomplished by the parking garage being stepped down to 4 stories along the 55th Street frontage (See **Figure 15** above).

In terms of building façade elements (Section 9-14-32), the proposed building exceeds the transparency requirements applicable to the General Building type pursuant to Section 9-14-18, B.R.C. 1981, with each non-Shopfront portion of façade along each frontage ranging from 35 percent to 40 percent transparent where 20 percent is the minimum required transparency. The Shopfront base along 55th and Arapahoe provides 75 percent transparency as required per Section 9-14-22. All windows are vertically oriented and with the exception of ground story storefront systems, are recessed with the glass a minimum of two inches back from the facade surface material or adjacent trim. Windows meet the transmittance and reflectance factors established in the transparency definition of Section 9-14-8 "Definitions," B.R.C. 1981, and expressed lintels are provided by a change in brick coursing or by a separate element such as a change in metal panel or material projections. Balconies are a minimum of 4 feet deep and five feet wide and are integrated into the building façade. Principal entryways are clearly delineated through caps, transom windows, lighting and/or extended articulation. Mechanical equipment is located in the parking yard (rear yard between the side yards) and is screened with walls consistent with the building design, colors, and materials.

PROCESS

Form-Based Code (FBC) Review:

As a new redevelopment project within the East Boulder Subcommunity Plan Area, the proposal is subject to the regulations and review process of the FBC. The FBC regulations are found in Chapter 14 of the Land Use Code and the review process within Section 9-2-16, "Form-Based Code Review," B.R.C. 1981. FBC Reviews are typically staff level reviews subject to Planning Board call up or citizen appeal; however, given the scope of the project and the proposed Rezoning requiring action by the board, staff is referring the FBC application to Planning Board for a final decision at a public hearing. FBC Reviews do not require height modifications like Site Review applications. Unlike Site Reviews, FBC reviews are largely prescriptive in nature and are subject to compliance with detailed regulations in Chapter 14 of the Land Use Code. To allow for some flexibility, exceptions may be requested and can be approved if the criteria of Section 9-2-16(i), B.R.C. 1981 are met.

Rezoning:

Per Land Use Code section 9-2-19(d), B.R.C. 1981, "the planning board shall hear a request for rezoning at a public hearing and shall make a recommendation for approval or denial to the city council. After considering the planning board's recommendation, the city council shall make the final determination on a request for rezoning at a public hearing." Rezoning requests are reviewed for consistency with the policies and goals of the BVCP and the review criteria in Section 9-2-19(e), B.R.C. 1981. Additional criteria for the MU-4 zoning district are found in Section 9-2-19(f), B.R.C. 1981. Please see staff's analysis of the applicable review criteria in Key Issues below. Staff has prepared

draft rezoning ordinances, provided in **Attachments F-G**.

ANALYSIS OF KEY ISSUE(S)

1. **Is the Form-Based Code application (LUR2025-00027) consistent with the regulations of the Form-Based Code (FBC) of Chapter 14 of the Land Use Code?**

   As noted above, staff has reviewed the Form-Based Code application and determined that aside from the requested exceptions, the application meets all applicable standards of the Form Based Code.

2. **Does the Planning Board find that the requested exceptions to the FBC meet the standards of Section 9-2-16(i), B.R.C. 1981?**

   Staff finds that the requested exceptions meet the standards of Section 9-2-16(i), B.R.C. 1981 and are therefore supportable. Please see analysis under "Project Description" above for staff's findings on each requested exception.

3. **Is the rezoning request consistent with the Rezoning criteria in Sections 9-2-19(e) and (f), B.R.C. 1981?**

Staff finds that the requested rezoning meets the appliable rezoning criteria, as described below:

Land Use Code Section 9-2-19(e), B.R.C. 1981 states:
The city's zoning is the result of a detailed and comprehensive appraisal of the city's present and future land use allocation needs. In order to establish and maintain sound, stable, and desirable development within the city, rezoning of land is to be discouraged and allowed only under the limited circumstances herein described. Therefore, the city council shall grant a rezoning application only if the proposed rezoning is consistent with the policies and goals of the Boulder Valley Comprehensive Plan, and, for an application not incidental to a general revision of the zoning map, meets one of the following criteria:

The proposed rezoning is consistent with the policies and goals of the BVCP. Chapter 4 states: "The Boulder Valley Comprehensive Plan (BVCP) Land Use Map depicts a plan of the desired land use pattern in the Boulder Valley, and this chapter includes the land use designations that describe the characteristics, locations and uses for each category on the map." Under subsection (b) of that paragraph, the BVCP states: "The land use designations should be used to guide future zoning decisions." The proposed rezoning is consistent with the intent of the Land Use Map in that it would bring the zoning into compliance with the underlying land use designation. The proposed rezoning is also consistent with the recommendations of the EBSP, which is described in the BVCP as providing

"clear guidance, consistent with BVCP policies, to further implement community goals and align future opportunities in East Boulder with community benefits."

√ **The applicant demonstrates by clear and convincing evidence that the proposed rezoning is necessary to come into compliance with the Boulder Valley Comprehensive Plan map;**

The proposed rezoning would bring the project site into compliance with the underlying BVCP land use designation, which is MUTOD (Mixed-Use Transit-Oriented Development). The existing BC-1 zoning was applied when the underlying land use was Community Business. The underlying land use designation on the site was changed following adoption of the East Boulder Subcommunity Plan, which created the MUTOD land use designation. The EBSP specifically calls out MU-4 zoning as the desired zoning for the site, so the proposed rezoning would bring the property into compliance with both the EBSP and the BVCP land use designation.

n/a The existing zoning of the land was the result of a clerical error;
Not applicable.

n/a The existing zoning of the land was based on a mistake of fact;
Not applicable.

n/a The existing zoning of the land failed to take into account the constraints on development created by the natural characteristics of the land, including but not limited to, steep slopes, floodplain, unstable soils, and inadequate drainage;
Not applicable.

n/a The land or its surrounding environs has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area or to recognize the changed character of the area; or
Not applicable.

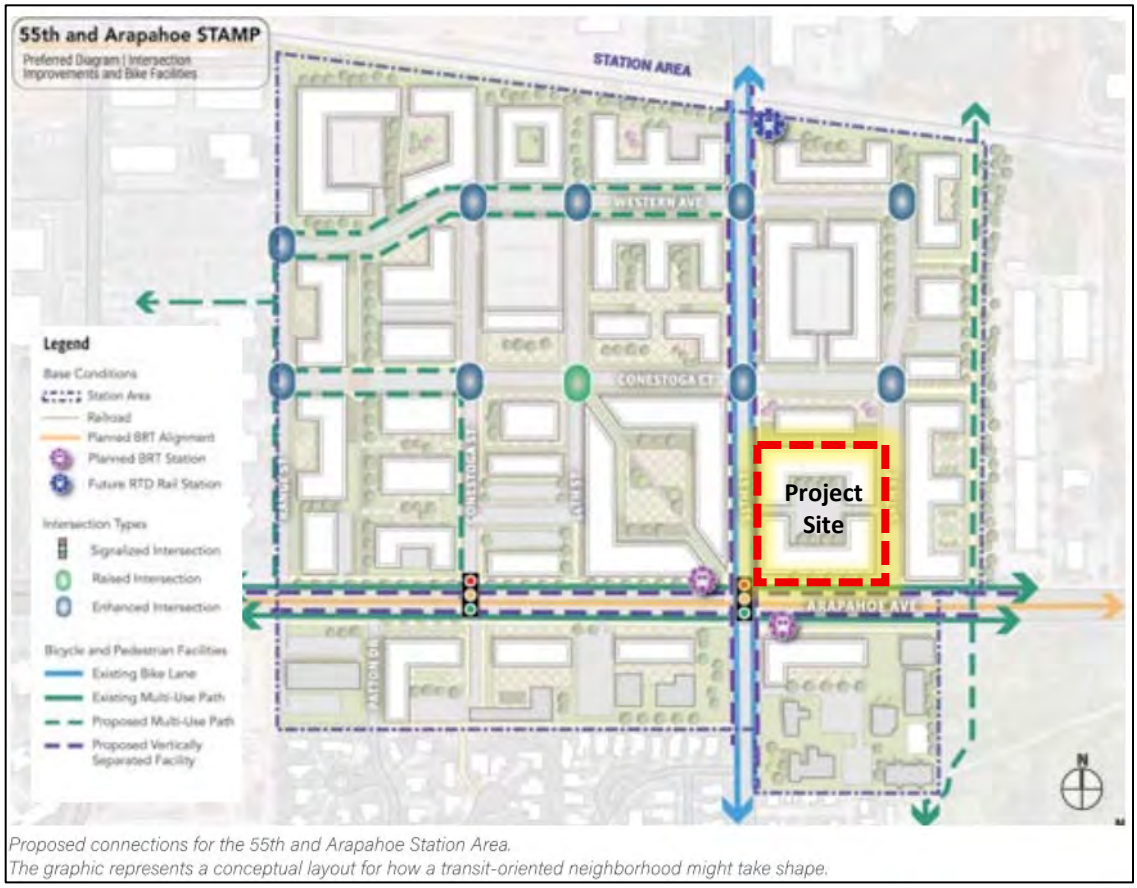
n/a The proposed rezoning is necessary in order to provide land for a community need that was not anticipated at the time of adoption of the Boulder Valley Comprehensive Plan.
Not applicable.

9-2-19 (f), Additional Criteria for the MU-4, RH-3, RH-6 and RH-7 zoning districts. In the MU-4, RH-3, RH-6 and RH-7 zoning districts, for an application not incidental to a general revision of the zoning map, the city council shall also find that the rezoning meets the following criteria, in addition to Subsection (e) above:

1) Transportation. The land proposed for rezoning is:

√ **Subject to a right-of-way plan for the immediate area;**

The area is subject to the East Boulder Subcommunity Plan, which includes a Connections Plan that specifies desired roadway improvements. The diagram below shows the proposed connections for the 55th and Arapahoe Station Area.



Proposed connections for the 55th and Arapahoe Station Area.
The graphic represents a conceptual layout for how a transit-oriented neighborhood might take shape.

√ **The right-of-way plan is capable of being implemented to the extent necessary to serve the property and to connect to the arterial street network through collector and local streets, alleys, multi-use paths and sidewalks concurrent with redevelopment; and**

The EBSP Connections Plan is capable of being implemented to the extent necessary to serve the property. No new connections through the property are required, and the project proposed concurrently with this request for rezoning has incorporated all of the required street improvements along both 55th and Arapahoe.

√ **The public infrastructure can be paid for by way of redevelopment under the provisions of Section 9-9-8, "Reservations, Dedication and Improvement of Rights-of-Way," B.R.C. 1981, without contribution of funds**

by the city, or that there is a plan for financing and construction that has been approved by city council through the capital improvement program and the city council anticipates appropriating such funds within two years of the rezoning.

The conditions of approval for the Form-Based Code review application submitted concurrently with this request for rezoning require that the public infrastructure will be paid for by the applicant without contribution of funds by the city.

2) **Water, Wastewater and Stormwater Management and Flood Control. The city council shall determine whether there are adequate public facilities available for the rezoning area. The city council shall determine whether there are adequate water, wastewater and stormwater management and flood control facilities by considering the following**:

_√_ Whether the infrastructure meets the requirements of the City of Boulder Design and Construction Standards, adopted city master plans, the Boulder Valley Comprehensive Plan, subcommunity plans and area plans.

The water, wastewater and stormwater management and flood control facilities for the rezoning area meet the requirements of the City of Boulder Design and Construction Standards.

_√_ Whether the land proposed to be rezoned has adequate water, wastewater and stormwater management and flood control public facilities that are:

_n/a_ In place at the time of the rezoning request;

_n/a_ Under construction and will be available at the time that the impacts of the proposed development will occur; or

_√_ Guaranteed by an enforceable development agreement ensuring that the public facilities will be in place at the time that the impacts of the proposed development will occur.

Approval of the concurrent FBC application will require execution of a development agreement ensuring that the public facilities will be in place at the time that the impacts of the proposed development will occur.

_√_ Whether the property owner has, or will in the future, paid its fair share of the infrastructure needs of the surrounding area, as described in city master plans, subcommunity plans or area plans.

Policy D10 of the EBSP recommends establishing a 55th and Arapahoe Station Area General Improvement District to engage public financing mechanisms for infrastructure and services that benefit more than one property to support the goals of the EBSP and the 55th and Arapahoe Station Area Plan. This recommendation has not yet been implemented, so no particular infrastructure needs to be funded has yet been identified and there is no mechanism by which to require the property owner to pay their fair share of the infrastructure needs of the surrounding area. However, should such an Improvement District be implemented in the future, the property owner would be taxed in accordance with the requirements of the district.

3) **Transportation Demand Management Services. In the MU-4, RH-6 and RH-7 zoning districts, the property subject to the rezoning is located within an area that has parking and transportation related service provided by a general improvement district or an equivalent organization or otherwise meets the trip generation requirements of Section 9-9-22, "Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981.**

The rezoning site is not located within an area that has parking and transportation related service provided by a general improvement district or an equivalent organization, and, therefore, any development with additional floor area of the rezoning site is subject to the trip generation requirements of Section 9-9-22, "Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts," B.R.C. 1981. The concurrent FBC application for development of the site includes a TDM plan to meet this requirement. Please see **Attachment H** for staff's analysis of the TDM Plan's consistency with the requirements of Section 9-9-22, B.R.C. 1981.

RECOMMENDED CONDITIONS OF FORM-BASED CODE APPROVAL

5501 and 5505 Arapahoe Ave – Form-Based Code Review
(LUR2025-00027)

1. The Applicant shall ensure that the **development shall be in compliance with all plans prepared by the Applicant** on October 10, 2025, all on file in the City of Boulder Planning Department, except to the extent that the development may be modified by the conditions of this approval.

2. At the time construction of the improvements of this approval starts, this approval shall supersede the following approval:
- Drive-In Review #D-86-2

3. Prior to a building permit application, the Applicant shall submit, and obtain City Manager approval of, a Technical Document Review application for the following items:

a. **Final architectural plans**, including material samples and colors, to ensure compliance with this approval and the standards of Chapter 9-14, "Form-Based Code," B.R.C. 1981. The architectural design, elevations, and details shown on the plans prepared by the Applicant on October 10, 2025 are acceptable. Planning staff will review plans to ensure consistency with this approval and the Form-Based Code.

b. A **final site plan** which includes detailed floor plans and section drawings. The plans shall demonstrate that the development will meet electric vehicle charging requirements under the City of Boulder Energy Conservation Code and that off-street parking of the development will meet the requirements of the Americans with Disabilities Act. The final plans shall show streetlights in locations that meet the streetlighting design standards of the City of Boulder Design and Construction Standards.

c. A **final utility report and plan** meeting the City of Boulder Design and Construction Standards.

d. A **final storm water report and plan** meeting the City of Boulder Design and Construction Standards.

e. **Final transportation plans** meeting the City of Boulder Design and Construction Standards and CDOT Access Code Standards, for all transportation improvements. These plans must include but are not limited to: street plan and profile drawings, street cross-sectional drawings, signage and striping plans in conformance with Manual on Uniform Traffic Control Devices (MUTCD) standards, transportation detail drawings, geotechnical soils report, and pavement analysis.

f. **CDOT access permit** meeting the CDOT Access Code Standards for all transportation improvements within the CDOT right-of-way, including the removal of the existing Arapahoe Avenue access.

g. **CDOT access permit** meeting the CDOT Access Code Standards for all utility improvements within the CDOT right-of-way, including the relocation of the existing hydrants.

h. A **detailed landscape plan**, including size, quantity, and type of plants existing and proposed; type and quality of non-living landscaping materials; any site grading proposed; and any irrigation system proposed, to ensure compliance with this approval and the City's landscaping requirements. Removal of trees must receive prior approval of the Planning Department. Removal of any tree in City right of way must also receive prior approval of the City Forester. The final landscape plan shall show the northernmost street tree proposed for the 55th Street frontage (Catalpa speciosa) within the right-of-way landscape strip between the roadway and the sidewalk and the sidewalk continuing to the north property line.

i. A **detailed outdoor lighting plan** showing location, size, and intensity of illumination units, indicating compliance with section 9-9-16, B.R.C.1981.

j. A **detailed shadow analysis** to ensure compliance with the City's solar access requirements of section 9-9-17, B.R.C. 1981.

k. An **address plat** following the city's addressing policy to create a new address.

4. Prior to approval of the Technical Document Review application required under Condition 3, above, the Applicant shall demonstrate that the development will meet the city's floodplain regulations in Chapter 9-3, "Overlay Districts," B.R.C. 1981, and has obtained city approval of the floodplain development permit required for this development.

5. Prior to a building permit application, the Applicant shall submit and receive approval of a Land Use Review application for a **Preliminary Plat** and a Technical Document Review application for a **Final Plat** and shall execute a subdivision agreement, all meeting the requirements of Chapter 9-12, "Subdivision," B.R.C. 1981, which provide, without limitation and at no cost to the City, for the following, unless otherwise approved by the City Manager:

a. The **dedication**, to the City, of all rights-of-way and easements shown on the approved plans or necessary to serve the development.

b. The **vacation** of all easements where vacation is necessary for construction of the development.

c. A **financial guarantee**, in a form acceptable to the City Manager, in an amount equal to the cost of constructing all public improvements necessary to serve the development.

d. The **construction** of all public improvements necessary to serve the development.

6. The Applicant shall ensure that the **development shall be in compliance with** the Transportation Demand Management ("TDM") Plan dated October 10, 2025, on file in the City of Boulder Planning Department.

a. Prior to a building permit issuance, the Applicant shall submit a **financial guarantee**, in a form acceptable to the Director of Public Works, in an amount equal to the cost of providing eco-passes to the residents of the development for three years after the issuance of a certificate of occupancy for each dwelling unit as proposed in the Applicant's Transportation Demand Management (TDM) plan.

b. Prior to a building permit issuance, the Applicant shall submit a **financial guarantee, in a form** acceptable **to the Director of Public Works,** in an amount equal to the cost of providing eco-passes to the employees of the development for three years after the issuance of a certificate of occupancy.

7. This approval anticipates adoption of one or more ordinances by City Council rezoning the Property, generally located at 5501 Arapahoe Avenue and 5505 Arapahoe Avenue, to the Mixed Use 4 (MU-4) zoning district. The Applicant assumes the risk that if the Property is not rezoned, this approval may require an amendment or additional development reviews may be required prior to submittal of a Technical Document Review application.

8. Prior to connection to the water utility, the Applicant shall demonstrate to the city manager's satisfaction that 5505 Arapahoe Ave is included in the Northern Water Conservancy District and Municipal Subdistrict thereof.

9. Prior to approval of the Technical Document Review application for the final plat, the Applicant **shall demonstrate** subject to city manager approval that the private ingress/egress easement recorded at Reception No. 211633 on February 22, 1977, has been extinguished.

10. The Applicant is responsible for maintaining all stormwater quality improvements and stormwater detention improvements consistent with the requirements of the City of Boulder Design and Construction Standards including but not limited to the green roofs and biofiltration systems.

Approved By:

_____

Brad Mueller, Secretary to the Planning Board

ATTACHMENTS

These could include more detailed background and technical analysis, as well as any proposed resolutions, ordinances or other relevant documents.

Attachment A: Proposed Plans
Attachment B: Written Statement - FBC
Attachment C: Written Statement – Rezoning
Attachment D: TDM Plan
Attachment E: Traffic Study
Attachment F_ Draft Rezoning Ordinance 8736
Attachment G: Draft Rezoning ordinance 8737
Attachment H: Analysis of Section 9-9-22, Trip Generation Requirements for the MU-4 Zoning District
Attachment I: EBSP Form Based Code Review Form

5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303

5501 & 5505 ARAPAHOE AVENUE

FORM-BASED CODE REVIEW

OWNER
QUAD CAPITAL PARTNERS
FIRST MARTIN CORPORATION
115 DEPOT STREET
ANN ARBOR, MI 48104

CONTACT
DAN KENNELLY
dkennelly@quadcp.com

ARCHITECT
SOPHER SPARN ARCHITECTS, LLC.
2505 WALNUT STREET,SUITE 200
BOULDER, COLORADO 80302
P. 303.442.4422

CONTACT
ERIN BAGNALL
ebagnall@sophersparn.com

CIVIL ENGINEER
JVA, INCORPORATED
1319 SPRUCE STREET
BOULDER, CO 80302
P. 303-444-1951

CONTACT
CODY GRATNY
cgratny@jvajva.com

LANDSCAPE ARCHITECT
STUDIO TERRA, INC.
758 CLUB CIRCLE
LOUISVILLE, CO 80027
P. 303.494.9138

CONTACT
CAROL ADAMS
carol@studioterra.net

IMAGE: CONCEPT RENDERING AT 55TH ST. & ARAPAHOE (TYPE A & B) SHOPFRONT BASE

CITY APPROVAL STAMP

FORM-BASED CODE REVIEW | **10/10/2025**

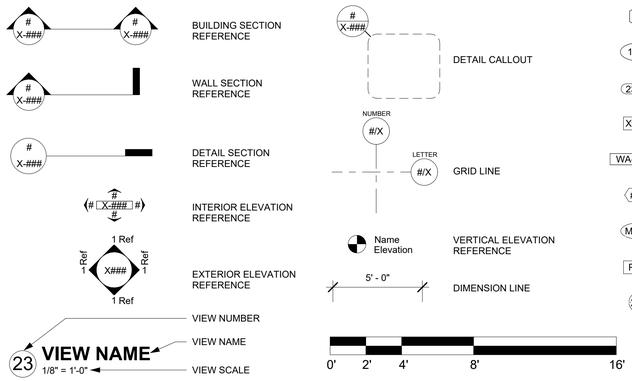
COVER SHEET | A 0.00

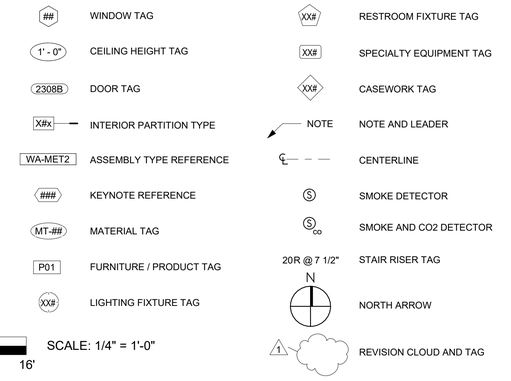
5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303

ABBREVIATIONS

A.F.F.	ABOVE FINISHED FLOOR	IDF	INTERMEDIATE DISTRIBUTION FRAME (ELECTRICAL)
APPROX.	APPROXIMATE		
ARCH.	ARCHITECT	JC	JANITOR CLOSET
BM.	BEAM	LAND.	LANDSCAPE
B.O.	BOTTOM OF	LAV	LAVATORY
BLDG	BUILDING	LP	LOW POINT (ROOF)
BR	BRICK	LVL	LEVEL
CAB.	CABINET	MAX.	MAXIMUM
CLR.	CLEAR	MECH.	MECHANICAL
CL.	CLOSET	MEP	MECHANICAL-ELECTRICAL-PLUMBING
CMU	CONCRETE MASONRY UNIT	MEZZ.	MEZZANINE
COL.	COLUMN	MFR.	MANUFACTURER
CONC.	CONCRETE	MIN.	MINIMUM
CONT.	CONTINUOUS	MIR.	MIRROR
CONTR.	CONTRACTOR	MP	METAL PANEL
CP	COMPOSITE PANEL	MTL.	METAL
C.W.	CURTAIN WALL	O/	OVER
DIA.	DIAMETER	O.C.	ON CENTER
DS	DOWNSPOUT	OD	OVERFLOW DRAIN
DWGS.	DRAWINGS	O.H.	OPPOSITE HAND
DW	DISHWASHER	PERF.	PERFORATED
ELEC.	ELECTRICAL	PERIM.	PERIMETER
ELEV.	ELEVATOR	PLYWD.	PLYWOOD
EQMT.	EQUIPMENT	PTD.	PAINTED
EXT.	EXTERIOR	QTY.	QUANTITY
FAAP	FIRE ALARM ANNUNCIATOR PANEL	RD	ROOF DRAIN
FACP	FIRE ALARM CONTROL PANEL	RE.	REFER
FD	FLOOR DRAIN	REINF.	REINFORCED
FDC	FIRE DEPARTMENT CONNECTION	REQ'D	REQUIRED
FEC	FIRE EXTINGUISHER CABINET	R.O.	ROUGH OPENING
F.F.E	FINISH FLOOR ELEVATION	RR	RESTROOM
FG BATT	FIBERGLASS BATT	S.F.	SQUARE FEET
FTG.	FOOTING	SHT'G	SHEATHING
FLR.	FLOOR	SIM.	SIMILAR
FLR'G	FLOORING	SQ.	SQUARE
FT.	FOOT	STL.	STEEL
GA	GAUGE	STOR.	STORAGE
GALV.	GALVANIZED	STRUCT.	STRUCTURAL
GL.	GLASS	T&G	TONGUE AND GROOVE
GWB	GYPSUM WALL BOARD	T.O.	TOP OF
HORZ.	HORIZONTAL	TEMP.	TEMPERED
HP	HIGH POINT (ROOF)	TYP.	TYPICAL
HT.	HEIGHT	T.P.O.	THERMOPLASTIC POLYOLEFIN MEMBRANE
HVAC	HEATING, VENTILATION, & AIR CONDITIONING	U.N.O.	UNLESS NOTED OTHERWISE
		VERT.	VERTICAL
IN	INCH	W/	WITH
INSUL.	INSULATION	WD.	WOOD
INT.	INTERIOR	VL	VINYL

DRAWING SYMBOLS





SHEET INDEX

GENERAL NOTES

1. DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS AND CONDITIONS. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
2. THIS PROJECT SHALL COMPLY WITH ALL GOVERNING REGULATIONS, ORDINANCES, OR COVENANTS OF THE AREA IN WHICH IT IS BUILT.
3. CONTRACTOR TO VERIFY CODE REQUIREMENTS FOR STAIR HANDRAILS AND GUARDS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.
4. CONTRACTOR TO VERIFY CONFORMANCE TO CODE REQUIREMENTS FOR LOCATIONS OF TEMPERED GLASS. TEMPERED GLASS TO BE LOCATED AT THE FOLLOWING AREAS:
   - WITHIN A 24" ARC OF DOORS (OPEN OR CLOSED) OR OTHER AREAS SUBJECT TO HUMAN IMPACT.
   - USED IN DOORS.
   - SHOWER LOCATIONS.
5. PROVED FIRESTOPS AT CONCEALED VERTICAL AND HORIZONTAL SPACES AND ALL FLUES & OPENINGS AT THE TOP OF WALLS.
6. PROVIDE FIRE-RATED PENETRATION PROTECTIVES AT ASSEMBLIES WITH REQUIRED FIRE RATING.
7. ALL EXTERIOR DOORS AND DOORS LEADING TO UNHEATED AREAS TO BE WEATHERSTRIPPED
8. INSULATION: PER BUILDING ASSEMBLIES
9. ALL EXPOSED ROOF VENTS AND STACKS ARE TO BE PAINTED TO MATCH THE ADJACENT ROOF MATERIAL
10. IT IS IMPERATIVE THAT THE CONTRACTOR OBSERVE MANUFACTURER'S INSTRUCTIONS AND PROCEDURES FOR INSTALLATION OF ALL MATERIAL & EQUIPMENT
11. PROVIDE MOISTURE RESISTANT GYP. BD. AT ALL WET WALLS. PROVIDE TILE BACKER BOARD AT SHOWER STALL WHERE WALLS ARE TO BE FINISHED WITH NON-ABSORBENT SURFACE TO MIN. HEIGHT OF 70" ABOVE DRAIN INLET

PROJECT DATA

APPLICABLE CODE:	**- 2024 IBC WITH LOCAL AMENDMENTS** **- 2024 CITY OF BOULDER ENERGY CONSERVATION CODE** **- BOULDER LANDSCAPE REQUIREMENTS SECTION 9-9-12** **- EAST BOULDER SUBCOMMUNITY PLAN** **- BOULDER REVISED CODE, 1981**
IBC USE AND OCCUPANCY:	**R-2 (RESIDENTIAL APARTMENTS)** **M (MERCANTILE)** **S-2 (PARKING)**
CONSTRUCTION TYPE:	**II-A**
ZONING DESIGNATION:	**MU-4**
LAND USE DESIGNATION:	**MUTOD (MIXED USE TRANSIT ORIENTED DEVELOPMENT)**
SPRINKLER SYSTEM:	**NFPA 13 PER SECTION 903.3.1.1**
SOLAR ACCESS ZONE:	III (NO SOLAR FENCE)
SIDE YARD BULK PLANE:	**EXEMPT**
LOT AREA: (PER SURVEY)	115,551 S.F. (2.65 ACRES)
BUILDING AREA:	414,180 S.F. (REFER TO SHEET **A 1.00 SITE PLAN**)
EXISTING BUILDING COVERAGE:	**19,183 S.F.**
PROPOSED BUILDING COVERAGE:	**86,009 S.F.** (REFER TO SHEET A 0.08 FBC DIAGRAM)
ALLOWABLE BUILDING HEIGHT:	55'-0" (**5285.0'** USGS)
PROPOSED BUILDING HEIGHT:	55'-0" (**5285.0'** USGS) FROM BUILDING LOW POINT
LOW POINT ELEVATION:	**5230.0'** (USGS)
NUMBER OF STORIES:	5
BASE FLOOD ELEVATION (B.F.E.):	5235.0' RE: CIVIL
FLOOD PROTECTION ELEVATION (F.P.E):	5237.0' RE: CIVIL
FINISH FLOOR ELEVATION (F.F.E.):	5237.0' (ARCHITECTURAL LEVEL 100'-0")
PARKING YARD B.F.E:	5231.0' RE: CIVIL
PARKING YARD F.F.E:	5232.0' MINIMUM
SETBACKS:	FRONT (ARAPAHOE - TYPE B) 7'- 3" (5' - 20' REQ.) REAR (NORTH) 15'-0" (15' REQ.) SIDE (55TH ST. - TYPE A) 14'-7" (10' - 25' REQ.) SIDE (56TH ST. - TYPE C) 3' -2" (0' - 15' REQ.)
ROOF FIRE CLASS:	CLASS A REQ.
ROOF DESIGN WIND SPEED (V 3SEC ASD):	**130 MPH** (160 MPH REQ.)
ROOF EXPOSURE CATEGORY:	C REQ.
SEISMIC DESIGN CATEGORY:	B REQ.
SNOW LOAD:	40 PSF REQ.

VICINITY MAP

NOT TO SCALE

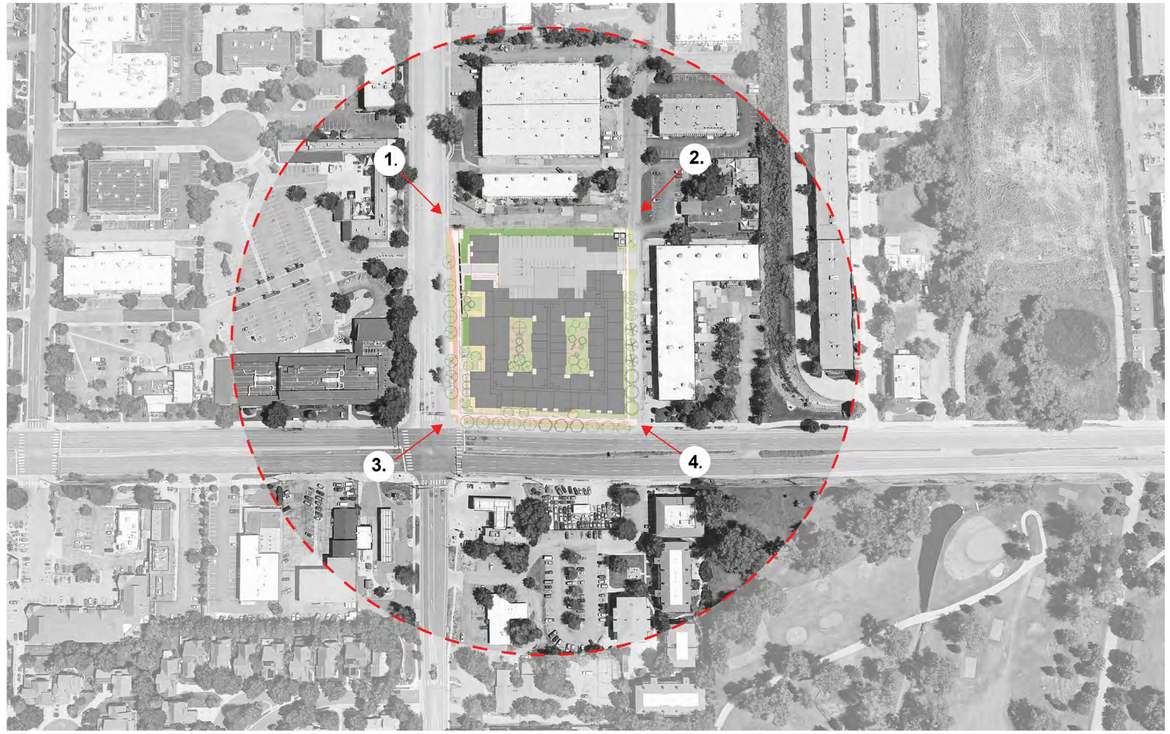
PROJECT DESCRIPTION

THE PROPOSED PROJECT BY QUAD CAPITAL PARTNERS, SOPHER SPARN ARCHITECTS, AND THEIR CONSULTANT TEAM AIMS TO DEVELOP A FIVE-STORY MIXED-USE BUILDING AT 5501 AND 5505 ARAPAHOE AVE FEATURING APPROXIMATELY 300 RESIDENTIAL UNITS WITH A MIX OF UNIT TYPES AND SIZES. THIS DEVELOPMENT ALIGNS WITH BOULDER'S VARIOUS PLANNING GOALS, INCLUDING THE STATION AREA MASTER PLAN AND THE BOULDER VALLEY COMPREHENSIVE PLAN, BY CREATING A WALKABLE, TRANSIT-ORIENTED HUB TO ADDRESS LOCAL HOUSING NEEDS. VEHICLE AND BIKE PARKING WILL BE PROVIDED IN ACCORDANCE WITH CITY REQUIREMENTS, WHILE ALSO CONSIDERING THE FUTURE BUS-RAPID-TRANSIT ALONG ARAPAHOE, WHICH WILL ENHANCE COMMUNITY ACCESS. HIGHER DENSITY IS EMPHASIZED TO ENSURE THE SUCCESS OF THIS TRANSIT-ORIENTED DEVELOPMENT.

PROJECT INTENT

QUAD CAPITAL PARTNERS (DEVELOPER) AND SOPHER SPARN (ARCHITECT) INTEND TO CREATE A TRANSIT-ORIENTED, MIXED-USE BUILDING ON THE PROMINENT CORNER OF 55TH AND ARAPAHOE. THE NEW BUILDING WILL PROVIDE A SUITABLE DENSITY MIX OF RESIDENTIAL UNITS OF VARYING SIZES TO SUPPORT BOULDER'S HOUSING GOALS AND WILL ADVANCE THE VISION ESTABLISHED IN THE STATION AREA MASTER PLAN (STAMP) THROUGH THE EAST BOULDER SUBCOMMUNITY PLANNING PROCESS.

5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303



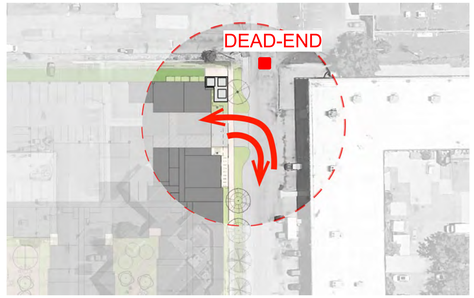
VIEW #1: LOOKING SE ON 55TH STREET, NW CORNER OF SITE

VIEW #2: LOOKING SW ON 56TH STREET, NE CORNER OF SITE

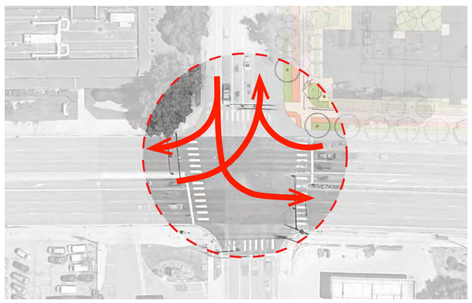
VIEW #3: LOOKING: NE ON ARAPAHOE, SW CORNER OF SITE

VIEW #4: LOOKING WEST ON ARAPAHOE, SE CORNER OF SITE

INTERSECTION @ 55TH & GARAGE ACCESS
ARRIVING: RIGHT-IN ONLY FROM NB 55TH
CONSTRAINTS: LEFT-IN & LEFT-OUT AT PARKING ENTRY ACROSS 55TH



INTERSECTION @ 56TH & GARAGE ACCESS
ARRIVING: LEFT-IN FROM NB 56TH
DEPARTING: RIGHT-OUT TO SB 56TH
CONSTRAINTS: DEAD-END TO NORTH ON 56TH



INTERSECTION @ 55TH & ARAPAHOE
ARRIVING: LEFT FROM EB ARAPAHOE RIGHT FROM WB
CONSTRAINTS: LONG TRAFFIC QUEUES AT 55TH TURNING LEFT ON EB ARAPAHOE

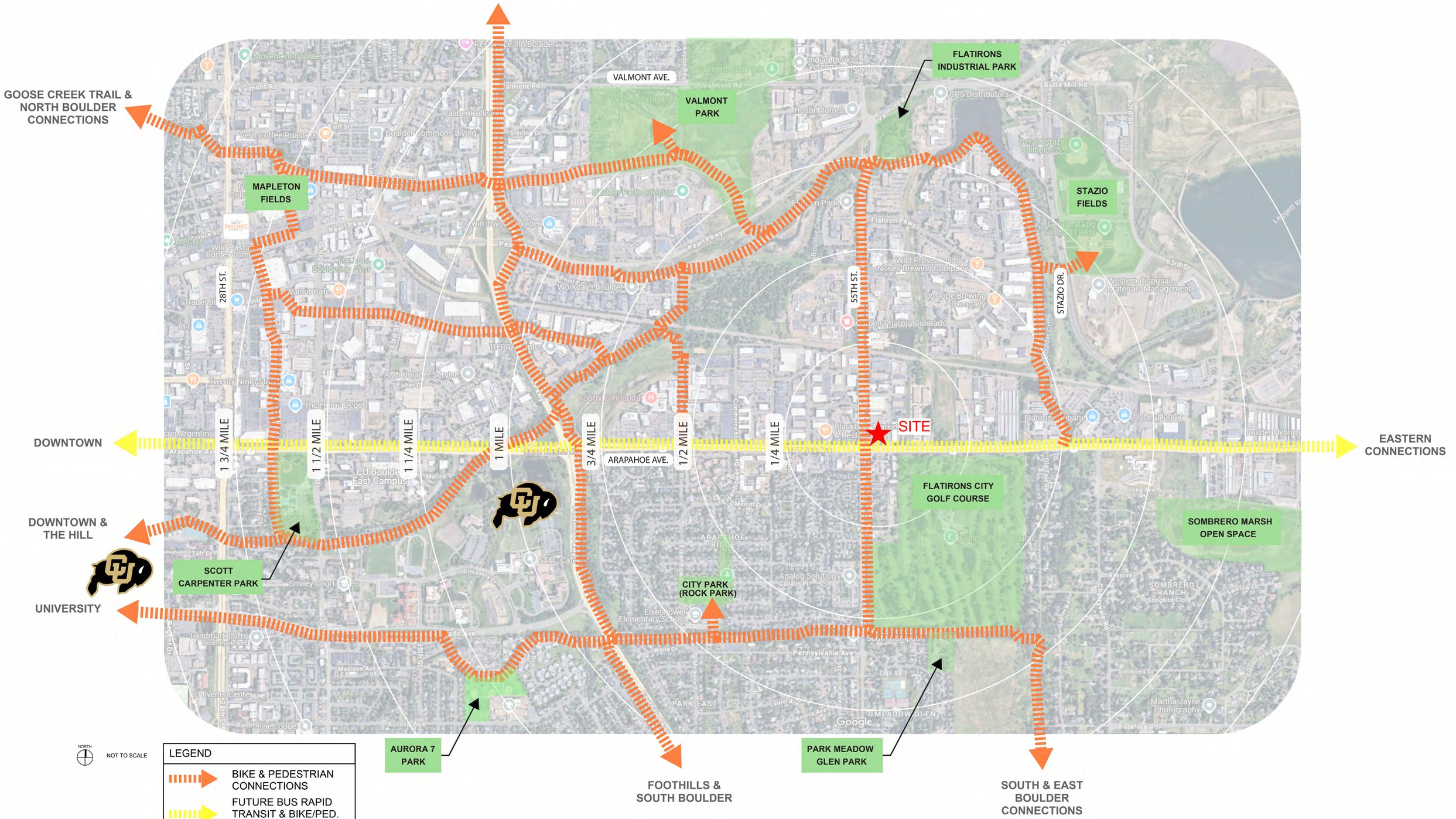
INTERSECTION @ 56TH & ARAPAHOE
ARRIVING: RIGHT-IN ONLY FROM EB ARAPAHOE
DEPARTING: RIGHT-OUT TO EB ARAPAHOE
CONSTRAINTS: MEDIAN ON ARAPAHOE LIMITS LEFT TURN ABILITY

FORM-BASED CODE REVIEW | **10/10/2025**

CONTEXT VIEWS & TRANSPORTATION MAP | A 0.02

2505 Walnut Street | Suite 200 | Boulder, CO 80302 | 303.442.4422 | www.sophersparn.com

5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303



SOPHERSPARN ARCHITECTS LLC | QUAD CAPITAL PARTNERS | TRESTLE STRATEGY GROUP | CONSULTING ENGINEERS | STUDIOTERRA

FORM-BASED CODE REVIEW | **10/10/2025**

BIKE AND PEDESTRIAN CONNECTIONS MAP | A 0.04

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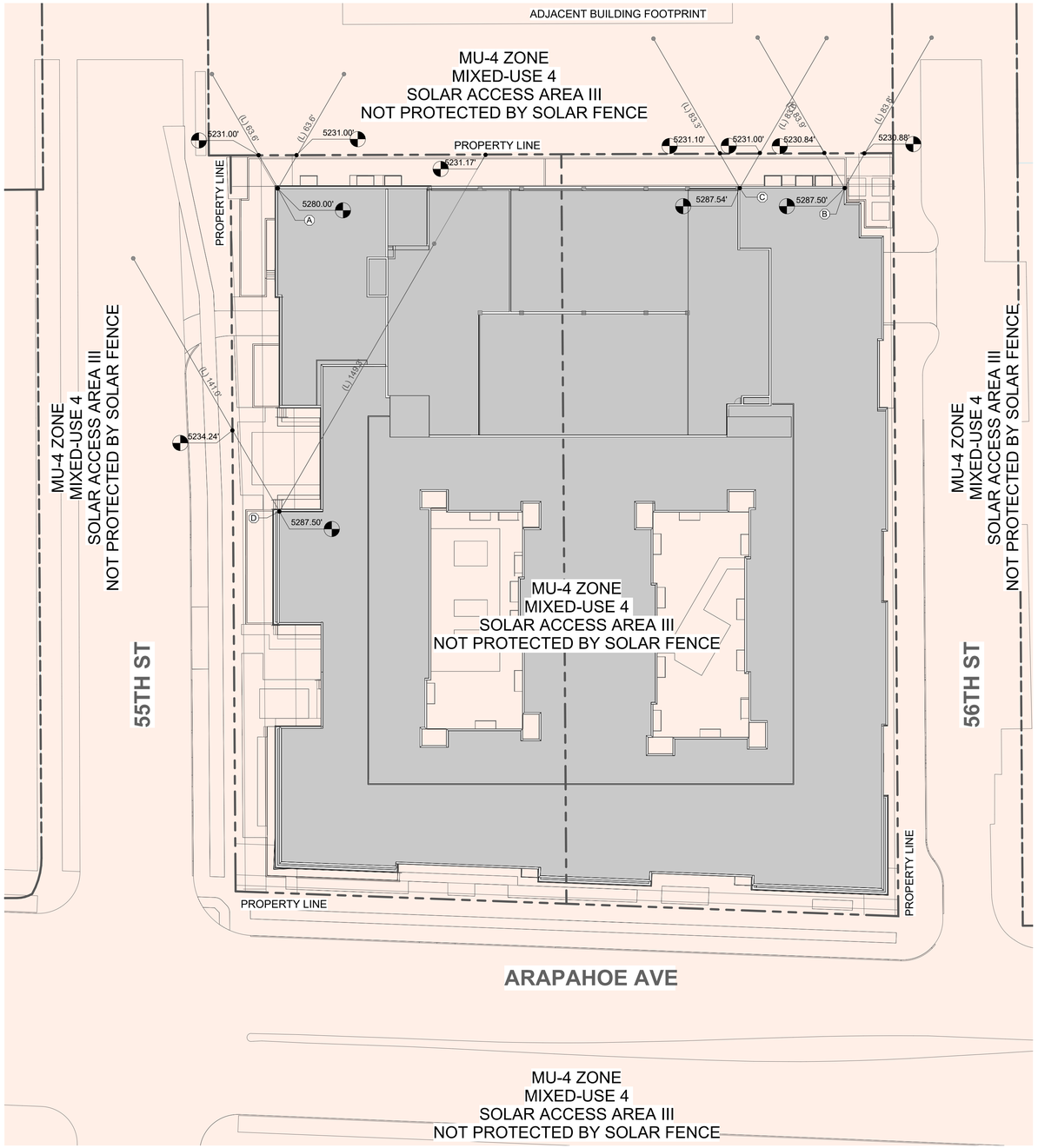
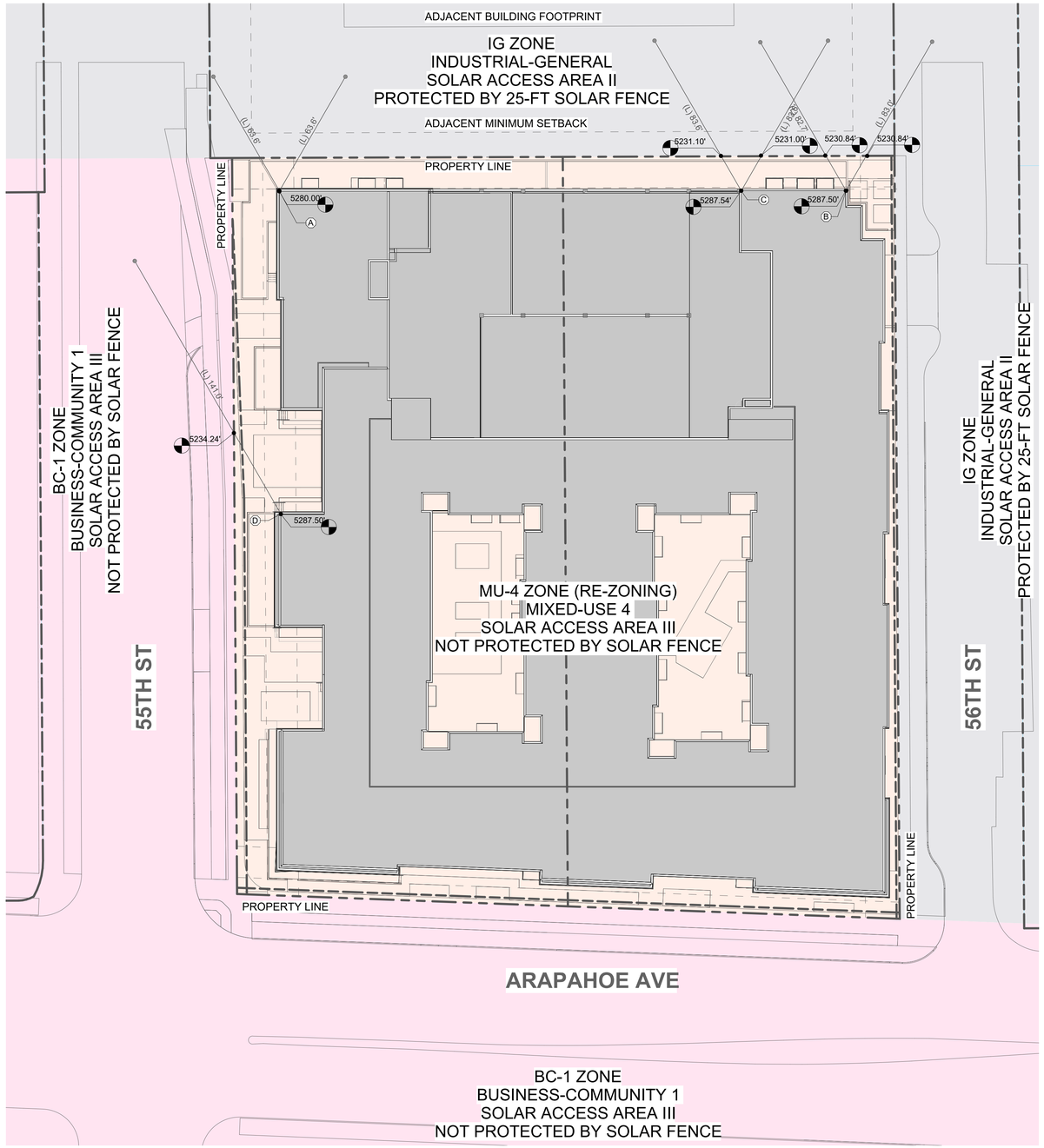
5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303



2 SOLAR ANALYSIS PLAN - FUTURE ZONING (AS ENVISIONED BY THE EAST BOULDER SUBCOMMUNITY PLAN)

1" = 30'-0"



1 SOLAR SHADING ANALYSIS PLAN

1" = 30'-0"

GENERAL CITY OF BOULDER SOLAR SHADING NOTES:

1. **MU-4** ZONING IS IN SOLAR ACCESS AREA **III**, WHICH IS NOT PROTECTED BY A SOLAR FENCE.
2. NEGATIVE SHADOW LENGTHS INDICATE ROOF ELEMENTS WHERE THE RELATIVE HEIGHT IS LESS THAN THE SOLAR FENCE HEIGHT.

CITY OF BOULDER SOLAR SHADING ANALYSIS LEGEND	
- - - -	DISTANCE TO XX' SOLAR FENCE/PROPERTY LINE
●———	ADJUSTED SHADOW LENGTH
Ⓐ	ROOF ELEMENT TAG
XXXX.XX'	USGS ELEVATION

0' 15' 30' 60' 120'

SCALE: 1" = 30'-0"

NORTH

SOLAR SHADING ANALYSIS TABLE

ROOF ELEMENT	MAIN FLOOR ELEVATION	PROPERTY ZONE DISTRICT	SOLAR FENCE HEIGHT	HEIGHT ABOVE MAIN FLOOR	ELEVATION OF ROOF ELEMENT (y)	ELEVATION OF GRADE AT PROPERTY LINE (x)		RELATIVE HEIGHT OF ROOF ELEMENT (h)		LENGTH OF SHADOW (L)	
						10AM	2PM	10AM	2PM	10AM	2PM
A	5237.0	MU-4	25	43.0	5280.0	5231.0	5231.0	49.0	49.0	63.6	63.6
B	5237.0	MU-4	25	50.5	5287.5	5230.8	5230.9	56.7	56.6	83.9	83.8
C	5237.0	MU-4	25	50.5	5287.5	5231.1	5231.0	56.4	56.5	83.3	83.6
D	5237.0	MU-4	0	50.5	5287.5	5234.2	5231.2	53.3	56.3	141.2	149.3

FORM-BASED CODE REVIEW | **10/10/2025**

SOLAR SHADING PLAN | A 0.05

EAST BOULDER SUBCOMMUNITY PLAN: VISION STATEMENT & POLICY COMPLIANCE

ACCESS & MOBILITY

People and goods will easily and safely travel to, from, and through East Boulder by a variety of efficient, and affordable transportation modes, employing advanced transportation technology where appropriate.

POLICY M1 COMPLIANCE:
MAJOR RIGHT-OF-WAY FACILITY IMPROVEMENTS ON THREE STREETS INCLUDING UPGRADES FOR CDOT BRT PROJECT ON ARAPAHOE.

POLICY M2 COMPLIANCE:
TRAFFIC STUDY ANALYSIS AND TDM PLAN PROVIDED BY THE APPLICANT TO SUPPORT THE CITY'S TRANSPORTATION GOALS.

POLICY M3 COMPLIANCE:
MOBILITY HUB TRANSIT INFORMATION CENTER WITH BIKE, MULTI-MODAL, AND RIDE SHARE ADJACENT TO BOTH THE ON-SITE BUS STOP AND MAIN RESIDENTIAL ENTRY.

POLICY M4 COMPLIANCE:
CDOT BUS RAPID TRANSIT IMPROVEMENTS AND LOCAL RTD BUS STOP TO SERVE VARIOUS ROUTES CONNECTED TO THE SITE.

COURTYARD - 55TH ST. SOUTH AT MOBILITY HUB

ARTS & CULTURE

The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture.

POLICY A1 COMPLIANCE:
ART INSTALLATIONS INCLUDED IN COURTYARD PROGRAM. FINAL SCOPE WILL COLLABORATE WITH THE CITY ART PROGRAM.

POLICY A3 COMPLIANCE:
THE PROJECT'S ART PROGRAM WILL CONSIDER THE COMMUNITY IDENTITY OF EAST BOULDER.

POLICY A4 COMPLIANCE:
EVENTS AND ACTIVITY PROGRAMMING WILL CENTER AROUND THIS UNIQUE PROJECT AT THE HEART OF EAST BOULDER STAMP AREA.

POLICY A5 COMPLIANCE:
PRODUCTION BUSINESS SPACE IN THE SHOPFRONT BASE OF THIS MIXED-USE PROJECT WILL SUPPORT THE WORKING ARTIST AND ENTREPRENEURIAL COMMUNITY.

COURTYARD - 55TH ST. NORTH AT LOBBY

DESIGN QUALITY & PLACEMAKING

East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged.

POLICY D1 COMPLIANCE:
STREETSCAPE PLAZAS AND OTHER PUBLIC REALM IMPROVEMENTS WILL CREATE HIGH QUALITY AND WELCOMING ENVIRONMENTS.

POLICY D2 COMPLIANCE:
PEDESTRIAN IMPROVEMENTS AND PUBLIC PLAZAS WILL CATALYZE AN ACTIVE, WALKABLE BLOCK IN THE HEART OF EAST BOULDER.

POLICY D3 COMPLIANCE:
THE PROPOSED BUILDING DESIGN SUPPORTS THE SUBCOMMUNITY'S CREATIVE AND INDUSTRIAL IDENTITY THROUGH THE USE OF BRICK, METAL, AND GLAZING, ESPECIALLY AT THE SHOPFRONT BASE.

POLICY D7 COMPLIANCE:
VARYING ROOFLINES AND MASSING ALONG THE STREET FRONTAGES AT 55TH, ARAPAHOE, AND 56TH WILL CREATE HEIGHT AND DENSITY WHERE APPROPRIATE AND SCALE DOWN TO THE NORTH, INTEGRAL TO THE BUILDING'S OVERALL COMPOSITION.

CONCEPT RENDER - DESIGN EXCELLENCE AT PRIMARY CORNER

HOUSING AFFORDABILITY & DIVERSITY

East Boulder will be home to new and affordable housing that complements existing uses, includes a diverse mix of housing types and ownership models and extends live-work-play choices in the community.

POLICY H1 COMPLIANCE:
THE PROPOSED APARTMENT BUILDING WILL SERVE A MAJOR NEED FOR HOUSING IN EAST BOULDER AND REDUCE COMMUTER IMPACTS WHILE INCREASING HOUSING OPTIONS.

POLICY H2 COMPLIANCE:
PROVIDING A VARIETY OF UNIT TYPES FOR DIFFERENT DEMOGRAPHICS AND HOUSING PREFERENCES CONTRIBUTES TO THE CITY'S GOALS FOR A DIVERSITY OF HOUSING TYPES.

POLICY H3 COMPLIANCE:
FAMILY-SIZE UNIT TYPES WILL BE PROVIDED AS PART OF THE SCOPE OF THE PROJECT, INCLUDING AROUND (100) 2- AND 3- BEDROOM UNITS.

POLICY H5 COMPLIANCE:
THE PROJECT PROPOSES MIXING THE RESIDENTIAL USE WITH RETAIL AND PRODUCTION BUSINESS SPACE AT THE SHOPFRONT BASE PER THE REGULATING PLAN.

CONCEPT RENDER - 55TH ST. SOUTH AT SHOPFRONT BASE

LOCAL BUSINESS

The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder.

POLICY B1 COMPLIANCE:
GROUND-FLOOR RETAIL SPACE IN THE PROJECT IS SUITABLE FOR SMALL, LOCAL BUSINESSES IN A VARIETY OF USE TYPES.

POLICY B4 COMPLIANCE:
NEW RETAIL AND PERSONAL SERVICE BUSINESSES COULD BE A FIT FOR THE PROPOSED BUILDING AND HELP TO CREATE 15-MINUTE NEIGHBORHOODS, REDUCING DAILY TRIPS TO AND FROM EAST BOULDER.

POLICY B5 COMPLIANCE:
SERVICE AND LOADING ACCESS HAS BEEN CAREFULLY CONSIDERED FOR THE PROJECT ON THE LOWEST CATEGORY STREET (56TH) AND SEPARATED FROM THE MAIN RETAIL, RESIDENTIAL, AND VISITOR ACCESS ON 55TH STREET.

STREETSCAPE PLAZA - ARAPAHOE WEST AT SHOPFRONT BASE

RESILIENCE & CLIMATE COMMITMENT

Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural disruptions, including flood events. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises.

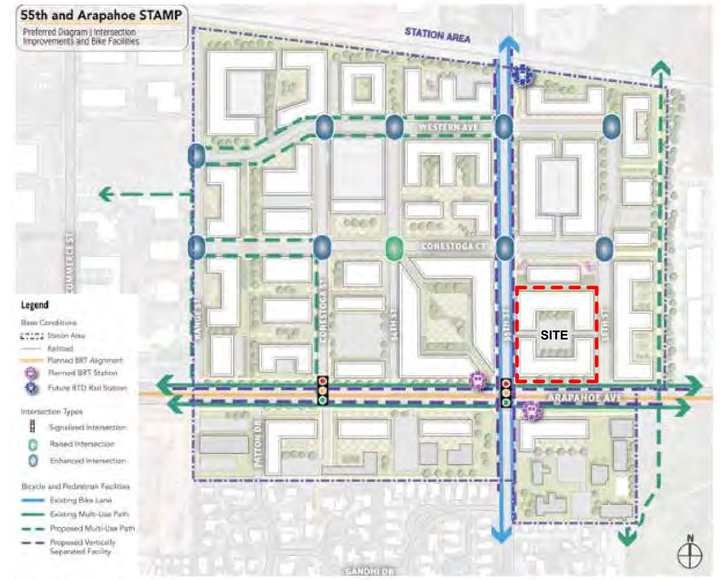
POLICY R1 COMPLIANCE:
GREEN INFRASTRUCTURE STRATEGIES ARE BEING IMPLEMENTED ON THIS PROJECT THROUGH GREEN ROOFS, PERMEABLE AND SEMI-PERMEABLE GROUND TREATMENT.

POLICY R2 COMPLIANCE:
THE PROJECT WILL INCORPORATE ALL-ELECTRIC BUILDING SYSTEMS AND MONITORING TECHNOLOGY.

POLICY R3 COMPLIANCE:
WITHIN THE 100-YEAR FLOODPLAIN, THE PROJECT HAS CAREFULLY CONSIDERED IMPACT TO NEIGHBORING PROPERTIES.

POLICY R7 COMPLIANCE:
BIORETENTION RAIN GARDENS ARE INCLUDED TO PROPERLY TREAT ALL STORM WATER FROM THE SITE AND BUILDING.

STREETSCAPE PLAZA - ARAPAHOE EAST AT POLLINATOR GARDENS



Proposed connections for the 55th and Arapahoe Station Area. The graphic represents a conceptual layout for how a transit-oriented neighborhood might take shape.

IMAGE FROM APPROVED EAST BOULDER SUBCOMMUNITY PLAN: TRANSIT-ORIENTED DEVELOPMENT

Figure 14-3. Regulating Plan: East Boulder – 55th and Arapahoe Station Area

IMAGE FROM PUBLIC REVIEW DRAFT OF FORM-BASED CODE ORDINANCE

FORM-BASED CODE REVIEW | **10/10/2025**

EAST BOULDER SUBCOMMUNITY PLAN VISION | A 0.06

2505 Walnut Street | Suite 200 | Boulder, CO 80302 | 303.442.4422 | www.sophersparn.com

5501 & 5505 ARAPAHOE | BOULDER, COLORADO, 80303

FORM-BASED CODE Section				Sheet	Drawing	Item to Confirm	Code Language/Comments
9.14.4	Regulating Plans						
	a	Boulder Junction Phase I Regulating Plans					
	b	Alpine-Balsam Regulating Plan					
	c	East Boulder Regulating Plans					
		1	Transportation Connections	A0.08	Form-Based Code Diagram	☑ Type A, B, & C frontage labeled	"The arrangement, type, character, extent, and location of streets, alleys, paseos, multi-use paths, and other transportation connections shall conform to the regulating plans shown in Figures 14-3 through 14-6 and the East Boulder Subcommunity Plan."
				A1.00	Site Plan	☑ Type A Storefront Base labeled	
				A0.08	Form-Based Code Diagram	☑ General building type noted	
		2	Mid-Block Pathways	A1.00	Site Plan	☑ Dimension's (d) (<450 ft)	No Mid-Block Pathway's required
		3	Required Building Types	A0.08	Form-Based Code Diagram	☑ General building type noted	
		4	Required Residential	A1.00	Site Plan	☑ Overall floor area breakdown	"...In general ..., building types with a total completed floor area exceeding 15,000 square feet shall include a minimum of fifty percent of residential floor area."
		5	Required Production Business Space	A1.00	Site Plan	☑ Retail floor area breakdown	Parking and Residential area are not included in total ground floor area. 5808 < (production space area < 5,000 sf. Exception required for production business space, which is not included in the shopfront base due to flood plane elevation requirements.
						☑ Percent of ground floor area that is production business space > 10%	
		6	Location-Based Max Building Height	A0.01	Project Information	☑ Note Max Building Height Allowable (55 ft)	
				A2.00	Elevations	☑ Dimension Max Building Height	
		7	Required Shopfront Base	A1.00	Site Plan	☑ Type A Storefront Base labeled	
				A2.00	Elevations	☑ Dimension Ground Story Height (>12 ft, <24 ft)	
						☑ Note entrance locations (every 60 ft)	
						☑ Note ground story vertical façade divisions (every 30 ft)	
				A2.02	Elevation Transparency Diagram	☑ Note Ground Story Transparency (75%)	
		9	Type A, Type B, and Type C Streets	A1.00	Site Plan	☑ Note Type A streetwall (80% min)	
						☑ Dimension Type A setback (10ft - 25ft)	
						☑ Dimension Type B setback (2ft - 20ft)	
						☑ Dimension Type C setback (0ft - 15ft)	
						☑ Dimension Side/Rear yard setback (15ft)	
						☑ Dimension required occupied building space (15 ft on Type A frontage)	
				A2.00	Elevations	☑ Note horizontal façade divisions (within 3ft of top of LT and bottom of LC)	
						☑ Note cap type	
				A2.03	Elevation Transparency Diagram	☑ Note facade transparency (20%-min)	
		9	Vairmont City Plaza Frontage	N/A			
		10	Large Site Requirements	A1.00	Site Data & FBC Analysis Tables	☑ Note Site Acreage (<4 acres)	
		11	Terminated Vistas	N/A			
9.14.7	View Corridors						
9.14.8	Definitions						
9.14.9	Rights-of-Way			C3.0	Horizontal Control Plan	☑ See 9-9-8 for req.	
9.14.10	Streetscape and Paseo Design						
	a	General Requirements					
		1	Conformance to Plans				
		2	Competition Design				
		3	Additional Requirements:	a Bulb-outs	C3.0 Horizontal Control Plan	☑ Show/Label bulb-outs at crossings	
				b Sight Triangle Area	C3.0 Horizontal Control Plan	☑ Show/Dimension Sight Triangle (See 9-9-7 for req.)	
				c Street Furnishings	L2.0 Landscape Plan	☑ Show/Label 1 bench & 1 garbage/ash/recycling	
				d Permeable Surface for Trees	L2.0 Landscape Plan	☑ Note permeable surface area/min (see table 14-1)	
	b	Paseos		N/A			
9.14.11	Site Design Requirements						
	a	Site Access					
		1	Frontage Hierarchy	A1.00	Site Plan	☑ Show/Label Type A, B, and C Frontages	
		2	Service Base Access	N/A			
		3	Driveways	A1.00	Site Plan	☑ Show/Label Driveways (see 9-9-5 for req.)	Exception requested for the driveway, which is accompanied by a traffic study to demonstrate a need for a total of two access points with one being in a type a frontage.
		4	Trash and Recycling Areas	A1.00	Site Plan	☑ Label trash and dimension access on type b or c frontages (10 ft width min)	
	b	Street Yard Design					
		1	Coordinated Design				
		2	Shopfront Streetscape	L3.0	Landscape Plan	☑ Dimension hardscape to shopfront windows (<24 in)	
		3	Trees	L3.0	Landscape Plan	☑ Note 1 tree/1,000 sqft. of street yard	
		4	Hardscape	L3.0	Landscape Plan	☑ Note hardscape paver type	
		5	Landscape Beds	L3.0	Landscape Plan	☑ Note % of shoot yard area that are landscape beds (min 25%)	
		6	Seating and Amenities	L3.0	Landscape Plan	☑ Label seating (see 9-9-14(b) for req.)	
	c	Yards and Setbacks					
		1	Trees	L2.0	Landscape Plan	☑ Note 1 tree/1,000 sft of setback	
		2	Landscape Area	L2.0	Landscape Plan		"Yards and setbacks shall be designed for a mix of paved and landscaped areas, consistent with the maximum impervious and semi-pervious areas allowed per this building type."
	d	Infill Lot Drives		N/A			
	e	Mid-Block Pathways	Open Air	N/A			
9.14.12	Outdoor Space Requirements						
	a			N/A			
	b			N/A			
	c	Outdoor Types		L2.0	Landscape Plan	☑ Label Outdoor Types (see min-q).	
	d	Outdoor Space Required		L2.0	Landscape Plan	☑ Label 2 Outdoor Types (2 min, Streetwall Plazas)	
	e	General Design Standards		L2.0	Landscape Plan	☑ (See 9-9-12 and 9-9-13(d)(5)(A))	
	f	Access		L2.0	Landscape Plan	☑ Show connection to ROW/building entrance	
	g	Fencing		L2.0	Landscape Plan	☑ Label fences (<48" - <80% opacity, no chain link, opening every<100 ft)	
	h			N/A			
	i			N/A			
	j	Measuring Site		L2.0	Landscape Plan		
	k	Improvements		L2.0	Landscape Plan	☑ Label Mobility Hub	
	l	Stormwater in Outdoor Space Types		L2.0	Landscape Plan	☑ Show' no fencing, retaining walls < 2.5 ft, no exposed concrete.	
	m-q			N/A			
9.14.13	Large Site development Standards						
	a	Applicability		N/A			
9.14.14	Requirements Applicable to All Building Types						
	a	Purpose		N/A			
	b	Building Type Requirements					
		1		N/A			
		2		N/A			
		3	General Building Description:	A0.08	Form-Based Code Diagram	☑ Note Building Type	
		4		N/A			
		5		N/A			
	c	Uses in Building Types		A1.00	Site Data & FBC Analysis	☑ Note Uses (see Table 6-1 for req.)	
	d	General Building Design Requirements		A1.01	Floor Plans	☑ Dimension building segments	
	e	Multiple Principle Structures		N/A			
	f	Build to the Corner		A1.00	Site Plan	☑ Show Setbacks and frontage zones	
	g	Streetwall Courtyards		A1.00	Site Plan	☑ Show setbacks and outdoor space type	
	h	Required Streetwall Variation					
		1	Courtyard	N/A			
		2	Streetscape Plaza				
			a	A1.00	Site Plan	☑ Show plaza located within maximum setback	
			b	A1.00	Site Plan	☑ Show at least thirty-five percent of the streetwall fronts one or more streetwall plazas extending from the right-of-way to the maximum setback.	
			c	A1.00	Site Plan	☑ Dimension plazas (min 20')	
			d	A1.00	Site Plan	☑ Show hardscape including special paving materials and patterns, landscaping beds and trees, seating and amenities (see 9-14-11) (i "Street Yard Design" for req.)	
	i	Terminated Vistas		N/A			
	j	Trash and Recycling					
		1	Interior of the Building	A1.00	Site Plan	☑ Label trash inside building	
			a/b	A1.05	Site Plan	☑ Locate access doors on rear or interior side façade	(A) Access doors to the area shall be located on the rear or interior side facade.
			c	A2.02	Elevation Transparency Diagram	☐ Note access door opacity of <80%	(B) If on rear or interior side facade exists, access doors may be located off a Type B or C street facade.
			d	A1.00	Site Plan	☑ Dimension access door setback from façade (min 5')	
		2	Other Locations	N/A			
	k	Garage Entrances	Entrances	A1.00	Site Plan	☑ Show Entrance on Type B or C frontage	
		1		A1.00	Site Plan	☑ Dimension garage door setback (min 3')	
		2		A2.02	Elevation Transparency Diagram	☑ Note garage door transparency (unless art is incorporated)	
	l	Loading Locations		A1.00	Site Plan	☑ Label loading area on rear yard	
9.14.15	Types A, B, and C Frontages						
	a	Type A Frontage					
	b	Type B Frontage					
	c	Type C Frontage					
9.14.16	Main Street Storefront Building Type			N/A			
9.14.17	Commercial Storefront Building Type			N/A			
9.14.18	General Building Type						
	1	Type A Frontage Streetwall		A0.08	Form-Based Code Frontages and Massing Diagram	☑ Show 80% minimum	
	2	Streetwall Variation for Type A and Type B Frontages		A1.00	Site Plan	☑ Dimension Building	
				A2.00	Elevations	☑ Label Streetwall variations on type A and B frontages	
	3	Type A Setback		A1.00	Site Plan	☑ Dimension setback (10' - 25' req.)	
				A1.00	Form-Based Code Analysis	☑ Note setback (10' - 25' req.)	
				A2.00	Elevations	☑ Dimension setback (10' - 25' req.)	
	4	Type B Frontage Setback		A1.00	Site Plan	☑ Dimension setback (5' - 20' req.)	
				A1.00	Form-Based Code Analysis	☑ Note setback (5' - 20' req.)	
				A2.00	Elevations	☑ Dimension setback (5' - 20' req.)	
	6	Type C Frontage Setback		A1.00	Site Plan	☑ Dimension setback (0' - 15' req.)	
				A0.08	Form-Based Code Frontages and Massing Diagram	☑ Note setback (0' - 15' req.)	
				A2.00	Elevations	☑ Dimension setback (0' - 15' req.)	
	6	Side Yard Setback		N/A			
	7	Rear Yard Setback		A1.00	Site Plan	☑ Dimension setback (15' req.)	
				A0.08	Form-Based Code Frontages and Massing Diagram	☑ Note setback (15' req.)	
				A2.00	Elevations	☑ Dimension setback (15' req.)	
	8	Building Length along type A & B		A1.00	Site Plan	☑ Dimension building length	
	9	Site Impervious Coverage		L2.0	Landscape Plan	☑ Note exception requested	Exception request to modify impervious area requirement per 9.14.18.6. Modification is to provide 70% impervious where 48% is required.
	10	Surface or Accessory Parking Location		A1.00	Site Plan	☑ (See 9-9-12, 9-9-14 for req.)	
	11	Overall Height		A0.08	Form-Based Code Frontages and Massing Diagram	☑ Note Building Height (5 stories, 55' max req.)	
				A2.00	Elevations	☑ Dimension Building Height (55' max)	
	12	Story Height		A1.00	Site Plan	☑ Note story height (9' - 12' req.)	
				A1.05	Elevations	☑ Dimension stories	
	13	All Frontages and Stories		A0.08	Form-Based Code Frontages and Massing Diagram	☑ (9-6, BRC 1981)	
				A1.00	Site Plan	☑ Note stepps	
	14	Required Occupied Building Space		A1.00	Site Plan	☑ Dimension occupied building space on Type A frontage (15ft req.)	
	15	Parking Location within Building		A1.00	Site Plan	☑ Label Parking	
				A1.01	Floor Plans	☑ Label Parking	
	16	Transparency on all facades		A2.02	Elevation Transparency Diagram	☑ Note transparency on all facades (min. 20%)	
	17	Horizontal Façade Divisions		A2.00	Elevations	☑ Show at least one expression line, min 2 inch deep, within 3 ft. of the top of the ground story and the bottom of any 5th story	
	18	Shopfront Base		A2.00	Elevations	☑ See 9-14-22 for req.	
	19	Prohibited Cap Types		A2.00	Elevations	☑ Show (parapet), pitched, or flat.	
9.14.19	Pure Building Type						
9.14.20	Workshop Building Type						

9.14.21	Civic Building Type					
9.14.22	Shopfront Base					
	1	Allowed Uses	A1.00	Site Plan	☑ Label Uses	
			A1.01	Floor Plan Diagrams	☑ Note Uses	
	2	Ground Story Height	A2.00	Elevation	☑ Dimension Ground Story Height (12' - 24' req.)	
	3	Ground Story Transparency	A2.02	Elevation Transparency Diagrams	☑ Show 75% measured between 2 ft. and 10 ft. vertically from average grade of adjacent sidewalk.	
	4	Entrance Location and Number	A2.00	Elevation	☑ Label and dimension distance between entrances(1/40? min req.)	
	5	Entryway Configuration	A1.01	Floor Plan Diagrams	☑ Show entry recess (3' - 8' deep, 8'wide max. @ Type A req.)	
	6	Entrance/Ground Story Elevation	A2.00	Elevation	☑ Dimension entrance elevation (min 80% of entrances <30" of sidewalk elevation)	
	7	Ground Story Vertical Façade Divisions	A2.00	Elevation	☑ Dimension vertical expression lines (1 per 30')	
9.14.23	Stoop Base					
9.14.24	Service Base					
9.14.25	Cap Types		A2.00	Elevations	☑ Note Cap Type	
9.14.26	Measurement of Building Type Requirements					
	a	Minimum Type A Frontage Streetwall Coverage	A1.00	Site Plan	☑ Dimension building width	(Width of building within setback)/(Length lot line parallel to the frontage - min setbacks) = type A frontage coverage
	b	Frontage Setback	A1.00	Site Plan	☑ Dimension length of frontage inside setbacks	
	c	Limited Side Yard Parking	N/A		☑ Dimension setbacks (measured from the outside edge of reg. easement or ROW	
	d	Maximum Site Impervious and Additional Semi-Pervious Coverage				
	e	Overall Min and Max Height	A2.00	Elevation	☑ Dimension Building Height (see 9-7-5)	
	f	Min and Max Height per Story	A2.00	Elevation	☑ Dimension floor to floor heights, taller spaces <35% length of façade or 35'	
	g	Min Required Transparency				
		1 Measurement	A2.02	Elevation Transparency Diagram	☑ Note area Floor to Floor (can include frame mullions, mullions but not trim or casing)	
		2 Blank Wall Segments	A2.02	Elevation Transparency Diagram	☑ Show no wall area >30% and 15' of façade w/o transparency	
		3 Exception	N/A			
		4 Minimum Ground Story Transparency	A2.02	Elevation Transparency Diagram	☑ Show 75% measured between 2 ft. and 10 ft. vertically from average grade of adjacent sidewalk.	
		5 Mezzanines	N/A			
		6 Tall Stories	A2.02	Elevation Transparency Diagram	☑ Note if story is >18', 25% transparency outside of ground floor	
		7 Half Stories	N/A			
	h	Minimum Number of Required Entrances	A1.00	Site Plan	☑ Label Entrances (see figure 14-58 for req)	
9.14.27	Applicability and Intent of Building Design Requirements					
9.14.28	Façade Materials					
	a	Intent				
	b	Major Materials				
		1 Type A Frontages	A2.03	Elevation Materials Diagram	☑ Note % of major materials on type A frontages (min 80%)	
		2 Type B and C Frontages	A2.03	Elevation Materials Diagram	☑ Note % of major materials on type B and C frontages (min 60%)	
		3 Simplicity of Materials	A2.03	Elevation Materials Diagram	☑ Note % of each major material (min 60% are a single material)	
		4 Corners of Buildings	A2.03	Elevation Materials Diagram	☑ Dimension the continuation of major materials wrapping corners (30' min)	Refer also to A1.00 Site Plan
	c	Prohibited Materials	A2.03	Elevation Materials Diagram	☑ Label materials used (see table 14-8 for req.)	
	d	Minor Materials	A2.03	Elevation Materials Diagram	☑ Label materials used (see table 14-9 for req.)	
	e	Details and Accents	A2.03	Elevation Materials Diagram	☑ Label materials used for details (see table 14-10 for req.)	
	f	Solar Panels	N/A			
9.14.29	Building construction Quality					
9.14.30	Building Articulation					
	a	Intent				
	b	Articulation of the Base	A1.00	Site Plan	☑ Dimension ground story recess (18" max)	
	c	Building Façade Variety				
		1 Increments	A1.01	Floor Plans	☑ Dimension façade segments (< 90')	
		2 Requirements	A2.00	Elevations	☑ Show each segment variations in color, scale, orientation, recesses, entrance/window placement, roof type, or height	
		3 Alternative method of compliance	N/A			
9.14.31	Building Massing					
	a	Intent				
	b	Building over 40'				
		1 Varied Building Heights	A0.08	Form-Based Code Frontages and Massing Diagram	☑ Dimension Building Height, Note % at 1 story shorter than max (min 30% req.)	See also A2.00 Elevations & A8.00 Concept Diagrams.
		a Along Type A	A0.08	Form-Based Code Frontages and Massing Diagram	☑ Dimension Building Height, Show 1 portion of frontage at 1 story reduction.	See also A2.00 Elevations & A8.00 Concept Diagrams.
		b Stepped-Back Façade	A0.08	Form-Based Code Frontages and Massing Diagram	☑ Show and Note massing changes at top level.	See also A2.00 Elevations & A8.00 Concept Diagrams.
		c Pitched Roofs	N/A			
9.14.32	Building Façade Elements					
	a	Windows				
		1 Amount	A2.02	Elevation Transparency Diagram	☑ Show windows to meet transparency req.	
		2 Recessed	A2.00	Elevations	☑ Show glazing recess (2" min)	See Keynote Table
		3 Vertically Oriented				N/A
		a Upper Stories	A2.00	Elevation	☐ Show horizonal windows (max 30%)	
		b Window Height and Location	A2.00	Elevation	☐ Show horizonal windows: only if 75% > 5' window height, <3' sill height	
		4 Visibility Through Glass	A2.00	Elevations	☑ Note Glazing Type (no reflective glazing)	
		5 Expressed Lintels	A2.00	Elevations	☑ Label lintels	See Keynote Table
	b	Awnings, Canopies, and Light Shelves				
		1 Encroachment	A1.00	Site Plan	☑ Label and show them clear of all ROW	Overhead building lines, Refer to Legend
		2 Attached Awnings and Canopies				
		a Material	A2.03	Elevation Materials Diagram	☑ Note material (canvas or metal req)	
		b Solar Panels	A0.04	Solar Plan	☑ Label	
		c Shapes	A2.00	Elevation	☐ Label (Waterfall or convex, dome, and elongated dome awnings are prohibited.)	N/A
		d Lighting	A2.00	Elevation	☐ Do not show (Backlights are prohibited)	N/A
		e Structures	A2.00	Elevation	☑ Note material and mounting (Support poles are prohibited unless utilized for outdoor eating areas over eight feet in depth.)	
		f Multiple Awnings on the façade	A2.00	Elevations	☑ Note matching material (canvas or metal req)	
		3 Canopies and Light Shelves	A2.00	Elevations	☑ Label materials (follow façade material guidance)	
		4 Clearance	A2.00	Elevations	☑ Dimension awning height (min 8')	
	c	Balconies				
		1 Definition	N/A			
		2 False Balconies	N/A			
		3 Size	A1.01	Floor Plans	☑ Dimension Balconies (min 4' deep, 5' wide)	
		4 Integrated Design	A1.01	Floor Plans	☑ Note % balcony perimeter abutting the building. (35% min) Note balcony support (columns or posts from ground are prohibited)	
		5 Platform	N/A			
		6 Façade Coverage	A2.03	Elevation Materials Diagram	☑ Note % of balcony coverage (max 40%)	
		7 Right of Way	A1.01	Floor Plans	☑ Show balconies clear of ROW	
	d	Shutters	N/A			
	e	Principle Entryway	A2.00	Elevation	☑ Label Entryway with 2 of the following: canopy, porch, sidelight/transom, lighting feature, or sculpture	
9.14.33	Mechanical and Utility Equipment and Appurtenances					
	a	Intent	N/A			
	b	Mechanical Equipment in Building	A1.01	Floor Plans	☑ Note location of Mechanical equipment	
	c	Rooftop Mechanical Equipment	A2.00	Elevations	☑ Dimension Mechanical equipment (20' setback from type A and B façade min)	
	d	Mechanical Equipment and Appurtenances				
		1 Façade	A2.00	Elevations	☑ Label (non on Type A façade unless perpendicular to frontage, extends <3', and screened)	
		2 Alignment	A2.00	Elevations	☑ Show aligned	
		3 Material Coordination	A2.00	Elevations	☑ Label materials	
		4 Screening	A2.00	Elevations	☑ Label Screen	
		5 No-encroachment	A1.00	Site Plan	☑ Show clear of ROW and easements	
	e	Mechanical and Utility Equipment on Other Horizontal Surfaces				
		1	A1.00	Site Plan	☑ Label equipment in parking/type B frontage	
		2	N/A			
		3	A2.00	Elevation	☑ Label Screen	
		4	N/A			

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9.14.11 SITE DESIGN REQUIREMENTS

A.3 DRIVEWAYS. DRIVEWAYS MAY NOT BE LOCATED IN ANY STREET YARD OR SETBACK UNLESS CONSISTENT WITH SECTION 9-9-5, "SITE ACCESS CONTROL," B.R.C. 1981. **IN COMPLIANCE PENDING EXCEPTION BELOW.**

(1) EXCEPTION:

(I) 9-9-5.C.: **THE PROPOSED EXCEPTION IS ACCOMPANIED BY A TRAFFIC STUDY TO DEMONSTRATE A NEED FOR A TOTAL OF TWO ACCESS POINTS WITH ONE BEING IN A TYPE A FRONTAGE.**

9.14.18 GENERAL BUILDING TYPE

1. TYPE A FRONTAGE STREETWALL. A MINIMUM OF 80% FRONTAGE IS REQUIRED. **IN COMPLIANCE PER DIAGRAM.**

2. STREETWALL VARIATION FOR TYPE A AND TYPE B FRONTAGES ARE REQUIRED. **IN COMPLIANCE PER DIAGRAM.**

3. TYPE A FRONTAGE SETBACK. A MINIMUM OF 10 FOOT AND MAXIMUM OF 25 FOOT SETBACK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM.**

4. TYPE B FRONTAGE SETBACK. A MINIMUM OF 5 FOOT AND MAXIMUM OF 20 FOOT SETBACK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM.**

5. TYPE C FRONTAGE SETBACK. A MINIMUM OF 0 FOOT AND MAXIMUM OF 15 FOOT SETBACK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM.**

7. REAR YARD SETBACK. A MINIMUM OF 15 FOOT SETBACK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM.**

9. SITE IMPERVIOUS COVERAGE. A MAXIMUM OF 65% IMPERVIOUS COVERAGE AND MAXIMUM OF 25% ADDITIONAL SEMI- PERVIOUS COVERAGE IS REQUIRED.
EXCEPTION REQUEST TO MODIFY IMPERVIOUS AREA REQUIREMENT PER 9-14-18-9. MODIFICATION TO PROVIDE 70% IMPERVIOUS WHERE 65% IS REQUIRED.

9.14.31 BUILDING MASSING

B. BUILDINGS OVER FORTY FEET IN HEIGHT. ANY BUILDING OF THE PROJECT OVER FORTY FEET IN HEIGHT AND NOT UTILIZING A PITCHED CAP ON AT LEAST 60% OF THE ROOF SHALL MEET THE FOLLOWING STANDARDS:

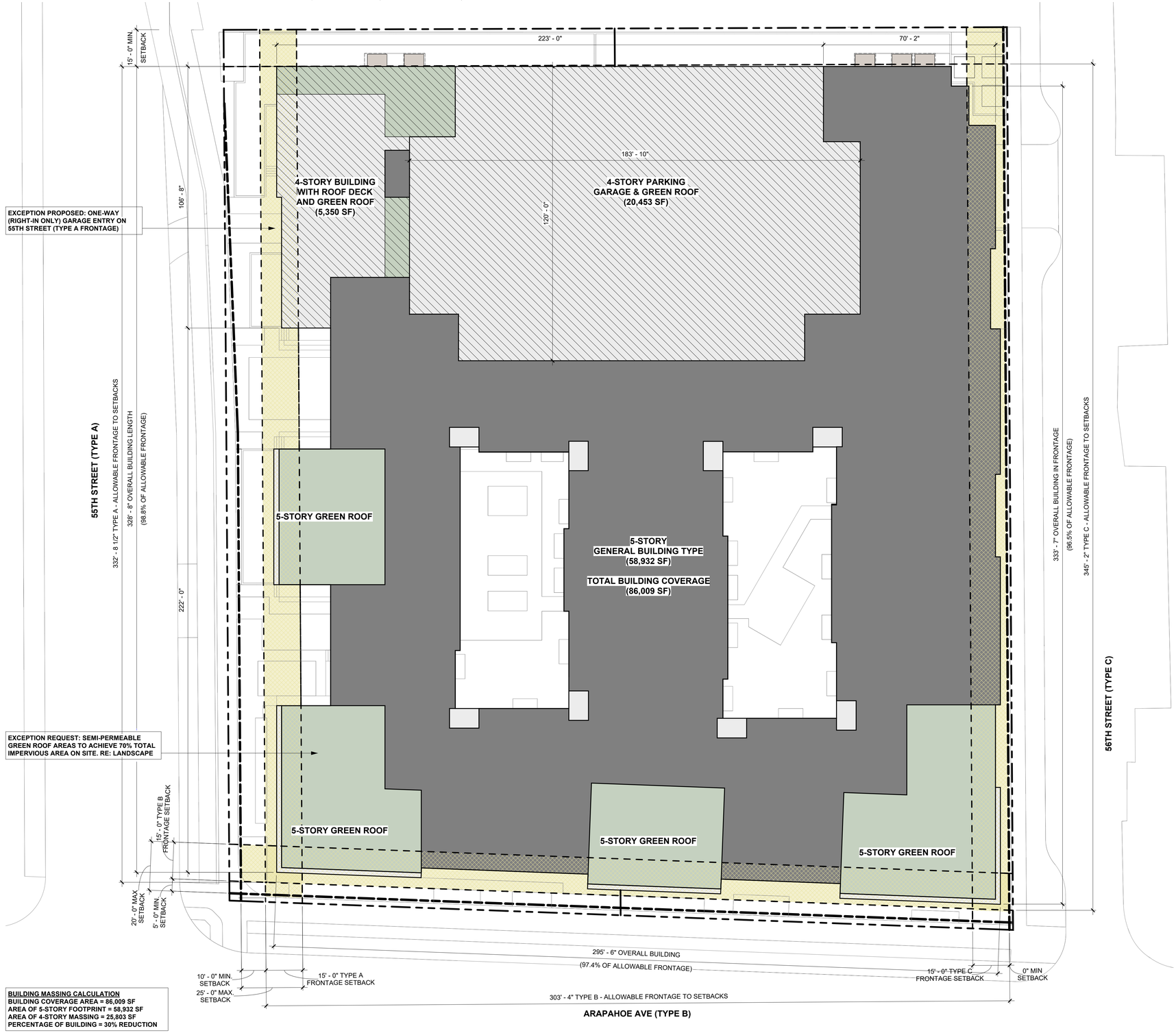
(1) VARIED BUILDING HEIGHTS. A MINIMUM OF 30% OF THE TOTAL FOOTPRINT OF ALL BUILDINGS COMBINED ON THE SITE SHALL BE AT LEAST ONE STORY LOWER THAN THE TALLEST PORTION OF THE BUILDING FOOTPRINT. **IN COMPLIANCE, LOWER BUILDING HEIGHT NOTED ON FRONTAGE AND MASSING DIAGRAM.**

(A) ALONG TYPE A FRONTAGES. A PORTION OF THE LOWER HEIGHT SHALL OCCUR ALONG AT LEAST ONE TYPE A FRONTAGE. IN COMPLIANCE, LOWER BUILDING HEIGHT ALONG 55TH STREET FRONTAGE, TYPE A.

(B) STEPPED-BACK FACADE. THE REQUIREMENT FOR VARIED BUILDING HEIGHTS IN PARAGRAPH (B)(1), ABOVE, SHALL NOT BE MET BY A LINEAR STEPPING-BACK OF THE FACADE ALONG THE TOP STORY, BUT SHALL CONSTITUTE A CHANGE IN MASSING OF THE BUILDING.

(C) PITCHED ROOFS. THE LOWER HEIGHT AREA MAY INCLUDE A PITCHED ROOF WITH OR WITHOUT A HALF STORY BENEATH. THE HALF STORY MAY NOT EXCEED 65% OF THE FLOOR AREA OF EACH OF THE STORIES BELOW THE HALF STORY.

(D) TERRACES. ROOF AREAS ON LOWER HEIGHT PORTIONS OF BUILDINGS MAY BE OCCUPIED BY ROOF TERRACES; HOWEVER, AREAS OF THE TERRACES COVERED BY PERMANENT ROOF STRUCTURES DO NOT COUNT AS A LOWER STORY FOR THE PURPOSES OF THIS REQUIREMENT.



FORM-BASED CODE ANALYSIS

- BUILDING FOOTPRINT
- 5-STORY BUILDING
- 4-STORY BUILDING
- FRONTAGE ZONES
- GREEN ROOF

BUILDING MASSING CALCULATION
BUILDING COVERAGE AREA = 86,009 SF
AREA OF 5-STORY FOOTPRINT = 58,932 SF
AREA OF 4-STORY MASSING = 25,803 SF
PERCENTAGE OF BUILDING = 30% REDUCTION

0' 10' 20' 40' 80'

SCALE: 1" = 20'-0"

NORTH

1 FRONTAGE & MASSING DIAGRAM - FBC REVIEW
1" = 20'-0"

FORM-BASED CODE REVIEW | **10/10/2025**

FORM-BASED CODE FRONTAGES & MASSING DIAGRAM | A 0.08

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9.14.6.C EAST BOULDER REGULATING PLANS

1. TRANSPORTATION CONNECTIONS. TRANSPORTATION CONNECTIONS SHALL CONFORM TO THE REGULATING PLAN SHOWN IN FIGURE 14-3 AND THE EAST BOULDER SUBCOMMUNITY PLAN. IN COMPLIANCE PER DIAGRAM. **IN COMPLIANCE PER DIAGRAM.**

3. REQUIRED BUILDING TYPES. THE SITE IS DESIGNATED TO BE THE GENERAL BUILDING TYPE PER FIGURE 14-3. **IN COMPLIANCE.**

4. REQUIRED RESIDENTIAL. GENERAL BUILDING TYPES WITH A TOTAL COMBINED FLOOR AREA EXCEEDING 15,000 SF SHALL INCLUDE A MINIMUM OF 50% OF RESIDENTIAL FLOOR AREA. **IN COMPLIANCE (SEE FORM BASED CODE ANALYSIS TABLES)**

5. REQUIRED PRODUCTION BUSINESS SPACE. GENERAL BUILDING TYPES WITH A TOTAL COMBINED FLOOR AREA EXCEEDING 15,000 SF SHALL INCLUDE A MINIMUM OF 10% OF THE GROUND STORY FLOOR AREA OR 500 SF, EXCLUDING RESIDENTIAL USES AND PARKING, FOR PRODUCTION BUSINESS SPACE. IN COMPLIANCE. (SEE FORM BASED CODE ANALYSIS TABLES)
EXCEPTION: PRODUCTION BUSINESS SPACE IS NOT INCLUDED IN THE SHOPFRONT BASE DUE TO FLOOD PLAIN FLOOR ELEVATION REQUIREMENTS.

7. REQUIRED SHOPFRONT. BUILDING SHALL USE THE SHOPFRONT BASE IN LOCATIONS SHOWN ON FIGURE 14-3, TURNING THE CORNERS OF THE BUILDING AND EXTENDING A MINIMUM OF 30 FEET. IN COMPLIANCE PER DIAGRAM. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

8. TYPE A, TYPE B, AND TYPE C STREETS. BUILDINGS SHALL MEET THE STANDARDS APPLICABLE TO THE TYPES OF STREET FRONTAGES SHOWN IN FIGURE 14-3. **IN COMPLIANCE PER SITE PLAN DIAGRAM AND ELEVATION DIAGRAMS.**

9.14.10 STREETSCAPE AND PASEO DESIGN

A.3.A BULB OUTS. PEDESTRIAN BULB-OUTS SHALL BE INSTALLED AT EACH END OF ANY PEDESTRIAN CROSSING LOCATED AT AN INTERSECTION. **IN COMPLIANCE.**

A.3.B. SIGHT TRIANGLE AREA. SIGHT TRIANGLE REQUIREMENTS OF SECTION 9-9-7, B.R.C. 1981. **IN COMPLIANCE PER CIVIL DRAWINGS.**

A.3.C. STREET FURNISHINGS. AT LEAST TWO BENCHES AND ONE TRASH RECEPTACLE SHALL BE INSTALLED PER BLOCK. **IN COMPLIANCE PER LANDSCAPE DRAWINGS.**

9.14.11 SITE DESIGN REQUIREMENTS

A.3 DRIVEWAYS. DRIVEWAYS MAY NOT BE LOCATED IN ANY STREET YARD OR SETBACK UNLESS CONSISTENT WITH SECTION 9-9-5, "SITE ACCESS CONTROL," B.R.C. 1981. IN COMPLIANCE PENDING MODIFICATION BELOW.
EXCEPTION: (I) 9-9-5.C.: THE PROPOSED EXCEPTION IS ACCOMPANIED BY A TRAFFIC STUDY TO DEMONSTRATE A NEED FOR A TOTAL OF TWO ACCESS POINTS WITH ONE BEING IN A TYPE A FRONTAGE.

A.4. TRASH AND RECYCLING AREAS. ONE MOUNTABLE, ROLLED CURB SECTION IS ALLOWED AT A TYPE C STREET , MAXIMUM TEN FEET IN WIDTH. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

B. STREET YARD DESIGN. STREET YARDS, INCLUDING COURTYARDS AND STREETSCAPE PLAZAS DESIGNED TO MEET THE REQUIREMENTS OF SUBSECTION 9-14-14(H), "REQUIRED STREETWALL VARIATION," B.R.C. 1981, SHALL BE DESIGNED CONSISTENT WITH THE FOLLOWING:
(1) COORDINATED DESIGN. THE COMBINED STREETSCAPE AND STREET YARD AREA FROM BUILDING FACADE TO THE BACK OF CURB IS COORDINATED AND COMPREHENSIBLY DESIGNED WITH A COMBINATION OF HARDSCAPE AND LANDSCAPE AREAS, ALTHOUGH DIFFERENCES IN MATERIALS AND FUNCTIONAL AREAS MAY EXIST. **IN COMPLIANCE PER SITE PLAN DIAGRAM AND LANDSCAPE DRAWINGS**.
(2) SHOPFRONT STREETSCAPE. WHERE THE SHOPFRONT BASE IS REQUIRED, HARDSCAPE IS LOCATED WITHIN 24 INCHES OR LESS OF THE SHOPFRONT WINDOWS AND THAT HARDSCAPE IS CONNECTED TO THE PATH BETWEEN THE PUBLIC SIDEWALK AND THE BUILDING ENTRANCES. **IN COMPLIANCE PER SITE PLAN DIAGRAM, ELEVATION DIAGRAMS AND LANDSCAPE DRAWINGS.**

9.14.12 OUTDOOR SPACE REQUIREMENTS

D. OUTDOOR SPACE REQUIRED. AT LEAST ONE OUTDOOR SPACE SHALL BE PROVIDED IN THE DEVELOPMENT, EXCEPT, IF THE DEVELOPMENT IS LOCATED IN AN EAST BOULDER FORM-BASED CODE AREA AND INCLUDES 100 OR MORE RESIDENTIAL UNITS, AT LEAST TWO OUTDOOR SPACES SHALL BE PROVIDED.
(4) OPTIONAL AREAS. WHERE TWO OUTDOOR SPACES ARE REQUIRED, THE FOLLOWING MAY BE UTILIZED TO MEET THE REQUIREMENT FOR ONE OR BOTH OUTDOOR SPACES:
(A) COURTYARD. A COURTYARD IN THE DEVELOPMENT MEETING THE REQUIREMENTS OF SUBSECTIONS 9-14-14(G) OR (H), B.R.C, 1981, AND OF A SIZE OF AT LEAST 1,600 SQUARE FEET. **IN COMPLIANCE PER SITE PLAN DIAGRAM, TWO COURTYARDS TO MEET THE OUTDOOR TYPE SPACE REQUIREMENT.**

F. ACCESS. ALL REQUIRED OUTDOOR SPACES SHALL BE ACCESSIBLE FROM A PEDESTRIAN ROUTE ASSOCIATED WITH A VEHICULAR RIGHT-OF-WAY AND/OR ADJACENT ENTRANCES. STREETSCAPE PLAZA ARE IN COMPLIANCE PER DIAGRAM. **TWO COURTYARDS TO MEET THE OPEN SPACE REQUIREMENT, IN COMPLIANCE PER SITE PLAN DIAGRAM.**

K.3. MOBILITY HUB. MOBILITY HUBS MAY RANGE FROM PICK-UP LOCATIONS FOR TAXIS OR RIDE- SHARE SERVICES TO STATIONS FOR BIKE-SHARE SYSTEMS AND MAY RANGE IN SIZE. A MOBILITY HUB SHALL HAVE A DESIGNATED SPACE AND INCLUDING PAVING, SEATING, AND LANDSCAPE. IN COMPLIANCE PER DIAGRAM. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

L. STORMWATER IN OUTDOOR SPACE TYPES. STORMWATER MANAGEMENT MAY BE INTEGRATED INTO ANY OF THE OUTDOOR SPACE TYPES AND UTILIZED TO MEET STORMWATER REQUIREMENTS.

9.14.14 REQUIREMENTS APPLICABLE TO ALL BUILDING TYPES

AC. USES IN BUILDING TYPES. ALL USES SHALL MEET THE REQUIREMENTS OF CHAPTER 9-6, USE STANDARDS" B.R.C. 1981. **IN COMPLIANCE PER TABLE AND SITE PLAN DIAGRAM.**

H. REQUIRED STREETWALL VARIATION. WHERE STREETWALL VARIATION IS REQUIRED, A COURTYARD OR STREETSCAPE PLAZA MEETING THE FOLLOWING REQUIREMENTS SHALL BE PROVIDED FOR STREETWALL INCREMENT REQUIRED PER THE BUILDING TYPE:
(1). COURTYARDS **IN COMPLIANCE PER SITE PLAN DIAGRAM**
(A) THE COURTYARD IS AT LEAST THIRTY FEET IN WIDTH AND THIRTY FEET IN DEPTH.
(B) THE COURTYARD ABUTS THE FRONTAGE SETBACK.
(C) THERE IS NO MOTOR VEHICLE PARKING IN THE COURTYARD.
(D) THE COURTYARD FACADES ARE TREATED WITH THE FRONTAGE TYPE OF THE ADJACENT STREET FRONTAGE PER FACADE REQUIREMENTS FOR THE BUILDING TYPE AND BUILDING DESIGN REQUIREMENTS IN SECTIONS 9-14-27 THROUGH 9-14-33, B.R.C.1981.
(2). STREETSCAPE PLAZA. STREETSCAPE PLAZAS SHALL MEET THE FOLLOWING REQUIREMENTS:
(A) THE STREETSCAPE PLAZA IS WITHIN THE MAXIMUM SETBACK
(B) AT LEAST 35% OF THE STREETWALL FRONTS ONE OR MORE STREETSCAPE PLAZAS
(C) THE MINIMUM WIDTH IS 20 FEET
(D) THE STREETSCAPE PLAZA IS DESIGNED TO INTEGRATE WITH THE STREET YARD. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

J. TRASH AND RECYCLING AREAS. ALL TRASH, RECYCLING AND OTHER WASTE AREAS SHALL BE LOCATED INSIDE THE BUILDING. ACCESS DOORS SHALL BE LOCATED ON THE INTERIOR SIDE FACADE. ACCESS GATES SHALL BE SET BACK A MINIMUM OF 5 FEET. FROM ANY STREET FACADE. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

L. LOADING LOCATIONS. ALL ON-SITE LOADING AREAS SHALL BE LOCATED IN THE REAR OR INTERIOR YARD. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

9.14.18 GENERAL BUILDING TYPE

9. SITE IMPERVIOUS COVERAGE. A MAXIMUM OF 65% IMPERVIOUS COVERAGE AND MAXIMUM OF 25% ADDITIONAL SEMI- PERVIOUS COVERAGE IS REQUIRED.
EXCEPTION REQUEST TO MODIFY IMPERVIOUS AREA REQUIREMENT PER 9-14-18-9. MODIFICATION TO PROVIDE 70% IMPERVIOUS WHERE 65% IS REQUIRED.

14. REQUIRED OCCUPIED BUILDING SPACE. A MINIMUM DEPTH OF 15 FEET IS REQUIRED ON THE TYPE A FRONTAGE ONLY. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

15. PARKING LOCATION WITHIN BUILDING. PARKING IS PERMITTED IN ALL STORIES EXCEPT WHERE OCCUPIED SPACE IS REQUIRED. **IN COMPLIANCE PER SITE PLAN DIAGRAM.**

FBC SUBMITTAL - BUILDING AREA	
TYPE	GROSS FLOOR AREA
AMENITY	9253 SF
BACK-OF-HOUSE	6545 SF
CIRCULATION	38357 SF
OPEN TO BELOW	13748 SF
PARKING	96225 SF
RESIDENTIAL	240705 SF
RETAIL	2918 SF
STORAGE	6429 SF
GROSS AREA	414180 SF

FBC ANALYSIS - BUILDING AREA	
DESCRIPTION	VALUE
TOTAL SITE AREA	115,551 SF
TOTAL BUILDING AREA	414,180 SF
TOTAL AREA W/OUT PARKING & OTB	304,207 SF
F.A.R. (W/OUT PARKING)	2.63

FBC SUBMITTAL - RESIDENTIAL UNITS			
TYPE	QTY	APPROX. AREA	AVG. AREA
UNIT: 1-BR	110	77381 SF	703 SF
UNIT: 1-BR DEN	42	36670 SF	873 SF
UNIT: 2-BR	79	83874 SF	1063 SF
UNIT: 3-BR	12	16185 SF	1349 SF
UNIT: STUDIO	57	26595 SF	464 SF
TOTAL	300	240705 SF	

FBC SUBMITTAL - CAR PARKING	
TYPE	SPACES
COMPACT	136
HANDICAP	7
STANDARD	150
TOTAL PARKING	293*

*EV CHARGING REQUIREMENTS FOR 293 PARKING SPACES:
(REFER TO FLOOR PLANS FOR LOCATIONS)

287 RESIDENTIAL:
EVSE = 14 SPACES (5% OF TOTAL PARKING SPACES)
EV READY = 43 SPACES (15% OF TOTAL PARKING SPACES)
EV CAPABLE = 115 SPACES (40% OF TOTAL PARKING SPACES)
EV CAPABLE LIGHT = 115 SPACES (40% OF TOTAL PARKING SPACES)

6 RETAIL:
EVSE = 2 SPACES (5% OF TOTAL PARKING SPACES)
EV READY = 2 SPACES (15% OF TOTAL PARKING SPACES)
EV CAPABLE LIGHT = 2 SPACES (REMAINDER)

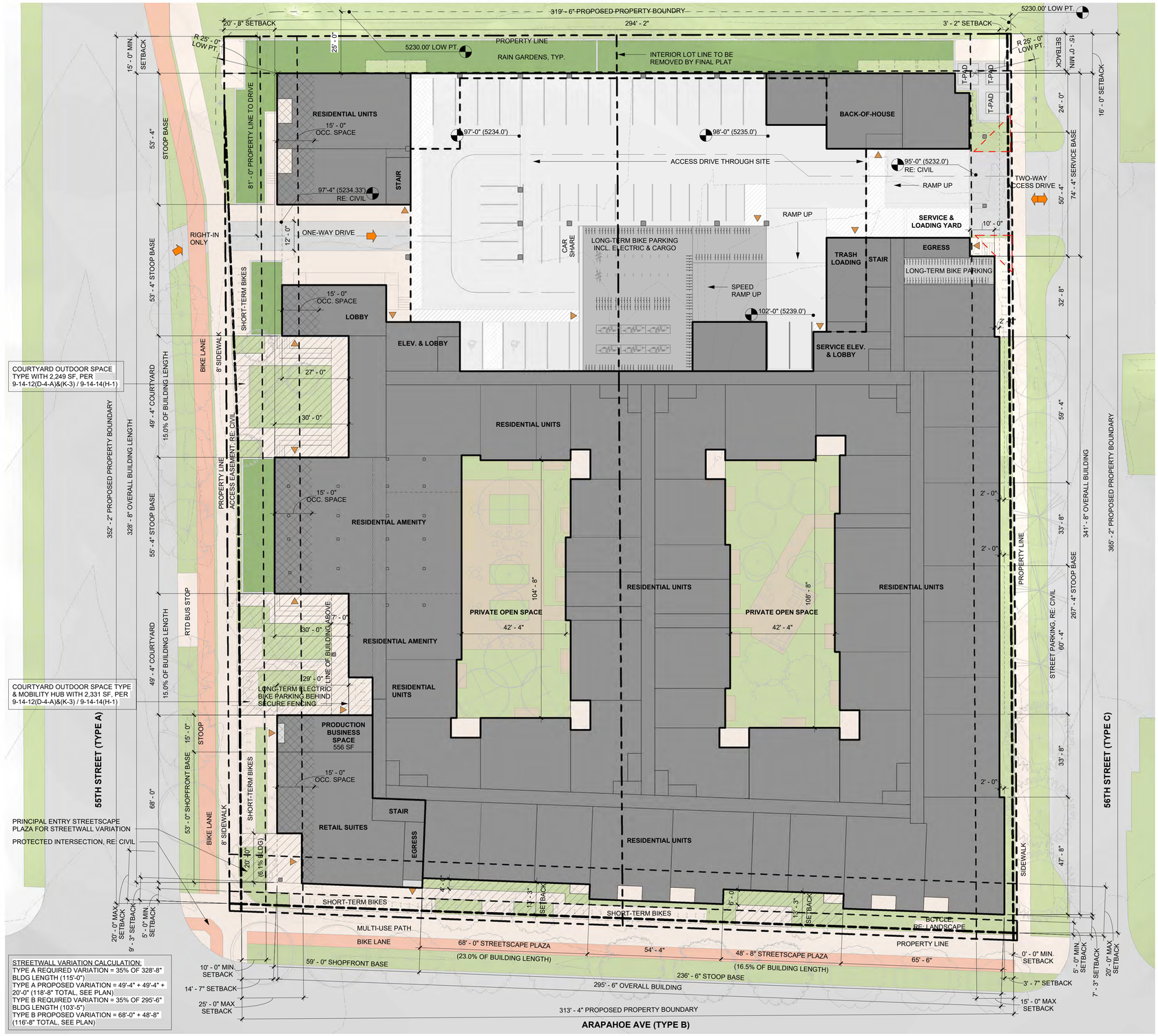
FBC ANALYSIS - CAR PARKING		
PARKING	QTY	REMARKS
REQUIRED MAX.	306	1 PER UNIT + 1 PER 500SF RETAIL
PROPOSED	293	<60% COMPACT

FBC SUBMITTAL - BIKE PARKING	
TYPE	BIKE SPOTS
BIKES (LONG-TERM STANDING)	239
BIKES (LONG-TERM U-RACK)	54
BIKES (SHORT-TERM)	136
RESIDENTIAL	175
TOTAL BIKE PARKING	604

FBC ANALYSIS - BIKE PARKING		
BIKE PARKING	QTY	REMARKS
TOTAL REQUIRED	604	2 PER UNIT + 1/750 SF RETAIL
SHORT TERM REQ'D	151	25% OF TOTAL
LONG-TERM REQ'D	453	75% OF TOTAL
.PROPOSED SHORT-TERM	136	RE: LANDSCAPE
.PROPOSED LONG-TERM	468	(175) IN-UNIT GEAR CLOSET
.PROPOSED BIKE TOTAL	604	

SITE PLAN LEGEND

- BUILDING AREA
- PARKING
- HARDSCAPE AREA
- LANDSCAPE AREA
- RAIN GARDENS
- COURTYARDS & STREETSCAPE PLAZAS
- MULTI USE PATH/SIDEWALK
- BIKE LANE
- BUILDING ENTRIES
- PROP. LINES / ACCESS EASEMENTS
- FORM-BASED CODE SETBACKS



0' 10' 20' 40' 80'

SCALE: 1" = 20'-0"

NORTH

1 **SITE PLAN DIAGRAM - FBC REVIEW**
1" = 20'-0"

FORM-BASED CODE REVIEW | **10/10/2025**

SITE PLAN DIAGRAM | A 1.00

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DIAGRAMMATIC AREA LEGEND

- RETAIL
- AMENITY / COMMON
- RESIDENTIAL
- PARKING
- BUILDING ABOVE

2 02 SECOND LEVEL - FBC REVIEW
3/64" = 1'-0"

1 01 GROUND LEVEL - FBC REVIEW
3/64" = 1'-0"

0' 8' 24' 48' 96'

SCALE: 3/64" = 1'-0"

NORTH

SOPHERSPARN ARCHITECTS LLC

QUAD CAPITAL PARTNERS

TRESTLE STRATEGY GROUP

CONSULTING ENGINEERS

STUDIOTERRA

FORM-BASED CODE REVIEW | **10/10/2025**

FLOOR PLAN DIAGRAMS | A 1.01

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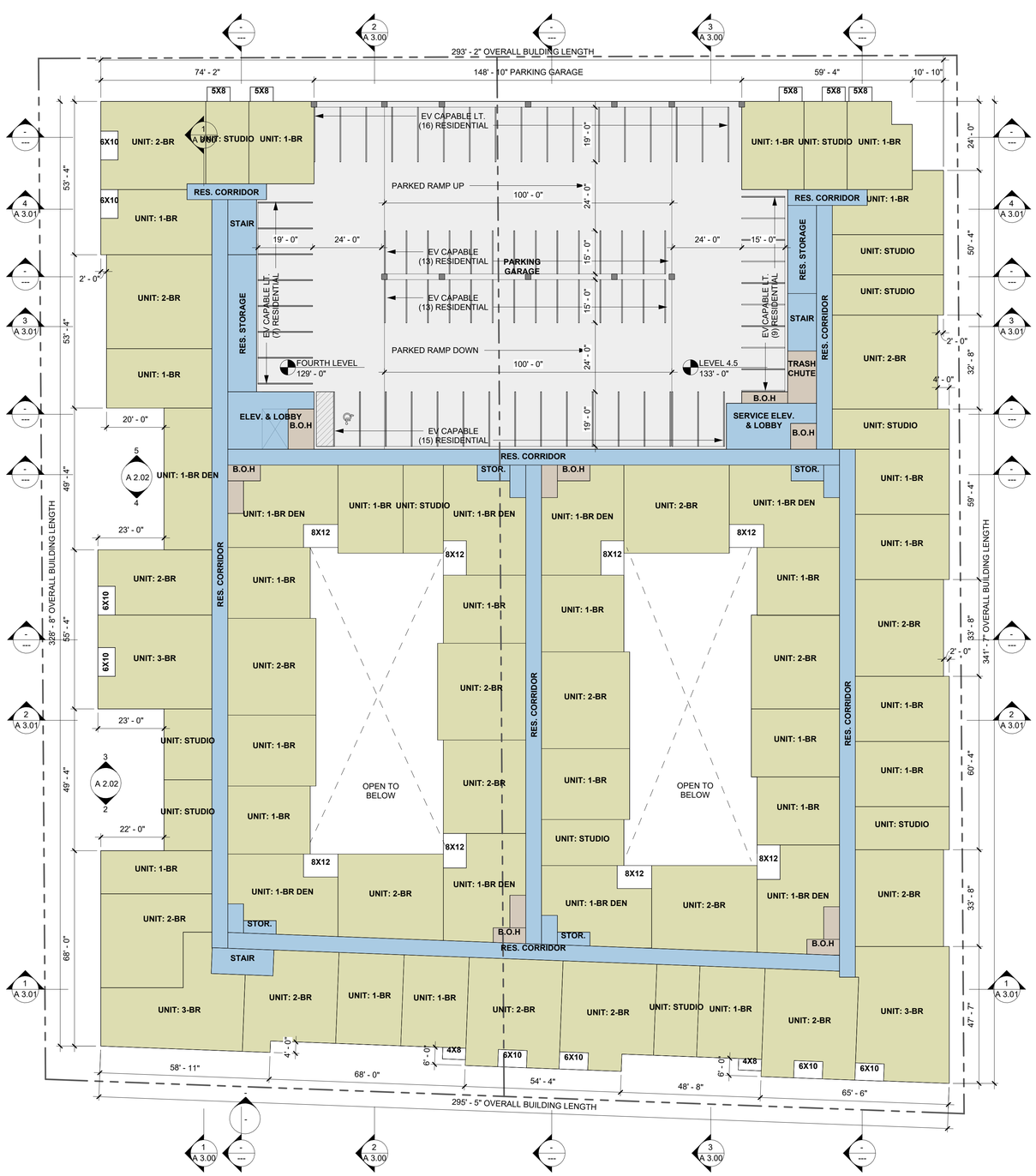

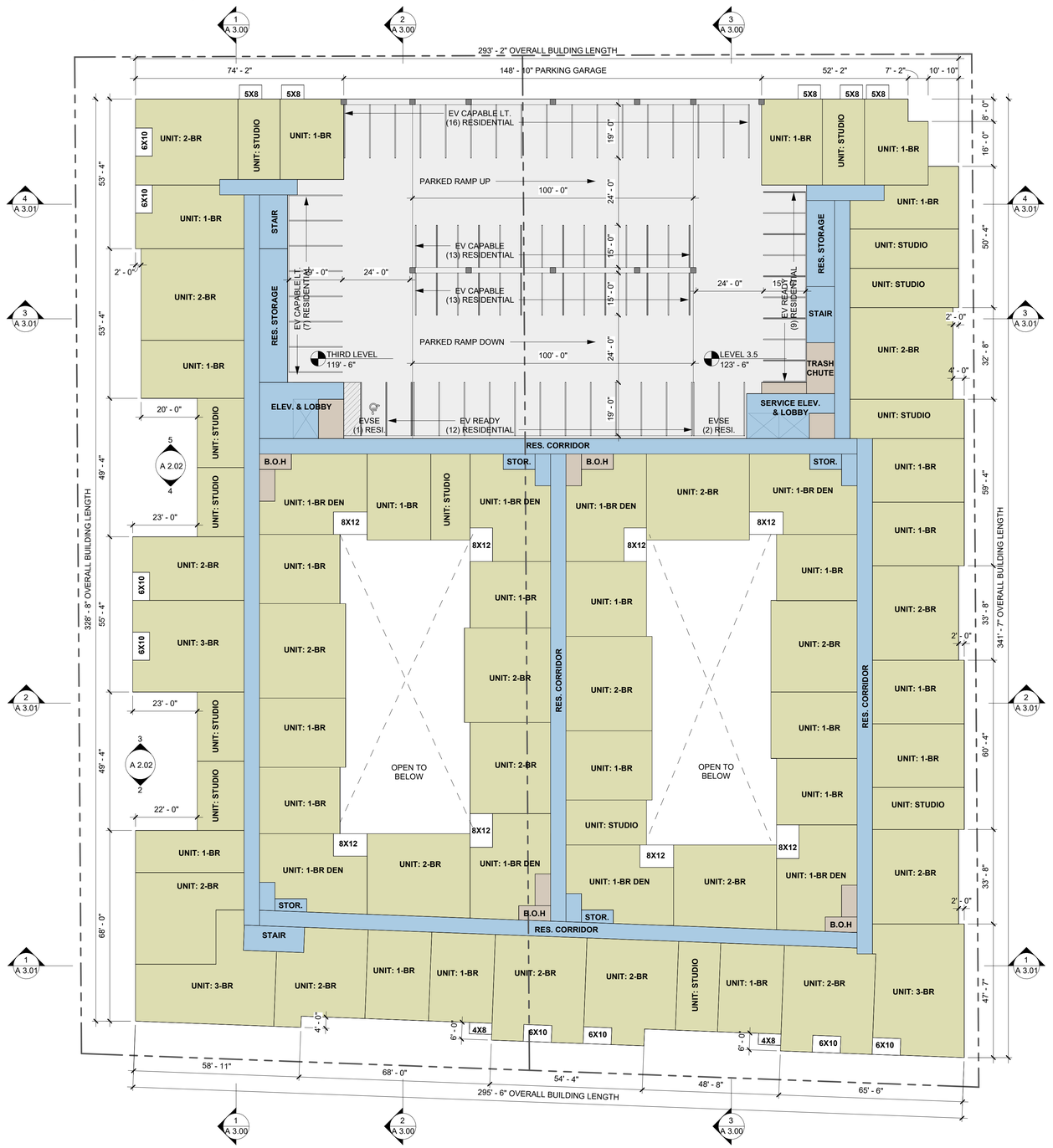

DIAGRAMMATIC AREA LEGEND

- RETAIL
- AMENITY / COMMON
- RESIDENTIAL
- PARKING
- BUILDING ABOVE

2 **04 FOURTH LEVEL - FBC REVIEW**
3/64" = 1'-0"

1 **03 THIRD LEVEL - FBC REVIEW**
3/64" = 1'-0"

SCALE: 3/64" = 1'-0"

0' 8' 24' 48' 96'

NORTH

SOPHERSPARN ARCHITECTS LLC

QUAD CAPITAL PARTNERS

TRESTLE STRATEGY GROUP

CONSULTING ENGINEERS

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FORM-BASED CODE REVIEW | **10/10/2025**

FLOOR PLAN DIAGRAMS | **A 1.02**

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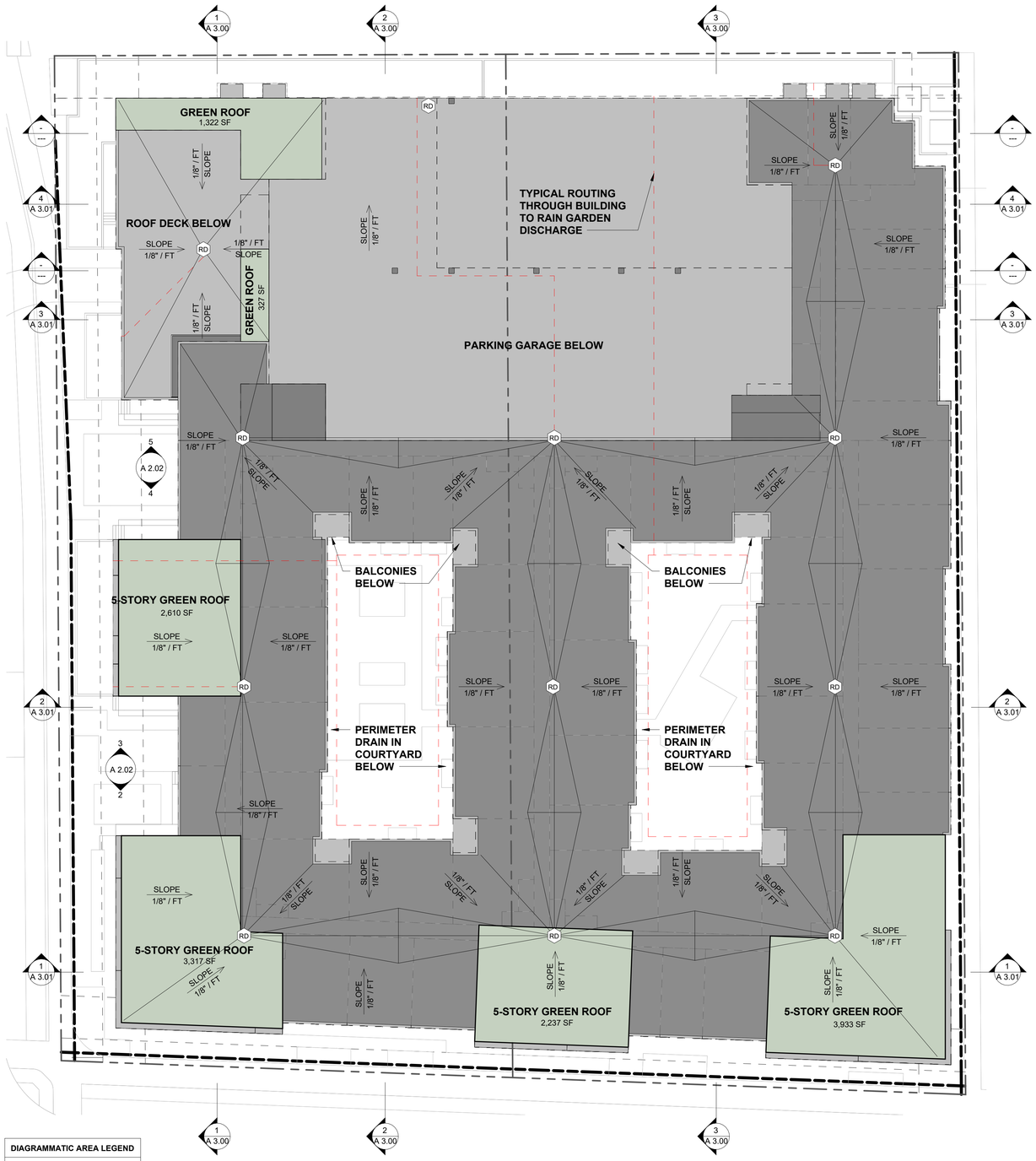

2 06 ROOF LEVEL - FBC REVIEW

3/64" = 1'-0"

1 05 FIFTH LEVEL - FBC REVIEW

3/64" = 1'-0"

DIAGRAMMATIC AREA LEGEND

- RETAIL
- AMENITY / COMMON
- RESIDENTIAL
- PARKING
- BUILDING ABOVE

SCALE: 3/64" = 1'-0"

0' 8' 24' 48' 96'

NORTH

FORM-BASED CODE REVIEW | **10/10/2025**

FLOOR PLAN DIAGRAMS | **A 1.03**

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9.14.18 GENERAL BUILDING TYPE

11. OVERALL HEIGHT. A MINIMUM HEIGHT OF 2 STORIES AND A MAXIMUM HEIGHT OF 5 STORIES OR 55 FEET IS REQUIRED. IN COMPLIANCE PER DIAGRAM.
12. ALL STORIES. A MINIMUM OF 9 FEET AND A MAXIMUM OF 12 FEET ARE REQUIRED PER STORY. **IN COMPLIANCE PER FLOOR TO FLOOR DIMENSIONS SHOWN.**

9.14.22 SHOPFRONT BASE

2. GROUND STORY HEIGHT. A MINIMUM HEIGHT OF 12 FEET AND A MAXIMUM HEIGHT OF 24 FEET IS REQUIRED. **IN COMPLIANCE PER ELEVATION.**
4. ENTRANCE LOCATION AND NUMBER. ENTRANCES ARE REQUIRED AT A MINIMUM OF EVERY 60 FEET OF THE BUILDING FACADE. **IN COMPLIANCE PER ELEVATION.**
5. ENTRYWAY CONFIGURATION. RECESSED BETWEEN 3 AND 8 FEET, MAXIMUM OF 8 FEET WIDE, FROM THE PORTION OF THE TYPE A FRONTAGE GROUND STORY FACADE CLOSEST TO THE STREET IS REQUIRED. **IN COMPLIANCE PER FLOOR PLANS**
6. ENTRANCE/GROUND STORY ELEVATIONS GRADE. AT LEAST 80% OF ENTRANCES AND THE GROUND STORY SHALL BE WITHIN 30 INCHES OF ADJACENT SIDEWALK ELEVATIONS IS REQUIRED.**IN COMPLIANCE PER DIAGRAM. REFER TO KEYNOTE 03 03.**
7. GROUND STORY VERTICAL FACADE DIVISIONS. AT LEAST ONE EXPRESSION LINE, MINIMUM 2 INCHES DEEP, IS REQUIRED PER EVERY 30 FEET. **IN COMPLIANCE PER DIAGRAM. REFER TO KEYNOTES 04 02, 05 02, 05 10.**

9.14.25 CAP TYPES

REFER TO KEYNOTES 05 13 AND 05 14.

9.14.30. BUILDING ARTICULATION

B. ARTICULATION OF THE BASE. THE GROUND STORY OF A BUILDING WITH A REQUIRED STOREFRONT PURSUANT TO SECTION 9-14-6 "REGULATING PLANS," B.R.C. 1981, SHALL NOT BE RECESSED MORE THAN EIGHTEEN INCHES FROM THE SECOND STORY FACADE. **IN COMPLIANCE PER FLOOR PLAN DIAGRAMS.**

C. BUILDING FACADE VARIETY. EACH TYPE A,B, OR C FRONTAGE FACADE SHALL BE VARIED IN SEGMENTS LESS THAN OR EQUAL TO NINETY FEET.EACH FACADE SEGMENT SHALL VARY BY THE TYPE OF DOMINANT MATERIAL OR BY COLOR, SCALE, OR ORIENTATION OF THAT MATERIAL, AND BY AT LEAST TWO OF THE FOLLOWING:(A) THE PROPORTION OF RECESSES AND PROJECTIONS WITHIN THE FRONTAGE SETBACK,(B) THE LOCATION OF THE ENTRANCE AND WINDOW PLACEMENT, UNLESS STOREFRONTS ARE UTILIZED. (C) ROOF TYPE, PLANE, OR MATERIAL. (D) BUILDING HEIGHTS. **IN COMPLIANCE PER FLOOR PLAN DIMENSIONS AND ELEVATIONS BELOW. FACADE VARIETY IS ACCOMPLISHED WITH SETBACK VARIATION, DOMINANT MATERIALS, COLOR, BUILDING HT.**

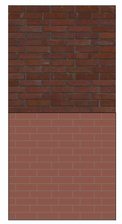
9-14-32. BUILDING FACADE ELEMENTS

(A) WINDOWS. WINDOWS ON ALL BUILDINGS SHALL BE CONSTRUCTED CONSISTENT WITH THE FOLLOWING REQUIREMENTS:
(1) AMOUNT. EACH BUILDING SHALL MEET THE TRANSPARENCY REQUIREMENTS APPLICABLE TO THE BUILDING TYPE PURSUANT TO SECTIONS 9-14-16 THROUGH 9-14-21, B.R.C. 1981. **IN COMPLIANCE PER ELEVATION DIAGRAM.**
(2) RECESSED. ALL WINDOWS, WITH THE EXCEPTION OF GROUND STORY STOREFRONT SYSTEMS, SHALL BE RECESSED WITH THE GLASS A MINIMUM OF TWO INCHES BACK FROM THE FACADE SURFACE MATERIAL OR ADJACENT TRIM.
(3) VERTICALLY ORIENTED. ALL WINDOWS ON TYPE A, B, AND C FRONTAGE FACADES SHALL BE VERTICALLY ORIENTED UNLESS THE FOLLOWING STANDARDS ARE MET:
(A) UPPER STORIES. HORIZONTALLY ORIENTED WINDOWS MAY BE USED FOR UP TO THIRTY PERCENT OF THE TOTAL TRANSPARENCY AREA OF EACH UPPER STORY.
(B) WINDOW HEIGHT AND LOCATION. HORIZONTALLY ORIENTED WINDOWS MAY BE USED IF THE HEIGHT OF AT LEAST SEVENTY-FIVE PERCENT OF THE WINDOWS IS A MINIMUM OF FIVE FEET, AND THE WINDOWS ARE LOCATED NO MORE THAN THREE FEET ABOVE THE INTERIOR FLOOR LEVEL.
(4) VISIBILITY THROUGH GLASS. REFLECTIVE GLASS IS PROHIBITED ON TYPE A, B, AND C FRONTAGE FACADES. WINDOWS SHALL MEET THE TRANSMITTANCE AND REFLECTANCE FACTORS ESTABLISHED IN THE TRANSPARENCY DEFINITION OF SECTION 9-14-8 "DEFINITIONS," B.R.C. 1981.
(5) EXPRESSED LINTELS. LINTELS SHALL BE EXPRESSED ABOVE ALL WINDOWS AND DOORS BY A CHANGE IN BRICK COURSING OR BY A SEPARATE ELEMENT. SEE FIGURE 14-63. VERTICALLY ORIENTED WINDOWS WITH EXPRESSED LINTELS. **IN COMPLIANCE PER ELEVATION DIAGRAM AND KEYNOTES.**

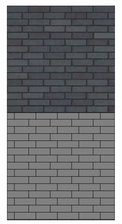
SSA KEYNOTE LEGEND

KEY VALUE	KEYNOTE TEXT
03 03	SHOPFRONT ENTRANCE WITHIN 30" OF ADJACENT SIDEWALK ELEVATION, RE: CIVIL
04 01	BRICK STACKED BOND, 2" RECESS FOR VERTICAL ARTICULATION AND EXPRESSED WINDOW LINTEL
04 02	BRICK PILASTER, 4" VERTICAL ARTICULATION
04 04	BRICK CORNICE, 4" HORIZ. ARTICULATION AT WALL CAP
05 01	METAL ROOFTOP EQUIPMENT SCREEN
05 02	FLAT PANEL INFILL, 2" RECESS FOR VERTICAL ARTICULATION AND EXPRESSED WINDOW LINTEL
05 04	METAL PANEL REVEAL, HORIZ. ARTICULATION AT WINDOW HEAD, TYP.
05 05	METAL PANEL BAND, 24" HORIZ. ARTICULATION AT SHOPFRONT BASE
05 06	METAL PANEL BAND, 16" HORIZ. ARTICULATION AT GROUND LEVEL, TYP.
05 08	METAL PANEL BAND, 2" RECESS AT BALCONY SPANDREL
05 10	METAL PANEL INFILL, 2" VERTICAL ARTICULATION AT INSET STOREFRONT WINDOW
05 13	4" PARAPET CAP, 2" HORIZ. ARTICULATION
05 14	10" CORNICE, 2" HORIZ. ARTICULATION
08 01	RESIDENTIAL WINDOWS, GLAZING TO BE RECESSED A MIN. OF 2" FROM ADJACENT TRIM PER 9.14.32(A)(2)

MAJOR WALL MATERIALS



BRICK BR-01
RED - BOND VARIES



BRICK BR-02
GRAY - BOND VARIES

METAL PANEL MP-01
DARK GRAY - VERT.

METAL PANEL MP-02
WOOD COMPOSITE - HORZ.

MINOR ACCENT MATERIALS

METAL FRAME & TRIM MTL-01
BLACK PATINA

FLAT PANEL INFILL MP-03
DARK GRAY

7.00 - MATERIAL FINISH SCHEDULE - EXTERIOR

MARK	DESCRIPTION	FINISH
BR-01	BRICK	MOUNTAIN RED
BR-02	BRICK	IRON STONE
CONC-01	EXPOSED CONCRETE	SEALED
CONC-02	PRECAST CONCRETE	TRAFFIC-RATED
CP-01	FIBER CEMENT SIDING	VARIES
CP-02	FIBER CEMENT SIDING	DARK GRAY
GL-01	LOW-E GLAZING	CLEAR
MP-01	VERTICAL SIDING	TEXTURED BLACK
MP-02	HORIZONTAL SIDING	WOOD-LOOK
MP-03	FLAT PANEL INFILL	DARK GRAY
MP-04	METAL ROOF SCREEN	GRAY
MP-05	PERFORATED METAL PANEL	DARK GRAY
MTL-01	METAL FRAME & TRIM	BLACK
MTL-02	METAL STOREFRONT	BLACK
MTL-03	METAL DOORS & FRAMES	BLACK
MTL-04	METAL RAILINGS	BLACK
MTL-05	METAL PARAPET CAP	VARIES
RF-01	MEMBRANE ROOFING	WHITE
WN-01	RESIDENTIAL WINDOWS & DOORS	BLACK

2 SOUTH ELEVATION - ARAPAHOE AVE (TYPE B)

3/32" = 1'-0"

1 WEST ELEVATION - 55TH ST. (TYPE A)

3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

0' 4' 12' 24' 42'-8"

FORM-BASED CODE REVIEW | **10/10/2025**

EXTERIOR ELEVATIONS | A 2.00

SOPHERSPARN ARCHITECTS LLC
2505 Walnut Street | Suite 200 | Boulder, CO 80302 | 303.442.4422 | www.sophersparn.com

5501 & 5505 ARAPAHOE AVE | BOULDER, COLORADO, 80303

9.14.18 GENERAL BUILDING TYPE

11. OVERALL HEIGHT. A MINIMUM HEIGHT OF 2 STORIES AND A MAXIMUM HEIGHT OF 5 STORIES OR 55 FEET IS REQUIRED. IN COMPLIANCE PER DIAGRAM.
12. ALL STORIES. A MINIMUM OF 9 FEET AND A MAXIMUM OF 12 FEET ARE REQUIRED PER STORY. **IN COMPLIANCE PER FLOOR TO FLOOR DIMENSIONS SHOWN.**

9.14.22 SHOPFRONT BASE

2. GROUND STORY HEIGHT. A MINIMUM HEIGHT OF 12 FEET AND A MAXIMUM HEIGHT OF 24 FEET IS REQUIRED. **IN COMPLIANCE PER ELEVATION.**
4. ENTRANCE LOCATION AND NUMBER. ENTRANCES ARE REQUIRED AT A MINIMUM OF EVERY 60 FEET OF THE BUILDING FACADE. **IN COMPLIANCE PER ELEVATION.**
5. ENTRYWAY CONFIGURATION. RECESSED BETWEEN 3 AND 8 FEET, MAXIMUM OF 8 FEET WIDE, FROM THE PORTION OF THE TYPE A FRONTAGE GROUND STORY FACADE CLOSEST TO THE STREET IS REQUIRED. **IN COMPLIANCE PER FLOOR PLANS**
6. ENTRANCE/GROUND STORY ELEVATIONS GRADE. AT LEAST 80% OF ENTRANCES AND THE GROUND STORY SHALL BE WITHIN 30 INCHES OF ADJACENT SIDEWALK ELEVATIONS IS REQUIRED.**IN COMPLIANCE PER DIAGRAM. REFER TO KEYNOTE 03 03.**
7. GROUND STORY VERTICAL FACADE DIVISIONS. AT LEAST ONE EXPRESSION LINE, MINIMUM 2 INCHES DEEP, IS REQUIRED PER EVERY 30 FEET. **IN COMPLIANCE PER DIAGRAM. REFER TO KEYNOTES 04 02, 05 02, 05 10.**

9.14.25 CAP TYPES

REFER TO KEYNOTES 05 13 AND 05 14.

9.14.30. BUILDING ARTICULATION

B. ARTICULATION OF THE BASE. THE GROUND STORY OF A BUILDING WITH A REQUIRED STOREFRONT PURSUANT TO SECTION 9-14-6 "REGULATING PLANS," B.R.C. 1981, SHALL NOT BE RECESSED MORE THAN EIGHTEEN INCHES FROM THE SECOND STORY FACADE. **IN COMPLIANCE PER FLOOR PLAN DIAGRAMS.**

C. BUILDING FACADE VARIETY. EACH TYPE A,B, OR C FRONTAGE FACADE SHALL BE VARIED IN SEGMENTS LESS THAN OR EQUAL TO NINETY FEET.EACH FACADE SEGMENT SHALL VARY BY THE TYPE OF DOMINANT MATERIAL OR BY COLOR, SCALE, OR ORIENTATION OF THAT MATERIAL, AND BY AT LEAST TWO OF THE FOLLOWING:(A) THE PROPORTION OF RECESSES AND PROJECTIONS WITHIN THE FRONTAGE SETBACK,(B) THE LOCATION OF THE ENTRANCE AND WINDOW PLACEMENT, UNLESS STOREFRONTS ARE UTILIZED. (C) ROOF TYPE, PLANE, OR MATERIAL. (D) BUILDING HEIGHTS. **IN COMPLIANCE PER FLOOR PLAN DIMENSIONS AND ELEVATIONS BELOW. FACADE VARIETY IS ACCOMPLISHED WITH SETBACK VARIATION, DOMINANT MATERIALS, COLOR, BUILDING HT.**

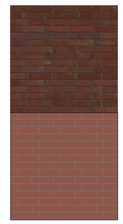
9-14-32. BUILDING FACADE ELEMENTS

(A) WINDOWS. WINDOWS ON ALL BUILDINGS SHALL BE CONSTRUCTED CONSISTENT WITH THE FOLLOWING REQUIREMENTS:
(1) AMOUNT. EACH BUILDING SHALL MEET THE TRANSPARENCY REQUIREMENTS APPLICABLE TO THE BUILDING TYPE PURSUANT TO SECTIONS 9-14-16 THROUGH 9-14-21, B.R.C. 1981. **IN COMPLIANCE PER ELEVATION DIAGRAM.**
(2) RECESSED. ALL WINDOWS, WITH THE EXCEPTION OF GROUND STORY STOREFRONT SYSTEMS, SHALL BE RECESSED WITH THE GLASS A MINIMUM OF TWO INCHES BACK FROM THE FACADE SURFACE MATERIAL OR ADJACENT TRIM.
(3) VERTICALLY ORIENTED. ALL WINDOWS ON TYPE A, B, AND C FRONTAGE FACADES SHALL BE VERTICALLY ORIENTED UNLESS THE FOLLOWING STANDARDS ARE MET:
(A) UPPER STORIES. HORIZONTALLY ORIENTED WINDOWS MAY BE USED FOR UP TO THIRTY PERCENT OF THE TOTAL TRANSPARENCY AREA OF EACH UPPER STORY.
(B) WINDOW HEIGHT AND LOCATION. HORIZONTALLY ORIENTED WINDOWS MAY BE USED IF THE HEIGHT OF AT LEAST SEVENTY-FIVE PERCENT OF THE WINDOWS IS A MINIMUM OF FIVE FEET, AND THE WINDOWS ARE LOCATED NO MORE THAN THREE FEET ABOVE THE INTERIOR FLOOR LEVEL.
(4) VISIBILITY THROUGH GLASS. REFLECTIVE GLASS IS PROHIBITED ON TYPE A, B, AND C FRONTAGE FACADES. WINDOWS SHALL MEET THE TRANSMITTANCE AND REFLECTANCE FACTORS ESTABLISHED IN THE TRANSPARENCY DEFINITION OF SECTION 9-14-8 "DEFINITIONS," B.R.C. 1981.
(5) EXPRESSED LINTELS. LINTELS SHALL BE EXPRESSED ABOVE ALL WINDOWS AND DOORS BY A CHANGE IN BRICK COURSING OR BY A SEPARATE ELEMENT. SEE FIGURE 14-63. VERTICALLY ORIENTED WINDOWS WITH EXPRESSED LINTELS. **IN COMPLIANCE PER ELEVATION DIAGRAM AND KEYNOTES.**

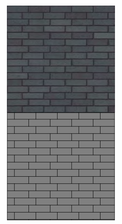
SSA KEYNOTE LEGEND

KEY VALUE	KEYNOTE TEXT
04 01	BRICK STACKED BOND, 2" RECESS FOR VERTICAL ARTICULATION AND EXPRESSED WINDOW LINTEL
04 02	BRICK PILASTER, 4" VERTICAL ARTICULATION
04 04	BRICK CORNICE, 4" HORIZ. ARTICULATION AT WALL CAP
05 01	METAL ROOFTOP EQUIPMENT SCREEN
05 02	FLAT PANEL INFILL, 2" RECESS FOR VERTICAL ARTICULATION AND EXPRESSED WINDOW LINTEL
05 04	METAL PANEL REVEAL, HORIZ. ARTICULATION AT WINDOW HEAD, TYP.
05 06	METAL PANEL BAND, 16" HORIZ. ARTICULATION AT GROUND LEVEL, TYP.
05 07	METAL TRIM BUCK, 2" HORIZ. ARTICULATION AT EXPRESSED WINDOW LINTEL
05 08	METAL PANEL BAND, 2" RECESS AT BALCONY SPANDREL
05 11	METAL PANEL CANOPY AT ROOF DECK ENTRY, 16" HORIZ. ARTICULATION
05 13	4" PARAPET CAP, 2" HORIZ. ARTICULATION
05 14	10" CORNICE, 2" HORIZ. ARTICULATION
08 01	RESIDENTIAL WINDOWS, GLAZING TO BE RECESSED A MIN. OF 2" FROM ADJACENT TRIM PER 9.14.32(A)(2)

MAJOR WALL MATERIALS



BRICK BR-01
RED - BOND VARIES



BRICK BR-02
GRAY - BOND VARIES

METAL PANEL MP-01
DARK GRAY - VERT.

METAL PANEL MP-02
WOOD COMPOSITE - HORZ.

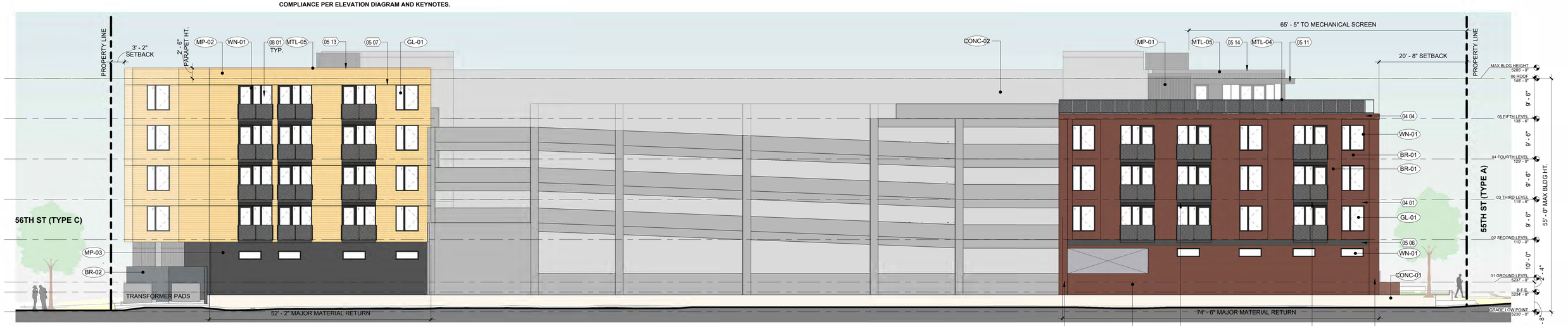
MINOR ACCENT MATERIALS

METAL FRAME & TRIM MTL-01
BLACK PATINA

FLAT PANEL INFILL MP-03
DARK GRAY

7.00 - MATERIAL FINISH SCHEDULE - EXTERIOR

MARK	DESCRIPTION	FINISH
BR-01	BRICK	MOUNTAIN RED
BR-02	BRICK	IRON STONE
CONC-01	EXPOSED CONCRETE	SEALED
CONC-02	PRECAST CONCRETE	TRAFFIC-RATED
CP-01	FIBER CEMENT SIDING	VARIES
CP-02	FIBER CEMENT SIDING	DARK GRAY
GL-01	LOW-E GLAZING	CLEAR
MP-01	VERTICAL SIDING	TEXTURED BLACK
MP-02	HORIZONTAL SIDING	WOOD-LOOK
MP-03	FLAT PANEL INFILL	DARK GRAY
MP-04	METAL ROOF SCREEN	GRAY
MP-05	PERFORATED METAL PANEL	DARK GRAY
MTL-01	METAL FRAME & TRIM	BLACK
MTL-02	METAL STOREFRONT	BLACK
MTL-03	METAL DOORS & FRAMES	BLACK
MTL-04	METAL RAILINGS	BLACK
MTL-05	METAL PARAPET CAP	VARIES
RF-01	MEMBRANE ROOFING	WHITE
WN-01	RESIDENTIAL WINDOWS & DOORS	BLACK



2 NORTH ELEVATION - REAR YARD
3/32" = 1'-0"

1 EAST ELEVATION - 56TH ST. (TYPE C)
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

0' 4' 12' 24' 42'-8"

FORM-BASED CODE REVIEW | **10/10/2025**

EXTERIOR ELEVATIONS | A 2.01

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9.14.18 GENERAL BUILDING TYPE

16. TRANSPARENCY ON ALL TYPE A, B, AND C FRONTAGE FACADES. A MINIMUM OF 20% TRANSPARENCY IS REQUIRED. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

17. HORIZONTAL FACADE DIVISIONS. AT LEAST ONE EXPRESSION LINE, MINIMUM OF 2 INCHES DEEP, IS REQUIRED WITHIN 3 FEET OF THE TOP OF THE GROUND STORY AND THE BOTTOM OF ANY 5TH STORY. **IN COMPLIANCE PER EXTERIOR ELEVATIONS, KEYNOTE 05 04.**

9.14.22 SHOPFRONT BASE

3. GROUND STORY TRANSPARENCY. 75% TRANSPARENCY MEASURED BETWEEN 2 AND 10 FEET VERTICALLY FROM AVERAGE GRADE OF ADJACENT SIDEWALK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM AND CALCULATIONS.**

9.14.26. MEASUREMENT OF BUILDING TYPE REQUIREMENTS

6. TALL STORIES.
(A) SEPARATE GROUND STORY TRANSPARENCY REQUIRED. WHEN A SEPARATE MINIMUM GROUND STORY TRANSPARENCY IS REQUIRED PER THE BUILDING TYPES REQUIREMENTS OF SECTIONS 9-14-16 THROUGH 9-14-21, B.R.C. 1981, THE FACADE DESIGN SHALL FULFILL THAT REQUIREMENT IN ADDITION TO A MINIMUM OF TWENTY-FIVE PERCENT TRANSPARENCY FOR THE REMAINDER OF THE GROUND STORY. **IN COMPLIANCE PER ELEVATION DIAGRAM,**

9.14.28. FACADE MATERIALS

B.1. TYPE A FRONTAGES. A MINIMUM OF 80% OF EACH TYPE A FRONTAGE FACADE SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.2. TYPE B AND C FRONTAGES. A MINIMUM OF 60% OF EACH TYPE B AND C FRONTAGE FACADES SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.3. SIMPLICITY OF MATERIALS. A MINIMUM OF 60% IF EACH TYPE A, B, AND C FACADE SHALL BE FACED OF A SINGLE MAJOR MATERIAL. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

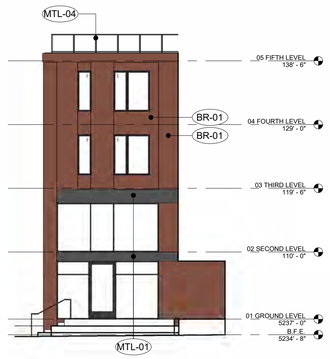
B.4. CORNERS OF BUILDINGS. MAJOR MATERIALS ON TYPE A, B, AND C FACADES SHALL CONTINUE AROUND A MINIMUM OF 30 FEET. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

WEST ELEVATION: 55TH STREET (TYPE A)

WALL MATERIAL	MATERIAL PERCENTAGE	TOTAL WALL AREA = 100%
BRICK (BR-01)	6,720 SF BRICK (BR-01) / 10,467 SF MAJOR MATERIAL AREA = **64%**	
BRICK (BR-02)	738 SF BRICK (BR-02) / 10,467 SF MAJOR MATERIAL AREA = **7%** **TOTAL BRICK = 71% MAJOR**	
METAL PANEL (MP-01)	3,009 SF METAL PANEL / 10,467 SF MAJOR MATERIAL AREA **= 29%** **TOTAL METAL PANEL = 29% MAJOR**	
MAJOR MATERIAL TOTALS	6,720 SF + 738 SF + 3,009 SF **= 10,467 SF TOTAL MAJOR MATERIALS** 10,467 SF/12,720 TOTAL WALL AREA = 82% **MAJOR MATERIALS = 82% (MIN. 80% FOR TYPE A FACADE)**	
WOOD COMPOSITE (MP-02)	N/A	
FLAT PANEL INFILL	2,253 SF FIBER CEMENT/ 12,720 SF TOTAL WALL AREA = **18%** **TOTAL INFILL = 18% MINOR**	
MINOR MATERIAL TOTALS	**MINOR MATERIALS = 18%**	

7.00 - MATERIAL FINISH SCHEDULE - EXTERIOR

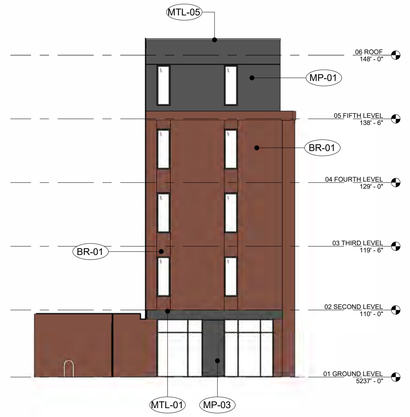
MARK	DESCRIPTION	FINISH
BR-01	BRICK	MOUNTAIN RED
BR-02	BRICK	IRON STONE
CONC-01	EXPOSED CONCRETE	SEALED
CONC-02	PRECAST CONCRETE	TRAFFIC-RATED
CP-01	FIBER CEMENT SIDING	VARIES
CP-02	FIBER CEMENT SIDING	DARK GRAY
GL-01	LOW-E GLAZING	CLEAR
MP-01	VERTICAL SIDING	TEXTURED BLACK
MP-02	HORIZONTAL SIDING	WOOD-LOOK
MP-03	FLAT PANEL INFILL	DARK GRAY
MP-04	METAL ROOF SCREEN	GRAY
MP-05	PERFORATED METAL PANEL	DARK GRAY
MTL-01	METAL FRAME & TRIM	BLACK
MTL-02	METAL STOREFRONT	BLACK
MTL-03	METAL DOORS & FRAMES	BLACK
MTL-04	METAL RAILINGS	BLACK
MTL-05	METAL PARAPET CAP	VARIES
RF-01	MEMBRANE ROOFING	WHITE
WN-01	RESIDENTIAL WINDOWS & DOORS	BLACK



5 **NORTH COURTYARD - NORTH ELEV.**
3/32" = 1'-0"

4 **NORTH COURTYARD - SOUTH ELEV.**
3/32" = 1'-0"

3 **SOUTH COURTYARD - NORTH ELEV.**
3/32" = 1'-0"



2 **SOUTH COURTYARD - SOUTH ELEV.**
3/32" = 1'-0"

1 **WEST DIAGRAM - 55TH ST. (TYPE A)**
3/32" = 1'-0"

0' 4' 12' 24' 42'-8" SCALE: 3/32" = 1'-0"

SOPHERSPARN ARCHITECTS LLC
QUAD CAPITAL PARTNERS
TRESTLE STRATEGY GROUP
CONSULTING ENGINEERS
STUDIOTERRA

FORM-BASED CODE REVIEW | **10/10/2025**

DIAGRAMMATIC ELEVATIONS - TYPE A FRONTAGE | A 2.02

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5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303

9.14.18 GENERAL BUILDING TYPE

16. TRANSPARENCY ON ALL TYPE A, B, AND C FRONTAGE FACADES. A MINIMUM OF 20% TRANSPARENCY IS REQUIRED. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

17. HORIZONTAL FACADE DIVISIONS. AT LEAST ONE EXPRESSION LINE, MINIMUM OF 2 INCHES DEEP, IS REQUIRED WITHIN 3 FEET OF THE TOP OF THE GROUND STORY AND THE BOTTOM OF ANY 5TH STORY. **IN COMPLIANCE PER EXTERIOR ELEVATIONS, KEYNOTE 05 04.**

9.14.22 SHOPFRONT BASE

3. GROUND STORY TRANSPARENCY. 75% TRANSPARENCY MEASURED BETWEEN 2 AND 10 FEET VERTICALLY FROM AVERAGE GRADE OF ADJACENT SIDEWALK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM AND CALCULATIONS.**

9.14.26. MEASUREMENT OF BUILDING TYPE REQUIREMENTS

6. TALL STORIES.
(A) SEPARATE GROUND STORY TRANSPARENCY REQUIRED. WHEN A SEPARATE MINIMUM GROUND STORY TRANSPARENCY IS REQUIRED PER THE BUILDING TYPES REQUIREMENTS OF SECTIONS 9-14-16 THROUGH 9-14-21, B.R.C. 1981, THE FACADE DESIGN SHALL FULFILL THAT REQUIREMENT IN ADDITION TO A MINIMUM OF TWENTY-FIVE PERCENT TRANSPARENCY FOR THE REMAINDER OF THE GROUND STORY. **IN COMPLIANCE PER ELEVATION DIAGRAM,**

9.14.28. FACADE MATERIALS

B.1. TYPE A FRONTAGES. A MINIMUM OF 80% OF EACH TYPE A FRONTAGE FACADE SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.2. TYPE B AND C FRONTAGES. A MINIMUM OF 60% OF EACH TYPE B AND C FRONTAGE FACADES SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.3. SIMPLICITY OF MATERIALS. A MINIMUM OF 60% IF EACH TYPE A, B, AND C FACADE SHALL BE FACED OF A SINGLE MAJOR MATERIAL. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.4. CORNERS OF BUILDINGS. MAJOR MATERIALS ON TYPE A, B, AND C FACADES SHALL CONTINUE AROUND A MINIMUM OF 30 FEET. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

TRANSPARENCY REQUIREMENTS

TRANSPARENCY AREA

SOLID WALL AREA

*TRANSPARENCY ON TYPE A, B, AND C FRONTAGES MUST BE AT LEAST 20% PER STORY
**AREA INCLUDES GLASS, FRAME AND MULLIONS PER FBC DEFINITIONS

1 **WEST ELEVATION - 55TH ST. (TYPE A)**
3/32" = 1'-0"

0' 4' 12' 24' 42'-8"
SCALE: 3/32" = 1'-0"

FORM-BASED CODE REVIEW | **10/10/2025**

DIAGRAMMATIC ELEVATIONS - TYPE A FRONTAGE | A 2.03

5501 & 5505 ARAPAHOE AVE| BOULDER, COLORADO, 80303

9.14.18 GENERAL BUILDING TYPE

16. TRANSPARENCY ON ALL TYPE A, B, AND C FRONTAGE FACADES. A MINIMUM OF 20% TRANSPARENCY IS REQUIRED. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

17. HORIZONTAL FACADE DIVISIONS. AT LEAST ONE EXPRESSION LINE, MINIMUM OF 2 INCHES DEEP, IS REQUIRED WITHIN 3 FEET OF THE TOP OF THE GROUND STORY AND THE BOTTOM OF ANY 5TH STORY. **IN COMPLIANCE PER EXTERIOR ELEVATIONS, KEYNOTE 05 04.**

9.14.22 SHOPFRONT BASE

3. GROUND STORY TRANSPARENCY. 75% TRANSPARENCY MEASURED BETWEEN 2 AND 10 FEET VERTICALLY FROM AVERAGE GRADE OF ADJACENT SIDEWALK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM AND CALCULATIONS.**

9.14.26. MEASUREMENT OF BUILDING TYPE REQUIREMENTS

6. TALL STORIES.
(A) SEPARATE GROUND STORY TRANSPARENCY REQUIRED. WHEN A SEPARATE MINIMUM GROUND STORY TRANSPARENCY IS REQUIRED PER THE BUILDING TYPES REQUIREMENTS OF SECTIONS 9-14-16 THROUGH 9-14-21, B.R.C. 1981, THE FACADE DESIGN SHALL FULFILL THAT REQUIREMENT IN ADDITION TO A MINIMUM OF TWENTY-FIVE PERCENT TRANSPARENCY FOR THE REMAINDER OF THE GROUND STORY. **IN COMPLIANCE PER ELEVATION DIAGRAM,**

9.14.28. FACADE MATERIALS

B.1. TYPE A FRONTAGES. A MINIMUM OF 80% OF EACH TYPE A FRONTAGE FACADE SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.2. TYPE B AND C FRONTAGES. A MINIMUM OF 60% OF EACH TYPE B AND C FRONTAGE FACADES SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.3. SIMPLICITY OF MATERIALS. A MINIMUM OF 60% IF EACH TYPE A, B, AND C FACADE SHALL BE FACED OF A SINGLE MAJOR MATERIAL. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.4. CORNERS OF BUILDINGS. MAJOR MATERIALS ON TYPE A, B, AND C FACADES SHALL CONTINUE AROUND A MINIMUM OF 30 FEET. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

TRANSPARENCY REQUIREMENTS

- TRANSPARENCY AREA
- SOLID WALL AREA

*TRANSPARENCY ON TYPE A, B, AND C FRONTAGES MUST BE AT LEAST 20% PER STORY
**AREA INCLUDES GLASS, FRAME AND MULLIONS PER FBC DEFINITIONS

SOUTH ELEVATION: ARAPAHOE AVE. (TYPE B)

WALL MATERIAL	MATERIAL PERCENTAGE
BRICK (BR-01)	3,603 SF BRICK (BR-01) / 7,448 SF MAJOR MATERIAL AREA = **48%**
BRICK (BR-02)	915 SF BRICK (BR-02) / 7,448 SF MAJOR MATERIAL AREA = **12%** **TOTAL BRICK = 60% MAJOR**
METAL PANEL (MP-01)	2,930 SF METAL PANEL / 7,448 SF MAJOR MATERIAL AREA = **40%** **TOTAL METAL PANEL = 40% MAJOR**
MAJOR MATERIAL TOTALS	3,603 SF + 915 SF + 2,930 SF **= 7,448 SF TOTAL MAJOR MATERIALS** 7,448 SF/9,761 TOTAL WALL AREA = 76% **MAJOR MATERIALS = 76% (MIN. 60% FOR TYPE B FACADE)**
WOOD COMPOSITE (MP-02)	208 SF WOOD COMPOSITE / 9,761 SF TOTAL WALL AREA = **2%** **TOTAL WOOD COMPOSITE = 2% MINOR**
FLAT PANEL INFILL	2,105 SF FIBER CEMENT / 9,761 SF TOTAL WALL AREA = **22%** **TOTAL INFILL = 22% MINOR**
MINOR MATERIAL TOTALS	**MINOR MATERIALS = 24%**

TOTAL WALL AREA = 100%

7.00 - MATERIAL FINISH SCHEDULE - EXTERIOR

MARK	DESCRIPTION	FINISH
BR-01	BRICK	MOUNTAIN RED
BR-02	BRICK	IRON STONE
CONC-01	EXPOSED CONCRETE	SEALED
CONC-02	PRECAST CONCRETE	TRAFFIC-RATED
CP-01	FIBER CEMENT SIDING	VARIES
CP-02	FIBER CEMENT SIDING	DARK GRAY
GL-01	LOW-E GLAZING	CLEAR
MP-01	VERTICAL SIDING	TEXTURED BLACK
MP-02	HORIZONTAL SIDING	WOOD-LOOK
MP-03	FLAT PANEL INFILL	DARK GRAY
MP-04	METAL ROOF SCREEN	GRAY
MP-05	PERFORATED METAL PANEL	DARK GRAY
MTL-01	METAL FRAME & TRIM	BLACK
MTL-02	METAL STOREFRONT	BLACK
MTL-03	METAL DOORS & FRAMES	BLACK
MTL-04	METAL RAILINGS	BLACK
MTL-05	METAL PARAPET CAP	VARIES
RF-01	MEMBRANE ROOFING	WHITE
WN-01	RESIDENTIAL WINDOWS & DOORS	BLACK

2 **SOUTH ELEVATION - ARAPAHOE (TYPE B)**
3/32" = 1'-0"

1 **SOUTH DIAGRAM - ARAPAHOE (TYPE B)**
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"
0' 4' 12' 24' 42'-8"

FORM-BASED CODE REVIEW | **10/10/2025**

DIAGRAMMATIC ELEVATIONS - TYPE B FRONTAGE | A 2.04

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9.14.18 GENERAL BUILDING TYPE

16. TRANSPARENCY ON ALL TYPE A, B, AND C FRONTAGE FACADES. A MINIMUM OF 20% TRANSPARENCY IS REQUIRED. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

17. HORIZONTAL FACADE DIVISIONS. AT LEAST ONE EXPRESSION LINE, MINIMUM OF 2 INCHES DEEP, IS REQUIRED WITHIN 3 FEET OF THE TOP OF THE GROUND STORY AND THE BOTTOM OF ANY 5TH STORY. **IN COMPLIANCE PER EXTERIOR ELEVATIONS, KEYNOTE 05 04.**

9.14.22 SHOPFRONT BASE

3. GROUND STORY TRANSPARENCY. 75% TRANSPARENCY MEASURED BETWEEN 2 AND 10 FEET VERTICALLY FROM AVERAGE GRADE OF ADJACENT SIDEWALK IS REQUIRED. **IN COMPLIANCE PER DIAGRAM AND CALCULATIONS.**

9.14.26. MEASUREMENT OF BUILDING TYPE REQUIREMENTS

6. TALL STORIES.
(A) SEPARATE GROUND STORY TRANSPARENCY REQUIRED. WHEN A SEPARATE MINIMUM GROUND STORY TRANSPARENCY IS REQUIRED PER THE BUILDING TYPES REQUIREMENTS OF SECTIONS 9-14-16 THROUGH 9-14-21, B.R.C. 1981, THE FACADE DESIGN SHALL FULFILL THAT REQUIREMENT IN ADDITION TO A MINIMUM OF TWENTY-FIVE PERCENT TRANSPARENCY FOR THE REMAINDER OF THE GROUND STORY. **IN COMPLIANCE PER ELEVATION DIAGRAM,**

9.14.28. FACADE MATERIALS

B.1. TYPE A FRONTAGES. A MINIMUM OF 80% OF EACH TYPE A FRONTAGE FACADE SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.2. TYPE B AND C FRONTAGES. A MINIMUM OF 60% OF EACH TYPE B AND C FRONTAGE FACADES SHALL BE COMPOSED OF MAJOR MATERIALS. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.3. SIMPLICITY OF MATERIALS. A MINIMUM OF 60% IF EACH TYPE A, B, AND C FACADE SHALL BE FACED OF A SINGLE MAJOR MATERIAL. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

B.4. CORNERS OF BUILDINGS. MAJOR MATERIALS ON TYPE A, B, AND C FACADES SHALL CONTINUE AROUND A MINIMUM OF 30 FEET. **IN COMPLIANCE PER ELEVATION DIAGRAM.**

TRANSPARENCY REQUIREMENTS

TRANSPARENCY AREA

SOLID WALL AREA

*TRANSPARENCY ON TYPE A, B, AND C FRONTAGES MUST BE AT LEAST 20% PER STORY
**AREA INCLUDES GLASS, FRAME AND MULLIONS PER FBC DEFINITIONS

EAST ELEVATION: 56TH STREET (TYPE C)

WALL MATERIAL	MATERIAL PERCENTAGE
BRICK (BR-01)	1,018 SF BRICK (BR-01)/ 9,702 SF MAJOR MATERIAL AREA = **10%** **TOTAL BRICK = 10% MAJOR**
METAL PANEL (MP-01)	3,159 SF METAL PANEL / 9,702 SF MAJOR MATERIAL AREA = **30%** **TOTAL METAL PANEL = 30% MAJOR**
WOOD COMPOSITE (MP-02)	5,793 SF WOOD COMPOSITE / 9,702 SF MAJOR MATERIAL AREA = **60%** **TOTAL WOOD COMPOSITE = 60% MAJOR**
MAJOR MATERIAL TOTALS	1,018 SF + 3,159 SF + 5,793 SF **= 9,702 SF TOTAL MAJOR MATERIALS** 9,702 SF/12,184 TOTAL WALL AREA = 80% **MAJOR MATERIALS = 80% (MIN. 60% FOR TYPE C FACADE)**
FLAT PANEL INFILL	1,518 SF FIBER CEMENT/ 12,184 SF TOTAL WALL AREA = **12%** **TOTAL INFILL = 12% MINOR**
EXPOSED CONCRETE	964 SF EXPOSED CONCRETE/ 12,184 SF TOTAL WALL AREA = **08%** **TOTAL CONCRETE = 8% MINOR**
MINOR MATERIAL TOTALS	**MINOR MATERIALS = 20%**

TOTAL WALL AREA = 100%

7.00 - MATERIAL FINISH SCHEDULE - EXTERIOR

MARK	DESCRIPTION	FINISH
BR-01	BRICK	MOUNTAIN RED
BR-02	BRICK	IRON STONE
CONC-01	EXPOSED CONCRETE	SEALED
CONC-02	PRECAST CONCRETE	TRAFFIC-RATED
CP-01	FIBER CEMENT SIDING	VARIES
CP-02	FIBER CEMENT SIDING	DARK GRAY
GL-01	LOW-E GLAZING	CLEAR
MP-01	VERTICAL SIDING	TEXTURED BLACK
MP-02	HORIZONTAL SIDING	WOOD-LOOK
MP-03	FLAT PANEL INFILL	DARK GRAY
MP-04	METAL ROOF SCREEN	GRAY
MP-05	PERFORATED METAL PANEL	DARK GRAY
MTL-01	METAL FRAME & TRIM	BLACK
MTL-02	METAL STOREFRONT	BLACK
MTL-03	METAL DOORS & FRAMES	BLACK
MTL-04	METAL RAILINGS	BLACK
MTL-05	METAL PARAPET CAP	VARIES
RF-01	MEMBRANE ROOFING	WHITE
WN-01	RESIDENTIAL WINDOWS & DOORS	BLACK

2 EAST ELEVATION - 56TH ST. (TYPE C)
3/32" = 1'-0"

1 EAST DIAGRAM - 56TH ST. (TYPE C)
3/32" = 1'-0"

SCALE: 3/32" = 1'-0"

0' 4' 12' 24' 42'-8"

FORM-BASED CODE REVIEW | **10/10/2025**

DIAGRAMMATIC ELEVATIONS - TYPE C FRONTAGE | A 2.05

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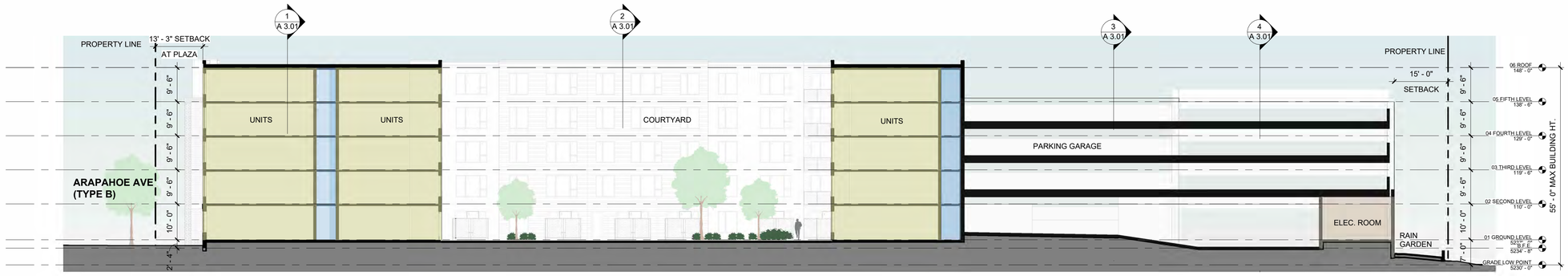
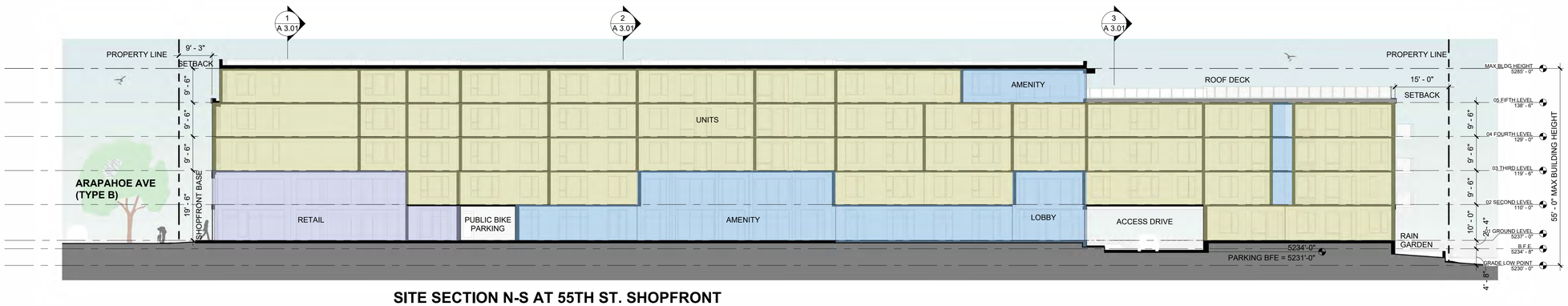


SITE SECTION N-S AT COURTYARD & GARAGE RAMP

3 1/16" = 1'-0"

SITE SECTION N-S AT COURTYARD & PARKING GARAGE

2 1/16" = 1'-0"



SITE SECTION N-S AT 55TH ST. SHOPFRONT BASE, RESIDENTIAL LOBBY, & ACCESS DRIVE

1 1/16" = 1'-0"

DIAGRAMMATIC AREA LEGEND

- RETAIL
- AMENITY / COMMON
- RESIDENTIAL
- PARKING
- BUILDING ABOVE

SCALE: 1/16" = 1'-0"

0' 8' 16' 32' 64'

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DIAGRAMMATIC SITE SECTIONS | A 3.00

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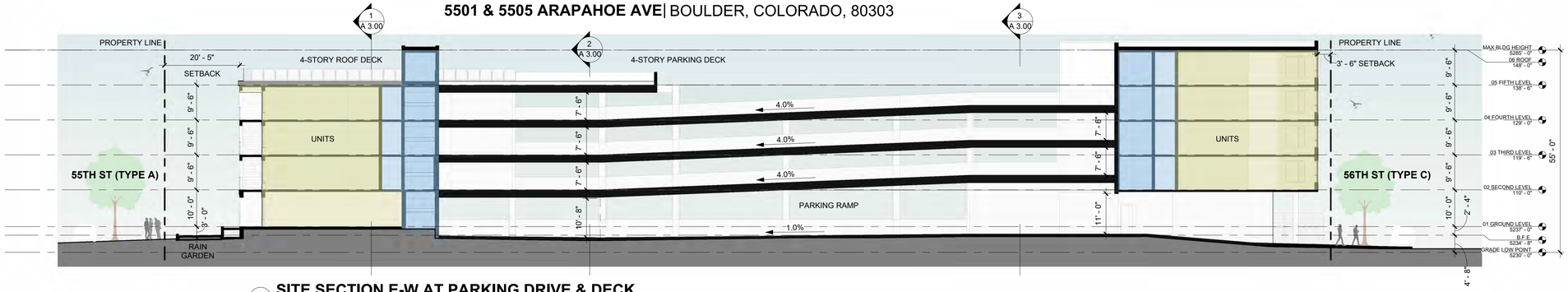
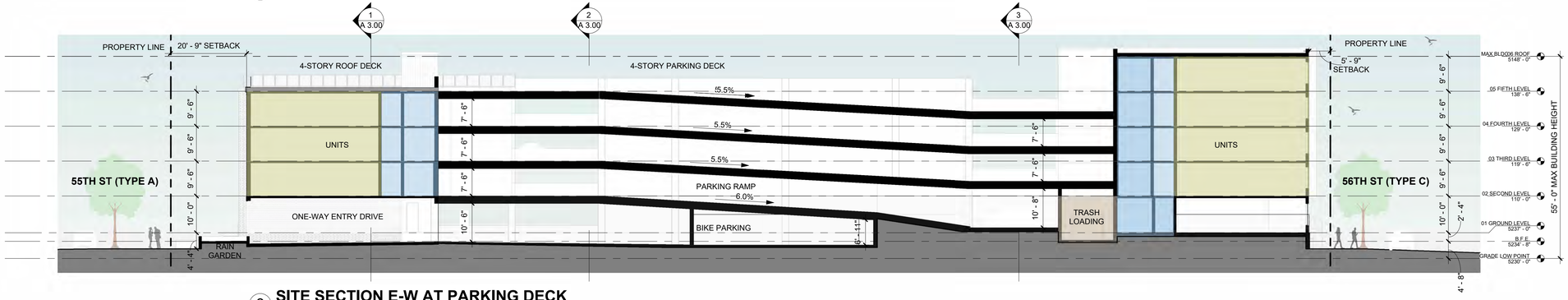


4 SITE SECTION E-W AT PARKING DRIVE & DECK

1/16" = 1'-0"

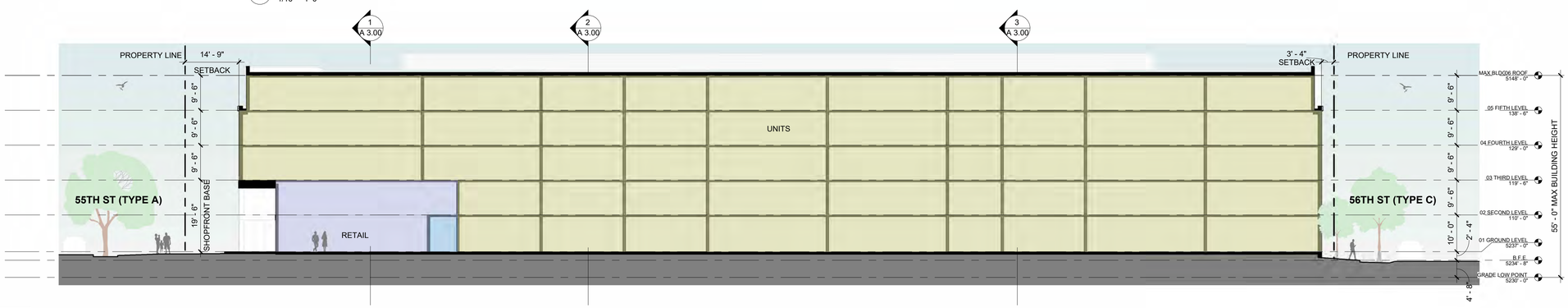


3 SITE SECTION E-W AT PARKING DECK

1/16" = 1'-0"

2 SITE SECTION E-W AT COURTYARDS

1/16" = 1'-0"



1 SITE SECTION E-W AT SHOPFRONT BASE

1/16" = 1'-0"

DIAGRAMMATIC AREA LEGEND

- RETAIL
- AMENITY / COMMON
- RESIDENTIAL
- PARKING
- BUILDING ABOVE

0' 8' 16' 32' 64'

SCALE: 1/16" = 1'-0"

FORM-BASED CODE REVIEW | **10/10/2025**

DIAGRAMMATIC SITE SECTIONS | A 3.01

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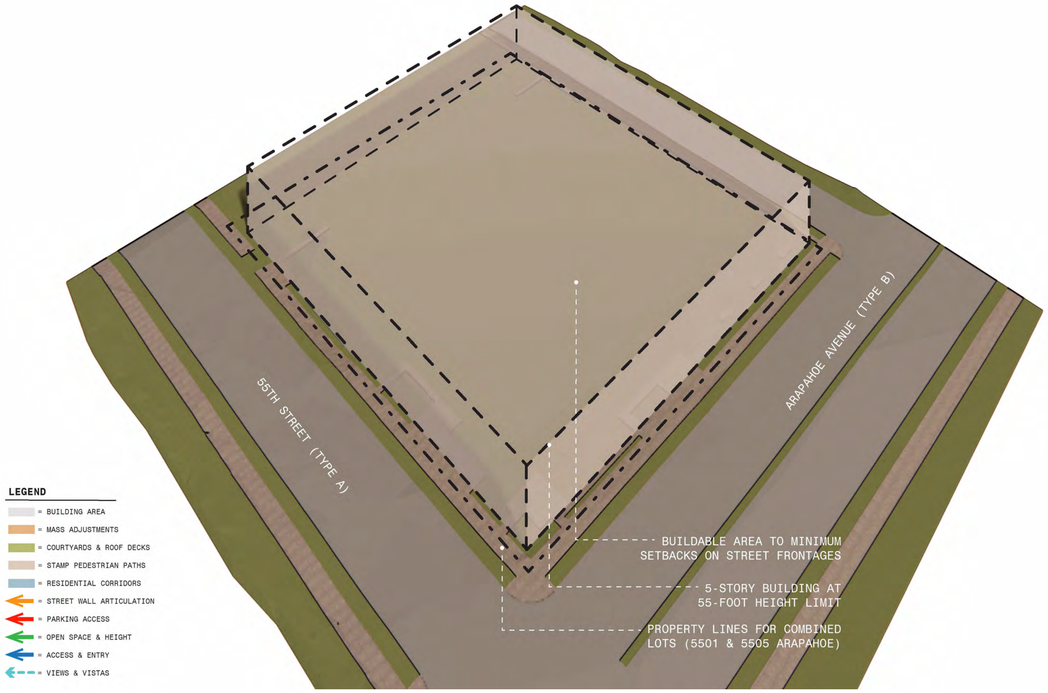

DIAGRAM 01: BUILDABLE AREA

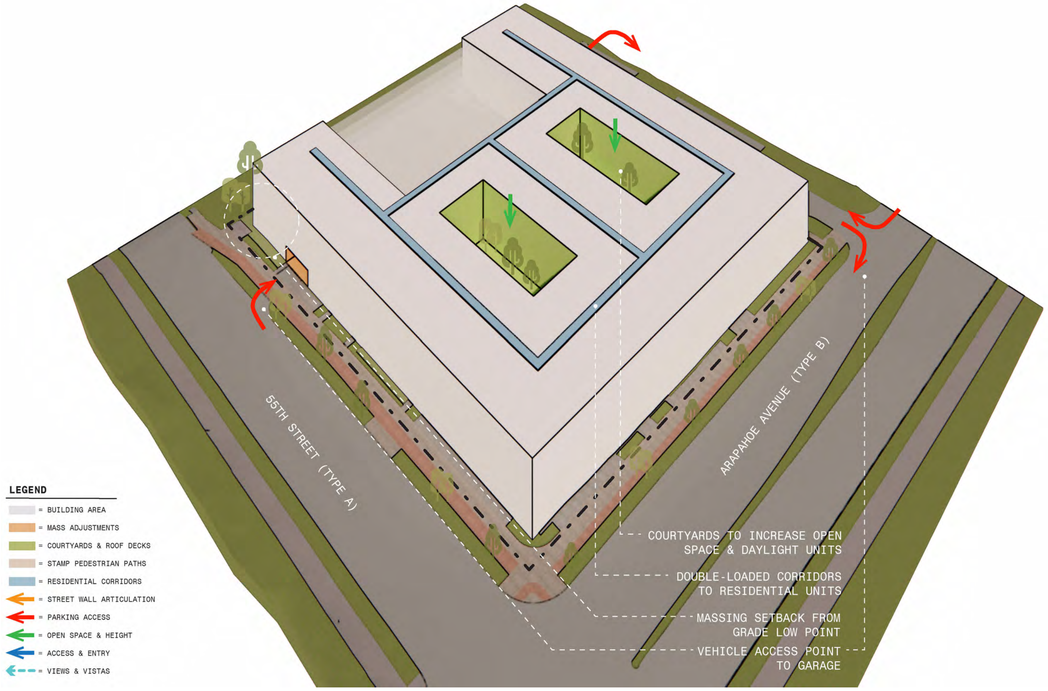

DIAGRAM 02: 5-STORY COURTYARD BUILDING

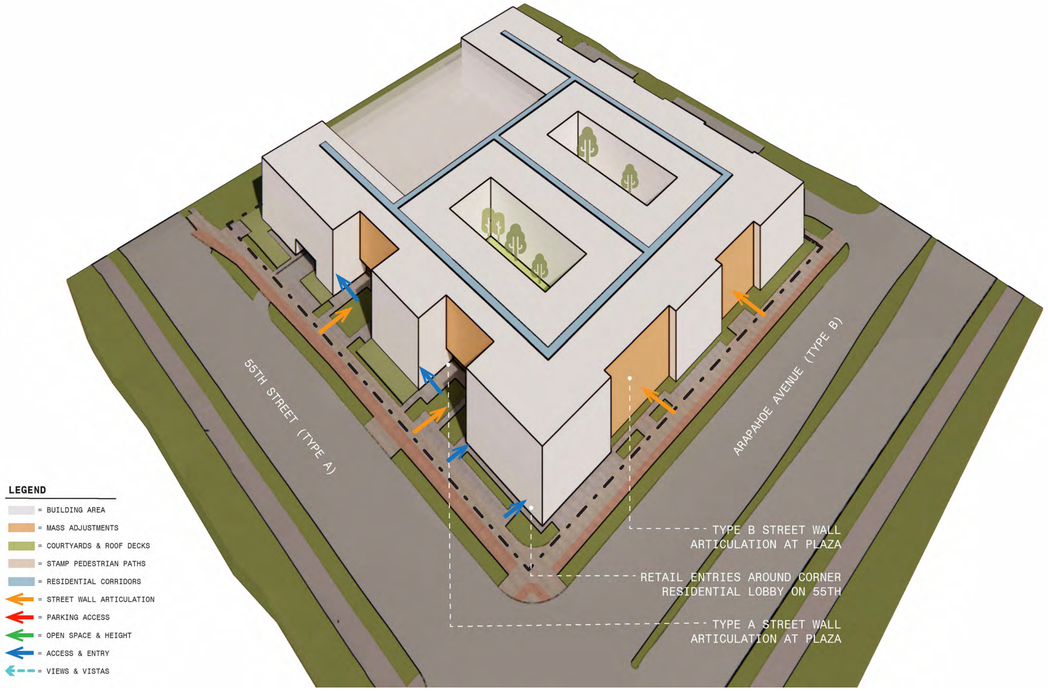

DIAGRAM 03: STREETWALL ARTICULATION

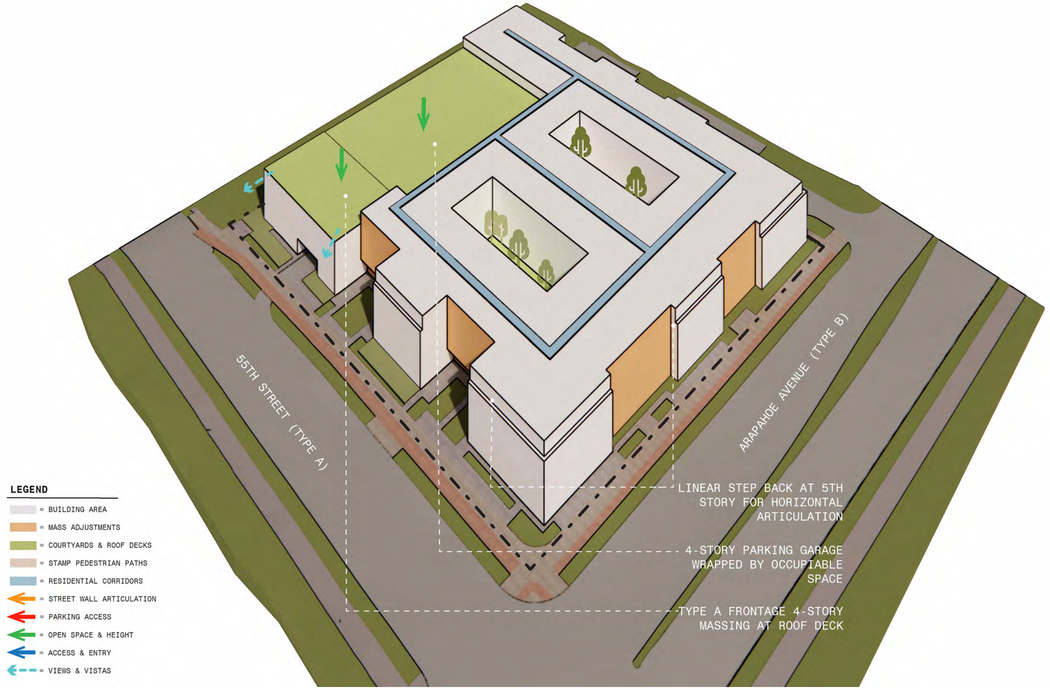

DIAGRAM 04: 4-STORY MASSING

FORM-BASED CODE REVIEW | **10/10/2025**

CONCEPT DIAGRAMS | A 8.00

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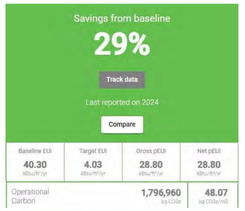
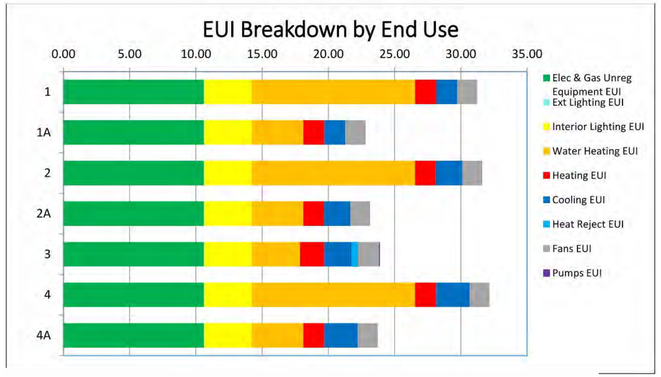
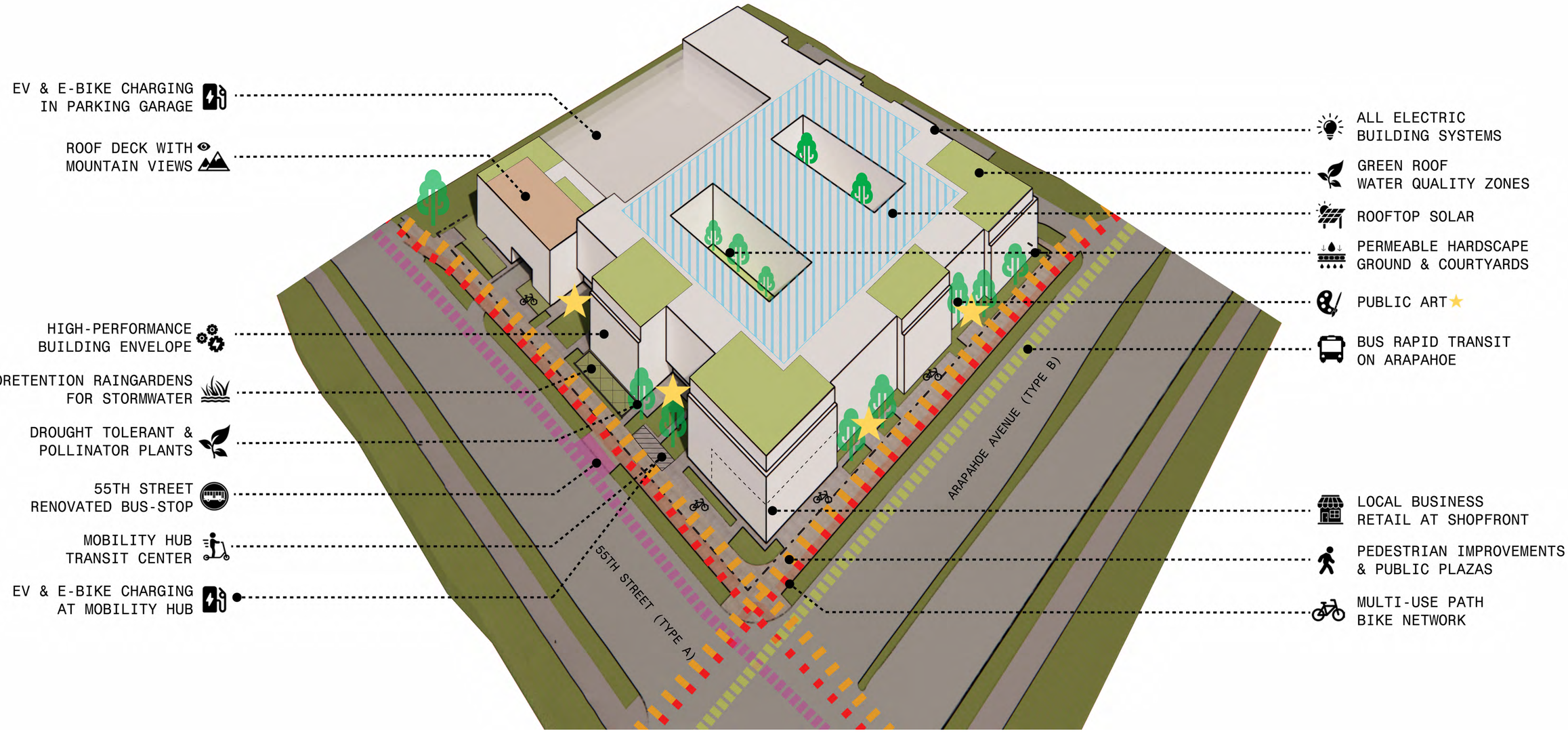
PROJECT ANALYSIS: MECHANICAL & PLUMBING OPTIONS

ESTIMATED % SAVINGS FROM IECC



ESTIMATED PROJECT EUI & 2021 IECC BASELINE





SUSTAINABLE MEASURES & TRANSIT NETWORKS DIAGRAM

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CONCEPT RENDERING AT 55TH ST. (TYPE A) | A 9.00

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FORM-BASED CODE REVIEW | **10/10/2025**

CONCEPT RENDERING AT ARAPAHOE & 56TH (TYPE B & C) | A 9.01

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STREETSCAPE PLAZA - ARAPAHOE WEST NEXT TO SHOPFRONT BASE

STREETSCAPE PLAZA - ARAPAHOE EAST AT MULTI-USE PATH

COURTYARD PLAZA - 55TH ST. NORTH AT LOBBY

COURTYARD PLAZA - 55TH ST. SOUTH AT MOBILITY HUB AND SHOPFRONT BASE

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DEMOLITION NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. ACTUAL LIMITS MAY VARY. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING LIMITS OF DEMOLITION AND CONSTRUCTION AS NECESSARY. COORDINATE DEMOLITION REQUIREMENTS, LIMITS OF DEMOLITION, SALVAGE ITEMS, PROTECTION OF ITEMS TO REMAIN, TREES, FENCING, ETC. WITH OWNER, ARCHITECT, ENGINEER, AND RELEVANT CONSTRUCTION AND PHASING PLANS.
3. IF PARTIAL BUILDING DEMOLITION IS REQUIRED, CONTRACTOR TO PROTECT ARCHITECTURAL AND STRUCTURAL ELEMENTS CONNECTED TO BUILDING. REFER TO ARCHITECT AND APPLICABLE ENGINEERS FOR DETAILED BUILDING DEMOLITION INFORMATION INCLUDING, COLUMNS, STOOPS, FOOTINGS, ETC.
4. REPLACE EXISTING FLATWORK AT UTILITY TRENCHES AS REQUIRED.
5. ALL SAWCUTTING AND PAVEMENT REMOVAL SHOULD BE TO THE NEAREST JOINT.
6. ALL DRY UTILITY AND ELECTRIC DEMOLITION OR RELOCATION SHOULD BE COORDINATED WITH PROPERTY OWNER, UTILITY OWNER, MECHANICAL ENGINEER, AND ARCHITECT PRIOR TO CONSTRUCTION.
7. ALL NECESSARY EROSION AND SEDIMENTATION CONTROLS MUST BE INSTALLED PRIOR TO SITE DISTURBANCE.
8. CONTRACTOR TO COMPLY WITH ALL REGULATORY REQUIREMENTS FOR HAZARDOUS MATERIAL REMOVAL AND DISPOSAL.
9. REFER TO GENERAL NOTES FOR TREE PROTECTION. COORDINATE WITH LANDSCAPE ARCHITECT FOR TREE REMOVAL.
10. CONTRACTOR TO MAINTAIN SAFE PEDESTRIAN ACCESS. PROVIDE TEMPORARY ROUTE AND SIGNAGE AS NEEDED.
11. CONTRACTOR TO TAKE NECESSARY PRECAUTIONS TO PROTECT AND MAINTAIN SERVICES DURING CONSTRUCTION.
12. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.

DEMOLITION LEGEND

- DEMO SUBSURFACE FEATURE
- DEMO SURFACE FEATURE
- DEMO BUILDING
- ABANDON SUBSURFACE FEATURE
- LIMITS OF SAWCUT
- REMOVE EXISTING TREE
- PROTECT EXISTING TREE

N

20 0 20 40
SCALE IN FEET

FORM-BASED CODE REVIEW | **10/10/2025**

DEMOLITION PLAN | C0.1

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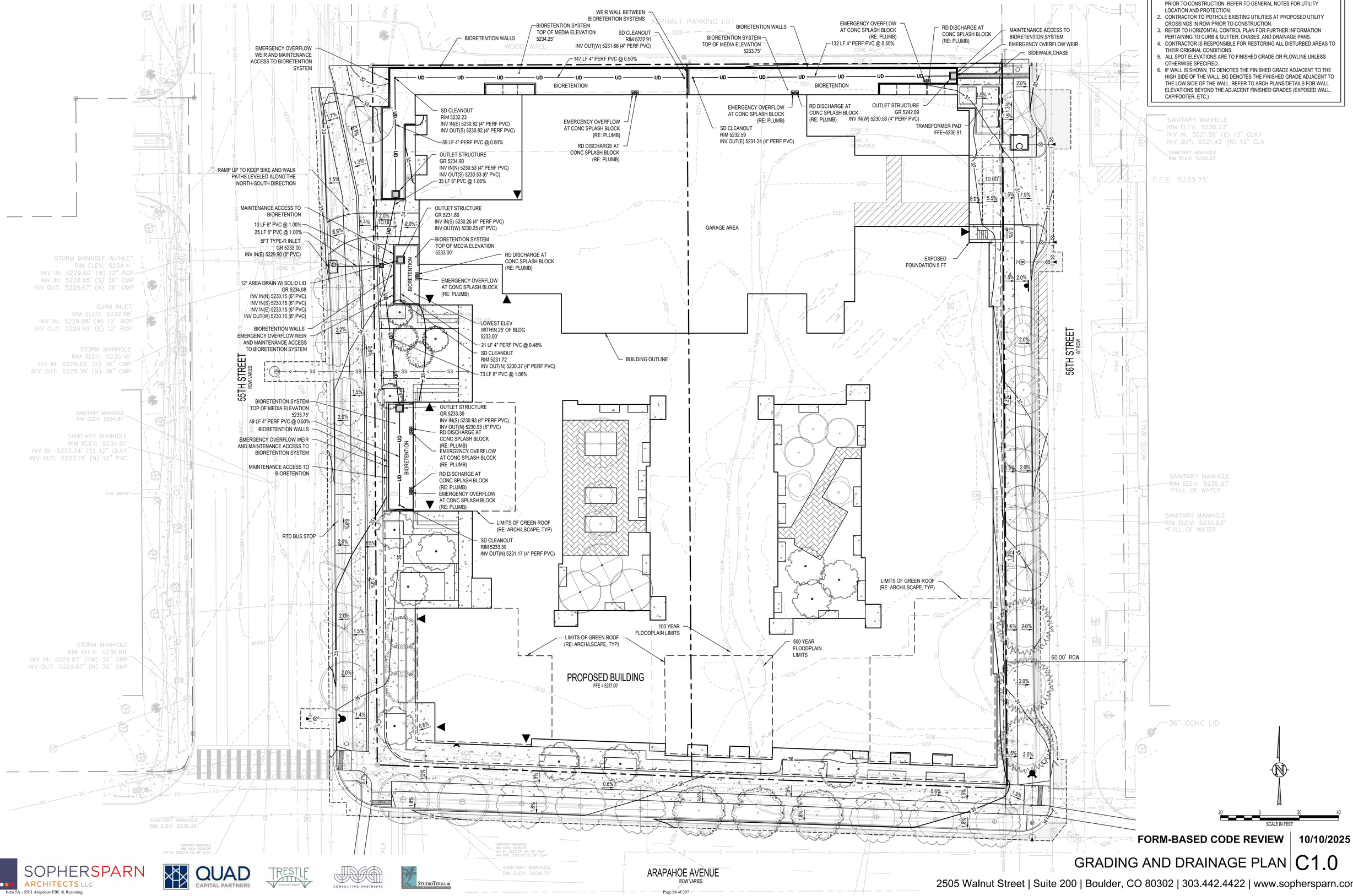
GRADING AND DRAINAGE NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
3. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
4. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
5. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
6. IF WALL IS SHOWN, TG DENOTES THE FINISHED GRADE ADJACENT TO THE HIGH SIDE OF THE WALL. BG DENOTES THE FINISHED GRADE ADJACENT TO THE LOW SIDE OF THE WALL. REFER TO ARCH PLANS/DETAILS FOR WALL ELEVATIONS BEYOND THE ADJACENT FINISHED GRADES (EXPOSED WALL, CAP/FOOTER, ETC.)



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FORM-BASED CODE REVIEW | **10/10/2025**

GRADING AND DRAINAGE PLAN | C1.0

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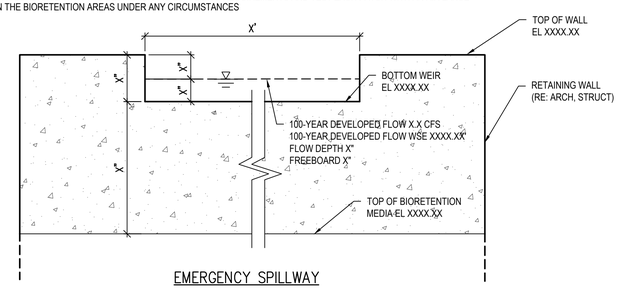
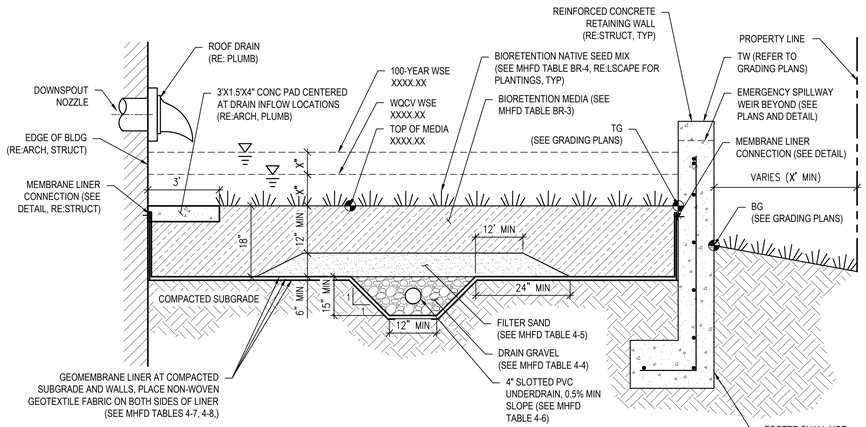
BIORETENTION NOTES:

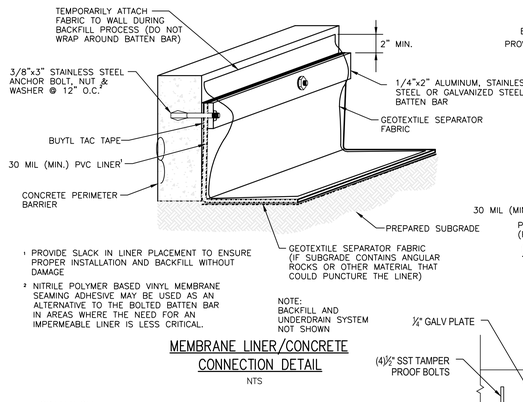
1. REFER TO MILE HIGH FLOOD DISTRICT (MFHD) URBAN STORM DRAINAGE CRITERIA MANUAL VOLUME 3, CHAPTER 4 FOR MATERIAL SPECIFICATIONS.
2. BIORETENTION SECTIONS ARE NOT TO SCALE, SEE PLAN FOR BASIN AND PIPE LAYOUT, DIMENSIONS, AND INVERTS.
3. MAINTENANCE REQUIREMENTS:
   - 3.1. ROUTINE: REMOVE WEEDS, DEBRIS, AND LITTER FROM BASIN AND KEEP THE AREA CLEAN FOR AESTHETIC REASONS, WHICH ALSO REDUCES FLOATABLES BEING FLUSHED DOWNSTREAM.
   - 3.2. BIANNUALLY & AFTER LARGE STORM EVENTS: INSPECT AND REPAIR AREAS IF DAMAGED DUE TO HIGH FLOWS. CHECK THE BASINS SIDES FOR FILTER MATERIAL LAYER COVERAGE,
   - 3.3. THE FILTER LAYERS WILL CLOG WITH TIME. EVERY 5-10 YEARS, FILTER LAYER REMOVAL IS REQUIRED BY OWNER WHEN THE WATER IN THE BASIN FAILS TO INFILTRATE DUE TO HIGH SEDIMENT DEPOSITS IN THE FILTER LAYER. REMOVE AND REPLACE THE BIORETENTION MEDIA. RESOW THE SEEDMIX.
4. CONTRACTOR SHALL PROVIDE REQUIRED IRRIGATION (TEMPORARY OR THROUGH PERMANENT INSTALLED SYSTEM) FOR VEGETATION ESTABLISHMENT DURING CONSTRUCTION. SUPPLEMENTAL WATER DURING EXTENDED DRY PERIODS MAY BE NEEDED ON A ROUTINE BASIS DEPENDING ON PLANT SELECTION. DURING ESTABLISHMENT, ALL PLANTS SHOULD RECEIVE APPROXIMATELY 1 INCH OF MOISTURE (COMBINED RAIN AND IRRIGATION) PER WEEK FOR THE FIRST GROWING SEASON TO PROMOTE ESTABLISHMENT. SOME PLANTS MAY REQUIRE MORE THAN ONE GROWING SEASON TO BECOME FULLY ESTABLISHED.
5. FIELD-SEAM THE GEOMEMBRANE USING A SINGLE-TRACK OR DOUBLE-TRACK THERMAL FUSION WELDER, AND IN ACCORDANCE WITH THE GEOMEMBRANE MANUFACTURER'S REQUIREMENTS
6. PROVIDE A 1.5-INCH-WIDE SEAM FOR SINGLE-TRACK WELDS AND TWO NOMINAL 0.5-INCH-WIDE SEAMS SEPARATED BY AN AIR TEST CHANNEL FOR DUAL TRACK WELDS. PROVIDE AT LEAST 6 INCHES OF OVERLAP BETWEEN GEOMEMBRANE PANELS FOR SINGLE TRACK AND DUAL TRACK THERMAL FUSION WELDING (PVC GEOMEMBRANE INSTITUTE [PGI], 2003)
7. INSTALL THE GEOMEMBRANE WITH SOME SLACK TO PREVENT TEARING DUE TO BACKFILL, COMPACTION, AND SETTLING. FOLLOW MANUFACTURER'S SPECIFICATIONS RELATED TO ACCEPTABLE WEATHER CONDITIONS FOR INSTALLATION. DO NOT INSTALL IN THE PRESENCE OF STANDING WATER, MUD, SNOW AND EXCESSIVE MOISTURE, OR FROZEN SUBGRADE CONDITIONS
8. PREPARE A SMOOTH-ROLLED, LEVEL SUBGRADE SURFACE THAT IS FREE OF LOOSE FRAGMENTS GREATER THAN 2 INCHES IN SIZE AND SHARP ROCKS OR OBJECTS THAT COULD POTENTIALLY PUNCTURE THE GEOMEMBRANE. TEST ALL FIELD SEAMS, BATTEN BAR CONNECTIONS, PIPE PENETRATIONS, AND PATCHES USING A NON-DESTRUCTIVE AIR LANCE TEST. PERFORM DESTRUCTIVE FIELD SEAM TESTS TO VERIFY THAT THE SEAM STRENGTH REQUIREMENTS OF THE SPECIFICATIONS ARE MET. COLLECT RANDOM SAMPLES AT LEAST EVERY 500 LINEAR FEET (PGI, 2003) FOR FIELD SEAMS AND CONDUCT AT LEAST THREE TESTS REGARDLESS OF THE LENGTH OF SEAMS. TEST COUPONS OR SAMPLES CUT OUT OF THE LINER AT SELECTED SEAM LOCATIONS FOR THICKNESS, BONDED SEAM STRENGTH AND PEEL ADHESION IN ACCORDANCE WITH MINIMUM STRENGTH REQUIREMENTS PRESENTED IN TABLE 4-7. PLACE AND SEAM GEOMEMBRANE PATCHES USED TO REPAIR THE LINER AT EACH DESTRUCTIVE SAMPLE LOCATION IN ACCORDANCE WITH THE GEOMEMBRANE SUPPLIER'S REQUIREMENTS AND TEST EACH PATCH WITH AN AIR LANCE
9. SNOW STORAGE IS NOT ALLOWED IN THE BIORETENTION AREAS UNDER ANY CIRCUMSTANCES



EMERGENCY SPILLWAY



SECTION A–A



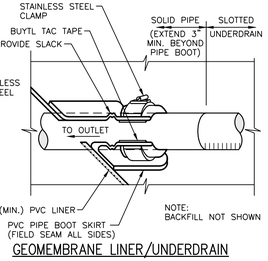
[1] PROVIDE SLACK IN LINER PLACEMENT TO ENSURE PROPER INSTALLATION AND BACKFILL WITHOUT DAMAGE

[2] NITRILE POLYMER BASED VINYL MEMBRANE SEAMING ADHESIVE MAY BE USED AS AN ALTERNATIVE TO THE BOLTED BATTEN BAR IN AREAS WHERE THE NEED FOR AN IMPERMEABLE LINER IS LESS CRITICAL.

NOTE:
BACKFILL AND
UNDERDRAIN SYSTEM
NOT SHOWN

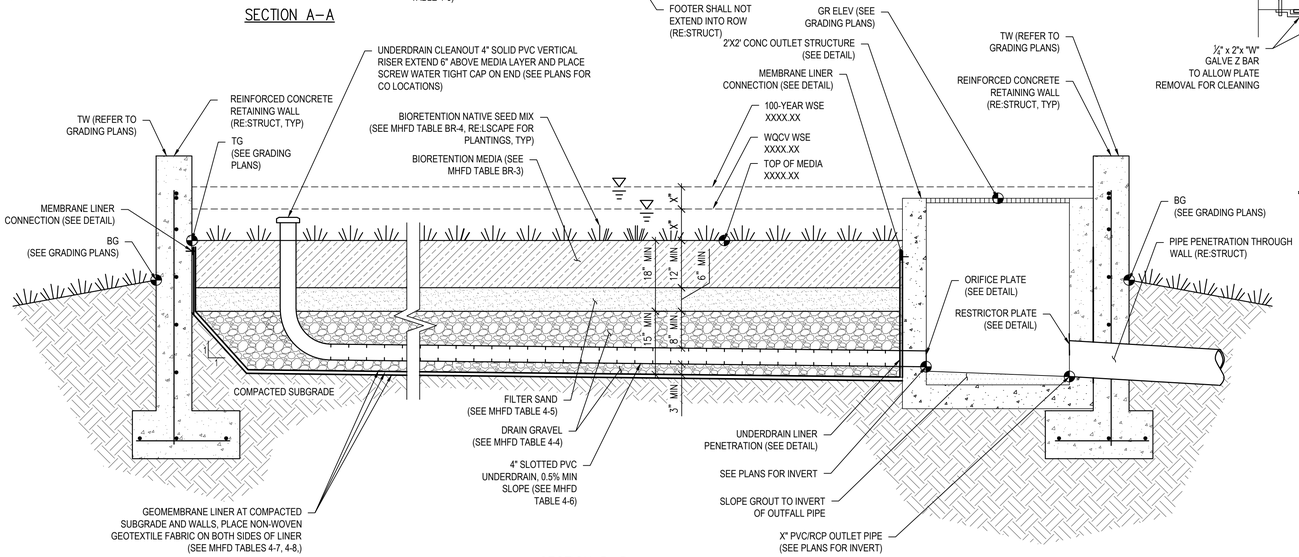
MEMBRANE LINER/CONCRETE CONNECTION DETAIL

NTS



GEOMEMBRANE LINER/UNDERDRAIN PENETRATION DETAIL

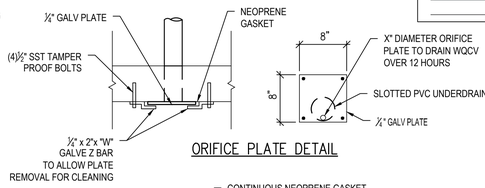
NTS



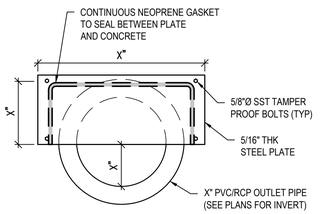
SECTION B–B

BIORETENTION FACILITY (1)

NTS



ORIFICE PLATE DETAIL



100-YR RESTRICTOR PLATE DETAIL

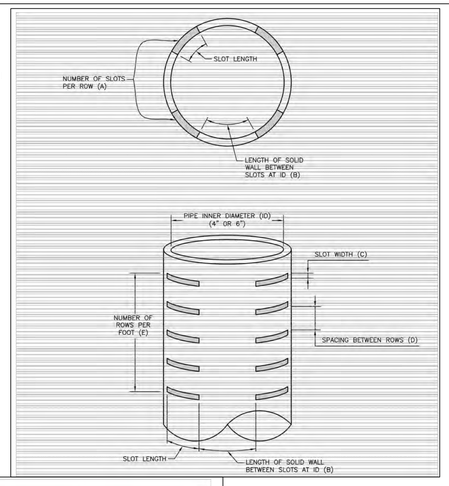


TABLE 4-7. GEOMEMBRANE PROPERTIES

PROPERTIES	TEST METHOD	SPECIFIED VALUE
Gauge (mils, nominal)		30
Thickness (mils, min.)	ASTM D1593 (Par. 8.1.3)	28.5
Specific Gravity (min.)	ASTM D792 (Method A)	1.20
Minimum Tensile Properties (each direction)	ASTM D882 (Method A or B)	
• Breaking Factor (lbs/in)		73
• Elongation at Break (%)		380
• Modulus at 100% Elongation (lbs/in)		32
Tear Resistance (lbs, min.)	ASTM D1004 (Die C)	8
Low Temperature (deg F)	ASTM D1790	-20
Dimensional Stability (% change, max.)	ASTM D1204 (100 deg. C, 15 min.)	3
Water Extraction (% loss, max.)	ASTM D3083 (NSF 54 Modified)	0.15
Volatile Loss (% loss, max.)	ASTM D1203 (Method A)	0.7
Resistance to Soil Burial (% change, max.)	ASTM D3083 (NSF 54 Modified)	
• Breaking Factor		5%
• Elongation at Break		20%
• Modulus at 100% Elongation		20%
Hydrostatic Water Resistance (psi, min.)	ASTM D751 (Method A)	100
Water Vapor Transmission (cm/sec, max.)	ASTM D814	5.0×10^{-9}
Pinholes (number per 10 sq. yds. Geomembrane)		1
Seam Requirements		
• Bonded Seam Strength (lbs/in width, min.)	ASTM D882	58.4
• Peel Adhesion (lbs/in width, min.)	ASTM D882	15

TABLE 4-8. MATERIAL PROPERTIES FOR NON-WOVEN GEOTEXTILE USED FOR SEPARATOR OR FILTER FABRIC

PROPERTIES	TEST METHOD	SPECIFIED VALUE
Grab Tensile Strength (lbs, min.)	ASTM D4632	200
Grab Tensile Elongation (%)	ASTM D4632	50
Trapezoid Tear Strength (lbs, min.)	ASTM D4533	80
Mullen Burst Strength (psi, min.)	ASTM D3786	375
Puncture Strength (lbs, min.)	ASTM D4833	100
Apparent Opening Size (AOS) (U.S. Sieve)	ASTM D4751	80
Permittivity (sec^{-1})	ASTM D4491	1.4
UV Resistance (at 500 hours) (% strength retained, min.)	ASTM D4355	70
Weight (oz/yd^3, min.)	ASTM D5261	8

(MIRAFI 180N OR APPROVED ALTERNATE)

TABLE BR-4. NATIVE SEED MIX FOR BIORETENTION

COMMON NAME	SCIENTIFIC NAME	VARIETY	PURE LIVE SEED (PLS)	
			POUNDS/ACRE	OUNCES/ACRE
Sand bluestem	*Andropogon hallii*	Garden	3.5	
Sideoats grama	*Bouteloua curtipendula*	Butte	3	
Prairie sandreed	*Calamovilfa longifolia*	Goshen	3	
Indian ricegrass	*Oryzopsis hymenoides*	Paloma	3	
Switchgrass	*Panicum virgatum*	Blackwell	4	
Western wheatgrass	*Pascopyrum smithii*	Ariba	3	
Little bluestem	*Schizachyrium scoparium*	Patura	3	
Alkali sacaton	*Sporobolus airoides*		3	
Sand dropseed	*Sporobolus cryptandrus*		3	
Pasture sage[1]	*Artemisia frigida*			2
Blue aster[1]	*Aster laevis*			4
Blanket flower[1]	*Gaillardia aristata*			8
Prairie coneflower[1]	*Ratibida columnifera*			4
Purple Prairie Clover[1]	*Dalea (Petalostemum) purpurea*			4
Sub-Totals:			27.5	22
Total pounds/acre			**28.9**	

[1] Wildflower seed (optional) for a more diverse and natural look.

TABLE BR-3. BIORETENTION MEDIA PROPERTIES

SOIL PARAMETERS	TEST NAME	BIORETENTION MEDIA PROPERTIES
Texture/Gradation	ASTM D7928 Sedimentation (Hydrometer) Method	Particle Size Distribution: 70-80% Sand (0.05-2.0 mm diameter) 5-25% Silt (0.002-0.05 mm diameter) 5-15% Clay (<0.002 mm diameter) Notes: Sand, silt and clay percentages are by dry weight. Particle sizes are based on the USDA soil classification system. Distribution is measured after gravel > 2 mm is removed from sample. Media should have no more than 25% material > 2 mm. Equivalent sieve sizes for the upper and lower limit of sand are #10 and #240, respectively.
Organic Matter	ASTM D2974	1-5% by dry weight
pH	ASA/AASHTO	6.0 - 8.5
Salinity/Salts (EC) dS/m or mmhos/cm	Saturated Paste	<3
Nitrate Nitrogen (ppm)	ASA2 33-3	<30
Phosphorus (ppm)	Use Olsen when pH>6.2, otherwise use Mehlich-3	Olsen: <20 or Mehlich-3: <30

TABLE 4-5. GRADATION SPECIFICATIONS FOR AASHTO M 43 FINE AGGREGATE (FILTER SAND)

SIEVE SIZE	MASS PERCENT PASSING SQUARE MESH SIEVES
9.5 mm (3/8")	100
4.75 mm (No. 4)	95 – 100
2.36 mm (No. 8)	80 – 100
1.18 mm (No. 16)	50 – 85
600 µm (No. 30)	25 – 60
300 µm (No. 50)	10 – 30
150 µm (No. 100)[1]	0 – 10
75 µm (No. 200)[1]	0 - 3

[1] Slight variation from CDOT Table 703-1

TABLE 4-4. GRADATION SPECIFICATIONS FOR AASHTO M 43 NO. 8 COARSE AGGREGATE (DRAIN GRAVEL) (SOURCE: CDOT TABLE 703-1)

SIEVE SIZE	MASS PERCENT PASSING SQUARE MESH SIEVES
12.5 mm (1/2")	100
9.5 mm (3/8")	85 – 100
4.75 mm (No. 4)	10 – 30
2.36 mm (No. 8)	0 – 10
1.18 mm (No. 16)	0 - 5

TABLE 4-6. SLOT CONFIGURATION FOR PVC UNDERDRAIN PIPE

GEOMETRY	MINIMUM	MAXIMUM
Number of slots per row (A)	4	6
Length of solid wall between slots at ID (B), inches	1.0	2.0
Slot width (C), inches	0.060	0.100
Spacing between rows (D), inches	0.25	1.0
Rows per lineal foot (E)[1]	11	36
Open area per lineal foot[2] (square inches)	6.0	20.0

[1] Average based on slots over 19" of each 20" length of pipe

[2] Open area per lineal foot (sq in) = (3.14 * ((ID) - (A) * (B)) * (C) * (19/20 * 12/(C+D))

Use factory-slotted pipe consisting of a minimum 4-inch (inside diameter) Schedule 40 or SDR 17 PVC pipe. Do not use perforated pipe or pipe that is hand-slotted. A slotted 6-inch inside diameter Schedule 40 or SDR 26 pipe can be used to allow larger access for video-inspecting the pipe. SDR pipe includes bell-and-spigot joints that provide more joint

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BIORETENTION DETAILS | CD1.0

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UTILITY NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
3. ALL DRY UTILITY AND ELECTRIC DESIGNS ARE PROVIDED BY OTHERS AND SHOWN FOR REFERENCE ONLY. SEE MEP PLANS AND SPECIFICATIONS AND COORDINATE WITH ALL UTILITY OWNERS AS NEEDED.
4. CONTRACTOR TO MARK ALL UTILITY STUBS WITH MARKERS.

EXIST FIRE HYDRANT
ASPHALT PARKING LOT
WOOD WALL
ELEC UNDERGROUND UTIL (COORD W/ ELEC COMPANY)
EXIST FIRE HYDRANT
STORM CONNECTION WITH SIDEWALK CHASE INTO FLOWLINE IN 56TH STREET
3" WATER METER (VAULT LID MUST BE IN LANDSCAPE)
BIORETENTION
BIORETENTION
TRANSFORMER PAD
3" DOMESTIC SERVICE CONNECTION AT BUILDING (RE: PLUMB) (SIZE TO BE CONFIRMED AT TEC DOCS)
4" GATE VALVE
8"X4" TEE W/ GATE VALVE
SANITARY MANHOLE
RIM ELEV: 5230.23'
INV IN: 5221.59' (E) 12" CLAY
INV OUT: 5221.43' (N) 12" CLAY
SANITARY MANHOLE
RIM ELEV: 5230.23'
F.F.E: 5233.75'
PARKING GARAGE
6" DIP
6" GATE VALVE
8"X6" TEE W/ GATE VALVE
6" FIRE SERVICE LINE AT BUILDING (RE: PLUMB) (SIZE TO BE CONFIRMED AT TEC DOCS)
2" IRRIGATION SERVICE
2" TYPE K COPPER
2" IRRIGATION METER
STORM MANHOLE W/INLET
RIM ELEV: 5234.41'
INV IN: 5229.60' (W) 12" RCP
INV IN: 5228.85' (S) 36" CMP
INV OUT: 5228.67' (N) 36" CMP
EXIST 12" DIP WATER
BUILDING OUTLINE
CURB INLET
RIM ELEV: 5232.98'
INV IN: 5229.88' (W) 12" RCP
INV OUT: 5229.69' (E) 12" RCP
STORM MANHOLE
RIM ELEV: 5235.16'
INV IN: 5228.56' (S) 36" CMP
INV OUT: 5228.39' (N) 36" CMP
PROPOSED SAN MH ON EXIST 15" SAN LINE
10" SANITARY SERVICE CONNECTION AT BUILDING DCO (RE: PLUMB)
10" PVC SANITARY (SIZE TO BE CONFIRMED AT TEC DOCS)
56TH STREET
60' ROW
SANITARY MANHOLE
RIM ELEV: 5234.81'
SANITARY MANHOLE
RIM ELEV: 5234.81'
INV IN: 5223.24' (S) 12" CLAY
INV OUT: 5223.16' (N) 12" PVC
55TH STREET
ROW VARIES
BIORETENTION
RELOCATE OVERHEAD ELECTRIC UNDERGROUND PER CURRENT CODE (COORDINATE WITH ELECTRIC COMPANY AND COB)
SANITARY MANHOLE
RIM ELEV: 5235.97'
*FULL OF WATER
SANITARY MANHOLE
RIM ELEV: 5235.93'
*FULL OF WATER
EXIST 15" VCP SANITARY
PROPOSED BUILDING
FFE = 5237.00'
60.00' ROW
STORM MANHOLE
RIM ELEV: 5236.68'
INV IN: 5229.87' (SW) 36" CMP
INV OUT: 5229.67' (N) 36" CMP
FIRE HYDRANT
6" DIP
12"X6"TEE CONNECTION W/ GV & TB
FDC
OVERHEAD ELECTRIC LINES TO BE UNDERGROUND
EXIST 8" DIP WATER
RELOCATE FIRE HYDRANT
FIRE HYDRANT
36" CONC LID
RELOCATE EXIST FIRE HYDRANT
REPLACE EXIST ROUGH MANHOLE LID WITH A PW APPROVED LID
EXIST 12" PVC WATER
SANITARY MANHOLE
RIM ELEV: 5236.29'
SANITARY MANHOLE
RIM ELEV: 5236.75'
INV IN: 5222.37' (W) 36" CLAY
INV OUT: 5222.15' (E) 36" CLAY
EXIST 36" RCP SANITARY
ARAPAHOE AVENUE
ROW VARIES
REPLACE EXIST ROUGH MANHOLE LID WITH A PW APPROVED LID. ROTATE TOP MH CONE TO PLACE MH LID FAR FROM EDGE OF CONC
6" DIP
12"X6"TEE CONNECTION W/ GV & TB

SCALE IN FEET: 20 0 20 40

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UTILITY PLAN | C2.0

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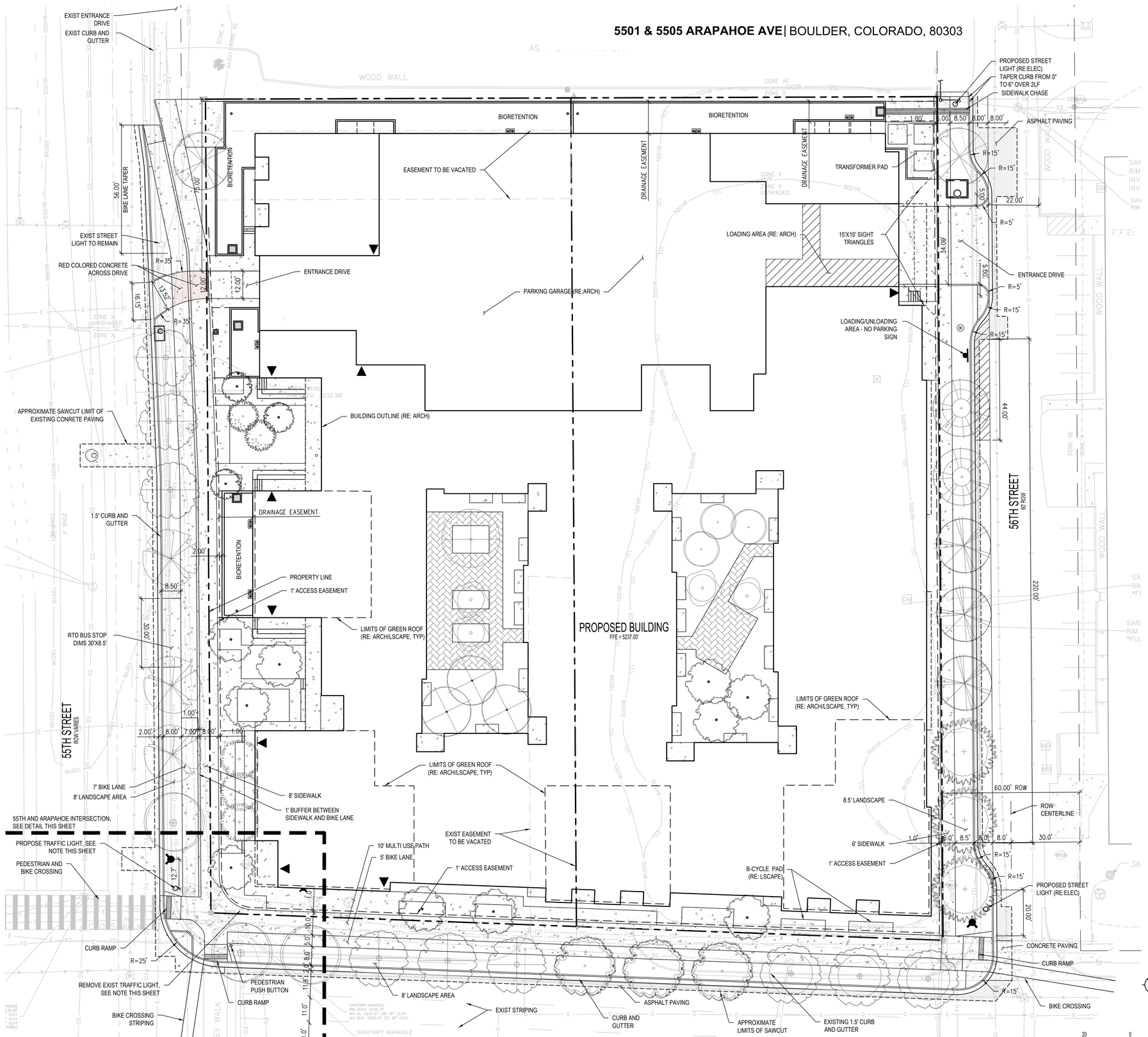
5501 & 5505 ARAPAHOE AVE | BOULDER, COLORADO, 80303

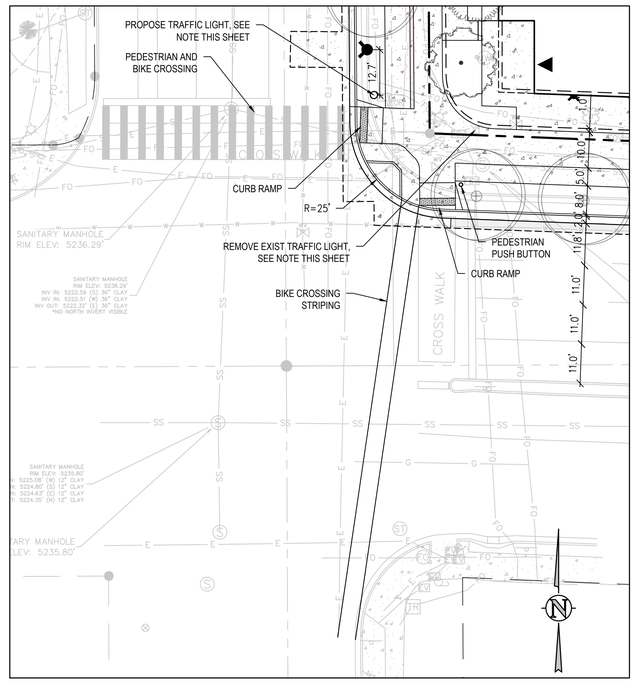
HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
4. EXISTING TRAFFIC LIGHT TO BE REMOVED AFTER NEW ONE HAS BEEN INSTALLED, COORDINATE WITH THE CITY OF BOULDER INSPECTOR

HORIZONTAL CONTROL LEGEND

- ASPHALT PAVING
- HEAVY-DUTY ASPHALT PAVING
- CONCRETE PAVING
- HEAVY-DUTY CONCRETE PAVING
- MILL AND OVERLAY
- LIMITS OF SAWCUT





55TH ST AND ARAPAHOE AVE INTERSECTION

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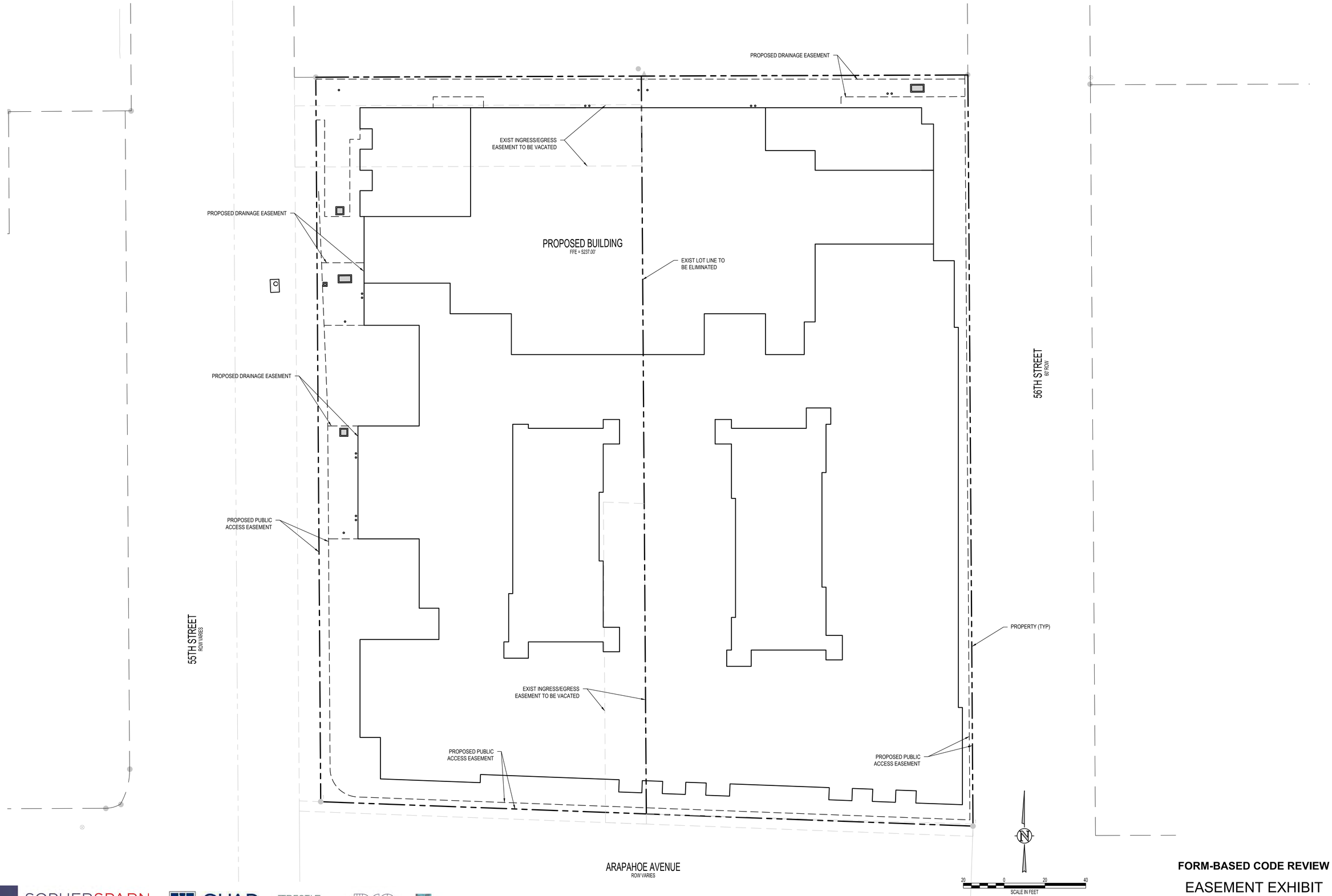

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EASEMENT EXHIBIT | C4.0

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QUAD CAPITAL PARTNERS | TRESTLE STRATEGY GROUP | JVA CONSULTING ENGINEERS | STUDIOTERRA

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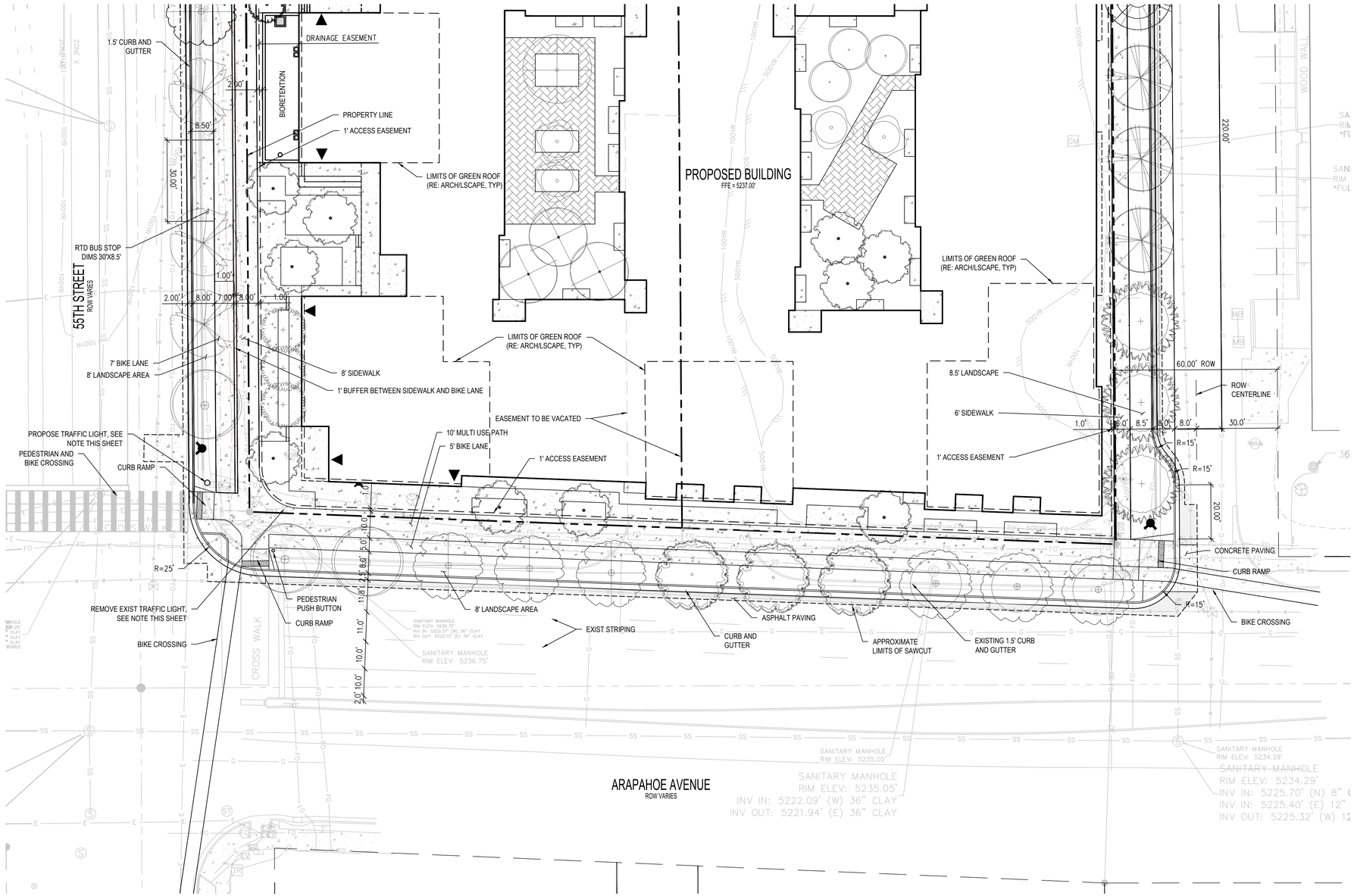
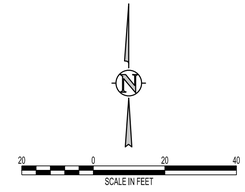
HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
4. EXISTING TRAFFIC LIGHT TO BE REMOVED AFTER NEW ONE HAS BEEN INSTALLED, COORDINATE WITH THE CITY OF BOULDER INSPECTOR

HORIZONTAL CONTROL LEGEND

- ASPHALT PAVING
- HEAVY-DUTY ASPHALT PAVING
- CONCRETE PAVING
- HEAVY-DUTY CONCRETE PAVING
- MILL AND OVERLAY
- LIMITS OF SAWCUT





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ARAPAHOE AVENUE EXHIBIT | EX-1

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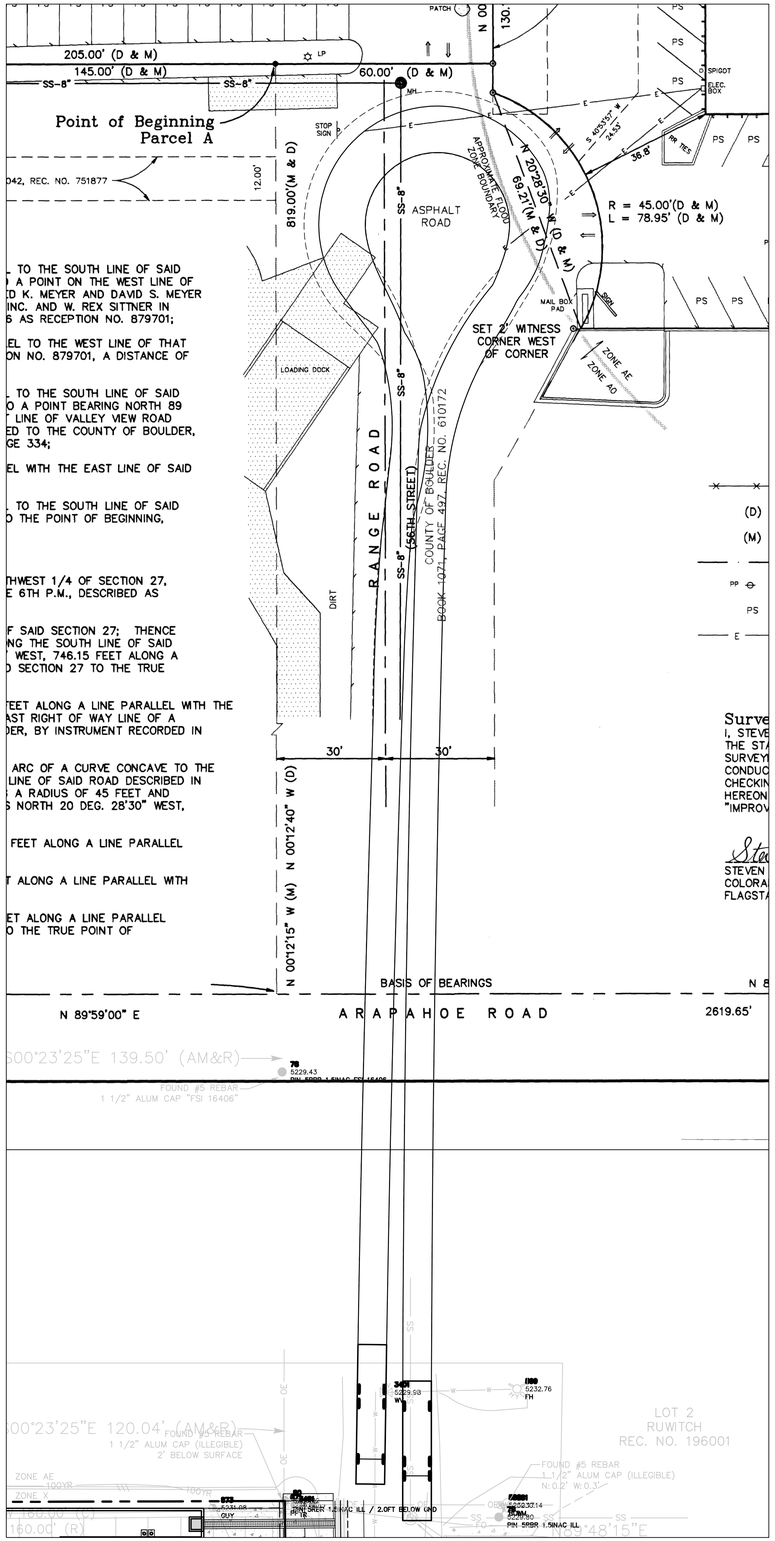
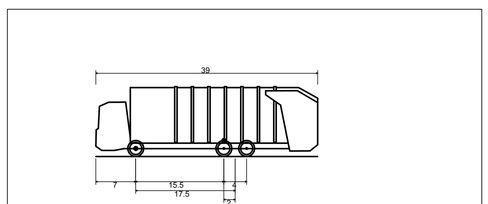
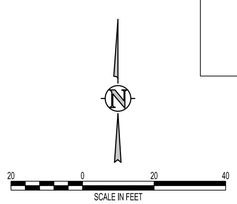


TRASH TRUCK TURNING MOVEMENT



Boulder Front Loading Trash Truck	
Overall Length	39.000ft
Overall Width	8.000ft
Overall Body Height	12.272ft
Min Body Ground Clearance	0.961ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	36.00°



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TRASH TRUCK TURNING MOVEMENT | EX-2

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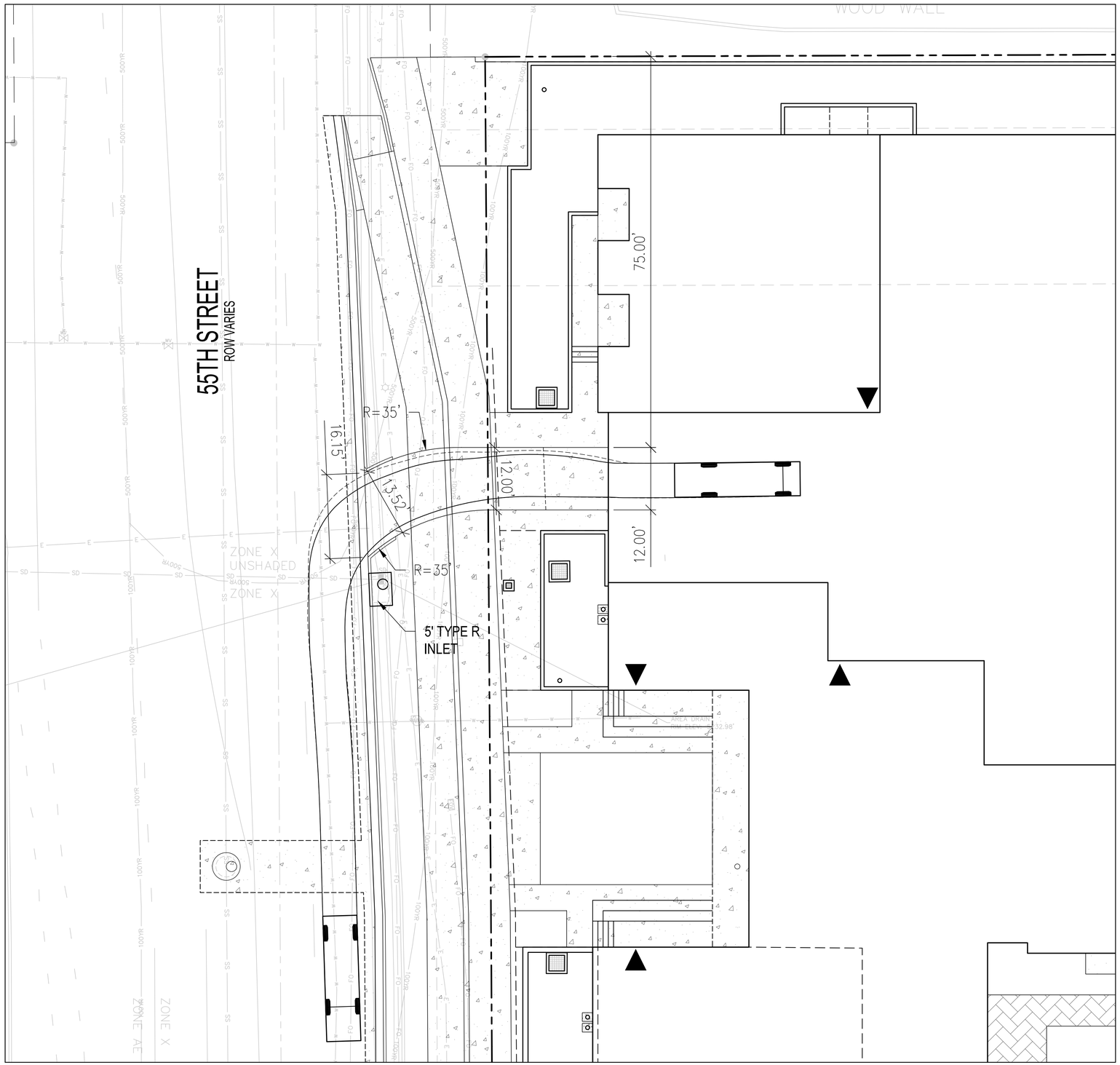
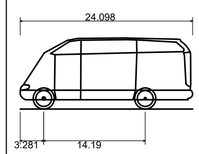
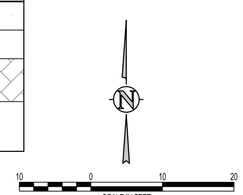


TRASH TRUCK TURNING MOVEMENT



Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof	
Overall Length	24.098ft
Overall Width	6.539ft
Overall Body Height	9.942ft
Min Body Ground Clearance	1.312ft
Track Width	6.539ft
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	25.591ft



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LARGE VAN TURNING MOVEMENT | EX-3

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CITY OF BOULDER LANDSCAPE NOTES:

1. LANDSCAPING SCHEDULE: (A) NOTHING SHALL BE PLANTED BETWEEN OCTOBER 15 AND MARCH 1 WITHOUT PRIOR WRITTEN APPROVAL OF THE CITY. STOCK, OTHER THAN CONTAINER-GROWN STOCK, SHALL NOT BE PLANTED BETWEEN JUNE 1 AND SEPTEMBER 1 WITHOUT PRIOR WRITTEN APPROVAL OF THE CITY. BARE ROOT STOCK SHALL NOT BE PLANTED AFTER APRIL 30 OR IF PLANTS HAVE BEGUN TO LEAF OUT. (B) NOTHING SHALL BE PLANTED DURING FREEZING OR EXCESSIVELY WINDY, HOT, OR WET WEATHER OR WHEN THE GROUND CONDITIONS CANNOT BE PROPERLY WORKED FOR DIGGING, MIXING, RAKING, OR GRADING. (C) NOTHING SHALL BE PLANTED UNTIL THE ADJACENT SITE IMPROVEMENTS, PAVEMENTS, IRRIGATION INSTALLATION AND FINISH GRADING IS COMPLETED. THE CONTRACTOR SHALL TEST THE IRRIGATION SYSTEM IN THE PRESENCE OF THE DIRECTOR. THE IRRIGATION SYSTEM SHALL BE IN APPROVED, OPERATING CONDITION PRIOR TO ANY PLANTING.
2. SITE PREPARATION AND ALL PLANTING SHALL BE COMPLETED, AT A MINIMUM, IN ACCORDANCE WITH THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS. SITE PREPARATION SHALL INCLUDE TILLING THE SOIL TO A MINIMUM DEPTH OF SIX INCHES BELOW THE FINISHED GRADE, TOGETHER WITH SOIL AMENDMENTS THAT ARE APPROPRIATE TO ENSURE THE HEALTH AND SUSTAINABILITY OF THE LANDSCAPING TO BE PLANTED.
3. TURF GRASS SHALL BE LIMITED TO A MAXIMUM OF 25 PERCENT OF ALL LANDSCAPE AREAS ON THE SITE.
4. ALL PLANTING BEDS AND A 3-FOOT DIAMETER RING AT THE BASE OF EACH TREE WITHIN SOD OR SEEDED AREAS SHALL BE MULCHED WITH ORGANIC MULCH AT LEAST 4" DEEP.
5. GRAVEL, ROCK MULCH, OR CRUSHER FINES SHALL NOT BE USED UNDER TREES OR ANY PLANTING AREAS. ROCK OR GRAVEL MAY ONLY BE USED AS A SPECIFIC ORNAMENTAL FEATURE IN LIMITED AREAS (SUCH AS AT THE BOTTOM OF A DRAINAGE SWALE OR DRY RIVER BED) OR AS A PEDESTRIAN PATH OR PATIO.
6. WEED BARRIER FABRIC SHALL NOT TO BE USED IN ANY PLANTING AREAS.
7. ALL PLANTS SHALL BE GROUPED BY WATER NEEDS. A MINIMUM OF 75 PERCENT OF ALL LANDSCAPED AREAS (INCLUDING ANY TURF GRASS) MUST USE LOW TO MODERATE WATER DEMAND PLANTS. THE LANDSCAPE SHALL BE DESIGNED SO THAT, AT MATURITY, NOT MORE THAN 10 PERCENT OF THE LANDSCAPED AREA IS EXPOSED MULCH.
8. ALL LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM. THE IRRIGATION SYSTEM MUST BE ZONED TO DELIVER DIFFERENT APPROPRIATE AMOUNTS OF WATER TO DIFFERENT PLANT ZONES. THE SITE SHOULD BE IRRIGATED WITH DRIP IRRIGATION, BUBBLER, OR MICRO-SPRAY SYSTEMS. ALL TREES WILL BE ZONED SEPARATELY FROM TURF GRASS. ALL IRRIGATION ZONES SHALL USE A SMART SYSTEM THAT ADJUSTS FOR RAINFALL, SOIL MOISTURE, AND OTHER WEATHER FACTORS.
9. PROTECTIVE MAINTENANCE: AN APPLICANT FOR CONSTRUCTION APPROVAL SHALL PROVIDE MAINTENANCE AND CARE FOR ALL EXISTING TREES REQUIRED TO BE PROTECTED IN THE PUBLIC RIGHT-OF-WAY ADJACENT TO ANY PROJECT OR CONSTRUCTION SITE DURING CONSTRUCTION ACTIVITIES AND THE PUBLIC IMPROVEMENT WARRANTY PERIOD TO ENSURE THAT EXISTING TREES SURVIVE AND ARE NOT DAMAGED. REFER TO CHAPTER 3 OF THE DESIGN AND CONSTRUCTION STANDARDS FOR ALL TREE PROTECTION REQUIREMENTS. (ONLY APPLICABLE TO EXISTING PUBLIC STREET TREES OR EXISTING PRIVATE TREES THAT WILL MEET THE STREET TREE REQUIREMENTS OF SECTION 9-9-13 BRC 1981)
10. ALL NEW TREES SHALL BE LOCATED A MINIMUM OF 10' FROM ANY EXISTING WATER OR SEWER UTILITY LINES OR FROM LIGHT POLES OR OVERHEAD UTILITY POLES. ALL NEW UTILITY LINES SHALL BE LOCATED A MINIMUM OF 10' FROM ANY EXISTING PUBLIC STREET TREE.

OTHER LANDSCAPE NOTES:

1. ALL PLANT MATERIAL SHALL MEET SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) FOR NUMBER ONE GRADE. ALL TREES SHALL BE BALLED AND BURLAPPED OR EQUIVALENT. ALL PLANT MATERIALS SHALL HAVE ALL WIRE, TWINE OR OTHER CONTAINMENT MATERIALS, EXCEPT FOR BURLAP, REMOVED FROM TRUNK AND ROOT BALL OF THE PLANT PRIOR TO PLANTING.
2. GRADES SHALL BE SET TO ALLOW FOR PROPER DRAINAGE AWAY FROM STRUCTURES. GRADES SHALL MAINTAIN SMOOTH PROFILES AND BE FREE OF SURFACE DEBRIS, BUMPS, AND DEPRESSIONS.
3. OWNERS SHALL ENSURE THAT THE LANDSCAPE PLAN IS COORDINATED WITH THE PLANS DONE BY OTHER CONSULTANTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE, OR OTHER CONSTRUCTIONS DOES NOT CONFLICT NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
4. ALL SHRUB BEDS ADJACENT TO TURF AREAS SHALL BE EDGED WITH ROLLED TOP STEEL EDGER.
5. ALL SHRUB BED AREAS, PERENNIALS AND GROUNDCOVER SHALL BE MULCHED WITH A 4" LAYER OF GORILLA HAIR MULCH. DO NOT USE WEED BARRIER FABRIC IN ANY OF THE LANDSCAPE BEDS.
6. PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENED; ORGANIC SOIL AMENDMENTS SHALL BE INCORPORATED AT THE RATE OF AT LEAST FOUR (4) CUBIC YARDS PER 1000 SQUARE FEET OF LANDSCAPE AREA.
7. PLANTS ARE GROUPED BY WATER USE ZONE TO CONSERVE WATER.
8. CONTRACTOR SHALL VERIFY ALL MATERIAL QUANTITIES PRIOR TO INSTALLATION. ACTUAL NUMBER OF PLANT SYMBOLS SHALL HAVE PRIORITY OVER THE QUANTITY DESIGNATED.
9. REFER TO THE CITY OF BOULDER DESIGN AND CONSTRUCTION STREETSCAPING STANDARDS FOR ALL WORK WITHIN PUBLIC AREAS.
10. REFER TO THE CIVIL ENGINEER DRAWINGS FOR GRADING AND UTILITY INFORMATION.
11. REFER TO THE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS FOR TREE PROTECTION REQUIREMENTS.

PLANT SCHEDULE

PERENNIALS										
KEY	SIZE	QUANTITY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	WATER USE	EXPOSURE	FLOWER COLOR	SEASON
AMTC	1 GAL		ACHILLEA MILLEFOLIUM 'TERRA COTTA'	TERRA COTTA YARROW	18-24"	18-24"	LOW	SUN	PEACH	SUMMER
AQCH	1 GAL		AQUILEGIA CHRYSANTHA	YELLOW COLUMBINE	2-3'	18-24"	LOW	SUN TO FILTERED SHADE	YELLOW	LATE SPRING TO EARLY SUMMER
ATU	1 GAL		ASCLEPIAS TUBEROSA	GAY BUTTERFLY	18-36"	18-24"	LOW	SUN	ORANGE, YELLOW	MID TO LATE SUMMER
CPL	1 GAL		CERATOSTIGMA PLUMBAGINOIDES	PLUMBAGO	8-12"	18-24"	LOW	ADAPTABLE	BLUE	MID TO LATE SUMMER
EFC	1 GAL		EUONUMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	12-18"	3-6'	LOW	ADAPTABLE	INSIGNIFICANT	EARLY SUMMER
MFM	1 GAL		MONARDA FISTULOSA MENTHIFOLIA	NATIVE LAVENDER BEE-BALM	2-3'	18-24"	LOW	SUN	LAVENDER	MID-SUMMER
MGS	1 GAL		MONARDA 'GARDENVIEW SCARLET'	RED BEE-BALM	2-3'	1-2'	MEDIUM	SUN TO FILTERED SHADE	SCARLET	MID-SUMMER
NFW	1 GAL		NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	18-24"	2-3'	LOW	SUN	LAVENDER	SUMMER
OLM	1 GAL		OSTEOSPEMUM LAVENDER MIST	LAVENDER MIST SUN DAISY	10-12"	12-15"	LOW	SUN TO FILTERED SHADE	LAVENDER	SPRING TO FALL
PST	1 GAL		PENSTEMON STRICTUS	ROCKY MOUNTAIN PENSTEMON	18-24"	12-18"	LOW	SUN TO FILTERED SHADE	BLUE	EARLY TO MID-SUMMER
		0								

ORNAMENTAL GRASSES										
KEY	SIZE	QUANTITY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	WATER USE	EXPOSURE	FLOWER COLOR	SEASON
CAKF	1 GAL		CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	4-5'	18-24"	LOW	SUN TO FILTERED SHADE	REDDISH-BRONZE TO BUFF	EARLY SUMMER TO FALL
CAO	1 GAL		CALAMAGROSTIS ACUTIFLORA 'OVERDAM'	VARIEGATED FEATHER REED GRASS	1-3'	1-3'	LOW	SUN TO FILTERED SHADE	GOLDEN TAN	SUMMER
MSA	1 GAL		MISCANTHUS SINENSIS 'ADAGIO'	COMPACT MAIDEN GRASS	3-4'	2-3'	MEDIUM	SUN	PINK	LATE SUMMER
MSP	1 GAL		MISCANTHUS SINENSIS PURPURASCENS	FLAME (PURPLE MAIDEN) GRASS	3-4'	2-3'	MEDIUM	SUN	BRONZE TO SILVERY WHITE	MID TO LATE SUMMER
POK	1 GAL		PENNISETUM ORIENTALE 'KARLEY ROSE'	PINK ORIENTAL FOUNTAIN GRASS	3-4'	2-3'	LOW	SUN	PINK	LATE SPRING TO FALL
SNI	1 GAL		SORGHASTRUM NUTANS 'INDIAN STEEL'	INDIAN STEEL INDIAN GRASS	5-7'	2-3'	LOW	SUN	GOLDEN BROWN	SUMMER
		0								

DECIDUOUS SHRUBS										
KEY	SIZE	QUANTITY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	WATER USE	EXPOSURE	COLOR	SEASON
AMGH	5 GAL		ARONIA MELANOCARPA GROUND HUG	GROUND HUG CHOKEBERRY	10-15"	2-3'	LOW	SUN TO SHADE	WHITE	LATE SPRING
AXCC	1 GAL		ARCTOSTAPHYLOS X COLORADOENSIS CHIEFTAIN	CHIEFTAIN MANZANITA	3-4'	5-6;	LOW	SUN TO FILTERED SHADE	SOFT PINK	LATE WINTER TO EARLY SPRING
AXCP	1 GAL		ARCTOSTAPHYLOS X COLORADOENSIS PANCHITO	PANCHITO MANZANITA	10-15"	3-5'	LOW	SUN TO FILTERED SHADE	SOFT PINK	LATE WINTER TO EARLY SPRING
BBC	5 GAL		BUDDLEJA 'BLUE CHIP'	DWARF PURPLE-BLUE BUTTERFLY BUSH	24-30"	2-4'	MEDIUM	SUN	PURPLE-BLUE	SUMMER TO FALL
CCF	5 GAL		CARYOPTERIS X CLANDONENSIS 'FIRST CHOICE'	FIRST CHOICE BLUE MIST SPIREA	2-3'	18-24"	LOW	SUN	BLUE	MID TO LATE SUMMER
POL	5 GAL		PHYSOCARPUS OPULIFOLIUS LITTLE DEVIL	LITTLE DEVIL NINEBARK	3-4'	3-4'	LOW	SUN	WHITE	SUMMER
PATR	1 GAL		PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	3-4'	3-4'	VERY LOW	SUN	BLUE	MID TO LATE SUMMER
RAG	5 GAL		RHUS AROMATICA 'GRO-LOW'	DWARF FRAGRANT SUMAC	2-3'	6-8'	LOW	SUN	YELLOW	EARLY SPRING
RTA	5 GAL		RHUS TRILOBATA 'AUTUMN AMBER'	CREEPING THREE-LEAF SUMAC	12-18"	3-6'	VERY LOW	SUN	YELLOW	EARLY SPRING
RA	5 GAL		RIBES ALPINUM	ALPINE CURRANT	3-6'	3-6'	LOW	SUN TO FILTERED SHADE	YELLOWISH-GREEN	MID-SPRING
RFCC	5 GAL		ROSA FLOWER CARPET CORAL	FLOWER CARPET CORAL ROSE	18-24"	4-5'	LOW	SUN	CORAL	EARLY TO LATE SUMMER
RNW	5 GAL		ROSA 'NEARLY WILD'	NEARLY WILD ROSE	2-3'	2-3'	LOW	SUN	PINK	EARLY TO LATE SUMMER
RW	5 GAL		ROSA WOODSII	WOODS' ROSE	3-6'	3-6'	LOW	SUN	PINK	EARLY SUMMER
SJAN	5 GAL		SPIRAEA JAPONICA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	2-3'	2-4'	MEDIUM	SUN TO FILTERED SHADE	ROSE RED	EARLY SUMMER
SPMK	5 GAL		SYRINGA PATULA 'MISS KIM'	MISS KIM DWARF LILAC	3-5'	3-5'	LOW	SUN	PALE LAVENDER	LATE SPRING
WFW	5 GAL		WEIGELA FLORIDA WINE AND ROSES	WINE AND ROSES WEIGELA	4-5'	4-5'	MEDIUM	SUN TO FILTERED SHADE	ROSE PINK	SUMMER
		0								

EVERGREEN SHRUBS										
KEY	SIZE	QUANTITY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	WATER USE	EXPOSURE	COLOR	SEASON
JCG	5 GAL		JUNIPERUS COMMUNIS 'GREEN CARPET'	GREEN CARPET JUNIPER	8-10"	4-6'	LOW	SUN	N/A	N/A
		0								

ORNAMENTAL TREES										
KEY	SIZE	QUANTITY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	WATER USE	EXPOSURE	COLOR	SEASON
ATH	2.0" CAL	3	ACER TATARICUM HOT WINGS	HOT WINGS TATARIAN MAPLE	15-20'	15-20'	LOW	ADAPTABLE	GREENISH-WHITE	SPRING
CAM	2.0" CAL	3	CRATAEGUS AMBIGUA	RUSSIAN HAWTHORN	15-25'	15-20'	LOW	SUN TO FILTERED SHADE	WHITE	SPRING
CGIC	2.0" CAL	3	CRATAEGUS CRUS-GALLI INERMIS CRUSADER	THORNLESS COCKSPUR HAWTHORN	12-15'	12-15'	LOW	SUN	WHITE	SPRING
MIM	2.0" CAL	2	MALUS 'INDIAN MAGIC'	INDIAN MAGIC CRABAPPLE	15-20'	15-20'	MEDIUM	SUN	DEEP PINK	SPRING
MSS	2.0" CAL	10	MALUS 'SPRING SNOW'	SPRING SNOW CRABAPPLE	20-25'	20-25'	MEDIUM	SUN	WHITE	SPRING
PCN	2.0" CAL	4	PRUNUS CERASIFERA 'NEWPORT'	NEWPORT PLUM	15-20'	15-20'	MEDIUM	SUN	WHITE	SPRING
PCC	2.0" CAL	3	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	20-30'	15-20'	MEDIUM	SUN	WHITE	SPRING
		28								

SHADE TREES										
KEY	SIZE	QUANTITY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	WATER USE	EXPOSURE	COLOR	SEASON
AGRM	2.5" CAL	1	ACER GRANDIDENTATUM ROCKY MOUNTAIN GLOW	ROCKY MOUNTAIN GLOW MAPLE	20-30'	20-30'	LOW	SUN	GREEN-YELLOW	SPRING
ASFF	2.5" CAL	3	ACER SACCHARUM FALL FIESTA	FALL FIESTA SUGAR MAPLE	50-65'	30-45'	MEDIUM	SUN	N/A	N/A
CS	2.5" CAL	2	CATALPA SPECIOSA	WESTERN CATALPA	40-60'	30-50'	LOW	SUN	WHITE	LATE SPRING TOEARLY SUMMER
CO	2.5" CAL	3	CELTIS OCCIDENTALIS	WESTERN HACKBERRY	50-60'	40-50'	LOW	SUN	N/A	N/A
CC	2.5" CAL	3	CORYLUS COLURNA	TURKISH FILBERT	30-45'	25-30'	LOW	SUN	N/A	N/A
GDE	2.5" CAL	3	GYMNOCLADUS DIOICUS 'ESPRESSO'	SEEDLESS KENTUCKY COFFEETREE	50-60'	40-50'	LOW	SUN	YELLOW-GREEN	SPRING
QB	2.5" CAL	3	QUERCUS BICOLOR	SWAMP WHITE OAK	40-60'	40-60'	LOW	SUN TO FILTERED SHADE	N/A	N/A
QM	2.5" CAL	2	QUERCUS MACROCARPA	BUR OAK	50-80'	50-80'	LOW	SUN	N/A	N/A
QMU	2.5" CAL	3	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	35-50'	35-50'	LOW	SUN	N/A	N/A
UA	2.5" CAL	6	ULMUS ACCOLADE	ACCOLADE ELM	50-70'	30-40'	MEDIUM	SUN	N/A	N/A
		29								

TABLE BR-5. CONTAINER-GROWN PLANTS AND PLUGS FOR BIORETENTION (SOURCE: CITY & COUNTY OF DENVER 2016)

COMMON NAME	SCIENTIFIC NAME
Grasses	
Dancing Wind Big Bluestem	*Andropogon gerardii* 'Dancing Wind'
Windwalker Big Bluestem	Winter *Andropogon gerardii* 'P003S'
Feather Reed Grass	Winter *Calamagrostis x acutiflora* 'Karl Forester'
Tufted Hair Grass	*Deschampsia caespitosa*
Blonde Ambition Grama Grass	*Bouteloua gracilis* 'Blonde Ambition'
Hot Rod Switchgrass	*Panicum virgatum* 'Hot Rod'
Northwind Switchgrass	*Panicum virgatum* 'Northwind'
Prairie Sky	*Panicum virgatum* 'Prairie Sky'
Prairie Blues Little Bluestem	*Schizachirium scoparium* 'Prairie Blues'
Undaunted Ruby Muhly	*Muhlenbergia reverchoni* 'Undaunted'
Prairie dropseed	*Sporobolus heterolepis*
Herbaceous Perennials	
Pearly Everlasting	*Anaphalis margaritacea*
Prairie Bluebell	*Mertensia lanceolata*
Dakota Sunshine Sunflower	*Helianthus maximiliani* 'Dakota Sunshine'
Western Blue Flag Iris	*Iris missouriensis*
Rocky Mountain Gayfeather	*Liatris ligulistylis*
Wild Bergamont	*Monarda fistulosa*
Eastern Bergamont	*Monarda bradburiana*
Evening Primrose	*Oenothera fruticose* 'Fireworks' / Fyrveckeri
Husker Red Penstamon	*Penstemon digitalis* 'Husker Red'
Garden Phlox	*Phlox paniculate* 'Blue Paradise'
Border Phlox	*Phlox paniculate* 'David'
Prairie coneflower	*Ratibida pinnata*
Bluebird smooth aster	*Symphiotrichum laeve* 'Bluebird' smooth aster
Bulbs	
Blue Danube Wild Hyacinth	*Camassia leichtlinii* 'Blue Danube'
Shrubs	
Leadplant	*Amorpha canescens*
Prairie Snow White Cinquefoil	*Dasiphora* (Potentilla) *fruticosa* var. *dahurica* 'Prairie Snow'
Apache Plume	*Fallugia paradoxa*
Pawnee Buttes Sand Cherry	*Prunus besseyi* 'Pawnee Buttes'
Autumn Amber Skunkbush Sumac	*Rhus trilobata* 'Autumn Amber'
Glow Girl Spirea	*Spirea betulufolia* 'Tor Gold'

MHFD BIORETENTION TABLE BR-5

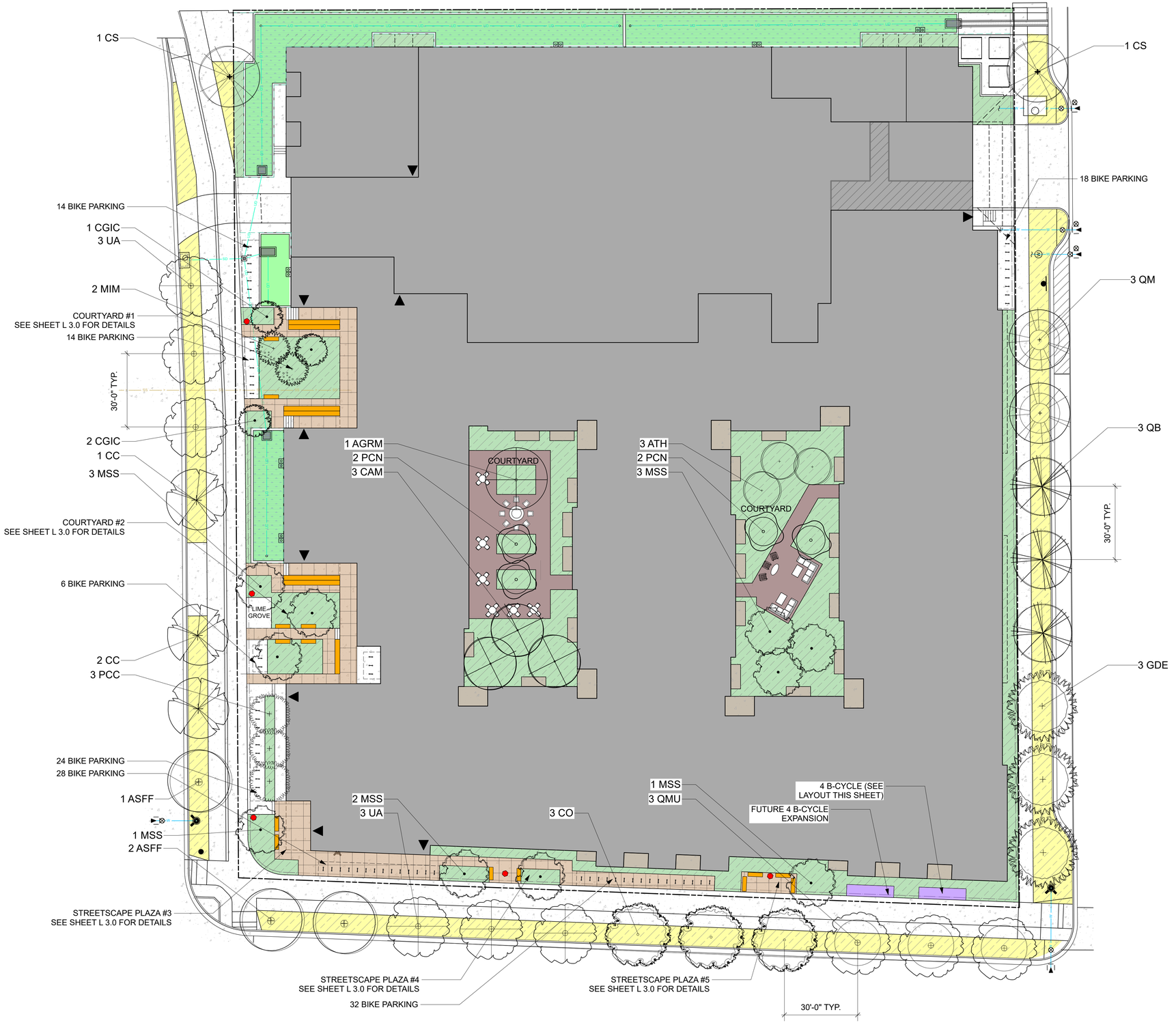
SOPHERSPARN ARCHITECTS LLC | QUAD CAPITAL PARTNERS | CONSULTING ENGINEERS | STUDIOTERRA | TRESTLE STRATEGY GROUP

FORM-BASED CODE REVIEW | 09/10/2025

LANDSCAPE NOTES AND SCHEDULE | L1.0

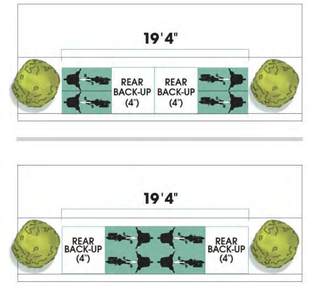
2505 Walnut Street | Suite 200 | Boulder, CO 80302 | 303.442.4422 | www.sophersparn.com

5501 & 5505 ARAPAHOE AVE | BOULDER, COLORADO, 80303



LEGEND

- LARGE MATURING STREET TREE
- MEDIUM AND SMALL SITE TREES
- B-CYLE PAD
- SHORT TERM BIKE PARKING
- PERMANENT SEATING
- ART FEATURE
- BUILDING COVERAGE
- SEMI-PERMEABLE PAVING
- LANDSCAPE
- WATER QUALITY RAIN GARDEN
- R.O.W. LANDSCAPE
- PLANTING BED - SHRUBS, ORN GRASSES, PERENNIALS
- WATER QUALITY PLANTINGS
- ENHANCED PAVEMENT - INTEGRALLY COLORED AND DECORATIVELY SCORED CIP CONCRETE



1 B-Cycle Layout - Parallel to Street/ MU Path
Scale: NTS

SCALE: 1" = 20'-0"
20 10 0 20 FT
N

SOPHERSPARN ARCHITECTS LLC
QUAD CAPITAL PARTNERS
CONSULTING ENGINEERS
STUDIOTERRA
TRESTLE STRATEGY GROUP

FORM-BASED CODE REVIEW | **10/10/2025**

LANDSCAPE PLAN | **L2.0**

2505 Walnut Street | Suite 200 | Boulder, CO 80302 | 303.442.4422 | www.sophersparn.com

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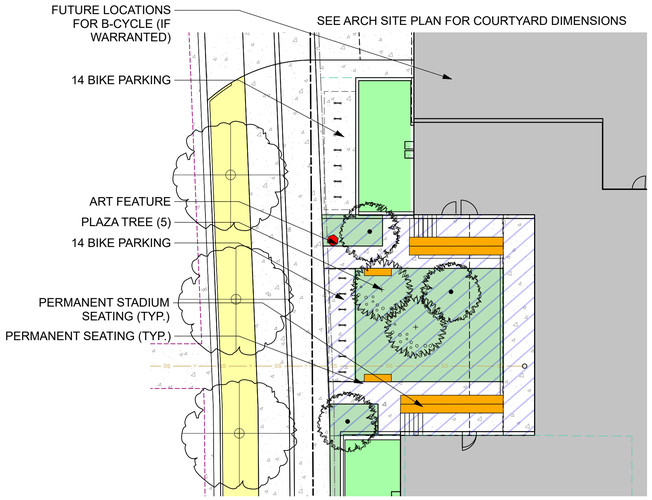
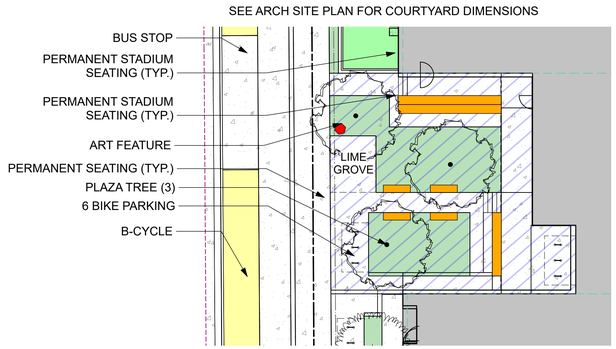
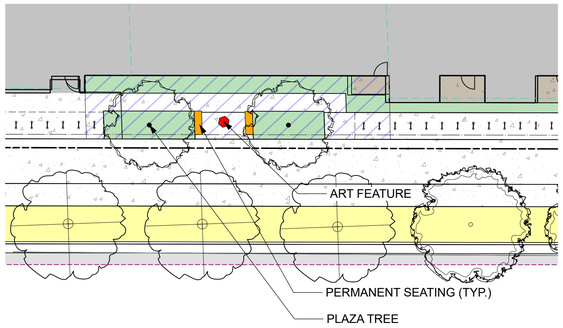


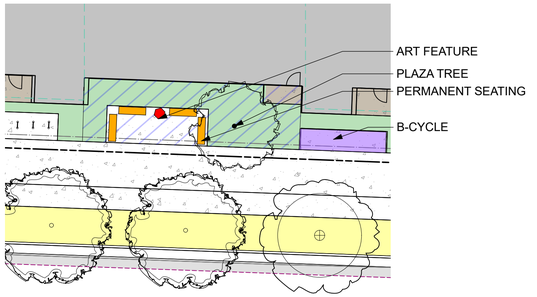
1 COURTYARD #1
Scale: 1/16" = 1'-0"



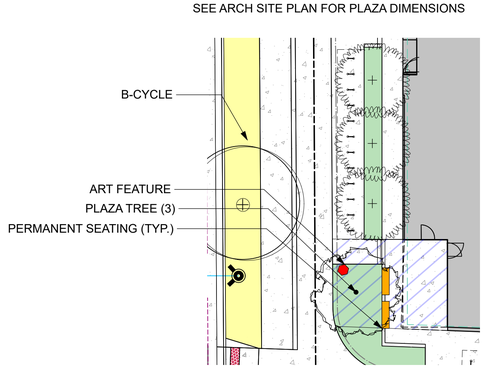
2 COURTYARD #2
Scale: 1/16" = 1'-0"



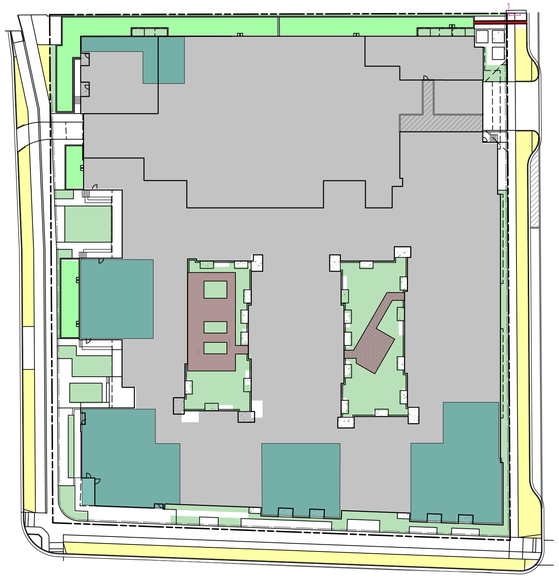
3 STREETSCAPE PLAZA #4
Scale: 1/16" = 1'-0"



4 STREETSCAPE PLAZA #5
Scale: 1/16" = 1'-0"



6 STREETSCAPE PLAZA #3
Scale: 1/16" = 1'-0"



7 PERMEABILITY DIAGRAM
Scale: 1" = 50'-0"

SITE AREA - 115,551

IMPERVIOUS 70%
PERVIOUS 15%
SEMI PERVIOUS 15%

NOTE: 7872 SF OF PERVIOUS AT GRADE IN ROW NOT INCLUDED

PERMEABILITY CALCULATION

	SF	% of Site
Total Site Area	115,551	100%
Total at-grade impervious	94,752	82%
Total pervious at grade	17,395	15%
Total semi-pervious at grade	2,712	3%
Subtotal	**114,859**	**100%**
Total at-grade impervious	94,752	82%
Total semi-pervious on roof	14,312	12%
TOTAL IMPERVIOUS	109,064	**70%**

STREETSCAPE PLAZA REQUIREMENTS
1 TREE PER 1000 SF OF PLAZA AREA
DECORATIVE HARDSCAPE
25% MUST BE SOFTSCAPE
TEMPORARY OR PERMANENT SEATING
ONE OTHER AMENITY - PERGOLA, TRELLIS, CATENARY OR STRING LIGHTS, FOUNTAIN, ARTWORK

COURTYARD REQUIREMENTS
SAME AS STREETSCAPE PLAZA EXCEPT NO MORE THAN 65% CAN BE HARDSCAPE (SO 35% MUST BE SOFTSCAPE)

COURTYARD AND STREETSCAPE PLAZA FORM BASED CODE REQUIREMENTS

SPACE #	SF	REQUIRED TREES	PROVIDED TREES	REQUIRED LANDSCAPE SF	PROVIDED LANDSCAPE SF	SEATING	OTHER AMENITY
1 NORTH COURTYARD	2,306	3	5	807	1,017	permanent	art
2 SOUTH COURTYARD	2,380	3	3	833	845	permanent	art
3 WEST (CORNER) STREETSCAPE PLAZA	511	1	1	128	283	permanent	art
4 CENTER STREETSCAPE PLAZA	970	1	2	243	742	permanent	art
5 EAST STREETSCAPE PLAZA	692	1	1	173	381	permanent	art
	6,859	9	12	2,183	3,268		

** Note: Required landscape for courtyard is 35% (65% paving max) and 25% for streetscape plazas*

COURTYARD = 65% PAVED MAX

Landscape Requirements

A ***Site Parameters***

Total Lot Size	115,551	SF
Total Building Footprint Area	81,173	SF
Total Landscape Area at grade*	17,354	SF

B ***Street Trees Required and Provided***

Frontage	LF along PL	LF of Tree Lawn	Required	Provided
56TH Street	368	260	9	9
Arapahoe Avenue	320	326	8	11
55th Street	355	231	9	8
			26	**28**

Note: LF of tree lawn is the length of tree lawn resulting from required civil improvements such as bike lane taper, bus stop, driveways, B-cycle stations, utility offsets

Note: Due to the amount of required improvements impacting street tree placement, we are proposing to use the minimum allowed street tree spaceing of 30' o.c.

C ***Total Quantity of Plant Material Required and Provided on Site***

	Area in SF		Required	Provided	
Trees Required *1 Tree per 1500 SF of landscape area*	17,354		12	29	*Well above required number of trees. Does not include ROW trees*
Shrubs Required *5 Shrubs per 1500 SF of landscape area*	17,354		58	150+	*At the time of tec docs, exact quantities and species to be provided*

* *Note: Landscape area is calculated by drawing pologyns that exclude the building, drives, required sidewalks and courtyard/ streetscape plaza hardscape, transformer pads. It also includes the rain gardens.*

D ***High Water Usage***

The project does not contain any high water usage plants or sod areas.

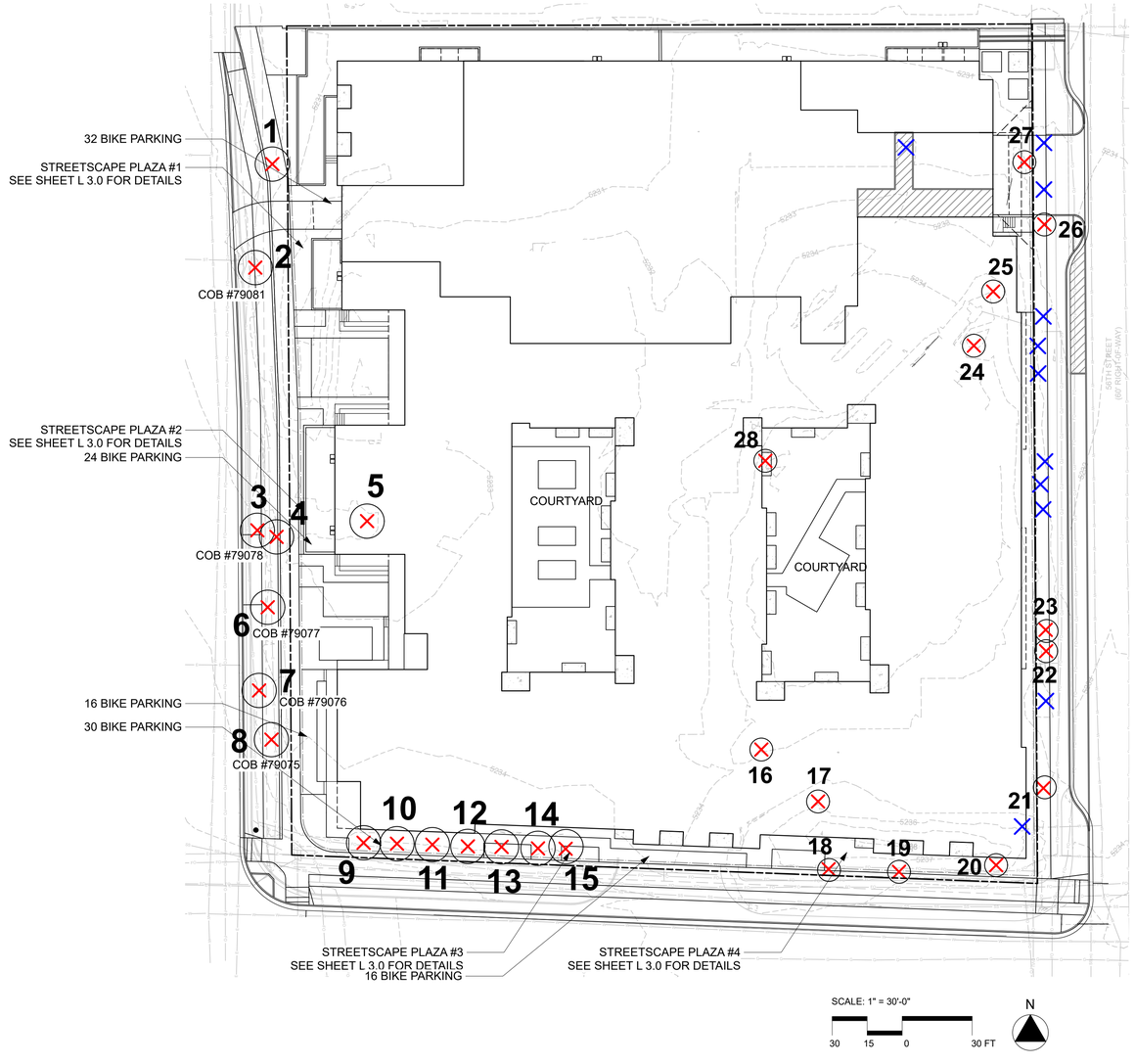
E ***Parking Lot Landscape - NOT APPLICABLE***

FORM-BASED CODE REVIEW | **09/10/2025**

FBC COMPLIANCE DIAGRAMS | L3.0

2505 Walnut Street | Suite 200 | Boulder, CO 80302 | 303.442.4422 | www.sophersparn.com

5501 & 5505 ARAPAHOE AVE | BOULDER, COLORADO, 80303



LEGEND

- 26 — INVENTORIED TREE NUMBER
- TREE TO BE REMOVED (GREATER THAN 6" DBH)
- TREE TO BE REMOVED (SMALLER THAN 6" DBH)

ID#	Common Name	Scientific Name	DBH (in)	Condition Rating	Comments	Removal
5501 Arapahoe Avenue						
1	Mugo pine	*Pinus mugo*	17	Good	Non-native	Yes
2	Siberian elm	*Ulmus pumila*	27.5	Good	Non-native; COB #79081	Yes
3	Siberian elm	*Ulmus pumila*	25	Good	Non-native; COB #79078	Yes
4	Rocky Mountain junipe	*Juniperus scopulorum*	19	Good		Yes
5	Rocky Mountain junipe	*Juniperus scopulorum*	7	Good		Yes
6	Rocky Mountain junipe	*Juniperus scopulorum*	5.5	Good	COB #79077	Yes
7	Siberian elm	*Ulmus pumila*	36	Good	Non-native; COB #79076	Yes
8	Rocky Mountain junipe	*Juniperus scopulorum*	11	Good	COB #79075	Yes
9	Honey locust	*Gleditsia triacanthos*	12	Good		Yes
10	Honey locust	*Gleditsia triacanthos*	10.5	Good		Yes
11	Honey locust	*Gleditsia triacanthos*	11.5	Good		Yes
12	Honey locust	*Gleditsia triacanthos*	9	Good		Yes
13	Honey locust	*Gleditsia triacanthos*	11.5	Good		Yes
14	Honey locust	*Gleditsia triacanthos*	9	Good		Yes
15	Honey locust	*Gleditsia triacanthos*	10	Good		Yes
5505 Arapahoe Avenue						
16	Siberian elm	*Ulmus pumila*	27	Good	Non-native	Yes
17	Amur maple	*Acer ginnala*	6	Good	Non-native	Yes
18	American elm	*Ulmus americana*	7.5	Good		Yes
19	Green ash	*Fraxinus pennsylvanicus*	19	Good	EAB	Yes
20	American elm	*Ulmus americana*	12	Good		Yes
21	Amur maple	*Acer ginnala*	7	Good	Non-native	Yes
22	Crabapple	*Malus sp.*	8	Good		Yes
23	Crabapple	*Malus sp.*	8	Good		Yes
24	Austrian pine	*Pinus nigra*	19.5	Good	Non-native	Yes
25	Austrian pine	*Pinus nigra*	19	Good	Non-native	Yes
26	Amur maple	*Acer ginnala*	6	Good	Non-native	Yes
27	Amur maple	Acer ginnala	6	Good	Non-native	Yes
28	Honey locust	*Gleditsia triacanthos*	11.5	Good		Yes

SOPHERSPARN ARCHITECTS LLC

MEMORANDUM

To:	Charles Ferro, Development Review Manager - CITY OF BOULDER
From:	Erin Bagnall – Sopher Sparn Architects
	Dan Kennelly – Quad Capital Partners
Project:	5501 & 5505 Arapahoe Ave Boulder Colorado
Date:	April 19, 2025 _*Rv 05.28.2025_Rv 07.30.2025_Rv 09.10.2025_ Rv 10.10.2025_Rv 11.11.2025*

Re: Written Statement for Form Based Code Review Application

Description of proposed project

Legal Description - TRACTS 922A AND 922A1, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH PM, CITY OF BOULDER, COUNTY OF BOULDER, STATE OF COLORADO

Project intent

Quad Capital Partners (Developer) and Sopher Sparn (Architect) intend to create a TOD appropriate mixed-use building on the prominent corner of 55th and Arapahoe. The new building will provide a suitable density with a mix of residential units of varying sizes to support Boulder's housing goals, and advance the vision established in the Station Area Master Plan (STAMP) through the East Boulder Subcommunity Plan.

General Description

The proposed project components consist of the following:

- Creating a new mixed-use building on the existing lots at 5501 and 5505 Arapahoe Ave
- Aligning project with the City's goals established in the Station Area Master Plan, The East Boulder Subcommunity Plan, the East Arapahoe Transportation Plan, the Transportation Master Plan and the Boulder Valley Comprehensive Plan
- Providing a walkable, transit-oriented, activity hub with multifamily units to help address Boulder's housing needs and meet the objectives for this site as stated in the city's plans.
- Creating a level of density needed to make the transit-oriented development successful
- Creating retail space to replace the existing Premier Members Credit Union and keep the existing business in the neighborhood and on site.

The new building is proposed as:

- Five story building including 300 dwelling units. Residences will be a mix of unit types and sizes.
- Residential Parking will be provided in a 4-story garage against the rear setback, wrapped by occupiable space on the street frontages.
  - The plans include 293 off street parking spaces.
  - The Plan includes 468 enclosed long term bike parking stalls and 136 short-term bike parking stalls (604 total bike stalls). Bike parking will provide various options of secured storage accommodating the varying ways people choose to use bikes in Boulder.
    - 54 long term bike parking spaces will be EV charge/U racks at ground level, with 12 of these spaces sized for cargo bikes. (11% of long term bike parking at grade devoted to EV charging)
    - 175 Units will be designed with an in-unit storage gear room with floor space for one bike, designed for those most comfortable with bikes in unit. EV charging will also be an option for these spaces. (an additional 37% of long term bike parking within units devoted to EV charging)
    - 63% of all long term bike parking provided will be accessible at ground level with an automatic door to enter.
    - 6 long term spaces will be provided at the mobility hub for commercial and public use and will include charging options.
- Site Plan and Organization:
  - Efficient site plan with appropriate dwelling unit count
  - Plan locates a singular and protected right in only vehicular access to the north of the site, enhancing the pedestrian experience along 55th and Arapahoe and allowing for functionality of the activated street frontages on the Type A street (55th).
  - Appropriately addresses the prominent corner of 55th and Arapahoe with attractive, pedestrian-scale architecture and ground floor commercial uses holding the corner.
  - Ground floor residential on the south (Type B), east (Type C), and a small amount on the west (Type A) elevations, appropriately sized and located along the improved streetscapes per the Form-Based Code. Residential and retail units directly address the street, providing frontage and visibility from the greatly improved ROW.

- Building Form Based Code: Establishes building form and design requirements for development
  - Building design will follow the Form Based Code regulations per Chapter 14 – Form Based Code.
    - Building Placement
    - Functional Characteristics
    - Form
    - Design Quality and Character
    - Fenestration
    - Materials

- Building/site elements – courtyards, streetwall plazas, stoops, entries, etc
- Details – vertical and horizontal expressions (varies based on frontage type, A, B or C)

o Schedule and Timeline – (subject to change)
Form Based Code Approval and Development 2025, Tec Docs 2026, Permit 2026 and Construction 2027

Site Details:

The project site consists of two obsolete and underused properties. The current buildings are aging auto-oriented structures with large surface parking areas along both 55th and Arapahoe. The existing site is highly divergent from the City's vision as established in the plans. One property previously operated as the Boulder Dinner Theater (5501 Arapahoe) and the other is currently the Premier Members Credit Union (5505 Arapahoe). Prior to the developer acquiring the building, the Boulder Dinner Theater planned to cease operations. They have discontinued their lease on the building and vacated the site. The existing Premier Members Credit Union building is obsolete for the current needs of the business. They intend to relocate into a ground floor space of the new building when constructed, maintaining a long-standing East Boulder business in the community

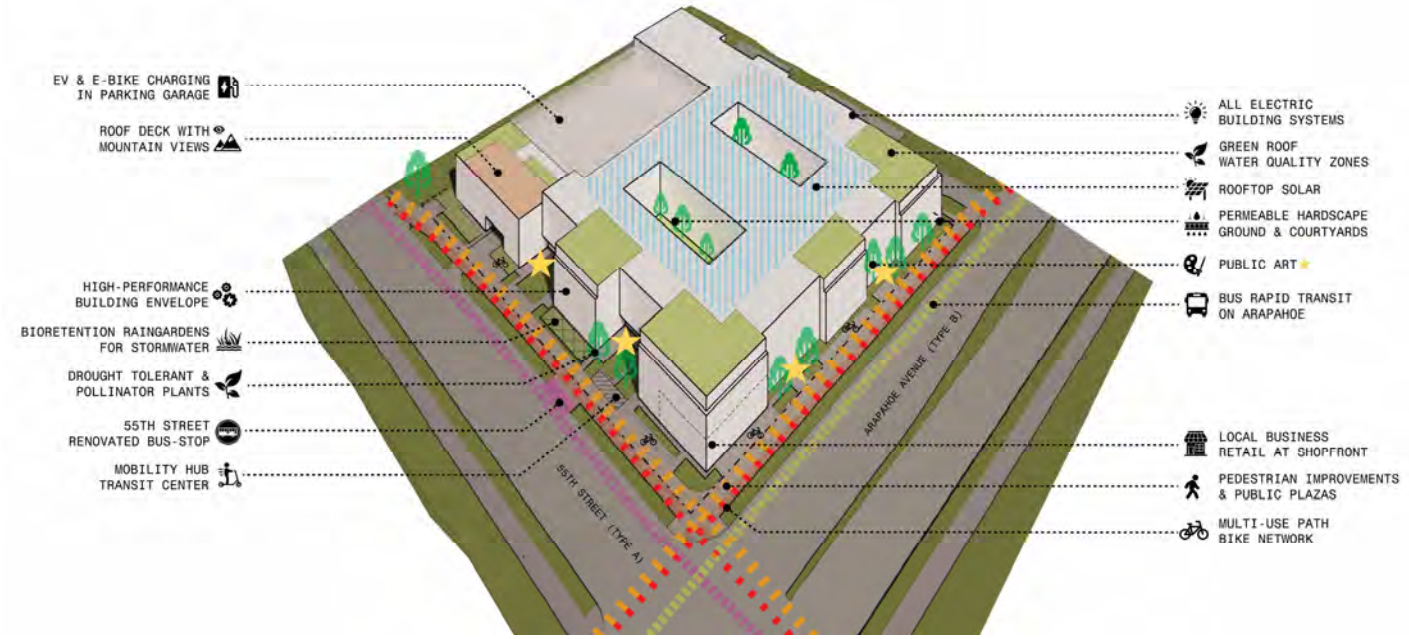
The current zoning of the two lots is BC-1. This zoning no longer aligns with the City's goals for this prominent corner as established in the recently adopted Station Area Master Plan through the East Boulder Subcommunity Plan process. The Form-Based Code revision and regulating plan for East Boulder recommends rezoning to MU-4 and is the basis for the proposal herein. This project will meet the vision of the FBC regulating plan and the East Boulder Area Plan through the following elements:

HOUSING AFFORDABILITY AND DIVERSITY – Creating the opportunity for housing diversity in the area planned for the Transit Oriented Development This project will introduce a variety of housing types and sizes to the East Boulder community – including studios, 1-bedroom, 2-bedroom, and 3-bedrom units. Density at transit corridors is essential to accomplishing the goals outlined in the East Arapahoe Transit Plan and will accomplish BVCP goals for the area. In addition, the project will create a significant payment to the City's affordable housing program, resulting in additional housing to further address the city's acute need for housing.	 CONCEPT RENDER - 55TH ST. SOUTH AT SHOPFRONT BASE

ACCESS AND MOBILITY – Increasing pedestrian scale infrastructure and connections ROW improvements to 55th, Arapahoe Ave, and 56th will enhance the pedestrian experience and improve mobility at this crucial site along the future Bus Rapid Transit line	**ACCESS & MOBILITY** People and goods will easily and safely travel to, from, and through East Boulder by a variety of efficient, cost-affordable transportation modes, employing advanced transportation technology where appropriate. POLICY M1 COMPLIANCE: MAJOR RIGHT-OF-WAY FACILITY IMPROVEMENTS ON THREE STREETS INCLUDING UPGRADES FOR CDOT BRT PROJECT ON ARAPAHOE. POLICY M2 COMPLIANCE: TRAFFIC STUDY ANALYSIS AND TDM PLAN PROVIDED BY THE APPLICANT TO SUPPORT THE CITY'S TRANSPORTATION GOALS. POLICY M3 COMPLIANCE: MOBILITY HUB TRANSIT INFORMATION CENTER WITH BIKE, MULTI-MODAL, AND RIDE SHARE ADJACENT TO BOTH THE ON-SITE BUS STOP AND MAIN RESIDENTIAL ENTRY. POLICY M4 COMPLIANCE: CDOT BUS RAPID TRANSIT IMPROVEMENTS AND LOCAL RTD BUS STOP TO SERVE VARIOUS ROUTES CONNECTED TO THE SITE.  COURTYARD - 55TH ST. SOUTH AT MOBILITY HUB
ARTS AND CULTURE –Increasing the pedestrian experience at grade with streetscape plaza and integral art installations. Incorporation of a smaller, more attainable production business dedicated space along the Type A frontage will enhance availability for existing business and arts culture community to thrive in the neighborhood.	**ARTS & CULTURE** The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture. POLICY A1 COMPLIANCE: ART INSTALLATIONS INCLUDED IN COURTYARD PROGRAM. FINAL SCOPE WILL COLLABORATE WITH THE CITY ART PROGRAM. POLICY A3 COMPLIANCE: THE PROJECT'S ART PROGRAM WILL CONSIDER THE COMMUNITY IDENTITY OF EAST BOULDER. POLICY A4 COMPLIANCE: EVENTS AND ACTIVITY PROGRAMMING WILL CENTER AROUND THIS UNIQUE PROJECT AT THE HEART OF EAST BOULDER STAMP AREA. POLICY A5 COMPLIANCE: PRODUCTION BUSINESS SPACE IN THE SHOPFRONT BASE OF THIS MIXED-USE PROJECT WILL SUPPORT THE WORKING ARTIST AND ENTREPRENEURIAL COMMUNITY.  COURTYARD - 55TH ST. NORTH AT LOBBY

DESIGN AND QUALITY PLACEMAKING – The new building will improve and energize the corner of Arapahoe and 55th with excellent design and quality materials. Further, the building will be the first project in the STAMP area and help become a catalyst for future development aligned with the City's vision.	**DESIGN QUALITY & PLACEMAKING** East Boulder will include walkable neighborhoods, for all ages and abilities, whose aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged. POLICY D1 COMPLIANCE: STREETSCAPE PLAZAS AND OTHER PUBLIC REALM IMPROVEMENTS WILL CREATE HIGH QUALITY AND WELCOMING ENVIRONMENTS. POLICY D2 COMPLIANCE: PEDESTRIAN IMPROVEMENTS AND PUBLIC PLAZAS WILL CATALYZE AN ACTIVE, WALKABLE BLOCK IN THE HEART OF EAST BOULDER. POLICY D3 COMPLIANCE: THE PROPOSED BUILDING DESIGN SUPPORTS THE SUBCOMMUNITY'S CREATIVE AND INDUSTRIAL IDENTITY THROUGH THE USE OF BRICK, METAL, AND GLAZING, ESPECIALLY AT THE SHOPFRONT BASE. POLICY D7 COMPLIANCE: VARYING ROOFLINES AND MASSING ALONG THE STREET FRONTAGES AT 55TH, ARAPAHOE, AND 56TH WILL CREATE HEIGHT AND DENSITY WHERE APPROPRIATE AND SCALE DOWN TO THE NORTH, INTEGRAL TO THE BUILDING'S OVERALL COMPOSITION.  CONCEPT RENDER - DESIGN EXCELLENCE AT PRIMARY CORNER
LOCAL BUSINESS – Providing community benefit through increased amenities for neighborhood through ground floor retail and relocation and support for the Premier Members Credit Union. The project will keep and relocate (onsite) an existing East Boulder business, the Premier Members Credit Union. The project will include the required Production Business Space that will provide opportunities for local enterprises to start and grow businesses at this location.	**LOCAL BUSINESS** The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder. POLICY B1 COMPLIANCE: GROUND-FLOOR RETAIL SPACE IN THE PROJECT IS SUITABLE FOR SMALL, LOCAL BUSINESSES IN A VARIETY OF USE TYPES. POLICY B4 COMPLIANCE: NEW RETAIL AND PERSONAL SERVICE BUSINESSES COULD BE A FIT FOR THE PROPOSED BUILDING AND HELP TO CREATE 15-MINUTE NEIGHBORHOODS, REDUCING DAILY TRIPS TO AND FROM EAST BOULDER. POLICY B5 COMPLIANCE: SERVICE AND LOADING ACCESS HAS BEEN CAREFULLY CONSIDERED FOR THE PROJECT ON THE LOWEST CATEGORY STREET (56TH) AND SEPARATED FROM THE MAIN RETAIL, RESIDENTIAL, AND VISITOR ACCESS ON 55TH STREET.  STREETSCAPE PLAZA - ARAPAHOE WEST AT SHOPFRONT BASE

SUSTAINABILITY – The building will utilize sustainable technologies, incorporate stormwater management best practices, integrate EV charging stations, and follow Boulder's recently updated energy code including being a 100% electric building.	**RESILIENCE & CLIMATE COMMITMENT** Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural disruptions, including flood events. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises. POLICY R1 COMPLIANCE: GREEN INFRASTRUCTURE STRATEGIES ARE BEING IMPLEMENTED ON THIS PROJECT THROUGH GREEN ROOFS, PERMEABLE AND SEMI-PERMEABLE GROUND TREATMENT. POLICY R2 COMPLIANCE: THE PROJECT WILL INCORPORATE ALL-ELECTRIC BUILDING SYSTEMS AND MONITORING TECHNOLOGY. POLICY R3 COMPLIANCE: WITHIN THE 100-YEAR FLOODPLAIN, THE PROJECT HAS CAREFULLY CONSIDERED IMPACT TO NEIGHBORING PROPERTIES. POLICY R7 COMPLIANCE: BIORETENTION RAIN GARDENS ARE INCLUDED TO PROPERLY TREAT ALL STORM WATER FROM THE SITE AND BUILDING.  STREETSCAPE PLAZA - ARAPAHOE EAST AT POLLINATOR GARDENS



Requested Exceptions to Form Based Code

At 5501 and 5505 Arapahoe, the development team is requesting exceptions to the following standards of the Form-Based Code to work with the constraints of the site and meet the goals of the Regulating Plan, allowable per 9-2-16 (i).

1. **9-14-6 (c) (5) (C) (i) Production Business Space Standards:** The FBC requires Production business space along with a specific base type in the East Boulder Regulating Plan. We're meeting this by placing our Production space along the Type A frontage and pairing it with the required Shopfront Base at the retail-focused corner of 55th and Arapahoe.

   We are requesting a small exception to the Shopfront Base's ground story height requirement (10' where 12' min. is required) in the Production space. Due to flood protection elevation requirements, increasing this area to two stories to meet the ground story min.—like we are doing in the adjacent retail spaces—would create a disproportionately tall space that's less functional and less likely to be used as intended. It would also reduce the number of second-floor units, limiting overall site efficiency. This request supports a more practical and balanced building design while still meeting the spirit of the code.

   Criteria for Exception per 9-2-16 (i)

   (A) An exception may be granted by the approving authority if the following criteria are met:

   (i)The proposed exception is consistent with the goals and intents of the adopted area plan applied to the area, and

   The requested exception does not negate the projects support of each goal of the adopted EBSP, and further enforces the intent of the production business space requirement by providing a small, attainable spot for existing East Boulder businesses to take advantage of.

   (ii)The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code".

   The requested exception does not create any adverse impacts beyond what is ordinarily expected with implementation of future vision and change.

   (B) An exception may be granted by the approving authority if the approving authority finds that individual conditions of the property that were not created by the applicant make compliance with a provision of Chapter 9-14, "Form-Based Code ," impractical and the proposed alternative design is the minimum modification of the requirements of Chapter 9-14 that provides relief and is consistent with the intent and purpose of the section being modified and the form-based code review process described in Subsection (a) of this section;

   Due to flood protection requirements, the first-floor elevation of the entire building must be raised significantly—leaving just enough room to fit five stories of much-needed housing. We're meeting the Shopfront Base height requirement at the retail-focused corner, resulting in a two-story space where it makes the most sense.

   Our request to modify the height requirement for the production business space ensures it can still fit within the ground floor without compromising the overall design. This approach allows us to deliver the intended mix of uses while preserving housing, functionality, and the core goals of the plan.

   (C) NA

   (D) NA

2. **9-14-4 (b) (4) (A) (v) BRC 9-9-6 for Parking Standards:** In the interest of making biking a practical, sustainable option for everyone using this building we're proposing a small adjustment to the long-term and short-term bike parking ratio requirement: fewer short-term public racks at the exterior of the building and more long-term storage that better reflects how people in Boulder use bikes.
These upgraded long-term options will include covered cargo and e-bike charging stations, in-unit gear storage, and secure bike rooms—providing safer, more convenient solutions for daily riders. This approach supports up to date needs and encourages cycling every day.

FBC SUBMITTAL - BIKE PARKING	
TYPE	BIKE SPOTS
BIKES (LONG-TERM STANDING)	239
BIKES (LONG-TERM U-RACK)	54
BIKES (SHORT-TERM)	136
RESIDENTIAL	175
TOTAL BIKE PARKING	604

FBC ANALYSIS - BIKE PARKING		
BIKE PARKING	QTY	REMARKS
TOTAL REQUIRED	604	2 PER UNIT + 1/750 SF RETAIL
SHORT TERM REQ'D	151	25% OF TOTAL
LONG-TERM REQ'D	453	75% OF TOTAL
.PROPOSED SHORT-TERM	136	RE: LANDSCAPE
.PROPOSED LONG-TERM	468	(175) IN-UNIT GEAR CLOSET
.PROPOSED BIKE TOTAL	604	

Criteria for Exception per 9-2-16 (i)

(A) An exception may be granted by the approving authority if the following criteria are met:

(i)The proposed exception is consistent with the goals and intents of the adopted area plan applied to the area, and

The requested exception is still meeting the goals of the area plan. Same amount of parking provided, just a small change in the %25 short term requirement to reallocate more variety on site. National guidance from the Bicycle Parking Guidelines, 2nd Editions published by the Association of Pedestrian and Bicycle Professionals (APBP) recommends multi-family residential projects in urbanized and high mode share areas provide 0.10 short term bike parking spaces per bedroom. For this 403-bed project, this equates to 40 short-term spaces. The proposed 136 spaces therefore exceed professional recommendations for short term demand by more than three times, ensuring sufficient capacity for guests while reflecting actual use patterns in a high mode share community such as Boulder. This approach provides an appropriate balance by accommodating visitor needs with convenient, well-located racks, while allocating additional capacity to secure long-term bicycle parking that better serves the daily needs of residents. Locating this project within a TOD district further increases the need for resident-oriented bicycle facilities, since households are more likely to own and rely on bicycles for both direct trips and for first/last-mile connections to transit. Providing 468 long-term spaces ensures that the project not only meets but appropriately supports this higher level of resident demand, while also accommodating a diverse range of bicycle types and emerging mobility needs.

(ii)The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code".

The requested exception does not create any adverse impacts. National best practices, National guidance from the Bicycle Parking Guidelines, 2nd Edition, identify that the majority of demand in multi-family residential projects is for secure, long-term storage, as residents require overnight

and multi-day accommodations. Locating this project within a TOD district further increases the need for resident-oriented bicycle facilities, since households are more likely to own and rely on bicycles for both direct trips and for first/last-mile connections to transit. Providing 468 long-term spaces ensures that the project not only meets but appropriately supports this higher level of resident demand, while also accommodating a diverse range of bicycle types and emerging mobility needs.

(B) NA
(C) NA
(D) NA

3. .**9-14-18 General Building Type – Impervious Coverage Minimum** At 5501 and 5505 Arapahoe, the development team is requesting modifications to the following standards of the Form-Based Code to work with the constraints of the site and meet the goals of the Regulating Plan and STAMP area on balance. The requested exception to the General Building type standards to allow for maximum impervious surface coverage to reach 70% where 65% is the maximum allowed. The applicant is providing ~14500 SF of green roof (12% of site coverage) area to support this request.

Criteria for Exception per 9-2-16 (i)

(A) An exception may be granted by the approving authority if the following criteria are met:

(i)The proposed exception is consistent with the goals and intents of the adopted area plan applied to the area, and

The requested exception to the impervious surface requirement does not undermine the project's alignment with the goals of the EBSP; rather, it strengthens these objectives by implementing a superior stormwater management system. By integrating green roof areas and rain garden filtration, the project showcases a commitment to sustainability and enhances the urban ecosystem.

Furthermore, relocating semi-permeable surface to the building's roof enables the project to increase housing capacity in this TOD area, directly supporting the aspirations outlined in the STAMP plan. This strategic approach not only fosters environmental responsibility but also promotes the development of much-needed housing, aligning perfectly with urban density goals and improving the overall livability of the area.

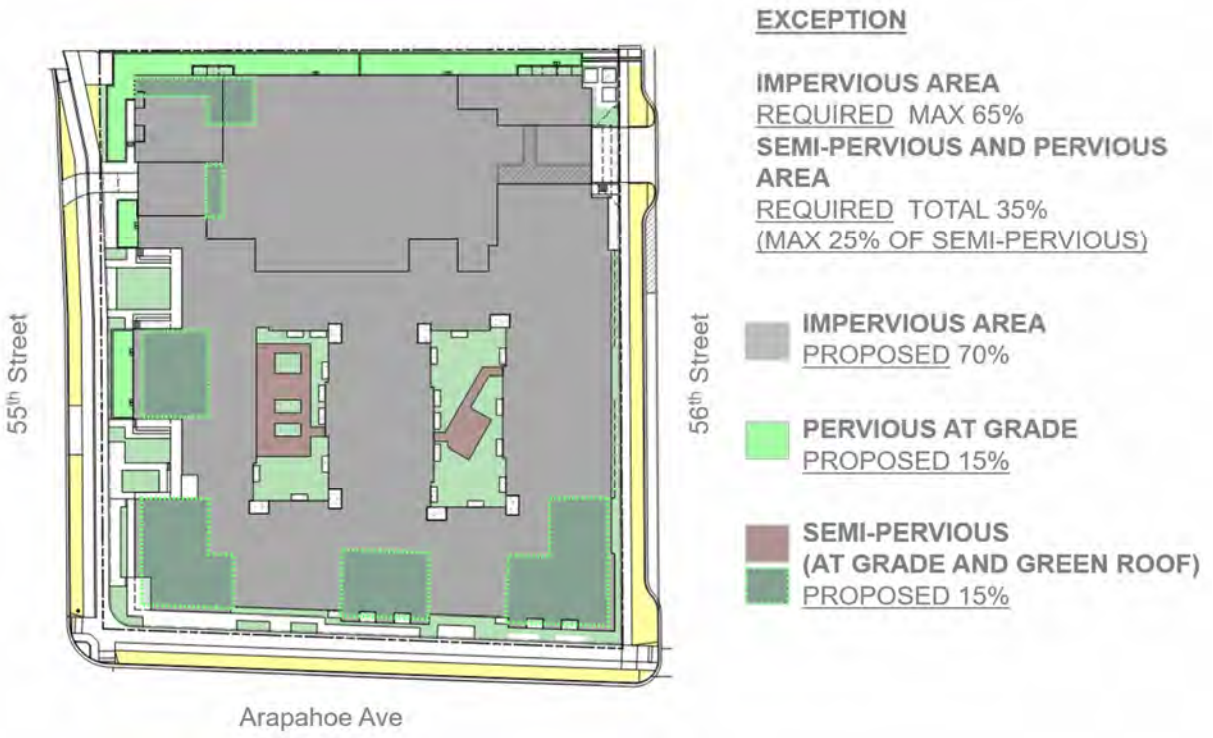
.

(ii)The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code".

The requested exception does not create any adverse impacts beyond what is ordinarily expected with implementation of future vision and change.

(B) An exception may be granted by the approving authority if the approving authority finds that individual conditions of the property that were not created by the applicant make compliance with a provision of Chapter 9-14, "Form-Based Code ," impractical and the proposed alternative design is the minimum modification of the requirements of Chapter 9-14 that provides relief and is consistent with the intent and purpose of the section being modified and the form-based code review process described in Subsection (a) of this section;

The proposed solution is consistent with the intent and purpose of Chapter 9-14 FBC review process, and more specifically, to the goals of the Station Area Master Plan that describe the vision as a 'compact, walkable, mixed-use development located close to high frequency transit wherein development intensity is often higher than in surrounding areas to support a greater level of activity and facilitate a greater number of people having reasons to be in proximity to the transit station'. This solution prioritizes the integration of residential development and sustainability while adhering to urban design principles that enhance aesthetic and functional qualities of the neighborhood. By locating pervious and semi pervious surfaces on the roof and at grade, the project can maximize land use efficiency and contribute to increased housing density, aligning with broader goals of the STAMP plan.



Permeability Diagram

(C) NA
(D) NA

4. **9-14-4 (b) (4) (A) (iv) BRC 9-9-5 for Site Access Control:** The project is consolidating two lots into a single development parcel (as illustrated in the concept shown in the STAMP plan). As a result, this is a large site that is bounded by three streets (Arapahoe, 55th, and 56th). This unique condition creates a challenge to compliance with the code requirement that limits access to one location taken from the lowest category street. Meeting this requirement would mean that the only access into the project is from 56th Street, which is a dead-end street only accessible from the west bound side of Arapahoe. As such, meeting this requirement would create a hardship for the project and result in a traffic pattern that is highly inefficient and unsafe. Following the requirement and placing the only access point into the site from 56th would result in any eastbound vehicles coming to the site on Arapahoe would overshoot the property and then due a U-turn on Arapahoe (a high-volume arterial street). This is an at times unsafe and inherently

inefficient traffic pattern. The condition of having sole access from 56th would also likely result in vehicles driving through private parking lots north of the property to access 55th, which again is an unsafe and disorderly traffic pattern.

Given this situation, the applicant is requesting a FBC exception to provide a right-in only site access entrance on 55th Street (Type A) that would connect to a drop of area for the building and retail parking area (parking yard).

07.30.2025 Submittal note - The applicant team has taken significant steps to address transportation staff's concerns regarding allowing ANY second access point. We respectfully submit this justification with recognition of the inherent design and regulatory challenges at this location.

First, it's important to note the unique and somewhat conflicting demands imposed by the City's Form Based Code (FBC) and the Development Standards in 9-9-5 Access Control. Specifically, 55th Street is designated as a Type A Street, which carries specific frontage requirements. According to the FBC, Type A frontage requires the placement of principal entries and activated uses, such as retail and residential amenities, along this frontage, in order to promote pedestrian activity and support urban design objectives.

The regulating plan adopted under the FBC mandates 55th as a Type A street, and there is no development review process that permits modification of this designation. However, the development review process does allow applicants to request a second access point to the site. This is a critical distinction: the design of this project must orient active uses and primary entries toward 55th, and therefore, vehicular access support is needed in this location to ensure viability, function, and compliance with zoning.

The applicant has conducted an exhaustive site plan analysis and determined that the current layout—with primary retail and residential entries fronting 55th—is the only configuration that meets FBC requirements while also supporting operational efficiency, pedestrian activation, and visibility. **In sum, this request balances safety, regulatory compliance, urban design intent, and operational performance.**

Criteria for Exception per 9-2-16 (i)

(A) An exception may be granted by the approving authority if the following criteria are met:

(i)The proposed exception is consistent with the goals and intents of the adopted area plan applied to the area, and

The requested exception does not negate the projects support of each goal of the adopted EBSP, and further enforces the Access and Mobility & Local Business goals by providing safer vehicular and pedestrian facilities and supporting the existing Premier Credit Union access and placemaking

(ii)The proposed exception will not create any adverse impacts on residents of the development or surrounding properties beyond what is ordinarily expected through implementation of the standards within Chapter 9-14, "Form-Based Code".

The requested exception does not create any adverse impacts beyond what is ordinarily expected with implementation of future vision and change.

(B) An exception may be granted by the approving authority if the approving authority finds that individual conditions of the property that were not created by the applicant make compliance with a

provision of Chapter 9-14, "Form-Based Code ," impractical and the proposed alternative design is the minimum modification of the requirements of Chapter 9-14 that provides relief and is consistent with the intent and purpose of the section being modified and the form-based code review process described in Subsection (a) of this section;

We believe that allowing the two (1.5 truly) access points is due to the unique condition of this project and would be consistent with the intent of the Plan and of the Form Based Code in terms of accomplishing the design goals of limiting vehicle access points and creating a pedestrian friendly environment. Further explanation and reasoning can be found in the Traffic Study completed by LSC and submitted as separate document.

(C) NA

(D) NA

Criteria for Access Modification Request- BRC 9-9-5 (c) (9)

(9) Exceptions: The requirements of this section may be modified under the provisions of Section 9-2-14, "Site Review," B.R.C. 1981, to provide for safe and reasonable access. Exceptions to this section may be made if the city manager determines that:

(A) The topography, configuration of a lot, or other physical constraints makes taking access from the lowest category street, alley or public access frontage impractical, or the character of the existing area is such that a proposed or existing access to the street, alley or public access frontage is compatible with the access of properties in such area; This is a large site that is bounded by three streets (Arapahoe, 55th, and 56th). This unique condition creates a challenge to compliance with the code requirement that limits access to one location taken from the lowest category street. Meeting this requirement would mean that the only access into the project is from 56th Street, which is a dead-end street that is only accessible from the west bound side of Arapahoe. As such, meeting this requirement would create a highly inefficient and unsafe condition due to frequent U-turns by residents coming to the site from the west via east bound Arapahoe.

(B) The site access and curb cuts would not impair public use of the public right-of-way; create safety or operational problems or be detrimental to traffic flow on adjacent public streets; and

The following characteristics will help reduce the crash probability in the area:

1. The proposed site replaces a prior commercial site so a decrease in traffic is expected in the area based on historic conditions.
2. The proposed access to 55th Street will have more narrow lanes than on 55th Street to re-duce vehicle turning speed. This will help reduce vehicle/bicycle conflicts at the driveway.
3. No additional travel lanes are expected or recommended in the area.
4. No crosswalk lengths are expected to be lengthened from redevelopment of the site.
5. The proposed site will not be adding any new unprotected left-turn movements.
6. There are no mid-block crosswalks on 55th Street in the area so there will be no impacts related to this type of crossing.
7. The project will provide acceptable sight distance both to and from the proposed access point for both vehicles and non-motorized users such as pedestrians and cyclists. This will help reduce vehicle/bicycle conflicts at the driveway. All sight triangle requirements of Section 9-9-7 will be met at the driveway access and multi-use path intersections.

8. The proposed site is not planning any obstructions that would block or limit pedestrian/ cyclist flow in the area. This will help reduce vehicle/bicycle conflicts at the driveway.
9. The proposed site will provide ADA ramps where applicable to ease pedestrian travel in the area. The sidewalk that crosses the driveway access will be elevated above street level for pedestrian safety.
10. No new access points are proposed to Arapahoe Avenue (SH 7). The current access point into the site from Arapahoe Avenue is eliminated which improves bike/pedestrian experience along this frontage.

(C) The site access and curb cuts will minimize impacts to the existing on-street parking patterns.
The existing on-street parking patterns will not be impacted by this project proposal

Supplemental information submitted

Additional drawings

- FBC submittal 4.19.2025,5.28.2025, 07.31.2025, 09.10.2025, 10.10.2025, **11.11.2025**
-

SOPHERSPARN ARCHITECTS LLC

MEMORANDUM

To:	Charles Ferro, Development Review Manager - CITY OF BOULDER
From:	Erin Bagnall – Sopher Sparn Architects
	Dan Kennelly – Quad Capital Partners
Project:	5501 & 5505 Arapahoe Ave Boulder Colorado
Date:	May 28th, 2025 *Rv 07.30.2025_RV 09.10.2025_RV 10.10.2025*

Re: Written Statement for Rezoning Application - **Review under regulations established in the recently adopted Ordinance 8669**

Description of proposed project

Project intent

Quad Capital Partners (Developer) and Sopher Sparn (Architect) intend to create a TOD appropriate mixed-use building on the prominent corner of 55th and Arapahoe. The new building will provide a suitable density with a mix of residential units of varying sizes to support Boulder's housing goals, and advance the vision established in the Station Area Master Plan (STAMP) through the East Boulder Subcommunity Plan.

General Description

The proposed project components consist of the following:

- Creating a new mixed-use building on the existing lots at 5501 and 5505 Arapahoe Ave
- Aligning project with the City's goals established in the Station Area Master Plan, The East Boulder Subcommunity Plan, the East Arapahoe Transportation Plan, the Transportation Master Plan and the Boulder Valley Comprehensive Plan
- Providing a walkable, transit-oriented, activity hub with multifamily units to help address Boulder's housing needs and meet the objectives for this site as stated in the city's plans.
- Creating a level of density needed to make the transit-oriented development successful
- Creating retail space to replace the existing Premier Members Credit Union and keep the existing business in the neighborhood and on site.

The new building is proposed as:

- Five story building including 300 dwelling units. Residences will be a mix of unit types and sizes.
- Residential Parking will be provided in a 4-story garage against the rear setback, wrapped by occupiable space on the street frontages.
  - The plans include 293 off street parking spaces.
  - The Plan includes 468 enclosed long term bike parking stalls and 136 short-term bike parking stalls (604 total bike stalls). Bike parking will provide various options of secured storage accommodating the varying ways people choose to use bikes in Boulder.
    - 54 long term bike parking spaces will be EV charge/U racks at ground level, with 12 of these spaces sized for cargo bikes. (11% of long term bike parking at grade devoted to EV charging)
    - 175 Units will be designed with an in-unit storage gear room with floor space for one bike, designed for those most comfortable with bikes in unit. EV charging will also be an option for these spaces. (an additional 37% of long term bike parking within units devoted to EV charging)

  - 63% of all long term bike parking provided will be accessible at ground level with an automatic door to enter.
  - 6 long term spaces will be provided at the mobility hub for commercial and public use and will include charging options.
- Site Plan and Organization:
  - Efficient site plan with appropriate dwelling unit count
  - Plan locates a singular and protected right in only vehicular access to the north of the site, enhancing the pedestrian experience along 55th and Arapahoe and allowing for functionality of the activated street frontages on the Type A street (55th).
  - Appropriately addresses the prominent corner of 55th and Arapahoe with attractive, pedestrian-scale architecture and ground floor commercial uses holding the corner.
  - Ground floor residential on the south (Type B), east (Type C), and a small amount on the west (Type A) elevations, appropriately sized and located along the improved streetscapes per the Form-Based Code. Residential and retail units directly address the street, providing frontage and visibility from the greatly improved ROW.

- Building Massing & Vertical Articulation:
  - Building design will follow the Form Based Code regulations per Chapter 14 – Form Based Code.
  - Schedule and Timeline – (subject to change)
    Form Based Code Approval and Development 2025, Tec Docs 2026, Permit and Construction 2026

Site Details:

The project site consists of two obsolete and underused properties. The current buildings are aging auto-oriented structures with large surface parking areas along both 55th and Arapahoe. The existing site is highly divergent from the City's vision as established in the plans. One property previously operated as the Boulder Dinner Theater (5501 Arapahoe) and the other is currently the Premier Members Credit Union (5505 Arapahoe). Prior to the developer acquiring the building, the Boulder Dinner Theater planned to cease operations. They have discontinued their lease on the building and vacated the site. The existing Premier Members Credit Union building is obsolete for the current needs of the business. They intend to relocate into a ground floor space of the new building when constructed, maintaining a long-standing East Boulder business in the community

The current zoning of the two lots is BC-1. This zoning no longer aligns with the City's goals for this prominent corner as established in the recently adopted Station Area Master Plan through the East Boulder Subcommunity Plan process. The Form-Based Code revision and regulating plan for East Boulder recommends rezoning to MU-4 and is the basis for the proposal herein. This project will meet the vision of the FBC regulating plan and the East Boulder Area Plan through the following elements:

HOUSING AFFORDABILITY AND DIVERSITY – Creating the opportunity for housing diversity in the area planned for the Transit Oriented Development

This project will introduce a variety of housing types and sizes to the East Boulder community – including studios, 1-bedroom, 2-bedroom, and 3-bedrom units. Density at transit corridors is essential to accomplishing the goals outlined in the East Arapahoe Transit Plan and will accomplish BVCP goals for the area. In addition, the project will create a significant payment to the City's affordable housing program, resulting in additional housing to further address the city's acute need for housing.

CONCEPT RENDER - 55TH ST. SOUTH AT SHOPFRONT BASE

ACCESS AND MOBILITY – Increasing pedestrian scale infrastructure and connections

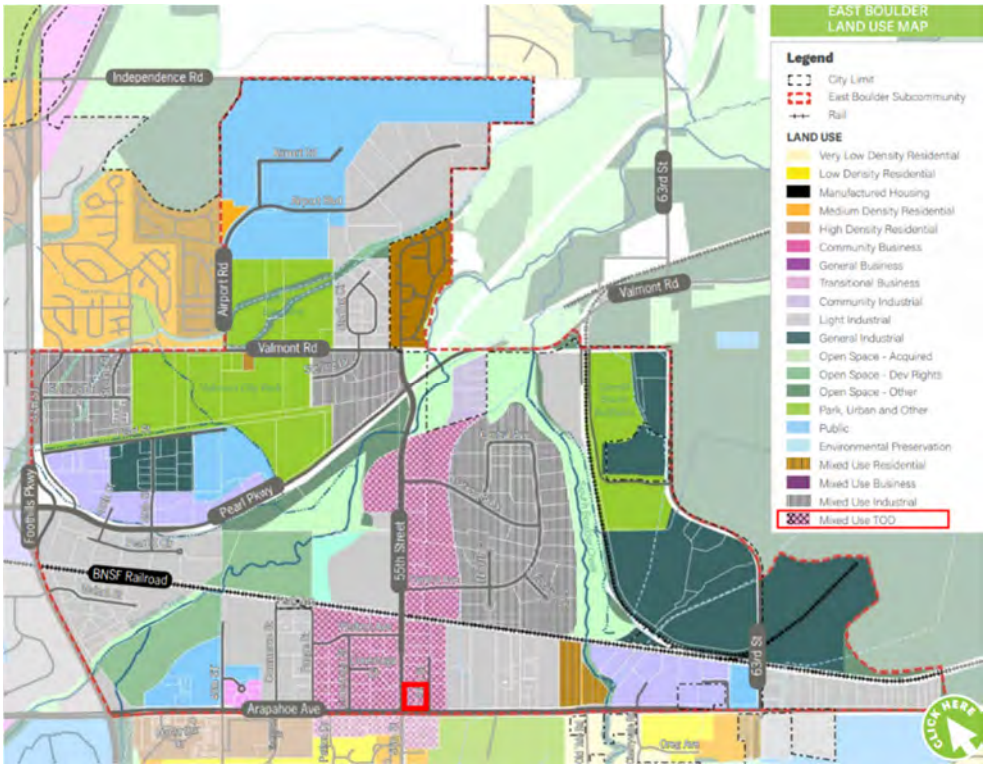
ROW improvements to 55th, Arapahoe Ave, and 56th will enhance the pedestrian experience and improve mobility at this crucial site along the future Bus Rapid Transit line

COURTYARD - 55TH ST. SOUTH AT MOBILITY HUB

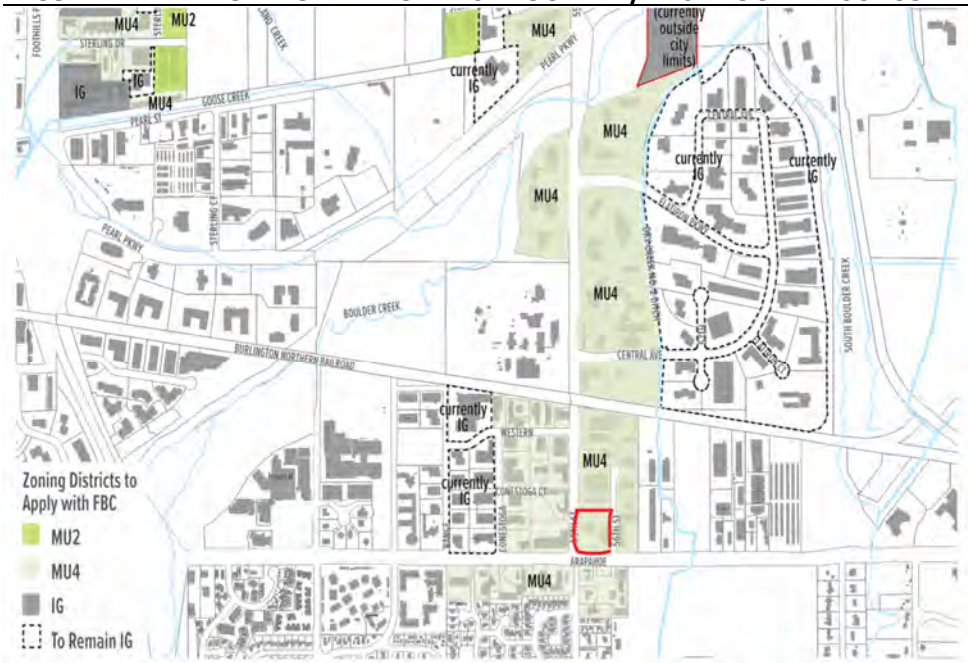
ARTS AND CULTURE –Increasing the pedestrian experience at grade with streetscape plaza and integral art installations. Incorporation of a smaller, more attainable production business dedicated space along the Type A frontage will enhance availability for existing business and arts culture community to thrive in the neighborhood.	**ARTS & CULTURE** The city will support the development of art spaces and experiences, installations, businesses and venues for professional and amateur creatives that enhance the subcommunity's local culture. POLICY A1 COMPLIANCE: ART INSTALLATIONS INCLUDED IN COURTYARD PROGRAM. FINAL SCOPE WILL COLLABORATE WITH THE CITY ART PROGRAM. POLICY A3 COMPLIANCE: THE PROJECT'S ART PROGRAM WILL CONSIDER THE COMMUNITY IDENTITY OF EAST BOULDER. POLICY A4 COMPLIANCE: EVENTS AND ACTIVITY PROGRAMMING WILL CENTER AROUND THIS UNIQUE PROJECT AT THE HEART OF EAST BOULDER STAMP AREA. POLICY A5 COMPLIANCE: PRODUCTION BUSINESS SPACE IN THE SHOPFRONT BASE OF THIS MIXED-USE PROJECT WILL SUPPORT THE WORKING ARTIST AND ENTREPRENEURIAL COMMUNITY.  COURTYARD - 55TH ST. NORTH AT LOBBY
DESIGN AND QUALITY PLACEMAKING – The new building will improve and energize the corner of Arapahoe and 55th with excellent design and quality materials. Further, the building will be the first project in the STAMP area and help become a catalyst for future development aligned with the City's vision.	**DESIGN QUALITY & PLACEMAKING** East Boulder will include walkable neighborhoods for all ages and abilities, where aesthetic character reflect the subcommunity's industrial identity. Experimentation in design and construction to build enduring and engaging places will be encouraged. POLICY D1 COMPLIANCE: STREETSCAPE PLAZAS AND OTHER PUBLIC REALM IMPROVEMENTS WILL CREATE HIGH QUALITY AND WELCOMING ENVIRONMENTS. POLICY D2 COMPLIANCE: PEDESTRIAN IMPROVEMENTS AND PUBLIC PLAZAS WILL CATALYZE AN ACTIVE, WALKABLE BLOCK IN THE HEART OF EAST BOULDER. POLICY D3 COMPLIANCE: THE PROPOSED BUILDING DESIGN SUPPORTS THE SUBCOMMUNITY'S CREATIVE AND INDUSTRIAL IDENTITY THROUGH THE USE OF BRICK, METAL, AND GLAZING, ESPECIALLY AT THE SHOPFRONT BASE. POLICY D7 COMPLIANCE: VARYING ROOFLINES AND MASSING ALONG THE STREET FRONTAGES AT 55TH, ARAPAHOE, AND 56TH WILL CREATE HEIGHT AND DENSITY WHERE APPROPRIATE AND SCALE DOWN TO THE NORTH, INTEGRAL TO THE BUILDING'S OVERALL COMPOSITION.  z CONCEPT RENDER - DESIGN EXCELLENCE AT PRIMARY CORNER

LOCAL BUSINESS – Providing community benefit through increased amenities for neighborhood through ground floor retail and relocation and support for the Premier Members Credit Union. The project will keep and relocate (onsite) an existing East Boulder business, the Premier Members Credit Union. The project will include the required Production Business Space that will provide opportunities for local enterprises to start and grow businesses at this location.	**LOCAL BUSINESS** The city will support affordable business space, support a wide variety of businesses and help deliver attractive neighborhoods so local businesses can thrive in East Boulder. POLICY B1 COMPLIANCE: GROUND-FLOOR RETAIL SPACE IN THE PROJECT IS SUITABLE FOR SMALL, LOCAL BUSINESSES IN A VARIETY OF USE TYPES. POLICY B4 COMPLIANCE: NEW RETAIL AND PERSONAL SERVICE BUSINESSES COULD BE A FIT FOR THE PROPOSED BUILDING AND HELP TO CREATE 15-MINUTE NEIGHBORHOODS, REDUCING DAILY TRIPS TO AND FROM EAST BOULDER. POLICY B5 COMPLIANCE: SERVICE AND LOADING ACCESS HAS BEEN CAREFULLY CONSIDERED FOR THE PROJECT ON THE LOWEST CATEGORY STREET (56TH) AND SEPARATED FROM THE MAIN RETAIL, RESIDENTIAL, AND VISITOR ACCESS ON 55TH STREET.  STREETSCAPE PLAZA - ARAPAHOE WEST AT SHOPFRONT BASE
SUSTAINABILITY – The building will utilize sustainable technologies, incorporate stormwater management best practices, integrate EV charging stations, and follow Boulder's recently updated energy code including being a 100% electric building.	**RESILIENCE & CLIMATE COMMITMENT** Development, redevelopment and transportation systems in East Boulder will support the city's climate action plan to reduce emissions, become net-zero and carbon-positive. They will be designed to respect and enhance the area's natural resources and minimize impacts of natural disasters, including flood events. The subcommunity's numerous public and health care facilities will provide a strong network for resilience in the face of future health crises. POLICY R1 COMPLIANCE: GREEN INFRASTRUCTURE STRATEGIES ARE BEING IMPLEMENTED ON THIS PROJECT THROUGH GREEN ROOFS, PERMEABLE AND SEMI-PERMEABLE GROUND TREATMENT. POLICY R2 COMPLIANCE: THE PROJECT WILL INCORPORATE ALL-ELECTRIC BUILDING SYSTEMS AND MONITORING TECHNOLOGY. POLICY R3 COMPLIANCE: WITHIN THE 100-YEAR FLOODPLAIN, THE PROJECT HAS CAREFULLY CONSIDERED IMPACT TO NEIGHBORING PROPERTIES. POLICY R7 COMPLIANCE: BIORETENTION RAIN GARDENS ARE INCLUDED TO PROPERLY TREAT ALL STORM WATER FROM THE SITE AND BUILDING.  STREETSCAPE PLAZA - ARAPAHOE EAST AT POLLINATOR GARDENS

EXISTING LAND USE MAP FOR EAST BOULDER / EAST BOULDER SUBCOMMUNITY PLAN



RECOMMENDED ZONING MAP FOR EAST BOULDER / EAST BOULDER SUBCOMMUNITY PLAN



Recommended Zoning Diagram describes appropriate zone districts that are consistent with the recommended land use and place types of the East Boulder Subcommunity Plan.

Criteria for Rezoning 9-2-19 (e)

Additional Criteria for Rezoning 9-2-19 (f)

Additional Criteria for the MU-4, RH-3, RH-6 and RH-7 zoning districts. In the MU-4, RH-3, RH-6 and RH-7 zoning districts, for an application not incidental to a general revision of the zoning map, the city council shall also find that the rezoning meets the following criteria, in addition to Subsection (e) above:

(1) Transportation. The land proposed for rezoning is:

(A) Subject to a right-of-way plan for the immediate area;

(B) The right-of-way plan is capable of being implemented to the extent necessary to serve the property and to connect to the arterial street network through collector and local streets, alleys, multi-use paths and sidewalks concurrent with redevelopment; and

(C) The public infrastructure can be paid for by way of redevelopment under the provisions of Section 9-9-8, "Reservations, Dedication and Improvement of Rights-of-Way," B.R.C. 1981, without contribution of funds by the city, or that there is a plan for financing and construction that has been approved by city council through the capital improvement program and the city council anticipates appropriating such funds within two years of the rezoning.

(2) Water, Wastewater and Stormwater Management and Flood Control. The city council shall determine whether there are adequate public facilities available for the rezoning area. The city council shall determine whether there are adequate water, wastewater and stormwater management and flood control facilities by considering the following:

(A) Whether the infrastructure meets the requirements of the City of Boulder Design and Construction Standards, adopted city master plans, the Boulder Valley Comprehensive Plan, subcommunity plans and area plans.

(B) Whether the land proposed to be rezoned has adequate water, wastewater and stormwater management and flood control public facilities that are:

(i) In place at the time of the rezoning request;

(ii) Under construction and will be available at the time that the impacts of the proposed development will occur; or

(iii) Guaranteed by an enforceable development agreement ensuring that the public facilities will be in place at the time that the impacts of the proposed development will occur.

(C) Whether the property owner has, or will in the future, paid its fair share of the infrastructure needs of the surrounding area, as described in city master plans, subcommunity plans or area plans.

(3) Travel Demand Management Services. In the MU-4, RH-6 and RH-7 zoning districts, the property subject to the rezoning is located within an area that has parking and transportation related service provided by a general improvement district or an equivalent organization or otherwise meets the trip generation requirements of Section 9-9-22, “Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts,” B.R.C. 1981.

The applicant has made considerable effort to reduce the trips generated by the site by 30% though the following.

- Site location as it relates to pedestrian connectivity is ripe for reduction of trips. See walk score, vicinity map and connectivity map in resubmittal documents.
- The site is less than 300 feet from the JUMP route which provides convenient and frequent access to downtown Boulder
- A city project will add dedicated bus lanes to Arapahoe this summer, further increasing the convenience of bus travel.

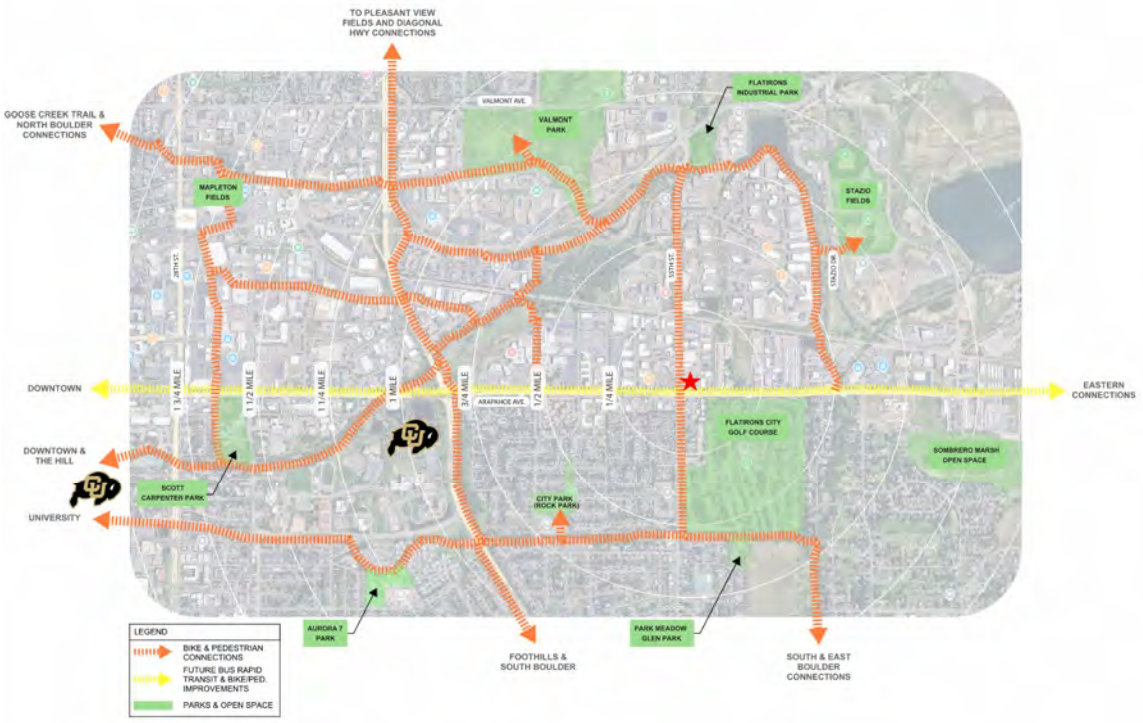
- Bus routes serving the site

Figure 3

Existing Bus Stops and Transit Routes

5501 & 5505 Arapahoe Ave. TDM (LSC #240860)

- The site is proposing to match the city's long term goal for this site along Arapahoe of having a MUP and a sidewalk level bike lane
- The site is proposing to provide sidewalk-level bike lanes along 55th St
- Enhanced bike parking and parking options. These upgraded long-term options will include covered cargo and e-bike charging stations, in-unit gear storage, and secure bike rooms—providing safer, more convenient solutions for daily riders. This approach supports up to date needs and encourages cycling every day.
- The applicant is proposing a Mobility Hub/Outdoor courtyard open space type to facilitate less vehicular trips to and from the site. The mobility hub is located along the southernmost courtyard along the Type A frontage (55th) and will feature an inviting and accessible multi-modal network that provides improved connections within the Station Area and to the surrounding community for all residents, employees, and visitors. The mobility Hub is directly adjacent to the residential amenity, the bus stop, and the commercial retail. The Hub will provide a space for Lime scooter grove, improved pedestrian infrastructure, multi-modal maps and wayfinding, and adjacent RTD bus stop, all in support of 'First Mile Last Mile Strategies' for the proposed TOD development.



Additional Criteria for Land within the East Boulder Subcommunity Plan and 55th and Arapahoe Station Area Plan Boundaries. In the East Boulder Subcommunity Plan boundary and in the 55th and Arapahoe Station Area Plan boundary, for an application not incidental to a general revision of the zoning map, the city council shall also find, in addition to requirements in Subsection (e) above, that the land use code contains standards necessary to achieve the vision of the East Boulder Subcommunity Plan for the area proposed for rezoning. The intent of this requirement is to ensure that the land use code contains standards that will result in development of the area proposed for rezoning consistent with the vision of the plan, to ensure the rezoning will not otherwise negatively impact the achievement of the vision of the plan, and to not prevent rezoning until all anticipated land use code projects and programs of the plan have been completed. In making this determination, council shall consider, to the extent applicable for the area proposed for rezoning:

1) The ability of the proposed rezoning to achieve the place types and meet the place type performance standards established in the plan,
MU-4 is recommended per the EB subcommunity plan's "recommended zoning" diagram

2) The ability of the proposed rezoning to achieve new and upgraded transportation connections designated in the East Boulder Subcommunity Connections Plan concurrent with development or redevelopment, and
MU-4 is recommended per the EB subcommunity plan's "recommended zoning" diagram

3) Whether the proposed rezoning may impact the city's ability to incentivize the creation of or participation in one or more general improvement districts, or an equivalent organization, proposed in the plan.
MU-4 is recommended per the EB subcommunity plan's "recommended zoning" diagram

Supplemental information submitted

Additional drawings

- FBC submittal 4.19.2025,5.28.2025, 07.31.2025, 09.10.2025, **10.10.2025**

Travel Demand Management Plan

5501 & 5505 ARAPAHOE

Boulder, Colorado

Prepared for

Sopher Sparn Architecture
2505 Walnut Street, Suite 200
Boulder, CO 80302

Prepared by

LSC Transportation Consultants, Inc.
1889 York Street
Denver, CO 80206
(303) 333-1105

April 19, 2025
Updated May 28, 2025
Updated July 30, 2025
Updated September 10, 2025
Updated October 10, 2025
LSC #240860

Introduction

This Travel Demand Management (TDM) Plan has been prepared for the 5501 & 5505 Arapahoe residential development in Boulder, Colorado. The site is located north of Arapahoe Avenue (SH 7) and east of 55th Street. The existing site includes two commercial businesses: the Boulder Dinner Theatre and the Premier Members Credit Union. The site is currently accessible via five existing curb cuts on 55th Street, Arapahoe Avenue (SH 7), and 56th Street. Each point of access crosses one of the existing sidewalks on the west, south, and east sides of the site. Additionally the credit union property has 4-lane drive-thru service with an ATM machine.

Consistent with the *Arapahoe Station Area Master Plan* (STAMP), the applicant is proposing a residential redevelopment of the site with about 300 apartment dwelling units in a fully amenitized building and approximately 2,918 square feet of retail space to relocate the Premier Members Credit Union. The applicant is reducing the number of curb cuts from 4.5 (4 full movement and 1 right-in/right-out) to 1.25 (1 full movement and 1 right-in-only by proposing full movement access to 56th Street and right-in-only access to 55th Street. The applicant selected this location due in part to the existing transit service and bike network in the area including the South Boulder Creek Path to the east.

The location of the site with respect to the surrounding land uses and roadway system is shown in Figure 1. Within the immediate area there are multiple walkable/bikeable employment centers along Arapahoe Avenue (SH 7) and 55th Street north of Arapahoe Avenue (SH 7), including the large Flatiron Business Park campus to the north, and multiple retail and dining/entertainment establishments to the west, including grocery. The conceptual site plan is shown in Figure 2. Intensive vehicle uses such as resident loading, trash removal, and service uses are confined to the proposed access on 56th Street, with bank parking and short-term visitor parking more focused to/from the commercial corridor on 55th Street.

This TDM Plan supports a 30 percent alternative travel mode reduction supported by the various TDM alternatives available in the City of Boulder and the TDM measures proposed by the applicant per the *55th & Arapahoe Station Area Master Plan* (STAMP).

Figure 3 shows the existing bus routes in the area. More detailed RTD Bus Route maps are included in the appendix.

Demand-responsive services are available to both seniors and persons with disabilities through Via (formerly Special Transit). Established in 1979, this non-profit provides safe and affordable rides in accessible buses to people with limited mobility. Rides are scheduled in advance and have a 30-minute pick-up window.

The City of Boulder plans to add dedicated bus lanes along Arapahoe Avenue this year. The JUMP route will use these lanes and has 15-minute headways with access to downtown Boulder, Lafayette, and Erie.

Existing Bicycle and Pedestrian Network

The City of Boulder maintains an extensive bicycle and pedestrian network throughout the City. Figure 4 shows bicycle and pedestrian routes and other amenities within the vicinity of the site. In addition, many of the streets in the project vicinity have attached or detached sidewalks. The existing sidewalks along 55th Street are generally detached but there a few attached sections. The north side of Arapahoe Avenue has a detached multi-use path (being improved by the applicant) and the south side of Arapahoe Avenue (SH 7) has a detached sidewalk west of 55th Street but none exists to the east along the Flatiron Golf Course frontage. This gap will not negatively affect the site because of the connectivity on the north side of Arapahoe Avenue (SH 7). The applicant is providing considerable bike parking and a mobility hub (see below) near the amenity area and retail entrance.

There are considerable improvements planned by the City along Arapahoe Avenue (SH 7) per the *East Arapahoe Transportation Plan* including raised protected bike lanes separated from the roadway or a buffer or amenity zone and multi-use paths for pedestrians and bicyclists.

Proposed Multi-Use Path Improvements

The applicant is improving/providing a multi-use path along Arapahoe Avenue (SH 7) and sidewalk level bike lanes consistent with the City's long term goals, the STAMP plan,

and the *East Arapahoe Transportation Plan*. Figure 5 shows the various multi-use paths that connect the site to the greater Boulder area.

Proposed Mobility Hub

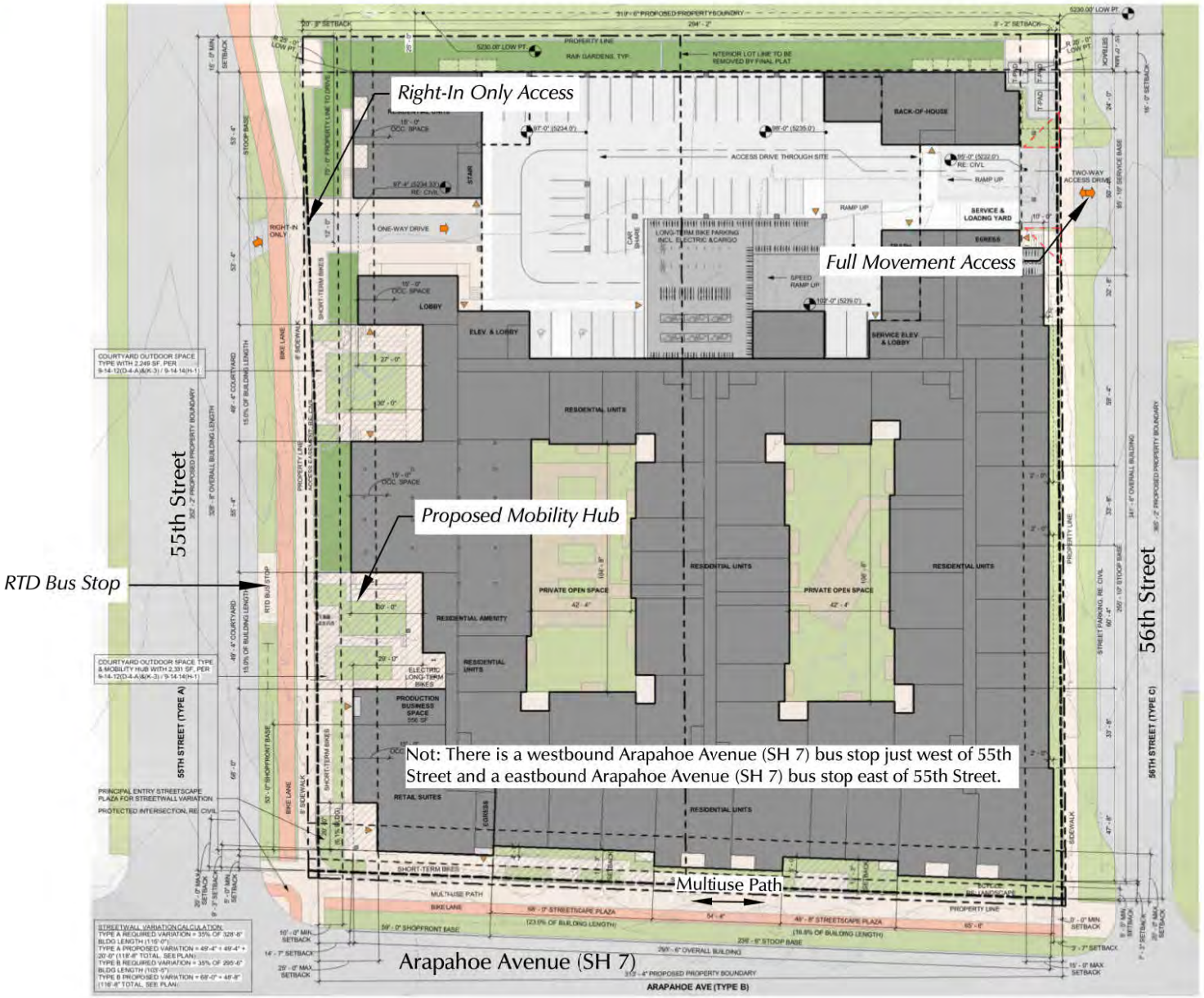
The applicant is proposing a Mobility Hub/Outdoor courtyard space to encourage less vehicular trips to and from the site. The mobility hub is located along the Type A frontage (55th Street) and will feature an inviting and accessible multi-model network that provides improved connections to the surrounding community for all residents, employees, and visitors. The mobility hub is directly adjacent to the amenity area and retail entrance. The hub will provide a space for a Lime Scooter Grove (coordination in progress), Bike/E-Bike storage and charging, improved pedestrian infrastructure, multi-modal maps and wayfinding (Public Information Displays), and adjacent RTD bus stop, all in support of "First Mile Last Mile Strategies" for the proposed TOD development.

Figure 1

Vicinity Map

Note: There are multiple retail businesses along Arapahoe Avenue and multiple employment areas along both Arapahoe Avenue and 55th Street north of Arapahoe Avenue. The site is connected to these areas by the Arapahoe Avenue multiuse path and by sidewalks along 55th Street.

5501 & 5505 Arapahoe Ave. TDM (LSC #240860)



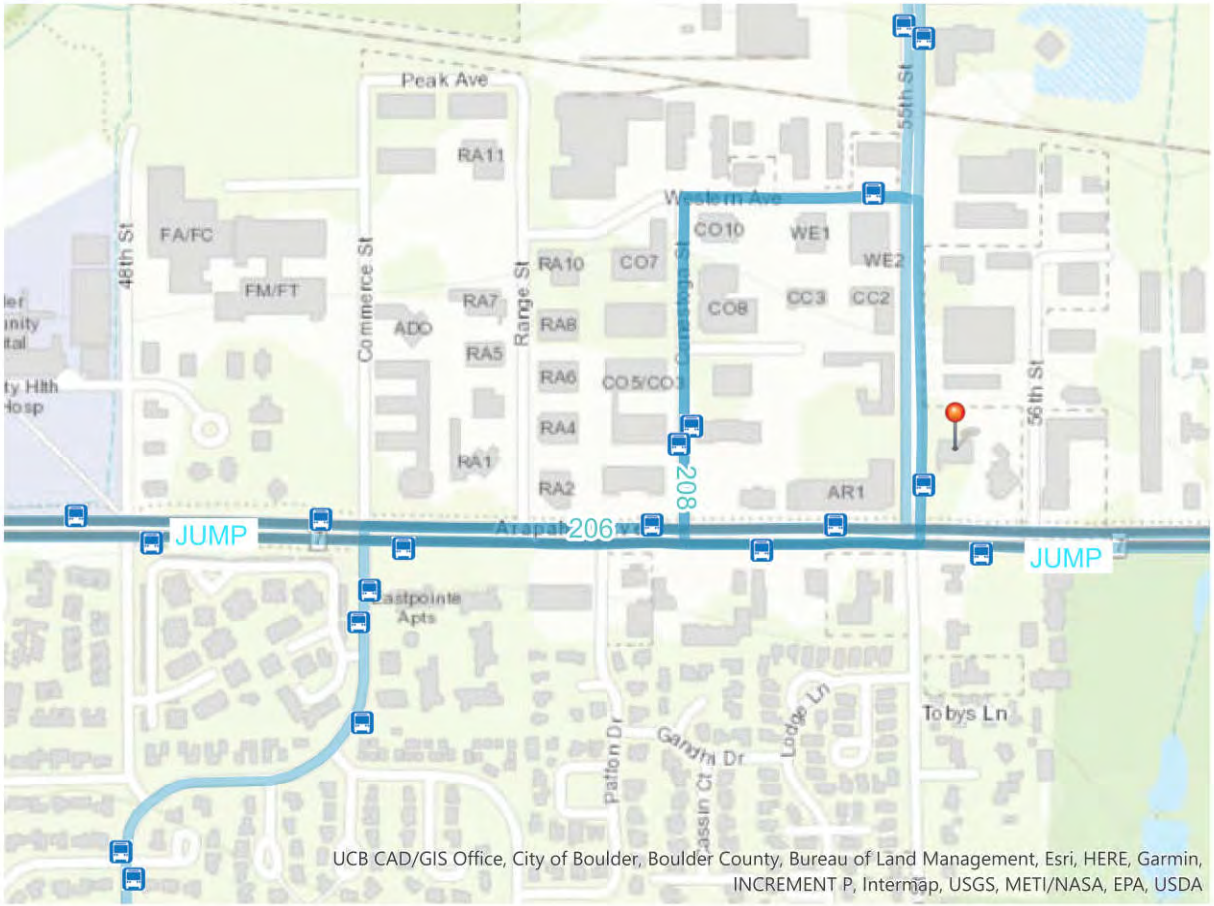
Approximate Scale
Scale: NTS

Figure 2

Site Plan

5501 & 5505 Arapahoe Ave. TDM (LSC #240860)

Note: See detailed bus route maps in the appendix.



= Bus Stop

Figure 3

Existing Bus Stops and Transit Routes

5501 & 5505 Arapahoe Ave. TDM (LSC #240860)

Notes:

1. The on-street bike lanes on 55th Street near the site are unprotected/unbuffered. The intersection of Arapahoe Avenue/55th Street is planned to be protected with the applicant updating the northeast corner adjacent to the site.

2. Ego car share is now Colorado Car Share.

H = Hospital
B = Bridge
U = Underpass
= Enhanced Pedestrian Crossing
= School
B = B-cycle Location
= Bike Shop
= Colorado Car Share

Figure 4

Existing Bike and Pedestrian Routes

5501 & 5505 Arapahoe Ave. TDM (LSC #240860)

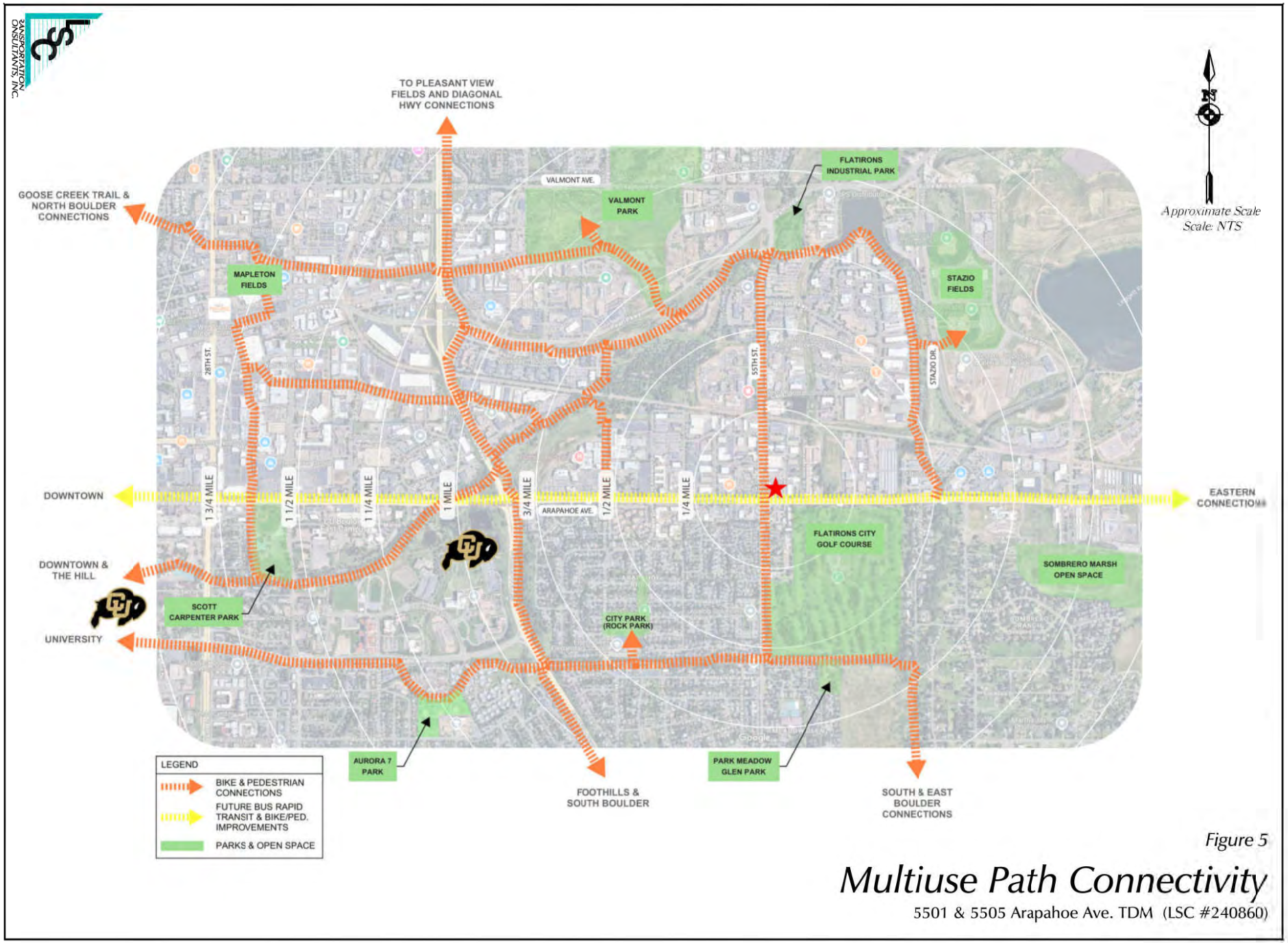


Figure 5

Multiuse Path Connectivity

5501 & 5505 Arapahoe Ave. TDM (LSC #240860)

Transportation Demand Management (TDM) Strategy for Multi-Family Residential Units

Table 1 shows the actions the applicant intends to take to increase the percentage of alternative travel modes utilized by the site.

An alternative travel mode reduction of 30 percent is supported by the TDM measures proposed by the applicant combined with the proposed use and location consistent with the *Boulder Revised Code* and STAMP.

There is no minimum parking requirement. The applicant is proposing a total of 293 parking spaces - 287 for residential and 6 for the Credit Union. The 287 residential parking spaces will be fully shared, unbundled, managed, and paid. The 6 spaces dedicated for the Credit Union will be managed separate from the residential spaces but be shared and unbundled for the Credit Union. The Credit Union spaces are being managed separately because they are to support an existing business that is agreeing to relocated into the new building and requires 6 spaces be available during business hours.

Table 2 shows parking generation rates from the Urban Land Institute (ULI) *Shared Parking Manual* would suggest a need for 392 parking spaces. This was not included to support a parking reduction but to support the alternative travel mode percentage of 30 percent being similar to the parking spaces being provided compared to the parking demand suggested by ULI.

Table 1 (Page 1 of 3)
5501 & 5505 Arapahoe

TDM Measures	TDM Operations Program
Orientation Packets	An orientation packet will be provided to each new resident which includes brochures, maps, and other resources to inform residents of their transportation options. This packet will include RTD bus information, the City of Boulder bicycle and pedestrian map (or similar), instructions for the proper parking of Lime scooters, and information on special events. This packet will be provided initially by the leasing agent.
Evaluation	Through lease agreement, the site's residents will agree to participate in annual on-line or paper surveys regarding their use and satisfaction with transportation demand management programs. The evaluation is expected to be administered by the property management - the City of Boulder will provide the survey questions using Survey Monkey or similar on-line tools.The developer will secure agreement to participate, with the expectation that 10-20% of residents will actually participate based on typical survey return rates. The City of Boulder will be responsible for data analysis and summarization.
Transit Enhancements	Information about transit service will be provided in the orientation packets at lease signing, also described above. The building manager's leasing agent will serve as the transportation coordinator to assure residents are fully aware of the various TDM measures that are available. The applicant plans to reconstruct the existing bus stop to current standards and install a mobility hub near the main building entrance. The JUMP route is within 300 feet of the site and provides 15-minute headways with access to downtown Boulder, Lafayette, and Erie. The City plans to add dedicated bus lanes to Arapahoe Avenue in 2025 that will be used by the JUMP route. Details on the nearby bus routes and headways are attached for reference.
TDM Measures	**TDM Infrastructure and Amenities**
Pedestrian Enhancements	Improvements will be made to the existing sidewalks around the site. The applicant is proposing to upgrade to wider sidewalk widths and decreasing the amount of curb cuts onto Arapahoe, 55th and 56th to improve pedestrian safety. They also plan pedestrian streetscape plazas, public seating, and public art to improve the pedestrian experience.
Bike Enhancements	The site will have connections to the existing sidewalks and multi-use paths with sidewalk level bike lanes in the vicinity of the site including the Arapahoe Avenue multi-use path which connects to downtown Boulder. The proposed building will include a bicycle maintenance room, considerable bike parking for all bike types (typical, electric, and cargo), and a mobility hub near the main building entrance.
E-Scooters	The site is proposing storage for E-Scooters - see attached for correspondence with Lime Scooters.
Multi-Use Path Improvements	The proposed Arapahoe Avenue multi-use path (MUP) improvements are consistent with the City's long-term planning goals and the goals of the STAMP plan that increases multi-modal transportation and safety. A sidewalk level bike lane and 8-foot wide sidewalk are also being provided along 55th Street.
Colorado Car Share	The applicant is coordinating with Colorado Car Share to see if dedicating a parking space for this is appropriate. See attached for correspondence with Colorado Car Share. If Colorado Car Share is not interested in this location or doesn't reach an agreement with the applicant, the applicant would be interested in a privately managed car share program as an alternative.
B-Cycle	The applicant has coordinated with B-Cycle to locate one docking station (includes one year of membership) and one potential expansion station (pending needs). The B-Cycle location is located along the Arapahoe multi-use path for E/W travel convenience and potential expansion capabilities - see attached for correspondence with B-Cycle.

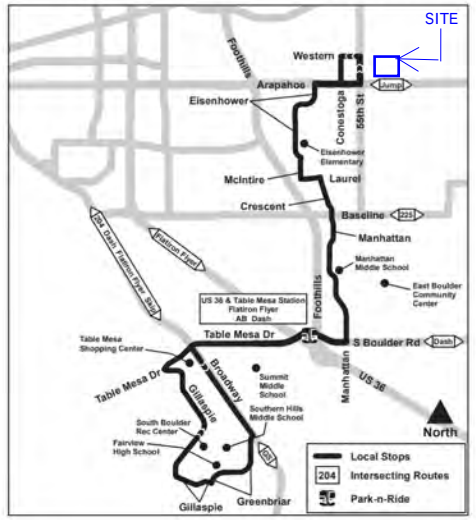
Table 1 (Page 2 of 3) 5501 & 5505 Arapahoe	
TDM Measures	**TDM Infrastructure and Amenities**
Mobility Hub	The applicant is proposing a Mobility Hub/Outdoor courtyard space to encourage less vehicular trips to and from the site. The mobility hub is located along the Type A frontage (55th Street) and will feature an inviting and accessible multi-model network that provides improved connections within the Station Area and to the surrounding community for all residents, employees, and visitors. The hub will provide a Lime Scooter Grove (coordination in progress), improved pedestrian infrastructure, multi-modal maps and wayfinding, and adjacent RTD bus stop, all in support of "First Mile Last Mile Strategies" for the proposed TOD development.
Additional Measures	The building and amenities are designed around a concept of wellness, including on-site indoor/outdoor fitness spaces, co-working with communal and private offices, community entertaining and gathering spaces, and on-site retail and a production business suite. All of the resources on site will provide a live-work-play environment for residents that will reduce vehicle-trips to/from the property.
NECO/BECO Pass Program Participation	The site proposes to participate in the NECO and BECO Bus Pass program. The applicant will pay the cost of providing ECO passes to residents and employees for a period of three years upon request if they don't already receive a pass from their employer or other arrangement (such as being a student at CU). The applicant will work with the City on the appropriate size of the program. Details on the nearby bus routes and headways are attached for reference.
Meet Short-Term Bicycle Parking Requirement	The site is proposing 136 short-term bicycle parking spaces (a slight reduction from the City of Boulder's requirement of 150 spaces). These spaces will be distributed in highly visible and convenient locations adjacent to primary building entrances, the mobility hub, and outdoor gathering areas to maximize accessibility and ease of use for visitors. National guidance from the *Bicycle Parking Guidelines* , 2nd Edition, published by the Association of Pedestrian and Bicycle Professionals (APBP) recommends multi-family residential projects in urbanized and high mode share areas provide 0.10 short term bike parking spaces per bedroom. For this 403-bed project, this equates to 40 short-term spaces. The proposed 136 spaces therefore exceed professional recommendations for short term demand by more than three times, ensuring sufficient capacity for guests while reflecting actual use patterns in a high mode share community such as Boulder. This approach provides an appropriate balance by accommodating visitor needs with convenient, well-located racks, while allocating additional capacity to secure long-term bicycle parking that better serves the daily needs of residents.
Meet Long-Term Bicycle Parking Requirement	The site is proposing 468 long-term secure and covered bicycle parking spaces, which exceeds the City of Boulder requirement of 453 long-term spaces (reflecting the requested short-term shift to long term). Of these, 175 spaces will be located within dwelling unit gear closet, providing residents with the highest level of security and convenience. Separate dedicated and secured long-term parking areas will accommodate a variety of bicycle types, including 12 spaces designed for cargo bikes. All e-bike spaces (54 total) will be located adjacent to the lobby entry or the mobility hub to ensure ease of access and have access to power for charging. National best practices, *Bicycle Parking Guidelines* , 2nd Edition, published by the Association of Pedestrian and Bicycle Professionals (APBP), identify the majority of demand in multi-family residential projects is for secure, long-term storage, as residents require overnight and multi-day accommodations. The location of this project within a TOD district further increases the need for resident-oriented bicycle facilities, since households are more likely to own and rely on bicycles for both direct trips and for first/last-mile connections to transit. Providing 468 long-term spaces ensures that the project not only meets but appropriately supports this higher level of resident demand, while also accommodating a diverse range of bicycle types and emerging mobility needs.
Vehicle Parking	The maximum parking limit is 306 vehicle parking spaces (1 per dwelling unit and 6 for the Credit Union). The project is proposing 293 spaces - 287 for residential and 6 for the Credit Union. The retail spaces will be bundled and unpaid to assure a space is available for customers during business hours but the balance of the site parking (all 287 residential spaces) will be shared, unbundled, managed, and paid. Parking for resident vehicles will be paid via a separate lease from the rent and shared with no reserved spaces. The applicant plans to charge $150 per month for on-site resident parking to discourage vehicle storage. Table 2 shows parking generation rates from the Urban Land Institute (ULI) *Shared Parking Manual* would suggest a need for 392 parking spaces. This was not included to support a parking reduction but to support the alternative travel mode percentage of 30 percent being similar to the parking spaces being provided compared to the parking demand suggested by ULI.

Table 1 (Page 3 of 3) 5501 & 5505 Arapahoe	
TDM Measures	**TDM Infrastructure and Amenities**
Credit Union Parking	The credit union is relocating into the proposed building and requires 6 parking spaces for customers during business hours. Credit union customers will not be required to pay for short-term parking. This arrangement represents a good faith effort to support a local business while thoughtfully integrating it into the new development. Additionally, both credit union employees and customers will have access to the numerous alternative travel mode options promoted through the project's robust TDM measures.
TDM Monitoring Plan	The applicant agrees to a monitoring plan that produces an annual report. As a part of the annual report, the owner of the property shall submit a vehicle trip generation study signed, sealed, and dated by a Colorado licensed professional engineer who is third-party certified as an expert in the area of traffic engineering consistent with the following standards: i. Count: The vehicle trip generation study must include a count of all motor vehicles entering and exiting the property access points. The count must comply with the following: 1. Study Month: Traffic counts must be conducted during the same month every year. 2. Count Days: Counts must be conducted on Tuesday, Wednesday, or Thursday of the same week. Counts may not be conducted during a holiday week or during summer break of the Boulder Valley School District. 3. Hours: The counts on the required days shall be 24-hour traffic counts. 4. Frequency of Reporting: Data must be reported in hourly intervals. 5. Counts: The counts must measure all motor vehicles entering and existing the parking areas for the property. Turning movement counts are not required. 6. Count Method: The count methods may be an automatic method, such as pneumatic tube counts, video, or garage gate counts.
TDM Implentation Funding	Ownership will capitalize the installation and start-up costs for the carshare, bike share, and transit benefits referenced in the TDM within the development budget, similar to an impact fee. The construction costs for items like the B-Cycle docking station pads, mobility hub, and information displays will be included in the hard cost budget. Any on-going costs associated with the TDM measures will be included in the initial underwriting of the operating proforma, and then eventually in the annual operating budget for the building, similar to costs for other resident amenities or annual maintenance and inspections.

Bus Route Details

206

Conestoga/ Arapahoe / Fairview H.S.



Holiday schedule

RTD services follow a Sunday/Holiday schedule on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Legend

Fairview High...	Stop / Station...
06:20	AM
06:50	**PM**

206 NORTHBOUND | MONDAY - FRIDAY

JANUARY 19, 2025 - MAY 24, 2025

Fairview High School	Table Mesa - Broadway	US 36 & Table Mesa Station - Gate D	Manhattan - Baseline	55th - Arapahoe	Conestoga - Arapahoe
06:20	06:28	06:33	06:39	06:47	06:49
06:50	06:58	07:03	07:09	07:17	07:19
07:26	07:34	07:39	07:45	07:53	07:55
07:55	08:03	08:08	08:14	08:22	08:24
08:23	08:30	08:35	08:41	08:49	08:51
08:54	09:01	09:06	09:12	09:20	09:22
09:23	09:30	09:34	09:40	09:48	09:50
10:23	10:30	10:35	10:42	10:50	10:52
11:23	11:30	11:35	11:42	11:50	11:52
12:23	**12:30**	**12:35**	**12:42**	**12:50**	**12:52**
01:23	**01:30**	**01:35**	**01:42**	**01:50**	**01:52**
02:23	**02:30**	**02:35**	**02:42**	**02:50**	**02:52**
03:00	**03:07**	**03:12**	**03:19**	**03:27**	**03:29**
03:23	**03:30**	**03:35**	**03:42**	**03:50**	**03:52**
04:03	**04:10**	**04:14**	**04:21**	**04:29**	**04:31**
04:05	**04:12**	**04:16**	**04:23**	**04:31**	**04:33**
04:23	**04:30**	**04:34**	**04:41**	**04:49**	**04:51**
05:00	**05:07**	**05:11**	**05:18**	**05:26**	**05:28**
05:23	**05:30**	**05:34**	**05:41**	**05:49**	**05:51**
06:00	**06:07**	**06:11**	**06:18**	**06:26**	**06:28**
06:23	**06:30**	**06:34**	**06:41**	**06:49**	**06:51**

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Find parking locations
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RTD provides accessible bus and rail services.

FARES

	STANDARD	DISCOUNT* (includes airport)
3-Hour Pass	$2.75	$1.35
Day Pass	$5.50	$2.70
Airport Day Pass	$10.00	no add'l charge
Monthly Pass	$88.00	$27.00

Exact fare required on buses. Credit cards accepted at Ticket Vending Machines at train stations.

*Discount fares apply to seniors 65+, individuals with disabilities, Medicare recipients, and customers enrolled in LiVE.

Youth 19 and under ride at no cost on all RTD services.

Active duty members of the U.S. military ride at no cost on all RTD services.

Proof of eligibility is required for all customers using discounted fare products, all youth, and active duty military personnel.

All discount fares and monthly passes include Airport Fare Zone.

For more about fares and passes, visit rtd-denver.com/fares.

RTD MyRide
Download the app to scan and ride, manage your account, and purchase mobile tickets.

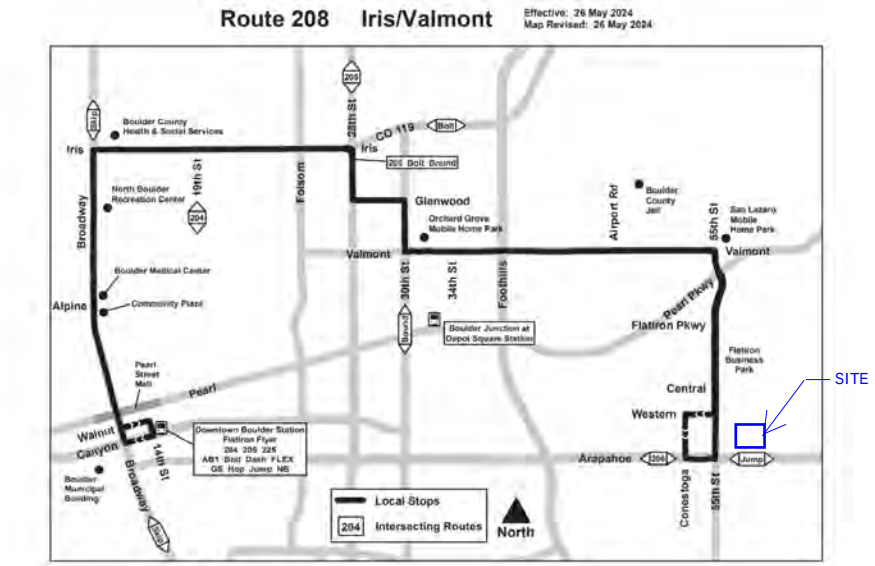
RTD PARKING

39th St / Table Mesa | 40 spaces
3900 Table Mesa Dr, Boulder 80305

US36 / Table Mesa | 824 spaces
5170 Table Mesa Dr, Boulder 80303

Tantra Dr / Table Mesa | 105 spaces
500 Tantra Dr, Boulder 80305

208 Iris / Valmont



Holiday schedule

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Legend

Downtown...	Stop / Station...
08:22	AM
09:37	**PM**

208 EASTBOUND | MONDAY - FRIDAY

JANUARY 19, 2025 - MAY 24, 2025

Downtown Boulder Station - Gate G	Broadway - Alpine	Iris - Broadway	28th - Iris	Valmont - 34th	55th - Central	Conestoga - Arapahoe
08:22	08:27	08:30	08:34	08:38	08:44	08:46
09:37	09:42	09:45	09:49	09:53	09:59	10:01
10:37	10:42	10:45	10:49	10:53	10:59	11:01
11:37	11:42	11:45	11:49	11:53	11:59	**12:01**
12:37	**12:42**	**12:45**	**12:49**	**12:53**	**12:59**	**01:01**
01:37	**01:42**	**01:45**	**01:49**	**01:53**	**01:59**	**02:01**
02:37	**02:42**	**02:45**	**02:49**	**02:53**	**02:59**	**03:01**
03:37	**03:42**	**03:45**	**03:49**	**03:54**	**04:00**	**04:01**
04:37	**04:42**	**04:45**	**04:49**	**04:54**	**05:00**	**05:01**
05:37	**05:42**	**05:45**	**05:49**	**05:54**	**06:00**	**06:01**
06:37	**06:42**	**06:45**	**06:49**	**06:54**	**07:00**	**07:01**

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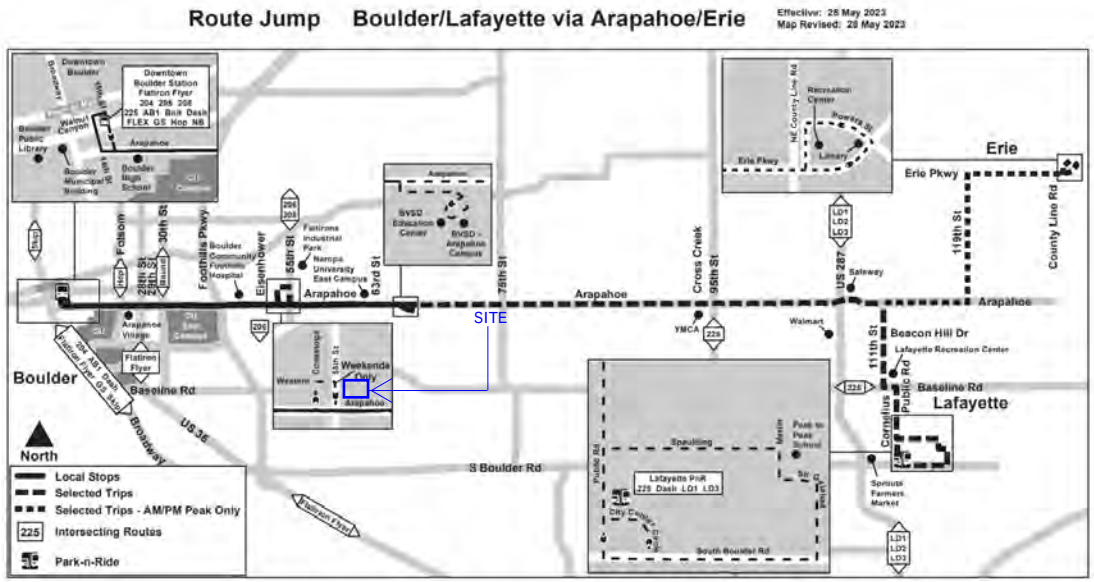
RTD MyRide
Download the app to scan and ride, manage your account, and purchase mobile tickets.

JUMP

Boulder / Lafayette/ Erie



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Legend

Downtown...	Stop / Station...
05:37	AM
06:07	**PM**

JUMP

JANUARY 19, 2025 - MAY 24, 2025

EASTBOUND | MONDAY - FRIDAY

Downtown Boulder...	Arapahoe - 30th	Arapahoe - Marine St	Arapahoe - 55th	Arapahoe - 63rd	BVSD - Boulder TEC	Arapahoe Rd & 65th St	Arapahoe-95th St	Arapahoe Rd - US 287	Erie Community...	111th - Beacon Hill	Baseline - Cornelius	Merlin Dr E Spaulding St	Lafayette Park-n-Ride...
05:37	05:45	05:46	05:49	05:51	05:53								
06:07	06:15	06:16	06:19	06:21		06:22	06:27	06:31		06:33	06:35	06:40	06:44
06:22	06:30	06:31	06:34	06:36		06:37	06:42	06:46	06:54				
06:37	06:45	06:46	06:49	06:51		06:52	06:57	07:01		07:03	07:05	07:10	07:14
06:52	07:00	07:01	07:05	07:07		07:08	07:13	07:17	07:25				
07:07	07:15	07:16	07:20	07:22		07:23	07:28	07:32		07:34	07:36	07:41	07:45
07:22	07:30	07:31	07:35	07:37		07:38	07:43	07:47	07:55				
07:37	07:45	07:46	07:50	07:52		07:53	07:58	08:02		08:04	08:06	08:11	08:15
07:52	08:00	08:01	08:05	08:07		08:08	08:13	08:17	08:25				
08:07	08:15	08:16	08:20	08:22		08:23	08:28	08:32		08:34	08:36	08:41	08:45
08:22	08:30	08:31	08:35	08:37		08:38	08:43	08:47	08:55				
08:37	08:45	08:46	08:50	08:52		08:53	08:58	09:02		09:04	09:06	09:11	09:15
08:52	09:00	09:01	09:05	09:07	09:09								
09:07	09:15	09:16	09:20	09:22	09:24								
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11:22	11:30	11:31	11:35	11:37	11:39								
11:37	11:45	11:46	11:50	11:52		11:53	11:58	**12:02**		**12:04**	**12:06**	**12:12**	**12:16**
11:52	**12:01**	**12:02**	**12:06**	**12:08**	**12:10**								
12:07	**12:16**	**12:17**	**12:21**	**12:23**	**12:25**								
12:22	**12:31**	**12:32**	**12:36**	**12:38**	**12:40**								

Downtown Boulder…	Arapahoe - 30th	Arapahoe - Marine St	Arapahoe - 55th	Arapahoe - 63rd	BVSD - Boulder TEC	Arapahoe Rd & 65th St	Arapahoe-95th St	Arapahoe Rd - US 287	Erie Community…	North Beacon Hill	Broadway Cornelius	North Spaulding St	Lafayette Park-n-Ride…
12:37	12:45	12:46	12:50	12:52		12:53	12:58	01:02		01:04	01:06	01:12	01:16
12:52	01:01	01:02	01:06	01:08	01:10								
01:07	01:16	01:17	01:21	01:23	01:25								
01:22	01:31	01:32	01:36	01:38	01:40								
01:37	01:45	01:46	01:50	01:52		01:53	01:58	02:02		02:04	02:06	02:12	02:16
01:52	02:01	02:02	02:06	02:08	02:10								
02:07	02:17	02:18	02:22	02:24	02:26								
02:22	02:32	02:33	02:37	02:39	02:41								
02:37	02:47	02:48	02:52	02:54		02:55	03:00	03:06		03:08	03:10	03:16	03:20
02:52	03:02	03:03	03:07	03:09		03:10	03:15	03:21	03:31				
03:07	03:17	03:18	03:23	03:25		03:26	03:32	03:38		03:40	03:42	03:48	03:52
03:22	03:32	03:33	03:38	03:40		03:41	03:47	03:53	04:03				
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03:52	04:02	04:03	04:08	04:10		04:11	04:17	04:23	04:33				
04:07	04:17	04:18	04:23	04:25		04:26	04:32	04:38		04:40	04:42	04:48	04:52
04:22	04:32	04:33	04:38	04:40		04:41	04:47	04:53	05:03				
04:37	04:47	04:48	04:53	04:55		04:56	05:02	05:08		05:10	05:12	05:18	05:22
04:52	05:02	05:03	05:08	05:10		05:11	05:17	05:23	05:33				
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05:22	05:32	05:33	05:38	05:40		05:41	05:47	05:53	06:03				
05:37	05:47	05:48	05:53	05:55		05:56	06:02	06:08		06:10	06:12	06:18	06:22
05:52	06:02	06:03	06:08	06:10		06:11	06:17	06:23	06:32				
06:07	06:17	06:18	06:23	06:25		06:26	06:32	06:38		06:40	06:42	06:48	06:52
06:22	06:32	06:33	06:38	06:40		06:41	06:47	06:53	07:02				
06:37	06:46	06:47	06:51	06:53		06:54	06:59	07:03		07:05	07:07	07:12	07:16
06:52	07:00	07:01	07:05	07:07	07:09								
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07:37	07:46	07:47	07:51	07:53		07:54	07:59	08:03	08:12				
08:07	08:16	08:17	08:21	08:23		08:24	08:29	08:33		08:35	08:37	08:42	08:46
08:37	08:46	08:47	08:51	08:53		08:54	08:59	09:03	09:12				
09:07	09:16	09:17	09:21	09:23		09:24	09:29	09:33		09:35	09:37	09:42	09:46

Downtown Boulder…	Arapahoe - 30th	Arapahoe - Marine St	Arapahoe - 55th	Arapahoe - 63rd	BVSD - Boulder TEC	Arapahoe Rd & 65th St	Arapahoe-95th St	Arapahoe Rd - US 287	Erie Community…	120th & Beacon Hill	Broadway & Cornelius	Northwest - Spaulding St	Lafayette Park-n-Ride…
09:37	09:46	09:47	09:51	09:53		09:54	09:59	10:03	10:12				
10:07	10:16	10:17	10:21	10:23		10:24	10:29	10:33		10:35	10:37	10:42	10:46
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Day Pass	$5.50	$2.70
Airport Day Pass	$10.00	no add'l charge
Monthly Pass	$88.00	$27.00

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*Discount fares apply to seniors 65+, individuals with disabilities, Medicare recipients, and customers enrolled in LiVE.

Youth 19 and under ride at no cost on all RTD services.

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Proof of eligibility is required for all customers using discounted fare products, all youth, and active duty military personnel.

All discount fares and monthly passes include Airport Fare Zone.

For more about fares and passes, visit rtd-denver.com/fares.

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RTD PARKING

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1080 S Public Rd, Lafayette 80026

B-Cycle Correspondence

Outlook

Re: Boulder BCycle Station Interest

From Christine Kolb <ckolb@quadcp.com>
Date Fri 7/25/2025 6:33 PM
To Kevin Crouse <KCrouse@bicycletransit.com>
Cc Zachary Skarzynski <zskarzynski@quadcp.com>; Dan Kennelly <dkennelly@quadcp.com>; Erin Bagnall <ebagnall@sophersparn.com>; Carol <carol@studioterra.net>

1 attachment (3 MB)
BCYCLE LOCATES FOR EMAIL TO BCYCLE.pdf;

Hi Kevin,
Wanted to share the latest site plan and the proposed location for the 4-pack and expansion areas (if needed). Please let me know if you have some time next week to hop on a call to review together.

Thanks!
CK

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Kevin Crouse <KCrouse@bicycletransit.com>
Sent: Thursday, July 10, 2025 6:28 PM
To: Christine Kolb <ckolb@quadcp.com>
Cc: Zachary Skarzynski <zskarzynski@quadcp.com>; Dan Kennelly <dkennelly@quadcp.com>; Erin Bagnall <ebagnall@sophersparn.com>; Carol <carol@studioterra.net>
Subject: Re: Boulder BCycle Station Interest

Christine,

Thanks for reaching out as you continue to work on this site plan! While it's certainly possible to install four BCycle docks at a location (instead of the 6 or 8 that I proposed), I worry that such a small station would become full or empty frequently, leading BCycle to be an unreliable option at 5501. Since the station would be accessible to 5501 residents and also the general public using Boulder BCycle. For purposes of setting aside space, it can be helpful to think of each dock plus BCycle as requiring a 72" x 30" rectangle.

As you noted, we could always start with fewer docks and expand as needed; I'd simply want to work on a plan for how we would fund the additional equipment in the future, since the programs I proposed bundled equipment costs into programs for 5501 residents. Let me know what you think!

Kevin Crouse (he/him)
Boulder BCycle General Manager
kcrouse@bicycletransit.com

From: Christine Kolb <ckolb@quadcp.com>
Sent: Thursday, July 10, 2025 2:00 PM
To: Kevin Crouse <KCrouse@bicycletransit.com>
Cc: Zachary Skarzynski <zskarzynski@quadcp.com>; Dan Kennelly <dkennelly@quadcp.com>; Erin Bagnall <ebagnall@sophersparn.com>; Carol <carol@studioterra.net>
Subject: Re: Boulder BCycle Station Interest

Hi Kevin,

Thank you for the additional information! We have continued to revise the site plan through the city's review process and was hoping to dial this in with you. I've added our architect (Erin) and landscape architect (Carol) to the thread to help determine potential location for the service. I believe Carol had shown a different configuration (a 4 bike station that was 19'4" x 56"). Could you share the schematics for those?
You had mentioned in our first conversation that, since you all don't provide a demand study, we could start with a smaller number and flex up if the demand was in place (or remove if it's not getting traction). Could you please provide pricing for the 4pack alone? Then we can set a location for future expansion if viable.
Thanks!
CK

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Kevin Crouse <KCrouse@bicycletransit.com>
Sent: Thursday, June 19, 2025 6:22 PM
To: Christine Kolb <ckolb@quadcp.com>
Cc: Zachary Skarzynski <zskarzynski@quadcp.com>; Dan Kennelly <dkennelly@quadcp.com>
Subject: Re: Boulder BCycle Station Interest

Hi Christine,

It was good to connect this week, and I'm writing back with some ideas for BCycle service at 5501 Arapahoe. I'm also attaching some equipment specifications for our current generation of docking technology, so that you can consider how it would work at the development. I'll assume that we could install BCycle docks into concrete at the development's mobility hub.

Please let me know if you have questions once you've had a chance to review. I know you're seeking to manage costs, and my hope is that bike share could compare favorably as a transportation option, with each BCycle bike available to many residents and BCycle taking on all maintenance and liability considerations.

1. Greater Service
BCycle Equipment
- BCycle 8-dock station and 4 BCycle shared e-bikes
- The 5501 Arapahoe station would join nearly 60 others in the Boulder BCycle system. Bikes circulate freely, and 5501 residents could ride throughout the system.

BCycle System Access
- Free Boulder BCycle Annual Passes ($150 + tax value) for all residents for first year.

Cost
- $35,000 for two-year service agreement

2. Lower Cost
BCycle Station and Bikes
- BCycle 6-dock station and 3 BCycle shared e-bikes
- The 5501 Arapahoe station would join nearly 60 others in the Boulder BCycle system. Bikes circulate freely, and 5501 residents could ride throughout the system.

System Access
- One free Boulder BCycle Month Pass ($30 + tax value) per unit.

Cost
- $22,250 for two-year service agreement

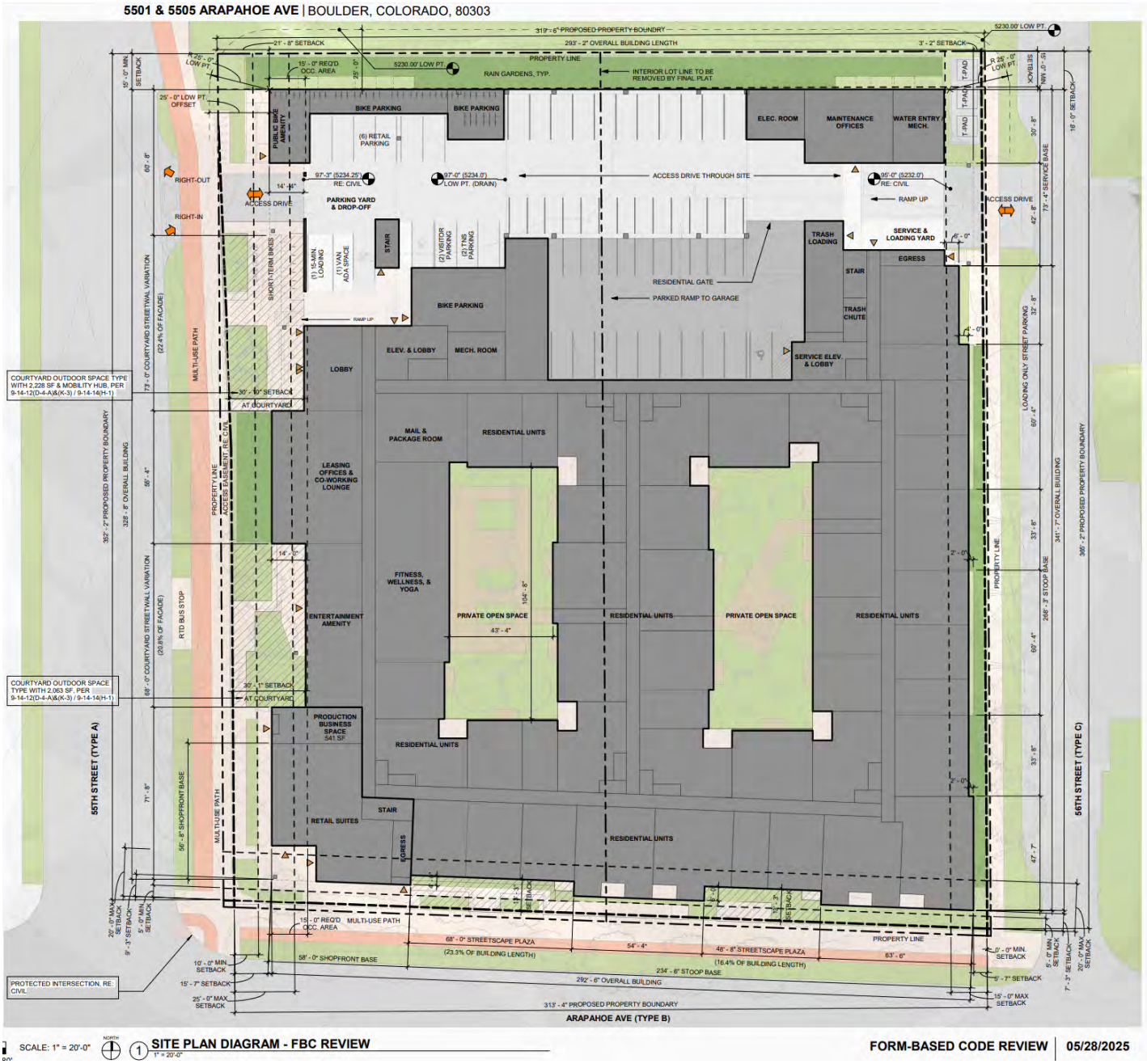
Kevin Crouse (he/him)
Boulder BCycle General Manager
kcrouse@bicycletransit.com

From: Christine Kolb <ckolb@quadcp.com>
Sent: Wednesday, June 18, 2025 5:34 PM
To: Kevin Crouse <KCrouse@bicycletransit.com>; Zachary Skarzynski <zskarzynski@quadcp.com>; Dan Kennelly <dkennelly@quadcp.com>
Subject: Re: Boulder BCycle Station Interest

Hi Kevin,

Good to connect yesterday- thanks for taking the time.
Site plan snip below for reference.
Will keep an eye out for the material you mentioned (options for stations, expectations with passes, pricing, incentives, etc.) and look forward to keeping in touch.

Thanks!
CK



Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Christine Kolb <ckolb@quadcp.com>
Sent: Tuesday, June 10, 2025 10:05 PM
To: Kevin Crouse <KCrouse@bicycletransit.com>
Subject: Re: Boulder BCycle Station Interest

Thanks Kevin. Monday at 2pm CT / 1pm MT works well. I'll send an invite and look forward to connecting.
CK

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Kevin Crouse <KCrouse@bicycletransit.com>
Sent: Tuesday, June 10, 2025 3:26 PM
To: Christine Kolb <ckolb@quadcp.com>
Subject: Re: Boulder BCycle Station Interest

Christine,

Thanks for your quick response! If possible, could we set this up for next week instead, perhaps on Monday at 2 pm CT or Tuesday at 12 pm or 1 pm CT?

Kevin Crouse (he/him)
Boulder BCycle General Manager
kcrouse@bicycletransit.com

From: Christine Kolb <ckolb@quadcp.com>
Sent: Monday, June 9, 2025 5:21 PM
To: Kevin Crouse <KCrouse@bicycletransit.com>
Subject: Re: Boulder BCycle Station Interest

Hi Kevin,
Thank you for reaching out!
Yes it would be great to connect. Are you available Thursday afternoon (after 3:30 CT / 2:30 MT) or Friday morning before noon CT / 11 MT?

Looking forward to it,
CK

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Kevin Crouse <KCrouse@bicycletransit.com>
Sent: Monday, June 9, 2025 2:55 PM
To: Christine Kolb <ckolb@quadcp.com>
Subject: Boulder BCycle Station Interest

Good afternoon Christine,

I'm emailing in response to your inquiry about a BCycle station at a development near 55th & Arapahoe in Boulder. I'd be happy to discuss this further with you; are there times you're available this week or next? Thank you,

Kevin Crouse (he/him)
Boulder BCycle General Manager
kcrouse@bicycletransit.com

Lime Scooter Correspondence

Outlook

Potential development opportunity

From Christine Kolb <ckolb@quadcp.com>
Date Thu 7/10/2025 2:53 PM
To support@limebike.com <support@limebike.com>
Cc Erin Bagnall <ebagnall@sophersparn.com>

Hi Sharath,

You were recommended as a Lime contact to evaluate a new development we're working on at 5501 W. Arapahoe. I was hoping to grab some time to walk you through the site plan and determine if this would be a viable location for you all. Please let me know when you have a moment to connect.

Thank you!
Christine

Christine Kolb
Managing Director - Head of Development

Quad Capital Partners
444 W. Lake Street, Suite 4575
Chicago, IL 60606
www.quadcp.com

312-259-0936
ckolb@quadcp.com

Outlook

Re: [Lime]: Potential development opportunity

From Christine Kolb <ckolb@quadcp.com>
Date Wed 7/23/2025 11:28 AM
To Lime CX <support@limebike.com>
Cc Erin Bagnall <ebagnall@sophersparn.com>

Hi again,
Checking in on the below request. Thanks!
Christine

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Lime CX <support@limebike.com>
Sent: Thursday, July 10, 2025 2:53 PM
To: Christine Kolb <ckolb@quadcp.com>
Subject: [Lime]: Potential development opportunity

Hi Christine,

Your request (#17337822) has been received and is being reviewed by our support staff.

We encourage you to visit our website (https://www.li.me) and Help Center (https://help.li.me) for updates and information regarding our services. Thanks!

This message was sent to Christine Kolb by Lime.
Lime HQ, 85 Second Street, San Francisco, CA 94104

[074JK4-1EX00]

Colorado Car Share Correspondence

Outlook

Re: Evaluation of new location

From Christine Kolb <ckolb@quadcp.com>
Date Thu 7/24/2025 11:19 AM
To Peter Krahenbuhl <peter@carshare.org>
Cc Zachary Skarzynski <zskarzynski@quadcp.com>; Bobbi Solis <bobbi@carshare.org>; Dan Kennelly <dkennelly@quadcp.com>

Hi Peter and Bobbi,
Checking in on the sample agreement for the Car Share participation and related subsidies / programs.
Thanks!

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Christine Kolb <ckolb@quadcp.com>
Sent: Wednesday, June 18, 2025 6:36 PM
To: Peter Krahenbuhl <peter@carshare.org>
Cc: Zachary Skarzynski <zskarzynski@quadcp.com>; Bobbi Solis <bobbi@carshare.org>; Dan Kennelly <dkennelly@quadcp.com>
Subject: Re: Evaluation of new location

Hi Peter and Bobbi,
Thank you for the time a couple weeks ago.
Peter - I believe you were going to send a sample agreement for the Car Share participation. Any related subsidies / programs to help with the cost would be great as well. Thanks!
CK

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Peter Krahenbuhl <peter@carshare.org>
Sent: Wednesday, June 4, 2025 9:17 PM
To: Christine Kolb <ckolb@quadcp.com>
Cc: Bobbi Solis <bobbi@carshare.org>
Subject: Re: Evaluation of new location

Let's do Wed. @ 10 am MT / 11 CT..

--
Peter D. Krahenbuhl
CEO / Executive Director

COLORADO CARSHARE
(formerly eGo CarShare)

W carshare.org E info@carshare.org P 303.720.1185

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BY APPOINTMENT ONLY:

Boulder Office:	Denver Office:
2855 63rd St	1536 Wynkoop St, Suite 101
Boulder, CO 80301	Denver, CO 80202

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On Wed, Jun 4, 2025 at 4:05 PM Christine Kolb <ckolb@quadcp.com> wrote:

> Hi Peter,
> No sweat- thanks for following up.
> Yes next week would be great. Let me know if any of the following work for you:
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> T 6/10: 11am CT or after 2:30 CT
> W 6/11: anytime before noon CT
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> Thanks!
> CK
>
> ---
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> **From:** Peter Krahenbuhl <peter@carshare.org>
> **Sent:** Tuesday, June 3, 2025 5:53 PM
> **To:** Christine Kolb <ckolb@quadcp.com>
> **Cc:** Bobbi Solis <bobbi@carshare.org>
> **Subject:** Re: Evaluation of new location
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> Hi Christine - apologies as this slipped through the cracks. Are you available next week?
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> Cheers,
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> Peter D. Krahenbuhl
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> **Christine Kolb**
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> ☎ Mobile 312 259 0936
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> **From:** Peter Krahenbuhl <peter@carshare.org>
> **Sent:** Tuesday, May 20, 2025 6:33 PM
> **To:** Christine Kolb <ckolb@quadcp.com>
> **Cc:** Bobbi Solis <bobbi@carshare.org>
> **Subject:** Re: Evaluation of new location
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> Hi Christine,
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Awesome! Thanks!

Hi, Peter and Bobbi - hoping to see if the new building we're developing at 55th and Arapahoe would be a fit for the CarShare program, and what the terms of an agreement look like. Could you please advise on best path to evaluate?

Thanks!
CK

Christine Kolb
Quad Capital Partners
☎ Mobile 312 259 0936

From: Colorado CarShare <info@carshare.org>
Sent: Tuesday, May 20, 2025 5:14 PM
To: Christine Kolb <ckolb@quadcp.com>
Cc: Peter Krahenbuhl <peter@carshare.org>; Bobbi Solis <bobbi@carshare.org>
Subject: Re: Evaluation of new location

Hi Christine,

The best people would be Peter and Bobbi. I have copied both on this email.

We look forward to hearing more about your 300 unit development in Boulder!

Thanks.

Member Services

P: 303.720.1185 F: 303.416.8900

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On Mon, May 19, 2025 at 4:49 PM Christine Kolb <ckolb@quadcp.com> wrote:

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> **Christine Kolb**
> Managing Director - Head of Development
>
> Quad Capital Partners
> 444 W. Lake Street, Suite 4575
> Chicago, IL 60606
> www.quadcp.com
>
> 312-259-0936
> ckolb@quadcp.com

Outlook

Re: Evaluation of new location

From Peter Krahenbuhl <peter@carshare.org>
Date Tue 8/19/2025 4:56 PM
To Christine Kolb <ckolb@quadcp.com>
Cc Zachary Skarzynski <zskarzynski@quadcp.com>; Bobbi Solis <bobbi@carshare.org>; Dan Kennelly <dkennelly@quadcp.com>

1 attachment (44 KB)
25_CO CarShare Parking Agreement - Draft - 08_01.docx;

Hi Christine,

Apologies for the delay - here is a draft agreement, including Appendices with pricing, credits, etc.

Kind regards,
--
Peter D. Krahenbuhl
CEO / Executive Director

(formerly eGo CarShare)

W carshare.org E info@carshare.org P 303.720.1185

*Join Free **here** with promo code **JoinFree_Peter***

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On Thu, Jul 24, 2025 at 10:19 AM Christine Kolb <ckolb@quadcp.com> wrote:

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> **From:** Christine Kolb <ckolb@quadcp.com>
> **Sent:** Wednesday, June 18, 2025 6:36 PM
> **To:** Peter Krahenbuhl <peter@carshare.org>
> **Cc:** Zachary Skarzynski <zskarzynski@quadcp.com>; Bobbi Solis <bobbi@carshare.org>; Dan Kennelly <dkennelly@quadcp.com>
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Peter D. Krahenbuhl
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> **Christine Kolb**
> Managing Director - Head of Development
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> Quad Capital Partners
> 444 W. Lake Street, Suite 4575
> Chicago, IL 60606
> www.quadcp.com
>
> 312-259-0936
> ckolb@quadcp.com

LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

September 10, 2025

Ms. Erin Bagnall
Sopher Sparn Architecture
2505 Walnut Street, Suite 200
Boulder, CO 80302

Re: 5501 & 5505 Arapahoe
Boulder, CO
LSC #240860

Dear Ms. Bagnall:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact analysis for the proposed 5501 & 5505 Arapahoe development in Boulder, Colorado to address City comments. As shown on Figure 1, the site is located north of Arapahoe Avenue (SH 7) and east of 55th Street.

REPORT CONTENTS

The report contains the following based on coordination with City staff: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; support for a secondary right-in-only access from 55th Street; and any recommended roadway improvements to mitigate growth in background traffic or the impacts of the site.

LAND USE AND ACCESS

The existing site includes two commercial businesses: the Boulder Dinner Theatre and the Premier Members Credit Union. The existing site has two full movement access points on 55th Street, two full movement access points on 56th Street, and one right-in/right-out access on Arapahoe Avenue (SH 7).

The site is proposed to include 300 apartment dwelling units and about 2,918 square feet of retail space for the relocated Credit Union. Primary full movement access is proposed to 56th Street and secondary right-in-only access is proposed from 55th Street which reduces the proposed access points from 4.5 (4 full movement and 1 right-in/right-out) to 1.25 (1 full movement and 1 right-in-only) with redevelopment of the site. The conceptual site plan is shown in Figure 2.

The redevelopment of the site is closing an existing right-in/right-out access directly to Arapahoe Avenue (SH 7) and closing the existing full movement accesses directly to 55th Street and plan to add a secondary right-in-only access. This secondary access is expected to serve about 36 percent of site-generated trips. The two existing full movement access locations on 56th Street are being consolidated into one full movement primary access.

A detailed analysis of providing a primary full movement access to 56th Street with a secondary right-in-only access from 55th Street is included later in the report narrative.

A minimum four-foot wide raised center median was considered on 55th Street in front of the proposed right-in-only site access, but it was not proposed because of the potential impacts to the southbound left-turn lane approaching the Arapahoe Avenue (SH 7)/55th Street intersection. The removal of the previously proposed right-out movement eliminates the need for a raised center median on 55th Street.

The applicant has been coordinating with City staff on an appropriate design for the proposed right-in-only access from 55th Street to provide a safe environment for non-motorized trips.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **Arapahoe Avenue (SH 7)** is an east-west, six-lane principal arterial state highway south of the site. The intersection with 55th Street is signalized with auxiliary lanes and the intersection with 56th Street is stop-sign controlled and restricted to right-in/right-out. The posted speed limit in the vicinity of the site is 45 mph. There are detached sidewalks on both sides of the road adjacent to the site. The City and CDOT have plans to convert the outside through lanes on Arapahoe Avenue (SH 7) to bus and right-turn lanes only in the near future. This is reflected in the existing condition and in all the future conditions per feedback from City staff.

- **55th Street** is a north-south, four-lane minor arterial roadway west of the site north of Arapahoe Avenue (SH 7) and two lanes south of Arapahoe Avenue (SH 7). The intersection with Arapahoe Avenue (SH 7) is signalized with auxiliary lanes. The posted speed limit in the vicinity of the site is 40 mph. There are dedicated bike lanes and sidewalks on both sides.

- **56th Street** is a north-south, two-lane local roadway east of the site. The intersection with Arapahoe Avenue (SH 7) is stop-sign controlled and restricted to right-in/right-out. There is currently no public outlet to the north but one could be provided over time with redevelopment per the East Boulder Subcommunity Plan (EBSP) and regulating plan in Form Based Code (FBC). No speed limit is posted.

Existing Traffic Conditions

Figure 3 shows the existing traffic volumes, lane geometry, traffic controls, and posted speed limits in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and

daily traffic counts are from the attached traffic counts conducted by Counter Measures in January, 2025 and from counts obtained from the City website. This figure assumes the conversion of the outside through lanes on Arapahoe Avenue (SH 7) to bus/right-turn lanes per feedback from City staff. The existing bicycle volumes at Arapahoe Avenue (SH 7)/55th Street were counted on Wednesday, September 3rd based on coordination with City staff. The results are also shown in Figure 3. The vehicle volumes for Intersection #4 include bicycle volumes - the bicycles were counted separately on September 3rd and detailed in a separate bubble for Intersection #4.

2028 and 2045 Background Traffic

Figure 4 shows the estimated 2028 background traffic and Figure 5 shows the estimated 2045 background traffic. An annual growth rate of 0.25 percent was assumed on 55th Street and 0.60 percent was used on Arapahoe Avenue (SH 7) per coordination with City staff (see the attached traffic study parameters). Figures 4 and 5 also show the assumed future 2028 and 2045 background traffic control and lane geometry. These rates are based on historic City data which is attached for reference.

Existing, 2028 Background, and 2045 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in Figures 3 through 5 were analyzed to determine the existing, 2028 background, and 2045 background levels of service as appropriate using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **55th Street/Commercial Access:** All movements at this stop-sign controlled intersection currently operate at LOS "D" or better during both morning and afternoon peak-hours and are expected to do so through 2045.

2. **55th Street/West Right-In-Only Site Access:** This intersection was analyzed only in the total traffic scenarios.

3. **56th Street/East Full Movement Site Access:** This intersection was analyzed only in the total traffic scenarios.

4. **Arapahoe Avenue (SH 7)/55th Street:** This signalized intersection currently operates at an overall LOS "C" during both morning and afternoon peak-hours and is expected to do so through 2028. By 2045, both peak-hours are expected to operate at LOS "D" or better.

5. **Arapahoe Avenue (SH 7)/56th Street:** All movements at this unsignalized right-in/right-out intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do so through 2045.

TRIP GENERATION

Table 2 shows the estimated trip generation potential for the currently proposed land use based on the trip generation rates from the 11th Edition of the ITE *Trip Generation Manual*, 2021.

The site is projected to generate about 1,521 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 30 vehicles would enter and about 88 vehicles would exit the area. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 81 vehicles would enter and about 56 vehicles would exit the area. These estimates are expected to be reduced by about 30 percent due to alternative travel modes as shown in Table 2. This reduction is supported by a separate Travel Demand Management (TDM) Plan.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; the site's proposed land use; and are consistent with the assumptions agreed to by City staff.

TRIP ASSIGNMENT

Figure 7 shows the estimated weekday site-generated traffic volumes which are the directional distribution percentages (from Figure 6) applied to the weekday trip generation estimate (from Table 2). These estimates have been updated from the prior traffic study to account for the secondary access from 55th Street being reduced from right-in/right-out to right-in-only. The assignment was updated to show some drivers approaching the site from the north via 55th Street will make a southbound to northbound U-Turn movement and some will make a south-bound left-turn movement and complete a U-Turn movement on Arapahoe Avenue (SH 7).

2028 AND 2045 TOTAL TRAFFIC

Figure 8 shows the 2028 total traffic which is the sum of the 2028 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 7). Figure 8 also shows the 2028 recommended lane geometry and traffic control.

Figure 9 shows the 2045 total traffic which is the sum of 2045 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figure 7). Figure 9 also shows the 2045 recommended lane geometry and traffic control.

ARAPAHOE AVENUE (SH 7)/55TH STREET - ANALYSIS OF LEFT-TURN PHASE OPERATION FOR EASTBOUND LEFT-TURN MOVEMENT

The eastbound left-turn movement at this intersection is currently operated as both protected and permitted. There have been several crashes over the past three years of data during the permitted phase. For this reason, an analysis was completed to determine if the existing operation can be converted to protected-only based on the City's flow diagram. An annotated version

of the flow diagram is included in the appendix of the report for ease of reference. The following summarizes the findings from the flow chart.

Physical/Geometry:

There is one eastbound left-turn lane and one opposing westbound left-turn lane so the option on the right is boxed on the annotated flow diagram. The volume counts do not rise to the levels listed so the NO option was boxed on the annotated flow diagram.

Volume:

The existing traffic volumes in Figure 3 show the morning peak-hour has more than three east-bound left-turning vehicles per traffic signal cycle and the stated cross product is well over 100,000. The morning peak hour turning volume was counted as 139 vehicles. The existing cycle length is 108 seconds which results in just over 33 traffic signal cycles per hour. The 139 peak hour vehicles distributed over 33 traffic signal cycles per hour results in over four east-bound left-turning vehicles per traffic signal cycle. The westbound through and right-turn peak hour volume total 1,373 vehicles per hour which results in a cross-product of over 190,000 which greatly exceeds the threshold. The YES option was boxed in the annotated flow diagram.

Speed:

The existing posted speed limit on Arapahoe Avenue (SH 7) adjacent to the site is 45 mph. CDOT typically sets posted speed limits based on the 85th percentile running speed which suggests the 85th percentile running speed is over 40 mph. There are currently three west-bound travel lanes on Arapahoe Avenue (SH 7) - the City and CDOT have an upcoming project to convert the northernmost lane to buses and right-turns only but three lanes will remain. The YES option was boxed in the annotated flow diagram. The Yes option in the Speed section leads to protected-only being the suggested left-turn treatment.

Summary:

The information above and the City's flow diagram leads to a recommendation to convert the eastbound left-turn movement phasing from protected-permitted to protected-only. The total traffic scenario capacity analyses include this recommended change.

SUPPORT FOR RIGHT-IN-ONLY SECONDARY ACCESS FROM 55TH STREET

Consistent with the City's design standards, the site's primary full movement access is proposed to 56th Street which is the lowest classification street that fronts the site.

While the City would typically limit access to this single point, there are a few conditions that support a secondary limited-access point for this project. One of these conditions is the intersection of 56th Street and Arapahoe Avenue (SH 7) being restricted to right-in/right-out by an existing raised median. Additionally, northbound 56th Street dead-ends two blocks north of the site, with no public right-of-way connections between 55th Street and 56th Street other than Arapahoe Avenue (SH 7).

If limited only to right-in/right-out access from Arapahoe Avenue (SH 7) and 56th Street, the projected 490 daily vehicles of east-, north-, and southbound site-generated vehicles approaching the site would be required to drive east past the site on Arapahoe Avenue (SH 7) and complete an unprotected U-Turn movement to head back west to enter the site via 56th Street. Throughout the day, this condition is projected to generate about 490 additional U-turn vehicles merging into the roughly 10,000 vpd of westbound traffic on Arapahoe Avenue (SH 7). A review of crash data shows that two of the four crashes on Arapahoe Avenue (SH 7) near 56th Street were caused by unprotected left-turns or U-Turns.

Further, since the access at 56th Street and Arapahoe Avenue (SH 7) is unsignalized, all vehicles entering the site would be crossing unprotected bike and pedestrian routes, as opposed to the fully signalized and soon to be protected intersection with 55th Street. The recommendation to convert the eastbound left-turn movement to protected only operation at the intersection of Arapahoe Avenue (SH 7)/55th Street will improve pedestrian/bicycle safety at that location.

To increase safety and better manage vehicular traffic, the applicant is proposing a secondary right-in-only access from 55th Street. This secondary access into the site will avoid the need for significant out of direction travel and U-Turn movements on Arapahoe Avenue (SH 7) and benefit from the recommended changes to the eastbound left-turn phasing at the signalized intersection.

The secondary right-in-only access is supported by the form based code requirement for the main building entries to be along the type A frontage.

While the right-in-only access from 55th Street does introduce a vehicle/pedestrian conflict point, it will be designed to be a safe condition for pedestrians/cyclists by the applicant, with traffic calming measures including signage, landscaping, and engineered grades.

Additional detail and data are provided below to substantiate the secondary right-in-only access request.

Support for Right-In Movement from 55th Street

Figure 10 provides considerable detail on providing or not providing a secondary right-in-only access from 55th Street. These details are summarized as follows:

With Secondary Right-In-Only Access from 55th Street:

- The secondary right-in-only access would result in about 15 vph (morning peak) and 40 vph (afternoon peak) making the eastbound to northbound left-turn movement from Arapahoe Avenue (SH 7) to 55th Street. This movement is operated both as protected and permitted but is recommended to be converted to protected only. The pedestrian/bicycle volume on the north leg of the intersection is expected to be in the range of 15 to 31 pedestrians per hour and about 13 to 14 bicycles per hour.
- The secondary right-in-only access would result in about 18 vph (AM peak) and 48 vph (afternoon peak) making the northbound to eastbound movement from 55th Street into the site.
- This scenario is consistent with driver expectation to turn left to enter a site before passing by the site.

The secondary right-in-only access is supported by the form based code requirement for the main building entries to be along the type A frontage.

Without Secondary Right-In-Only Access from 55th Street:

- Vehicles approaching the site from the south of Arapahoe Avenue (SH 7) on 55th Street will be required to turn right (east) on Arapahoe Avenue (SH 7) and increase pedestrian/ bicycle conflicts on the east leg of the intersection. This volume of trips is expected to be low at about 1 vph in the morning peak and about 3 vph in the afternoon peak.
- About 16 vph in the morning peak-hour and about 43 vph in the afternoon peak-hour (and about 490 vehicles per day) would be required to drive east past the site on Arapahoe Avenue (SH 7) or turn right (east) on Arapahoe Avenue (SH 7) from northbound 55th Street and complete an unprotected U-Turn movement to head back west to enter the site via 56th Street. The out-of-direction travel will increase considerably if the Arapahoe Avenue (SH 7) median modification plan remains as is but the City has indicated they would work with the applicant to maintain a U-Turn opportunity as close to the site as possible.

Summary

The secondary right-in-only access from 55th Street is recommended for the following reasons:

- Meets driver expectation to turn left before the site rather than drive past it and be required to complete an unprotected U-Turn maneuver on a busy state highway. This will be particularly difficult for senior drivers.
- The eastbound left-turn movement at the Arapahoe Avenue (SH 7)/55th Street signalized intersection is recommended to be converted to protected only operations based on the City's flow diagram. This will improve pedestrian/bicycle safety on the north leg of the intersection and support site-generated trips making this movement and entering the site via the secondary right-in-only access.

VISION ZERO HIGH RISK STREET NETWORK ANALYSIS

The section of Arapahoe Avenue (SH 7) from 55th Street to 56th Street adjacent to the site is identified by the City of Boulder as a high risk street.

Existing Conditions

A summary of the City's crash history from 2019 through 2024 was provided by the City and evaluated. The raw data was formatted into a readable format and included in the report appendix. The following is our interpretation of the crash data:

Intersection of Arapahoe Avenue (SH 7)/56th Street

During this time period, there were a total of eight crashes reported in the area of the 56th Street intersection with Arapahoe Avenue (SH 7). Seven of the crashes were property damage only and one reported a possible injury. Four of the eight crashes were within 500 feet of the intersection - the other four were over 500 feet to the east of the intersection. None were reported to involve a pedestrian. Of the four that were near 56th Street, all were property damage

only, two were rear-end crashes, one was a 90-degree crash, and one was a vehicle striking the curb. Two of the four crashes involved either an unprotected left-turn movement and/or an unprotected U-Turn movement. This small subset of crashes suggests the largest contributor to crashes in this location were related to unprotected left-turn or U-Turn movements along Arapahoe Avenue (SH 7).

Intersection of Arapahoe Avenue (SH 7)/55th Street

During this time period, there were between 100 and 105 crashes within 500 feet of the intersection. Approximately 65 percent of the crashes were property damage only, about 16 percent were reported as possible injuries, and about 16 percent were reported as non-incapacitating injuries. Three of the crashes, or about 3 percent, reported an incapacitating injury. These 3 crashes were related to a westbound to southbound left-turning vehicle not yielding to an eastbound vehicle during the flashing yellow arrow (permitted) phase (1), a southbound to westbound right-turning vehicle not yielding to a bicycle in the crosswalk (1), and an eastbound vehicle losing control of their vehicle and striking a pedestrian in the sidewalk on the southeast corner (1).

There was a large number of crashes reported as noted above, but a major theme of the crashes is a failure of vehicles to yield to oncoming vehicles during a flashing yellow arrow (permitted) phase. Less frequent, but still a general theme, was a driver failing to yield to pedestrians and cyclists in the crosswalk.

Potential Mitigation

One or more of the signalized left-turn movements could be changed from protected/permitted to protected only to reduce conflicts during the permitted phase. This would reduce overall vehicle capacity of the intersection, but would likely reduce the number of crashes caused by drivers not yielding to oncoming vehicles or pedestrians/cyclists during the flashing yellow arrow (permitted) phase. The City's Left-Turning Phasing flow diagram was used to show the eastbound to northbound left-turn movement is recommended to be converted from protected/permitted operation to protected only operation which will improve pedestrian/bicycle safety on the north leg of the intersection.

The City is planning to modify the Arapahoe Avenue (SH 7)/55th Street intersection to be a protected intersection for pedestrians/cyclists - the applicant will be participating in this effort by updating the northeast corner of the intersection.

The City and CDOT have plans to convert the outside through lanes on Arapahoe Avenue (SH 7) to dedicated bus/right-turn lanes in the summer of 2025. This will shift high speed east-west through movement vehicles 12 feet further away from the corners of the intersection.

Proposed Conditions to Help Reduce Crash Probability

In addition to the considerations mention above, the following characteristics will help reduce the crash probability in the area:

1. The proposed site replaces a prior commercial site so a decrease in trip generation potential for the site is expected in the area based on historic conditions.

2. The proposed secondary right-in-only access from 55th Street will have a narrow entry lane to reduce vehicle turning speed. This will help reduce vehicle/bicycle conflicts at the driveway.
3. No additional travel lanes are expected or recommended in the area.
4. No crosswalk lengths are expected to be lengthened from redevelopment of the site.
5. The proposed site will not be adding any new unprotected left-turn movements but will add U-Turn trips along Arapahoe Avenue (SH 7).
6. There are no mid-block crosswalks on 55th Street in the area so there will be no impacts related to this type of crossing.
7. The project will provide acceptable sight distance both to and from the proposed access point for both vehicles and non-motorized users such as pedestrians and cyclists. This will help reduce vehicle/bicycle conflicts at the driveway. All sight triangle requirements of Section 9-9-7 will be met at the driveway access and multi-use path intersections.
8. The applicant will be updating the northeast corner of the Arapahoe Avenue (SH 7)/55th Street intersection to provide a protected intersection for pedestrians and cyclists - the City will update the other three corners.
9. The proposed site is not planning any obstructions that would block or limit pedestrian/ cyclist flow in the area. This will help reduce vehicle/bicycle conflicts at the driveway.
10. The proposed site will provide ADA ramps where applicable to ease pedestrian travel in the area. The sidewalk that crosses the driveway access will be elevated above street level for pedestrian safety.
11. The applicant is making improvements to the Arapahoe Avenue (SH 7) multi-use path and providing sidewalk level bike lanes consistent with City long term goals and the STAMP plan.
12. No new access points are proposed to Arapahoe Avenue (SH 7). There is an existing right-in/right-out access to Arapahoe Avenue (SH 7) that is being removed by the applicant. There are also full movement accesses to 55th Street being removed by the applicant and replaced with a secondary right-in-only access.
13. The eastbound left-turn movement at Arapahoe Avenue (SH 7)/55th Street is recommended to be converted from protected/permitted operation to protected only operation based on results of the City's flow diagram.

Summary of Analysis

The proposed site redevelopment will improve pedestrian and cyclist access in the area and has many positive characteristics that will help reduce the probability of a crash in the area.

PROJECTED LEVELS OF SERVICE

The intersections in Figures 8 and 9 were analyzed to determine the 2028 and 2045 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **55th Street/Commercial Access:** All movements at this stop-sign controlled intersection are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2045.

2. **55th Street/West Secondary Right-In-Only Site Access:** All movements at this right-in-only intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2045.

3. **56th Street/East Primary Full Movement Site Access:** All movements at this stop-sign controlled intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2045.

4. **Arapahoe Avenue (SH 7)/55th Street:** This signalized intersection is expected to operate at an overall LOS "D" during both morning and afternoon peak-hours through 2045 with conversion of the eastbound left-turn movement to protected only operation.

5. **Arapahoe Avenue (SH 7)/56th Street:** All movements at this stop-sign controlled right-in/right-out intersection are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2045.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 1,521 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour about 30 vehicles would enter and about 88 vehicles would exit the site. During the afternoon peak-hour, about 81 vehicles would enter and about 56 vehicles would exit. These estimates are expected to be reduced by about 30 percent due to alternative travel modes. This reduction is supported by a separate Travel Demand Management (TDM) Plan.

Projected Levels of Service

2. All movements at the unsignalized intersections analyzed are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2045.

3. The signalized intersections analyzed are expected to operate at an overall LOS "D" or better during both morning and afternoon peak-hours through 2045.

Conclusions

4. The impact of the proposed 5501 & 5505 Arapahoe development can be accommodated by the existing roadway network with the following recommendations:

Recommendations

5. A secondary right-in-only access should be provided from 55th Street to supplement the primary full movement access proposed on 56th Street. This recommendation is paired with a second recommendation to convert the eastbound left-turn movement from Arapahoe Avenue (SH 7) to 55th Street from protected/permitted operation to protected only operation based on the findings of the City's flow diagram. This change will improve pedestrian/bicycle safety on the north leg of the intersection and compliment the proposed secondary right-in-only access.

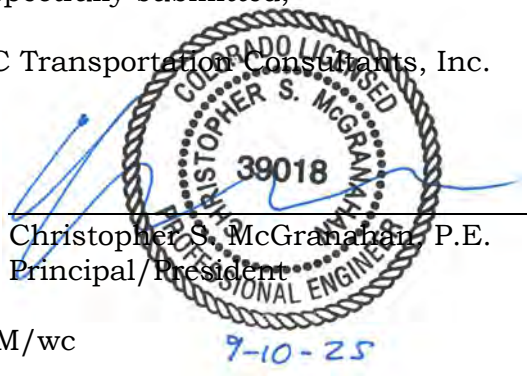
6. The applicant should follow the recommendations of the separate Travel Demand Management (TDM) Plan to help increase the alternative travel mode trips generated by the site.

* * * * *

We trust this information will assist you in planning for the proposed 5501 & 5505 Arapahoe development.

Respectfully submitted,

LSC Transportation Consultants, Inc.



By: _____
Christopher S. McGranahan, P.E.
Principal/President

CSM/wc

Enclosure: Tables 1 and 2
Figures 1 - 10
Traffic Study Parameters Worksheet
Traffic Counts by Counter Measures, Inc.
Traffic Counts from City Website for Arapahoe Avenue (SH 7)/55th Street Intersection
LOS Descriptions
LOS Printouts
City of Boulder Left-Turn Phasing Guidelines
Crash Data Provided by the City

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Table 1
Intersection Levels of Service Analysis
5501 & 5505 Arapahoe
Boulder, CO
LSC #240860; September, 2025

Intersection No. & Location	Traffic Control	Existing Traffic AM LOS	Existing Traffic AM Delay	Existing Traffic PM LOS	Existing Traffic PM Delay	2028 Background Traffic AM LOS	2028 Background Traffic AM Delay	2028 Background Traffic PM LOS	2028 Background Traffic PM Delay	2028 Total Traffic (1) AM LOS	2028 Total Traffic (1) AM Delay	2028 Total Traffic (1) PM LOS	2028 Total Traffic (1) PM Delay	2045 Background Traffic AM LOS	2045 Background Traffic AM Delay	2045 Background Traffic PM LOS	2045 Background Traffic PM Delay	2045 Total Traffic (1) AM LOS	2045 Total Traffic (1) AM Delay	2045 Total Traffic (1) PM LOS	2045 Total Traffic (1) PM Delay
1) 55th Street/Commercial Access	TWSC																				
NB Left		A	8.5	B	11.2	A	8.5	B	11.2	A	8.5	B	11.3	A	8.6	B	11.6	A	8.6	B	11.6
EB Left		B	12.6	D	26.4	B	12.7	D	26.9	B	12.8	D	27.3	B	13.0	D	29.1	B	13.1	D	29.6
EB Through/Right		A	9.8	B	14.4	A	9.8	B	14.6	A	9.9	B	14.9	B	10.0	C	15.2	B	10.1	C	15.6
WB Approach		B	13.0	B	11.9	B	13.1	B	11.9	B	13.4	B	12.2	B	13.4	B	12.3	B	13.7	B	12.6
SB Left		A	8.3	A	7.7	A	8.3	A	7.7	A	8.3	A	7.8	A	8.4	A	7.8	A	8.4	A	7.9
2) 55th Street/West Site Access	TWSC																				
NB Right	Right-In Only	--	--	--	--	--	--	--	--	A	0.0	A	0.0	--	--	--	--	A	0.0	A	0.0
3) 56th Street/East Site Access	TWSC																				
NB Left/Through	Full	--	--	--	--	--	--	--	--	A	7.2	A	7.3	--	--	--	--	A	7.3	A	7.3
EB Approach	Movement	--	--	--	--	--	--	--	--	A	8.6	A	8.5	--	--	--	--	A	8.6	A	8.5
4) 55th Street/Arapahoe Avenue	Signalized																				
EB Left		C	24.1	C	21.2	C	25.0	C	21.6	D	52.8	E	55.4	C	29.5	C	23.7	D	54.7	E	56.0
EB Through		B	17.0	C	32.1	B	17.3	C	32.9	B	18.2	C	32.6	B	18.4	D	39.0	B	18.4	D	37.2
EB Right		B	14.4	C	24.0	B	14.6	C	24.3	B	15.4	C	24.2	B	15.2	C	26.0	B	15.3	C	25.3
WB Left		B	14.7	C	23.7	B	14.9	C	24.2	B	18.0	C	25.5	B	15.7	C	28.0	B	17.9	C	28.3
WB Through		C	27.8	C	27.9	C	28.8	C	28.5	D	40.9	C	33.8	D	35.6	C	31.4	D	54.6	D	36.8
WB Right		B	19.9	C	23.3	C	20.3	C	23.6	C	25.5	C	27.7	C	21.4	C	25.0	C	25.7	C	28.6
NB Left		D	36.0	D	35.0	D	35.8	C	34.9	C	34.8	D	35.6	D	36.1	C	34.5	D	36.9	D	36.2
NB Through/Right		D	48.5	D	36.0	D	48.1	D	35.8	D	46.1	D	36.6	D	49.0	C	34.9	D	52.5	D	36.4
SB Left		C	32.2	C	27.4	C	32.0	C	27.2	C	31.4	C	27.7	C	31.5	C	26.3	C	32.0	C	27.4
SB Through		D	36.7	E	61.0	D	36.5	E	61.3	D	35.8	E	67.4	D	35.8	E	63.2	D	36.4	E	65.0
SB Right		D	37.0	C	32.0	D	36.8	C	31.8	D	36.2	C	32.4	D	36.2	C	31.1	D	36.8	C	32.3
Entire Intersection Delay (sec /veh)		30.2		34.0		30.5		34.4		36.1		37.8		33.4		37.1		42.4		39.4	
Entire Intersection LOS		C		C		C		C		D		D		C		D		D		D	
5) Arapahoe Avenue/56th Street	TWSC																				
NB Right	Right-In/	A	9.7	B	11.1	A	9.6	B	12.8	A	9.5	B	12.8	A	9.8	B	13.8	A	9.7	B	13.8
SB Right	Right-Out	C	18.4	B	13.3	C	16.5	B	12.2	C	20.0	B	12.9	C	18.6	B	13.1	C	22.7	B	13.5

(1) Proposed mitigation is to convert EB LT from Protected/Permitted to Protected only based on the results of the City's flow diagram.

Table 2
ESTIMATED TRAFFIC GENERATION
5501 & 5505 Arapahoe
Boulder, CO
LSC #240860; September, 2025

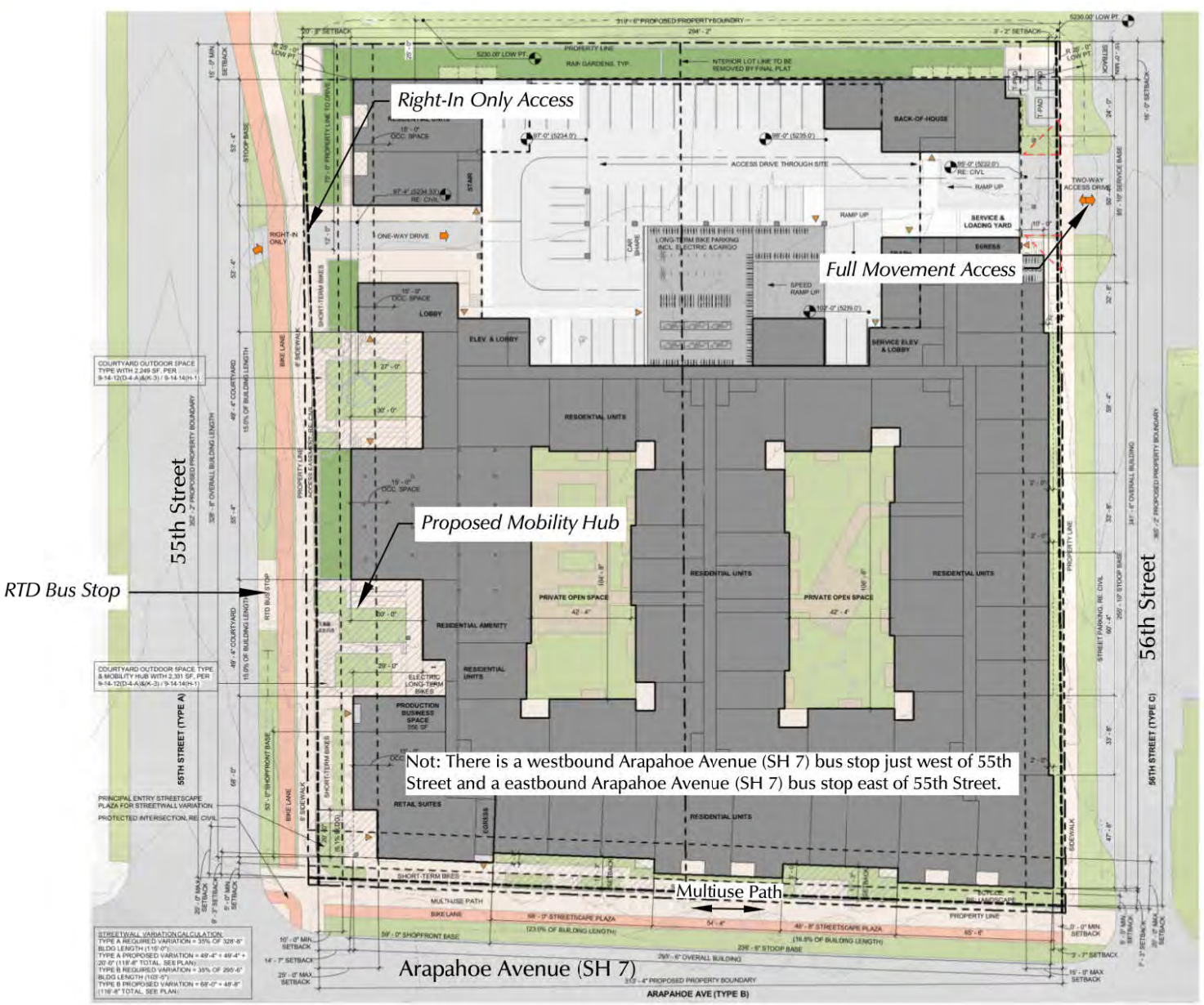
		Trip Generation Rates [1]					Vehicle-Trips Generated				
		Average	AM Peak-Hour		PM Peak-Hour		Average	AM Peak-Hour		PM Peak-Hour	
Trip Generating Category	Quantity	Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
CURRENTLY PROPOSED LAND USE											
Apartments [2]	300 DU [3]	4.54	0.085	0.285	0.238	0.152	1,362	26	85	71	46
Retail [4]	2.918 KSF [5]	54.45	1.416	0.944	3.295	3.295	159	4	3	10	10
					Total =		**1,521**	**30**	**88**	**81**	**56**
					30% ATM Reduction [5] =		456	9	26	24	17
					Net Trips =		**1,065**	**21**	**62**	**57**	**39**

Notes:
(1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021
(2) ITE Land Use No. 221 - Multifamily Housing (Mid-Rise)
(3) DU = Dwelling Units
(4) ITE Land Use No. 822 - Strip Retail Plaza (<40k)
(5) The alternative travel mode reduction is supported by a separate Travel Demand Management (TDM) plan.

Figure 1

Vicinity Map

5501 & 5505 Arapahoe Ave. (LSC #240860)

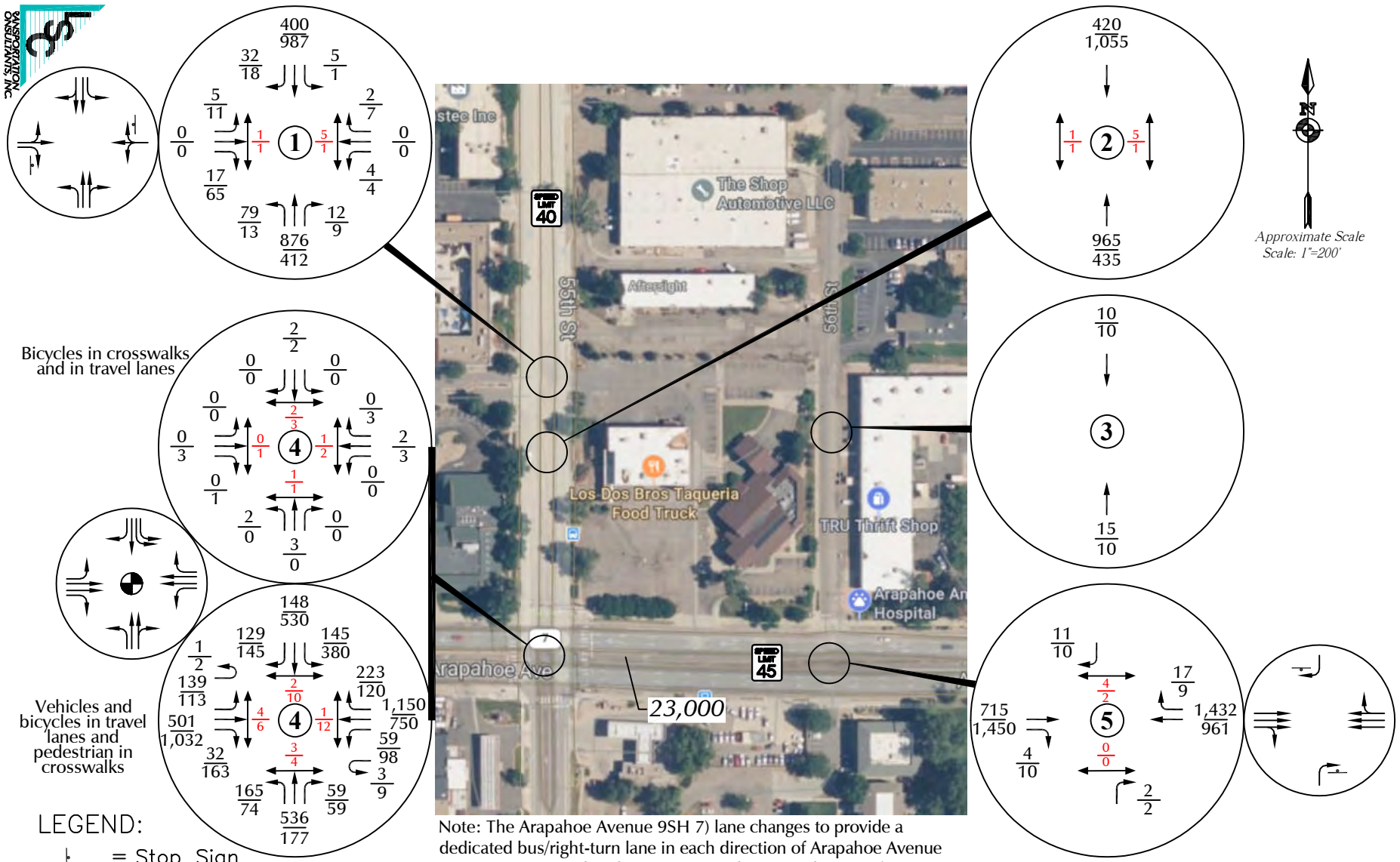


Approximate Scale
Scale: NTS

Figure 2

Site Plan

5501 & 5505 Arapahoe Ave. (LSC #240860)



Note: The Arapahoe Avenue 9SH 7) lane changes to provide a dedicated bus/right-turn lane in each direction of Arapahoe Avenue (SH 7) are assumed in the existing condition per direction from City staff.

LEGEND:

= Stop Sign

= Traffic Signal

= Speed Limit

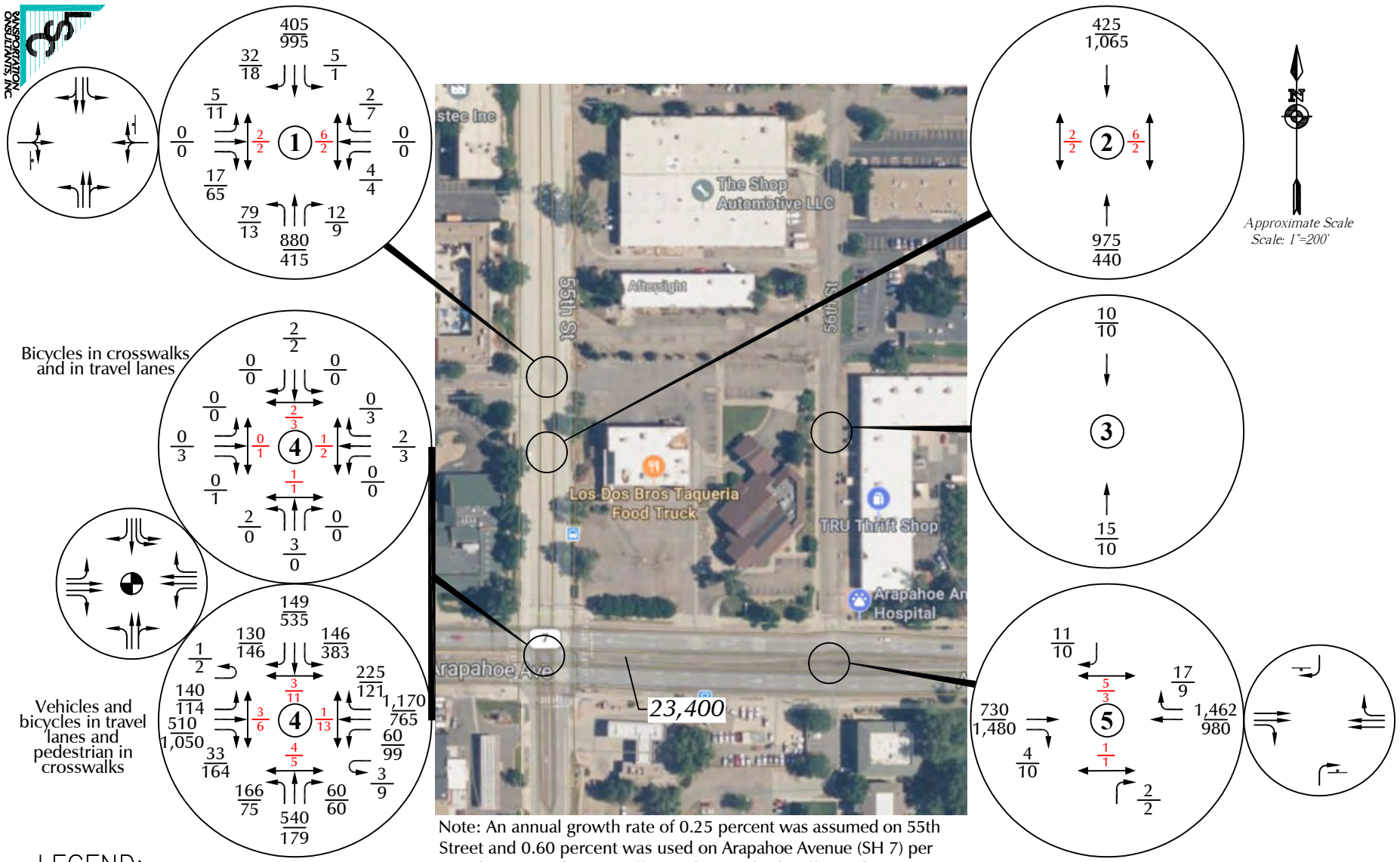
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$ $\frac{26}{35}$ = $\frac{\text{AM Peak Hour Pedestrian Traffic}}{\text{PM Peak Hour Pedestrian Traffic}}$

1,000 = Average Daily Traffic (from CDOT Straight Line Diagram)

Figure 3

Existing Traffic, Lane Geometry and Traffic Control

5501 & 5505 Arapahoe Ave. (LSC #240860)



Note: An annual growth rate of 0.25 percent was assumed on 55th Street and 0.60 percent was used on Arapahoe Avenue (SH 7) per coordination with City staff - see the attached traffic study parameters.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

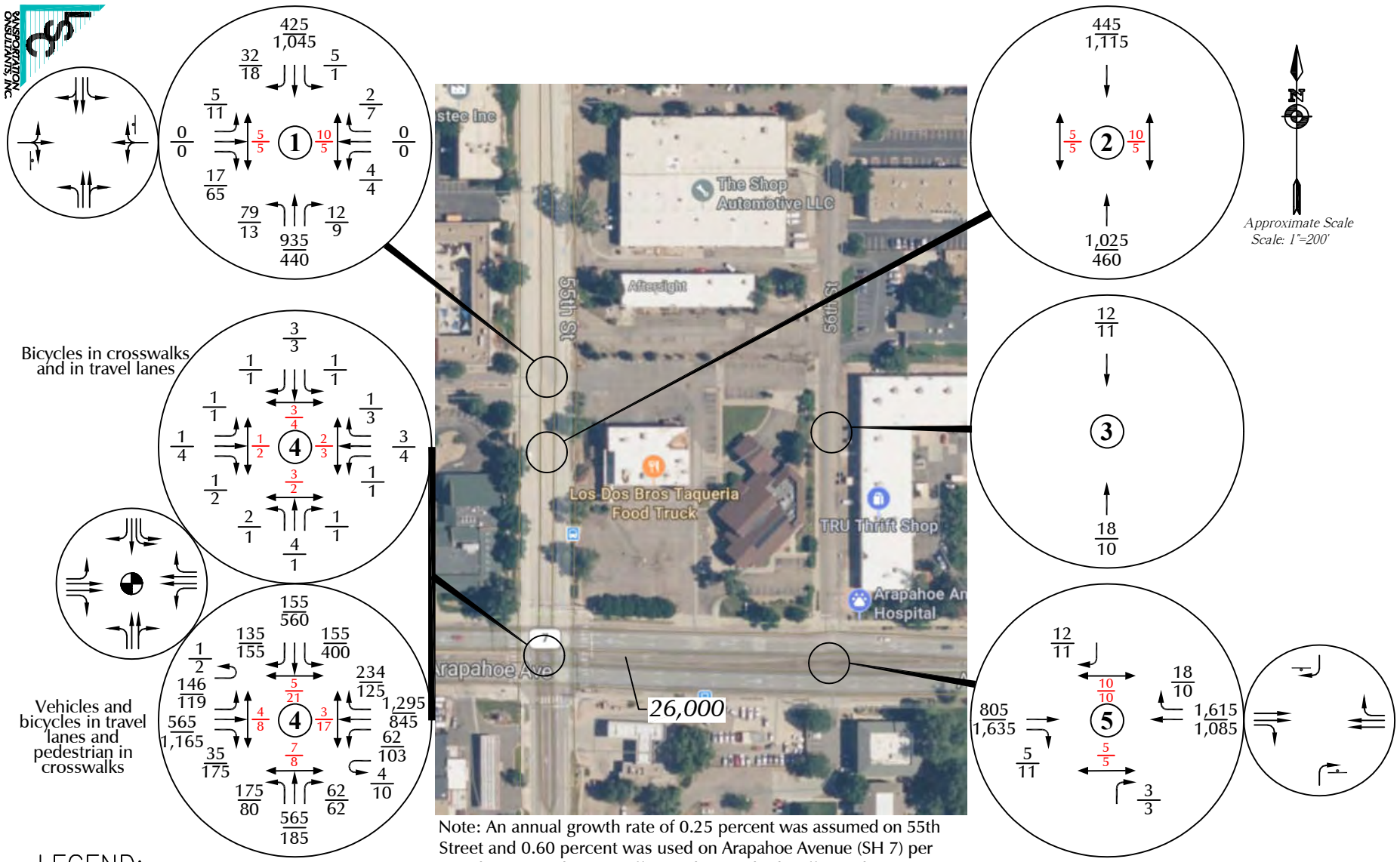
1,000 = Average Daily Traffic

26/35 = AM Peak Hour Pedestrian Traffic / PM Peak Hour Pedestrian Traffic

Figure 4

Year 2028 Background Traffic, Lane Geometry and Traffic Control

5501 & 5505 Arapahoe Ave. (LSC #240860)



Note: An annual growth rate of 0.25 percent was assumed on 55th Street and 0.60 percent was used on Arapahoe Avenue (SH 7) per coordination with City staff - see the attached traffic study parameters.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

26/35 = AM Peak Hour Pedestrian Traffic / PM Peak Hour Pedestrian Traffic

Figure 5

Year 2045 Background Traffic, Lane Geometry and Traffic Control

5501 & 5505 Arapahoe Ave. (LSC #240860)

N

Approximate Scale
Scale: 1"=600'

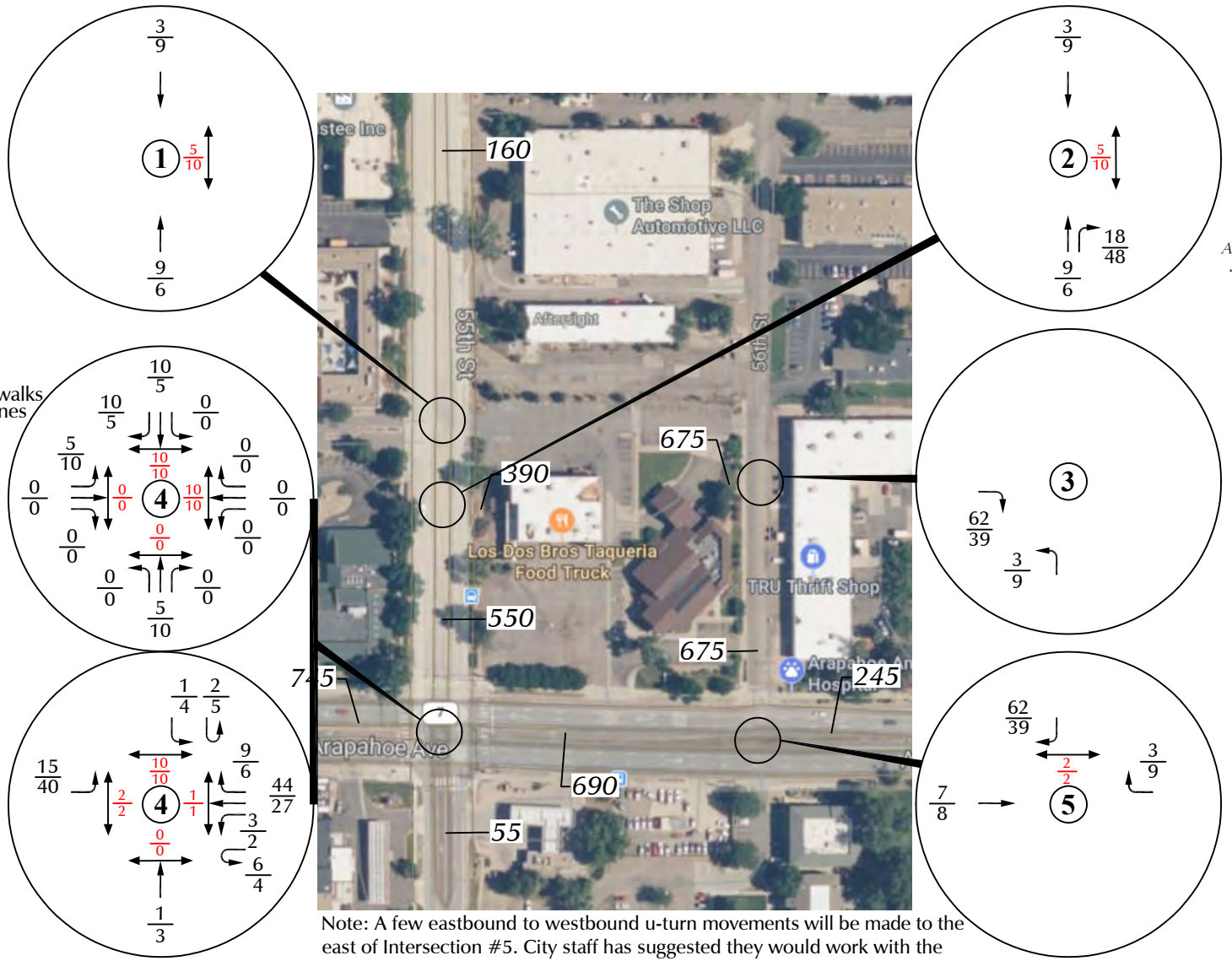
LEGEND:

65% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

5501 & 5505 Arapahoe Ave. (LSC #240860)



Note: A few eastbound to westbound u-turn movements will be made to the east of Intersection #5. City staff has suggested they would work with the applicant to maintain a u-turn opportunity as close to the site as possible.

LEGEND:

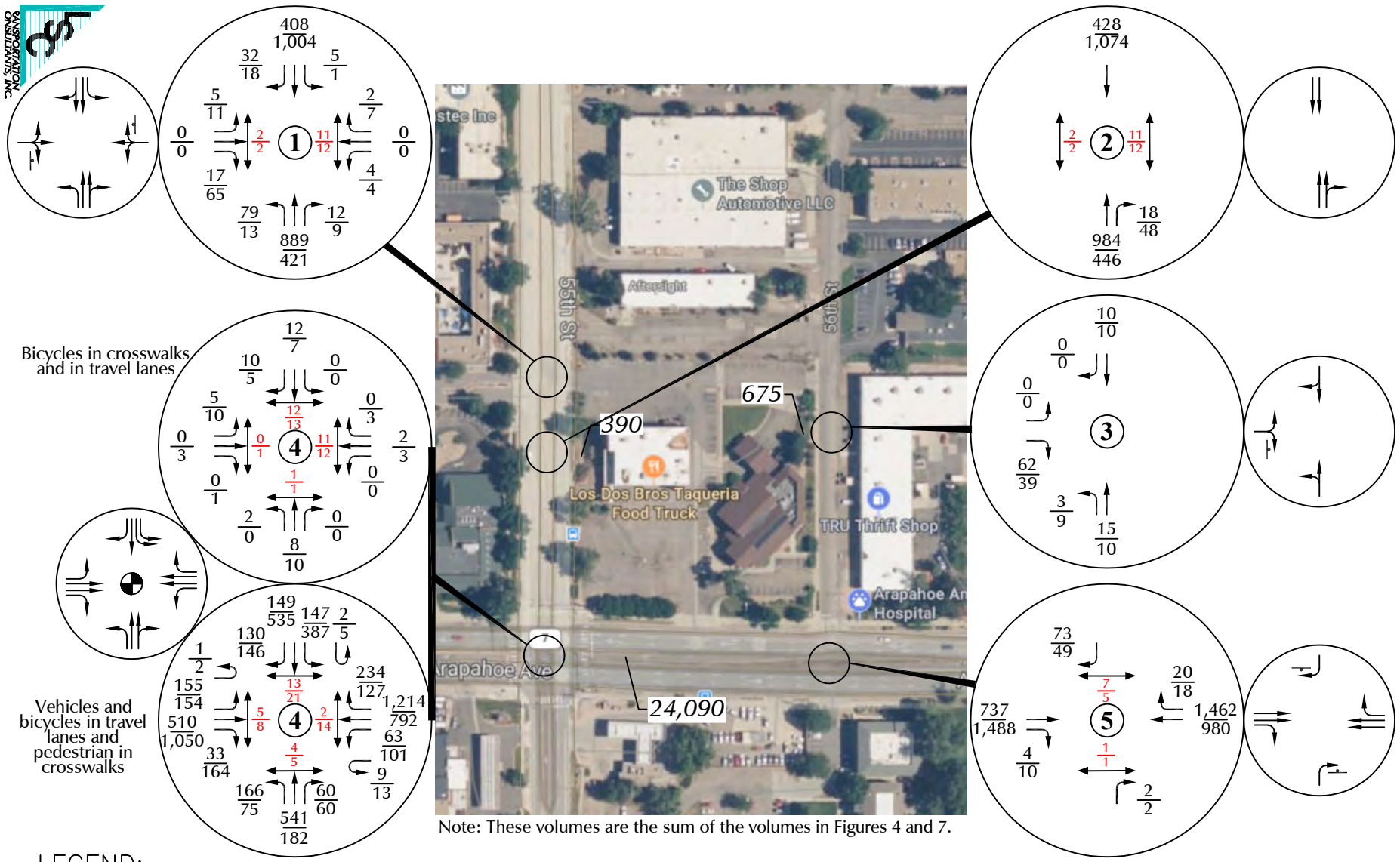
$\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic $\frac{26}{35}$ = AM Peak Hour Pedestrian Traffic / PM Peak Hour Pedestrian Traffic

1,000 = Average Daily Traffic

Figure 7

Assignment of Site-Generated Traffic

5501 & 5505 Arapahoe Ave. (LSC #240860)



Note: These volumes are the sum of the volumes in Figures 4 and 7.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

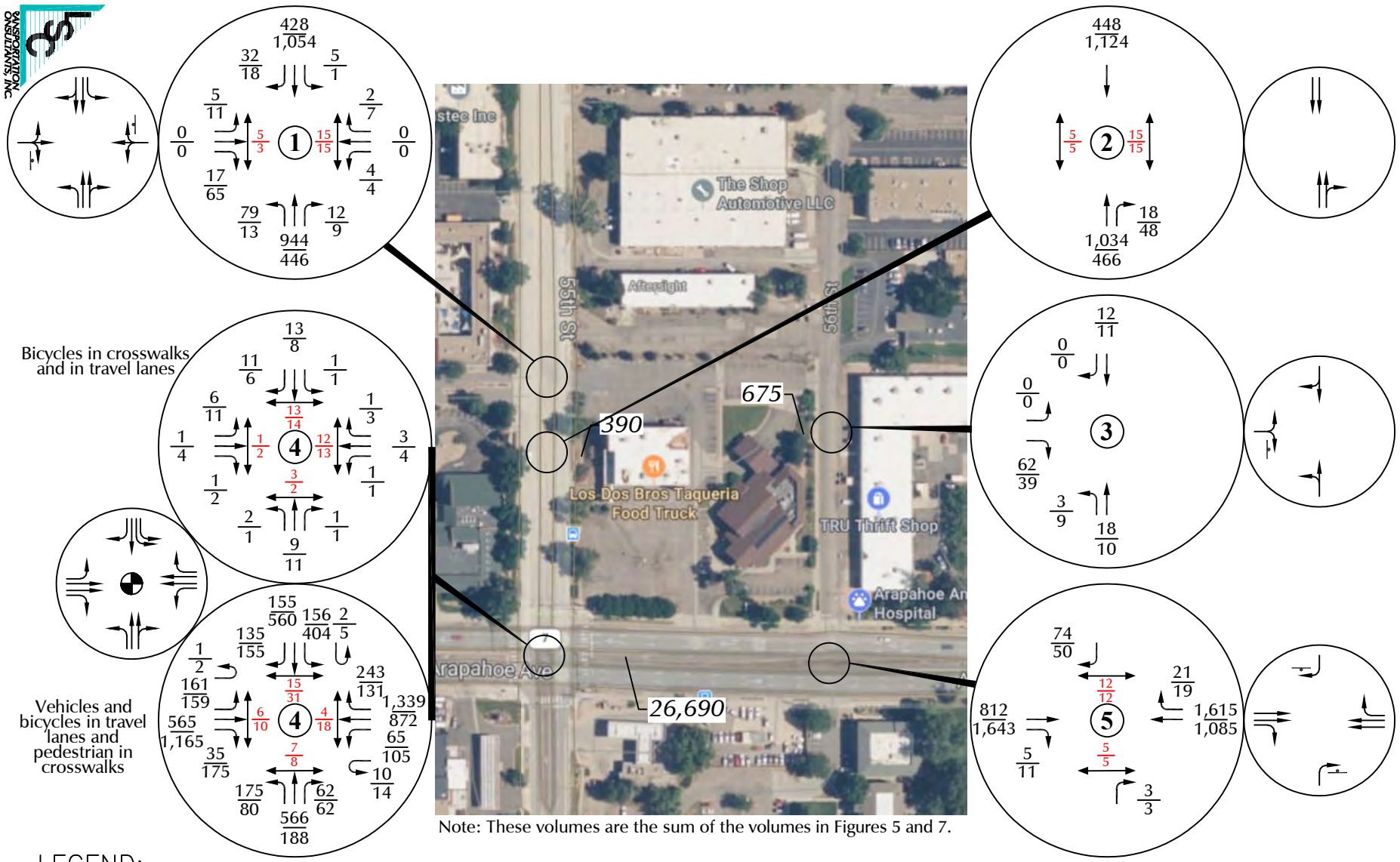
1,000 = Average Daily Traffic

26/35 = AM Peak Hour Pedestrian Traffic / PM Peak Hour Pedestrian Traffic

Figure 8

Year 2028 Total Traffic, Lane Geometry and Traffic Control

5501 & 5505 Arapahoe Ave. (LSC #240860)



Note: These volumes are the sum of the volumes in Figures 5 and 7.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

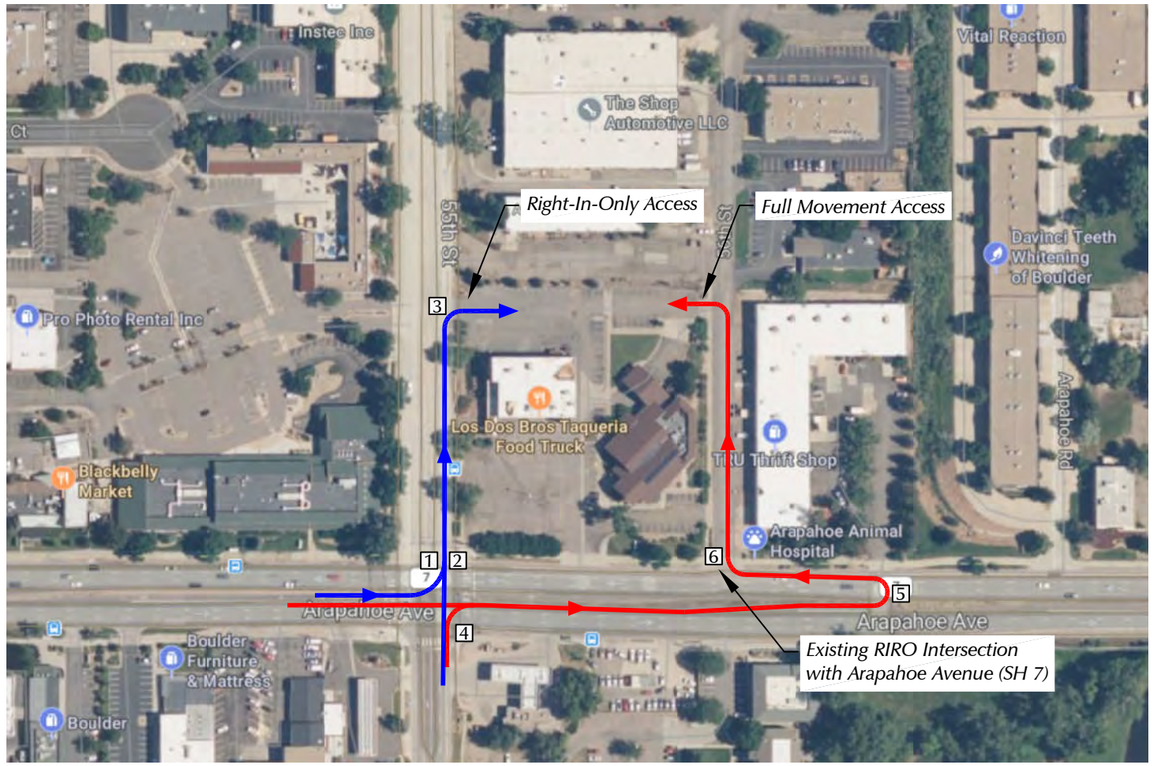
1,000 = Average Daily Traffic

26/35 = AM Peak Hour Pedestrian Traffic / PM Peak Hour Pedestrian Traffic

Figure 9

Year 2045 Total Traffic, Lane Geometry and Traffic Control

5501 & 5505 Arapahoe Ave. (LSC #240860)



Approximate Scale
Scale: 1"=200'

Key to Map Notes:

With Right-In-Only Access from 55th Street

1 Protected/permissive EB LT - additional 15vph in AM - additional 40vph in PM (Figure 7) - one existing vehicle/pedestrian conflict point at this location.
2 NB through - additional 1vph in AM - additional 3vph in PM (Figure 7).
3 NB right into site - additional 18vph in AM - additional 48 vph in PM (Figure 7) - introduces one new vehicle/pedestrian conflict point.

Without Right-In-Only Access from 55th Street

4 NB RT protected/permissive - additional 1vph in AM - additional 3vph in PM - one existing vehicle/pedestrian conflict point at this location.
5 EB to WB u-turn - permissive u-turn movement - additional 18vph in AM - additional 48vph in PM - one existing vehicle to vehicle conflict point.
6 WB RT - permissive - additional 18vph in AM - additional 48vph in PM - one existing vehicle/pedestrian conflict point at this location.

Notes:
1. There is no east/west public right-of-way connection between 55th Street and 56th Street to the north of the site.
2. The EB LT at #1 is both protected and permitted and the EB to WB u-turn at #5 is permitted.
3. See report narrative section recommending the EB LT movement at Arapahoe Avenue (SH 7)/55th Street be converted from protected/permitted to protected only based on the City's flow diagram.

LEGEND:

= Ingress from West and South w/ Right-In-Only Access from 55th Street
= Ingress from West and South w/o Right-In-Only Access from 55th Street

Figure 10

Data for Right-In Access on 55th Street

5501 & 5505 Arapahoe Ave. (LSC #240860)

Traffic Study Initial Parameters

Last Revised (date)	*October 30th, 2023*
Purpose	The purpose of this document is to outline the initial study parameters for traffic studies conducted as a part of a development project in the city pursuant to section 2.01 (E) of the City of Boulder Design and Construction Standards.
Scope	Please submit this document to your assigned review engineer prior to initial drafting of the traffic study and/or Site Review. This document is designed to only outline initial study parameters and parameters may change through the course of traffic analysis conducted during the study.

PROJECT INFORMATION	
Project Name: 5501 Arapahoe	Project Address: 5501 & 5505 Arapahoe Avenue (SH 7)
Applied Subarea Plans: East Boulder Subcommunity Plan	Project Use (Residential Vs Non-residential): Residential and Non-Residential

TRAFFIC DATA AND ANALYSIS CRITERIA				
Study Area Boundary:	North: Site Access Intersections		South: Arapahoe Avenue (SH 7)	
	East: 56th Street		West: 55th Street	
Study Years:	Short-Term (buildout):	2028	Long-Range: 20 years	2045
Study Intersections (Please provide Level of Service Analysis for Each):	1. Access Driveways		6.	
	2. Arapahoe Ave (SH 7)/ 55th Street		7.	
	3. Arapahoe Ave (SH 7)/56th Street		8.	
	4. TWLTL on 55th Street		9.	
	5.		10.	
Traffic Counts:	Data Collection Method (Visual, devices to be used, etc): Manual turning movement counts			
	Collection Times: 7:30 – 9:30 AM, 11:30 AM – 1:30 PM, and 4:00 – 6:00 PM Conduct on Tuesday, Wednesday, or Thursday of a typical week Provide raw data in Excel format			
	Special Considerations for Counts (Schools in session, events going on in the area during counts, etc): Pedestrians and bicycles will be counted			
Background Traffic Growth Rates: Based on City historic data	Short-Term:	0.25% on 55th 0.60% on SH 7	Long-Range:	0.25% on 55th 0.60% on SH 7
Trip Generation Rates:	ITE Data			
	Code?	221	Use Type?	Multifamily Housing (Mid-Rise)
Trip Generation Rates:	ITE Data			
	Code?	822	Use Type?	Retail

Trip Generation Rates:		ITE Data				
		Code?	Specify ITE Code	Use Type?	Provide Use Description	
Trip Adjustment Factors (Provide Supporting Data):	Passby Trips:	NA	Diverted Trips:	NA	Internal Capture:	NA
Trip Distribution:	Provide Attached Sketch					

OTHER STUDY ITEMS AND CONSIDERATIONS		
Hazard Assessment:	☒ Does the Project have an immediate Frontage on a High Risk Network Street as detailed in the most recent version of the Vision Zero Action Plan? □ Has the project site been identified by the city as a high-hazard area for any other reason?	
	(Outline areas to assess if any boxes checked above) Arapahoe Avenue (SH 7) adjacent to the site is shown on the High Risk Network Map. Will include access recommendations for both 55th and 56th Streets.	
Transportation Master Plan (TMP) Identified Improvements:	(Required improvements to be outlined by staff) Improvements are needed to 55th Street and Arapahoe Avenue (SH 7) per the pre-app review summary.	
Transportation Demand Management Plan (TDM):	A plan is required to be submitted which outlines strategies to mitigate traffic impacts created by the proposed development and implementable measures for promoting alternate modes of travel. The applicant must submit the TDM plan as a separate document with Site Review submittal in addition to incorporating the TDM Plan into the traffic impact study as an appendix to the study. BRC 9-2-14(h)(2)(D), DCS 2.03(I)	
	TDM Measures to Utilize: TDM measures will be proposed in a separate TDM plan.	☒Parking Management Strategies ☒Enhanced Design and Amenities ☒Financial Incentives ☒Trip Reduction Programs and Policies ☒Marketing and Outreach □Other_____
	Trip Reduction Percent:	20%
Other Considerations:		

Reviewed By		
Date:	1/10/25	
Traffic Division Representative:	Daniel Valerin	Daniel Valerin
	Printed Name	Signature
Applicant Representative:		
	Printed Name	Signature

Approximate Scale
Scale: 1"=600'

LEGEND:

65% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

5501 Arapahoe Ave. (LSC #240860)

City of Boulder (CO)
1777 Broadway
P.O. Box 791
Boulder, Colorado, United States 80306
303.441.3266 riceb@bouldercolorado.gov

Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024
Page No: 1

Turning Movement Data

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	17	18	17	0	3	52	40	141	8	1	0	190	13	78	16	0	0	107	6	77	23	0	2	106	455
7:30 AM	19	34	12	0	1	65	31	180	22	2	1	235	11	86	26	0	1	123	6	84	19	0	2	109	532
7:45 AM	29	24	22	0	0	75	50	225	12	2	4	289	7	102	31	0	0	140	4	97	33	0	4	134	638
Hourly Total	65	76	51	0	4	192	121	546	42	5	5	714	31	266	73	0	1	370	16	258	75	0	8	349	1625
8:00 AM	25	35	13	0	0	73	70	210	22	1	1	303	14	94	32	0	0	140	23	94	23	0	1	140	656
8:15 AM	27	45	29	0	1	101	55	254	23	2	0	334	8	121	38	0	0	167	11	106	29	1	0	147	749
8:30 AM	35	48	42	0	0	125	51	244	9	0	1	304	18	135	45	0	0	198	7	134	30	0	1	171	798
8:45 AM	32	29	44	0	1	105	76	275	9	1	2	361	17	143	43	0	0	203	8	142	32	0	1	182	851
Hourly Total	119	157	128	0	2	404	252	983	63	4	4	1302	57	493	158	0	0	708	49	476	114	1	3	640	3054
9:00 AM	35	26	30	0	2	91	41	218	18	0	1	277	16	137	39	0	0	192	6	119	48	0	2	173	733
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	35	26	30	0	2	91	41	218	18	0	1	277	16	137	39	0	0	192	6	119	48	0	2	173	733
11:30 AM	42	46	47	0	3	135	32	197	15	5	1	249	22	44	17	0	0	83	15	155	29	1	1	200	667
11:45 AM	48	32	52	0	4	132	37	211	23	6	1	277	14	29	19	0	2	62	22	201	42	0	0	265	736
Hourly Total	90	78	99	0	7	267	69	408	38	11	2	526	36	73	36	0	2	145	37	356	71	1	1	465	1403
12:00 PM	61	51	52	0	5	164	41	190	20	0	1	251	25	38	23	0	1	86	20	173	55	1	2	249	750
12:15 PM	52	37	49	0	2	138	32	211	14	6	4	263	19	47	28	0	6	94	21	173	47	1	3	242	737
12:30 PM	43	27	52	0	0	122	42	169	19	8	0	238	17	43	18	0	0	78	20	177	42	0	4	239	677
12:45 PM	39	34	41	0	0	114	37	153	24	1	1	215	19	40	20	0	0	79	19	180	50	2	2	251	659
Hourly Total	195	149	194	0	7	538	152	723	77	15	6	967	80	168	89	0	7	337	80	703	194	4	11	981	2823
1:00 PM	45	36	46	0	2	127	22	137	12	4	0	175	12	39	23	0	0	74	17	150	71	0	3	238	614
1:15 PM	38	35	36	0	2	109	40	203	22	6	0	271	13	33	17	0	0	63	19	185	40	1	2	245	688
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	83	71	82	0	4	236	62	340	34	10	0	446	25	72	40	0	0	137	36	335	111	1	5	483	1302
4:15 PM	28	107	88	0	1	223	31	146	33	3	0	213	24	44	18	0	3	86	44	263	28	0	1	335	857
4:30 PM	33	135	91	0	4	259	33	152	19	2	10	206	11	54	20	0	8	85	42	246	27	1	4	316	866
4:45 PM	33	129	104	0	1	266	23	163	23	2	2	211	11	35	21	0	3	67	38	256	31	1	0	326	870
Hourly Total	94	371	283	0	6	748	87	461	75	7	12	630	46	133	59	0	14	238	124	765	86	2	5	977	2593
5:00 PM	28	132	97	0	1	257	30	151	23	2	1	206	13	44	15	0	0	72	39	267	27	0	0	333	868
5:15 PM	39	103	80	0	3	222	35	161	31	3	1	230	19	36	13	0	0	68	27	178	22	2	3	229	749
5:30 PM	24	88	60	0	2	172	20	146	28	4	2	198	8	51	11	0	1	70	23	165	22	0	3	210	650
5:45 PM	29	62	55	0	3	146	32	133	21	0	0	186	16	39	23	0	0	78	23	151	21	0	2	195	605
Hourly Total	120	385	292	0	9	797	117	591	103	9	4	820	56	170	62	0	1	288	112	761	92	2	8	967	2872
6:00 PM	23	58	48	0	1	129	29	152	11	0	2	192	21	45	21	0	1	87	21	128	19	1	1	169	577
Grand Total	824	1371	1207	0	42	3402	930	4422	461	61	36	5874	368	1557	577	0	26	2502	481	3901	810	12	44	5204	16982
Approach %	24.2	40.3	35.5	0.0	-	-	15.8	75.3	7.8	1.0	-	-	14.7	62.2	23.1	0.0	-	-	9.2	75.0	15.6	0.2	-	-	-
Total %	4.9	8.1	7.1	0.0	-	20.0	5.5	26.0	2.7	0.4	-	34.6	2.2	9.2	3.4	0.0	-	14.7	2.8	23.0	4.8	0.1	-	30.6	-
All Vehicles (no classification)	823	1367	1207	0	-	3397	930	4422	461	60	-	5873	367	1546	577	0	-	2490	481	3901	810	12	-	5204	16964

% All Vehicles (no classification)	99.9	99.7	100.0	-	-	99.9	100.0	100.0	100.0	98.4	-	100.0	99.7	99.3	100.0	-	-	99.5	100.0	100.0	100.0	100.0	-	100.0	99.9
Bicycles on Road	1	4	0	0	-	5	0	0	0	1	-	1	1	11	0	0	-	12	0	0	0	0	-	0	18
% Bicycles on Road	0.1	0.3	0.0	-	-	0.1	0.0	0.0	0.0	1.6	-	0.0	0.3	0.7	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	-	31.0	-	-	-	-	-	11.1	-	-	-	-	-	7.7	-	-	-	-	-	20.5	-	-
Pedestrians	-	-	-	-	29	-	-	-	-	-	32	-	-	-	-	-	24	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	69.0	-	-	-	-	-	88.9	-	-	-	-	-	92.3	-	-	-	-	-	79.5	-	-

City of Boulder (CO)
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Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
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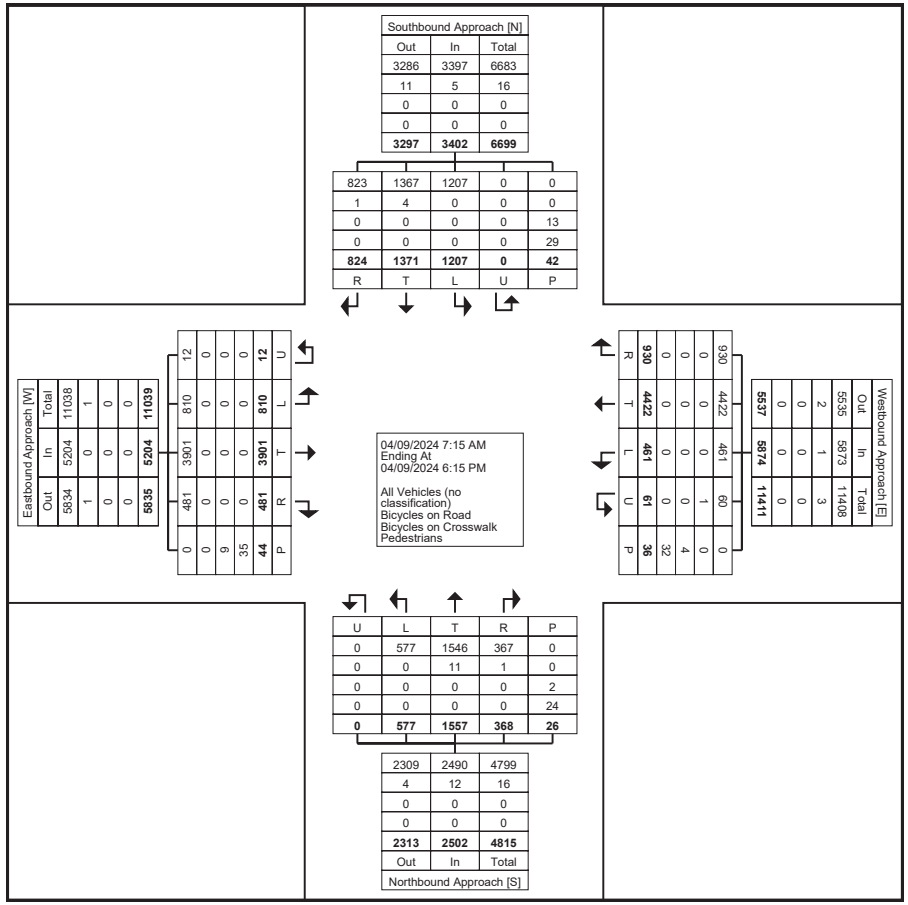


Turning Movement Data Plot

City of Boulder (CO)
1777 Broadway
P.O. Box 791
Boulder, Colorado, United States 80306
303.441.3266 riceb@bouldercolorado.gov

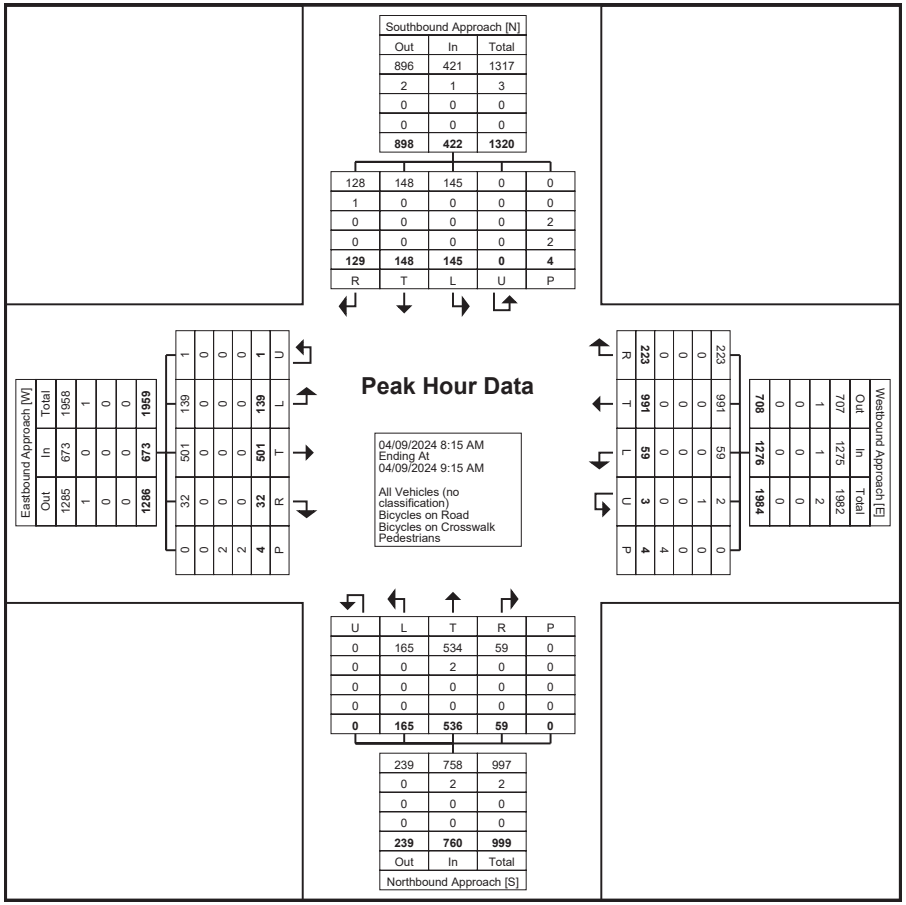
Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024

Turning Movement Peak Hour Data (8:15 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
8:15 AM	27	45	29	0	1	101	55	254	23	2	0	334	8	121	38	0	0	167	11	106	29	1	0	147	749
8:30 AM	35	48	42	0	0	125	51	244	9	0	1	304	18	135	45	0	0	198	7	134	30	0	1	171	798
8:45 AM	32	29	44	0	1	105	76	275	9	1	2	361	17	143	43	0	0	203	8	142	32	0	1	182	851
9:00 AM	35	26	30	0	2	91	41	218	18	0	1	277	16	137	39	0	0	192	6	119	48	0	2	173	733
Total	129	148	145	0	4	422	223	991	59	3	4	1276	59	536	165	0	0	760	32	501	139	1	4	673	3131
Approach %	30.6	35.1	34.4	0.0	-	-	17.5	77.7	4.6	0.2	-	-	7.8	70.5	21.7	0.0	-	-	4.8	74.4	20.7	0.1	-	-	-
Total %	4.1	4.7	4.6	0.0	-	13.5	7.1	31.7	1.9	0.1	-	40.8	1.9	17.1	5.3	0.0	-	24.3	1.0	16.0	4.4	0.0	-	21.5	-
PHF	0.921	0.771	0.824	0.000	-	0.844	0.734	0.901	0.641	0.375	-	0.884	0.819	0.937	0.917	0.000	-	0.936	0.727	0.882	0.724	0.250	-	0.924	0.920
All Vehicles (no classification)	128	148	145	0	-	421	223	991	59	2	-	1275	59	534	165	0	-	758	32	501	139	1	-	673	3127
% All Vehicles (no classification)	99.2	100.0	100.0	-	-	99.8	100.0	100.0	100.0	66.7	-	99.9	100.0	99.6	100.0	-	-	99.7	100.0	100.0	100.0	100.0	-	100.0	99.9
Bicycles on Road	1	0	0	0	-	1	0	0	0	1	-	1	0	2	0	0	-	2	0	0	0	0	-	0	4
% Bicycles on Road	0.8	0.0	0.0	-	-	0.2	0.0	0.0	0.0	33.3	-	0.1	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-

City of Boulder (CO)
1777 Broadway
P.O. Box 791
Boulder, Colorado, United States 80306
303.441.3266 riceb@bouldercolorado.gov

Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024
Page No: 5



Turning Movement Peak Hour Data Plot (8:15 AM)

City of Boulder (CO)
1777 Broadway
P.O. Box 791
Boulder, Colorado, United States 80306
303.441.3266 riceb@bouldercolorado.gov

Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:45 AM	48	32	52	0	4	132	37	211	23	6	1	277	14	29	19	0	2	62	22	201	42	0	0	265	736
12:00 PM	61	51	52	0	5	164	41	190	20	0	1	251	25	38	23	0	1	86	20	173	55	1	2	249	750
12:15 PM	52	37	49	0	2	138	32	211	14	6	4	263	19	47	28	0	6	94	21	173	47	1	3	242	737
12:30 PM	43	27	52	0	0	122	42	169	19	8	0	238	17	43	18	0	0	78	20	177	42	0	4	239	677
Total	204	147	205	0	11	556	152	781	76	20	6	1029	75	157	88	0	9	320	83	724	186	2	9	995	2900
Approach %	36.7	26.4	36.9	0.0	-	-	14.8	75.9	7.4	1.9	-	-	23.4	49.1	27.5	0.0	-	-	8.3	72.8	18.7	0.2	-	-	-
Total %	7.0	5.1	7.1	0.0	-	19.2	5.2	26.9	2.6	0.7	-	35.5	2.6	5.4	3.0	0.0	-	11.0	2.9	25.0	6.4	0.1	-	34.3	-
PHF	0.836	0.721	0.986	0.000	-	0.848	0.905	0.925	0.826	0.625	-	0.929	0.750	0.835	0.786	0.000	-	0.851	0.943	0.900	0.845	0.500	-	0.939	0.967
All Vehicles (no classification)	204	147	205	0	-	556	152	781	76	20	-	1029	75	157	88	0	-	320	83	724	186	2	-	995	2900
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	27.3	-	-	-	-	-	16.7	-	-	-	-	-	11.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	72.7	-	-	-	-	-	83.3	-	-	-	-	-	88.9	-	-	-	-	-	100.0	-	-

City of Boulder (CO)
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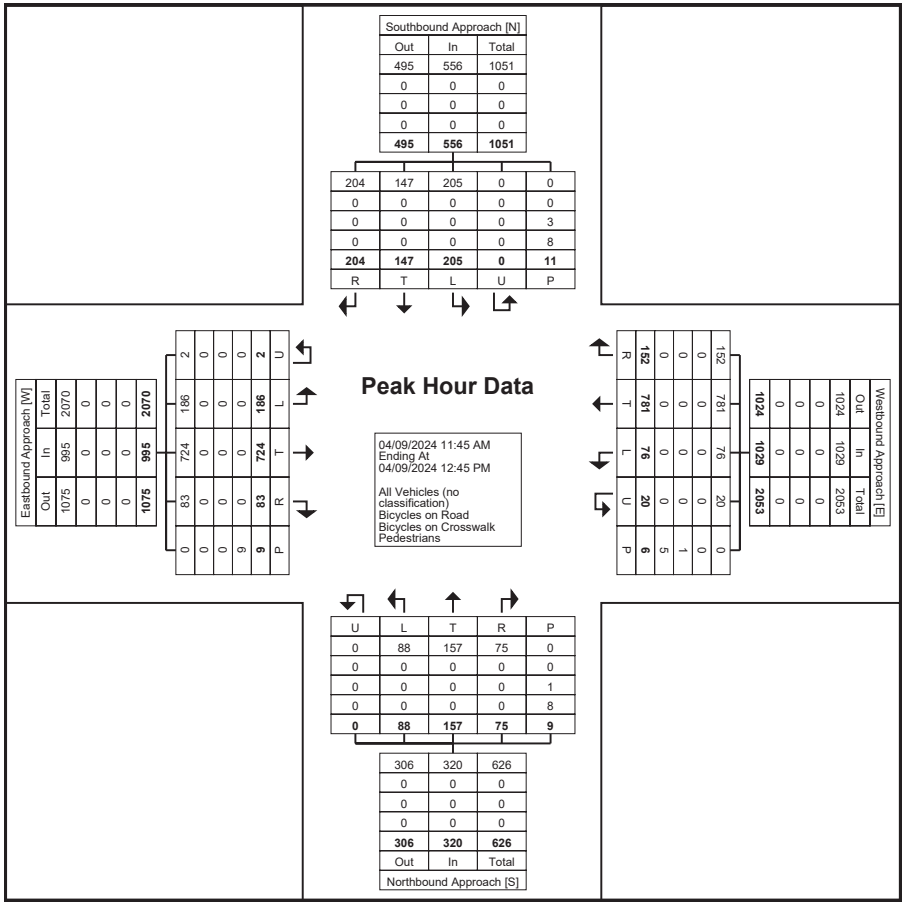
Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024
Page No: 7



Turning Movement Peak Hour Data Plot (11:45 AM)

City of Boulder (CO)
1777 Broadway
P.O. Box 791
Boulder, Colorado, United States 80306
303.441.3266 riceb@bouldercolorado.gov

Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024
Page No: 8

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Southbound Approach Southbound						Westbound Approach Westbound						Northbound Approach Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	28	107	88	0	1	223	31	146	33	3	0	213	24	44	18	0	3	86	44	263	28	0	1	335	857
4:30 PM	33	135	91	0	4	259	33	152	19	2	10	206	11	54	20	0	8	85	42	246	27	1	4	316	866
4:45 PM	33	129	104	0	1	266	23	163	23	2	2	211	11	35	21	0	3	67	38	256	31	1	0	326	870
5:00 PM	28	132	97	0	1	257	30	151	23	2	1	206	13	44	15	0	0	72	39	267	27	0	0	333	868
Total	122	503	380	0	7	1005	117	612	98	9	13	836	59	177	74	0	14	310	163	1032	113	2	5	1310	3461
Approach %	12.1	50.0	37.8	0.0	-	-	14.0	73.2	11.7	1.1	-	-	19.0	57.1	23.9	0.0	-	-	12.4	78.8	8.6	0.2	-	-	-
Total %	3.5	14.5	11.0	0.0	-	29.0	3.4	17.7	2.8	0.3	-	24.2	1.7	5.1	2.1	0.0	-	9.0	4.7	29.8	3.3	0.1	-	37.9	-
PHF	0.924	0.931	0.913	0.000	-	0.945	0.886	0.939	0.742	0.750	-	0.981	0.615	0.819	0.881	0.000	-	0.901	0.926	0.966	0.911	0.500	-	0.978	0.995
All Vehicles (no classification)	122	500	380	0	-	1002	117	612	98	9	-	836	59	175	74	0	-	308	163	1032	113	2	-	1310	3456
% All Vehicles (no classification)	100.0	99.4	100.0	-	-	99.7	100.0	100.0	100.0	100.0	-	100.0	100.0	98.9	100.0	-	-	99.4	100.0	100.0	100.0	100.0	-	100.0	99.9
Bicycles on Road	0	3	0	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	5
% Bicycles on Road	0.0	0.6	0.0	-	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.0	1.1	0.0	-	-	0.6	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	14.3	-	-	-	-	-	7.7	-	-	-	-	-	7.1	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	13	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	85.7	-	-	-	-	-	92.3	-	-	-	-	-	92.9	-	-	-	-	-	80.0	-	-

City of Boulder (CO)
1777 Broadway
P.O. Box 791
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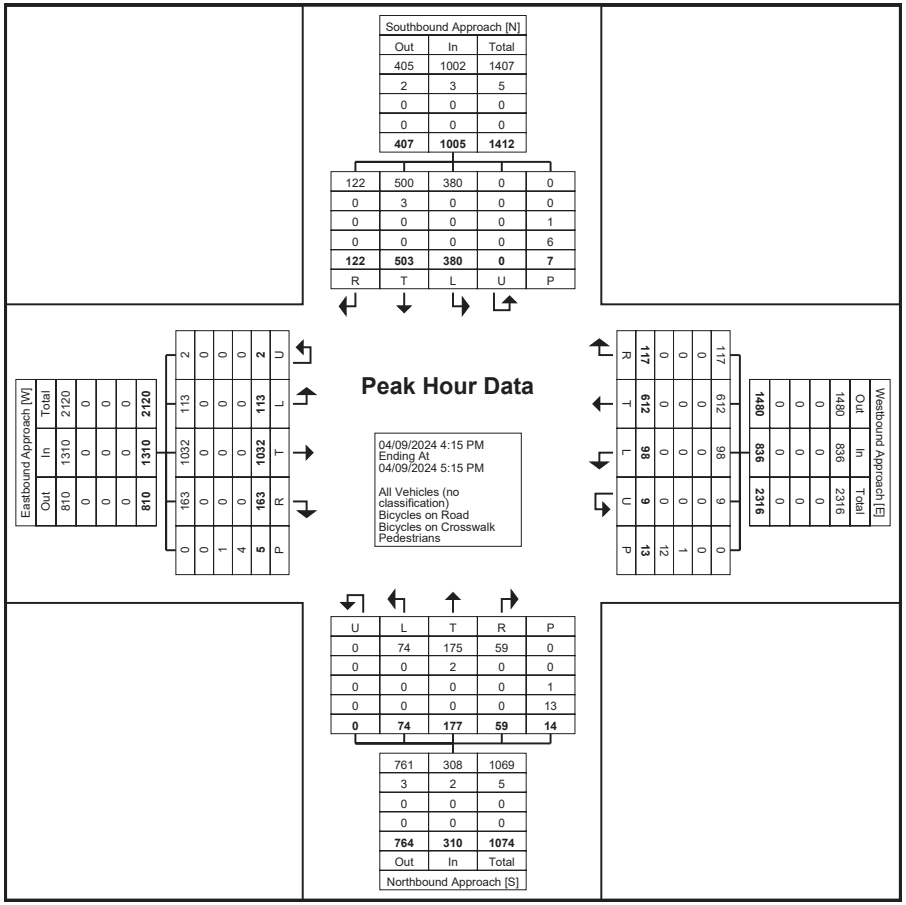
Count Name: Arapahoe Ave & 55th St_TMC_4-9-2024
Site Code: 21
Start Date: 04/09/2024
Page No: 9



Southbound Approach [N]		
Out	In	Total
405	1002	1407
2	3	5
0	0	0
0	0	0
407	**1005**	**1412**

R	T	L	U	P
122	500	380	0	0
0	3	0	0	0
0	0	0	0	1
0	0	0	0	6
122	**503**	**380**	**0**	**7**

Eastbound Approach [W]		
Out	In	Total
810	1310	2120
0	0	0
0	0	0
0	0	0
810	**1310**	**2120**

U	L	T	R	P
2	0	0	0	0
113	0	0	0	0
1032	0	0	0	0
163	0	0	0	0
0	0	1	4	0
2	**113**	**1032**	**163**	**5**

R	T	L	U	P
117	612	98	9	13
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
117	**612**	**98**	**9**	**12**

Westbound Approach [E]		
Out	In	Total
1480	836	2316
0	0	0
0	0	0
0	0	0
0	0	0
1480	**836**	**2316**

U	L	T	R	P
0	74	175	59	0
0	0	2	0	0
0	0	0	0	1
0	0	0	0	13
0	**74**	**177**	**59**	**14**

Northbound Approach [S]		
Out	In	Total
761	308	1069
3	2	5
0	0	0
0	0	0
764	**310**	**1074**

Turning Movement Peak Hour Data Plot (4:15 PM)

COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 55TH ST *BICYCLES*
E/W STREET: ARAPAHOE AVE
CITY: BOULDER
COUNTY: BOULDER

File Name : 55TH ST ARAPAHOE AVE BICYCLES
Site Code : 00000015
Start Date : 9/3/2025
Page No : 1

Groups Printed- Bank 1

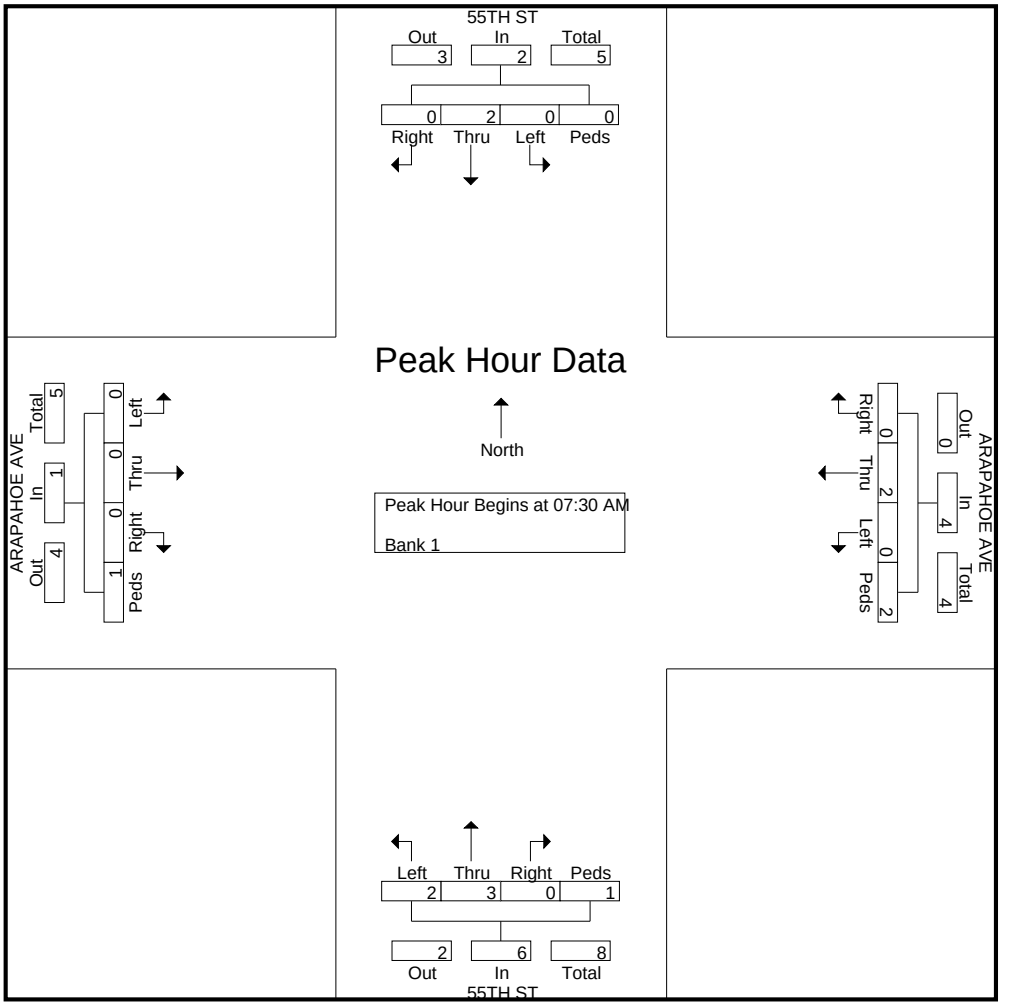
	55TH ST SOUTHBOUND				ARAPAHOE AVE WESTBOUND				55TH ST NORTHBOUND				ARAPAHOE AVE EASTBOUND				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:30 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
07:30 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	1	0	0	0	0	5
Total	0	2	0	0	0	3	0	2	0	4	0	1	0	1	0	0	13
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	4
04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	5
04:30 PM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Total	0	2	0	0	0	1	0	5	0	0	0	0	0	3	0	2	13
05:00 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	6
05:15 PM	0	1	0	0	0	0	3	0	0	0	0	2	0	0	1	1	8
05:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	1	5
05:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	1	0	4	3	1	0	1	0	3	0	2	1	2	21
Grand Total	0	7	0	1	0	9	4	8	2	8	0	4	0	6	1	5	55
Apprch %	0	87.5	0	12.5	0	42.9	19	38.1	14.3	57.1	0	28.6	0	50	8.3	41.7	
Total %	0	12.7	0	1.8	0	16.4	7.3	14.5	3.6	14.5	0	7.3	0	10.9	1.8	9.1	

COUNTER MEASURES INC
1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 55TH ST *BICYCLES*
E/W STREET: ARAPAHOE AVE
CITY: BOULDER
COUNTY: BOULDER

File Name : 55TH ST ARAPAHOE AVE BICYCLES
Site Code : 00000015
Start Date : 9/3/2025
Page No : 2

	55TH ST SOUTHBOUND					ARAPAHOE AVE WESTBOUND					55TH ST NORTHBOUND					ARAPAHOE AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**2**	0	0	**2**	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	**2**	0	**2**	**4**	0	0	0	**1**	1	0	0	0	0	0	**5**
08:00 AM	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	**1**	**1**	2
Total Volume	0	2	0	0	2	0	2	0	2	4	2	3	0	1	6	0	0	0	1	1	13
% App. Total	0	100	0	0		0	50	0	50		33.3	50	0	16.7		0	0	0	100		
PHF	.000	.250	.000	.000	.250	.000	.250	.000	.250	.250	.250	.375	.000	.250	.750	.000	.000	.000	.250	.250	.650

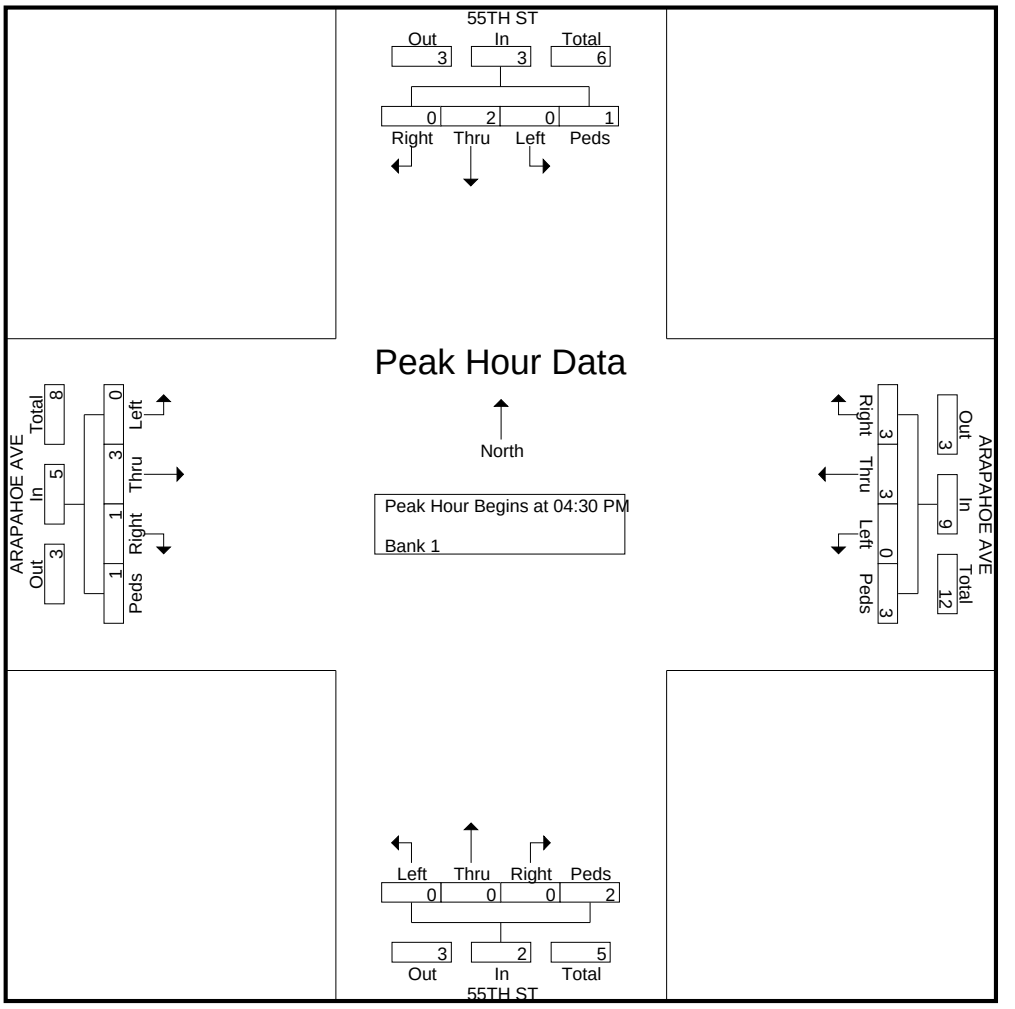


COUNTER MEASURES INC
1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 55TH ST *BICYCLES*
E/W STREET: ARAPAHOE AVE
CITY: BOULDER
COUNTY: BOULDER

File Name : 55TH ST ARAPAHOE AVE BICYCLES
Site Code : 00000015
Start Date : 9/3/2025
Page No : 3

	55TH ST SOUTHBOUND					ARAPAHOE AVE WESTBOUND					55TH ST NORTHBOUND					ARAPAHOE AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	1	0	**2**	**3**	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	0	**1**	0	**1**	**2**	0	**2**	0	0	2	0	0	0	0	0	0	**2**	0	0	**2**	6
05:15 PM	0	1	0	0	1	0	0	**3**	0	3	0	0	0	**2**	**2**	0	0	**1**	**1**	2	**8**
Total Volume	0	2	0	1	3	0	3	3	3	9	0	0	0	2	2	0	3	1	1	5	19
% App. Total	0	66.7	0	33.3		0	33.3	33.3	33.3		0	0	0	100		0	60	20	20		
PHF	.000	.500	.000	.250	.375	.000	.375	.250	.375	.750	.000	.000	.000	.250	.250	.000	.375	.250	.250	.625	.594



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 55TH ST
E/W STREET: 5501 PARKING LOT
CITY: BOULDER
COUNTY: BOULDER

File Name : 55TH ST PARKING 5501 PARKING LOT
Site Code : 00000008
Start Date : 1/14/2025
Page No : 1

Groups Printed- Unshifted

	55TH ST SOUTHBOUND				5501 PARKING LOT WESTBOUND				55TH ST NORTHBOUND				PRIVATE DRIVE EASTBOUND				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:30 AM	0	49	6	0	0	2	0	0	11	133	0	0	1	1	0	0	203
07:45 AM	0	63	7	0	0	0	0	0	20	211	3	0	2	0	0	0	306
Total	0	112	13	0	0	2	0	0	31	344	3	0	3	1	0	0	509
08:00 AM	0	64	12	1	1	0	0	0	17	216	4	2	1	0	3	0	321
08:15 AM	1	104	6	0	2	0	0	0	19	207	1	2	1	0	2	0	345
08:30 AM	0	90	4	0	0	0	2	0	21	223	3	1	1	0	6	0	351
08:45 AM	4	75	10	0	1	0	0	0	22	230	4	0	2	0	6	0	354
Total	5	333	32	1	4	0	2	0	79	876	12	5	5	0	17	0	1371
09:00 AM	2	61	10	1	0	0	1	0	17	208	1	1	3	0	6	0	311
09:15 AM	4	73	6	0	1	0	3	0	14	171	2	2	1	0	8	0	285
Total	6	134	16	1	1	0	4	0	31	379	3	3	4	0	14	0	596
11:30 AM	4	111	2	0	0	1	5	0	4	94	1	0	0	0	15	0	237
11:45 AM	3	114	6	0	2	0	1	0	3	93	3	0	2	0	12	0	239
Total	7	225	8	0	2	1	6	0	7	187	4	0	2	0	27	0	476
12:00 PM	5	114	13	0	3	0	5	0	8	89	0	1	3	1	11	0	253
12:15 PM	4	120	6	0	5	0	5	0	8	99	1	0	2	1	11	0	262
12:30 PM	3	104	2	1	1	1	1	0	7	107	2	2	4	1	8	0	244
12:45 PM	2	105	4	0	5	0	1	0	8	121	3	0	8	0	5	0	262
Total	14	443	25	1	14	1	12	0	31	416	6	3	17	3	35	0	1021
01:00 PM	2	123	9	1	3	0	1	0	5	111	5	0	3	0	4	0	267
01:15 PM	1	100	3	0	3	1	5	0	4	103	2	1	3	1	5	0	232
Total	3	223	12	1	6	1	6	0	9	214	7	1	6	1	9	0	499
04:00 PM	1	258	2	0	1	0	3	0	5	116	4	0	4	0	10	0	404
04:15 PM	0	247	0	1	1	0	4	0	1	103	4	0	5	0	13	2	381
04:30 PM	1	230	0	0	1	0	1	0	4	96	2	0	3	0	21	0	359
04:45 PM	0	208	0	0	1	0	0	0	5	107	1	0	2	0	15	0	339
Total	2	943	2	1	4	0	8	0	15	422	11	0	14	0	59	2	1483
05:00 PM	0	302	2	0	1	0	2	0	3	106	2	1	1	0	16	0	436
05:15 PM	0	215	0	1	0	0	1	0	1	95	3	1	5	0	13	1	336
05:30 PM	0	172	2	1	0	0	1	0	2	76	1	1	1	0	18	0	275
05:45 PM	0	141	1	0	0	0	1	1	2	67	2	0	2	0	4	0	221
Total	0	830	5	2	1	0	5	1	8	344	8	3	9	0	51	1	1268
Grand Total	37	3243	113	7	32	5	43	1	211	3182	54	15	60	5	212	3	7223
Apprch %	1.1	95.4	3.3	0.2	39.5	6.2	53.1	1.2	6.1	91.9	1.6	0.4	21.4	1.8	75.7	1.1	
Total %	0.5	44.9	1.6	0.1	0.4	0.1	0.6	0	2.9	44.1	0.7	0.2	0.8	0.1	2.9	0	

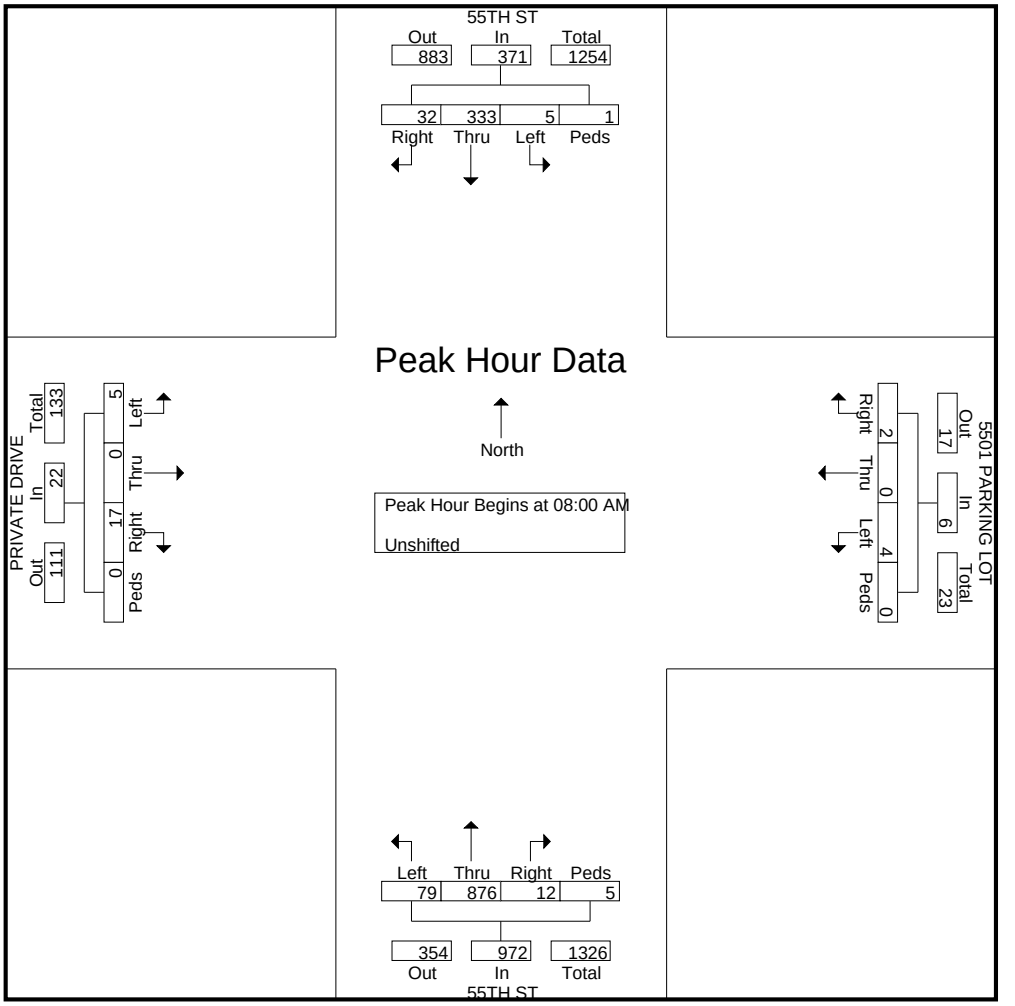
COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 55TH ST
E/W STREET: 5501 PARKING LOT
CITY: BOULDER
COUNTY: BOULDER

File Name : 55TH ST PARKING 5501 PARKING LOT
Site Code : 00000008
Start Date : 1/14/2025
Page No : 2

	55TH ST SOUTHBOUND					5501 PARKING LOT WESTBOUND					55TH ST NORTHBOUND					PRIVATE DRIVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	64	**12**	**1**	77	1	0	0	0	1	17	216	**4**	**2**	239	1	0	3	0	4	321
08:15 AM	1	**104**	6	0	**111**	**2**	0	0	0	**2**	19	207	1	2	229	1	0	2	0	3	345
08:30 AM	0	90	4	0	94	0	0	**2**	0	2	21	223	3	1	248	1	0	**6**	0	7	351
08:45 AM	**4**	75	10	0	89	1	0	0	0	1	**22**	**230**	4	0	**256**	**2**	0	6	0	**8**	**354**
Total Volume	5	333	32	1	371	4	0	2	0	6	79	876	12	5	972	5	0	17	0	22	1371
% App. Total	1.3	89.8	8.6	0.3		66.7	0	33.3	0		8.1	90.1	1.2	0.5		22.7	0	77.3	0		
PHF	.313	.800	.667	.250	.836	.500	.000	.250	.000	.750	.898	.952	.750	.625	.949	.625	.000	.708	.000	.688	.968



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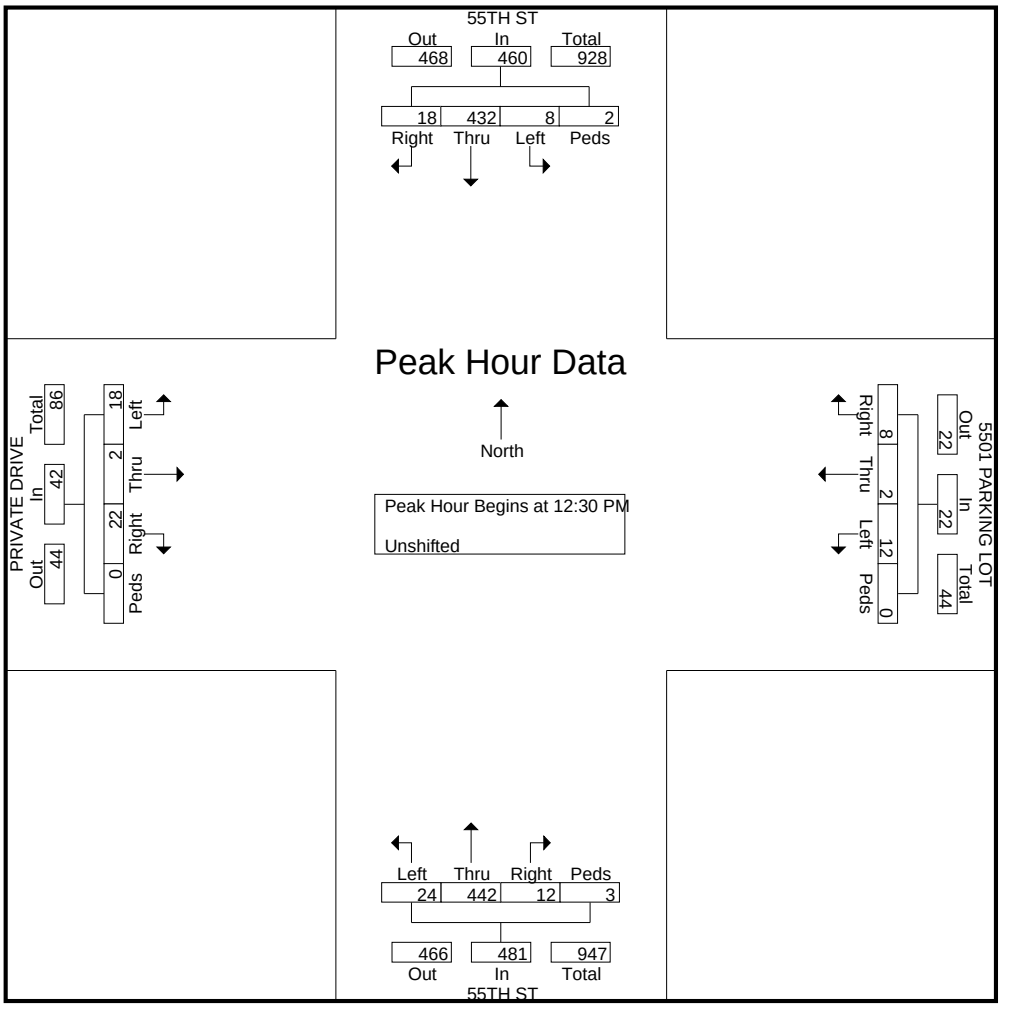
	55TH ST SOUTHBOUND					5501 PARKING LOT WESTBOUND					55TH ST NORTHBOUND					PRIVATE DRIVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:30 PM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**3**	104	2	**1**	110	1	**1**	1	0	3	7	107	2	**2**	118	4	**1**	**8**	0	**13**	244
12:45 PM	2	105	4	0	111	**5**	0	1	0	6	**8**	**121**	3	0	**132**	**8**	0	5	0	13	262
01:00 PM	2	**123**	**9**	1	**135**	3	0	1	0	4	5	111	**5**	0	121	3	0	4	0	7	**267**
01:15 PM	1	100	3	0	104	3	1	**5**	0	**9**	4	103	2	1	110	3	1	5	0	9	232
Total Volume	8	432	18	2	460	12	2	8	0	22	24	442	12	3	481	18	2	22	0	42	1005
% App. Total	1.7	93.9	3.9	0.4		54.5	9.1	36.4	0		5	91.9	2.5	0.6		42.9	4.8	52.4	0		
PHF	.667	.878	.500	.500	.852	.600	.500	.400	.000	.611	.750	.913	.600	.375	.911	.563	.500	.688	.000	.808	.941



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 55TH ST
E/W STREET: 5501 PARKING LOT
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Site Code : 00000008
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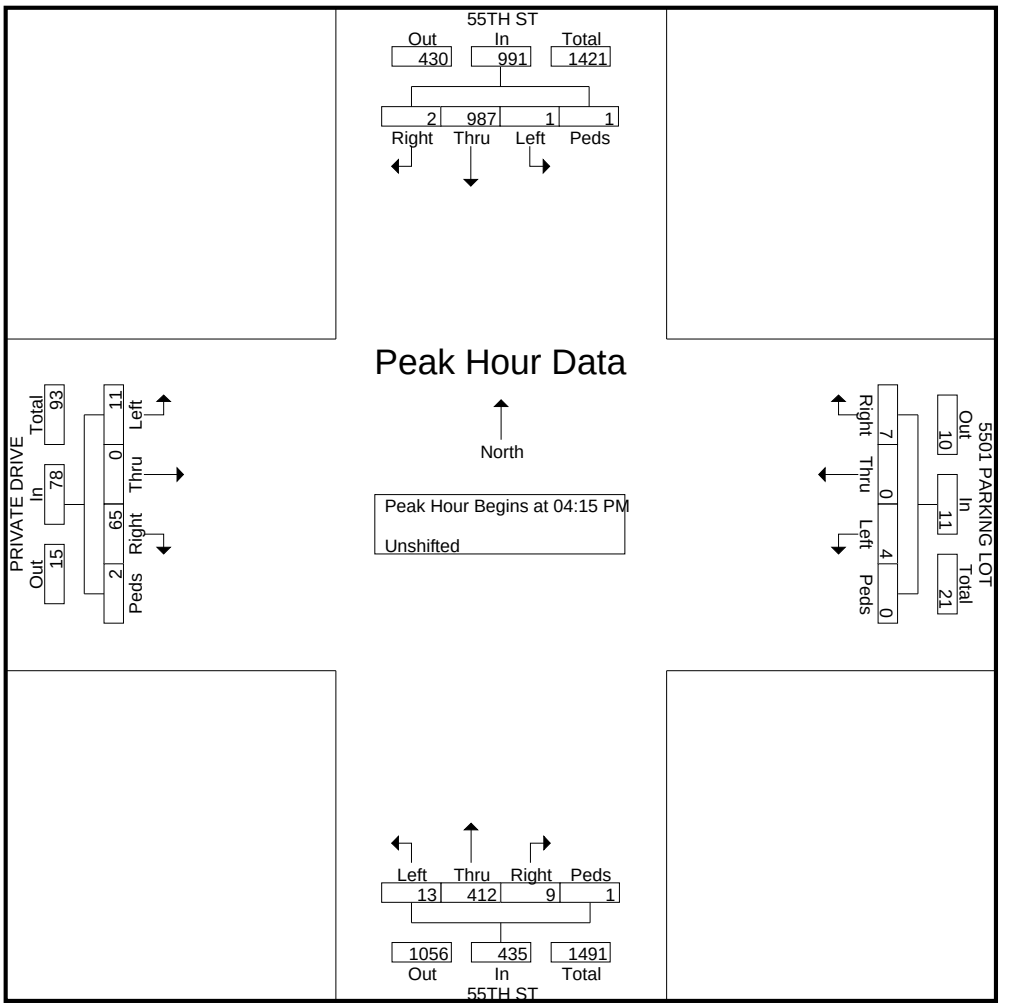
Page No : 4

	55TH ST SOUTHBOUND					5501 PARKING LOT WESTBOUND					55TH ST NORTHBOUND					PRIVATE DRIVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	247	0	**1**	248	**1**	0	**4**	0	**5**	1	103	**4**	0	108	**5**	0	13	**2**	20	381
04:30 PM	**1**	230	0	0	231	1	0	1	0	2	4	96	2	0	102	3	0	**21**	0	**24**	359
04:45 PM	0	208	0	0	208	1	0	0	0	1	**5**	**107**	1	0	**113**	2	0	15	0	17	339
05:00 PM	0	**302**	**2**	0	**304**	1	0	2	0	3	3	106	2	**1**	112	1	0	16	0	17	**436**
Total Volume	1	987	2	1	991	4	0	7	0	11	13	412	9	1	435	11	0	65	2	78	1515
% App. Total	0.1	99.6	0.2	0.1		36.4	0	63.6	0		3	94.7	2.1	0.2		14.1	0	83.3	2.6		
PHF	.250	.817	.250	.250	.815	1.00	.000	.438	.000	.550	.650	.963	.563	.250	.962	.550	.000	.774	.250	.813	.869



COUNTER MEASURES INC

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 56TH ST
E/W STREET: ARAPAHOE AVE (HWY 7)
CITY: BOULDER
COUNTY: BOULDER

File Name : 56TH ST ARAPAHOE AVE
Site Code : 00000015
Start Date : 1/14/2025
Page No : 1

Groups Printed- Unshifted

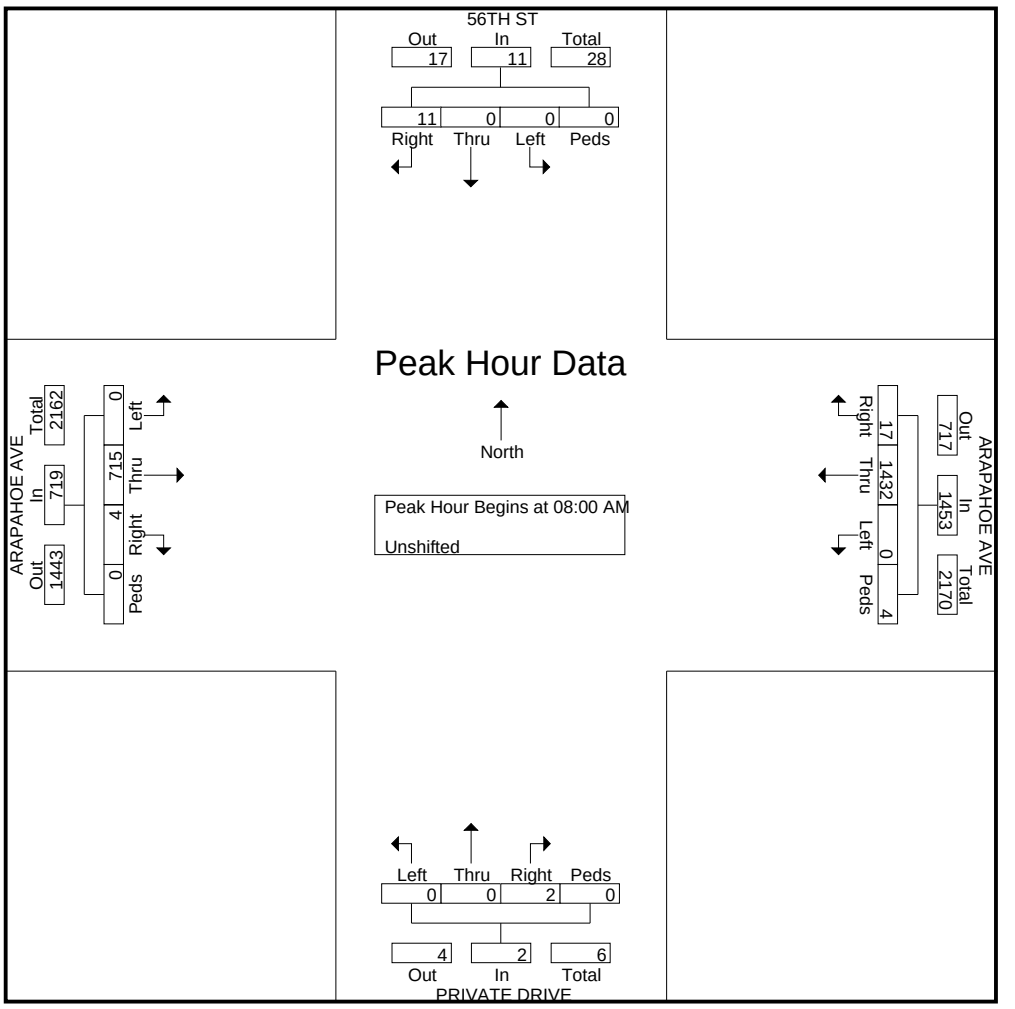
	56TH ST SOUTHBOUND				ARAPAHOE AVE WESTBOUND				PRIVATE DRIVE NORTHBOUND				ARAPAHOE AVE EASTBOUND				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:30 AM	0	0	0	0	0	286	2	0	0	0	0	0	0	129	2	0	419
07:45 AM	0	0	2	0	0	332	2	0	0	0	0	0	0	141	0	1	478
Total	0	0	2	0	0	618	4	0	0	0	0	0	0	270	2	1	897
08:00 AM	0	0	1	0	0	363	3	1	0	0	0	0	0	146	1	0	515
08:15 AM	0	0	2	0	0	338	7	0	0	0	0	0	0	178	1	0	526
08:30 AM	0	0	5	0	0	355	3	2	0	0	0	0	0	185	1	0	551
08:45 AM	0	0	3	0	0	376	4	1	0	0	2	0	0	206	1	0	593
Total	0	0	11	0	0	1432	17	4	0	0	2	0	0	715	4	0	2185
09:00 AM	0	0	3	0	0	324	5	1	0	0	1	0	0	171	2	0	507
09:15 AM	0	0	3	0	0	283	7	4	0	0	1	0	0	159	2	0	459
Total	0	0	6	0	0	607	12	5	0	0	2	0	0	330	4	0	966
11:30 AM	0	0	3	0	0	263	3	2	0	0	1	0	0	243	1	0	516
11:45 AM	0	0	2	0	0	239	6	1	0	0	0	0	0	236	0	0	484
Total	0	0	5	0	0	502	9	3	0	0	1	0	0	479	1	0	1000
12:00 PM	0	0	5	0	0	239	3	2	0	0	1	0	0	228	0	1	479
12:15 PM	0	0	3	0	0	259	5	3	0	0	0	0	0	256	0	0	526
12:30 PM	0	0	1	0	0	207	2	1	0	0	0	0	0	255	1	0	467
12:45 PM	0	0	0	0	0	256	3	1	0	0	2	0	0	249	6	0	517
Total	0	0	9	0	0	961	13	7	0	0	3	0	0	988	7	1	1989
01:00 PM	0	0	5	0	0	246	3	0	0	0	0	0	0	248	0	0	502
01:15 PM	0	0	4	0	0	252	1	0	0	0	0	0	0	267	3	0	527
Total	0	0	9	0	0	498	4	0	0	0	0	0	0	515	3	0	1029
04:00 PM	0	0	15	0	0	261	2	1	0	0	4	0	0	379	1	0	663
04:15 PM	0	0	6	2	0	213	1	2	0	0	1	0	0	463	0	0	688
04:30 PM	0	0	4	0	0	234	4	3	0	0	2	0	0	437	1	0	685
04:45 PM	0	0	3	0	0	265	3	2	0	0	1	0	0	437	1	1	713
Total	0	0	28	2	0	973	10	8	0	0	8	0	0	1716	3	1	2749
05:00 PM	0	0	6	0	0	243	1	1	0	0	5	0	0	444	2	0	702
05:15 PM	0	0	10	0	0	199	3	0	0	0	1	0	2	457	3	0	675
05:30 PM	0	0	6	0	0	199	2	0	0	0	0	0	1	374	2	0	584
05:45 PM	0	0	6	0	0	186	0	0	0	0	2	0	0	316	3	0	513
Total	0	0	28	0	0	827	6	1	0	0	8	0	3	1591	10	0	2474
Grand Total	0	0	98	2	0	6418	75	28	0	0	24	0	3	6604	34	3	13289
Apprch %	0	0	98	2	0	98.4	1.2	0.4	0	0	100	0	0	99.4	0.5	0	
Total %	0	0	0.7	0	0	48.3	0.6	0.2	0	0	0.2	0	0	49.7	0.3	0	

COUNTER MEASURES INC
1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 56TH ST
E/W STREET: ARAPAHOE AVE (HWY 7)
CITY: BOULDER
COUNTY: BOULDER

File Name : 56TH ST ARAPAHOE AVE
Site Code : 00000015
Start Date : 1/14/2025
Page No : 2

	56TH ST SOUTHBOUND					ARAPAHOE AVE WESTBOUND					PRIVATE DRIVE NORTHBOUND					ARAPAHOE AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	1	0	1	0	363	3	1	367	0	0	0	0	0	0	146	**1**	0	147	515
08:15 AM	0	0	2	0	2	0	338	**7**	0	345	0	0	0	0	0	0	178	1	0	179	526
08:30 AM	0	0	**5**	0	**5**	0	355	3	**2**	360	0	0	0	0	0	0	185	1	0	186	551
08:45 AM	0	0	3	0	3	0	**376**	4	1	**381**	0	0	**2**	0	**2**	0	**206**	1	0	**207**	**593**
Total Volume	0	0	11	0	11	0	1432	17	4	1453	0	0	2	0	2	0	715	4	0	719	2185
% App. Total	0	0	100	0		0	98.6	1.2	0.3		0	0	100	0		0	99.4	0.6	0		
PHF	.000	.000	.550	.000	.550	.000	.952	.607	.500	.953	.000	.000	.250	.000	.250	.000	.868	1.00	.000	.868	.921



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1889 YORK ST
DENVER COLORADO
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N/S STREET: 56TH ST
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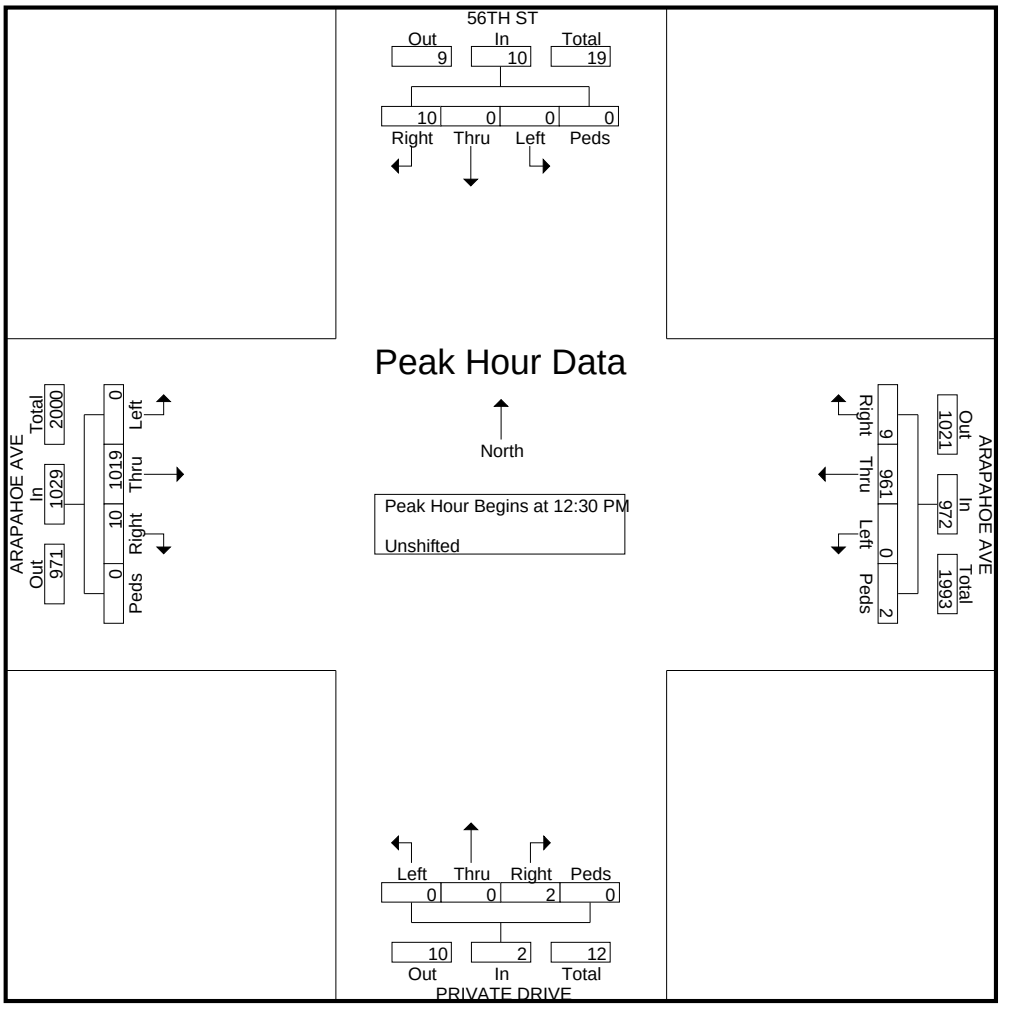
	56TH ST SOUTHBOUND					ARAPAHOE AVE WESTBOUND					PRIVATE DRIVE NORTHBOUND					ARAPAHOE AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	1	0	1	0	207	2	**1**	210	0	0	0	0	0	0	255	1	0	256	467
12:45 PM	0	0	0	0	0	0	**256**	**3**	1	**260**	0	0	**2**	0	**2**	0	249	**6**	0	255	517
01:00 PM	0	0	**5**	0	**5**	0	246	3	0	249	0	0	0	0	0	0	248	0	0	248	502
01:15 PM	0	0	4	0	4	0	252	1	0	253	0	0	0	0	0	0	**267**	3	0	**270**	**527**
Total Volume	0	0	10	0	10	0	961	9	2	972	0	0	2	0	2	0	1019	10	0	1029	2013
% App. Total	0	0	100	0		0	98.9	0.9	0.2		0	0	100	0		0	99	1	0		
PHF	.000	.000	.500	.000	.500	.000	.938	.750	.500	.935	.000	.000	.250	.000	.250	.000	.954	.417	.000	.953	.955



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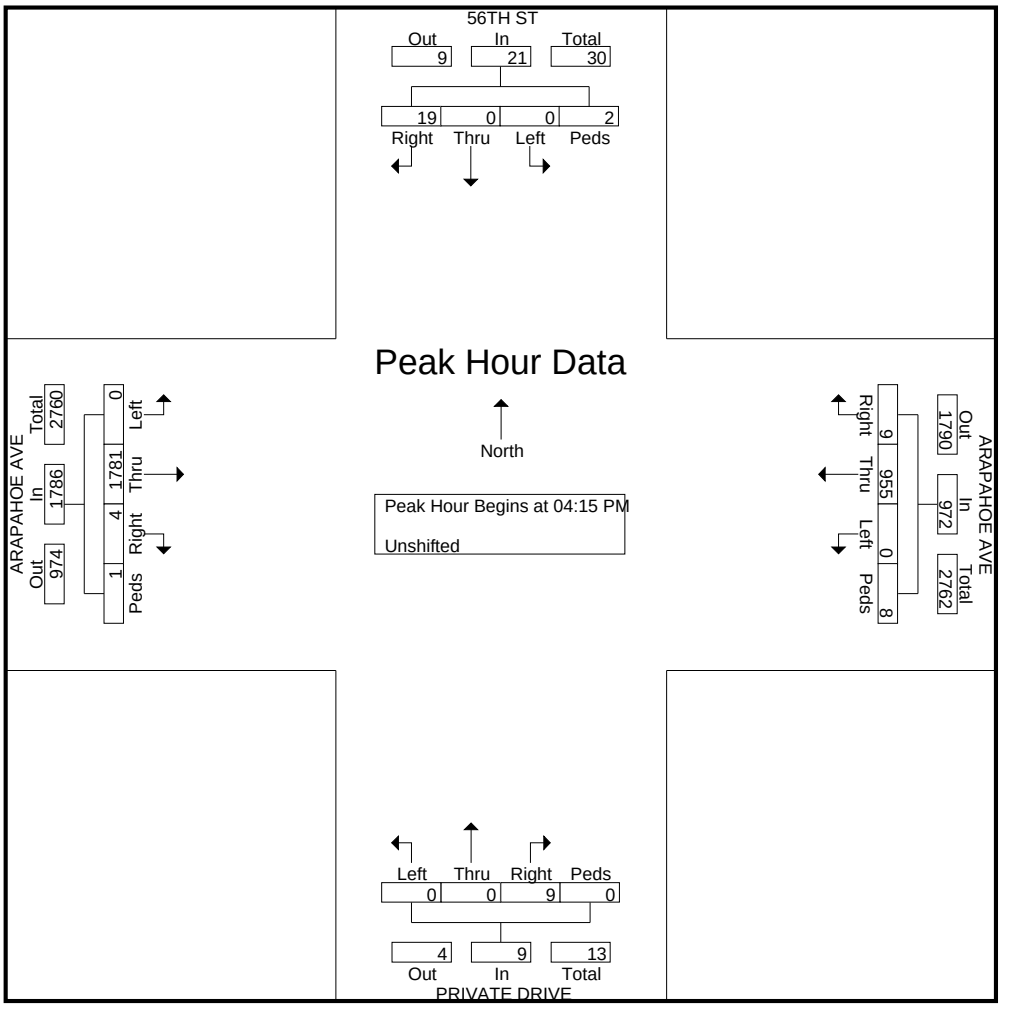
	56TH ST SOUTHBOUND					ARAPAHOE AVE WESTBOUND					PRIVATE DRIVE NORTHBOUND					ARAPAHOE AVE EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	**6**	**2**	**8**	0	213	1	2	216	0	0	1	0	1	0	**463**	0	0	**463**	688
04:30 PM	0	0	4	0	4	0	234	**4**	**3**	241	0	0	2	0	2	0	437	1	0	438	685
04:45 PM	0	0	3	0	3	0	**265**	3	2	**270**	0	0	1	0	1	0	437	1	**1**	439	**713**
05:00 PM	0	0	6	0	6	0	243	1	1	245	0	0	**5**	0	**5**	0	444	**2**	0	446	702
Total Volume	0	0	19	2	21	0	955	9	8	972	0	0	9	0	9	0	1781	4	1	1786	2788
% App. Total	0	0	90.5	9.5		0	98.3	0.9	0.8		0	0	100	0		0	99.7	0.2	0.1		
PHF	.000	.000	.792	.250	.656	.000	.901	.563	.667	.900	.000	.000	.450	.000	.450	.000	.962	.500	.250	.964	.978



LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

LOS	Average Vehicle Delay sec/vehicle	Operational Characteristics
A	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
F	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	17	4	0	2	79	876	12	5	400	32
Future Vol, veh/h	5	0	17	4	0	2	79	876	12	5	400	32
Conflicting Peds, #/hr	1	0	1	5	0	5	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	18	4	0	2	81	903	12	5	412	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1059	1522	229	1297	1532	468	446	0	0	920	0	0
Stage 1	440	440	-	1076	1076	-	-	-	-	-	-	-
Stage 2	619	1082	-	221	456	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*549	207	774	310	203	*737	1111	-	-	*1102	-	-
Stage 1	*566	576	-	553	514	-	-	-	-	-	-	-
Stage 2	*695	510	-	761	567	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*512	190	770	283	187	*730	1110	-	-	*1097	-	-
Mov Cap-2 Maneuver	*477	320	-	387	304	-	-	-	-	-	-	-
Stage 1	*524	573	-	511	474	-	-	-	-	-	-	-
Stage 2	*639	470	-	737	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	13	0.7	0.1
HCM LOS	B	B		

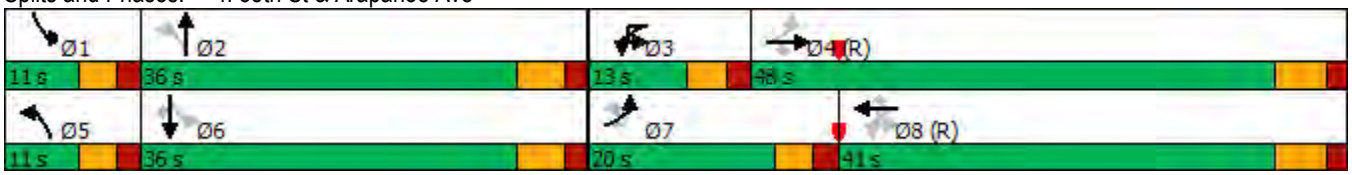
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1110	-	-	477	770	459	* 1097	-	-
HCM Lane V/C Ratio	0.073	-	-	0.011	0.023	0.013	0.005	-	-
HCM Control Delay (s)	8.5	-	-	12.6	9.8	13	8.3	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	139	501	32	3	59	1150	223	165	536	145	148
Future Volume (vph)	1	139	501	32	3	59	1150	223	165	536	145	148
Turn Type	custom	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		7	4		3	3	8		5	2	1	6
Permitted Phases	7	4		4	8	8		8	2		6	
Detector Phase	7	7	4	4	3	3	8	8	5	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	9.2	9.2	25.0	25.0	9.2	9.2	31.0	31.0	9.0	35.9	9.0	35.9
Total Split (s)	20.0	20.0	48.0	48.0	13.0	13.0	41.0	41.0	11.0	36.0	11.0	36.0
Total Split (%)	18.5%	18.5%	44.4%	44.4%	12.0%	12.0%	38.0%	38.0%	10.2%	33.3%	10.2%	33.3%
Yellow Time (s)	3.2	3.2	4.3	4.3	3.2	3.2	4.3	4.3	3.0	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	1.7	1.7	2.0	2.0	1.7	1.7	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.2	6.0	6.0		5.2	6.0	6.0	5.0	5.9	5.0	5.9
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	Min	None	Min
Act Effct Green (s)		60.8	51.4	51.4		51.7	45.0	45.0	31.7	24.8	31.0	24.5
Actuated g/C Ratio		0.56	0.48	0.48		0.48	0.42	0.42	0.29	0.23	0.29	0.23
v/c Ratio		0.64	0.32	0.04		0.15	0.85	0.32	0.50	0.80	0.47	0.38
Control Delay		30.4	19.9	0.1		13.3	36.7	7.0	32.4	46.3	28.6	37.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.4	19.9	0.1		13.3	36.7	7.0	32.4	46.3	28.6	37.0
LOS		C	B	A		B	D	A	C	D	C	D
Approach Delay			21.1				31.1			43.3		23.8
Approach LOS			C				C			D		C

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 98 (91%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	129
Future Volume (vph)	129
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	36.0
Total Split (%)	33.3%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	24.5
Actuated g/C Ratio	0.23
v/c Ratio	0.28
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

Existing
AM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	139	501	32	3	59	1150	223	165	536	59	145
Future Volume (veh/h)	1	139	501	32	3	59	1150	223	165	536	59	145
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98		1.00		0.98	1.00		0.98	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		151	545	35		64	1250	242	179	583	64	158
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		239	1746	759		456	1633	717	319	706	77	387
Arrive On Green		0.06	0.49	0.49		0.03	0.46	0.46	0.06	0.22	0.22	0.05
Sat Flow, veh/h		1781	3554	1546		1781	3554	1560	1781	3223	353	3456
Grp Volume(v), veh/h		151	545	35		64	1250	242	179	321	326	158
Grp Sat Flow(s),veh/h/ln		1781	1777	1546		1781	1777	1560	1781	1777	1799	1728
Q Serve(g_s), s		4.7	10.0	1.3		2.0	31.7	10.7	6.0	18.6	18.7	3.8
Cycle Q Clear(g_c), s		4.7	10.0	1.3		2.0	31.7	10.7	6.0	18.6	18.7	3.8
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.20	1.00
Lane Grp Cap(c), veh/h		239	1746	759		456	1633	717	319	389	394	387
V/C Ratio(X)		0.63	0.31	0.05		0.14	0.77	0.34	0.56	0.82	0.83	0.41
Avail Cap(c_a), veh/h		369	1746	759		528	1633	717	319	495	501	395
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		21.3	16.5	14.3		14.7	24.3	18.7	34.6	40.2	40.2	31.9
Incr Delay (d2), s/veh		2.8	0.5	0.1		0.1	3.5	1.3	1.4	8.1	8.2	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	3.9	0.4		0.8	13.0	3.9	1.4	8.7	8.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		24.1	17.0	14.4		14.7	27.8	19.9	36.0	48.2	48.5	32.2
LnGrp LOS		C	B	B		B	C	B	D	D	D	C
Approach Vol, veh/h			731				1556			826		
Approach Delay, s/veh			18.3				26.1			45.7		
Approach LOS			B				C			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	29.6	8.7	59.1	11.0	29.3	12.1	55.6
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	6.0	30.1	* 7.8	* 42	6.0	30.1	* 15	* 35
Max Q Clear Time (g_c+I1), s	5.8	20.7	4.0	12.0	8.0	10.4	6.7	33.7
Green Ext Time (p_c), s	0.0	2.1	0.0	1.7	0.0	0.9	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	148	129
Future Volume (veh/h)	148	129
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	161	140
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	405	337
Arrive On Green	0.22	0.22
Sat Flow, veh/h	1870	1554
Grp Volume(v), veh/h	161	140
Grp Sat Flow(s),veh/h/ln	1870	1554
Q Serve(g_s), s	8.0	8.4
Cycle Q Clear(g_c), s	8.0	8.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	405	337
V/C Ratio(X)	0.40	0.42
Avail Cap(c_a), veh/h	521	433
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	36.3	36.4
Incr Delay (d2), s/veh	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	36.7	37.0
LnGrp LOS	D	D
Approach Vol, veh/h	459	
Approach Delay, s/veh	35.3	
Approach LOS	D	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	715	4	0	1432	17	0	0	2	0	0	11
Future Vol, veh/h	0	715	4	0	1432	17	0	0	2	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	777	4	0	1557	18	0	0	2	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	391	-	-	796
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*768	0	0	283
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*768	-	-	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.7	18.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	768	-	-	-	-	281
HCM Lane V/C Ratio	0.003	-	-	-	-	0.043
HCM Control Delay (s)	9.7	-	-	-	-	18.4
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	65	4	0	7	13	412	9	1	987	18
Future Vol, veh/h	11	0	65	4	0	7	13	412	9	1	987	18
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	75	5	0	8	15	474	10	1	1134	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1416	1663	580	1080	1668	244	1156	0	0	485	0	0
Stage 1	1148	1148	-	510	510	-	-	-	-	-	-	-
Stage 2	268	515	-	570	1158	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*132	114	458	256	113	*924	600	-	-	1323	-	-
Stage 1	*211	272	-	782	704	-	-	-	-	-	-	-
Stage 2	*871	701	-	474	269	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*128	110	457	209	110	*923	599	-	-	1322	-	-
Mov Cap-2 Maneuver	*181	215	-	311	205	-	-	-	-	-	-	-
Stage 1	*206	271	-	762	686	-	-	-	-	-	-	-
Stage 2	*841	683	-	396	268	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	11.9	0.3	0
HCM LOS	C	B		

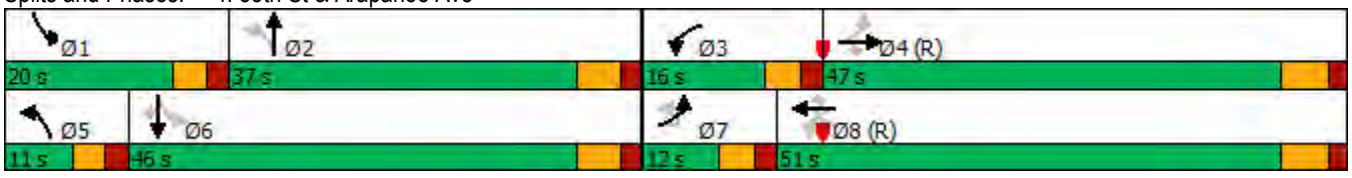
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	599	-	-	181	457	538	1322	-	-
HCM Lane V/C Ratio	0.025	-	-	0.07	0.163	0.024	0.001	-	-
HCM Control Delay (s)	11.2	-	-	26.4	14.4	11.9	7.7	-	-
HCM Lane LOS	B	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.6	0.1	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	113	1032	163	9	98	750	120	74	177	380	530
Future Volume (vph)	2	113	1032	163	9	98	750	120	74	177	380	530
Turn Type	custom	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		7	4			3	8		5	2	1	6
Permitted Phases	7	4		4	8	8		8	2		6	
Detector Phase	7	7	4	4	8	3	8	8	5	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	9.2	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	35.9
Total Split (s)	12.0	12.0	47.0	47.0	51.0	16.0	51.0	51.0	11.0	37.0	20.0	46.0
Total Split (%)	10.0%	10.0%	39.2%	39.2%	42.5%	13.3%	42.5%	42.5%	9.2%	30.8%	16.7%	38.3%
Yellow Time (s)	3.2	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.9
All-Red Time (s)	2.0	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.2	6.0	6.0		5.2	6.0	6.0	5.0	5.9	5.0	5.9
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	Min
Act Effct Green (s)		56.4	48.6	48.6		58.2	49.4	49.4	35.9	29.3	47.3	37.6
Actuated g/C Ratio		0.47	0.40	0.40		0.48	0.41	0.41	0.30	0.24	0.39	0.31
v/c Ratio		0.39	0.74	0.23		0.52	0.52	0.17	0.52	0.28	0.45	0.93
Control Delay		21.1	35.9	5.0		25.6	29.4	1.9	35.1	31.1	25.7	63.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.1	35.9	5.0		25.6	29.4	1.9	35.1	31.1	25.7	63.1
LOS		C	D	A		C	C	A	D	C	C	E
Approach Delay			30.8				25.6			32.0		41.9
Approach LOS			C				C			C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 98 (82%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	145
Future Volume (vph)	145
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	46.0
Total Split (%)	38.3%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	37.6
Actuated g/C Ratio	0.31
v/c Ratio	0.26
Control Delay	7.0
Queue Delay	0.0
Total Delay	7.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

Existing
PM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	113	1032	163	9	98	750	120	74	177	59	380
Future Volume (veh/h)	2	113	1032	163	9	98	750	120	74	177	59	380
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.96		1.00		0.98	1.00		0.97	0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		115	1053	166		100	765	122	76	181	60	388
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		309	1477	634		222	1458	635	159	672	215	890
Arrive On Green		0.05	0.42	0.42		0.05	0.41	0.41	0.04	0.26	0.26	0.10
Sat Flow, veh/h		1781	3554	1526		1781	3554	1547	1781	2627	838	3456
Grp Volume(v), veh/h		115	1053	166		100	765	122	76	120	121	388
Grp Sat Flow(s),veh/h/ln		1781	1777	1526		1781	1777	1547	1781	1777	1688	1728
Q Serve(g_s), s		4.4	29.5	8.6		3.9	19.4	6.1	3.7	6.5	6.9	9.6
Cycle Q Clear(g_c), s		4.4	29.5	8.6		3.9	19.4	6.1	3.7	6.5	6.9	9.6
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.50	1.00
Lane Grp Cap(c), veh/h		309	1477	634		222	1458	635	159	455	432	890
V/C Ratio(X)		0.37	0.71	0.26		0.45	0.52	0.19	0.48	0.26	0.28	0.44
Avail Cap(c_a), veh/h		317	1477	634		298	1458	635	170	460	438	987
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		20.4	29.1	23.0		23.2	26.6	22.7	34.2	35.6	35.8	27.3
Incr Delay (d2), s/veh		0.7	3.0	1.0		0.5	1.4	0.7	0.8	0.2	0.3	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.8	12.5	3.1		1.6	8.1	2.2	1.6	2.8	2.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		21.2	32.1	24.0		23.7	27.9	23.3	35.0	35.8	36.0	27.4
LnGrp LOS		C	C	C		C	C	C	D	D	D	C
Approach Vol, veh/h			1334				987			317		
Approach Delay, s/veh			30.1				26.9			35.7		
Approach LOS			C				C			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	36.6	10.9	55.9	10.3	43.0	11.5	55.2
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	15.0	31.1	* 11	* 41	6.0	40.1	* 6.8	* 45
Max Q Clear Time (g_c+I1), s	11.6	8.9	5.9	31.5	5.7	35.8	6.4	21.4
Green Ext Time (p_c), s	0.1	1.0	0.0	2.8	0.0	1.3	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	530	145
Future Volume (veh/h)	530	145
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	541	148
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	578	476
Arrive On Green	0.31	0.31
Sat Flow, veh/h	1870	1540
Grp Volume(v), veh/h	541	148
Grp Sat Flow(s),veh/h/ln	1870	1540
Q Serve(g_s), s	33.8	8.8
Cycle Q Clear(g_c), s	33.8	8.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	578	476
V/C Ratio(X)	0.94	0.31
Avail Cap(c_a), veh/h	625	515
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	40.3	31.7
Incr Delay (d2), s/veh	20.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.3	3.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	61.0	32.0
LnGrp LOS	E	C
Approach Vol, veh/h	1077	
Approach Delay, s/veh	44.9	
Approach LOS	D	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1450	10	0	961	9	0	0	2	0	0	10
Future Vol, veh/h	0	1450	10	0	961	9	0	0	2	0	0	10
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1480	10	0	981	9	0	0	2	0	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	745	-	-	497
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*588	0	0	444
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*588	-	-	443
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.1	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	588	-	-	-	-	443
HCM Lane V/C Ratio	0.003	-	-	-	-	0.023
HCM Control Delay (s)	11.1	-	-	-	-	13.3
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	17	4	0	2	79	880	12	5	405	32
Future Vol, veh/h	5	0	17	4	0	2	79	880	12	5	405	32
Conflicting Peds, #/hr	2	0	2	6	0	6	2	0	6	6	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	18	4	0	2	81	907	12	5	418	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1069	1534	234	1306	1544	472	453	0	0	925	0	0
Stage 1	447	447	-	1081	1081	-	-	-	-	-	-	-
Stage 2	622	1087	-	225	463	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*536	203	768	303	199	*737	1104	-	-	*1102	-	-
Stage 1	*560	572	-	548	510	-	-	-	-	-	-	-
Stage 2	*695	505	-	757	562	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*499	185	762	276	182	*728	1102	-	-	*1096	-	-
Mov Cap-2 Maneuver	*471	315	-	381	299	-	-	-	-	-	-	-
Stage 1	*518	568	-	504	469	-	-	-	-	-	-	-
Stage 2	*638	465	-	732	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	13.1	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	471	762	453	* 1096	-	-
HCM Lane V/C Ratio	0.074	-	-	0.011	0.023	0.014	0.005	-	-
HCM Control Delay (s)	8.5	-	-	12.7	9.8	13.1	8.3	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.1	0	0	-	-

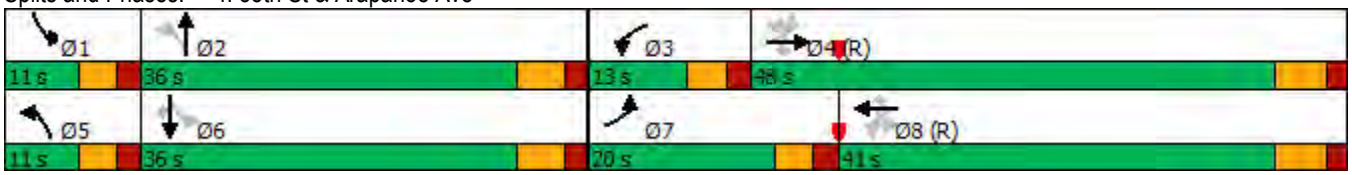
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
4: 55th St & Arapahoe Ave

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	140	510	33	3	60	1170	225	166	540	146	149
Future Volume (vph)	1	140	510	33	3	60	1170	225	166	540	146	149
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		7	4			3	8		5	2	1	6
Permitted Phases	4	4		4	8	8		8	2		6	
Detector Phase	4	7	4	4	8	3	8	8	5	2	1	6
Switch Phase												
Minimum Initial (s)	10.0	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	25.0	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	35.9
Total Split (s)	48.0	20.0	48.0	48.0	41.0	13.0	41.0	41.0	11.0	36.0	11.0	36.0
Total Split (%)	44.4%	18.5%	44.4%	44.4%	38.0%	12.0%	38.0%	38.0%	10.2%	33.3%	10.2%	33.3%
Yellow Time (s)	4.3	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.9
All-Red Time (s)	1.7	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.2	6.0	6.0		5.2	6.0	6.0	5.0	5.9	5.0	5.9
Lead/Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	Min
Act Effct Green (s)		60.7	51.2	51.2		51.6	44.9	44.9	31.9	25.0	31.1	24.6
Actuated g/C Ratio		0.56	0.47	0.47		0.48	0.42	0.42	0.30	0.23	0.29	0.23
v/c Ratio		0.64	0.33	0.05		0.15	0.87	0.32	0.50	0.80	0.47	0.38
Control Delay		30.7	20.1	0.1		13.3	37.9	7.3	32.4	46.3	28.7	36.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		30.7	20.1	0.1		13.3	37.9	7.3	32.4	46.3	28.7	36.9
LOS		C	C	A		B	D	A	C	D	C	D
Approach Delay			21.3				32.1			43.3		23.8
Approach LOS			C				C			D		C

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 98 (91%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	130
Future Volume (vph)	130
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	36.0
Total Split (%)	33.3%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	24.6
Actuated g/C Ratio	0.23
v/c Ratio	0.28
Control Delay	3.2
Queue Delay	0.0
Total Delay	3.2
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	140	510	33	3	60	1170	225	166	540	60	146
Future Volume (veh/h)	1	140	510	33	3	60	1170	225	166	540	60	146
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.98	1.00		0.98	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		152	554	36		65	1272	245	180	587	65	159
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		234	1734	753		449	1621	711	321	714	79	389
Arrive On Green		0.06	0.49	0.49		0.03	0.46	0.46	0.06	0.22	0.22	0.05
Sat Flow, veh/h		1781	3554	1544		1781	3554	1559	1781	3219	356	3456
Grp Volume(v), veh/h		152	554	36		65	1272	245	180	323	329	159
Grp Sat Flow(s),veh/h/ln		1781	1777	1544		1781	1777	1559	1781	1777	1798	1728
Q Serve(g_s), s		4.8	10.2	1.3		2.1	32.7	11.0	6.0	18.7	18.8	3.8
Cycle Q Clear(g_c), s		4.8	10.2	1.3		2.1	32.7	11.0	6.0	18.7	18.8	3.8
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.20	1.00
Lane Grp Cap(c), veh/h		234	1734	753		449	1621	711	321	394	399	389
V/C Ratio(X)		0.65	0.32	0.05		0.14	0.78	0.34	0.56	0.82	0.82	0.41
Avail Cap(c_a), veh/h		363	1734	753		520	1621	711	321	495	501	397
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		21.9	16.8	14.5		14.9	24.9	19.0	34.4	40.0	40.0	31.7
Incr Delay (d2), s/veh		3.0	0.5	0.1		0.1	3.9	1.3	1.3	8.0	8.1	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	4.0	0.5		0.8	13.5	4.0	1.4	8.8	8.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		25.0	17.3	14.6		14.9	28.8	20.3	35.8	47.9	48.1	32.0
LnGrp LOS		C	B	B		B	C	C	D	D	D	C
Approach Vol, veh/h			742				1582			832		
Approach Delay, s/veh			18.7				26.9			45.4		
Approach LOS			B				C			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	29.8	8.7	58.7	11.0	29.6	12.1	55.3
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	6.0	30.1	* 7.8	* 42	6.0	30.1	* 15	* 35
Max Q Clear Time (g_c+I1), s	5.8	20.8	4.1	12.2	8.0	10.4	6.8	34.7
Green Ext Time (p_c), s	0.0	2.1	0.0	1.7	0.0	0.9	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	149	130
Future Volume (veh/h)	149	130
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	162	141
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	410	340
Arrive On Green	0.22	0.22
Sat Flow, veh/h	1870	1552
Grp Volume(v), veh/h	162	141
Grp Sat Flow(s),veh/h/ln	1870	1552
Q Serve(g_s), s	8.0	8.4
Cycle Q Clear(g_c), s	8.0	8.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	410	340
V/C Ratio(X)	0.39	0.41
Avail Cap(c_a), veh/h	521	433
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	36.0	36.2
Incr Delay (d2), s/veh	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	36.5	36.8
LnGrp LOS	D	D
Approach Vol, veh/h	462	
Approach Delay, s/veh	35.0	
Approach LOS	D	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	730	4	0	1462	17	0	0	2	0	0	11
Future Vol, veh/h	0	730	4	0	1462	17	0	0	2	0	0	11
Conflicting Peds, #/hr	0	0	1	0	0	3	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	793	4	0	1589	18	0	0	2	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	399	-	-	801
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*794	0	0	327
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*792	-	-	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.6	16.5
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	792	-	-	-	-	325
HCM Lane V/C Ratio	0.003	-	-	-	-	0.037
HCM Control Delay (s)	9.6	-	-	-	-	16.5
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	65	4	0	7	13	415	9	1	995	18
Future Vol, veh/h	11	0	65	4	0	7	13	415	9	1	995	18
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	75	5	0	8	15	477	10	1	1144	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1430	1678	587	1090	1683	248	1167	0	0	489	0	0
Stage 1	1159	1159	-	514	514	-	-	-	-	-	-	-
Stage 2	271	519	-	576	1169	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*128	111	453	251	110	*924	594	-	-	1318	-	-
Stage 1	*208	268	-	777	702	-	-	-	-	-	-	-
Stage 2	*871	697	-	470	265	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*124	108	451	205	107	*921	593	-	-	1315	-	-
Mov Cap-2 Maneuver	*177	212	-	306	202	-	-	-	-	-	-	-
Stage 1	*202	267	-	756	683	-	-	-	-	-	-	-
Stage 2	*840	679	-	391	264	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	11.9	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	593	-	-	177	451	532	1315	-	-
HCM Lane V/C Ratio	0.025	-	-	0.071	0.166	0.024	0.001	-	-
HCM Control Delay (s)	11.2	-	-	26.9	14.6	11.9	7.7	-	-
HCM Lane LOS	B	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.6	0.1	0	-	-

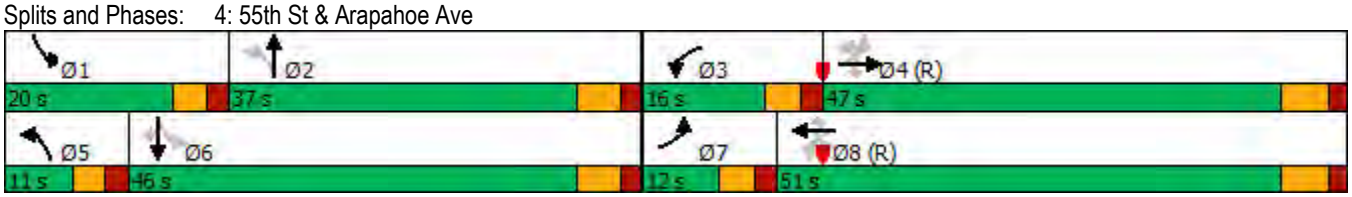
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
4: 55th St & Arapahoe Ave

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	114	1050	164	9	99	765	121	75	179	383	535
Future Volume (vph)	2	114	1050	164	9	99	765	121	75	179	383	535
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		7	4			3	8		5	2	1	6
Permitted Phases	4	4		4	8	8		8	2		6	
Detector Phase	4	7	4	4	8	3	8	8	5	2	1	6
Switch Phase												
Minimum Initial (s)	10.0	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	25.0	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	35.9
Total Split (s)	47.0	12.0	47.0	47.0	51.0	16.0	51.0	51.0	11.0	37.0	20.0	46.0
Total Split (%)	39.2%	10.0%	39.2%	39.2%	42.5%	13.3%	42.5%	42.5%	9.2%	30.8%	16.7%	38.3%
Yellow Time (s)	4.3	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.9
All-Red Time (s)	1.7	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.2	6.0	6.0		5.2	6.0	6.0	5.0	5.9	5.0	5.9
Lead/Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	Min
Act Effct Green (s)		56.1	48.2	48.2		57.8	49.1	49.1	36.3	29.6	47.5	37.9
Actuated g/C Ratio		0.47	0.40	0.40		0.48	0.41	0.41	0.30	0.25	0.40	0.32
v/c Ratio		0.40	0.75	0.24		0.54	0.54	0.17	0.53	0.28	0.45	0.93
Control Delay		21.5	36.8	5.2		26.8	29.8	1.9	35.3	30.9	25.6	62.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.5	36.8	5.2		26.8	29.8	1.9	35.3	30.9	25.6	62.9
LOS		C	D	A		C	C	A	D	C	C	E
Approach Delay			31.5				26.1			31.9		41.8
Approach LOS			C				C			C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 98 (82%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	146
Future Volume (vph)	146
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	46.0
Total Split (%)	38.3%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	37.9
Actuated g/C Ratio	0.32
v/c Ratio	0.26
Control Delay	7.2
Queue Delay	0.0
Total Delay	7.2
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	114	1050	164	9	99	765	121	75	179	60	383
Future Volume (veh/h)	2	114	1050	164	9	99	765	121	75	179	60	383
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.96		1.00		0.98	1.00		0.97	0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		116	1071	167		101	781	123	77	183	61	391
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		303	1465	629		217	1447	629	159	677	217	893
Arrive On Green		0.05	0.41	0.41		0.05	0.41	0.41	0.04	0.26	0.26	0.10
Sat Flow, veh/h		1781	3554	1524		1781	3554	1546	1781	2622	841	3456
Grp Volume(v), veh/h		116	1071	167		101	781	123	77	122	122	391
Grp Sat Flow(s),veh/h/ln		1781	1777	1524		1781	1777	1546	1781	1777	1687	1728
Q Serve(g_s), s		4.5	30.4	8.7		3.9	20.0	6.2	3.8	6.5	7.0	9.6
Cycle Q Clear(g_c), s		4.5	30.4	8.7		3.9	20.0	6.2	3.8	6.5	7.0	9.6
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.50	1.00
Lane Grp Cap(c), veh/h		303	1465	629		217	1447	629	159	459	436	893
V/C Ratio(X)		0.38	0.73	0.27		0.47	0.54	0.20	0.48	0.27	0.28	0.44
Avail Cap(c_a), veh/h		309	1465	629		292	1447	629	169	460	437	989
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		20.8	29.7	23.3		23.7	27.0	22.9	34.1	35.4	35.6	27.1
Incr Delay (d2), s/veh		0.8	3.2	1.0		0.6	1.4	0.7	0.8	0.2	0.3	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	13.0	3.2		1.6	8.4	2.3	1.6	2.8	2.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		21.6	32.9	24.3		24.2	28.5	23.6	34.9	35.7	35.8	27.2
LnGrp LOS		C	C	C		C	C	C	C	D	D	C
Approach Vol, veh/h			1354				1005			321		
Approach Delay, s/veh			30.9				27.5			35.6		
Approach LOS			C				C			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	36.9	11.0	55.5	10.3	43.2	11.6	54.9
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	15.0	31.1	* 11	* 41	6.0	40.1	* 6.8	* 45
Max Q Clear Time (g_c+I1), s	11.6	9.0	5.9	32.4	5.8	36.1	6.5	22.0
Green Ext Time (p_c), s	0.1	1.0	0.0	2.7	0.0	1.2	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	535	146
Future Volume (veh/h)	535	146
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	546	149
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	582	479
Arrive On Green	0.31	0.31
Sat Flow, veh/h	1870	1539
Grp Volume(v), veh/h	546	149
Grp Sat Flow(s),veh/h/ln	1870	1539
Q Serve(g_s), s	34.1	8.9
Cycle Q Clear(g_c), s	34.1	8.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	582	479
V/C Ratio(X)	0.94	0.31
Avail Cap(c_a), veh/h	625	514
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	40.2	31.5
Incr Delay (d2), s/veh	21.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	3.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	61.3	31.8
LnGrp LOS	E	C
Approach Vol, veh/h	1086	
Approach Delay, s/veh	45.0	
Approach LOS	D	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1480	10	0	980	9	0	0	2	0	0	10
Future Vol, veh/h	0	1480	10	0	980	9	0	0	2	0	0	10
Conflicting Peds, #/hr	0	0	1	0	0	3	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1510	10	0	1000	9	0	0	2	0	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	757	-	-	506
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*465	0	0	512
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*464	-	-	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.8	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	464	-	-	-	-	509
HCM Lane V/C Ratio	0.004	-	-	-	-	0.02
HCM Control Delay (s)	12.8	-	-	-	-	12.2
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	17	4	0	2	79	889	12	5	408	32
Future Vol, veh/h	5	0	17	4	0	2	79	889	12	5	408	32
Conflicting Peds, #/hr	2	0	2	11	0	11	2	0	11	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	18	4	0	2	81	916	12	5	421	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1081	1551	240	1327	1561	486	456	0	0	939	0	0
Stage 1	450	450	-	1095	1095	-	-	-	-	-	-	-
Stage 2	631	1101	-	232	466	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*514	195	761	285	191	*740	1101	-	-	*1106	-	-
Stage 1	*558	570	-	527	497	-	-	-	-	-	-	-
Stage 2	*697	492	-	750	561	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*476	177	752	257	173	*724	1099	-	-	*1095	-	-
Mov Cap-2 Maneuver	*464	307	-	364	291	-	-	-	-	-	-	-
Stage 1	*516	566	-	483	455	-	-	-	-	-	-	-
Stage 2	*637	451	-	722	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	13.4	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	464	752	436	* 1095	-	-
HCM Lane V/C Ratio	0.074	-	-	0.011	0.023	0.014	0.005	-	-
HCM Control Delay (s)	8.5	-	-	12.8	9.9	13.4	8.3	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	3	15	10	0
Future Vol, veh/h	0	62	3	15	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	4	19	13	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	40	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	972	1067	1606	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1067	1606	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	996	-	-	-	-	-

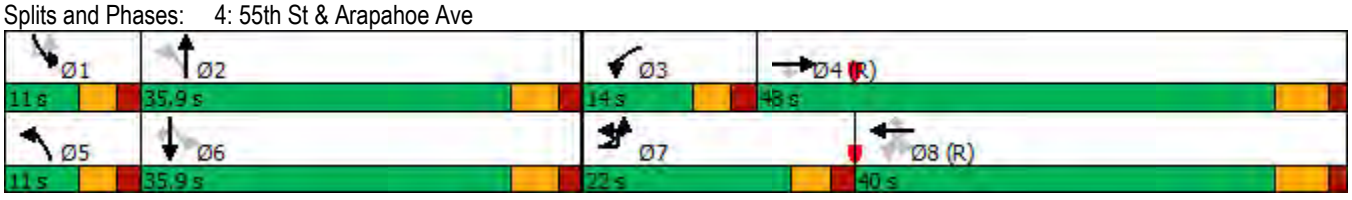
Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	1067	-	-
HCM Lane V/C Ratio	0.002	-	0.073	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	155	510	33	9	63	1214	234	166	541	2	147	149
Future Volume (vph)	155	510	33	9	63	1214	234	166	541	2	147	149
Turn Type	Prot	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA
Protected Phases	7	4			3	8		5	2		1	6
Permitted Phases			4	8	8		8	2		1	6	
Detector Phase	7	4	4	8	3	8	8	5	2	1	1	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	9.0	35.9
Total Split (s)	22.0	48.0	48.0	40.0	14.0	40.0	40.0	11.0	35.9	11.0	11.0	35.9
Total Split (%)	20.2%	44.1%	44.1%	36.7%	12.9%	36.7%	36.7%	10.1%	33.0%	10.1%	10.1%	33.0%
Yellow Time (s)	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.0	3.9
All-Red Time (s)	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.7	0.0	0.0		0.0	-0.5	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0		5.2	5.5	6.0	5.0	5.9		5.0	5.9
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	None	Min
Act Effct Green (s)	16.4	51.6	51.6		48.4	41.8	41.3	32.0	25.1		31.4	24.8
Actuated g/C Ratio	0.15	0.47	0.47		0.44	0.38	0.38	0.29	0.23		0.29	0.23
v/c Ratio	0.64	0.33	0.05		0.19	0.97	0.37	0.51	0.81		0.49	0.38
Control Delay	54.3	20.3	0.1		14.0	53.2	10.3	32.9	47.1		29.3	37.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	54.3	20.3	0.1		14.0	53.2	10.3	32.9	47.1		29.3	37.3
LOS	D	C	A		B	D	B	C	D		C	D
Approach Delay		26.9				44.7			44.0			24.2
Approach LOS		C				D			D			C

Intersection Summary	
Cycle Length: 108.9	
Actuated Cycle Length: 108.9	
Offset: 98 (90%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 38.3	Intersection LOS: D
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	130
Future Volume (vph)	130
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	35.9
Total Split (%)	33.0%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	24.8
Actuated g/C Ratio	0.23
v/c Ratio	0.29
Control Delay	3.4
Queue Delay	0.0
Total Delay	3.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

2028 Total
AM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	1	155	510	33	9	63	1214	234	166	541	60	2
Future Volume (veh/h)	1	155	510	33	9	63	1214	234	166	541	60	2
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		0.95		0.99		0.96	0.99		0.96	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h		168	554	36		68	1320	254	180	588	65	
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	
Cap, veh/h		224	1694	721		440	1445	610	331	746	82	
Arrive On Green		0.13	0.48	0.48		0.04	0.41	0.40	0.06	0.23	0.23	
Sat Flow, veh/h		1781	3554	1513		1781	3554	1519	1781	3211	354	
Grp Volume(v), veh/h		168	554	36		68	1320	254	180	325	328	
Grp Sat Flow(s),veh/h/ln		1781	1777	1513		1781	1777	1519	1781	1777	1788	
Q Serve(g_s), s		9.9	10.5	1.4		2.4	38.2	13.1	6.0	18.7	18.8	
Cycle Q Clear(g_c), s		9.9	10.5	1.4		2.4	38.2	13.1	6.0	18.7	18.8	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.20	
Lane Grp Cap(c), veh/h		224	1694	721		440	1445	610	331	413	415	
V/C Ratio(X)		0.75	0.33	0.05		0.15	0.91	0.42	0.54	0.79	0.79	
Avail Cap(c_a), veh/h		302	1694	721		520	1445	610	331	489	492	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		46.0	17.7	15.3		18.0	30.5	23.4	33.8	39.3	39.3	
Incr Delay (d2), s/veh		6.9	0.5	0.1		0.1	10.4	2.1	1.0	6.6	6.7	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		4.7	4.1	0.5		1.0	17.2	4.8	1.3	8.7	8.8	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		52.8	18.2	15.4		18.0	40.9	25.5	34.8	45.9	46.1	
LnGrp LOS		D	B	B		B	D	C	C	D	D	
Approach Vol, veh/h			758				1642			833		
Approach Delay, s/veh			25.7				37.6			43.6		
Approach LOS			C				D			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	31.2	9.1	58.0	11.0	31.0	17.2	49.8
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	6.0	30.0	* 8.8	* 42	6.0	30.0	* 17	* 34
Max Q Clear Time (g_c+I1), s	5.8	20.8	4.4	12.5	8.0	10.6	11.9	40.2
Green Ext Time (p_c), s	0.0	2.1	0.0	1.7	0.0	0.9	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

2028 Total
AM Peak

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	147	149	130
Future Volume (veh/h)	147	149	130
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	160	162	141
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	404	430	349
Arrive On Green	0.05	0.23	0.23
Sat Flow, veh/h	3456	1870	1516
Grp Volume(v), veh/h	160	162	141
Grp Sat Flow(s),veh/h/ln	1728	1870	1516
Q Serve(g_s), s	3.8	8.0	8.6
Cycle Q Clear(g_c), s	3.8	8.0	8.6
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	404	430	349
V/C Ratio(X)	0.40	0.38	0.40
Avail Cap(c_a), veh/h	412	515	417
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	35.4	35.6
Incr Delay (d2), s/veh	0.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.6	3.1
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	31.4	35.8	36.2
LnGrp LOS	C	D	D
Approach Vol, veh/h		463	
Approach Delay, s/veh		34.4	
Approach LOS		C	
Timer - Assigned Phs			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	737	4	0	1462	20	0	0	2	0	0	73
Future Vol, veh/h	0	737	4	0	1462	20	0	0	2	0	0	73
Conflicting Peds, #/hr	0	0	1	0	0	7	0	0	1	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	801	4	0	1589	22	0	0	2	0	0	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	403	-	-	809
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*796	0	0	323
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*795	-	-	319
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.5	20
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	795	-	-	-	-	319
HCM Lane V/C Ratio	0.003	-	-	-	-	0.249
HCM Control Delay (s)	9.5	-	-	-	-	20
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	65	4	0	7	13	421	9	1	1004	18
Future Vol, veh/h	11	0	65	4	0	7	13	421	9	1	1004	18
Conflicting Peds, #/hr	2	0	2	12	0	12	2	0	12	12	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	75	5	0	8	15	484	10	1	1154	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1453	1705	602	1122	1710	271	1177	0	0	506	0	0
Stage 1	1169	1169	-	531	531	-	-	-	-	-	-	-
Stage 2	284	536	-	591	1179	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*123	106	443	236	105	*924	589	-	-	1296	-	-
Stage 1	*205	265	-	756	688	-	-	-	-	-	-	-
Stage 2	*871	684	-	460	262	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*118	102	437	187	101	*903	588	-	-	1281	-	-
Mov Cap-2 Maneuver	*174	208	-	291	197	-	-	-	-	-	-	-
Stage 1	*199	264	-	728	663	-	-	-	-	-	-	-
Stage 2	*832	658	-	377	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	12.2	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	588	-	-	174	437	512	1281	-	-
HCM Lane V/C Ratio	0.025	-	-	0.073	0.171	0.025	0.001	-	-
HCM Control Delay (s)	11.3	-	-	27.3	14.9	12.2	7.8	-	-
HCM Lane LOS	B	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.6	0.1	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	9	10	10	0
Future Vol, veh/h	0	39	9	10	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	11	13	13	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	13	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	962	1067	1606	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1067	1606	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	3.4	0
HCM LOS	A		

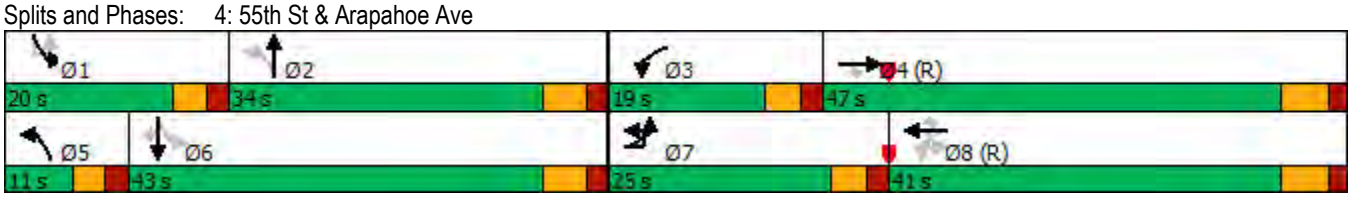
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	1067	-	-
HCM Lane V/C Ratio	0.007	-	0.046	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Timings
4: 55th St & Arapahoe Ave

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	154	1050	164	13	101	792	127	75	182	5	387	535
Future Volume (vph)	154	1050	164	13	101	792	127	75	182	5	387	535
Turn Type	Prot	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA
Protected Phases	7	4			3	8		5	2		1	6
Permitted Phases			4	8	8		8	2		1	6	
Detector Phase	7	4	4	8	3	8	8	5	2	1	1	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	33.9	9.0	9.0	35.9
Total Split (s)	25.0	47.0	47.0	41.0	19.0	41.0	41.0	11.0	34.0	20.0	20.0	43.0
Total Split (%)	20.8%	39.2%	39.2%	34.2%	15.8%	34.2%	34.2%	9.2%	28.3%	16.7%	16.7%	35.8%
Yellow Time (s)	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.0	3.9
All-Red Time (s)	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		5.2	6.0	6.0	5.0	5.9		5.0	5.9
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	None	Min
Act Effct Green (s)	17.8	49.2	49.2		51.3	42.1	42.1	34.5	27.9		46.1	36.5
Actuated g/C Ratio	0.15	0.41	0.41		0.43	0.35	0.35	0.29	0.23		0.38	0.30
v/c Ratio	0.61	0.74	0.23		0.53	0.65	0.20	0.53	0.31		0.47	0.97
Control Delay	57.3	35.1	4.9		26.3	37.5	0.7	36.8	33.1		27.2	71.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	57.3	35.1	4.9		26.3	37.5	0.7	36.8	33.1		27.2	71.9
LOS	E	D	A		C	D	A	D	C		C	E
Approach Delay		34.1				31.7			34.0			46.4
Approach LOS		C				C			C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 98 (82%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	146
Future Volume (vph)	146
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	43.0
Total Split (%)	35.8%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	36.5
Actuated g/C Ratio	0.30
v/c Ratio	0.26
Control Delay	4.5
Queue Delay	0.0
Total Delay	4.5
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

2028 Total
PM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	2	154	1050	164	13	101	792	127	75	182	60	5
Future Volume (veh/h)	2	154	1050	164	13	101	792	127	75	182	60	5
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		0.95		1.00		0.95	1.00		0.96	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h		157	1071	167		103	808	130	77	186	61	
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	
Cap, veh/h		216	1473	624		224	1290	549	154	660	208	
Arrive On Green		0.12	0.41	0.41		0.05	0.36	0.36	0.04	0.25	0.25	
Sat Flow, veh/h		1781	3554	1506		1781	3554	1512	1781	2627	828	
Grp Volume(v), veh/h		157	1071	167		103	808	130	77	123	124	
Grp Sat Flow(s),veh/h/ln		1781	1777	1506		1781	1777	1512	1781	1777	1679	
Q Serve(g_s), s		10.2	30.3	8.8		4.3	22.5	7.2	3.8	6.7	7.1	
Cycle Q Clear(g_c), s		10.2	30.3	8.8		4.3	22.5	7.2	3.8	6.7	7.1	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.49	
Lane Grp Cap(c), veh/h		216	1473	624		224	1290	549	154	446	422	
V/C Ratio(X)		0.73	0.73	0.27		0.46	0.63	0.24	0.50	0.28	0.29	
Avail Cap(c_a), veh/h		327	1473	624		338	1290	549	163	446	422	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		50.8	29.4	23.1		25.0	31.5	26.6	34.7	36.2	36.3	
Incr Delay (d2), s/veh		4.6	3.2	1.1		0.5	2.3	1.0	0.9	0.2	0.3	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		4.7	12.9	3.2		1.8	9.6	2.7	1.7	2.9	2.9	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		55.4	32.6	24.2		25.5	33.8	27.7	35.6	36.4	36.6	
LnGrp LOS		E	C	C		C	C	C	D	D	D	
Approach Vol, veh/h			1395				1041			324		
Approach Delay, s/veh			34.2				32.2			36.3		
Approach LOS			C				C			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	36.0	11.3	55.7	10.4	42.5	17.5	49.5
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	15.0	28.1	* 14	* 41	6.0	37.1	* 20	* 35
Max Q Clear Time (g_c+I1), s	11.8	9.1	6.3	32.3	5.8	36.4	12.2	24.5
Green Ext Time (p_c), s	0.1	1.0	0.0	2.8	0.0	0.3	0.2	4.0

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Synchro 11 Report

CSM

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

2028 Total
PM Peak

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	387	535	146
Future Volume (veh/h)	387	535	146
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	395	546	149
Peak Hour Factor	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2
Cap, veh/h	879	571	466
Arrive On Green	0.10	0.31	0.31
Sat Flow, veh/h	3456	1870	1526
Grp Volume(v), veh/h	395	546	149
Grp Sat Flow(s),veh/h/ln	1728	1870	1526
Q Serve(g_s), s	9.8	34.4	9.0
Cycle Q Clear(g_c), s	9.8	34.4	9.0
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	879	571	466
V/C Ratio(X)	0.45	0.96	0.32
Avail Cap(c_a), veh/h	969	578	472
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	40.9	32.1
Incr Delay (d2), s/veh	0.1	26.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	19.5	3.3
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	27.7	67.4	32.4
LnGrp LOS	C	E	C
Approach Vol, veh/h		1090	
Approach Delay, s/veh		48.2	
Approach LOS		D	
Timer - Assigned Phs			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1488	10	0	980	18	0	0	2	0	0	49
Future Vol, veh/h	0	1488	10	0	980	18	0	0	2	0	0	49
Conflicting Peds, #/hr	0	0	1	0	0	5	0	0	1	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1518	10	0	1000	18	0	0	2	0	0	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	761	-	-	510
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*465	0	0	509
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*464	-	-	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.8	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	464	-	-	-	-	504
HCM Lane V/C Ratio	0.004	-	-	-	-	0.099
HCM Control Delay (s)	12.8	-	-	-	-	12.9
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	17	4	0	2	79	935	12	5	425	32
Future Vol, veh/h	5	0	17	4	0	2	79	935	12	5	425	32
Conflicting Peds, #/hr	5	0	5	10	0	10	5	0	10	10	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	18	4	0	2	81	964	12	5	438	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1124	1618	251	1381	1628	508	476	0	0	986	0	0
Stage 1	470	470	-	1142	1142	-	-	-	-	-	-	-
Stage 2	654	1148	-	239	486	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*541	184	749	285	181	*708	1082	-	-	*1060	-	-
Stage 1	*543	558	-	540	500	-	-	-	-	-	-	-
Stage 2	*668	496	-	743	549	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*499	167	738	256	164	*695	1077	-	-	*1050	-	-
Mov Cap-2 Maneuver	*456	301	-	367	285	-	-	-	-	-	-	-
Stage 1	*500	552	-	495	458	-	-	-	-	-	-	-
Stage 2	*610	454	-	715	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	13.4	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1077	-	-	456	738	436	* 1050	-	-
HCM Lane V/C Ratio	0.076	-	-	0.011	0.024	0.014	0.005	-	-
HCM Control Delay (s)	8.6	-	-	13	10	13.4	8.4	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.1	0	0	-	-

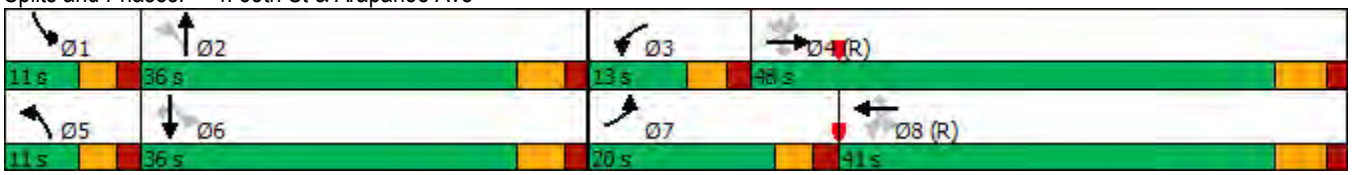
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
4: 55th St & Arapahoe Ave

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	146	565	35	4	62	1295	234	175	565	155	155
Future Volume (vph)	1	146	565	35	4	62	1295	234	175	565	155	155
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		7	4			3	8		5	2	1	6
Permitted Phases	4	4		4	8	8		8	2		6	
Detector Phase	4	7	4	4	8	3	8	8	5	2	1	6
Switch Phase												
Minimum Initial (s)	10.0	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	25.0	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	35.9
Total Split (s)	48.0	20.0	48.0	48.0	41.0	13.0	41.0	41.0	11.0	36.0	11.0	36.0
Total Split (%)	44.4%	18.5%	44.4%	44.4%	38.0%	12.0%	38.0%	38.0%	10.2%	33.3%	10.2%	33.3%
Yellow Time (s)	4.3	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.9
All-Red Time (s)	1.7	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.2	6.0	6.0		5.2	6.0	6.0	5.0	5.9	5.0	5.9
Lead/Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	Min
Act Effct Green (s)		60.0	50.3	50.3		50.6	43.8	43.8	32.7	25.8	32.1	25.5
Actuated g/C Ratio		0.56	0.47	0.47		0.47	0.41	0.41	0.30	0.24	0.30	0.24
v/c Ratio		0.66	0.37	0.05		0.17	0.98	0.35	0.52	0.81	0.50	0.38
Control Delay		31.8	21.1	0.1		13.8	53.4	9.1	32.5	46.4	29.0	36.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		31.8	21.1	0.1		13.8	53.4	9.1	32.5	46.4	29.0	36.4
LOS		C	C	A		B	D	A	C	D	C	D
Approach Delay			22.2				45.3			43.3		23.8
Approach LOS			C				D			D		C

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 98 (91%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 37.4	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	135
Future Volume (vph)	135
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	36.0
Total Split (%)	33.3%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	25.5
Actuated g/C Ratio	0.24
v/c Ratio	0.29
Control Delay	3.5
Queue Delay	0.0
Total Delay	3.5
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	146	565	35	4	62	1295	234	175	565	62	155
Future Volume (veh/h)	1	146	565	35	4	62	1295	234	175	565	62	155
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.98	1.00		0.98	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		159	614	38		67	1408	254	190	614	67	168
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		211	1700	734		414	1580	690	326	736	80	391
Arrive On Green		0.07	0.48	0.48		0.03	0.44	0.44	0.06	0.23	0.23	0.05
Sat Flow, veh/h		1781	3554	1533		1781	3554	1552	1781	3223	351	3456
Grp Volume(v), veh/h		159	614	38		67	1408	254	190	338	343	168
Grp Sat Flow(s),veh/h/ln		1781	1777	1533		1781	1777	1552	1781	1777	1798	1728
Q Serve(g_s), s		5.1	11.8	1.4		2.2	39.4	11.7	6.0	19.6	19.7	4.0
Cycle Q Clear(g_c), s		5.1	11.8	1.4		2.2	39.4	11.7	6.0	19.6	19.7	4.0
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.20	1.00
Lane Grp Cap(c), veh/h		211	1700	734		414	1580	690	326	406	411	391
V/C Ratio(X)		0.75	0.36	0.05		0.16	0.89	0.37	0.58	0.83	0.84	0.43
Avail Cap(c_a), veh/h		335	1700	734		483	1580	690	326	495	501	394
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		24.1	17.8	15.1		15.6	27.6	19.9	34.3	39.7	39.7	31.2
Incr Delay (d2), s/veh		5.4	0.6	0.1		0.1	8.0	1.5	1.8	9.2	9.3	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.2	4.6	0.5		0.8	17.0	4.3	1.7	9.3	9.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		29.5	18.4	15.2		15.7	35.6	21.4	36.1	48.9	49.0	31.5
LnGrp LOS		C	B	B		B	D	C	D	D	D	C
Approach Vol, veh/h			811				1729			871		
Approach Delay, s/veh			20.4				32.7			46.1		
Approach LOS			C				C			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	30.6	8.8	57.7	11.0	30.5	12.5	54.0
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	6.0	30.1	* 7.8	* 42	6.0	30.1	* 15	* 35
Max Q Clear Time (g_c+I1), s	6.0	21.7	4.2	13.8	8.0	10.7	7.1	41.4
Green Ext Time (p_c), s	0.0	2.1	0.0	1.9	0.0	1.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	155	135
Future Volume (veh/h)	155	135
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	168	147
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	426	353
Arrive On Green	0.23	0.23
Sat Flow, veh/h	1870	1550
Grp Volume(v), veh/h	168	147
Grp Sat Flow(s),veh/h/ln	1870	1550
Q Serve(g_s), s	8.2	8.7
Cycle Q Clear(g_c), s	8.2	8.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	426	353
V/C Ratio(X)	0.39	0.42
Avail Cap(c_a), veh/h	521	432
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	35.4	35.6
Incr Delay (d2), s/veh	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	35.8	36.2
LnGrp LOS	D	D
Approach Vol, veh/h	483	
Approach Delay, s/veh	34.4	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	805	5	0	1615	18	0	0	3	0	0	12
Future Vol, veh/h	0	805	5	0	1615	18	0	0	3	0	0	12
Conflicting Peds, #/hr	0	0	5	0	0	10	0	0	5	0	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	875	5	0	1755	20	0	0	3	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	448	-	-	898
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*765	0	0	282
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*758	-	-	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.8	18.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	-	-	-	277
HCM Lane V/C Ratio	0.004	-	-	-	-	0.047
HCM Control Delay (s)	9.8	-	-	-	-	18.6
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	65	4	0	7	13	440	9	1	1045	18
Future Vol, veh/h	11	0	65	4	0	7	13	440	9	1	1045	18
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	75	5	0	8	15	506	10	1	1201	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1770	621	1154	1775	268	1227	0	0	521	0	0
Stage 1	1219	1219	-	546	546	-	-	-	-	-	-	-
Stage 2	288	551	-	608	1229	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*110	95	430	221	94	*924	564	-	-	1277	-	-
Stage 1	*191	251	-	739	676	-	-	-	-	-	-	-
Stage 2	*871	672	-	450	248	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*106	91	426	177	90	*916	561	-	-	1271	-	-
Mov Cap-2 Maneuver	*162	195	-	283	186	-	-	-	-	-	-	-
Stage 1	*185	249	-	716	654	-	-	-	-	-	-	-
Stage 2	*837	650	-	369	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.2	12.3	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	561	-	-	162	426	505	1271	-	-
HCM Lane V/C Ratio	0.027	-	-	0.078	0.175	0.025	0.001	-	-
HCM Control Delay (s)	11.6	-	-	29.1	15.2	12.3	7.8	-	-
HCM Lane LOS	B	-	-	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0.1	0	-	-

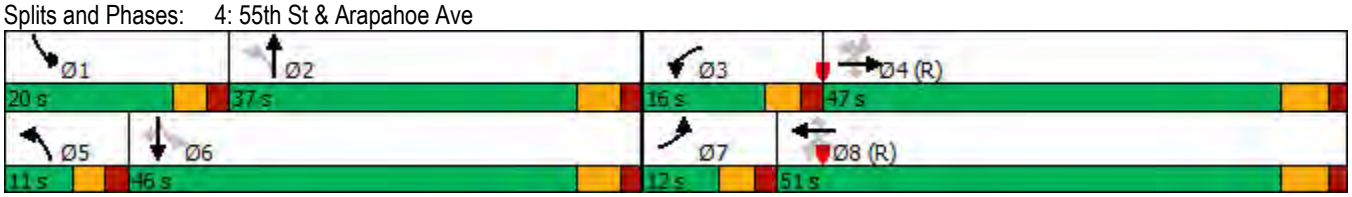
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Timings
4: 55th St & Arapahoe Ave

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	119	1165	175	10	103	845	125	80	185	400	560
Future Volume (vph)	2	119	1165	175	10	103	845	125	80	185	400	560
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		7	4			3	8		5	2	1	6
Permitted Phases	4	4		4	8	8		8	2		6	
Detector Phase	4	7	4	4	8	3	8	8	5	2	1	6
Switch Phase												
Minimum Initial (s)	10.0	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	25.0	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	35.9
Total Split (s)	47.0	12.0	47.0	47.0	51.0	16.0	51.0	51.0	11.0	37.0	20.0	46.0
Total Split (%)	39.2%	10.0%	39.2%	39.2%	42.5%	13.3%	42.5%	42.5%	9.2%	30.8%	16.7%	38.3%
Yellow Time (s)	4.3	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.9
All-Red Time (s)	1.7	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.2	6.0	6.0		5.2	6.0	6.0	5.0	5.9	5.0	5.9
Lead/Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	Min
Act Effct Green (s)		54.7	47.1	47.1		57.4	48.5	48.5	37.0	30.3	48.5	38.8
Actuated g/C Ratio		0.46	0.39	0.39		0.48	0.40	0.40	0.31	0.25	0.40	0.32
v/c Ratio		0.49	0.86	0.26		0.63	0.60	0.18	0.56	0.29	0.46	0.95
Control Delay		24.6	42.2	6.2		34.8	31.4	2.2	37.0	31.1	25.3	65.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.6	42.2	6.2		34.8	31.4	2.2	37.0	31.1	25.3	65.7
LOS		C	D	A		C	C	A	D	C	C	E
Approach Delay			36.4				28.4			32.5		43.2
Approach LOS			D				C			C		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 98 (82%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	46.0
Total Split (%)	38.3%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	38.8
Actuated g/C Ratio	0.32
v/c Ratio	0.27
Control Delay	7.8
Queue Delay	0.0
Total Delay	7.8
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	119	1165	175	10	103	845	125	80	185	62	400
Future Volume (veh/h)	2	119	1165	175	10	103	845	125	80	185	62	400
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.95		1.00		0.97	1.00		0.96	0.99
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		121	1189	179		105	862	128	82	189	63	408
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		272	1412	596		187	1392	599	160	703	226	916
Arrive On Green		0.06	0.40	0.40		0.05	0.39	0.39	0.05	0.27	0.27	0.10
Sat Flow, veh/h		1781	3554	1499		1781	3554	1530	1781	2618	839	3456
Grp Volume(v), veh/h		121	1189	179		105	862	128	82	126	126	408
Grp Sat Flow(s),veh/h/ln		1781	1777	1499		1781	1777	1530	1781	1777	1680	1728
Q Serve(g_s), s		4.8	36.4	9.8		4.2	23.4	6.7	4.0	6.7	7.1	9.9
Cycle Q Clear(g_c), s		4.8	36.4	9.8		4.2	23.4	6.7	4.0	6.7	7.1	9.9
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.50	1.00
Lane Grp Cap(c), veh/h		272	1412	596		187	1392	599	160	477	451	916
V/C Ratio(X)		0.45	0.84	0.30		0.56	0.62	0.21	0.51	0.26	0.28	0.45
Avail Cap(c_a), veh/h		273	1412	596		258	1392	599	166	477	451	1004
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		22.5	32.7	24.7		27.0	29.3	24.2	33.5	34.5	34.7	26.2
Incr Delay (d2), s/veh		1.1	6.2	1.3		1.0	2.1	0.8	0.9	0.2	0.2	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	16.0	3.6		1.7	9.9	2.5	1.7	2.9	2.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		23.7	39.0	26.0		28.0	31.4	25.0	34.5	34.8	34.9	26.3
LnGrp LOS		C	D	C		C	C	C	C	C	C	C
Approach Vol, veh/h			1489				1095			334		
Approach Delay, s/veh			36.2				30.3			34.8		
Approach LOS			D				C			C		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	38.1	11.2	53.7	10.6	44.5	11.9	53.0
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	15.0	31.1	* 11	* 41	6.0	40.1	* 6.8	* 45
Max Q Clear Time (g_c+I1), s	11.9	9.1	6.2	38.4	6.0	37.8	6.8	25.4
Green Ext Time (p_c), s	0.1	1.0	0.0	1.3	0.0	0.8	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	560	155
Future Volume (veh/h)	560	155
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	571	158
Peak Hour Factor	0.98	0.98
Percent Heavy Veh, %	2	2
Cap, veh/h	602	492
Arrive On Green	0.32	0.32
Sat Flow, veh/h	1870	1531
Grp Volume(v), veh/h	571	158
Grp Sat Flow(s),veh/h/ln	1870	1531
Q Serve(g_s), s	35.8	9.4
Cycle Q Clear(g_c), s	35.8	9.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	602	492
V/C Ratio(X)	0.95	0.32
Avail Cap(c_a), veh/h	625	512
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	39.7	30.8
Incr Delay (d2), s/veh	23.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.8	3.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	63.2	31.1
LnGrp LOS	E	C
Approach Vol, veh/h	1137	
Approach Delay, s/veh	45.5	
Approach LOS	D	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1635	11	0	1085	10	0	0	3	0	0	11
Future Vol, veh/h	0	1635	11	0	1085	10	0	0	3	0	0	11
Conflicting Peds, #/hr	0	0	5	0	0	10	0	0	5	0	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1668	11	0	1107	10	0	0	3	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	844	-	-	574
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*414	0	0	462
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*410	-	-	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.8	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	410	-	-	-	-	453
HCM Lane V/C Ratio	0.007	-	-	-	-	0.025
HCM Control Delay (s)	13.8	-	-	-	-	13.1
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	17	4	0	2	79	944	12	5	428	32
Future Vol, veh/h	5	0	17	4	0	2	79	944	12	5	428	32
Conflicting Peds, #/hr	5	0	5	15	0	15	5	0	15	15	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	18	4	0	2	81	973	12	5	441	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1137	1635	257	1402	1645	523	479	0	0	1000	0	0
Stage 1	473	473	-	1156	1156	-	-	-	-	-	-	-
Stage 2	664	1162	-	246	489	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*516	176	742	267	173	*712	1080	-	-	*1064	-	-
Stage 1	*541	557	-	519	486	-	-	-	-	-	-	-
Stage 2	*671	482	-	736	548	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*473	159	728	237	156	*691	1075	-	-	*1049	-	-
Mov Cap-2 Maneuver	*451	293	-	350	278	-	-	-	-	-	-	-
Stage 1	*498	551	-	473	443	-	-	-	-	-	-	-
Stage 2	*610	439	-	705	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	13.7	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1075	-	-	451	728	419	* 1049	-	-
HCM Lane V/C Ratio	0.076	-	-	0.011	0.024	0.015	0.005	-	-
HCM Control Delay (s)	8.6	-	-	13.1	10.1	13.7	8.4	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.1	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	3	18	12	0
Future Vol, veh/h	0	62	3	18	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	4	23	15	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	46	15	15	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	964	1065	1603	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	961	1065	1603	-	-	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	992	-	-	-	-	-

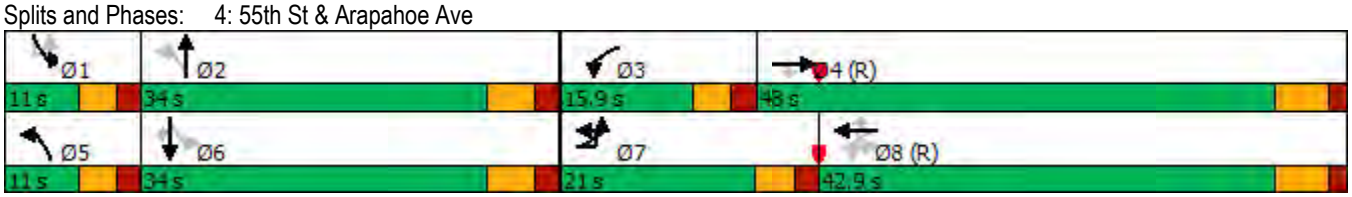
Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	1065	-	-
HCM Lane V/C Ratio	0.002	-	0.073	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	161	565	35	10	65	1339	243	175	566	2	156	155
Future Volume (vph)	161	565	35	10	65	1339	243	175	566	2	156	155
Turn Type	Prot	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA
Protected Phases	7	4			3	8		5	2		1	6
Permitted Phases			4	8	8		8	2		1	6	
Detector Phase	7	4	4	8	3	8	8	5	2	1	1	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.9	9.0	9.0	35.9
Total Split (s)	21.0	48.0	48.0	42.9	15.9	42.9	42.9	11.0	34.0	11.0	11.0	34.0
Total Split (%)	19.3%	44.1%	44.1%	39.4%	14.6%	39.4%	39.4%	10.1%	31.2%	10.1%	10.1%	31.2%
Yellow Time (s)	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.0	3.9
All-Red Time (s)	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.7	0.0	0.0		0.0	-0.9	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0		5.2	5.1	6.0	5.0	5.9		5.0	5.9
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	None	Min
Act Effct Green (s)	16.0	51.3	51.3		48.6	42.4	41.5	32.3	25.4		31.7	25.1
Actuated g/C Ratio	0.15	0.47	0.47		0.45	0.39	0.38	0.30	0.23		0.29	0.23
v/c Ratio	0.68	0.37	0.05		0.20	1.06	0.38	0.54	0.83		0.54	0.39
Control Delay	57.6	20.8	0.1		13.9	74.9	9.9	34.1	48.8		30.8	37.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	57.6	20.8	0.1		13.9	74.9	9.9	34.1	48.8		30.8	37.6
LOS	E	C	A		B	E	A	C	D		C	D
Approach Delay		27.6				62.6			45.6			26.0
Approach LOS		C				E			D			C

Intersection Summary	
Cycle Length: 108.9	
Actuated Cycle Length: 108.9	
Offset: 98 (90%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 47.1	Intersection LOS: D
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	135
Future Volume (vph)	135
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	34.0
Total Split (%)	31.2%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	25.1
Actuated g/C Ratio	0.23
v/c Ratio	0.32
Control Delay	7.2
Queue Delay	0.0
Total Delay	7.2
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

2045 Total
AM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	1	161	565	35	10	65	1339	243	175	566	62	2
Future Volume (veh/h)	1	161	565	35	10	65	1339	243	175	566	62	2
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		0.96		0.99		0.96	1.00		0.97	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h		175	614	38		71	1455	264	190	615	67	
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	
Cap, veh/h		231	1705	730		419	1461	614	322	726	79	
Arrive On Green		0.13	0.48	0.48		0.04	0.41	0.40	0.06	0.23	0.23	
Sat Flow, veh/h		1781	3554	1521		1781	3554	1524	1781	3219	350	
Grp Volume(v), veh/h		175	614	38		71	1455	264	190	339	343	
Grp Sat Flow(s),veh/h/ln		1781	1777	1521		1781	1777	1524	1781	1777	1793	
Q Serve(g_s), s		10.3	11.8	1.5		2.5	44.5	13.6	6.0	19.9	20.0	
Cycle Q Clear(g_c), s		10.3	11.8	1.5		2.5	44.5	13.6	6.0	19.9	20.0	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.20	
Lane Grp Cap(c), veh/h		231	1705	730		419	1461	614	322	401	404	
V/C Ratio(X)		0.76	0.36	0.05		0.17	1.00	0.43	0.59	0.85	0.85	
Avail Cap(c_a), veh/h		286	1705	730		528	1461	614	322	458	462	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		45.8	17.8	15.1		17.9	32.0	23.5	35.0	40.4	40.4	
Incr Delay (d2), s/veh		8.9	0.6	0.1		0.1	22.6	2.2	2.0	11.9	12.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		5.0	4.7	0.5		1.0	22.2	5.0	1.8	9.7	9.9	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		54.7	18.4	15.3		17.9	54.6	25.7	36.9	52.2	52.5	
LnGrp LOS		D	B	B		B	D	C	D	D	D	
Approach Vol, veh/h			827				1790			872		
Approach Delay, s/veh			25.9				48.9			49.0		
Approach LOS			C				D			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	30.5	9.2	58.3	11.0	30.5	17.6	49.9
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	6.0	28.1	* 11	* 42	6.0	28.1	* 16	* 37
Max Q Clear Time (g_c+I1), s	6.1	22.0	4.5	13.8	8.0	11.0	12.3	46.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.9	0.0	1.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	156	155	135
Future Volume (veh/h)	156	155	135
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	170	168	147
Peak Hour Factor	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2
Cap, veh/h	384	422	345
Arrive On Green	0.06	0.23	0.23
Sat Flow, veh/h	3456	1870	1530
Grp Volume(v), veh/h	170	168	147
Grp Sat Flow(s),veh/h/ln	1728	1870	1530
Q Serve(g_s), s	4.1	8.3	9.0
Cycle Q Clear(g_c), s	4.1	8.3	9.0
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	384	422	345
V/C Ratio(X)	0.44	0.40	0.43
Avail Cap(c_a), veh/h	384	482	394
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	35.9	36.2
Incr Delay (d2), s/veh	0.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.8	3.3
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	32.0	36.4	36.8
LnGrp LOS	C	D	D
Approach Vol, veh/h		485	
Approach Delay, s/veh		35.0	
Approach LOS		C	
Timer - Assigned Phs			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	812	5	0	1615	21	0	0	3	0	0	74
Future Vol, veh/h	0	812	5	0	1615	21	0	0	3	0	0	74
Conflicting Peds, #/hr	0	0	5	0	0	12	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	883	5	0	1755	23	0	0	3	0	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	447	-	-	890
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*768	0	0	286
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*764	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.7	22.7
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	764	-	-	-	-	283
HCM Lane V/C Ratio	0.004	-	-	-	-	0.284
HCM Control Delay (s)	9.7	-	-	-	-	22.7
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	1.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	65	4	0	7	13	446	9	1	1054	18
Future Vol, veh/h	11	0	65	4	0	7	13	446	9	1	1054	18
Conflicting Peds, #/hr	3	0	3	15	0	15	3	0	15	15	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	75	5	0	8	15	513	10	1	1211	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1529	1795	634	1186	1800	292	1235	0	0	538	0	0
Stage 1	1227	1227	-	563	563	-	-	-	-	-	-	-
Stage 2	302	568	-	623	1237	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*106	91	422	208	90	*924	560	-	-	1256	-	-
Stage 1	*189	249	-	720	662	-	-	-	-	-	-	-
Stage 2	*871	659	-	440	246	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*101	87	415	162	86	*898	558	-	-	1238	-	-
Mov Cap-2 Maneuver	*159	193	-	269	183	-	-	-	-	-	-	-
Stage 1	*183	248	-	690	635	-	-	-	-	-	-	-
Stage 2	*828	632	-	355	245	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	12.6	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	558	-	-	159	415	485	1238	-	-
HCM Lane V/C Ratio	0.027	-	-	0.08	0.18	0.026	0.001	-	-
HCM Control Delay (s)	11.6	-	-	29.6	15.6	12.6	7.9	-	-
HCM Lane LOS	B	-	-	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0.1	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	9	10	11	0
Future Vol, veh/h	0	39	9	10	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	11	13	14	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	14	14	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	960	1066	1604	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	953	1066	1604	-	-	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	3.4	0
HCM LOS	A		

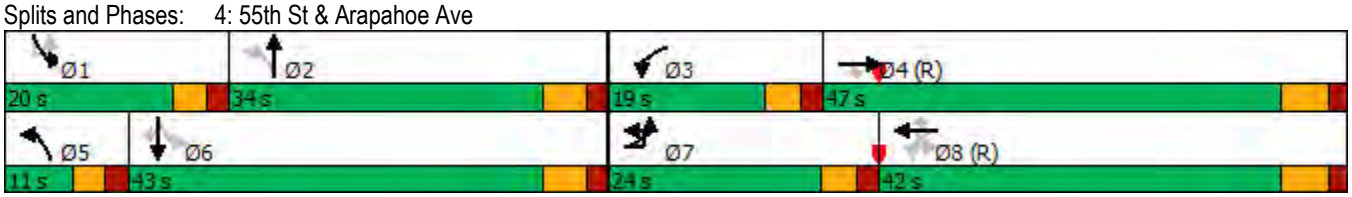
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	1066	-	-
HCM Lane V/C Ratio	0.007	-	0.046	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Timings
4: 55th St & Arapahoe Ave

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	159	1165	175	14	105	872	131	80	188	5	404	560
Future Volume (vph)	159	1165	175	14	105	872	131	80	188	5	404	560
Turn Type	Prot	NA	Perm	Perm	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA
Protected Phases	7	4			3	8		5	2		1	6
Permitted Phases			4	8	8		8	2		1	6	
Detector Phase	7	4	4	8	3	8	8	5	2	1	1	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	9.2	25.0	25.0	31.0	9.2	31.0	31.0	9.0	35.0	9.0	9.0	35.9
Total Split (s)	24.0	47.0	47.0	42.0	19.0	42.0	42.0	11.0	34.0	20.0	20.0	43.0
Total Split (%)	20.0%	39.2%	39.2%	35.0%	15.8%	35.0%	35.0%	9.2%	28.3%	16.7%	16.7%	35.8%
Yellow Time (s)	3.2	4.3	4.3	4.3	3.2	4.3	4.3	3.0	3.9	3.0	3.0	3.9
All-Red Time (s)	2.0	1.7	1.7	1.7	2.0	1.7	1.7	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	-1.4
Total Lost Time (s)	3.0	6.0	6.0		5.2	6.0	6.0	5.0	5.9		5.0	4.5
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	Min	None	None	Min
Act Effct Green (s)	17.8	48.6	48.6		51.1	41.7	41.7	34.6	27.9		46.5	38.2
Actuated g/C Ratio	0.15	0.40	0.40		0.43	0.35	0.35	0.29	0.23		0.39	0.32
v/c Ratio	0.63	0.83	0.25		0.63	0.72	0.22	0.56	0.32		0.49	0.96
Control Delay	58.3	39.3	6.0		36.7	39.8	3.2	39.1	33.5		27.3	69.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	58.3	39.3	6.0		36.7	39.8	3.2	39.1	33.5		27.3	69.8
LOS	E	D	A		D	D	A	D	C		C	E
Approach Delay		37.5				35.2			34.9			46.0
Approach LOS		D				D			C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 98 (82%), Referenced to phase 4:EBT and 8:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: 55th St & Arapahoe Ave



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	155
Future Volume (vph)	155
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	35.9
Total Split (s)	43.0
Total Split (%)	35.8%
Yellow Time (s)	3.9
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.9
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Min
Act Effct Green (s)	36.8
Actuated g/C Ratio	0.31
v/c Ratio	0.28
Control Delay	9.1
Queue Delay	0.0
Total Delay	9.1
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

2045 Total
PM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	2	159	1165	175	14	105	872	131	80	188	62	5
Future Volume (veh/h)	2	159	1165	175	14	105	872	131	80	188	62	5
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		0.93		1.00		0.94	1.00		0.95	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h		162	1189	179		107	890	134	82	192	63	
Peak Hour Factor		0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	
Cap, veh/h		221	1444	602		198	1258	529	152	667	210	
Arrive On Green		0.12	0.41	0.41		0.05	0.35	0.35	0.05	0.25	0.25	
Sat Flow, veh/h		1781	3554	1481		1781	3554	1494	1781	2622	827	
Grp Volume(v), veh/h		162	1189	179		107	890	134	82	128	127	
Grp Sat Flow(s),veh/h/ln		1781	1777	1481		1781	1777	1494	1781	1777	1671	
Q Serve(g_s), s		10.5	35.8	9.8		4.5	25.9	7.6	4.0	6.9	7.4	
Cycle Q Clear(g_c), s		10.5	35.8	9.8		4.5	25.9	7.6	4.0	6.9	7.4	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.49	
Lane Grp Cap(c), veh/h		221	1444	602		198	1258	529	152	452	425	
V/C Ratio(X)		0.73	0.82	0.30		0.54	0.71	0.25	0.54	0.28	0.30	
Avail Cap(c_a), veh/h		312	1444	602		308	1258	529	157	452	425	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		50.7	31.8	24.1		27.4	33.4	27.5	34.5	36.0	36.1	
Incr Delay (d2), s/veh		5.3	5.4	1.3		0.9	3.4	1.1	1.7	0.3	0.3	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		4.9	15.6	3.5		1.9	11.3	2.8	1.8	3.0	3.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		56.0	37.2	25.3		28.3	36.8	28.6	36.2	36.2	36.4	
LnGrp LOS		E	D	C		C	D	C	D	D	D	
Approach Vol, veh/h			1530				1131			337		
Approach Delay, s/veh			37.8				35.0			36.3		
Approach LOS			D				D			D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	36.4	11.6	54.8	10.7	43.0	17.9	48.5
Change Period (Y+Rc), s	5.0	5.9	* 5.2	* 6	5.0	5.9	* 5.2	* 6
Max Green Setting (Gmax), s	15.0	28.1	* 14	* 41	6.0	37.1	* 19	* 36
Max Q Clear Time (g_c+I1), s	12.2	9.4	6.5	37.8	6.0	37.8	12.5	27.9
Green Ext Time (p_c), s	0.1	1.0	0.0	1.6	0.0	0.0	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Synchro 11 Report

CSM

HCM 6th Signalized Intersection Summary
4: 55th St & Arapahoe Ave

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	404	560	155
Future Volume (veh/h)	404	560	155
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	412	571	158
Peak Hour Factor	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2
Cap, veh/h	888	600	469
Arrive On Green	0.10	0.32	0.31
Sat Flow, veh/h	3456	1870	1517
Grp Volume(v), veh/h	412	571	158
Grp Sat Flow(s),veh/h/ln	1728	1870	1517
Q Serve(g_s), s	10.2	35.8	9.6
Cycle Q Clear(g_c), s	10.2	35.8	9.6
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	888	600	469
V/C Ratio(X)	0.46	0.95	0.34
Avail Cap(c_a), veh/h	967	600	469
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	39.8	32.0
Incr Delay (d2), s/veh	0.1	25.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.1	3.5
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	27.4	65.0	32.3
LnGrp LOS	C	E	C
Approach Vol, veh/h		1141	
Approach Delay, s/veh		46.9	
Approach LOS		D	
Timer - Assigned Phs			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1648	11	0	1085	19	0	0	3	0	0	50
Future Vol, veh/h	0	1648	11	0	1085	19	0	0	3	0	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1682	11	0	1107	19	0	0	3	0	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	841	-	-	554
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*414	0	0	476
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-			1			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*414	-	-	476
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.8	13.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	414	-	-	-	-	476
HCM Lane V/C Ratio	0.007	-	-	-	-	0.107
HCM Control Delay (s)	13.8	-	-	-	-	13.5
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5.5 Left-Turn Phase Operation

Background

Left-turn movements controlled by traffic signals can be operated in several ways and combinations. The options for left-turn operation typically involve trade-offs between safety and efficiency. Left-turn signal phasing types include:

- **Permitted-only** displayed with a green ball or a flashing yellow arrow display - (vehicle may turn left but must yield to conflicting traffic including cyclists and pedestrians in the crosswalk).
- **Protected-only** displayed with a green arrow display - (vehicle may turn left with right-of-way and will not conflict with any other movements).
- **Protected/permitted** (leading left-turn) or permitted/protected (lagging left-turn).

Protected-only left-turn operation minimizes potential conflicts with other movements but may require a longer cycle length to operate and may increase delays to the left-turn and other movements, including pedestrian movements.

Permitted-only operation can allow for shorter cycle lengths as left-turn phase timing is not needed but may not adequately service higher left-turn movement volumes or where there are high opposing through volumes. Permitted-only operation will also typically result in a higher number of potential conflicts with other movements, including concurrent pedestrian phases, but may shorten pedestrian delays.

Protected/permitted left-turn operation allows for both a protected and permitted portion of the phase to balance these tradeoffs where conditions allow.

Practice: In general, the City provides protected-only or protected/permitted left-turn phasing where permitted-only operation allows too much potential for conflict or results in excessive delay for the left-turning vehicles, or where:

- There has been a documented **crash history** necessitating a change in operation, or
- **Sight distance** or other site conditions are unsuitable for permissive left-turn operation, or
- Protected operation would provide **improved efficiency** (typically at high volume left-turn locations)

The City seeks to provide the least restrictive form of left-turn control that provides an appropriate balance between the crash history, potential for conflict and mobility of all users.

The City has developed guidelines for the assessment of left-turn phase operation based on *NCHRP Report 812, Signal Timing Manual 2nd Edition* (FHWA, 2015). These national guidelines provide criteria for the selection of left-turn phasing and were adapted and modified for City of Boulder specific conditions and local data. These guidelines are provided on the following pages and incorporate the following considerations when assessing left-turn phase operation for an individual signalized approach, where sight distance or other site-specific considerations did not already dictate use of a more restrictive mode of phasing than permitted left-turn operation:

- Left-turn and opposing lane volumes
- # of approach left-turn lanes and opposing left-turn lanes
- Speed and geometry of opposing traffic
- Crash history
- Locations where a left-turn movement intersects high bicyclist or pedestrian volumes

When considering a change in left-turn phasing, an operational analysis will be performed and potential operational and safety issues will be identified so that the impacts of a phasing change are understood.

The City may vary left-turn phasing type by time-of-day to best match conditions that vary over the course of the day, including lead-lag left-turn operation. Historically, lead-lag operation and potential for a "yellow trap" condition has required the lead phase to be protected-only and has only been used where progression benefits have offset this restriction. However, the use of a four-section flashing-yellow-arrow (FYA) head addresses this issue and allows lead-lag phasing for coordinated operation with mitigation of a "yellow trap" condition.

At "T" intersections where the side street left-turn movement has no conflicting vehicular movement, the City considers variable left-turn operation triggered by a pedestrian call. If no pedestrian call occurs, the left-turn may operate as protected-only (green arrow); if there is a pedestrian call, the left-turn operates permitted-only (FYA).

The City is evaluating the feasibility and practical considerations associated with extending a variation of this dynamic left-turn service practice to four-way intersections. At locations where the pedestrian service occurs only in response to a pedestrian actuation, consideration may be given to operating the associated left-turn movement in protected/permitted mode on cycles where there is no pedestrian actuation, and in protected-only mode on cycles when a pedestrian is served.

For new signal installations, initial left-turn phasing is typically set based on the physical criteria above and with consideration for operational modeling that may have been provided (a traffic impact study for an adjacent proposed development, for example). Over time, any changes to left-turn operations are then considered based on staff observations, in response to citizen requests, or at such time issues are identified through the Boulder Safe Street report, design projects where crash and operation data is reviewed, and/or from the Police department.

The following guidelines are to be utilized by the City Engineer to determine the least-restrictive left-turn operational mode that can meet operational and safety objectives, with application of engineering judgement. If an assessment is made to modify phasing to address an issue that is specific to a time of day, time-of-day phasing may be utilized.

For locations with existing permitted operation with a standard three-section red-yellow-green "ball" configuration, the City Engineer may consider a change to a four-section, Flashing Yellow Arrow (FYA) display in lieu of implementation of protected/permitted phasing, if such a phasing change is suggested by the City criteria.

In addition to the considerations on the guidelines flow diagram on the following page, the engineer will consider:

- Presence of vulnerable population (school aged, senior)
- Minimum sight distance; if AASHTO sight distance minimums cannot be met, protected-only phasing may be implemented
- Impacts of left-turn phasing implementation to the larger system; the engineer should consider potential traffic diversion due to a restrictive phasing decision at one location that could result in undesired/unsafe movements elsewhere

Table 1 (below) provides the basis for assessment of a more restrictive left-turn phase operation based on a critical left-turn crash count. The City Engineer will use these crash counts to evaluate changing from permitted to Flashing Yellow Arrow (FYA), permitted to protected-permitted, or from protected-permitted to protected-only. The crash data will be reviewed to identify if crash trends are specific to a time of day and will implement time of day plan changes to signal timing/phasing, if appropriate. This table is to be used in conjunction with the flow diagram on the following page:

Table 1 - Critical Left-Turn Related Crash Count

Period during which Crashes Are Considered	Critical Left-Turn Related Crash Count (Crashes Per Period)*
3 Years	3 Crashes

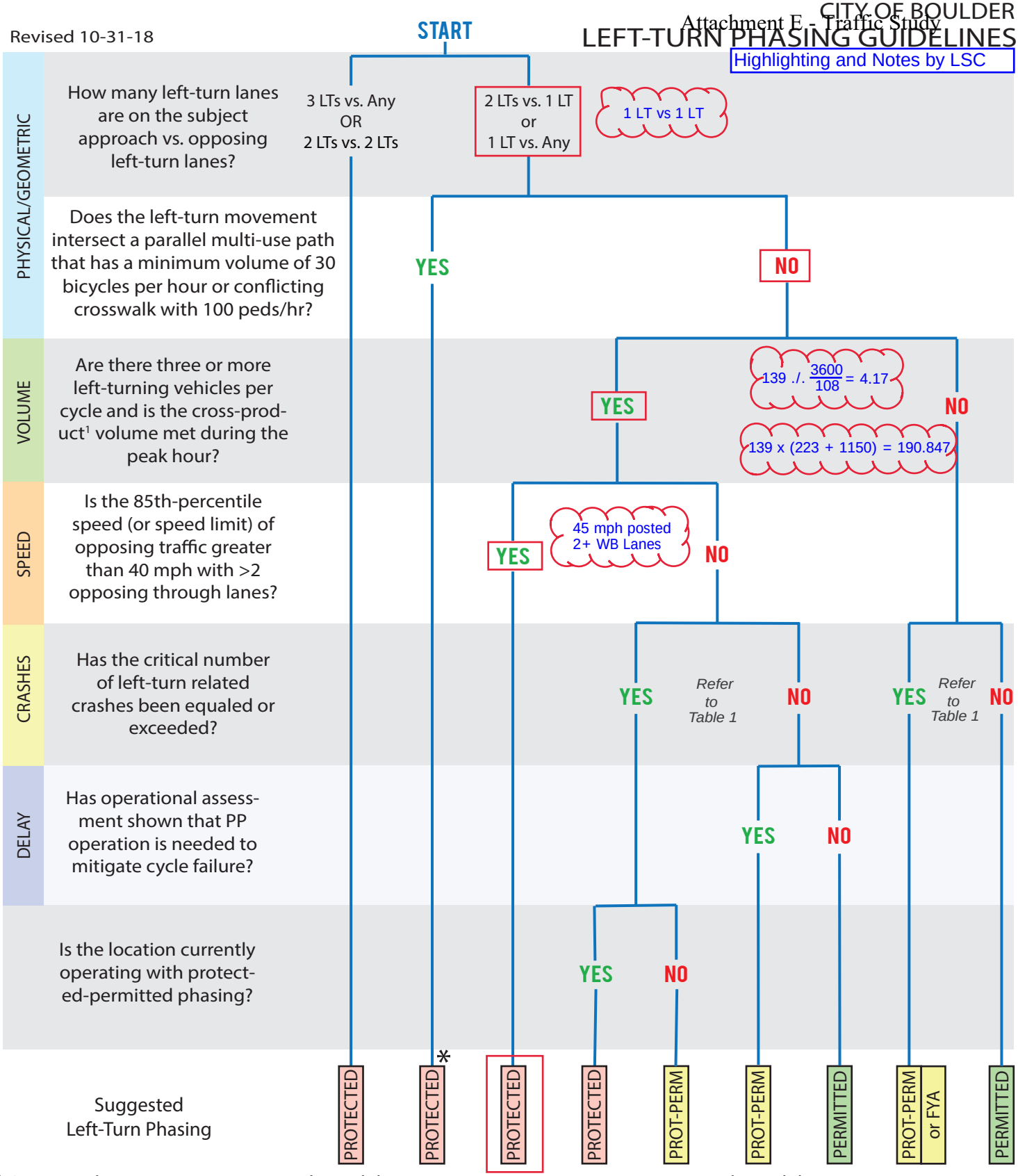
Notes:

* Includes only crashes that may have been mitigated by more restrictive left-turn phasing, or for existing permitted phasing, may have been mitigated by use of a Flashing Yellow Arrow (FYA) display.

Revised 10-31-18

CITY OF BOULDER
LEFT-TURN PHASING GUIDELINES

Highlighting and Notes by LSC



[1] Cross-product: For one opposing through lane, $V_{lt} \times V_o > 50{,}000$; For two+ opposing through lanes $V_{lt} \times V_o > 100{,}000$; where V_{lt} = left-turn volume on subject approach (veh/hr) and V_o = through+right-turn volume on opposing approach (veh/hr)

* The City Engineer may consider the use of a long Leading Pedestrial Interval (LPI) as an alternative to a change to protected phasing based on bike/ped volumes, where appropriate based on lane geometry, volumes, and signal timing.

Note: These guidelines can be utilized by the City Engineer to assess a location on a peak-period-only, full-time, or other time-of-day condition on a case-by-case basis.

Source: Adapted and modified from the NCHRP Report 812, Signal Timing Manual 2nd Edition (FHWA, 2015) for City of Boulder specific conditions and local data.

55th Accident Data

Accidentdate	Accidenttime	Primarystreet	Crossstreet	Offsetdir	Offsetdistanc	Harmfulevent1	Mostharmfulevent	T_Crashtype	Roaddescription	Roadcondition	Lightingcondition	Weatherconditic	Constructionzon	T_Severity	Vehicletype_V1	Directionoftrave	Vehiclemovement_V1	Vehicletype_V2	Directionoftrave	Vehiclemovement_V2	Duiindicator_V1	Duiindicator_	Roadwayspeed	Estimatedvehicle	Roadwayspeedlir	Estimatedvehicl	Driveraction1_V1	Driveraction1_V2
8/7/2019	3:10 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	SUV	South	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	20.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
8/19/2019	5:50 am	55TH ST	ARAPAHOE AVE			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	POSS	SUV	North	Making Right Turn	113.00		Going Straight	false	false	35.00	10.00	0.00	10.00	Careless Driving	No Contributing Action
12/15/2017	3:52 pm	55TH ST	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Followed Too Closely	No Contributing Action
1/30/2018	5:30 pm	55TH ST	ARAPAHOE AVE	N	50.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dawn or dusk	Clear	false	POSS	Passenger Car/Passenger Van	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	10.00	35.00	0.00	Followed Too Closely	No Contributing Action
11/21/2017	5:16 pm	55TH ST	ARAPAHOE AVE	N	345.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	10.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
7/26/2022	6:36 pm	55TH ST	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	Passenger Car/Passenger Van	South	Going Straight	false	false	30.00	5.00	30.00	2.00	No Contributing Action	No Contributing Action
2/13/2020	3:39 pm	55TH ST	ARAPAHOE AVE	N	350.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	Southwest	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	10.00	40.00	25.00	Failed to Yield ROW	No Contributing Action
12/7/2018	4:34 pm	55TH ST	WESTERN AVE	S	200.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	40.00	40.00	0.00	Careless Driving	No Contributing Action
10/26/2017	5:03 pm	55TH ST	WESTERN AVE	S	100.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Snowy	Dawn or dusk	Sleet or Hail	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	35.00	20.00	35.00	0.00	Followed Too Closely	No Contributing Action
4/19/2018	5:14 pm	55TH ST	WESTERN AVE	N	100.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Careless Driving	No Contributing Action
7/26/2018	11:53 am	55TH ST	ARAPAHOE AVE	S	50.00	Pedestrian	Pedestrian	Pedestrian	Non-intersection	Dry	Daylight	Clear	false	PDO				Passenger Car/Passenger Van	South	Going Straight	false	false	0.00	0.00	30.00	25.00		No Contributing Action
1/12/2024	2:58 pm	55TH ST	ARAPAHOE AVE	S	200.00	Front to Side	Front to Side	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Making Right Turn				false		35.00	5.00			Failed to Yield ROW	
8/26/2019	9:10 am	55TH ST	ARAPAHOE AVE	S	180.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Changing lanes	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	2.00	35.00	25.00	Lane Violation	No Contributing Action
10/4/2023	2:25 pm	55TH ST	ARAPAHOE AVE	S	120.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	South	Going Straight	Passenger Car/Passenger Van	South	Slowing	false	false	35.00	25.00	35.00	5.00	Followed Too Closely	No Contributing Action
10/4/2018	8:00 am	55TH ST	ARAPAHOE AVE	S	110.00	Front to Rear	Front to Rear	Approach Turn	Intersection Related	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	North	Going Straight	Pickup Truck/Utility Van	North	Going Straight	false	false	35.00	15.00	35.00	5.00	Careless Driving	No Contributing Action
8/6/2018	7:00 pm	55TH ST	ARAPAHOE AVE	S	100.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	North	Backing	SUV	North	Stopped in Traffic	false	false	25.00	5.00	25.00	0.00	Improper Backing	No Contributing Action
9/17/2019	8:55 am	55TH ST	ARAPAHOE AVE	S	81.00	104.00	104.00	Pedestrian	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	North	Making Right Turn		North		false	false	35.00	10.00	0.00	0.00	Failed to Yield ROW	
8/29/2018	12:07 pm	55TH ST	ARAPAHOE AVE	S	60.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	15.00	20.00	35.00	25.00	Careless Driving	No Contributing Action
2/14/2020	12:46 pm	55TH ST	ARAPAHOE AVE	S	35.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	North	Going Straight	Passenger Car/Passenger Van	North	Stopped in Traffic	false	false	35.00	20.00	35.00	0.00	Careless Driving	No Contributing Action
1/24/2022	3:59 pm	55TH ST	ARAPAHOE AVE	S	10.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	North	Entering Traffic Way / Merge	Passenger Car/Passenger Van	North	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Other Contributing Action	No Contributing Action
4/28/2022	2:12 pm	55TH ST	ARAPAHOE AVE	S	10.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Followed Too Closely	No Contributing Action
9/11/2017	4:05 pm	55TH ST	ARAPAHOE AVE	E	200.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	East	Slowing	false	false	45.00	0.00	45.00	0.00		
7/11/2022	4:35 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	5.00	35.00	25.00	Failed to Yield ROW	No Contributing Action
9/24/2017	12:55 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Right Angle	At Intersection	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	East	Going Straight	false	false	40.00	25.00	45.00	50.00	Failed to Stop at Signal	No Contributing Action
4/2/2020	5:56 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Bicycle	At Intersection	Wet	Daylight	Sleet or Hail	false	NONINCAP	Passenger Car/Passenger Van	South	Slowing	113.00	East	Going Straight	false	false	35.00	10.00	15.00	10.00	Failed to Yield ROW	No Contributing Action
3/15/2021	12:16 pm	55TH ST	ARAPAHOE AVE			Rear to Side	Rear to Side	Other	At Intersection	Wet W/Visible Icy	Daylight	Clear	false	PDO	SUV	South	Going Straight	Passenger Car/Passenger Van	West	Going Straight	false	false	40.00	40.00	45.00	45.00	Failed to Stop at Signal	No Contributing Action
11/5/2024	10:53 am	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Going Straight	Passenger Car/Passenger Van	West	Going Straight	false	false	35.00	35.00	45.00	5.00	Failed to Stop at Signal	No Contributing Action
12/8/2017	11:02 am	55TH ST	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Backing	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	10.00	35.00	0.00	Improper Backing	No Contributing Action
11/11/2017	1:10 pm	55TH ST	ARAPAHOE AVE	W	140.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Lane Violation	No Contributing Action
8/9/2023	2:25 pm	55TH ST	ARAPAHOE AVE	N	20.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Left Turn	Passenger Car/Passenger Van	South	Making Left Turn	false	false	35.00	5.00	35.00	0.00	Followed Too Closely	No Contributing Action
9/4/2018	5:27 pm	55TH ST	ARAPAHOE AVE	N	20.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Changing lanes	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	10.00	40.00	30.00	Lane Violation	No Contributing Action
7/15/2024	8:04 am	55TH ST	ARAPAHOE AVE	N	25.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	No Contributing Action	No Contributing Action
6/11/2019	4:16 pm	55TH ST	ARAPAHOE AVE	N	50.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Followed Too Closely	No Contributing Action
8/23/2017	3:22 pm	55TH ST	ARAPAHOE AVE	N	70.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	15.00	40.00	0.00	Careless Driving	No Contributing Action
6/27/2019	9:59 am	55TH ST	ARAPAHOE AVE	N	200.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	Pickup Truck/Utility Van	North	Going Straight	false	false	15.00	10.00	35.00	25.00	Failed to Yield ROW	No Contributing Action
5/14/2024	5:27 pm	55TH ST	ARAPAHOE AVE	N	327.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	East	Making Left Turn	Pickup Truck/Utility Van	South	Going Straight	false	false	45.00	10.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
6/11/2019	8:42 am	55TH ST	ARAPAHOE AVE	N	331.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	113.00	North	Going Straight	false	false	40.00	5.00	40.00	10.00	Failed to Yield ROW	No Contributing Action
10/12/2018	5:07 pm	55TH ST	ARAPAHOE AVE	N	340.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	20.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
10/12/2022	4:15 pm	55TH ST	ARAPAHOE AVE	N	340.00	Front to Side	Front to Side	Approach Turn	Non-intersection	Dry	Daylight	Clear	false	POSS	SUV	North	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	5.00	35.00	30.00	Improper Turn	No Contributing Action
5/3/2018	4:44 pm	55TH ST	ARAPAHOE AVE	N	349.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	SUV	South	Going Straight	false	false	40.00	20.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
5/14/2025	9:16 am	55TH ST	ARAPAHOE AVE	N	390.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	East	Making Left Turn	SUV	North	Going Straight	false	false	40.00	30.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
4/30/2018	5:10 pm	55TH ST	ARAPAHOE AVE	N	420.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Other	Passenger Car/Passenger Van	South	Going Straight	false	false	45.00	15.00	45.00	30.00	Failed to Yield ROW	No Contributing Action
9/28/2017	4:16 pm	55TH ST	ARAPAHOE AVE	N	445.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Dawn or dusk	Clear	false	POSS	SUV	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	20.00	35.00	0.00	Careless Driving	No Contributing Action
6/15/2015	10:57 am	55TH ST	ARAPAHOE AVE	S	237.00	Front to Front	Front to Front	Head On	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	10.00	35.00	25.00	Failed to Yield ROW	No Contributing Action
5/30/2017	8:03 am	55TH ST	ARAPAHOE AVE	S	205.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	15.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
6/28/2017	12:45 pm	55TH ST	ARAPAHOE AVE	S	100.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Pickup Truck/Utility Van	South	Making U-Turn	false	false	15.00	10.00	35.00	10.00	Failed to Yield ROW	Improper Turn
9/6/2019	2:29 pm	55TH ST	ARAPAHOE AVE	S	30.00	Front to Rear	Front to Rear	Overtaking turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Right Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	2.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
2/24/2015	1:50 pm	55TH ST	ARAPAHOE AVE	S	30.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	North	Making Right Turn	Passenger Car/Passenger Van	North	Stopped in Traffic		false	35.00	5.00	35.00	0.00	Improper Passing on Right	No Contributing Action
7/12/2016	1:25 pm	55TH ST	ARAPAHOE AVE	E	60.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Slowing	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	2.00	45.00	0.00	Careless Driving	No Contributing Action
8/26/2016	6:30 pm	55TH ST	ARAPAHOE AVE		0.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Non-intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	Passenger Car/Passenger Van	North	Going Straight	113.00	North	Going Straight	false	false	35.00	25.00	35.00	15.00	Signaling Violation	No Contributing Action
6/30/2016	3:37 pm	55TH ST	ARAPAHOE AVE		600.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Going Straight	false	false	45.00	30.00	45.00	2.00	Followed Too Closely	No Contributing Action
11/14/2016	7:00 am	55TH ST	ARAPAHOE AVE		0.00	Light Pole/Utility Pole	Light Pole/Utility Pole	FixedObject	Intersection Related	Dry	Dark-unlighted	Clear	false	NONINCAP	Passenger Car/Passenger Van	South	Making Left Turn				false		40.00	80.00			101.00	
11/30/2015	5:15 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	POSS	SUV	North	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	15.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
5/22/2015	4:37 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Making Left Turn	SUV	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
6/4/2015	7:29 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Front	Front to Front	Head On	At Intersection	Dry	Daylight	Wind	false	POSS	Passenger Car/Passenger Van	Southeast	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	30.00	15.00	30.00	20.00	Failed to Yield ROW	No Contributing Action
6/24/2015	8:43 am	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO														
7/7/2015	12:02 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	East	Making Left Turn	false	false	45.00	45.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
8/16/2016	2:13 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	15.00	45.00	45.00	Turned from Wrong Lane or	No Contributing Action
8/20/2016	8:05 am	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	20.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
1/9/2016	3:05 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	Southeast	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	45.00	50.00	Failed to Yield ROW	No Contributing Action
3/25/2016	10:24 pm	55TH ST	ARAPAHOE AVE		0.00	Side to Side - Opposite	Side to Side - Opposite Dir	Approach Turn	At Intersection	Wet	Dark-lighted	Clear	false	POSS	SUV	South	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	40.00	5.00	40.00	5.00	Failed to Yield ROW	No Contributing Action
5/29/2017	1:25 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Wet	Daylight	Rain	false	NONINCAP							false							
1/20/2017	6:40 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
4/23/2019	12:08 pm	55TH ST	ARAPAHOE AVE			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	South	Making Right Turn	113.00		Going Straight	false	false	40.00	5.00	0.00	15.00	Careless Driving	No Contributing Action
6/27/2024	8:55 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	12.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
10/29/2015	2:20 pm	55TH ST	ARAPAHOE AVE	W	25.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Medium/Heavy Trucks crossing st	East	Going Straight	Passenger Car/Passenger Van	East	Making Right Turn	false	false	45.00	3.00	45.00	0.00	Careless Driving	No Contributing Action
6/1/2015	5:30 pm	55TH ST	ARAPAHOE AVE	W	30.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Failed to Stop at Signal	No Contributing Action
12/30/2016	3:45 pm	55TH ST	ARAPAHOE AVE	W	200.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
3/19/2015	7:45 pm	55TH ST	ARAPAHOE AVE	W	100.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	SUV	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Failed to Yield ROW	No Contributing Action
7/10/2017	4:46 pm	55TH ST	ARAPAHOE AVE	W	180.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Careless Driving	No Contributing Action
1/16/2015	3:31 pm	55TH ST	ARAPAHOE AVE	W	175.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Slowing	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Followed Too Closely	No Contributing Action
7/31/2015	1:30 pm	55TH ST	ARAPAHOE AVE	E	200.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	10.00	45.00	45.00	No Contributing Action	No Contributing Action
10/3/2016	9:35 am	55TH ST	ARAPAHOE AVE	E	150.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Slowing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
3/14/2016	8:52 am	55TH ST	ARAPAHOE AVE	E	60.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	8.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/20/2015	8:32 am	55TH ST	ARAPAHOE AVE	E	55.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	SUV	West	Going Straight	false	false	45.00	1.00	45.00	20.00	Careless Driving	No Contributing Action
7/1/2016	10:00 am	55TH ST	ARAPAHOE AVE	E	15.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Slowing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/9/2017	9:17 am	55TH ST	ARAPAHOE AVE	E	10.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Wet	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing st	West	Slowing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Followed Too Closely	No Contributing Action
5/5/2016	12:09 pm	55TH ST	ARAPAHOE AVE		350.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	SUV	West	Going Straight	false	false	45.00	10.00	45.00	2.00	Followed Too Closely	No Contributing Action
8/20/2018	9:51 am	55TH ST	ARAPAHOE AVE			Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Left Turn	Pickup Truck/Utility Van	South	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
2/2/2015	1:35 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	35.00	45.00	0.00	Careless Driving	No Contributing Action
2/28/2015	12:02 pm	55TH ST	ARAPAHOE AVE		0.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Left Turn	SUV	South	Making Left Turn	false	false	35.00	15.00	35.00	15.00	No Contributing Action	No Contributing Action
5/16/2017	2:04 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Wet	Daylight	Rain	false	PDO	Pickup Truck/Utility Van	South	Going Straight	Pickup Truck/Utility Van	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	No Contributing Action	No Contributing Action
1/10/2017	11:38 am	55TH ST	ARAPAHOE AVE	N	195.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	30.00	40.00	0.00	Followed Too Closely	No Contributing Action
3/28/2017	3:02 pm	55TH ST	ARAPAHOE AVE	N	278.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	15.00	40.00	0.00	Followed Too Closely	No Contributing Action
7/29/2015	5:47 pm	55TH ST	ARAPAHOE AVE	N	310.00	Side to Side - Opposite	Side to Side - Opposite Dir	Sideswipe-Opposite Directic	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Motorcycle	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	10.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
7/11/2016	5:41 pm	55TH ST	ARAPAHOE AVE	N	330.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Making Left Turn	Motorcycle	South	Going Straight	false	false	40.00	15.00	40.00	25.00	Careless Driving	No Contributing Action
9/13/2016	5:30 pm	55TH ST	ARAPAHOE AVE	N	335.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	5.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
5/14/2015	3:04 pm	55TH ST	ARAPAHOE AVE	N	348.00	Front to Side	Front to Side	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	113.00	South	Going Straight	SUV	West	Making Right Turn	false	false	5.00	5.00	35.00	5.00	Careless Driving	No Contributing Action
6/29/2016	4:12 pm	55TH ST	ARAPAHOE AVE	N	443.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO				SUV	South	Going Straight		false			40.00	15.00		No Contributing Action
7/6/2015	4:55 pm	55TH ST	ARAPAHOE AVE	N	625.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Wet	Daylight	Rain	false	PDO	SUV	East	Making Right Turn	Passenger Car/Passenger Van	South	Stopped in Traffic	false		35.00	5.00	35.00	5.00	Failed to Yield ROW	No Contributing Action
4/7/2016	12:07 pm	55TH ST	ARAPAHOE AVE	N	786.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making Left Turn	SUV	North	Going Straight	false	false	35.00	5.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
8/10/2015	4:22 pm	55TH ST	ARAPAHOE AVE	E	800.00	Front to Rear	Front to Rear	Overtaking turn	Non-intersection	Dry	Daylight	Clear	true	PDO	Passenger Car/Passenger Van	West	Going Straight	110.00	West	Changing lanes	false	false	45.00	5.00	45.00	5.00	Careless Driving	Lane Violation
3/2/2015	5:05 pm	55TH ST	ARAPAHOE AVE	E	1530.00	Side to Side - Same Dir	Side to Side - Same Directi	Overtaking turn	Non-intersection	Wet	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making U-Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	45.00	Improper Turn	No Contributing Action
8/7/2015	4:01 pm	55TH ST	ARAPAHOE AVE	E	500.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/19/2017	5:10 pm	55TH ST	ARAPAHOE AVE	E	1600.00	Front to Front	Front to Front	Approach Turn	Driveway Access Related	Dry	Dark-lighted	Clear	false	POSS	Passenger Car/Passenger Van	South		Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
2/21/2015	9:46 am	55TH ST	LODGE LN		0.00	Curb	Curb	FixedObject	At Intersection	Wet	Daylight	Sleet or Hail	false	PDO	Passenger Car/Passenger Van	Northeast	Making Left Turn				false		35.00	15.00			Careless Driving	
5/15/2017	3:44 pm	55TH ST	LODGE LN	N	196.00	Overturning/Rollover	Overturning/Rollover	Overturning	Non-intersection	Dry	Daylight	Clear	false	NONINCAP	Motorcycle	South	Going Straight				false		35.00	20.00			Careless Driving	
10/14/2016	8:50 am	55TH ST	WESTERN AVE	S	315.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	SUV	North	Going Straight	false	false	40.00	10.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
10/4/2016	3:30 pm	55TH ST	WESTERN AVE	S	300.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO				Passenger Car/Passenger Van	South	Going Straight		false			40.00	30.00		No Contributing Action
4/22/2015	9:00 pm	55TH ST	WESTERN AVE	W	100.00	Tree	Tree	FixedObject	Non-intersection	Dry	Dark-unlighted	Clear	false	PDO	Pickup Truck/Utility Van	East	Weaving				false		25.00	40.00			Careless Driving	
4/15/2016	3:01 pm	55TH ST	WESTERN AVE		0.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	true	PDO	Pickup Truck/Utility Van	North	Going Straight	Pickup Truck/Utility Van		Parked	false		45.00	25.00	45.00	0.00	Careless Driving	No Contributing Action
3/17/2017	5:09 pm	55TH ST	WESTERN AVE		0.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO														
3/1/2017	5:19 pm	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Right Angle	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Right Turn				false	false	35.00	5.00			Failed to Yield ROW	
9/14/2015	5:34 pm	55TH ST	WESTERN AVE		0.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	113.00	North	Going Straight	Pickup Truck/Utility Van	East	Making Left Turn	false	false	45.00	15.00	25.00	3.00	Lane Violation	No Contributing Action
11/20/2015	2:38 pm	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	SUV	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	45.00	10.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
1/23/2015	12:49 pm	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	SUV	South	Going Straight	false	false	25.00	15.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
11/15/2016	7:41 am	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Making Left Turn	SUV	North	Making Left Turn	false	false	35.00	15.00	35.00	10.00	Failed to Yield ROW	No Contributing Action
12/2/2016	8:08 am	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false		30.00	15.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
12/8/2016	9:15 am	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Right Angle	At Intersection	Icy W/Visible Icy	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Making Left Turn	SUV	South	Going Straight	false	false	40.00	5.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
2/11/2016	10:10 am	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	25.00	15.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
6/1/2017	1:16 pm	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	15.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
5/15/2018	2:48 pm	55TH ST	WESTERN AVE			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Making Right Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	15.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
10/3/2018	12:20 pm	55TH ST	WESTERN AVE			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	25.00	10.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
12/14/2018	1:45 pm	55TH ST	WESTERN AVE			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	15.00	40.00	38.00	Failed to Yield ROW	No Contributing Action
2/17/2022	4:53 pm	55TH ST	WESTERN AVE			Front to Front	Front to Front	Head On	At Intersection	Icy	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	SUV	South	Going Straight	false	false	25.00	10.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
3/1/2017	5:20 pm	55TH ST	WESTERN AVE		0.00	Front to Side	Front to Side	Overtaking turn	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Right Turn	Passenger Car/Passenger Van	South	Going Straight			35.00	10.00	35.00	0.00	Improper Turn	No Contributing Action
8/11/2015	7:30 am	55TH ST	WESTERN AVE	W	171.00	Rear to Side	Rear to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Passing	Medium/Heavy Trucks crossing stat	North	Backing	false	false	25.00	5.00	25.00	5.00	Improper Passing on Right	Improper Backing
11/15/2017	9:45 pm	55TH ST	WESTERN AVE	N	20.00	Curb	Sign	FixedObject	Non-intersection	Dry	Dark-unlighted	Clear	false	PDO							false		0.00	0.00				
8/23/2016	5:34 pm	55TH ST	WESTERN AVE	N	25.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	40.00	35.00	40.00	0.00	Careless Driving	No Contributing Action
3/20/2025	12:16 pm	55TH ST	WESTERN AVE	N	35.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	true	PDO	SUV	North	Changing lanes	Passenger Car/Passenger Van	North	Going Straight	false	false	40.00	35.00	40.00	30.00	Lane Violation	No Contributing Action
12/29/2015	12:45 pm	55TH ST	WESTERN AVE	N	200.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Wet	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Slowing	Pickup Truck/Utility Van	South	Slowing	false	false	35.00	15.00	35.00	10.00	Followed Too Closely	No Contributing Action
7/7/2023	2:35 pm	55TH ST	ARAPAHOE AVE	N	30.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	No Contributing Action	No Contributing Action
3/17/2025	6:52 pm	55TH ST	ARAPAHOE AVE			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Intersection Related	Dry	Dawn or dusk	Clear	false	POSS				Pickup Truck/Utility Van	South	Making Right Turn	true	false			40.00	2.00		No Contributing Action
8/17/2023	4:54 pm	55TH ST	ARAPAHOE AVE	N	600.00	Front to Side	Front to Side	Right Angle	Intersection Related	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	15.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
6/21/2024	10:20 am	55TH ST	ARAPAHOE AVE			Pedestrian	Pedestrian	Pedestrian	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn				false		40.00	5.00			Failed to Yield ROW	
6/7/2023	9:25 am	55TH ST	ARAPAHOE AVE	N	10.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Intersection Related	Dry	Daylight	Clear	false	INCAP	SUV	South	Making Right Turn				false		40.00	2.00			Failed to Yield ROW	
4/29/2021	4:35 pm	55TH ST	ARAPAHOE AVE	N	35.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	Pickup Truck/Utility Van	South	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Careless Driving	No Contributing Action
5/31/2024	5:12 pm	55TH ST	ARAPAHOE AVE	N	60.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Cloudy	false	PDO	Passenger Car/Passenger Van	North	Backing	SUV	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Careless Driving	No Contributing Action
9/19/2023	11:34 am	55TH ST	ARAPAHOE AVE	S	50.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	North	Going Straight	false	false	35.00	15.00	35.00	20.00	Failed to Yield ROW	No Contributing Action
3/4/2022	12:10 pm	55TH ST	ARAPAHOE AVE	S	25.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	SUV	North	Going Straight	Pickup Truck/Utility Van	North	Stopped in Traffic	false	false	35.00	15.00	35.00	0.00	Followed Too Closely	No Contributing Action
8/2/2022	9:38 pm	55TH ST	ARAPAHOE AVE			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	POSS	SUV	North	Making Left Turn	SUV	South	Going Straight	false	false	40.00	15.00	40.00	25.00	Failed to Yield ROW	No Contributing Action
4/10/2024	1:37 pm	55TH ST	ARAPAHOE AVE			Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	South	Making Left Turn	SUV	South	Making Left Turn	false	false	35.00	15.00	35.00	15.00	Improper Turn	No Contributing Action
12/14/2023	9:02 am	55TH ST	ARAPAHOE AVE	N	345.00	Front to Front	Front to Front	Approach Turn	Driveway Access Related	Dry	Daylight	Cloudy	false	POSS	Non-school Bus 9 occupants or m	North	Making Left Turn	SUV	South	Going Straight	false	false	40.00	15.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
7/1/2024	1:58 pm	55TH ST	LODGE LN	N	60.00	Curb	Sign	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight				false		35.00	30.00			Careless Driving	
9/2/2023	2:00 pm	55TH ST	WESTERN AVE	N	106.00	Front to Rear	Front to Rear	Rear End		Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	North	Backing	Low Speed Vehicle	North	Stopped in Traffic	false	false	40.00	3.00	40.00	0.00	Improper Backing	No Contributing Action
8/17/2017	3:14 pm	ARAPAHOE AVE	55TH ST	E	300.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Slowing	false	false	45.00	40.00	45.00	35.00	Followed Too Closely	No Contributing Action
12/19/2018	6:45 pm	ARAPAHOE AVE	55TH ST			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Dark-lighted	Clear	false	POSS	Passenger Car/Passenger Van	North	Making Left Turn	113.00		Going Straight	false	false	35.00	15.00	0.00	5.00	Failed to Yield ROW	No Contributing Action
12/9/2023	5:07 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Icy	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	12.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
8/25/2024	6:00 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	40.00	35.00	5.00	Failed to Yield ROW	No Contributing Action
1/26/2018	8:45 am	ARAPAHOE AVE	55TH ST	W	320.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	East	Slowing	false	false	45.00	30.00	45.00	15.00	Careless Driving	No Contributing Action
10/27/2017	9:00 am	ARAPAHOE AVE	55TH ST			Rear to Rear	Rear to Rear	Other	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	Pickup Truck/Utility Van	West	Slowing	false	false	45.00	30.00	35.00	5.00	Followed Too Closely	No Contributing Action
4/12/2018	5:29 pm	ARAPAHOE AVE	55TH ST	W	75.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	40.00	45.00	0.00	Followed Too Closely	No Contributing Action
3/10/2020	8:54 am	ARAPAHOE AVE	55TH ST	S	36.00	Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Right Turn	SUV	North	Going Straight	false	false	35.00	20.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
11/5/2018	4:10 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	106.00	East	Going Straight	SUV	East	Slowing	false	false	45.00	20.00	45.00	10.00	Careless Driving	No Contributing Action
9/19/2019	2:30 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	106.00	North	Making Left Turn	106.00	West	Going Straight	true	false	35.00	5.00	45.00	10.00	Careless Driving	Lane Violation
8/15/2023	7:04 pm	ARAPAHOE AVE	55TH ST			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	NONINCAP		Southeast	Making Left Turn	Motorcycle	North	Going Straight		false	0.00	0.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
9/3/2023	1:50 am	ARAPAHOE AVE	55TH ST	E	1054.00	Wild Animal	Wild Animal	Animal	Non-intersection	Dry	Dark-unlighted	Clear	false	PDO	SUV	West	Going Straight				false		45.00	40.00			Other Contributing Action	
11/30/2018	5:11 pm	ARAPAHOE AVE	55TH ST	E	1350.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Dark-lighted	Clear	false	POSS	Pickup Truck/Utility Van	South	Making Left Turn	SUV	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
1/27/2018	11:30 am	ARAPAHOE AVE	55TH ST	W	15.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	0.00	45.00	45.00	Lane Violation	No Contributing Action
8/29/2018	10:40 am	ARAPAHOE AVE	55TH ST	E	75.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	Passenger Car/Passenger Van	West	Slowing	false	false	45.00	10.00	45.00	3.00	Improper Turn	No Contributing Action
11/9/2019	11:44 am	ARAPAHOE AVE	55TH ST	E	1300.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	40.00	45.00	40.00	Lane Violation	No Contributing Action
10/26/2022	10:14 am	ARAPAHOE AVE	55TH ST	W	150.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	Northeast	Changing lanes	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	15.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
10/10/2024	11:53 am	ARAPAHOE AVE	55TH ST	E	160.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	South	Making Right Turn				false	false	15.00	5.00			Failed to Yield ROW	
1/1/2020	10:28 am	ARAPAHOE AVE	55TH ST	E	20.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
10/31/2017	4:09 pm	ARAPAHOE AVE	55TH ST	W	410.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	SUV	East	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Improper Passing on Left	No Contributing Action
9/4/2018	8:51 am	ARAPAHOE AVE	55TH ST	W	404.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Unknown Hit & Run Only	East	Going Straight	Passenger Car/Passenger Van	East	Making Right Turn	false	false	45.00	0.00	45.00	15.00		No Contributing Action
10/2/2017	6:33 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Wet	Dawn or dusk	Rain	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	30.00	45.00	50.00	Impeded Traffic	No Contributing Action
6/12/2018	10:49 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	30.00	45.00	40.00	Failed to Yield ROW	No Contributing Action

55th Accident Data

9/28/2018	6:40 am	ARAPAHOE AVE	55TH ST			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Making Right Turn	113.00	East	Going Straight	false	false	40.00	10.00	40.00	5.00	Failed to Yield ROW	No Contributing Action
7/17/2019	2:52 pm	ARAPAHOE AVE	55TH ST			Curb	Pedestrian	Pedestrian	At Intersection	Dry	Daylight	Clear	false	INCAP	Passenger Car/Passenger Van	East	Going Straight				false	false	45.00	45.00	0.00	0.00	Careless Driving	
4/14/2020	11:05 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	Pickup Truck/Utility Van	West	Going Straight	false	false	35.00	35.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
5/21/2020	9:21 am	ARAPAHOE AVE	55TH ST			Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing st	East	Making Right Turn	113.00	East	Going Straight	false	false	45.00	15.00	0.00	0.00	Improper Turn	No Contributing Action
8/30/2021	2:35 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	SUV	East	Slowing		false	45.00	20.00	45.00	25.00	Failed to Yield ROW	No Contributing Action
9/8/2021	1:56 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	30.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
9/21/2021	7:37 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	Passenger Car/Passenger Van	North	Going Straight	false	false	45.00	35.00	35.00	15.00	Failed to Stop at Signal	No Contributing Action
12/3/2021	1:55 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Medium/Heavy Trucks staying witl	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	5.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
3/14/2022	2:43 pm	ARAPAHOE AVE	55TH ST			Front to Side	Traffic Signal Pole	FixedObject	At Intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
7/15/2022	5:05 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making U-Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
8/29/2022	2:16 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
4/28/2023	1:31 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Going Straight	Medium/Heavy Trucks crossing stat	South	Going Straight	false	false	45.00	45.00	40.00	15.00	Failed to Yield ROW	No Contributing Action
6/20/2023	4:18 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
8/3/2023	4:12 pm	ARAPAHOE AVE	55TH ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
9/22/2023	4:08 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	East	Going Straight	Pickup Truck/Utility Van	West	Making Left Turn	false	false	45.00	35.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
1/23/2024	5:30 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	East	Making Left Turn	false	false	40.00	15.00	40.00	15.00	Lane Violation	No Contributing Action
3/20/2024	7:51 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight		false	PDO	Medium/Heavy Trucks staying witl	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
3/20/2024	7:51 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight		false	PDO	Medium/Heavy Trucks staying witl	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
5/13/2024	1:38 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
5/16/2024	4:40 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	10.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
7/17/2024	5:06 pm	ARAPAHOE AVE	55TH ST			Side to Side - Opposite	Side to Side - Opposite Dir	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO														
4/30/2019	4:43 pm	ARAPAHOE AVE	55TH ST	W	370.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Wet	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Making Left Turn	SUV	East	Going Straight	false	false	35.00	15.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
5/28/2019	12:30 pm	ARAPAHOE AVE	55TH ST	W	368.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing st	East	Backing	SUV	East	Stopped in Traffic	false	false	40.00	5.00	40.00	0.00	Improper Backing	No Contributing Action
5/5/2020	10:08 am	ARAPAHOE AVE	55TH ST	W	40.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	true	false	45.00	50.00	45.00	0.00	Careless Driving	No Contributing Action
5/11/2021	4:36 pm	ARAPAHOE AVE	55TH ST	W	43.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Other Contributing Action	No Contributing Action
8/30/2019	2:52 pm	ARAPAHOE AVE	55TH ST	W	83.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	35.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
4/3/2019	9:07 am	ARAPAHOE AVE	55TH ST	E	200.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Followed Too Closely	No Contributing Action
11/19/2019	5:01 pm	ARAPAHOE AVE	55TH ST	E	140.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-lighted	Clear	false	PDO	SUV	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Careless Driving	No Contributing Action
3/6/2018	4:03 pm	ARAPAHOE AVE	55TH ST	E	135.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
10/14/2019	8:00 am	ARAPAHOE AVE	55TH ST	E	40.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	5.00	45.00	30.00	Lane Violation	No Contributing Action
5/25/2022	9:39 am	ARAPAHOE AVE	55TH ST	E	30.00	Sign	Sign	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Weaving				false		45.00	45.00			Careless Driving	
11/15/2017	4:27 pm	ARAPAHOE AVE	55TH ST	E	0.20	Front to Side	Front to Side	Approach Turn	Non-intersection	Dry	Dawn or dusk	Clear	false	POSS	SUV	West	Making U-Turn	SUV	East	Going Straight	false	false	45.00	10.00	45.00	20.00	Improper Turn	No Contributing Action
12/20/2017	1:32 pm	ARAPAHOE AVE	55TH ST	E	580.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Making Right Turn	false	false	45.00	15.00	45.00	10.00	Careless Driving	No Contributing Action
5/16/2018	2:22 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Followed Too Closely	No Contributing Action
5/10/2019	10:06 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Going Straight	Motorcycle	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
9/5/2024	4:50 pm	ARAPAHOE AVE	55TH ST	W	100.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO														
8/13/2017	5:40 pm	ARAPAHOE AVE	55TH ST	W	150.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Wet	Daylight	Rain	false	PDO	113.00		Going Straight	Medium/Heavy Trucks crossing stat	North	Other	false	false	0.00	4.00	45.00	4.00	No Contributing Action	No Contributing Action
6/14/2022	5:39 pm	ARAPAHOE AVE	55TH ST	W	159.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Going Straight	Non-school Bus 9 occupants or mor	West	Stopped in Traffic	false	false	45.00	40.00	45.00	0.00	Careless Driving	No Contributing Action
12/16/2021	5:15 pm	ARAPAHOE AVE	55TH ST	W	450.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
8/28/2023	5:13 pm	ARAPAHOE AVE	55TH ST	W		Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	POSS														
4/7/2022	9:37 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	true	NONINCAP	Passenger Car/Passenger Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Lane Violation	No Contributing Action
5/5/2023	7:15 pm	ARAPAHOE AVE	55TH ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	SUV	South	Making Left Turn	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	5.00	45.00	50.00	Failed to Yield ROW	No Contributing Action
9/20/2023	4:00 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Making Right Turn	false	false	45.00	40.00	45.00	20.00	Careless Driving	No Contributing Action
10/10/2023	11:15 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	30.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
12/8/2023	4:06 pm	ARAPAHOE AVE	55TH ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	INCAP	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
12/13/2024	1:03 pm	ARAPAHOE AVE	55TH ST	W	45.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Going Straight	SUV	East	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Followed Too Closely	No Contributing Action
8/9/2023	4:52 pm	ARAPAHOE AVE	55TH ST	W	100.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO		East	Weaving	SUV	East	Going Straight		false	40.00	60.00	40.00	40.00		No Contributing Action
5/16/2023	12:35 pm	ARAPAHOE AVE	55TH ST	E	140.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	South	Making Right Turn	SUV	West	Going Straight	false	false	15.00	5.00	45.00	15.00	Failed to Yield ROW	No Contributing Action
5/9/2025	1:22 pm	ARAPAHOE AVE	55TH ST	E	100.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	Pickup Truck/Utility Van	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
7/8/2021	1:28 pm	ARAPAHOE AVE	55TH ST	E	15.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	45.00	45.00	0.00	Careless Driving	No Contributing Action
12/8/2022	2:05 pm	ARAPAHOE AVE	55TH ST	E	590.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	SUV	East	Going Straight	false	false	45.00	30.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
5/21/2022	12:49 pm	ARAPAHOE AVE	55TH ST	E	200.00	Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	45.00	15.00	Careless Driving	Over-Correcting / Over-Steering
2/28/2025	9:08 am	ARAPAHOE AVE	55TH ST	W	57.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Making Right Turn	SUV	East	Going Straight	false	false	45.00	10.00	45.00	35.00	Improper Turn	No Contributing Action
5/11/2024	9:30 pm	ARAPAHOE AVE	55TH ST	E	15.00	Front to Rear		Rear End	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	East	Slowing	SUV	East	Changing lanes	false	false	45.00	35.00	45.00	35.00	Careless Driving	No Contributing Action
7/9/2021	11:19 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	false	false	45.00	35.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/7/2022	7:49 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Snowy	Daylight	Clear	false	PDO	SUV	East	Slowing	SUV	East	Stopped in Traffic	false	false	35.00	25.00	35.00	0.00	Followed Too Closely	No Contributing Action
2/12/2022	9:08 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Snowy	Daylight	Cloudy	false	POSS	Pickup Truck/Utility Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
3/25/2025	1:01 pm	ARAPAHOE AVE	55TH ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	SUV	East	Making Right Turn	false	false	45.00	15.00	45.00	10.00	Failed to Yield ROW	No Contributing Action
1/21/2025	9:07 am	ARAPAHOE AVE	55TH ST		0.00	Side to Side - Same Dir	Side to Side - Same Directi	Sideswipe-Same Direction	At Intersection	Icy	Daylight	Cloudy	false	PDO	SUV	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
4/9/2021	12:59 pm	ARAPAHOE AVE	55TH ST	E	1382.00	Overturning/Rollover	Overturning/Rollover	Overturning	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	Motorcycle	West	Going Straight	false	false	45.00	0.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
6/14/2018	12:31 pm	ARAPAHOE AVE	55TH ST	E	1163.00	Other non-Fixed Object	Other non-Fixed Object	Other	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight				false		45.00	45.00			No Contributing Action	
7/23/2018	12:14 pm	ARAPAHOE AVE	55TH ST	E	797.00	Bicycle / Motorized Bicy	Bicycle / Motorized Bicycle	Bicycle	Non-intersection	Dry	Daylight	Clear	false	NONINCAP	113.00	East	Going Straight	SUV	South	Making Right Turn	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
7/29/2018	4:19 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	North	Making Left Turn	false	false	45.00	20.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
2/27/2024	5:47 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
9/6/2024	1:35 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Other	SUV	West	Stopped in Traffic	false	false	45.00	1.00	45.00	0.00	Other Contributing Action	No Contributing Action
8/6/2019	9:45 am	ARAPAHOE AVE	55TH ST	N	100.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Going Straight	SUV	North	Stopped in Traffic	false	false	40.00	35.00	40.00	0.00	Careless Driving	No Contributing Action

Accidentdate	Accidenttime	Primarystreet	Crossstreet	Offsetdire	Offsetdista	Harmfulevent1	Harmfulevent2	T_Crashtype	Roaddescription	Roadcondition	Lightingcondition	Weathercondit	Constructionz	T_Severity	Vehicletype_V1	Directionoftravel_V1	Vehiclemovement_V1	Vehicletype_V2	Directionoftravel_V2	Vehiclemovement_V2	Duindicator_V1	Duindicator_V2	Roadwayspeed	Estimatedvehicleop	Roadwayspeedlim	Estimatedvehicle	Drivenaction1_V1	Drivenaction1_V2
8/10/2015	9:31 am	56TH ST	ARAPAHOE AVE	E	30.00	Side to Side - Same Direction	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	25.00	45.00	15.00	Lane Violation	No Contributing Action
1/12/2016	2:50 pm	56TH ST	ARAPAHOE AVE	E	990.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Medium/Heavy Trucks crossing stat	East	Making Left Turn	false	false	45.00	60.00	45.00	5.00	101.00	Failed to Yield ROW
5/3/2016	5:27 pm	56TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
12/14/2017	6:48 am	ARAPAHOE AVE	56TH ST	E	1000.00	Front to Front	Front to Front	Head On	Non-intersection	Icy	Daylight	Clear	false	POSS	SUV	East	Out of Control	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	40.00	45.00	35.00	101.00	No Contributing Action
4/5/2018	8:40 am	ARAPAHOE AVE	56TH ST	E	325.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Slowing	Passenger Car/Passenger Van	West	Slowing	false	false	45.00	15.00	45.00	15.00	Followed Too Closely	No Contributing Action
8/23/2018	3:59 pm	ARAPAHOE AVE	56TH ST	W	200.00	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	South	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	35.00	20.00	35.00	35.00	No Contributing Action	No Contributing Action
8/23/2018	4:08 pm	ARAPAHOE AVE	56TH ST	E	1000.00	Bicycle / Motorized Bicycle	Bicycle / Motorized Bicycle	Bicycle	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn	113.00		Going Straight	false	false	45.00	5.00	0.00	5.00	Failed to Yield ROW	No Contributing Action
9/29/2018	3:23 pm	ARAPAHOE AVE	56TH ST	E	1330.00	Bicycle / Motorized Bicycle	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	South	Making Right Turn	113.00	East	Going Straight	false	false	40.00	5.00	15.00	10.00	Failed to Yield ROW	No Contributing Action
9/25/2020	12:14 pm	ARAPAHOE AVE	56TH ST	E	25.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Backing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Improper Backing	No Contributing Action
12/16/2020	2:40 pm	ARAPAHOE AVE	56TH ST	E	220.00	Curb	Curb	Fixed Object	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making U-Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	15.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
7/18/2022	12:23 pm	ARAPAHOE AVE	56TH ST	E	1010.00	Front to Rear	Front to Rear	Overtaking turn	Crossover-Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making U-Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	20.00	40.00	40.00	Turned from Wrong Lane or Position	No Contributing Action
1/9/2023	4:22 pm	ARAPAHOE AVE	56TH ST	W	25.00	Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
2/16/2023	10:02 am	ARAPAHOE AVE	56TH ST	E	580.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Slushy	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Careless Driving	No Contributing Action
1/8/2024	3:30 pm	ARAPAHOE AVE	56TH ST	E	215.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Slowing	Passenger Car/Passenger Van	West	Making Right Turn	false	false	45.00	35.00	45.00	5.00	Followed Too Closely	No Contributing Action
6/11/2024	9:52 am	ARAPAHOE AVE	56TH ST	E	590.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	40.00	15.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
7/23/2024	8:15 am	ARAPAHOE AVE	56TH ST	E	1001.00	Bicycle / Motorized Bicycle	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	PDO														

Arapahoe Accident Data

Accidentdate	Accidenttime	Primarystreet	Crossstreet	Offsetdirectio	Offsetdistanc	Harmfulevent	Mostharmfulevent	T_Crashtype	Roaddescription	Roadcondition	Lightingcondition	Weathercondit	Constructionz	T_Severity	Vehicletype_V1	Directionoftra	Vehiclemovement_V1	Vehicletype_V2	Directionoftra	Vehiclemovement_V2	Duiindicator_V	Duiindicator	Roadwayspee	Estimatedveh	Roadwayspee	Estimatedveh	Driveraction1_V1	Driveraction1_V2
11/14/2016	7:00 am	55TH ST	ARAPAHOE AVE		0.00	Light Pole/Util	Light Pole/Utility Pole	FixedObject	Intersection Related	Dry	Dark-unlighted	Clear	false	NONINCAP	Passenger Car/Passenger Van	South	Making Left Turn				false		40.00	80.00			101.00	
8/10/2015	4:22 pm	55TH ST	ARAPAHOE AVE	E	800.00	Front to Rear	Front to Rear	Overtaking turn	Non-intersection	Dry	Daylight	Clear	true	PDO	Passenger Car/Passenger Van	West	Going Straight	110.00	West	Changing lanes	false	false	45.00	5.00	45.00	5.00	Careless Driving	Lane Violation
1/20/2015	8:32 am	55TH ST	ARAPAHOE AVE	E	55.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	SUV	West	Going Straight	false	false	45.00	1.00	45.00	20.00	Careless Driving	No Contributing Action
10/4/2018	8:00 am	55TH ST	ARAPAHOE AVE	S	110.00	Front to Rear	Front to Rear	Approach Turn	Intersection Related	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	North	Going Straight	Pickup Truck/Utility Van	North	Going Straight	false	false	35.00	15.00	35.00	5.00	Careless Driving	No Contributing Action
7/11/2016	5:41 pm	55TH ST	ARAPAHOE AVE	N	330.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Making Left Turn	Motorcycle	South	Going Straight	false	false	40.00	15.00	40.00	25.00	Careless Driving	No Contributing Action
8/29/2018	12:07 pm	55TH ST	ARAPAHOE AVE	S	60.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	15.00	20.00	35.00	25.00	Careless Driving	No Contributing Action
8/19/2019	5:50 am	55TH ST	ARAPAHOE AVE			Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	POSS	SUV	North	Making Right Turn	113.00		Going Straight	false	false	35.00	10.00	0.00	10.00	Careless Driving	No Contributing Action
4/23/2019	12:08 pm	55TH ST	ARAPAHOE AVE			Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	South	Making Right Turn	113.00		Going Straight	false	false	40.00	5.00	0.00	15.00	Careless Driving	No Contributing Action
5/14/2015	3:04 pm	55TH ST	ARAPAHOE AVE	N	348.00	Front to Side	Front to Side	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	113.00	South	Going Straight	SUV	West	Making Right Turn	false	false	5.00	5.00	35.00	5.00	Careless Driving	No Contributing Action
10/29/2015	2:20 pm	55TH ST	ARAPAHOE AVE	W	25.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Medium/Heavy Trucks crossing state	East	Going Straight	Passenger Car/Passenger Van	East	Making Right Turn	false	false	45.00	3.00	45.00	0.00	Careless Driving	No Contributing Action
5/31/2024	5:12 pm	55TH ST	ARAPAHOE AVE	N	60.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Cloudy	false	PDO	Passenger Car/Passenger Van	North	Backing	SUV	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Careless Driving	No Contributing Action
7/10/2017	4:46 pm	55TH ST	ARAPAHOE AVE	W	180.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Careless Driving	No Contributing Action
2/2/2015	1:35 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	35.00	45.00	0.00	Careless Driving	No Contributing Action
8/23/2017	3:22 pm	55TH ST	ARAPAHOE AVE	N	70.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	15.00	40.00	0.00	Careless Driving	No Contributing Action
9/28/2017	4:16 pm	55TH ST	ARAPAHOE AVE	N	445.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Dawn or dusk	Clear	false	POSS	SUV	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	20.00	35.00	0.00	Careless Driving	No Contributing Action
4/29/2021	4:35 pm	55TH ST	ARAPAHOE AVE	N	35.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	Pickup Truck/Utility Van	South	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Careless Driving	No Contributing Action
2/14/2020	12:46 pm	55TH ST	ARAPAHOE AVE	S	35.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	North	Going Straight	Passenger Car/Passenger Van	North	Stopped in Traffic	false	false	35.00	20.00	35.00	0.00	Careless Driving	No Contributing Action
8/20/2018	9:51 am	55TH ST	ARAPAHOE AVE			Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Left Turn	Pickup Truck/Utility Van	South	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
7/12/2016	1:25 pm	55TH ST	ARAPAHOE AVE	E	60.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Slowing	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	2.00	45.00	0.00	Careless Driving	No Contributing Action
10/3/2016	9:35 am	55TH ST	ARAPAHOE AVE	E	150.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Slowing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
9/24/2017	12:55 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Right Angle	At Intersection	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	East	Going Straight	false	false	40.00	25.00	45.00	50.00	Failed to Stop at Signal	No Contributing Action
11/5/2024	10:53 am	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Going Straight	Passenger Car/Passenger Van	West	Going Straight	false	false	35.00	35.00	45.00	5.00	Failed to Stop at Signal	No Contributing Action
3/15/2021	12:16 pm	55TH ST	ARAPAHOE AVE			Rear to Side	Rear to Side	Other	At Intersection	Wet W/Visible Ic	Daylight	Clear	false	PDO	SUV	South	Going Straight	Passenger Car/Passenger Van	West	Going Straight	false	false	40.00	40.00	45.00	45.00	Failed to Stop at Signal	No Contributing Action
7/7/2015	12:02 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	East	Making Left Turn	false	false	45.00	45.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
6/1/2015	5:30 pm	55TH ST	ARAPAHOE AVE	W	30.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Failed to Stop at Signal	No Contributing Action
6/28/2017	12:45 pm	55TH ST	ARAPAHOE AVE	S	100.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Pickup Truck/Utility Van	South	Making U-Turn	false	false	15.00	10.00	35.00	10.00	Failed to Yield ROW	Improper Turn
9/19/2023	11:34 am	55TH ST	ARAPAHOE AVE	S	50.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	North	Going Straight	false	false	35.00	15.00	35.00	20.00	Failed to Yield ROW	No Contributing Action
7/29/2015	5:47 pm	55TH ST	ARAPAHOE AVE	N	310.00	Side to Side -	Side to Side - Opposite Direction	Sideswipe-Opposite Direction	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Motorcycle	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	10.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
12/14/2023	9:02 am	55TH ST	ARAPAHOE AVE	N	345.00	Front to Front	Front to Front	Approach Turn	Driveway Access Related	Dry	Daylight	Cloudy	false	POSS	Non-school Bus 9 occupants or more	North	Making Left Turn	SUV	South	Going Straight	false	false	40.00	15.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
11/21/2017	5:16 pm	55TH ST	ARAPAHOE AVE	N	345.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	10.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
10/12/2018	5:07 pm	55TH ST	ARAPAHOE AVE	N	340.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	20.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
5/3/2018	4:44 pm	55TH ST	ARAPAHOE AVE	N	349.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	SUV	South	Going Straight	false	false	40.00	20.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
6/15/2015	10:57 am	55TH ST	ARAPAHOE AVE	S	237.00	Front to Front	Front to Front	Head On	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	10.00	35.00	25.00	Failed to Yield ROW	No Contributing Action
5/22/2015	4:37 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Making Left Turn	SUV	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
6/27/2024	8:55 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	12.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
6/4/2015	7:29 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Front	Front to Front	Head On	At Intersection	Dry	Daylight	Wind	false	POSS	Passenger Car/Passenger Van	Southeast	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	30.00	15.00	30.00	20.00	Failed to Yield ROW	No Contributing Action
8/20/2016	8:05 am	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	20.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
1/9/2016	3:05 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	Southeast	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	45.00	50.00	Failed to Yield ROW	No Contributing Action
1/20/2017	6:40 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
2/13/2020	3:39 pm	55TH ST	ARAPAHOE AVE	N	350.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	Southwest	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	10.00	40.00	25.00	Failed to Yield ROW	No Contributing Action
9/13/2016	5:30 pm	55TH ST	ARAPAHOE AVE	N	335.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	5.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
4/7/2016	12:07 pm	55TH ST	ARAPAHOE AVE	N	786.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making Left Turn	SUV	North	Going Straight	false	false	35.00	5.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
7/11/2022	4:35 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	5.00	35.00	25.00	Failed to Yield ROW	No Contributing Action
8/17/2023	4:54 pm	55TH ST	ARAPAHOE AVE	N	600.00	Front to Side	Front to Side	Right Angle	Intersection Related	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	15.00	40.00	30.00	Failed to Yield ROW	No Contributing Action
6/27/2019	9:59 am	55TH ST	ARAPAHOE AVE	N	200.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	Pickup Truck/Utility Van	North	Going Straight	false	false	15.00	10.00	35.00	25.00	Failed to Yield ROW	No Contributing Action
5/14/2024	5:27 pm	55TH ST	ARAPAHOE AVE	N	327.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	East	Making Left Turn	Pickup Truck/Utility Van	South	Going Straight	false	false	45.00	10.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
6/11/2019	8:42 am	55TH ST	ARAPAHOE AVE	N	331.00	Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	113.00	North	Going Straight	false	false	40.00	5.00	40.00	10.00	Failed to Yield ROW	No Contributing Action
5/14/2025	9:16 am	55TH ST	ARAPAHOE AVE	N	390.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	East	Making Left Turn	SUV	North	Going Straight	false	false	40.00	30.00	40.00	40.00	Failed to Yield ROW	No Contributing Action
5/30/2017	8:03 am	55TH ST	ARAPAHOE AVE	S	205.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	15.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
8/7/2019	3:10 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	SUV	South	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	20.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
8/2/2022	9:38 pm	55TH ST	ARAPAHOE AVE			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	POSS	SUV	North	Making Left Turn	SUV	South	Going Straight	false	false	40.00	15.00	40.00	25.00	Failed to Yield ROW	No Contributing Action
11/30/2015	5:15 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	POSS	SUV	North	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	15.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
3/25/2016	10:24 pm	55TH ST	ARAPAHOE AVE		0.00	Side to Side -	Side to Side - Opposite Direction	Approach Turn	At Intersection	Wet	Dark-lighted	Clear	false	POSS	SUV	South	Making Left Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	40.00	5.00	40.00	5.00	Failed to Yield ROW	No Contributing Action
9/6/2019	2:29 pm	55TH ST	ARAPAHOE AVE	S	30.00	Front to Rear	Front to Rear	Overtaking turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Right Turn	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	2.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
4/30/2018	5:10 pm	55TH ST	ARAPAHOE AVE	N	420.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Other	Passenger Car/Passenger Van	South	Going Straight	false	false	45.00	15.00	45.00	30.00	Failed to Yield ROW	No Contributing Action
4/2/2020	5:56 pm	55TH ST	ARAPAHOE AVE			Front to Side	Front to Side	Bicycle	At Intersection	Wet	Daylight	Sleet or Hail	false	NONINCAP	Passenger Car/Passenger Van	South	Slowing	113.00	East	Going Straight	false	false	35.00	10.00	15.00	10.00	Failed to Yield ROW	No Contributing Action
1/19/2017	5:10 pm	55TH ST	ARAPAHOE AVE	E	1600.00	Front to Front	Front to Front	Approach Turn	Driveway Access Related	Dry	Dark-lighted	Clear	false	POSS	Passenger Car/Passenger Van	South		Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
3/19/2015	7:45 pm	55TH ST	ARAPAHOE AVE	W	100.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	SUV	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Failed to Yield ROW	No Contributing Action
7/6/2015	4:55 pm	55TH ST	ARAPAHOE AVE	N	625.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Wet	Daylight	Rain	false	PDO	SUV	East	Making Right Turn	Passenger Car/Passenger Van	South	Stopped in Traffic	false		35.00	5.00	35.00	5.00	Failed to Yield ROW	No Contributing Action
6/21/2024	10:20 am	55TH ST	ARAPAHOE AVE			Pedestrian	Pedestrian	Pedestrian	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn				false		40.00	5.00			Failed to Yield ROW	
6/7/2023	9:25 am	55TH ST	ARAPAHOE AVE	N	10.00	Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	Intersection Related	Dry	Daylight	Clear	false	INCAP	SUV	South	Making Right Turn				false		40.00	2.00			Failed to Yield ROW	
1/12/2024	2:58 pm	55TH ST	ARAPAHOE AVE	S	200.00	Front to Side	Front to Side	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Making Right Turn				false		35.00	5.00			Failed to Yield ROW	
9/17/2019	8:55 am	55TH ST	ARAPAHOE AVE	S	81.00	104.00	104.00	Pedestrian	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	North	Making Right Turn		North		false	false	35.00	10.00	0.00	0.00	Failed to Yield ROW	
6/30/2016	3:37 pm	55TH ST	ARAPAHOE AVE		600.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Going Straight	false	false	45.00	30.00	45.00	2.00	Followed Too Closely	No Contributing Action
5/5/2016	12:09 pm	55TH ST	ARAPAHOE AVE		350.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	SUV	West	Going Straight	false	false	45.00	10.00	45.00	2.00	Followed Too Closely	No Contributing Action
8/9/2023	2:25 pm	55TH ST	ARAPAHOE AVE	N	20.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Left Turn	Passenger Car/Passenger Van	South	Making Left Turn	false	false	35.00	5.00	35.00	0.00	Followed Too Closely	No Contributing Action
10/4/2023	2:25 pm	55TH ST	ARAPAHOE AVE	S	120.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	South	Going Straight	Passenger Car/Passenger Van	South	Slowing	false	false	35.00	25.00	35.00	5.00	Followed Too Closely	No Contributing Action
8/7/2015	4:01 pm	55TH ST	ARAPAHOE AVE	E	500.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/30/2018	5:30 pm	55TH ST	ARAPAHOE AVE	N	50.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dawn or dusk	Clear	false	POSS	Passenger Car/Passenger Van	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	10.00	35.00	0.00	Followed Too Closely	No Contributing Action
1/10/2017	11:38 am	55TH ST	ARAPAHOE AVE	N	195.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	30.00	40.00	0.00	Followed Too Closely	No Contributing Action
3/28/2017	3:02 pm	55TH ST	ARAPAHOE AVE	N	278.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	15.00	40.00	0.00	Followed Too Closely	No Contributing Action
3/14/2016	8:52 am	55TH ST	ARAPAHOE AVE	E	60.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	8.00	45.00	0.00	Followed Too Closely	No Contributing Action
6/11/2019	4:16 pm	55TH ST	ARAPAHOE AVE	N	50.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Followed Too Closely	No Contributing Action
4/28/2022	2:12 pm	55TH ST	ARAPAHOE AVE	S	10.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Followed Too Closely	No Contributing Action
3/4/2022	12:10 pm	55TH ST	ARAPAHOE AVE	S	25.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	SUV	North	Going Straight	Pickup Truck/Utility Van	North	Stopped in Traffic	false	false	35.00	15.00	35.00	0.00	Followed Too Closely	No Contributing Action
12/30/2016	3:45 pm	55TH ST	ARAPAHOE AVE	W	200.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
12/15/2017	3:52 pm	55TH ST	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	SUV	South	Going Straight	SUV	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Followed Too Closely	No Contributing Action
1/9/2017	9:17 am	55TH ST	ARAPAHOE AVE	E	10.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Wet	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing state	West	Slowing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Followed Too Closely	No Contributing Action
7/1/2016	10:00 am	55TH ST	ARAPAHOE AVE	E	15.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Slowing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/16/2015	3:31 pm	55TH ST	ARAPAHOE AVE	W	175.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Slowing	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Followed Too Closely	No Contributing Action
12/8/2017	11:02 am	55TH ST	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Backing	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	10.00	35.00	0.00	Improper Backing	No Contributing Action
8/6/2018	7:00 pm	55TH ST	ARAPAHOE AVE	S	100.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	North	Backing	SUV	North	Stopped in Traffic	false	false	25.00	5.00	25.00	0.00	Improper Backing	No Contributing Action
2/24/2015	1:50 pm	55TH ST	ARAPAHOE AVE	S	30.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	North	Making Right Turn	Passenger Car/Passenger Van	North	Stopped in Traffic		false	35.00	5.00	35.00	0.00	Improper Passing on Right	No Contributing Action
10/12/2022	4:15 pm	55TH ST	ARAPAHOE AVE	N	340.00	Front to Side	Front to Side	Approach Turn	Non-intersection	Dry	Daylight	Clear	false	POSS	SUV	North	Making Left Turn	Passenger Car/Passenger Van	South	Going Straight	false	false	35.00	5.00	35.00	30.00	Improper Turn	No Contributing Action
3/2/2015	5:05 pm	55TH ST	ARAPAHOE AVE	E	1530.00	Side to Side -	Side to Side - Same Direction	Overtaking turn	Non-intersection	Wet	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making U-Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	45.00	Improper Turn	No Contributing Action
4/10/2024	1:37 pm	55TH ST	ARAPAHOE AVE			Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	South	Making Left Turn	SUV	South	Making Left Turn	false	false	35.00	15.00	35.00	15.00	Improper Turn	No Contributing Action
9/4/2018	5:27 pm	55TH ST	ARAPAHOE AVE	N	20.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Changing lanes	Passenger Car/Passenger Van	South	Going Straight	false	false	40.00	10.00	40.00	30.00	Lane Violation	No Contributing Action
8/26/2019	9:10 am	55TH ST	ARAPAHOE AVE	S	180.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Changing lanes	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	2.00	35.00	25.00	Lane Violation	No Contributing Action
11/11/2017	1:10 pm	55TH ST	ARAPAHOE AVE	W	140.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Lane Violation	No Contributing Action
7/26/2022	6:36 pm	55TH ST	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	Passenger Car/Passenger Van	South	Going Straight	false	false	30.00	5.00	30.00	2.00	No Contributing Action	No Contributing Action
7/31/2015	1:30 pm	55TH ST	ARAPAHOE AVE	E	200.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	10.00	45.00	45.00	No Contributing Action	No Contributing Action
2/28/2015	12:02 pm	55TH ST	ARAPAHOE AVE		0.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Making Left Turn	SUV	South	Making Left Turn	false	false	35.00	15.00	35.00	15.00	No Contributing Action	No Contributing Action
7/15/2024	8:04 am	55TH ST	ARAPAHOE AVE	N	25.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	South	Going Straight	SUV	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	No Contributing Action	No Contributing Action
7/7/2023	2:35 pm	55TH ST	ARAPAHOE AVE	N	30.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	South	Going Straight	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	No Contributing Action	No Contributing Action
5/16/2017	2:04 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Wet	Daylight	Rain	false	PDO	Pickup Truck/Utility Van	South	Going Straight	Pickup Truck/Utility Van	South	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	No Contributing Action	No Contributing Action
1/24/2022	3:59 pm	55TH ST	ARAPAHOE AVE	S	10.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	North	Entering Traffic Way / Me	Passenger Car/Passenger Van	North	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Other Contributing Action	No Contributing Action
8/26/2016	6:30 pm	55TH ST	ARAPAHOE AVE		0.00	Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	Non-intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	Passenger Car/Passenger Van	North	Going Straight	113.00	North	Going Straight	false	false	35.00	25.00	35.00	15.00	Signaling Violation	No Contributing Action
8/16/2016	2:13 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	15.00	45.00	45.00	Turned from Wrong Lane or P	No Contributing Action
7/26/2018	11:53 am	55TH ST	ARAPAHOE AVE	S	50.00	Pedestrian	Pedestrian	Pedestrian	Non-intersection	Dry	Daylight	Clear	false	PDO				Passenger Car/Passenger Van	South	Going Straight	false	false	0.00	0.00	30.00	25.00		No Contributing Action
3/17/2025	6:52 pm	55TH ST	ARAPAHOE AVE			Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	Intersection Related	Dry	Dawn or dusk	Clear	false	POSS				Pickup Truck/Utility Van	South	Making Right Turn	true	false			40.00	2.00		No Contributing Action
6/29/2016	4:12 pm	55TH ST	ARAPAHOE AVE	N	443.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO				SUV	South	Going Straight		false			40.00	15.00		No Contributing Action
9/11/2017	4:05 pm	55TH ST	ARAPAHOE AVE	E	200.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	East	Slowing	false	false	45.00	0.00	45.00	0.00		
5/29/2017	1:25 pm	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Wet	Daylight	Rain	false	NONINCAP							false							
6/24/2015	8:43 am	55TH ST	ARAPAHOE AVE		0.00	Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO														
1/12/2016	2:50 pm	56TH ST	ARAPAHOE AVE	E	990.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Medium/Heavy Trucks crossing stat	East	Making Left Turn	false	false	45.00	60.00	45.00	5.00	101.00	Failed to Yield ROW
5/3/2016	5:27 pm	56TH ST	ARAPAHOE AVE		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
8/10/2015	9:31 am	56TH ST	ARAPAHOE AVE	E	30.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	25.00	45.00	15.00	Lane Violation	No Contributing Action
12/14/2017	6:48 am	ARAPAHOE AVE	56TH ST	E	1000.00	Front to Front	Front to Front	Head On	Non-intersection	Icy	Daylight	Clear	false	POSS	SUV	East	Out of Control	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	40.00	45.00	35.00	101.00	No Contributing Action
9/19/2019	2:30 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	106.00	North	Making Left Turn	106.00	West	Going Straight	true	false	35.00	5.00	45.00	10.00	Careless Driving	Lane Violation
5/11/2024	9:30 pm	ARAPAHOE AVE	55TH ST	E	15.00	Front to Rear		Rear End	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	East	Slowing	SUV	East	Changing lanes	false	false	45.00	35.00	45.00	35.00	Careless Driving	No Contributing Action
11/6/2018	5:41 pm	ARAPAHOE AVE	OLD TALE RD			Other Non-Co	Front to Rear	Rear End	Non-intersection	Dry	Dark-lighted	Clear	false	POSS	Passenger Car/Passenger Van	East	Changing lanes	SUV	East	Going Straight	false	false	45.00	45.00	45.00	20.00	Careless Driving	No Contributing Action
3/3/2021	8:50 pm	ARAPAHOE AVE	CONESTOGA ST	W	20.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-lighted	Clear	false	NONINCAP	SUV	West	Going Straight	SUV	West	Going Straight	false	false	45.00	45.00	45.00	20.00	Careless Driving	No Contributing Action
7/10/2018	2:57 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	INCAP	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	35.00	Careless Driving	No Contributing Action
12/24/2022	12:49 pm	ARAPAHOE AVE	CONESTOGA ST	W	25.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Icy	Daylight	Clear	false	PDO	SUV	East	Swerve/Avoidance	SUV	East	Going Straight	false	false	45.00	20.00	45.00	45.00	Careless Driving	No Contributing Action
7/23/2018	12:14 pm	ARAPAHOE AVE	55TH ST	E	797.00	Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	Non-intersection	Dry	Daylight	Clear	false	NONINCAP	113.00	East	Going Straight	SUV	South	Making Right Turn	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
12/20/2017	1:32 pm	ARAPAHOE AVE	55TH ST	E	580.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Making Right Turn	false	false	45.00	15.00	45.00	10.00	Careless Driving	No Contributing Action
9/20/2023	4:00 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Making Right Turn	false	false	45.00	40.00	45.00	20.00	Careless Driving	No Contributing Action
11/5/2018	4:10 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	106.00	East	Going Straight	SUV	East	Slowing	false	false	45.00	20.00	45.00	10.00	Careless Driving	No Contributing Action
1/26/2018	8:45 am	ARAPAHOE AVE	55TH ST	W	320.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	East	Slowing	false	false	45.00	30.00	45.00	15.00	Careless Driving	No Contributing Action
6/30/2021	2:18 pm	ARAPAHOE AVE	PRIVATE			Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Backing	Passenger Car/Passenger Van	South	Stopped in Traffic	false	false	15.00	10.00	15.00	0.00	Careless Driving	No Contributing Action
5/9/2025	1:22 pm	ARAPAHOE AVE	55TH ST	E	100.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	Pickup Truck/Utility Van	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
7/8/2021	1:28 pm	ARAPAHOE AVE	55TH ST	E	15.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	45.00	45.00	0.00	Careless Driving	No Contributing Action
8/6/2019	9:45 am	ARAPAHOE AVE	55TH ST	N	100.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Going Straight	SUV	North	Stopped in Traffic	false	false	40.00	35.00	40.00	0.00	Careless Driving	No Contributing Action
6/14/2022	5:39 pm	ARAPAHOE AVE	55TH ST	W	159.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Going Straight	Non-school Bus 9 occupants or mor	West	Stopped in Traffic	false	false	45.00	40.00	45.00	0.00	Careless Driving	No Contributing Action
8/21/2024	3:58 pm	ARAPAHOE AVE	CONESTOGA ST	W	50.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-unlighted	Clear	false	POSS	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	40.00	25.00	40.00	0.00	Careless Driving	No Contributing Action
2/16/2023	10:02 am	ARAPAHOE AVE	56TH ST	E	580.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Slushy	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Careless Driving	No Contributing Action
8/17/2022	4:39 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Careless Driving	No Contributing Action
11/19/2019	5:01 pm	ARAPAHOE AVE	55TH ST	E	140.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-lighted	Clear	false	PDO	SUV	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Careless Driving	No Contributing Action
12/19/2016	12:55 pm	ARAPAHOE AVE	CONESTOGA ST	E	30.00	Front to Rear	Front to Rear	Rear End	At Intersection	Wet	Daylight	Clear	false	PDO	SUV	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	20.00	45.00	0.00	Careless Driving	No Contributing Action
5/10/2019	10:06 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Going Straight	Motorcycle	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Careless Driving	No Contributing Action
5/31/2019	12:41 pm	ARAPAHOE AVE	CONESTOGA ST			Rear to Side	Rear to Side	Approach Turn	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Making Left Turn	SUV	North	Stopped in Traffic	false	false	15.00	10.00	15.00	0.00	Careless Driving	No Contributing Action
2/15/2019	2:30 pm	ARAPAHOE AVE	CONESTOGA ST	E	190.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Passing	SUV	East	Stopped in Traffic	false	false	35.00	10.00	35.00	0.00	Careless Driving	No Contributing Action
5/5/2020	10:08 am	ARAPAHOE AVE	55TH ST	W	40.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	true	false	45.00	50.00	45.00	0.00	Careless Driving	No Contributing Action
5/21/2022	12:49 pm	ARAPAHOE AVE	55TH ST	E	200.00	Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	45.00	15.00	Careless Driving	Over-Correcting / Over-Steering
7/17/2019	12:07 pm	ARAPAHOE AVE	PRIVATE			Parked Motor	Parked Motor Vehicle	Parked Vehicle	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	North	Going Straight	Passenger Car/Passenger Van		Parked	false	false	15.00	10.00	0.00	0.00	Careless Driving	
7/17/2019	2:52 pm	ARAPAHOE AVE	55TH ST			Curb	Pedestrian	Pedestrian	At Intersection	Dry	Daylight	Clear	false	INCAP	Passenger Car/Passenger Van	East	Going Straight				false	false	45.00	45.00	0.00	0.00	Careless Driving	
5/7/2020	5:27 pm	ARAPAHOE AVE	CONESTOGA ST	E	300.00	Curb	Other Fixed Object	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight				false		45.00	65.00			Careless Driving	
2/6/2023	9:14 am	ARAPAHOE AVE	CONESTOGA ST	W	120.00	Curb	Wall or Building	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Out of Control				false		35.00	30.00			Careless Driving	
5/25/2022	9:39 am	ARAPAHOE AVE	55TH ST	E	30.00	Sign	Sign	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Weaving				false		45.00	45.00			Careless Driving	
9/21/2021	7:37 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	Passenger Car/Passenger Van	North	Going Straight	false	false	45.00	35.00	35.00	15.00	Failed to Stop at Signal	No Contributing Action
4/14/2020	11:05 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	South	Going Straight	Pickup Truck/Utility Van	West	Going Straight	false	false	35.00	35.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
7/29/2018	4:19 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	North	Making Left Turn	false	false	45.00	20.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
2/26/2018	5:05 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	South	Making Left Turn	false	false	45.00	45.00	30.00	15.00	Failed to Stop at Signal	No Contributing Action
9/22/2023	4:08 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	East	Going Straight	Pickup Truck/Utility Van	West	Making Left Turn	false	false	45.00	35.00	45.00	15.00	Failed to Stop at Signal	No Contributing Action
3/17/2021	8:15 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	SUV	East	Going Straight	Passenger Car/Passenger Van	West	Making Left Turn	false	false	35.00	35.00	35.00	10.00	Failed to Stop at Signal	No Contributing Action
12/8/2022	2:05 pm	ARAPAHOE AVE	55TH ST	E	590.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	SUV	East	Going Straight	false	false	45.00	30.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
10/26/2022	10:14 am	ARAPAHOE AVE	55TH ST	W	150.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	Northeast	Changing lanes	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	15.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
8/30/2019	2:52 pm	ARAPAHOE AVE	55TH ST	W	83.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	35.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
8/25/2024	6:00 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	North	Going Straight	false	false	35.00	40.00	35.00	5.00	Failed to Yield ROW	No Contributing Action
4/28/2023	1:31 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Going Straight	Medium/Heavy Trucks crossing stat	South	Going Straight	false	false	45.00	45.00	40.00	15.00	Failed to Yield ROW	No Contributing Action
12/3/2021	1:55 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Medium/Heavy Trucks staying within	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	5.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
3/20/2024	7:51 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight		false	PDO	Medium/Heavy Trucks staying within	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
3/20/2024	7:51 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight		false	PDO	Medium/Heavy Trucks staying within	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
10/25/2021	9:00 am	ARAPAHOE AVE	CONESTOGA ST			Overturning/R	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	INCAP	Motorcycle	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	35.00	20.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
4/30/2019	4:43 pm	ARAPAHOE AVE	55TH ST	W	370.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Wet	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	North	Making Left Turn	SUV	East	Going Straight	false	false	35.00	15.00	35.00	45.00	Failed to Yield ROW	No Contributing Action
1/9/2023	4:22 pm	ARAPAHOE AVE	56TH ST	W	25.00	Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
3/7/2019	2:19 pm	ARAPAHOE AVE	OLD TALE RD	W	1320.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	INCAP	Passenger Car/Passenger Van	West	Making Left Turn	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	15.00	45.00	50.00	Failed to Yield ROW	No Contributing Action
12/19/2018	6:45 pm	ARAPAHOE AVE	55TH ST			Bicycle / Motc	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Dark-lighted	Clear	false	POSS	Passenger Car/Passenger Van	North	Making Left Turn	113.00		Going Straight	false	false	35.00	15.00	0.00	5.00	Failed to Yield ROW	No Contributing Action

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12/9/2023	5:07 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Icy	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	12.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
5/13/2024	1:38 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	10.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
6/12/2018	10:49 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	30.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
8/29/2022	2:16 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
6/20/2023	4:18 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
2/27/2024	5:47 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
1/3/2018	12:32 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	25.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
11/12/2019	5:08 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	35.00	15.00	35.00	30.00	Failed to Yield ROW	No Contributing Action
3/2/2017	5:20 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Approach Turn	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	15.00	45.00	25.00	Failed to Yield ROW	No Contributing Action
11/3/2015	2:19 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Rear	Front to Rear	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
6/22/2016	11:29 am	ARAPAHOE AVE	CONESTOGA ST		0.00	Pedestrian	Pedestrian	Pedestrian	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	North	Making Left Turn		South	Going Straight	false	false	40.00	7.00	40.00		Failed to Yield ROW	No Contributing Action
8/6/2018	5:05 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	SUV	East	Going Straight	false	false	35.00	15.00	35.00	40.00	Failed to Yield ROW	No Contributing Action
2/17/2015	5:36 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	10.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
1/15/2015	4:25 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	106.00	East	Going Straight	false	false	45.00	10.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
8/5/2016	11:54 am	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
5/18/2016	5:38 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	20.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
7/14/2022	3:30 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	10.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
10/30/2017	11:40 am	ARAPAHOE AVE	CONESTOGA ST			Front to Rear	Front to Rear	Rear End	At Intersection	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
12/20/2023	8:44 am	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
8/11/2024	10:50 am	ARAPAHOE AVE	OLD TALE RD			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	Northwest	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	15.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
11/30/2018	5:11 pm	ARAPAHOE AVE	55TH ST	E	1350.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Dark-lighted	Clear	false	POSS	Pickup Truck/Utility Van	South	Making Left Turn	SUV	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
6/11/2024	9:52 am	ARAPAHOE AVE	56TH ST	E	590.00	Front to Side	Front to Side	Approach Turn	Driveway Access Related	Dry	Daylight	Clear	false	POSS	Pickup Truck/Utility Van	East	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	40.00	15.00	40.00	35.00	Failed to Yield ROW	No Contributing Action
9/8/2021	1:56 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	30.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
8/3/2023	4:12 pm	ARAPAHOE AVE	55TH ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
10/10/2023	11:15 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	30.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
2/12/2022	9:08 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Snowy	Daylight	Cloudy	false	POSS	Pickup Truck/Utility Van	West	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
6/3/2023	12:05 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Wet	Daylight	Rain	false	POSS	Pickup Truck/Utility Van	Southwest	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	5.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
4/9/2021	12:59 pm	ARAPAHOE AVE	55TH ST	E	1382.00	Overturning/R	Overturning/Rollover	Overturning	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	Motorcycle	West	Going Straight	false	false	45.00	0.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
3/14/2022	2:43 pm	ARAPAHOE AVE	55TH ST			Front to Side	Traffic Signal Pole	FixedObject	At Intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	10.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
5/16/2024	4:40 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	SUV	East	Making Left Turn	SUV	West	Going Straight	false	false	45.00	10.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
5/5/2023	7:15 pm	ARAPAHOE AVE	55TH ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	SUV	South	Making Left Turn	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	5.00	45.00	50.00	Failed to Yield ROW	No Contributing Action
12/8/2023	4:06 pm	ARAPAHOE AVE	55TH ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Dawn or dusk	Clear	false	INCAP	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
4/6/2023	6:44 pm	ARAPAHOE AVE	CONESTOGA ST			Front to Front	Front to Front	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	Southwest	Making Left Turn	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	10.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
2/19/2015	5:18 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	20.00	45.00	30.00	Failed to Yield ROW	No Contributing Action
3/25/2016	1:28 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Failed to Yield ROW	No Contributing Action
2/24/2023	8:42 am	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Icy	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	5.00	45.00	35.00	Failed to Yield ROW	No Contributing Action
8/23/2018	4:08 pm	ARAPAHOE AVE	56TH ST	E	1000.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn	113.00		Going Straight	false	false	45.00	5.00	0.00	5.00	Failed to Yield ROW	No Contributing Action
9/28/2018	6:40 am	ARAPAHOE AVE	55TH ST			Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Dawn or dusk	Clear	false	NONINCAP	Passenger Car/Passenger Van	West	Making Right Turn	113.00	East	Going Straight	false	false	40.00	10.00	40.00	5.00	Failed to Yield ROW	No Contributing Action
8/31/2016	9:46 am	ARAPAHOE AVE	CONESTOGA ST		0.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	South	Making Right Turn	113.00	East	Going Straight	false	false	25.00	5.00	8.00	8.00	Failed to Yield ROW	No Contributing Action
5/16/2023	12:35 pm	ARAPAHOE AVE	55TH ST	E	140.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	South	Making Right Turn	SUV	West	Going Straight	false	false	15.00	5.00	45.00	15.00	Failed to Yield ROW	No Contributing Action
9/29/2018	3:23 pm	ARAPAHOE AVE	56TH ST	E	1330.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	SUV	South	Making Right Turn	113.00	East	Going Straight	false	false	40.00	5.00	15.00	10.00	Failed to Yield ROW	No Contributing Action
3/10/2020	8:54 am	ARAPAHOE AVE	55TH ST	S	36.00	Front to Side	Front to Side	Right Angle	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Right Turn	SUV	North	Going Straight	false	false	35.00	20.00	35.00	15.00	Failed to Yield ROW	No Contributing Action
12/16/2020	2:40 pm	ARAPAHOE AVE	56TH ST	E	220.00	Curb	Curb	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making U-Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	15.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
7/15/2022	5:05 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making U-Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	20.00	45.00	45.00	Failed to Yield ROW	No Contributing Action
3/25/2025	1:01 pm	ARAPAHOE AVE	55TH ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Left Turn	SUV	East	Making Right Turn	false	false	45.00	15.00	45.00	10.00	Failed to Yield ROW	No Contributing Action
8/15/2023	7:04 pm	ARAPAHOE AVE	55TH ST			Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	NONINCAP		Southeast	Making Left Turn	Motorcycle	North	Going Straight		false	0.00	0.00	35.00	35.00	Failed to Yield ROW	No Contributing Action
8/30/2021	2:35 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	SUV	East	Slowing		false	45.00	20.00	45.00	25.00	Failed to Yield ROW	No Contributing Action
10/10/2024	11:53 am	ARAPAHOE AVE	55TH ST	E	160.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	South	Making Right Turn				false	false	15.00	5.00			Failed to Yield ROW	
2/7/2015	6:30 pm	ARAPAHOE AVE	OLD TALE RD	W	600.00	Pedestrian	Pedestrian	Pedestrian	Driveway Access Related	Dry	Dark-unlighted	Clear	false	PDO	Passenger Car/Passenger Van	South	Making Right Turn				false	false	25.00	25.00			Failed to Yield ROW	
2/1/2017	5:30 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Pedestrian	Pedestrian	Pedestrian	Driveway Access Related	Dry	Dark-lighted	Sleet or Hail	false	PDO	Passenger Car/Passenger Van	North	Making Right Turn				false		15.00	5.00			Failed to Yield ROW	
12/7/2016	1:54 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Snowy	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	North	Making Right Turn				false	false	15.00	2.00			Failed to Yield ROW	
9/27/2021	5:55 am	ARAPAHOE AVE	CONESTOGA ST			Pedestrian	Pedestrian	Pedestrian	Intersection Related	Dry	Dawn or dusk	Clear	false	NONINCAP	SUV	Northwest	Making Right Turn				false		45.00	10.00			Failed to Yield ROW	
8/4/2023	12:37 pm	ARAPAHOE AVE	PRIVATE			Pedestrian	Pedestrian	Pedestrian	Driveway Access Related	Dry		Clear	false	NONINCAP	SUV	Southeast	Making Right Turn				false		15.00	10.00			Failed to Yield ROW	
7/28/2016		ARAPAHOE AVE	CONESTOGA ST		0.00	Pedestrian	Pedestrian	Pedestrian	At Intersection	Dry	Daylight	Clear	false	POSS	Unknown Hit & Run Only	North	Making Right Turn					false					Failed to Yield ROW	
7/23/2019	10:58 am	ARAPAHOE AVE	CONESTOGA ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Making Left Turn	Pickup Truck/Utility Van	West	Making Left Turn	false	false	35.00	10.00	35.00	0.00	Followed Too Closely	No Contributing Action
1/8/2024	3:30 pm	ARAPAHOE AVE	56TH ST	E	215.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Slowing	Passenger Car/Passenger Van	West	Making Right Turn	false	false	45.00	35.00	45.00	5.00	Followed Too Closely	No Contributing Action
8/17/2017	3:14 pm	ARAPAHOE AVE	55TH ST	E	300.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Slowing	false	false	45.00	40.00	45.00	35.00	Followed Too Closely	No Contributing Action
9/18/2024	4:14 pm	ARAPAHOE AVE	OLD TALE RD	W	45.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Slowing	false	false	45.00	35.00	45.00	5.00	Followed Too Closely	No Contributing Action
5/8/2018	12:39 pm	ARAPAHOE AVE	CONESTOGA ST	W	23.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	SUV	West	Slowing	false	false	45.00	20.00	45.00	15.00	Followed Too Closely	No Contributing Action
10/27/2017	9:00 am	ARAPAHOE AVE	55TH ST			Rear to Rear	Rear to Rear	Other	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	Pickup Truck/Utility Van	West	Slowing	false	false	45.00	30.00	35.00	5.00	Followed Too Closely	No Contributing Action
4/5/2018	8:40 am	ARAPAHOE AVE	56TH ST	E	325.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Slowing	Passenger Car/Passenger Van	West	Slowing	false	false	45.00	15.00	45.00	15.00	Followed Too Closely	No Contributing Action
4/3/2019	9:07 am	ARAPAHOE AVE	55TH ST	E	200.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Followed Too Closely	No Contributing Action
3/6/2018	4:03 pm	ARAPAHOE AVE	55TH ST	E	135.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	POSS	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
4/12/2018	5:29 pm	ARAPAHOE AVE	55TH ST	W	75.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	40.00	45.00	0.00	Followed Too Closely	No Contributing Action
12/16/2021	5:15 pm	ARAPAHOE AVE	55TH ST	W	450.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
11/14/2018	12:13 pm	ARAPAHOE AVE	CONESTOGA ST	W	20.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
7/9/2021	11:19 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	Pickup Truck/Utility Van	East	Stopped in Traffic	false	false	45.00	35.00	45.00	0.00	Followed Too Closely	No Contributing Action
5/31/2016	4:49 pm	ARAPAHOE AVE	OLD TALE RD		0.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/1/2020	10:28 am	ARAPAHOE AVE	55TH ST	E	20.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	5.00	45.00	0.00	Followed Too Closely	No Contributing Action
5/16/2018	2:22 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	40.00	10.00	40.00	0.00	Followed Too Closely	No Contributing Action
10/28/2015	8:51 am	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	West	Going Straight	SUV	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
12/13/2024	1:03 pm	ARAPAHOE AVE	55TH ST	W	45.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Going Straight	SUV	East	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Followed Too Closely	No Contributing Action
1/21/2025	9:07 am	ARAPAHOE AVE	55TH ST		0.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	At Intersection	Icy	Daylight	Cloudy	false	PDO	SUV	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	30.00	45.00	0.00	Followed Too Closely	No Contributing Action
4/4/2016	11:35 am	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	Pickup Truck/Utility Van	West	Stopped in Traffic	false	false	45.00	20.00	40.00	0.00	Followed Too Closely	No Contributing Action
5/30/2018	6:43 am	ARAPAHOE AVE	CONESTOGA ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Going Straight	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	15.00	45.00	0.00	Followed Too Closely	No Contributing Action
10/25/2018	2:52 pm	ARAPAHOE AVE	PRIVATE PROPERTY			Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	SUV	North	Going Straight	Passenger Car/Passenger Van	North	Stopped in Traffic	false	false	0.00	0.00	0.00	0.00	Followed Too Closely	No Contributing Action
5/22/2015	12:10 pm	ARAPAHOE AVE	CONESTOGA ST	E	30.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Wet	Daylight	Rain	false	PDO	Passenger Car/Passenger Van	West	Slowing	SUV	West	Stopped in Traffic	false	false	45.00	20.00	45.00	0.00	Followed Too Closely	No Contributing Action
1/7/2022	7:49 am	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Snowy	Daylight	Clear	false	PDO	SUV	East	Slowing	SUV	East	Stopped in Traffic	false	false	35.00	25.00	35.00	0.00	Followed Too Closely	No Contributing Action
10/2/2017	6:33 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Wet	Dawn or dusk	Rain	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	30.00	45.00	50.00	Impeded Traffic	No Contributing Action
5/28/2019	12:30 pm	ARAPAHOE AVE	55TH ST	W	368.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing state	East	Backing	SUV	East	Stopped in Traffic	false	false	40.00	5.00	40.00	0.00	Improper Backing	No Contributing Action
9/15/2022	10:29 am	ARAPAHOE AVE	CONESTOGA ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Backing	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	35.00	10.00	35.00	0.00	Improper Backing	No Contributing Action
9/25/2020	12:14 pm	ARAPAHOE AVE	56TH ST	E	25.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Backing	Passenger Car/Passenger Van	West	Stopped in Traffic	false	false	45.00	10.00	45.00	0.00	Improper Backing	No Contributing Action
3/17/2016	12:09 pm	ARAPAHOE AVE	CONESTOGA ST	N	220.00	Side to Side -	Side to Side - Same Direction	Overtaking turn	Driveway Access Related	Wet	Daylight	Sleet or Hail	false	PDO	Passenger Car/Passenger Van	North	Going Straight	Passenger Car/Passenger Van	North	Making Left Turn	false	false	25.00	10.00	25.00	15.00	Improper Passing on Left	No Contributing Action
10/31/2017	4:09 pm	ARAPAHOE AVE	55TH ST	W	410.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	SUV	East	Stopped in Traffic	false	false	35.00	5.00	35.00	0.00	Improper Passing on Left	No Contributing Action
4/20/2015	3:22 pm	ARAPAHOE AVE	OLD TALE RD	W	1880.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	Pickup Truck/Utility Van	East	Going Straight	false	false	45.00	60.00	45.00	45.00	Improper Turn	No Contributing Action
5/21/2020	9:21 am	ARAPAHOE AVE	55TH ST			Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	At Intersection	Dry	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing state	East	Making Right Turn	113.00	East	Going Straight	false	false	45.00	15.00	0.00	0.00	Improper Turn	No Contributing Action
2/28/2025	9:08 am	ARAPAHOE AVE	55TH ST	W	57.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	SUV	East	Making Right Turn	SUV	East	Going Straight	false	false	45.00	10.00	45.00	35.00	Improper Turn	No Contributing Action
10/12/2021	5:42 pm	ARAPAHOE AVE	CONESTOGA ST			Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	North	Making Right Turn	SUV	East	Going Straight	false	false	45.00	20.00	45.00	40.00	Improper Turn	No Contributing Action
1/27/2016	6:03 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	East	Making U-Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	35.00	15.00	35.00	35.00	Improper Turn	No Contributing Action
11/15/2017	4:27 pm	ARAPAHOE AVE	55TH ST	E	0.20	Front to Side	Front to Side	Approach Turn	Non-intersection	Dry	Dawn or dusk	Clear	false	POSS	SUV	West	Making U-Turn	SUV	East	Going Straight	false	false	45.00	10.00	45.00	20.00	Improper Turn	No Contributing Action
1/9/2015	11:27 am	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Front	Front to Front	Overtaking turn	Driveway Access Related	Icy	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Right Turn	Passenger Car/Passenger Van	East	Making Right Turn	false	false	45.00	20.00	45.00	20.00	Improper Turn	No Contributing Action
8/29/2018	10:40 am	ARAPAHOE AVE	55TH ST	E	75.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	Passenger Car/Passenger Van	West	Slowing	false	false	45.00	10.00	45.00	3.00	Improper Turn	No Contributing Action
7/20/2016	5:04 pm	ARAPAHOE AVE	OLD TALE RD	W	703.00	Curb	Curb	FixedObject	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	45.00	45.00	45.00	Lane Violation	Improper Passing on Left
10/14/2019	8:00 am	ARAPAHOE AVE	55TH ST	E	40.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	5.00	45.00	30.00	Lane Violation	No Contributing Action
1/27/2018	11:30 am	ARAPAHOE AVE	55TH ST	W	15.00	Front to Rear	Front to Rear	Rear End	Intersection Related	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Changing lanes	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	0.00	45.00	45.00	Lane Violation	No Contributing Action
1/24/2020	8:12 am	ARAPAHOE AVE	CONESTOGA ST	W	280.00	Side to Side -	Side to Side - Same Direction	Overtaking turn	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Changing lanes	SUV	West	Going Straight	false	false	45.00	45.00	45.00	45.00	Lane Violation	No Contributing Action
11/9/2019	11:44 am	ARAPAHOE AVE	55TH ST	E	1300.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	40.00	45.00	40.00	Lane Violation	No Contributing Action
6/15/2015	2:29 pm	ARAPAHOE AVE	CONESTOGA ST	E	430.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Changing lanes	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	10.00	55.00	20.00	Lane Violation	No Contributing Action
11/6/2015	2:14 pm	ARAPAHOE AVE	OLD TALE RD	W	635.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	20.00	45.00	20.00	Lane Violation	No Contributing Action
1/9/2015	4:35 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Wet	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight	Passenger Car/Passenger Van	West	Going Straight	false	false	35.00	35.00	35.00	35.00	Lane Violation	No Contributing Action
6/30/2017	11:55 am	ARAPAHOE AVE	CONESTOGA ST	E	100.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Going Straight	Medium/Heavy Trucks crossing stat	West	Going Straight	false	false	45.00	40.00	45.00	40.00	Lane Violation	No Contributing Action
4/7/2022	9:37 am	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	true	NONINCAP	Passenger Car/Passenger Van	West	Making Left Turn	SUV	East	Going Straight	false	false	45.00	15.00	45.00	40.00	Lane Violation	No Contributing Action
1/23/2024	5:30 pm	ARAPAHOE AVE	55TH ST			Front to Side	Front to Side	Right Angle	At Intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	East	Making Left Turn	Passenger Car/Passenger Van	East	Making Left Turn	false	false	40.00	15.00	40.00	15.00	Lane Violation	No Contributing Action
9/7/2018	6:44 pm	ARAPAHOE AVE	CONESTOGA ST	W	25.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Dawn or dusk	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight	SUV	East	Going Straight	false	false	45.00	40.00	45.00	40.00	No Contributing Action	No Contributing Action
1/6/2018	9:44 pm	ARAPAHOE AVE	OLD TALE RD			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	North	Making Left Turn	Passenger Car/Passenger Van	East	Going Straight	false	false	45.00	40.00	45.00	40.00	No Contributing Action	No Contributing Action
8/23/2018	3:59 pm	ARAPAHOE AVE	56TH ST	W	200.00	Front to Side	Front to Side	Right Angle	Driveway Access Related	Dry	Daylight	Clear	false	NONINCAP	Pickup Truck/Utility Van	South	Making Left Turn	Passenger Car/Passenger Van	West	Going Straight	false	false	35.00	20.00	35.00	35.00	No Contributing Action	No Contributing Action
8/13/2017	5:40 pm	ARAPAHOE AVE	55TH ST	W	150.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Wet	Daylight	Rain	false	PDO	113.00		Going Straight	Medium/Heavy Trucks crossing stat	North	Other	false	false	0.00	4.00	45.00	4.00	No Contributing Action	No Contributing Action
4/13/2023	10:10 am	ARAPAHOE AVE	CONESTOGA ST	E	10.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Intersection Related	Dry	Daylight	Clear	false	PDO	Medium/Heavy Trucks crossing state	West	Going Straight	Medium/Heavy Trucks staying withi	West	Stopped in Traffic	false	false	45.00	45.00	45.00	0.00	No Contributing Action	No Contributing Action
5/5/2016	4:24 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	35.00	30.00	35.00	0.00	No Contributing Action	No Contributing Action
6/14/2018	12:31 pm	ARAPAHOE AVE	55TH ST	E	1163.00	Other non-Fix	Other non-Fixed Object	Other	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	West	Going Straight				false		45.00	45.00			No Contributing Action	
12/9/2020	9:25 am	ARAPAHOE AVE	OLD TALE RD	W	250.00	Wild Animal	Wild Animal	Animal	Non-intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	East	Going Straight				false		45.00	45.00			No Contributing Action	
7/12/2020	7:00 pm	ARAPAHOE AVE	OLD TALE RD	E	243.00	122.00	122.00		Non-intersection	Dry	Daylight	Clear	false	PDO	SUV	West	Making Right Turn				false		45.00	5.00			No Contributing Action	
8/22/2024	3:24 pm	ARAPAHOE AVE	CONESTOGA ST	E	100.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Cloudy	false	POSS	SUV	East	Going Straight	Passenger Car/Passenger Van	East	Going Straight	false	false	40.00	20.00	40.00	20.00	Other Contributing Action	No Contributing Action
12/10/2021	3:25 pm	ARAPAHOE AVE	PRIVATE PARKING LOT			Parked Motor	Parked Motor Vehicle	Parked Vehicle					false	PDO	SUV		Entering/Leaving Parked	SUV		Parked	false		15.00	5.00	15.00	0.00	Other Contributing Action	No Contributing Action
5/11/2021	4:36 pm	ARAPAHOE AVE	55TH ST	W	43.00	Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	SUV	East	Going Straight	Passenger Car/Passenger Van	East	Stopped in Traffic	false	false	45.00	25.00	45.00	0.00	Other Contributing Action	No Contributing Action
9/6/2024	1:35 pm	ARAPAHOE AVE	55TH ST			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Other	SUV	West	Stopped in Traffic	false	false	45.00	1.00	45.00	0.00	Other Contributing Action	No Contributing Action
9/3/2023	1:50 am	ARAPAHOE AVE	55TH ST	E	1054.00	Wild Animal	Wild Animal	Animal	Non-intersection	Dry	Dark-unlighted	Clear	false	PDO	SUV	West	Going Straight				false		45.00	40.00			Other Contributing Action	
3/14/2016	7:08 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Front to Side	Front to Side	Right Angle	At Intersection	Dry	Dawn or dusk	Clear	false	INCAP	Motorcycle	East	Going Straight	Passenger Car/Passenger Van	West	Making Left Turn	false	false	45.00	80.00	45.00	5.00	Reckless Driving	No Contributing Action
2/18/2023	8:12 am	ARAPAHOE AVE	CONESTOGA ST			Front to Side	Front to Side	Approach Turn	At Intersection	Dry	Daylight	Clear	false	INCAP	Passenger Car/Passenger Van	East	Going Straight	Passenger Car/Passenger Van	South	Making Left Turn	false	false	45.00	80.00	45.00	15.00	Reckless Driving	No Contributing Action
12/29/2022	10:15 pm	ARAPAHOE AVE	OLD TALE RD	W	100.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Icy	Dark-lighted	Clear	false	PDO	Passenger Car/Passenger Van	West	Passing	Passenger Car/Passenger Van	West	Going Straight	false	false	45.00	55.00	45.00	35.00	Too Fast For Conditions	No Contributing Action
7/30/2022	7:53 am	ARAPAHOE AVE	OLD TALE RD			Side to Side -	Side to Side - Opposite Direction	Overtaking turn	At Intersection	Dry	Daylight	Clear	false	NONINCAP	Medium/Heavy Trucks staying within	East	Making Left Turn	SUV	East	Going Straight	false	false	45.00	15.00	45.00	35.00	Turned from Wrong Lane or P	No Contributing Action
7/18/2022	12:21 pm	ARAPAHOE AVE	56TH ST	E	1010.00	Front to Rear	Front to Rear	Overtaking turn	Crossover-Related	Dry	Daylight	Clear	false	PDO	Pickup Truck/Utility Van	West	Making U-Turn	Pickup Truck/Utility Van	West	Going Straight	false	false	45.00	20.00	40.00	40.00	Turned from Wrong Lane or P	No Contributing Action
9/4/2018	8:51 am	ARAPAHOE AVE	55TH ST	W	404.00	Front to Rear	Front to Rear	Rear End	Driveway Access Related	Dry	Daylight	Clear	false	PDO	Unknown Hit & Run Only	East	Going Straight	Passenger Car/Passenger Van	East	Making Right Turn	false	false	45.00	0.00	45.00	15.00		No Contributing Action
8/9/2023	4:52 pm	ARAPAHOE AVE	55TH ST	W	100.00	Side to Side -	Side to Side - Same Direction	Sideswipe-Same Direction	Non-intersection	Dry	Daylight	Clear	false	PDO		East	Weaving	SUV	East	Going Straight		false	40.00	60.00	40.00	40.00		No Contributing Action
11/29/2017	12:00 pm	ARAPAHOE AVE	PRIVATE PROPERTY										false	PDO							false	false	0.00	0.00	0.00	0.00		
7/23/2024	8:15 am	ARAPAHOE AVE	56TH ST	E	1001.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	PDO														
7/23/2024	9:10 am	ARAPAHOE AVE	CONESTOGA ST	E	25.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO														
9/5/2024	4:50 pm	ARAPAHOE AVE	55TH ST	W	100.00	Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	PDO														
8/28/2023	5:13 pm	ARAPAHOE AVE	55TH ST	W		Front to Rear	Front to Rear	Rear End	Non-intersection	Dry	Daylight	Clear	false	POSS														
7/17/2024	5:06 pm	ARAPAHOE AVE	55TH ST			Side to Side -	Side to Side - Opposite Direction	Approach Turn	At Intersection	Dry	Daylight	Clear	false	PDO														
1/28/2015	1:30 pm	ARAPAHOE AVE	CONESTOGA ST		0.00	Bicycle / Moto	Bicycle / Motorized Bicycle	Bicycle	Driveway Access Related	Dry	Daylight	Clear	false	PDO														
8/8/2017	12:55 pm	PRIVATE PROPERTY	ARAPAHOE AVE			Front to Rear	Front to Rear	Rear End	At Intersection	Dry	Daylight	Clear	false	PDO	Passenger Car/Passenger Van	South	Going Straight	SUV	North	Stopped in Traffic	false	false	25.00	5.00	25.00	0.00	Careless Driving	No Contributing Action

ORDINANCE 8736

AN ORDINANCE REZONING APPROXIMATELY 65,122 SQUARE FEET OF LAND LOCATED AT 5501 ARAPAHOE AVENUE AND ADJACENT RIGHTS-OF-WAY FROM THE BUSINESS - COMMUNITY 1 (BC-1) TO THE MIXED USE 4 (MU-4) ZONING DISTRICT AS DESCRIBED IN CHAPTER 9-5, "MODULAR ZONE SYSTEM," B.R.C., 1981, AND SETTING FORTH RELATED DETAILS.

THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, FINDS:

A. A public hearing before the Planning Board of the City of Boulder was duly held on December 2, 2025, in consideration of rezoning approximately 65,122 square feet of land from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district, that is a parcel of land generally located at 5501 Arapahoe Avenue, City of Boulder, County of Boulder, State of Colorado, as more particularly described on **Exhibit A** attached to this ordinance (the "5501 Arapahoe Property"), and the adjacent 55th Street right-of-way and the adjacent Arapahoe Avenue right-of-way, all currently zoned Business - Community 1 (BC-1), shown on **Exhibit B** attached ("Adjacent Rights-of-Way"). The 5501 Arapahoe Property and the Adjacent Rights-of-Way are collectively hereafter referred to as the "Property."

B. The Planning Board found that the rezoning of the Property from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan; is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan land use map designation of Community Business; and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981;

C. The Planning Board recommended that the City Council amend the zoning district map to include the Property in the Mixed Use 4 (MU-4) zoning district as provided in Chapter 9-5, "Modular Zone System," B.R.C. 1981;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Chapter 9-5, "Modular Zone System," B.R.C. 1981, and the zoning district map forming a part thereof are amended to include the Property within the Mixed Use 4 (MU-4) zoning district.

Section 2. The City Council finds that the rezoning of the Property from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan, is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan, and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981. The City Council adopts the recitals as a part of this ordinance.

Section 3. The City Council has jurisdiction and legal authority to rezone the Property.

Section 4. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern. The rezoning of the Property bears a substantial relation to, and will enhance the general welfare of, the Property and of the residents of the City of Boulder.

Section 5. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 18th day of December, 2025.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 5th day of February, 2026.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

EXHIBIT A

LEGAL DESCRIPTION

(5501 Arapahoe Avenue)

A parcel of land situate in the Southwest One-Quarter of Section 27, Township 1 North, Range 70 West of the 6th P.M., County of Boulder, State of Colorado, more particularly described as follows:

Commencing at the Southwest corner of said Section 27;
Thence North 89 Deg. 59' East, a distance of 30 feet;
Thence North 0 Deg. 12'40" West, a distance of 60.30 feet to the True Point of Beginning;
Thence continuing North 0 Deg. 12'40" West, a distance of 3569.70 feet;
Thence North 89 Deg. 59' East, a distance of 170.00 feet;
Thence South 0 Deg. 12'40" East, a distance of 366.65 feet;
Thence North 87 Deg. 40'30" West, a distance of 170.16 feet to the True Point of Beginning;

EXCEPT those portions conveyed to the City of Boulder by Warranty Deed recorded November 7, 19083 as Reception No. 586690.

EXHIBIT B

REZONING MAP

(5501 Arapahoe Avenue)

ORDINANCE 8736

AN ORDINANCE REZONING APPROXIMATELY 65,122 SQUARE FEET OF LAND LOCATED AT 5501 ARAPAHOE AVENUE AND ADJACENT RIGHTS-OF-WAY FROM THE BUSINESS - COMMUNITY 1 (BC-1) TO THE MIXED USE 4 (MU-4) ZONING DISTRICT AS DESCRIBED IN CHAPTER 9-5, "MODULAR ZONE SYSTEM," B.R.C., 1981, AND SETTING FORTH RELATED DETAILS.

THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO, FINDS:

A. A public hearing before the Planning Board of the City of Boulder was duly held on November 18, 2025, in consideration of rezoning approximately 65,122 square feet of land from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district, that is a parcel of land generally located at 5501 Arapahoe Avenue, City of Boulder, County of Boulder, State of Colorado, as more particularly described on **Exhibit A** attached to this ordinance (the "5501 Arapahoe Property"), and the adjacent 55th Street right-of-way and the adjacent Arapahoe Avenue right-of-way, all currently zoned Business - Community 1 (BC-1), shown on **Exhibit B** attached ("Adjacent Rights-of-Way"). The 5501 Arapahoe Property and the Adjacent Rights-of-Way are collectively hereafter referred to as the "Property."

B. The Planning Board found that the rezoning of the Property from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan; is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan land use map designation of Community Business; and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981;

C. The Planning Board recommended that the City Council amend the zoning district map to include the Property in the Mixed Use 4 (MU-4) zoning district as provided in Chapter 9-5, "Modular Zone System," B.R.C. 1981;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Chapter 9-5, "Modular Zone System," B.R.C. 1981, and the zoning district map forming a part thereof are amended to include the Property within the Mixed Use 4 (MU-4) zoning district.

Section 2. The City Council finds that the rezoning of the Property from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan, is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan, and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981. The City Council adopts the recitals as a part of this ordinance.

Section 3. The City Council has jurisdiction and legal authority to rezone the Property.

Section 4. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern. The rezoning of the Property bears a substantial relation to, and will enhance the general welfare of, the Property and of the residents of the City of Boulder.

Section 5. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 18th day of December, 2025.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 5th day of February, 2026.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

EXHIBIT A

LEGAL DESCRIPTION

(5501 Arapahoe Avenue)

A parcel of land situate in the Southwest One-Quarter of Section 27, Township 1 North, Range 70 West of the 6th P.M., County of Boulder, State of Colorado, more particularly described as follows:

Commencing at the Southwest corner of said Section 27;
Thence North 89 Deg. 59' East, a distance of 30 feet;
Thence North 0 Deg. 12'40" West, a distance of 60.30 feet to the True Point of Beginning;
Thence continuing North 0 Deg. 12'40" West, a distance of 3569.70 feet;
Thence North 89 Deg. 59' East, a distance of 170.00 feet;
Thence South 0 Deg. 12'40" East, a distance of 366.65 feet;
Thence North 87 Deg. 40'30" West, a distance of 170.16 feet to the True Point of Beginning;

EXCEPT those portions conveyed to the City of Boulder by Warranty Deed recorded November 7, 19083 as Reception No. 586690.

EXHIBIT B

REZONING MAP

(5501 Arapahoe Avenue)


5485 CONESTOGA CT 250
1750 55TH ST
5589 ARAPAHOE AVE
IG
5585 ARAPAHOE AVE
5440 CONESTOGA CT
1700 N 55TH ST
56th St
5501 ARAPAHOE AVE
5505 ARAPAHOE AVE
5565 ARAPAHOE AVE
5495 ARAPAHOE AVE
55th St
MU-4
BC-1
Arapahoe Ave
BC-1
Arapahoe Ave
P
5500 ARAPAHOE AVE
5550 ARAPAHOE AVE
5600 ARAPAHOE AVE
P
1595 55TH ST
5600 ARAPAHOE AVE
RH-5

ORDINANCE 8737

AN ORDINANCE REZONING APPROXIMATELY 56,896 SQUARE FEET OF LAND LOCATED AT 5505 ARAPAHOE AVENUE AND THE ADJACENT ARAPAHOE AVENUE RIGHT-OF-WAY FROM THE BUSINESS - COMMUNITY 1 (BC-1) TO THE MIXED USE 4 (MU-4) ZONING DISTRICT, AND REZONING THE ADJACENT 56TH STREET RIGHT-OF-WAY FROM INDUSTRIAL - GENERAL (IG) TO THE MIXED USE 4 (MU-4) ZONING DISTRICT AS DESCRIBED IN CHAPTER 9-5, "MODULAR ZONE SYSTEM," B.R.C., 1981, AND SETTING FORTH RELATED DETAILS.

THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO FINDS:

A. A public hearing before the Planning Board of the City of Boulder was duly held on December 2, 2025, in consideration of rezoning approximately 56,896 square feet of land from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district, that is a parcel of land generally located at 5505 Arapahoe Avenue, City of Boulder, County of Boulder, State of Colorado, as more particularly described on **Exhibit A** attached to this ordinance (the "5505 Arapahoe Property"), and the adjacent Arapahoe Avenue right-of-way currently zoned Business - Community 1 (BC-1) and the adjacent 56th Street right-of-way currently zoned Industrial – General (IG), shown on **Exhibit B** attached ("Adjacent Rights-of-Way"). The 5505 Arapahoe Property and the Adjacent Rights-of-Way are collectively hereafter referred to as the "Property."

B. The Planning Board found that the rezoning of the Property from the Business - Community 1 (BC-1) and Industrial – General (IG) zoning districts to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan; is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan

land use map designation of Community Business; and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981;

C. The Planning Board recommended that the City Council amend the zoning district map to include the Property in the Mixed Use 4 (MU-4) zoning district as provided in Chapter 9-5, "Modular Zone System," B.R.C. 1981;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Chapter 9-5, "Modular Zone System," B.R.C. 1981, and the zoning district map forming a part thereof are amended to include the Property within the Mixed Use 4 (MU-4) zoning district.

Section 2. The City Council finds that the rezoning of the Property from the Business - Community 1 (BC-1) and Industrial – General zoning districts to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan, is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan, and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981. The City Council adopts the recitals as a part of this ordinance.

Section 3. The City Council has jurisdiction and legal authority to rezone the Property.

Section 4. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern. The rezoning of the Property bears a substantial relation to, and will enhance the general welfare of, the Property and of the residents of the City of Boulder.

Section 5. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 18th day of December, 2025.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 5th day of February, 2026.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

EXHIBIT A

LEGAL DESCRIPTION

(5505 Arapahoe Avenue)

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27;
THENCE NORTH 89°59' EAST, A DISTANCE OF 30 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 420.00 FEET;
THENCE NORTH 89°59' EAST, A DISTANCE OF 170.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 89°59' EAST, A DISTANCE OF 160.00 FEET;
THENCE SOUTH 0°12'40" EAST, A DISTANCE OF 373.20 FEET;
THENCE NORTH 87°40°30" WEST, A DISTANCE OF 160.16 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 366.65 FEET TO THE TRUE POINT OF BEGINNING;
EXCEPTING THEREFROM THE SOUTHERLY 5 FEET AS CONVEYED TO THE CITY OF BOULDER BY MELVILLE B. LINDQUIST IN DEED RECORDED NOVEMBER 7, 1983 ON FILM 1278 AS RECEPTION NO. 586689, TOGETHER WITH AN EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF PROVIDING INGRESS AND EGRESS FROM 55TH STREET TO SUBJECT PROPERTY, AS LOCATED IN THE COUNTY OF BOULDER, AS RESERVED BY MELVILLE B. LINDQUIST IN DEED TO BOULDER'S DINNER THEATER, LTD., RECORDED FEBRUARY 22, 1977 ON FILM 954 AS RECEPTION NO. 211633, SAID EASEMENT BEING 30.00 FEET IN WIDTH DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M.;
THENCE NORTH 89°59' EAST, A DISTANCE OF 30.00 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 371.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 0°12'40" WEST, A DISTANCE OF 30.00 FEET;
THENCE NORTH 89°59' EAST, A DISTANCE OF A DISTANCE OF 170.00 FEET;
THENCE SOUTH 0°12'40" EAST, A DISTANCE A DISTANCE OF 30.00 FEET;
THENCE SOUTH 89°59' WEST, A DISTANCE OF 170.00 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH A NON-EXCLUSIVE EASEMENT AS RESERVED BY MELVILLE B. LINDQUIST IN DEED TO BOULDER'S DINNER THEATER, LTD., RECORDED FEBRUARY 22, 1977 ON FILM 954 AS RECEPTION NO. 211633, BEING A 20-FOOT WIDE EASEMENT OVER THE EAST 20 FEET OF THE SOUTH 156.95 FEET OF THE FOLLOWING DESCRIBED PROPERTY:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27;
THENCE NORTH 89°59' EAST, A DISTANCE OF 30 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 60.30 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 0°12'40" WEST, A DISTANCE OF 359.70 FEET;
THENCE NORTH 89°59' EAST, A DISTANCE OF 170.00 FEET;
THENCE SOUTH 0°12'40" EAST, A DISTANCE OF 366.65 FEET;
THENCE NORTH 87°40'30" WEST, A DISTANCE OF 170.16 FEET TO THE TRUE POINT OF BEGINNING,
COUNTY OF BOULDER, STATE OF COLORADO.

EXHIBIT B

REZONING MAP

(5505 Arapahoe Avenue)

ORDINANCE 8737

AN ORDINANCE REZONING APPROXIMATELY 56,896 SQUARE FEET OF LAND LOCATED AT 5505 ARAPAHOE AVENUE AND THE ADJACENT ARAPAHOE AVENUE RIGHT-OF-WAY FROM THE BUSINESS - COMMUNITY 1 (BC-1) TO THE MIXED USE 4 (MU-4) ZONING DISTRICT, AND REZONING THE ADJACENT 56TH STREET RIGHT-OF-WAY FROM INDUSTRIAL - GENERAL (IG) TO THE MIXED USE 4 (MU-4) ZONING DISTRICT AS DESCRIBED IN CHAPTER 9-5, "MODULAR ZONE SYSTEM," B.R.C., 1981, AND SETTING FORTH RELATED DETAILS.

THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO FINDS:

A. A public hearing before the Planning Board of the City of Boulder was duly held on November 18, 2025, in consideration of rezoning approximately 56,896 square feet of land from the Business - Community 1 (BC-1) zoning district to the Mixed Use 4 (MU-4) zoning district, that is a parcel of land generally located at 5505 Arapahoe Avenue, City of Boulder, County of Boulder, State of Colorado, as more particularly described on **Exhibit A** attached to this ordinance (the "5505 Arapahoe Property"), and the adjacent Arapahoe Avenue right-of-way currently zoned Business - Community 1 (BC-1) and the adjacent 56th Street right-of-way currently zoned Industrial – General (IG), shown on **Exhibit B** attached ("Adjacent Rights-of-Way"). The 5505 Arapahoe Property and the Adjacent Rights-of-Way are collectively hereafter referred to as the "Property."

B. The Planning Board found that the rezoning of the Property from the Business - Community 1 (BC-1) and Industrial – General (IG) zoning districts to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan; is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan

land use map designation of Community Business; and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981;

C. The Planning Board recommended that the City Council amend the zoning district map to include the Property in the Mixed Use 4 (MU-4) zoning district as provided in Chapter 9-5, "Modular Zone System," B.R.C. 1981;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BOULDER, COLORADO:

Section 1. Chapter 9-5, "Modular Zone System," B.R.C. 1981, and the zoning district map forming a part thereof are amended to include the Property within the Mixed Use 4 (MU-4) zoning district.

Section 2. The City Council finds that the rezoning of the Property from the Business - Community 1 (BC-1) and Industrial – General zoning districts to the Mixed Use 4 (MU-4) zoning district is consistent with the policies and goals of the Boulder Valley Comprehensive Plan, is necessary to bring the Property into compliance with the Boulder Valley Comprehensive Plan, and meets the criteria for rezoning to the MU-4 zoning district as provided in Chapter 9-2, "Review Processes," B.R.C. 1981. The City Council adopts the recitals as a part of this ordinance.

Section 3. The City Council has jurisdiction and legal authority to rezone the Property.

Section 4. This ordinance is necessary to protect the public health, safety, and welfare of the residents of the city, and covers matters of local concern. The rezoning of the Property bears a substantial relation to, and will enhance the general welfare of, the Property and of the residents of the City of Boulder.

Section 5. The City Council deems it appropriate that this ordinance be published by title only and orders that copies of this ordinance be made available in the office of the city clerk for public inspection and acquisition.

INTRODUCED, READ ON FIRST READING, AND ORDERED PUBLISHED BY TITLE ONLY this 18th day of December, 2025.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

READ ON SECOND READING, PASSED, ADOPTED, AND ORDERED PUBLISHED BY TITLE ONLY this 5th day of February, 2026.

Aaron Brockett
Mayor

Attest:

Elesha M. Johnson
City Clerk

EXHIBIT A

LEGAL DESCRIPTION

(5505 Arapahoe Avenue)

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27;
THENCE NORTH 89°59' EAST, A DISTANCE OF 30 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 420.00 FEET;
THENCE NORTH 89°59' EAST, A DISTANCE OF 170.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 89°59' EAST, A DISTANCE OF 160.00 FEET;
THENCE SOUTH 0°12'40" EAST, A DISTANCE OF 373.20 FEET;
THENCE NORTH 87°40°30" WEST, A DISTANCE OF 160.16 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 366.65 FEET TO THE TRUE POINT OF BEGINNING;
EXCEPTING THEREFROM THE SOUTHERLY 5 FEET AS CONVEYED TO THE CITY OF BOULDER BY MELVILLE B. LINDQUIST IN DEED RECORDED NOVEMBER 7, 1983 ON FILM 1278 AS RECEPTION NO. 586689, TOGETHER WITH AN EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF PROVIDING INGRESS AND EGRESS FROM 55TH STREET TO SUBJECT PROPERTY, AS LOCATED IN THE COUNTY OF BOULDER, AS RESERVED BY MELVILLE B. LINDQUIST IN DEED TO BOULDER'S DINNER THEATER, LTD., RECORDED FEBRUARY 22, 1977 ON FILM 954 AS RECEPTION NO. 211633, SAID EASEMENT BEING 30.00 FEET IN WIDTH DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27, TOWNSHIP 1 NORTH, RANGE 70 WEST OF THE 6TH P.M.;
THENCE NORTH 89°59' EAST, A DISTANCE OF 30.00 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 371.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 0°12'40" WEST, A DISTANCE OF 30.00 FEET;
THENCE NORTH 89°59' EAST, A DISTANCE OF A DISTANCE OF 170.00 FEET;
THENCE SOUTH 0°12'40" EAST, A DISTANCE A DISTANCE OF 30.00 FEET;
THENCE SOUTH 89°59' WEST, A DISTANCE OF 170.00 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH A NON-EXCLUSIVE EASEMENT AS RESERVED BY MELVILLE B. LINDQUIST IN DEED TO BOULDER'S DINNER THEATER, LTD., RECORDED FEBRUARY 22, 1977 ON FILM 954 AS RECEPTION NO. 211633, BEING A 20-FOOT WIDE EASEMENT OVER THE EAST 20 FEET OF THE SOUTH 156.95 FEET OF THE FOLLOWING DESCRIBED PROPERTY:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 27;
THENCE NORTH 89°59' EAST, A DISTANCE OF 30 FEET;
THENCE NORTH 0°12'40" WEST, A DISTANCE OF 60.30 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 0°12'40" WEST, A DISTANCE OF 359.70 FEET;
THENCE NORTH 89°59' EAST, A DISTANCE OF 170.00 FEET;
THENCE SOUTH 0°12'40" EAST, A DISTANCE OF 366.65 FEET;
THENCE NORTH 87°40'30" WEST, A DISTANCE OF 170.16 FEET TO THE TRUE POINT OF BEGINNING,
COUNTY OF BOULDER, STATE OF COLORADO.

EXHIBIT B

REZONING MAP

(5505 Arapahoe Avenue)


5485 CONESTOGA CT 250
1750 55TH ST
5589 ARAPAHOE AVE
IG
5440 CONESTOGA CT
1700 N 55TH ST
5585 ARAPAHOE AVE
56th St
5501 ARAPAHOE AVE
5505 ARAPAHOE AVE
MU-4
5565 ARAPAHOE AVE
5495 ARAPAHOE AVE
55th St
BC-1
Arapahoe Ave
Arapahoe Ave
P
5500 ARAPAHOE AVE
5550 ARAPAHOE AVE
5600 ARAPAHOE AVE
P
1595 55TH ST
5600 ARAPAHOE AVE
RH-5

Attachment H

5501 Arapahoe Ave. Rezoning (LUR2025-00016) and Form-Based Code Review (LUR2025-00027)

Analysis of Section 9-9-22, B.R.C. 1981 - Trip Generation Requirements for the MU-4, RH-6 and RH-7 Zoning Districts.

(a) Purpose. The purpose of this section is to provide the trip generation requirements for the MU-4, RH-6 and RH-7 zoning districts for developments that are not served by a general improvement district or other approved organization that provides transportation related services. Further, it is the purpose of this section to:

(1) Provide approaches to mitigate the impacts of traffic generated by development and redevelopment.

(2) Ensure that the amount of land used for parking is the minimum necessary to serve development in the area.

(3) Provide opportunities for parking that is provided in a development to be used in an efficient manner during all times of the day or evening.

(b) Scope. The applicant for any additional floor area for a property located in the MU-4, RH-6 and RH-7 zoning districts shall demonstrate that the development does not exceed the trip generation allowance standards of this section. The requirements of this section do not apply to development proposals within general improvement districts or other organizations that have service plans which include transportation demand management and parking management programs that have been approved by the city council to generally meet the objectives described in this section.

(c) Trip Generation Allowance. The applicant for any development subject to the requirements of this section shall demonstrate that a certain percentage of trips generated by the development during the highest peak travel time will be by alternative modes or avoided, as specified below:

√ In the East Boulder form-based code areas, at least 30 percent of the trips generated by the development shall be by alternative modes or avoided.

The applicant has provided a TDM Plan that supports a 30 percent alternative travel mode reduction supported by the various TDM alternatives available in the City of Boulder and the TDM measures proposed by the applicant per the 55th & Arapahoe Station Area Master Plan (STAMP).

√ Trip Generation Calculation. The trip generation allowance shall be calculated using standard calculation methods commonly accepted by the Institute of Traffic Engineers for the uses of land that are proposed for the development during the highest peak travel times. The applicant shall provide the city manager with information necessary to demonstrate that the appropriate number of trips for the proposed development has been provided.

*The applicant has provided a Traffic Study (**Attachment E** to the staff memorandum) prepared by a licensed transportation engineer which shows the estimated trip generation potential for the currently proposed land use based on the trip generation rates from the 11th Edition of the ITE Trip Generation*

Manual, 2021. These estimates show an expected reduction of 30 percent due to alternative travel modes as shown in Table 2 of the Traffic Study. This reduction is supported by a separate Travel Demand Management (TDM) Plan.

√ **Trip Reduction and Mitigation. The applicant shall demonstrate how it will achieve the alternative mode use and trip avoidance required pursuant to subsection (c) at the highest peak travel time through a transportation demand management plan.**

The TDM Plan includes numerous strategies to achieve alternate mode use and trip avoidance at peak travel times. Please see pages 10-12 of the TDM Plan included as ***Attachment D*** *to the staff memorandum for further information.*

√ **Transportation Demand Management Plan. A transportation demand management plan shall be submitted with all development applications that add a nonresidential use floor area or an additional dwelling unit that demonstrates compliance with the trip generation requirements. Any combination of the following methods may be incorporated into the transportation demand management plan to achieve the requirements of this section.**

(1) Parking management strategies.

(2) Enhanced design and amenities.

(3) Financial incentives.

(4) Trip reduction and avoidance programs and policies.

(5) Marketing and outreach.

The proposed TDM Plan includes all of the above methods.

√ **Components of a Transportation Demand Management Plan. An applicant may divide a transportation demand management plan into two components: (1) infrastructure and amenities; and (2) a transportation demand management operations program. As part of a development approval, the city manager will approve separate trip generation reductions attributable to each element of the transportation demand management plan.**

The TDM Plan is organized into the two components described above.

√ **Infrastructure and Amenities. The infrastructure and amenities component of the transportation demand management plan shall include all of the elements of the transportation demand management plan that require the construction of either private or public improvements. The improvements may include, without limitation, facilities such as showers and changing facilities, parking area design, amenities that support alternate mode use such as covered and**

secure bicycle parking or enhanced pedestrian, bicycle and transit access. Unless otherwise approved in the infrastructure and amenities plan, all public and private improvements shall be constructed prior to or concurrent with the construction of the buildings within the development. If construction of such improvements is to occur later, the applicant shall submit, subject to the review and approval of the city manager, an improvement construction phasing plan. The applicant shall demonstrate that phasing of the construction of improvements is necessary because such improvement cannot be effectively or efficiently utilized until a given level of development has been completed on the property.

*The infrastructure and amenities portion of the TDM Plan can be found on pages 10-12 of the TDM Plan included as **Attachment D** to the staff memorandum. All infrastructure and amenities shall be constructed concurrent with the construction of the building.*

√ Demand Management Operations Program. The demand management operations program shall be the plan that is used by the tenant or occupant of a development or a portion thereof. The demand management operations plan shall include those programs necessary to meet the trip reduction requirements of this section, including without limitation the following:

√ Parking management strategies that may include unbundled parking, paid parking areas or carpool or vanpool preferred parking areas.

The retail spaces will be bundled and unpaid to assure a space is available for customers during business hours but the balance of the site parking (all 287 residential spaces) will be shared, unbundled, managed, and paid. Parking for resident vehicles will be paid via a separate lease from the rent and shared with no reserved spaces. The applicant plans to charge $150 per month for onsite resident parking to discourage vehicle storage.

√ Active promotion of alternate modes through marketing and outreach programs to employees or residents.

An orientation packet will be provided to each new resident which includes brochures, maps, and other resources to inform residents of their transportation options. This packet will include RTD bus information, the City of Boulder bicycle and pedestrian map (or similar), instructions for the proper parking of Lime scooters, and information on special events. This packet will be provided initially by the leasing agent.

√ Financial incentives for employees or residents to alternate modes such as public transit passes, subsidized transit or vanpool fares or a parking cash-out program.

The site proposes to participate in the NECO and BECO Bus Pass program. The applicant will pay the cost of providing ECO passes to residents and employees for a period of three years upon request if they don't already receive a pass from their employer or other arrangement (such as being a student at CU).

√ Policies and programs including bicycle or carshare services, telework stations in residential buildings or telecommuting and compressed work week programs for employees.

The applicant is coordinating with Colorado Car Share to see if dedicating a parking space for this is appropriate. If Colorado Car Share is not interested in this location or doesn't reach an agreement with the applicant, the applicant would be interested in a privately managed car share program as an alternative. The applicant has coordinated with B-Cycle to locate one docking station (includes one year of membership) and one potential expansion station (pending needs). The B-Cycle location is located along the Arapahoe multi-use path for E/W travel convenience and potential expansion capabilities - see attached for correspondence with B-Cycle.

√ A plan for monitoring the effectiveness of the transportation demand management plan that is submitted to the city manager on a biannual basis, using guidelines and performance measures developed by the city. The monitoring plan shall state whether the monitoring shall be done by the owner, occupant, tenant or other designated organization.

Through lease agreement, the site's residents will agree to participate in annual on-line or paper surveys regarding their use and satisfaction with transportation demand management programs. The evaluation is expected to be administered by the property management - the City of Boulder will provide the survey questions using Survey Monkey or similar on-line tools. The developer will secure agreement to participate, with the expectation that 10-20% of residents will actually participate based on typical survey return rates. The City of Boulder will be responsible for data analysis and summarization

√ Sustainable Funding. The costs of a transportation demand management program shall be the responsibility of the owner, occupants, tenants or visitors to the development. The applicant shall be required to demonstrate how the facilities and programs will be initially funded and funded over time to ensure implementation and ongoing operation of the facilities and programs.

Ownership will capitalize the installation and start-up costs for the carshare, bike share, and transit benefits referenced in the TDM within the development budget, similar to an impact fee. The construction costs for items like the B-Cycle docking station pads, mobility hub, and information displays will be included in the hard cost budget. Any on-going costs associated with the TDM measures will be included in the initial underwriting of the operating proforma, and then eventually in the annual operating budget for the building, similar to costs for other resident amenities or annual maintenance and inspections

√ Monitoring and Evaluation. The owner of any property that has a transportation demand management plan shall be responsible for ensuring that the monitoring and evaluation component of the transportation demand management plan is completed as required by this section. Monitoring and evaluation data shall be submitted to the city manager on a biannual basis. The monitoring and evaluation data shall be in a form acceptable to the city manager and shall address

the effectiveness of the approved transportation demand management plan in reaching the trip generation requirements of this section. If the monitoring data shows that the transportation demand management plan is not meeting the trip generation requirements of this section, the owner shall submit a revised transportation demand management plan that meets the requirements of this section within thirty days of a request by the city manager.

The applicant agrees to a monitoring plan that produces an annual report. As a part of the annual report, the owner of the property shall submit a vehicle trip generation study signed, sealed, and dated by a Colorado licensed professional engineer who is third-party certified as an expert in the area of traffic engineering consistent with the following standards:

- *Count: The vehicle trip generation study must include a count of all motor vehicles entering and exiting the property access points. The count must comply with the following:*
- *Study Month: Traffic counts must be conducted during the same month every year.*
- *Count Days: Counts must be conducted on Tuesday, Wednesday, or Thursday of the same week. Counts may not be conducted during a holiday week or during summer break of the Boulder Valley School District.*
- *Hours: The counts on the required days shall be 24-hour traffic counts.*
- *Frequency of Reporting: Data must be reported in hourly intervals.*
- *Counts: The counts must measure all motor vehicles entering and existing the parking areas for the property. Turning movement counts are not required.*
- *Count Method: The count methods may be an automatic method, such as pneumatic tube counts, video, or garage gate counts*

CASE NUMBER:	LUR2025-00027
PROJECT ADDRESS:	5501 Arapahoe Ave.
DATE:	5/14/2025
CASEMANAGER:	Chandler Van Schaack

INSTRUCTIONS:

	For orange cells, use the pulldown to select the appropriate response. (Note the key must remain in place in
	For cells outlined in red, write in the appropriate requested information.
	The blues cells are provided to write notes or explanations, such as of missing items.
☐	Checkboxes are provided to note items used to meet the standards.

FBC DOCUMENTATION DIAGRAMS:

☑	SITE PLAN WITH FRONTAGE TYPES
☑	SITE PLAN WITH OUTDOOR SPACES & PUBLIC SPACES
☑	SITE PLAN WITH PERMABLE, IMPERVIOUS & SEMI PERVIOUS SURFACES
☑	ARCHITECTURAL PLANS WITH FBC BUILDING DETAILS NOTED
☑	ARCHITECTURAL PLANS WITH FBC ELEVATION FAÇADE VARIATION
☑	ARCHITECTURAL PLANS WITH FBC BUILDING FORM AND MASSING
☑	ARCHITECTURAL PLANS WITH FBC BUILDING DETAILS
☐	

EXCEPTIONS REQUESTED:Requested Exceptions to Form Based Code:

GENERAL NOTES

PROJECT NAME: LUR2025-00027

PROJECT ADDRESS: 5501 Arapahoe Ave.

	9-14-5 EXISTING STRUCTURES AND USES NOT CONFORMING WITH THIS CHAPTER		NOTES
☐	**(1) Expansions of More Than 60% of Floor Area**	Is there an addition that is more than 60% of the gross building sq ft? OR is there an addition that, combined with other additions in the previous 5 years would be the equivalent of 60% of the gross building sq ft? [Mark and continue to review with all of the standards.]	N/A
☐	**(2) New Façade Due to Expansion**	[If any marked, review using building type height, façade, and base requirements plus building design requirements in 9-14-27 through 9-14-33]	N/A
☐	**(3) Replacement of More Than 60% of Existing Façade**	[If any marked, review using building type façade and base requirements plus building design requirements in 9-14-27 through 9-14-33]	N/A
☐	**(4) Replacement of More Than 60% of Roof Structure**	[If any marked, review using cap type requirements for the building type]	N/A

PROJECT NAME: LUR2025-00027
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9.14.6(c)	EAST BOULDER REGULATING PLAN. Refer to Figures 14-3 THROUGH 14-7.			Notes
MEETS	**(1) Transportation Connections**	Location or Street		
☑	Type A Frontage	55th Street		
☑	Type B Frontage	Arapahoe Ave.		
☑	Type C Frontage	56th Street		
☐	Other Frontages (multi-use path, paseo)	N/A		
☑	Required Shopfront Base	55th St. and Arapahoe Ave		
MEETS	**(2) Mid-block Pathways.**	N/A		
	(3) Required Building Types	**General**		
MEETS	BUILDING TYPE(S) ALLOWED	BUILDING TYPE(S) USED		
☑	General Building	☑	General Building	
☐	Workshop Building	☐	Workshop Building	
☐	Row Building	☐	Row Building	
☐	Parkside Mix: General or Row Building	☐	Parkside Mix: General or Row Building	
☐	Flex Mix: General or Workshop Building	☐	Flex Mix: General or Workshop Building	
MEETS	**(4) Required Residential**			
☑	ROW Building over 35,000 sf	☑	General Building over 35,000 sf	
☑	Residential Provided (at least 50%)			234,793 SF of residential out of 414,287 SF total
☐	Exception approved?	N/A		
MEETS	**(5) Production Business Space (East Boulder)**			509 sf
☑	10% of general and workshop building floor area, minimum 500 sf up to 5,000 sf, broken into multiple spaces			
☑	Automobile parking and access are not included in floor area.			
☑	Ground story residential is not included in floor area.			
☐	Service Base Provided or			
☑	Shopfront Base Provided			
MEETS	**(6) Location-Based Maximum Height**			
☑	Plans match height shown on regulating plan:	55'		height measurements
MEETS	**(7) Required Shopfront Base**	Base must be located per regulating plan and must extend around corners along streets, paseos, paths, outdoor space minimum of 30 feet.		
N/A	**(8) Valmont Park Frontage**			
☐	**(9) Large Site Requirements**	N/A		
☐	**(10) Terminated Vistas**	N/A		

PROJECT NAME: LUR2025-00027
PROJECT ADDRESS: 5501 Arapahoe Ave.

				NOTES
9-14-10. STREETSCAPE AND PASEO DESIGN				
	(a) General Requirements			
MEETS	(1) Conformance to Plans		Streetscape and paseos match connection plan.	
N/A	(2) Compatible Design		Within the development, paving patterns, seating design, bulb-outs are compatible in character.	
	(3) Additional Design Reqmts			
N/A	(A) Bulb-outs.		Bulb-outs installed at each end of pedestrian crossing at an intersection.	
MEETS	(B) Sight Triangle Area		Meets requirements of 9-9-7.	
		☐	Alternative Method of Compliance Used?	
MEETS	(C) Street Furnishings		At least 2 benches and one trash receptable per blockface.	
MEETS	(D) Permeable Surface Area for Trees	☐	(i) Meets minimum size requirements in Table 14-1, per tree.	
		☐	(ii) Suspended Pavement System, where permeable surface area extends under hardscape.	
N/A	**(b) Paseos**			
	Required per regulating plan:		Used:	
	☐ Narrow Paseo	☐	Narrow Paseo	
	☐ Wide Paseo	☐	Wide Paseo	
	☐ Enhanced Paseo I	☐	Enhanced Paseo I	
	☐ Enhanced Paseo II	☐	Enhanced Paseo II	
N/A	(1) General Paseo Design Standards (Table 14-2).			
		☐	Minimum Width of Paseo	
		☐	Minimum Width of Public Access Easement	
		☐	Elements within public access easement	
		☐	Minimum Width of Pedestrian Travel Way	
		☐	Survace Treatment of Pedestrian Travel Way	
		☐	Minimum Distance between Pedestrian Travel Way and Adjacent Buildings	
		☐	Minimum Slope between Pedestrian Travel Way and Adjacent Buildings	
		☐	Minimum dimensions for Adjacent Outdoor Seating Areas	
		☐	Outdoor Lighting	
		☐	Special Design Requirements	
N/A	(2) Paseo Surface Design.	☐	Comprehensively designed paving patterns and materials	
N/A	(4) Special Design Requirements			
N/A	(A) Narrow Paseo	☐	(i) Open to sky with one building 2 stories or less or 3rd and higher stories setback 15 ft. min.	
		☐	(ii) Includes landscaping in pots and planters	
N/A	(B) Wide Paseo	☐	(i) Open to sky except canopies and trellises	

		☐	(ii) Includes art	
		☐	(iii) Includes mix of hardscape and at least 25% landscape (plus additional requirements)	
N/A	(C) Enhanced Paseo I or II	☐	(i) Includes terraced transitions between grades of walls max. 3 ft.	
		☐	(ii) Includes mix of hardscape and landscape	
		☐	(iii) In East Boulder, is located/measured from outer northern edge of ditch easement.	
		☐	(iv) In East Boulder, is Type C and garage access is not located on paseo.	
N/A	(5) Different fire access required by fire code or DCS?	☐		
9-14-11. SITE DESIGN REQUIREMENTS				
Seeking MOD	**(a) Site Access**		Consistent with 9-9-5 Site Access Control, except as modified.	Modification requested to allow for two access points. THE PROPOSED MODIFICATION IS ACCOMPANIED BY A TRAFFIC STUDY TO DEMONSTRATE A NEED FOR A TOTAL OF TWO ACCESS POINTS WITH ONE BEING IN A TYPE A FRONTAGE.
	(3) Driveways	☑	Driveways are not located in any street yard or setback unless crossing perpendicularl through to a lot.	
	(4) Trash and Recycling Areas	☑	At trash/recycling areas, one mountable rolled curb section is allowed on a Type B or C street, maximum 10 feet in width.	
MEETS	**(b) Street yard design.**			
	(1) Coordinated design.	☑	Combined streetscape and street yard are coordinated and comprehensively designed.	
	(2) Shopfront streetscape	☑	Shopfront streetscape is within 24 inches of windows and hardscape is connected to the public sidewalk and building entrance.	
	(3) Trees	☑	At least one tree is planted for every 1000 sf of street yard, courtyard,	
	(4) Hardscape.	☑	(4) Hardscape areas are paved with unit pavers or poured-in-place materials	
	(5) Landscape Beds	☑	(5) A min. of 25% of street yard areas including courtyards and streetscape	
	(6) Seating and Amenities	☑	Temporary or Permanent Seating and at least one amenity (pergola, trellis, etc.) are provided in courtyards and streetscape plazas.	
MEETS	**(c) Yards and Setbacks.**			
	(1) Trees	☑	(1) Min. one tree per 1500 sf.	
	(2) Landscape Areas	☑	(2) Mix of paved and landscaped areas.	
N/A	**(d) Inter-Lot Drives.**		Adjacent parking lots are connected with a shared drive.	
N/A	**(e) Mid-block Pathways.**			
	(1) Pathway Location	☐	Mid-block pathways are located within 50 feet of midpoint of frontage and cor	There is no required mid-block pathway on this site.
	(2) Pathway Width	☐	Pathway area between facades is min. 10 ft. and pathway is min. 5 ft.	
	(3) Pathway Construction Standards	☐	Path construction matches to City DCS sidewalk standard.	

(4) Open Air	☐ ☐	Pathway is open to sky except building bridge(s) are no more than 30 ft. deep and covering no more than 30% of pathway. Clearance under building bridge is 15 ft. min.	

PROJECT NAME: LUR2025-00027
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9-14-12. OUTDOOR SPACES				NOTES
	(d) Outdoor Space Types	East Boulder projects >75,000 sf of Residential require 2 outdoor spaces		
MEETS	Outdoor Space 1, mark type below	Need more INFO	Outdoor Space 2, mark type below	
☐	Specific Location: Plaza	☐	Specific Location: Plaza	
☐	Specific Location: Green	☐	Specific Location: Green	
☐	Specific Location: Commons	☐	Specific Location: Commons	
☐	Specific Location: Pocket Park	☐	Specific Location: Pocket Park	
☐	Specific Location: Park/Greenway	☐	Specific Location: Park/Greenway	
☐	d2: Underpass Outdoor Space	☐	d2: Underpass Outdoor Space	
☐	d3 Existing Public Space within 1/8 mile	☐	d3 Existing Public Space within 1/8 mile	
☑	d4A: Optional Area - Courtyard Courtyard, min. 1600 sf in size and meeting 9-14-14(g) or (h)	☑	d4A: Optional Area - Courtyard Courtyard, min. 1600 sf in size and meeting 9-14-14(g) or (h)	
☐	d4B: Optional Area - Playground 1400 sf	☐	d4B: Optional Area - Playground 1400 sf	
MEETS	**(d5) Outdoor Space Required**	(5) Small project exception taken.		
MEETS	**(e) General Design Standards**			
☑	(1) Landscaped Areas.	(1) Landscape areas meet 9-9-12.		
☑	(2) Exterior Paved Areas.	(2) Exterior paved areas meet 9-9-11(e)(5)(A) and (B)		
☑	(3) Recreational Amenities	(3) Recreational amenities are included, such as benches, tables, lighting, sculptures, planters, trees.		
MEETS	**(f) Access**	Accessible from a pedestrian route associated with the street and building entrances.		
N/A	**(g) Fences**			
☐	(1) Fences no taller than 4 ft., except as approved for safety.			
☐	(2) Fence opacity is 60% or less.			
☐	(3) Fence is not chain-link.			
☐	(4) Openings or operable, unlocked gates provided on every street frontage a min. of one/100 ft. of frontage.			
MEETS	**(i) Continuity**			
☑	Outdoor space connects to abutting or proximate existing public way or open space.			
MEETS	**(k) Improvements meet the definition.** [Mark any included below.]			
☐	Designated Sports Field	☐	Fully Enlosed Structure	**MOBILITY HUBS MAY RANGE FROM PICK-**
☐	Playground	☐	Semi-Enclosed Structure	**SERVICES TO STATIONS FOR BIKE-SHARE S**
☑	Mobility Hub	☐	Open Water	**SHALL HAVE A DESIGNATED SPACE AND IN**
MEETS	**(l) Stormwater**			**COMPLIANCE PER DIAGRAM.**
☑	(l) Stormwater is integrated into the space design.			
☑	(l)(2) Stormwater features are not fenced and do not impede public use of the space.			
☐	(l)(3) Retaining walls for stormwater feature are not more than 2.5 ft. in height, except in a greenway.			
☑	(l)(4) Stormwater structures are incoprorated into the landscape design and as unobtrusive as possible.			
☐	(l)(4) Concrete stormwater structures are faced in stone or brick.			
☑	(l)(5) Stormwater feature is designed by a qualified landscape architect.			
MEETS	**(m) Plaza**	Plaza standards met.		

N/A	**(n) Green**	Green standards met.	
N/A	**(o) Commons**	Commons standards met.	
N/A	**(p) Pocket Park**	Pocket Park standards met.	
N/A	**(q) Park/Greenway**	Park/Greenway standards met.	
9-14-13. Large Site Development			
N/A	**(b) Streets and Block Layout**		
☐	(1) Block length is 400 ft. or less		
☐	(2) Block perimeter is 1600 ft. or less		
☐	(3) No cul-de-sacs or dead-ends except due to site constraints or natural features.		
☐	(4) Streets are consistent with 9-9-8.		
☐	(A) On-street parking is provided on both sides of the street.		
☐	(5) Paseos meet the standards of 9-14-10.		
N/A	**(c) Frontage Designation**		
☐	(1) New frontages are designated A, B, and/or C, and are consistent with the intent or plan.		
☐	(2) At least 25% of new and existing street frontages are designated Type A.		
N/A	**(d) Terminated vistas**	Terminated vistas meet the requirements of 9-14-14(i).	

PROJECT NAME: LUR2025-00027
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9-14-14 REQUIREMENTS APPLICABLE TO ALL BUILDING TYPES			**NOTES**
☐	**(e) Multiple Principal Structures**	If multiple structures are proposed. [use separate building type sheets for each structure.	
MEETS	**(f) Build to Corner**	Buildings on corners are located in the intersection of the two frontage setbacks.	
N/A	**(g) Streetwall Courtyards**	Courtyards not required as part of streetwall variation do not exceed 35% of streetwall.	
MEETS	**(h) Required Streetwall Variation**		
MEETS	(1) COURTYARD USED		
☑	(A) Courtyard is at least 30 ft. wide and deep		
☑	(B) Courtyard abuts frontage setback.		
☑	(C) No motor vehicle parking is located in the courtyard.		
☑	(D) Courtyard facades are treated with frontage type of adjacent street frontage.		
☑	(E) (i) Courtyard includes no more than 65% pavement with special paving materials and patterns.		
☑	(ii) Landscape beds and trees are consistent with 9-14-11(b).		
☑	(iii) Seating and amenities are consistent with 9-14-11(b).		
MEETS	(2) STREETSCAPE PLAZA USED		
☑	(A) Plaza is located in frontage setback.		
☑	(B) One or more plaza(s) extends along at least 35% of streetwall and from r.o.w. to maximum setback.		
☑	(C) Min. width is 20 feet.		
☑	(D) (i) Hardscape includes special paving materials and patterns.		
☑	(ii) Landscape beds and trees are consistent with 9-14-11(b).		
☑	(iii) Seating and amenities are consistent with 9-14-11(b).		
N/A	**(i) Terminated Vistas**	All streets or curves that terminate on a lot include either open space or building and not parking.	
MEETS	**(j) Trash and Recycling Areas**		
☑	(1) Trash is located in the interior of building		
☑	(A) Access doors are on rear or interior side façade.		
☐	(B) If no rear or interior side façade exists, doors are located on B or C street façade.		
☑	(C) Access doors or gates have min. opacity of 80%.		
☑	(D) Access doors are set back a min. of 5 ft. from any street façade.		
☐	(2) Trash is located in the parking yard, rear yard or interior side yard.		
N/A	**(k) Garage Entrances**	Except service base, garage doors are located on Type B frontage, Type C frontage, rear or interior yard, or along an interior side façade.	
☐	(1) On Type B frontages, garage doors are setback from frontage façade minimum 3 feet.		
☐	(2) On Type B frontages, garage doors meet minimum transparency unless art is incorporated.		
MEETS	**(l) Loading**	Loading is located in rear or interior yard, except service base.	
Seeking MOD	**(m) Modifications**		
☐	Building location within 1 foot of setback.		
☑	Up to 10% increase in total imprevious coverage.		
☐	Up to 10% decrease in streetwall frontage for commercial storefront only.		
☐	Additional story height up to 2 feet.		
☐	Up to 2% transparency reduction and up to 4 s.f. increase of blank wall area on non-Type A frontage.		
9-14-15 TYPE A, B, AND C FRONTAGES.			
MEETS	**(a) Type A Frontage.**		
☑	(1) Met in all locations on regulating plan.		
☑	(2) Met at all required outdoor space frontage.		
☑	(4) Where Type A is located perpendicular to Type B or C or rail corridor, the requirements extend along perpendicular façade 30 feet.		
☐	(5) Where multiple Type A frontages exist, appropriate frontage is selected to be treated as Type A.		
☑	(6) At least one frontage is treated as Type A, even when no Type A is designated.		
MEETS	**(b) Type B Frontage**	(b) Type B Frontage is met in all locations on regulating plan. (May be treated as Type A.)	

MEETS	**(c) Type C Frontage**	(c) Type C frontage only used where allowed on regulating plan. (May be treated as Type A or B.)	

PROJECT NAME: LUR2025-00027

PROJECT ADDRESS: 5501 Arapahoe Ave.

9-14-18 GENERAL BUILDING TYPE			NOTES
BUILDING SITING			
MEETS	**Type A Frontage Streetwall**	80% min.	
MEETS	**Streetwall Variation for Type A and Type B Frontages**	Required for buildings over 180 ft. in width	
MEETS	**Type A Frontage Setback,**	10 ft. to 25 ft. min. to max.	
MEETS	**Type B Frontage Setback,**	5 ft. to 20 ft. min. to max.	
MEETS	**Type C Frontage Setback,**	0 to 15 ft. min. to max.	
N/A	**Side Yard Setback**	5'; 0' required at paseo or multi-use path	
MEETS	**Rear Yard Setback**	15 ft.; 0 ft. required at paseo or multi-use path	
MEETS	**Encroachments (from 9-14-26 definitions)**	Awnings, architectural projections, balconies, and building mounted signage may extend beyond the frontage setback into any yard area, but shall not extend into the street right-of-way unless approved with a revocable permit or lease	
Seeking Except/MOD	**Site Impervious Coverage**	65% max.	Applicant is requesting a 5% increase in impervious coverage for a total of 70% impervious and 15% pervious/ 15% semi-
Seeking Except/MOD	**Additional Semi-Pervious Coverage**	25%	
N/A	**Surface or Accessory Parking Location**	Parking yard only except; limited side yard parking allowed in Valmont Park West and Flatiron Business Park.	
N/A	**Limited Side Yard Parking (from 9-14-26 definitions)**		
☐	(1) The limited side yard parking lot is located fully in an interior side yard.		
☐	(2) The limited side yard parking is configured as one double- or one single-loaded aisle of parking and the centerline of the aisle is located perpendicular to the street.		
☐	(3) The limited side yard parking is not located on corners in any street yard.		
☐	(4) No more than one limited side yard parking lot per building is located along any street frontage.		
☐	(5) Limited side yard parking lot is not located next to another limited side yard parking lot.		
HEIGHT			
MEETS	**Overall: Minimum to Maximum Height**	2 stories min. and 5 stories, 55 ft. max.	
N/A	**Location-Specific Maximum Height**		
	55'	Height indicated by Regulating Plans	
Seeking Except/MOD	**All Stories: Minimum to Maximum Height**	9 ft. min. to 12 ft. max. [See Base Type for ground story heights]	Exception requested to Section 9-14-6 (c)(5)(C)(i), Production Business Space Standards, to allow for the required production business space to have a 10-foot ground story height where 12 feet is the minimum required
MEETS	**Taller Spaces (from 9-14-26 definitions)**	On Type A and B frontage facades, the taller space is no more than 35% of the length of the façade or 35 feet, whichever is less. Taller spaces do not exceed the total height of the surrounding stories and the façade meets the transparency requirements of the surrounding stories.	
USES			
MEETS	**All Frontages & Stories**	All uses consistent with chapter 9-6	
MEETS	**Required Occupied Building Space,** minimum depth from Type A & B frontages, all stories	15 ft. on Type A only	
MEETS	**Parking Location within Building**	Permitted fully in any basement and in all other stories except where occupied space is required.	
FAÇADE REQUIREMENTS			
MEETS	**Transparency on All Type A, B, and C Frontage Facades**		
☑	20% min.		
☑	Blank wall limitations apply as defined in subsection 9-14-26(g). Additional transparency required by base type.		
MEETS	**Horizontal Facade Divisions**	At least one expression line, minimum 2 inch deep, is required within 3 ft. of the top of the ground story and the bottom of any 5th story	
BASE REQUIREMENTS			
MEETS	All ground story Type A, B, and C frontage facades shall meet the requirements of an allowed or required base type		
☑	**Shopfront Base**	Provide where required on regulating plan; allowed on any frontage.	
☐	**Stoop Base**	Allowed on any frontage, except where shopfront base is required.	Shopfront required on corner of 55th and Arapahoe - provided.
☐	**Service Base**	Allowed on any Type C frontage, except where shopfront base is required. Otherwise prohibited.	
CAP REQUIREMENTS			
MEETS	**Cap Type Used**		
☐	Parapet		
☐	Pitched		
☑	Flat		

PROJECT NAME: #VALUE!
PROJECT ADDRESS: 5501 Arapahoe Ave.

9-14-22, 9-14-23, 9-14-24 BASE TYPES

☑	**9-14-22 SHOPFRONT BASE**		**NOTES**
USES			
MEETS	**Uses in required Shopfront Base Locations per Regulating Plan**	A use within the following use categories is required: Food, Beverage, and Lodging; Recreation and Entertainment; Retail Sales Uses; Service Uses; and any category in the Public and Institutional Use Classification.	
N/A	**Uses in Other Shopfront Base Locations**	Any use meeting the requirements of Chapter 9-6, B.R.C.1981, except residential uses are prohibited.	
GROUND STORY HEIGHT			
MEETS	**Ground Story Height**	12 ft. min. to 24 ft. max	19'6"
FAÇADE			
MEETS	**Ground Story Transparency**	75% min. measured between 2 ft. and 10 ft. vertically from average grade of adjacent sidewalk.	
MEETS	**Entrance Location & Number**	Entrances are required a minimum of one per every 60 ft. of building facade.	51'3" entry separation
MEETS	**Entryway Configuration**	Recessed between 3 ft. and 8 ft., maximum 8 ft. wide, from the portion of the Type A frontage ground story facade closest to the street	
MEETS	**Entrance/Ground Story Elevation Grade**	At least 80% of entrances and the ground story shall be within 30 in. (vertically) of adjacent sidewalk elevation.	
MEETS	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2-inch deep, required per every 30 ft. of facade width.	
☐	**9-14-23 Stoop Base**		
USES			
N/A	**Uses**	Any use meeting the requirements of Chapter 9-6, B.R.C.1981.	
GROUND STORY HEIGHT			
N/A	**Ground Story Height**	Same as building type	
FAÇADE			
N/A	**Ground Story Transparency**	Same as building type	
N/A	**Number & Spacing of Entrances**		
☐	Type A Frontage: min. one per ground story residential unit and one per every 50 ft. of facade for other uses.		
☐	Type B Frontage: min. one per 75 ft. of facade.		
N/A	**Entryway Configuration**	Off a stoop/platform, minimum 6 ft. wide and 3 ft. deep.	
N/A	**Entrance/Ground Story Elevation Grade**		
☐	At least 80% of entrances and the ground story shall be either: within 30 in. (vertically) of adjacent street sidewalk average elevation OR		
☐	Between 30 in. and 5 ft. (vertically) with visible basement (transparency required). Visible basement transparency is not required below elevated loading bays with garage doors.		
N/A	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2-inch deep, required per every 30 ft. of facade width.	
☐	**9-14-24 Service Base**		
USES			
N/A	**Uses**	Any use meeting the requirements of Chapter 9-6, B.R.C.1981, except residential uses are prohibited	
GROUND STORY HEIGHT			
N/A	**Ground Story Height**	12 ft. min. to 24 ft. max	
FAÇADE			
N/A	**Ground Story Transparency**		
☐	Type A Frontage: 60% between 2 ft. and 10 ft. above adjacent sidewalk; Blank wall limitations apply only on Type A frontages.		
☐	Type B & C Frontage: Consistent with building type requirement, except blank wall does not apply.		
N/A	**Number & Spacing of Ped. Entrances**	One per each 75-foot portion of street façade	
N/A	**Allowed Garage Bays on Frontages, number**		
☐	Type A Frontage: One per 90 ft. of Type A frontage façade		
☐	Type B & C Frontage: One per 30 ft.		
N/A	**Opening/Door width, maximum**	12 ft. wide	
N/A	**Door Transparency, minimum**		
☐	Glass required between 2 ft. and 10 ft. above sidewalk		
☐	One-way glass allowed on Type B and C frontages		
N/A	**Entryway Configuration**	Off a stoop/platform, minimum 6 ft. wide and 3 ft. deep.	
N/A	**Entrance/Ground Story Elevation Grade**		
☐	At least 80% of entrances and the ground story shall be either: within 30 in. (vertically) of adjacent street sidewalk average elevation OR		
☐	Between 30 in. and 5 ft. (vertically) with visible basement (transparency required). Visible basement transparency is not required below elevated loading bays with garage doors.		
N/A	**Ground Story Vertical Facade Divisions**	At least one expression line, minimum 2-inch deep, required per every 30 ft. of facade width.	

PROJECT NAME: LUR2025-00027
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9-14-25 CAP TYPES

			NOTES
MEETS	**(b) Terraces, green roofs, rooftop gardens, and other outdoor facilities**	Allowed on any roof; however, the roof and any vertical elements of the outdoor facilities shall be consistent with the standards of a cap type.	
MEETS	**(c) Encroachments**	Roofs, including all eaves or overhangs, shall be fully located within the property lines of the lot, but may encroach into yards consistent with the standards in Section 9-7-3	
☐	**(d) Pitched Cap Type**		
N/A	(1) Pitched Cap Type	Roof is not sloped less than 4:12 or more than 14:12 (rise:run), except on 2-story or higher buildings, slopes less than 4:12 are allowed.	
N/A	(2) Configurations		
☐	(A) Roof is gambrel, hipped, gabled, or a combination of hips and gables with or without dormers.		
☐	(B) Roof is butterfly (inverted gable roof) or shed roofs.		
☐	(C) Roof is mansard and includes dormers meeting the transparency requirement of a story.		
N/A	(3) Parallel Ridgeline	A gabled end or perpendicular ridge line is included at least every 100 feet of the roof when the ridge line runs parallel to the front lot line.	
N/A	(4) Roof Height	Roofs without occupied building space or dormers has a maximum height on Type A and Type B frontage facades equal to no more than 1.5 times the upper story floor-to-floor height used on the building.	
N/A	(5) Occupied Building Space	Occupied building space is incorporated and is counted as a half story.	
N/A	(6) Rooftop Appurtenances	Rooftop appurtenances are recessed within the pitched roof with no visibility when viewed from the sidewalk across the street and from any adjacent outdoor space.	
☑	**(d) Parapet Cap Type**		
MEETS	(1) Parapet Height		
☑	(A) Parapet height is between 2 and 6 feet.		Parapet height ranges from 2' to 2'6"
☐	(B) Building height is increased provided parapet standards are met.		
MEETS	(2) Horizontal Expression Lines	An expression lines is provided (at least 2 inches deep) extending along at least 80% of the façade that defines the parapet from the upper stories of the building and defines the top of the cap.	
MEETS	(3) Occupied Building Space	Occupied building space is not incorporated.	
MEETS	(4) Roof Terraces and Roof Decks	Roof terraces and roof decks are allowed.	
MEETS	(5) Rooftop Appurtenances	Any rooftop appurtenances shall be located towards the rear or interior of the parapet roof. The parapet shall screen the mechanicals when viewed from the sidewalk across the street and from any adjacent outdoor space.	
☐	**(e) Flat Cap Type**		
N/A	(1) Configuration	The roof has no visible slope from the street, and eaves are provided on all Type A and Type B frontage facades.	
N/A	(2) Eave Depth	Eaves have a depth of at least 14 inches. (Eave depth is measured from the building facade to the outside edge of the eave.)	
N/A	(3) Eave Thickness	Eaves are a minimum of 6 inches thick. The measurement may be taken from a structural support element of the eave to the top of the eave, provided the structural support element occurs at least every 4 feet along the entire length of the eave. (Eave thickness is measured at the midpoint of the eave depth, from the bottom of the eave to the top of the eave.)	
N/A	(4) Interrupting Vertical Walls.	Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap if the following requirements are met:	
☐	(A) No more than one-third of the front facade shall consist of an interrupting vertical wall.		
☐	(B) Vertical walls shall extend no more than six feet above the top of the eave.		
N/A	(3) Occupied Building Space	Occupied building space is not incorporated.	
N/A	(4) Roof Terraces and Roof Decks	Roof terraces and roof decks are allowed.	
N/A	(5) Rooftop Appurtenances		
☐	Interrupting vertical wall is utilized and rooftop appurtenances are located behind the vertical wall with no visibility when viewed from the sidewalk across the street and from any adjacent outdoor space.		
☐	No interrupting vertical wall is utilized and rooftop appurtenances are located such that the mechanicals are not visible when viewed from the sidewalk across the street or from any adjacent outdoor space.		
☐	**(f) Towers**		
N/A	(1) Additional Height	Towers may add a single story of additional height beyond the maximum height allowed per building type, however, a tower may not exceed a maximum height of fifty-five feet.	

N/A	(2) Tower Width	The maximum tower width along all facades is one-third the width of the front facade or 15 feet, whichever is less, and may not occupy more than 25% of the roof area.	
N/A	(3) Transparency	Towers that meet the minimum floor-to-floor height of the building type includes the minimum transparency requirements of the building.	
N/A	(4) Horizontal Expression Lines	A minimum 2 inches deep expression line is included at the cap of the tower.	
N/A	(5) Occupied Building Space	Towers with minimum floor-to-floor heights required by the building type may be occupied space and contain any of the uses allowed in upper stories of the building type to which it is attached.	
N/A	(6) Rooftop Appurtenances	No rooftop appurtenances are permitted on tower roofs.	
N/A	(7) Tower Cap	The tower is capped by a cap permitted on the building per the building type.	

PROJECT NAME: LUR2025-00027
PROJECT ADDRESS: 5501 Arapahoe Ave.

9-14-28 FAÇADE MATERIALS			NOTES
	(b) Major Façade Materials	Major façade materials are as allowed in 14-8.	
MEETS	(1) Type A Frontages	A minimum of 80% of each Type A frontage facade, not including window and door areas, are composed of major materials.	
	List material(s):	Brick, Architectural metal panel - 82%	
MEETS	(2) Type B and C Frontages	A minimum of 60% of each Type B and C frontage facade, not including window and door areas, are composed of major materials.	
	List material(s):	Brick, metal panel - 76% on Type B frontage; Brick, metal panel, wood compsite - 80% on Type C frontage	
MEETS	(3) Simplicity of Materials	A minimum of 60 percent of each Type A, B, and C façade are faced of a single major material. In Boulder Junction I and Alpine-Balsam, architectural metal panel systems shall not be used to meet this standard.	
	List material(s):	Type A frontage: Brick = 70%; Type B: Brick = 60%; Type C: Wood composite = 60%	
MEETS	(4) Corners of Buildings	Where Type A, B, or C facades are located perpendicular to a rear, interior side, or rail corridor facade, the major materials on the Type A, B, or C facade continue around the corner along the perpendicular facade for a minimum of 30 feet.	
MEETS	**(c) Prohibited Materials**	Prohibited materials are not used.	
MEETS	**(d) Minor Facade Materials**	Minor façade materials are as allowed in 14-9.	
	List material(s):	Wood composite, metal panel	
MEETS	**(e) Details and Accent Materials**	Details and accent materials are as listed in Table 14-10	
	List material(s):	Brick, metal	
N/A	**(f) Solar Panel Facades.**	Any major or minor material is allowed as long as it is not visible under the panels.	
N/A	**(g) Approval of Other Materials**	List material(s):	
9-14-29 BUILDING CONSTRUCTION QUALITY			
	(b) Changes in Material		
MEETS	(1) Changes in Surface Materials.	Changes in vertical surface materials occur only at concave corners, extending minimum 8 inches.	
MEETS	(2) Materials Hierarchy	Unit materials are elevated above the surface of any less detailed (constant) surface material.	
MEETS	(3) Shadow Lines on Surfaces	Shadow lines are created with solid materials of a depth that is greater than 2 inches.	
MEETS	**(c) Appropriate Grade of Materials**	Materials specified on all buildings except the Row building are commercial grade quality.	
MEETS	**(d) Applique Materials**	Materials with thickness less than 2.5 inches are not used to create shadow lines.	
N/A	(e)(1) Stucco Contractor Submittal	Contractor name, address, experience level, examples submitted.	
N/A	(2) Stucco Jointing	Stucco jointing is illustrated on elevations, set in a regular pattern, and aligns with windows, doors, and other material changes.	
N/A	(3) Stucco Construction	Stucco wall assembly is indicated on plans and matches material requirements.	
9-14-30 BUILDING ARTICULATION			
MEETS	**(b) Articulation of Base**	Except entryways, the ground story with a required storefront shall not be recessed more than 18" from the second story.	
☑	**(c) Building Façade Variety**	Applies to buildings over 120 feet in width along any Type A, B, or C frontage.	

MEETS	(1) Increments	Each Type A, B, or C frontage façade is varied in segments less than or equal to 90 feet.	FACADE VARIETY IS ACCOMPLISHED WITH SETBACK VARIATION, DOMINANT MATERIALS, COLOR, BUILDING HT.
MEETS	(2) Requirements	Each segment varies by at least 2 of the following:	
☐		The proportion of recesses and projections. within the frontage setback.	
☑		The location of the entrance and window placement, unless storefronts are utilized.	
☑		Roof type, plane, or material, unless otherwise stated in the building type requirements.	
☑		Building heights.	
☐		Alternative method approved.	
9-14-31 BUILDING MASSING			
☑	**(b) Buildings over 40 ft. in Height**		
MEETS	**(1) Varied Building Heights**	Building is over 40 feet in height and does not utilize a pitched cap on at least 60% of the roof.	
☑	(A) Along Type A Frontages	A minimum of 30% of the total footprint is at least one story lower than the tallest portion.	Garage elevation on 55th Street is stepped down to 4 stories
☑	(B) Stepped-Back Façade	A portion of the lower height occurs along at least one Type A frontage.	
☐	(C) Pitched Roofs	Not met by a linear stepping-back of the façade along the top story; it is a change in building massing. The lower height may include a pitched roof with or without a half story beneath. The half story does not exceed 65% of the floor area. Roof areas on lower heights may be roof terraces that do not include permanent roof structures.	
☐	(D) Terraces		
9-14-32 BUILDING FAÇADE ELEMENTS			
	(a) Windows		
MEETS	(2) Recessed	All windows except storefronts are recessed with the glass a minimum of 2 inches from the façade surface or adjacent trim.	
MEETS	(3) Vertically Oriented	Windows are vertically oriented except:	
☐	(A) Up to 30% of each upper story may be horizontally oriented.		
☐	(B) Horizontally oriented windows are used with at least 75% of the window height a minimum of 5 ft. and the windows are located no more than 3 feet above the interior floor level.		
MEETS	(4) Visibility through Glass		
☐	On storefront base, windows meet 60% transmittance factor and no greater than .25 reflectance factor.		
☑	On all other stories, windows meet 50% transmittance factor and no greater than .25 reflectance factor.		
MEETS	(5) Expressed Lintels		
	(b) Awnings, Canopies, & Light Shelves	Lintels expressed above all windows and doors by change in brick coursing or separate element.	
N/A	(1) Encroachment		
N/A	(2) Attached Awnings & Canopies	Awnings, canopies, and light shelves do not encroach into r.o.w. except with a revocable permit.	
☐	(A) Material	Awnings are canvas or metal. (Plastic is prohibited.)	
☐	(B) Solar Panels		
☐	(C) Shapes	Awnings are not waterfall/convex/dome/elongated dome in shape OR a *design waiver is approved for this*	
☐	(D) Lighting	Awnings are not back lit.	
☐	(E) Structures	Awning frames are metal and wall mounted with no support poles, unless over 8 ft in depth for outdoor eating or entrances.	
☐	(F) Multiple Awnings on the Façade	Multiple awning types and colors are coordinated, matching the color, shape, material, or other element.	
N/A	(4) Clearance	All awnings, canopies, light shelves have a clearance of 8 ft over walkways and shall not extend over any driveway.	
	(c) Balconies		
MEETS	(2) False Balconies	False balconies are not used on any Type A frontage façade.	
MEETS	(3) Size	Balconies are minimum of 4 ft deep and 5 ft wide.	

MEETS	(4) Integrated Design	Min. 35% of the perimeter of each balcony abuts an exterior wall of the building. Balcony support structure is integrated with the façade; no posts or columns from the ground.
MEETS	(5) Platform	Balcony platform is at least 3 inches thick and any underside visible from a public way is finished.
MEETS	(6) Façade Coverage	Max 40% of each Type A and B façade is covered by balcony.
MEETS	(7) Right-of-Way	Balconies do not extend into any city r.o.w. or easements.
	(d) Shutters	
N/A	(1) Size	Shutters are sized for the windows.
N/A	(2) Materials	Shutter materials are wood, metal, fiber cement, composite wood, or high-pressure laminate (HPL), and not vinyl. Other engineered materials approved.
	(e) Principal Entryway	
MEETS	At least 2 of the following clearly delineate the building's principal entryway(s):	
☑	(A) Cap or canopy	
☐	(B) Porch	
☑	(C) Sidelights and transom	
☑	(D) Sculptural lighting feature or other unique lighting visible during the day	
☐	(E) Special art feature, either a sculpture or mural	
☐	(F) Extended articulation	
N/A	(5) Other method approved	
MEETS	(6) Right-of-Way	Doors do not swing into city r.o.w. or easement.

PROJECT NAME: LUR2025-00027
PROJECT ADDRESS: 5501 Arapahoe Ave.

	9-14-33 MECHANICAL & UTILITY EQUIPMENT & APPURTENANCES		NOTES
N/A	**(b) Mechanical Equipment in Building**	Mechanical equipment is located in the building.	
MEETS	**(c) Rooftop Mechanical Equipment**		
MEETS	(1) One of the following is utilized:		
☐	(A) Rooftop equipment is incorporated into the roof design per cap types OR		
☑	(B) Rooftop equipment is setback a minimum of 20 feet from any public way.		
MEETS	(2) Requirements of 9-7-7 Building Height, Appurtenances, are met.		
N/A	**(d) Mechanical Equipment and Appurtenances on Facades**	Equipment is located on a façade.	
N/A	(1) Façade		
N/A	Equipment is located on a non-Type A façade.		
N/A	Equipment is located on a Type A façade.		
☐	(A) Equipment on Type A facade is perpendicular to r.o.w.		
☐	(B) Equipment on Type A façade extends from the surface max. 3 inches		
☐	(C) Equipment on Type A façade is screened from the sidewalk.		
N/A	(2) Alignment	Equipment is shown on submittal plans and, on any façade, is organized in a regular pattern and aligned.	
N/A	(3) Material Coordination	To the extent practicable, equipment on any façade is located on a material limiting visibility.	
MEETS	(4) Screening		
☑	(A) Screening, other than landscaping, is consistent with building design, colors, materials		
☑	(B) Equipment is placed where it is least visible from adjacent streets.		
☑	(C) Height of any screen is minimum appropriate to adequately screen		
☑	(D) Screening does not increase the apparent height of the walls of the building.		
	(d) Mechanical & Utility Equipment on Other Horizontal Surfaces	Equipment is located on the ground, decks, or horizontal surfaces other than the roof.	
MEETS	(1) Mechanical equipment is located in the parking yard or a Type B street yard.		
MEETS	(2) Mechanical equipment is located in a side yard that does not abut or contain a paseo.		
MEETS	(3) All equipment is screened from view from any public way with landscaping, fencing, or walls consistent with the building design, colors, and materials.		
N/A	(4) Mechanical equipment is approved for location in Type A street or on a paseo.		
☐	(A) Applicant demonstrates that the equipment cannot be located in any other yard.		
☐	(B) All equipment is fully screened with walls consistent with the building design, colors, and materials, and of a height that is the minimum to adequately screen the equipment and does not prevent the façade from fulfilling any transparency requirements.		

[Board/Commission Name] Memorandum

To: Mayor and Members of City Council

From: Staff contact name, title, department

Department Director name, title

Subject: Board or Commission Name, Letter to City Council

Date: Month Day, Year

Dear City Council,

The Planning Board offers the following suggestions for the staff work plan for 2025 - 2026.

We recognize that each of these suggestions may take more than one year to complete, whereas this Council is creating a one-year work plan. We also recognize that the Planning Department has a very full plate with the 10-year update of the BVCP. Therefore, please take these suggestions in the spirit of getting the ball rolling on big picture priorities, though the pieces that can be reasonably accomplished in one year may be only initial steps for some items.

1. **Ground Floor Retail.** First floor retail and commercial spaces are a key strategy for creating strong neighborhood centers and activating street life and are required in many zoning districts. However, when these retail and commercial spaces remain vacant for extended periods of time, especially in newer mixed-use developments, the lack of activation can undermine these goals. Commercial requirements have also become a frequent sticking point in Site Review processes, with no baseline data to evaluate requests for exceptions. The City would benefit from an unbiased study that evaluates whether current commercial requirements are feasible and appropriate, and which identifies policy options to ensure that commercial spaces are activated in a timely and consistent manner. Such a study would help the city strengthen the performance of new mixed-use projects, and ensure the continued vitality of neighborhood centers.

2. **Site Review evaluation and refinement.** Site Review is perhaps the most important land use review mechanism in the code, as well as the most complex: taking a project

through Site Review is challenging, time-consuming, and expensive. The City completed a major overhaul of the Site Review criteria in 2023 plus some additional process tweaks in 2024. Subsequent Site Review cases have revealed that there remain significant differences in interpretation of the criteria, leading to uncertainty for applicants, Planning Board, and staff. While some level of constructive conflict over new procedures is to be expected, we believe this is an opportune time to conduct an evaluation of how well the new criteria achieve the city's goals to simplify code, improve clarity and predictability, reduce subjectivity and risk, and improve project outcomes through the Site Review process. We suggest that the city design and implement such an evaluation in 2026, including gathering input from stakeholders in the development community, staff, and Planning Board members. This will help city staff identify inconsistencies or ambiguities in the current code and provide a basis for future refinement of the Site Review criteria, toward the aim of improved satisfaction with the Site Review process and outcomes, and hopefully less pressure from applicants and public for call-ups of Site Review cases.

3. Missing Middle Housing. During the recently concluded city council campaigns, “middle” housing was a frequent topic. Regardless of how you define it, we are missing middle-sized, middle-income, and middle-typology housing. Our current code does not incentivize this type of housing product. This is not a new topic for the council.

Our suggestion is to use the work done in late 2023 and early 2024, including the Keyser Marston study and ordinance 8601, and review what we've done to date. Based on the results, P&DS staff would revisit the prior recommendations and engage quickly with stakeholders. We would add or modify our code to provide further incentive for the building of more ownership-based middle housing.

4. Pre-Approved Housing Plan Sets Program. To support Boulder’ s housing affordability, climate, and infill goals, the Planning Board recommends Council direct staff to explore a program offering pre-approved architectural building plans. Such a catalog would provide pre-vetted designs for narrow-lot homes, duplexes, and small-scale multifamily buildings that meet Boulder’s zoning and design standards. The goal is to reduce permitting time and development costs, especially for small builders, homeowners, and nonprofit housing developers, while ensuring design quality and neighborhood compatibility. Plan sets would be reviewed in advance for compliance with zoning, solar access, height limits, and other relevant codes. Optional considerations may include:

Incentives for affordability-linked use of pre-approved designs

Equity access to the program by small developers and homeowners

Integration with subcommunity and transit corridor plans

This tool would not mandate specific designs, but provide a streamlined pathway for development consistent with community goals.

5. **Prioritizing Area Plans.** Area Plans play a significant role in helping identify, codify and maintain unique qualities in parts of our city. In this time of increased pressure on our land to provide housing, it behooves us to remember what we love about our city and to plan ahead. We can begin prioritizing area plans over the next 12 months by selecting 2–3 key locations—such as Diagonal Plaza and other aging commercial nodes—where redevelopment pressure, community need, and long-term opportunity are already well- established. Staff can then develop a simple, time-bound work plan that sequences these areas, sets clear deliverables, and aligns with available staffing and budget. Early engagement with property owners, neighborhood groups, transportation planners, and service departments will help define the scope and streamline efforts before formal planning begins. Council can support this by directing staff to dedicate resources, setting expectations for milestones, and integrating area plan work into capital planning, housing strategy, and broader policy priorities. Even beginning the scoping and outreach phase in the coming year will demonstrate Boulder's commitment to coordinated, predictable, and values-driven planning.

6. (To be developed by Claudia) Landscape/site design for shading/cooling

Thank you for considering our input as you prioritize your next one-year work plan.

Respectfully,

Mark McIntyre, Board Chair, City of Boulder Planning Board

(signature)

On behalf of the board: Jorge Boone, Claudia Hanson Thiem, Laura Kaplan, Kurt Nordback, ml Robles, Mason Roberts,