



Planning Commission
Regular Meeting Agenda
Tuesday, September 1, 2026
6:00 PM
Town Hall Council Chambers
124 E. Coal Creek Drive

This meeting will be held in person and online. Members of the public may participate in the meeting in person, [via Zoom](#), or view it on YouTube (closed captioning is available). The recording of the meeting will be made available on [YouTube](#) and at [SuperiorColorado.gov](#) after the meeting.

1. Call to Order
2. Preliminary Matters
 - a. Roll Call
 - b. Public comment on Consent Agenda, Presentations, and Non-Agenda Items.
Persons making public comment are asked to state your name and the city you live in (limit 5 min./person)
3. Approval of Minutes of Planning Commission
 - a. 07/07/2026 Minutes
4. Public Hearing
 - a. Public Hearing - Consideration of Twenty-Fifth Amendment to the Planned Development Plan for the Zaharias Property, Case No. PDA-2026-02
5. Updates
6. Adjournment



Planning Commission

Meeting Minutes

July 7, 2026

Town Hall Council Chambers

124 E. Coal Creek Drive

6:00 PM

Call to Order

Chair David Harper called to order the meeting of the Planning Commission.

Preliminary Matters

a. Roll Call

Present:

Chair David Harper

Vice Chair Ryan Mojo

Commissioner Steve Witte

Commissioner David Gross

Commissioner Michael Barnes

Commissioner Anne Shanahan

Commissioner Amanda Vaughan

Commissioner Ryan Welch

Absent:

None

Others Present:

Planner III Geoffrey Weathers

Town Attorney Bria May

b. Public comment on Consent Agenda, Presentations, and Non-Agenda Items. Persons making public comment are asked to state your name and the city you live in (limit 5 min./person)

None

Approval of Minutes of Planning Commission

a. 06/02/2026 Minutes

Motion: Ryan Mojo moved to Approve, seconded by Amanda Vaughan.

Vote: PASSED. 8 - 0, Absent - 0

b. 06/16/2026 Minutes

Motion: Ryan Mojo moved to Approve, seconded by Amanda Vaughan.

Vote: PASSED. 6 - 0 - 2, Absent - 0

Public Hearing

a. Code Amendment Outdoor Lighting

Planner III Geoffrey Weathers presents on the proposed Amendment to Section 16-20-30 (b) regarding the definition of nighttime hours, Planning Commission discuss and Town Staff answer questions

Public Comment:

- Daryl McCool, resident of Superior, comments on the Outdoor Lighting Code Amendment

Motion: Ryan Mojo moved to recommend approval of Amendments to Section 16-20-30 (b) of the Superior Municipal Code regarding Outdoor Lighting Requirements, seconded by David Gross.

Vote: PASSED. 8 - 0, Absent - 0

Updates

- Next Planning Commission Public Hearing will be held on August 4th, 2026

Adjournment

Chair David Harper adjourned the meeting of the Planning Commission.



Item Number:4.a.

Information for Meeting of the Superior Planning Commission

Agenda Item Name: Public Hearing - Consideration of Twenty-Fifth Amendment to the Planned Development Plan for the Zaharias Property, Case No. PDA-2026-02

Meeting Date: September 1, 2026

Presented By: Geoffrey Weathers, Planner II

Presented For: Action

Background:

INFORMATION FOR MEETING OF THE SUPERIOR PLANNING COMMISSION

AGENDA ITEM: Consideration of the Rock Creek Ranch Planned Unit Development Amendment 25 (Case # PDA-2026-02)

MEETING DATE: Sept 1, 2026

PRESENTED BY: Geoffrey Weathers – Planner III

PRESENTED FOR: Recommendation

ITEM: Case No. PDA-2026-02018-01

APPLICANT: The Garrett Companies

EXISTING ZONING: Rock Creek Ranch Planned Unit Development (PUD), Sub-Category – Regional Activity Center (RAC)

LOCATION: 7500 S 88th St.

REQUEST: Amend the PUD to Residential 2-A, limited to 10 dwelling units per acre.

VICINITY MAP:



OVERVIEW:

The application under consideration concerns the property commonly known as the “Zaharias Property” located at 7500 S 88th St in Superior (*see Figure 1*). The application proposes to amend the Rock Creek Ranch PUD to change the land use designation for the subject property from Regional Activity Center to Residential (RAC) to Residential 2A (R-2A) while restricting the overall density of the site from 18 to 10 dwelling units per acre (DU/AC) (*See Figure 2* and the attached plan sheets). The requested amendment would permit a maximum of 226 for-sale residential units consisting of single-unit attached and detached homes. The subject property has never been platted and is currently vacant. The applicant, The Garrett Companies, has the property under contract, and the property owner has signed a letter authorizing them to pursue development of the site.

[illegible]

BACKGROUND:

The subject property borders the City of Louisville to the northeast beyond US 36 and is

otherwise almost entirely surrounded by the residential areas located within the Rock Creek Ranch PUD (see *Figure 3*). The exception to this being the Hodgson-Harris Reservoir to the south of the property, which is located in Unincorporated Boulder County and zoned Agricultural with the Saddlebrooke townhome community beyond the reservoir.

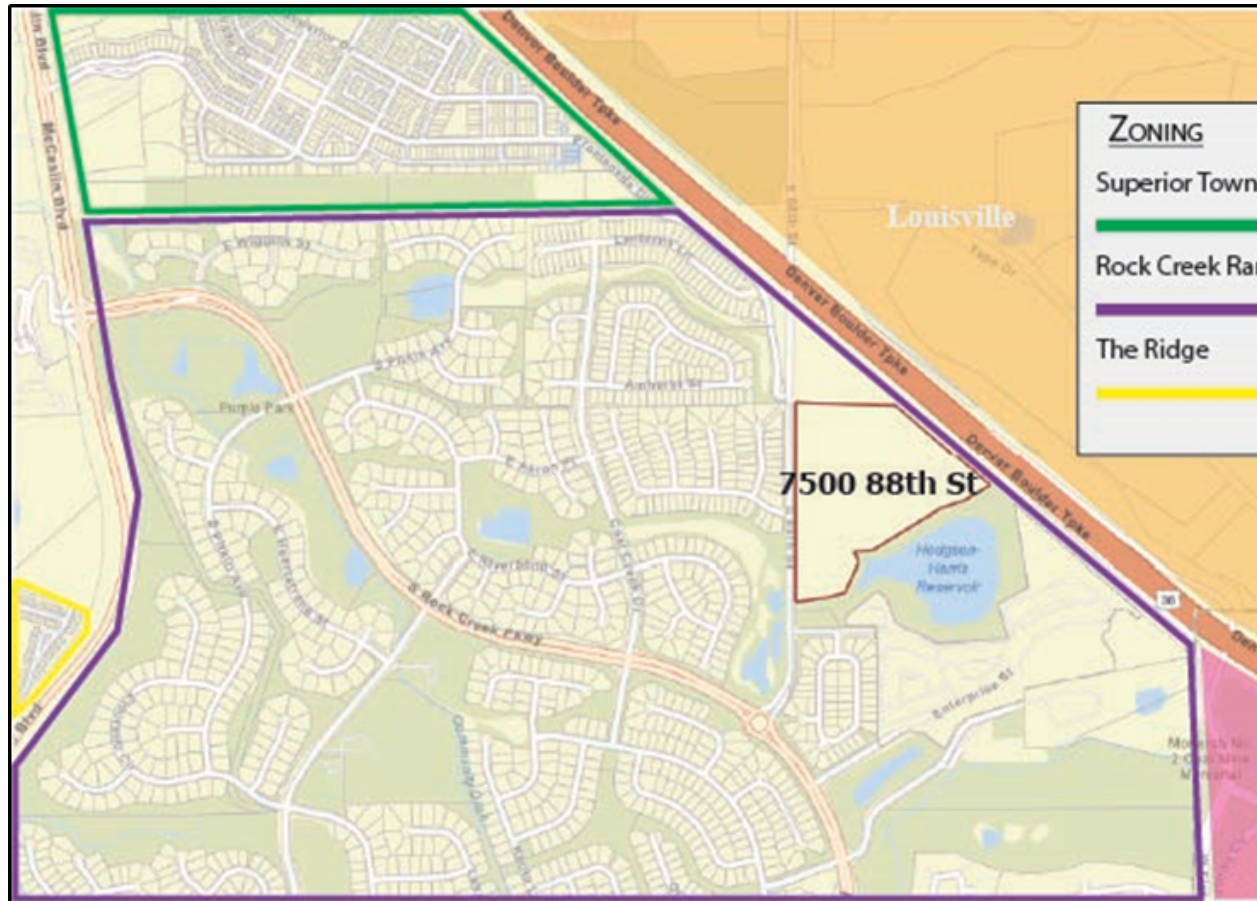


Figure 3: Zoning Map

In 1987, Rock Creek Ranch was incorporated into the Town of Superior and the Rock Creek Ranch Planned Unit Development (PUD) was adopted to govern projected growth of this area. RAC commercial uses were envisioned within the Zaharias property due to its proximity to the US 36 Highway and S 88th St, which the PUD designated as a major collector and considered as a potential highway interchange location. Although S 88th St currently connects the Superior and Louisville communities, direct access to US 36 is no longer envisioned for this area of town. The lack of regional connectivity and limited capacity of S 88th St has significantly decreased the viability of commercial uses on the property. As reflected in the [2025 Comprehensive Plan](#), the recommended primary land use for the site has shifted from commercial to single-unit attached and multi-unit homes. Two previous applications for residential development on the property have been denied.

Affordable Housing in Superior

Currently, the 100% senior affordable development Kite Route Crossing is the only approved deed-restricted affordable housing within the Town of Superior. The following describes the efforts the Town has taken in the past few years to support development of affordable housing:

- In 2018, the Town signed on to the Boulder County Regional Housing Partnership's goal of having 12% of all housing units in the County be affordable by 2035.
- In 2020, the Town adopted an [Inclusionary Housing Ordinance](#) which requires a minimum of 15% of units in new developments be affordable to households earning 80% of the area median income (AMI) or lower.
- In 2023, the Town opted in to Proposition 123 with the State of Colorado to become eligible for funding and other programs related to affordable housing. Part of the Town's commitment is that we issue building permits for at least 22 affordable units by 2027.
- The [2025 Comprehensive Plan](#) and [2025 Housing Strategies](#) document call on the Town to support and promote local and regional affordable housing efforts to address the lack of housing affordability for people who live and work in Superior.

APPLICATION SUMMARY:

Development Standards

The application under consideration proposes to amend the existing PUD land use designation for Planning Area 7, comprising the subject property, to Residential 2A (R-2A). However, whereas the PUD permits up to 18 DU/AC in R-2A, this amendment restricts the density for the subject property to 10 DU/AC. With an overall area of 22.68 AC, the maximum unit count for the site under the amendment is 226. The development consists entirely of single-unit dwellings, with a minimum of 45% of them being detached. Other allowable uses on the site are storm water management and private open space.

OVERALL DENSITY		ALLOV
OVERALL ACREAGE	22.68 AC	USE
SINGLE FAMILY LOTS (MAXIMUM) ⁽¹⁾	110	
TOWNHOME LOTS (MAXIMUM)	116	
OVERALL MAXIMUM NUMBER OF LOTS	226	SINGLE FAMILY DETACHED RESIC
OVERALL DENSITY	10 DU/AC	TOWNHOME RESIDENTIAL
OPEN SPACE	45% MINIMUM	STORMWATER MANAGEMENT
(1) A MINIMUM OF 45% OF UNITS SHALL BE SINGLE FAMILY DETACHED.		PRIVATE OPEN SPACE

Figure 4: Density and Uses

The 50' maximum building height for both attached and detached homes remains the same as in the existing R-2A standards. Accessory structures of all kinds are to have a maximum allowable height of 32'.

The application proposes changes to several of the setback minimums established in the existing R-2A development standards. Rear yard minimum setbacks for detached dwellings are decreased from 20' to 5'. Front yard setback for living areas goes from 20' to 15', with front porches having a minimum 10' setback while front-loaded garages maintain a 20' minimum setback. The setbacks for the attached dwellings are 0' on the front and side yards and 5' in the rear. The amendment also indicates a development setback from the property line of 30', except along S 88th St where the setback increases to 40' and a 100' setback from the shared property line of the Hodgson-Harris Reservoir. (see *Figure 4*)

CATEGORY	ROCK CREEK PLANNING AREA 7 STANDARDS
MAXIMUM HEIGHT	50 FEET
BUILDING SETBACKS (MINIMUM) ⁽¹⁾	
ROCK CREEK PROPERTY LINE	30'
MINOR ARTERIAL (88TH STREET)	40'
SINGLE FAMILY DETACHED SETBACKS	
SIDE YARD	5'
SIDE YARD (CORNER LOTS)	10'
REAR YARD	20'
FRONT YARD TO HOUSE	20'
FRONT YARD TO PORCH	N/A
FRONT YARD TO GARAGE (IF FRONT LOADED)	N/A
TOWNHOME SETBACKS	
SIDE YARD	N/A
REAR YARD	N/A
FRONT YARD TO HOUSE	N/A
OPEN SPACE	20 FEET PLUS 1 FOOT PER FEET OF HEIGHT OVER 20 FEET
HODGSON-HARRIS RESERVOIR (COMMON PROPERTY LINE)	100'
BUILDINGS OVER 50 FEET HIGH	

⁽¹⁾ EAVES AND OVERHANGS MAY PROJECT UP TO 30" INCHES INTO SETBACKS. WINDOW WELLS AND BURIED FOUNDATION ELEMENTS MAY PROJECT UP TO 36" INTO SETBACKS.

⁽²⁾ MODIFICATIONS TO R-2A STANDARDS APPLICABLE TO ROCK CREEK PLANNING AREA 7 ONLY.

Figure 5: Maximum Height and Setbacks

The Amendment's proposed minimum automobile parking requirement exceeds the existing R-2A standards of 2-spaces per unit by including an additional .25 spaces per unit for guest parking. These parking requirements will be satisfied onsite through a combination of attached garages and on-street parking.

The Rock Creek PUD requires 1 bicycle parking space per 10 automobile spaces for attached residential uses, which would amount to 23 for the proposed development. The application under consideration provides 12 bicycle parking spaces at the neighborhood amenity areas. Although this does not technically match the standard, the proposed development does permit bicycle

storage on private lots as well.

Design & Architectural Standards

The Amendment includes a set of architectural design standards aimed at creating variation and visual interest, maintaining neighborhood character, and promoting wildfire resilience.

All exterior lighting on the project will be dark sky compliant and in accordance with Town Code with light levels of less than 1.0 foot-candles permitted along the Hodgson-Harris Reservoir development buffer.

Landscape Standards

The application proposes several amendments to the existing Rock Creek Ranch PUD landscape requirements. These modifications would apply only to the subject property and include:

1. Counting all landscape, sidewalks, stormwater, and wetlands toward the 45% open space requirement.
2. Removing evergreen trees and shrubs from the requirements to mitigate fire risk.
3. Modifying the Town's shrub requirement from 1 per 4 LF to 3 per frontage for attached homes.
4. Changing the parking lot islands requirement from a minimum of 2 trees and shrubs where appropriate to the more specific 1 tree and 6 shrubs per 180 SF.
5. Simplifying the parking lot buffer requirement to 1 tree per LF with a continuous 3' landscape buffer.
6. Relaxing the Town's tree diversity requirement from allowing up to 10% of a single species up to a 20% allowance.
7. Updating the approved plant materials list to follow Firewise approved species.

Tenure, Affordable Housing, & Fees

The project proposes to meet the Town's housing affordability goals and [Inclusionary Housing Code](#) requirements by deed restricting at least 15% of the units at a maximum sales price no higher than that affordable to households earning 80% of AMI. At maximum density, the development would be required to provide 34 permanently affordable units. The affordable units shall include each type of housing product.

Initially, all the units in the development will be offered as for-sale residences. Market-rate homes may be leased by individual owners after their initial sale, though the rental of affordable homes will be restricted.

To achieve compliance with the Inclusionary Housing requirements feasible for the developer, the proposed PUD Amendment includes a provision waiving all fees (currently estimated at \$2.3M) payable to the Town of Superior and Superior Metropolitan District #1 specifically for the affordable units, including but not limited to:

- Building permit fees

- Plan review fees
- Use taxes
- Storm, Irrigation, and Water & sewer development and EQR fees
- Water and sewer tap, installation, and meter fees
- Public improvement fees
- Platting fees
- Engineering permit & review fees
- All other fees paid to the Town of Superior and Superior Metropolitan District #1 as part of the project

This fee waiver does not impact market rate units nor the requirement to pay for previously completed public improvements on S 88th St, which the developer will reimburse to the Town in the amount of \$1,337,990.81 at the time of the first building permit issuance for the project.

The developer intends to pursue the formation of one or more metropolitan districts to finance eligible public improvements within the project. The PUD amendment includes a note to the effect that the applicant will seek Town Council approval of a future district service plan and code amendment to increase the maximum debt service mill levy authorization limit from 25 to 50 mills, with operations and maintenance mill levy authority to be addressed separately.

Open Space, Amenities, & Wildlife

The PUD amendment proposes a 100-foot development buffer area along the edge of the Hodgson-Harris Reservoir which will remain undisturbed except for the installation of a kestrel nesting box and prairie dog translocation activities. A public trail and overlook with access from S 88th St will be located outside the buffer on the southern side of the site. Stormwater runoff from the site will be prevented from draining into the Hodgson-Harris Reservoir.

Prairie dog colonies located on the property will be moved to an off-site location by a qualified consultant if there are available receiving sites in Colorado.

The project will also provide a centrally-located park with children's play equipment, seating, landscaping, and pedestrian connections.

Traffic & Access

The application proposes 3 access points to the property from S 88th St. Two of these will be full movement intersections, one aligned with Promenade Dr and the other aligned with Weldon Way. The third access point, located in the southern portion of the property, will be emergency access only, restricted with removable bollards.

The intersection at Promenade Dr will be controlled by a traffic signal with southbound left turn lanes to be added to S 88th St at both Promenade Dr and Weldon Way. Weldon Way itself will remain an emergency access, closed to through traffic. Improvements to the public right of way will be constructed at the developer's expense and considered with the FPSP application.

The traffic study for the project submitted with the application materials concludes that by incorporating the intersection improvements cited above “the impact of the Zaharias Property residential development can be accommodated by the existing and planned roadway network.”

Utility Demands

The estimated utility demands for the development are projected to be:

- Domestic Water – 55,935 gallons/day
- Sanitary Sewer – 50,342 gallons/day
- Irrigation – TBD based on site-specific plan

Common areas in the development will be irrigated with reused water.

The application included a Will Serve letter from the Town stating that the Town has capacity at treatment plants, distribution and collection systems necessary to meet the project demands.

ANALYSIS:

Municipal Code: PUD (PD) Amendments

According to the Municipal Code Section [16-10-30 \(2\)](#), a Planned Development (PD), here synonymous with Planned Unit Development (PUD) Amendment, shall be treated as a new plan if it exceeds the criteria for a Minor (i.e. administrative) Amendment set forth in [Section 16-2-90 \(a\)](#). Town Staff finds that the proposed PUD Amendment for Rock Creek Ranch Planning Area 7 (the Zaharias property) does in fact exceed the criteria for a Minor Amendment, including but not limited to changing the character of the development and increasing the density of residential uses by more than 5%. Therefore, it’s appropriate to evaluate this application as a new plan.

Considered as a new plan, Staff finds that it meets the General Requirements for a PUD as defined in [Section 16-10-20](#) of the Code, though certain details of the plan, such as internal circulation, will not receive full evaluation until later stages of the development process (e.g., FPSP).

Municipal Code [Section 16-10-30 \(b\)](#) lays out the following criteria for the Town Council to approve a PUD Plan:

- (1) The application is complete;
- (2) The project is in the best interest of the Town;
- (3) The project does not place an extraordinary financial burden on the Town; and
- (4) The intent of applicable Town ordinances, Comprehensive Plan and all other policies is met.

Item (c) of the same Section states:

- (3) The Planning Commission shall hold a public hearing on the PD plan and make a recommendation to the Town Council; and
- (4) Upon receipt of the Planning Commission's recommendation, the Town Council shall hold a

public hearing and make a final decision on the PD plan.

Staff has determined the application is complete, and so turns to the analysis of the remaining three criteria for approving PUD Amendments.

2025 Comprehensive Plan

Approving the application to amend the Rock Creek Ranch PUD to the land use designation of R-2A on the Zaharias property is consistent with the Town's vision for the site and furthers several of its goals as identified in the [2025 Comprehensive Plan Update](#). For decades, Superior's Comprehensive Plan has designated Zaharias an Opportunity Area for development. Whereas previous updates to the plan recommended commercial and mixed uses for the site, a lack of regional connectivity and the limited capacity along S 88th St has prompted the Town to reexamine the appropriate land use for this property. The current plan update calls for residential as the primary use of the property, characterized as single-unit attached or multi-unit dwellings between 6–25 DU/AC. The current proposal generally fits this profile, offering single-unit attached and detached dwellings at a maximum of 10 DU/AC.

The proposal also advances several of the Town's policy goals outlined in the Comprehensive Plan related to balanced growth, support of local businesses, housing diversity and affordability, and filling walkability gaps in the transportation system, including:

- H 1.3: Support missing middle housing – by offering attached single-unit dwellings.
- PROS 1.1: Preserve open space – by including a 100' development buffer around Hodgson-Harris Reservoir.
- H 3.1: Promote senior housing – by offering smaller, affordable units.
- T2: Connections to trails – by connecting directly to the US 36 trail extension, the S 88th St multi-use path, and providing a trail and overlook of the reservoir.
- LU 3.2 Ensure new development connects various mobility options to adjacent areas for cohesive and easy access – by connecting to the US 36 trail extension and a 6-8-minute walk to RTD along the S 88th St multi-use path.
- ED 3.3 Support the local workforce by supporting affordable housing – offering up to 34 for sale permanently affordable units.
- T 2.1 Require adjacent improvements from new developments that impact the transportation system – by paying for current and prior improvements to S 88th St.
- T 1.1 Establish pedestrian, bicycle, and transit connections linking neighborhoods with destinations and regional networks – by locating residential development near multi-use paths and transit.

The proposal also addresses many of the Opportunities and Constraints the Comprehensive Plan identifies for the site, such as:

- Taking advantage of the large size of the site to provide more than one residential density and housing types.
- Providing smaller, affordable units, the development may provide more options for senior housing.
- Creating sustainable access to scenic views and open space adjacent to the reservoir.
- Connecting the site to the broader multi-use trail network.
- Supporting young families by providing housing near schools.
- Incorporating missing middle housing.
- Complying with Town recommendations to mitigate potential traffic impacts on S 88th St.
- Proposing a use that's feasible for the site.
- Mitigating runoff and wildlife habitat impacts.

Lastly, the proposal closely aligns with the housing and affordability section of the Comprehensive Plan's "Themes for the Future", which states:

"There is a strong preference for single-family homes, yet also significant interest in townhomes and smaller housing options. A major concern is the lack of affordable housing, especially for seniors, empty-nesters, young families, and the local workforce."

Areas where the proposed development does not fully align with the Town's priorities, vision, and goals might include:

- Restricting density on the site results in lower infrastructure efficiency, higher housing costs, and a rising demand for outward suburban expansion (i.e. sprawl).
- Multi-level single unit homes are not ideal for providing senior housing.
- Waiving fees payable to the Town of Superior or Superior Metropolitan District #1 for affordable units may not align with fiscal sustainability goals.
- Increasing the property tax burden on future residents by authorizing up to 50 mills to pay for public improvements on the site exceeds the current allowance of up to 25 mills and housing affordability goals.

Transportation Plan

The proposed amendment includes completion of the infrastructure improvements recommended for the development of this site in [Superior's 2025 Transportation Plan](#). The plan studied anticipated development scenarios including residential between 6–25 DU/AC for this site and recommended that the intersection of S 88th St and Promenade Dr be signalized to support the traffic that will be added from this development and the buildout traffic from the Downtown Superior development. In addition to this improvement, the proposal will add southbound left turn lanes to S 88th St at both Promenade Dr and Weldona Way. Therefore, Staff finds that the street improvements proposed for the site meet and exceed those called for by the Town's Transportation Plan.

Next Steps

If the PUD Amendment is approved, greater specificity about the proposed development, such as affordable housing administration, site drainage, landscaping, architecture, amenities, transportation, internal circulation, public improvement financing, easements, will be provided at the following later stages of the development process:

- Final Plat
- Final Plat Site Plan
- District Service Plan
- Development Agreement

STAFF RECOMMENDATION:

As discussed above, Staff finds that the application under consideration to amend the Rock Creek PUD for Planning Area 7 generally aligns with the following approval criteria outlined in [Section 16-10-30 \(b\)](#) of the Municipal Code:

- (1) The application is complete;
- (2) The project is in the best interest of the Town;
- (3) The project does not place an extraordinary financial burden on the Town; and
- (4) The intent of applicable Town ordinances, Comprehensive Plan and all other policies is met.

If the Planning Commission finds the application meets the criteria for a PUD Amendment, staff has included a Resolution recommending that Town Council approves the application, with the following conditions:

- A. Prior to executing and recording final mylars, the applicant shall make minor technical and redline corrections to plans as identified by Town staff;
- B. Applicant shall submit the final PD plan prior to executing and recording final mylars.

Recommendation:

Budget Implications:

Motion:

Attachments:

1. PDA Plan Sheets_GarrettCo_7500 88th St
2. Project Narrative_GarrettCo_PDA_7500 88th St
3. Traffic Impact Analysis_PDA_GarrettCo_7500 88th St
4. Zaharias PDA-R082626

P.U.D. AMENDMENT NO. 25

UNPLATTED PORTION OF ROCK CREEK RANCH

LOCATED IN THE NW 1/4 OF SECTION 29 AND IN THE NE 1/4 OF SECTION 30

TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

CATEGORY	ROCK CREEK R-2A PD STANDARDS	PD AMENDMENT #25 REQUIREMENT ⁽¹⁾ PLANNING AREA 1
MAXIMUM HEIGHT	50 FEET	50 FEET
BUILDING SETBACKS (MINIMUM) ⁽¹⁾		
ROCK CREEK PROPERTY LINE	30'	30'
MINOR ARTERIAL (88TH STREET)	40'	40'
SINGLE FAMILY DETACHED SETBACKS		
SIDE YARD	5'	5'
SIDE YARD (CORNER LOTS)	10'	10'
REAR YARD	20'	5'
FRONT YARD TO HOUSE	20'	15'
FRONT YARD TO PORCH	N/A	10'
FRONT YARD TO GARAGE (IF FRONT LOADED)	N/A	20'
TOWNHOME SETBACKS		
SIDE YARD	N/A	0'
REAR YARD	N/A	5'
FRONT YARD TO HOUSE	N/A	0'
OPEN SPACE	20 FEET PLUS 6" PER 1' OF HEIGHT OVER 20 FEET	N/A
HODGSON-HARRIS RESERVOIR (COMMON PROPERTY LINE)	-	100 FEET
BUILDINGS OVER 50 FEET HIGH	-	N/A

⁽¹⁾ EAVES AND OVERHANGS MAY PROJECT UP TO 30" INCHES INTO SETBACKS. WINDOW WELLS AND BURIED FOUNDATION ELEMENTS MAY PROJECT UP TO 36" INTO SETBACKS.

⁽²⁾ MODIFICATIONS TO R-2A STANDARDS APPLICABLE TO ROCK CREEK PLANNING AREA 7 ONLY.

OVERALL DENSITY		ALLOWABLE USES	
OVERALL ACREAGE	22.68 AC	USE	
SINGLE FAMILY LOTS (MAXIMUM) ⁽¹⁾	110		
TOWNHOME LOTS (MAXIMUM)	116	SINGLE FAMILY DETACHED RESIDENTIAL	X
OVERALL MAXIMUM NUMBER OF LOTS	226	TOWNHOME RESIDENTIAL	X
OVERALL DENSITY	10 DU/AC	STORMWATER MANAGEMENT	X
OPEN SPACE	45% MINIMUM	PRIVATE OPEN SPACE	X

(1) A MINIMUM OF 45% OF UNITS SHALL BE SINGLE FAMILY DETACHED.

SINGLE-FAMILY DETACHED AND TOWNHOME PARKING REQUIREMENTS			
PARKING RATIO	TOWN CODE	EXISTING R2-A PD STANDARDS	PD AMENDMENT #25 REQUIREMENT
TWO BEDROOM UNIT	2.0	2.0	2.0 ⁽¹⁾
THREE BEDROOM UNIT	3.0	2.0	2.0 ⁽¹⁾
FOUR OR MORE BEDROOM UNIT	3.5	2.0	2.0 ⁽¹⁾
GUEST PARKING	0.25	-	0.25 ⁽²⁾

⁽¹⁾ ON-LOT TANDEM SPACES IN FRONT OF A GARAGE DOOR CAN BE COUNTED TOWARDS MINIMUM PARKING FOR THAT UNIT.

⁽²⁾ PARKING SPACES ON PRIVATE STREETS, ALLEYS, OR COMMON AREAS MAY BE COUNTED TOWARDS AGGREGATE GUEST PARKING.

SITE DEVELOPMENT STANDARDS

- THE 100-FOOT DEVELOPMENT BUFFER ALONG THE EDGE OF THE HODGSON-HARRIS RESERVOIR IS TO BE LEFT IN ITS NATURAL STATE AND NO DISTURBANCE OF ANY KIND IS ALLOWED IN THE DEVELOPMENT BUFFER, EXCEPT FOR THE POTENTIAL INSTALLATION OF A KESTRAL NESTING BOX AND PRAIRIE DOG TRANSLOCATION PER NOTE 8.
- PROJECT SHALL INCLUDE A PUBLIC TRAIL AND OVERLOOK WITH CONNECTIVITY TO THE SOUTH 88TH STREET RIGHT-OF-WAY. THE PUBLIC TRAIL AND OVERLOOK SHALL BE LOCATED OUTSIDE OF THE DEVELOPMENT BUFFER ON THE SOUTHERN SIDE OF THE SITE. THE ALIGNMENT SHOWN ON SHEET 3 IS CONCEPTUAL ONLY.
- PROJECT WILL PROVIDE A CENTRALLY LOCATED PARK WITH CHILDREN'S PLAY EQUIPMENT, SEATING, LANDSCAPING, AND PEDESTRIAN CONNECTIONS.
- ACCESSORY STRUCTURES SHALL BE RELATED TO THE RESIDENTIAL USE ON THE LOT. ACCESSORY STRUCTURES MAY INCLUDE DETACHED GARAGES AND ACCESSORY DWELLING UNITS (ADU'S) AS REGULATED BY TOWN CODE OR ORDINANCE. SETBACKS FOR ACCESSORY STRUCTURES SHALL BE THE SAME AS FOR THE PRIMARY STRUCTURE. THE MAXIMUM HEIGHT OF ACCESSORY STRUCTURES SHALL BE 32 FEET OR THE HEIGHT OF THE PRIMARY STRUCTURE, WHICHEVER IS LESS.

OTHER ACCESSORY ELEMENTS INCLUDING BUT NOT LIMITED TO ITEMS SUCH AS SHEDS, PERGOLAS, DECKS, PATIOS, HOT TUBS AND PRIVATE PLAY EQUIPMENT SHALL BE PER TOWN CODE.
- ALL EXTERIOR LIGHTING SHALL BE DARK SKY COMPLIANT AND IN ACCORDANCE WITH TOWN CODE.
- EXTERIOR LIGHT LEVELS SHALL BE LESS THAN 1.0 FOOTCANDLES AT THE NORTH EDGE OF THE DEVELOPMENT BUFFER.
- PROJECT SHALL MEET THE TOWN'S AFFORDABLE HOUSING REQUIREMENT IN EFFECT AT THE TIME OF PD APPROVAL SUBJECT TO THE PROVISIONS OF THIS PD. AFFORDABLE UNITS SHALL INCLUDE EACH TYPE OF HOUSING PRODUCT.
- ANY PRAIRIE DOG COLONY LOCATED ON THE PROPERTY SHALL BE TRANSLOCATED TO AN OFFSITE LOCATION BY A QUALIFIED CONSULTANT, IF THERE IS AN AVAILABLE RECEIVING SITE IN COLORADO.
- NO STORMWATER RUNOFF FROM IMPERVIOUS SURFACES OUTSIDE OF THE DEVELOPMENT BUFFER SHALL BE PERMITTED TO DRAIN INTO THE HODGSON-HARRIS RESERVOIR.
- A MINIMUM OF 12 BICYCLE PARKING SPACES SHALL BE PROVIDED IN THE NEIGHBORHOOD AMENITY AREA. ALL OTHER BICYCLE PARKING SHALL BE WITHIN PRIVATE LOTS.
- THE TOWN SHALL BE REIMBURSED \$1,337,990.81 FOR PRIOR 88TH STREET IMPROVEMENTS UPON ISSUANCE OF THE FIRST BUILDING PERMIT WITHIN THIS PROJECT.
- ALL DWELLING UNITS SHALL BE INITIALLY SOLD AS FOR-SALE HOUSING. INDIVIDUAL MARKET-RATE OWNERS MAY LEASE THEIR DWELLING UNITS FOLLOWING THE INITIAL PURCHASE FROM THE BUILDER.
- THE DEVELOPER INTENDS TO PURSUE THE FORMATION OF ONE OR MORE METROPOLITAN DISTRICTS TO FINANCE ELIGIBLE PUBLIC IMPROVEMENTS WITHIN THE PROJECT. ANY METROPOLITAN DISTRICT SHALL REMAIN SUBJECT TO A SEPARATE SERVICE PLAN APPLICATION, PUBLIC HEARING, TOWN APPROVAL, CODE AMENDMENT, AND ALL OTHER REQUIREMENTS OF APPLICABLE LAW. IN CONNECTION WITH THIS AMENDMENT, THE TOWN BOARD OF TRUSTEES EXPRESSES ITS PRESENT INTENTION TO CONSIDER, IN A FUTURE SERVICE PLAN AND CODE AMENDMENT PROCESS, A MAXIMUM DEBT SERVICE MILL LEVY OF FIFTY (50) MILLS, WITH OPERATIONS AND MAINTENANCE MILL LEVY AUTHORITY TO BE ADDRESSED SEPARATELY IN SUCH SERVICE PLAN CONSISTENT WITH THE TOWN'S STANDARD PRACTICE. THIS PROVISION DOES NOT CONSTITUTE APPROVAL OF ANY METROPOLITAN DISTRICT SERVICE PLAN OR CODE AMENDMENT, AND DOES NOT BIND THE FUTURE EXERCISE OF THE TOWN'S LEGISLATIVE DISCRETION IN THOSE PROCEEDINGS.
- ALL FEES PAYABLE TO THE TOWN OF SUPERIOR / SUPERIOR METROPOLITAN DISTRICT #1 WILL BE WAIVED FOR THE AFFORDABLE UNITS. WAIVED FEES INCLUDE BUT ARE NOT LIMITED TO:
 - BUILDING PERMIT FEES
 - BUILDING PLAN REVIEW FEES
 - USE TAXES
 - WATER & SEWER SYSTEM DEVELOPMENT & EQR FEES
 - IRRIGATION SYSTEM DEVELOPMENT & EQR FEES
 - STORM WATER SYSTEM DEVELOPMENT & EQR FEES
 - WATER & SEWER TAP, INSTALLATION, & METER FEES
 - PUBLIC IMPROVEMENT FEES
 - PLATTING FEES
 - ENGINEERING PERMIT & REVIEW FEES
 - ALL OTHER FEES PAID TO TOWN OF SUPERIOR OR SUPERIOR METROPOLITAN DISTRICT #1 AS PART OF THE PROJECT

WHERE A FEE, CHARGE, OR TAX IS NOT ASSESSED ON A PER UNIT BASIS, THE AMOUNT ATTRIBUTABLE TO THE AFFORDABLE UNITS WILL BE DETERMINED USING A REASONABLE ALLOCATION AND THAT PORTION OF THE FEE WILL BE WAIVED.

FENCE STANDARDS

- FENCING SHALL INCORPORATE DURABLE MATERIALS AND VARIED DESIGN ELEMENTS INTENDED TO SUPPORT NEIGHBORHOOD CHARACTER AND WILDFIRE RESILIENCE.
- IGNITION RESISTANT OR NON-COMBUSTIBLE MATERIALS ARE ENCOURAGED THROUGHOUT THE PROJECT, AND REQUIRED WITHIN 5 FEET OF ANY OCCUPIED STRUCTURE.
- FINAL FENCE MATERIALS AND LOCATIONS SHALL BE REVIEWED WITH FUTURE SITE PLAN AND/OR SUBDIVISION APPLICATIONS CONSISTENT WITH THE INTENT OF THIS PD AMENDMENT AND APPLICABLE TOWN AND FIRE CODE REQUIREMENTS.

ARCHITECTURAL DESIGN STANDARDS

- BUILDINGS SHALL INCORPORATE VARIED MASSING, ROOFLINES, FAÇADE ARTICULATION, AND ARCHITECTURAL DETAILING TO CREATE VISUAL INTEREST.
- EXTERIOR MATERIALS SHALL CONSIST OF A COMPLEMENTARY MIX OF DURABLE RESIDENTIAL MATERIALS AND FINISHES INTENDED TO CREATE NEIGHBORHOOD CHARACTER AND VISUAL VARIETY.
- ROOF DESIGNS ARE INTENDED TO ALLOW VARIATION IN FORM, ORIENTATION, AND HEIGHT THROUGH COMBINATIONS OF GABLED, HIPPED, SHED, FLAT, OR SIMILAR ROOF ELEMENTS.
- EXTERIOR COLOR PALETTES SHALL GENERALLY CONSIST OF MUTED AND COMPLEMENTARY COLORS COMPATIBLE WITH THE SURROUNDING AREA AND NEIGHBORHOOD CHARACTER.
- ARCHITECTURAL ELEVATIONS AND COLOR PALETTES SHALL VARY THROUGHOUT THE DEVELOPMENT TO AVOID REPETITIVE BUILDING PATTERNS.
- DECKS, PORCHES AND FENCES SHALL BE CONSTRUCTED USING IGNITION RESISTANT MATERIALS.
- FINAL ARCHITECTURAL DESIGN AND MATERIAL SELECTIONS SHALL BE REVIEWED WITH FUTURE SITE PLAN AND/OR SUBDIVISION APPLICATIONS CONSISTENT WITH THE INTENT OF THIS PD AMENDMENT.

LANDSCAPE REQUIREMENTS			
LANDSCAPE TREATMENT	TOWN CODE	ROCK CREEK RANCH PUD	PROPOSED DEVELOPMENT STANDARD
OPEN SPACE AREA	-	45% OPEN SPACE - EXCLUDING COMMUNITY/ NEIGHBORHOOD OPEN SPACE - CALCULATIONS PER 9.3(A)(2)	45% OPEN SPACE - COUNTING ALL LANDSCAPE, SIDEWALKS, STORMWATER, WETLANDS, - CALCULATIONS PER 9.3(A)(2)*
COMMON AREA/OPEN SPACE LANDSCAPE	(1) TREE / 825 SF (1) SHRUB / 100 SF	(1) TREE / 4,000 SF (10) SHRUBS / 4,000 SF	(1) TREE / 4,000 SF (10) SHRUBS / 4,000 SF
STREET R.O.W.	(1) TREE / 40 L.F. PLACE WITHIN 25-FT OF R.O.W. NOT TO EXCEED 60-FT O.C.	(1) TREE AND (2) SHRUBS REQUIRED FOR EVERY 600 SF OF BUFFER (COLLECTOR RDS)	(1) TREE + (2) SHRUBS / 600 SF AREA BETWEEN CURB & WALK*
SINGLE FAMILY DETACHED ON LOT FOUNDATION LANDSCAPE	(1) SHRUB / 4 L.F.	(1) DECIDUOUS AND (1) EVERGREEN TREE, (4) EVERGREEN SHRUBS AND (4) DECIDUOUS SHRUBS	(1) DECIDUOUS TREE AND (3) DECIDUOUS SHRUB IN FRONT YARD*
TOWNHOME ON LOT FOUNDATION LANDSCAPE	(1) SHRUB / 4 L.F.	N/A	(3) DECIDUOUS SHRUB ALONG FRONTAGE (MAY BE IN COMMON AREA)*
PARKING LOT ISLANDS	(1) TREE AND (6) SHRUBS PER 180 S.F. OF PARKING ISLAND	MIN. (2) TREES AND SHRUBS WHERE APPROPRIATE	(1) TREE AND (6) SHRUBS PER 180 S.F.* OF PARKING ISLAND
PARKING LOT BUFFERS (PERIMETER PLANTINGS)	-	REF FIGURE 5.2 B (3 OPTIONS) - 10' BERM @ 2'-6" HEIGHT - 10' BERM/RET WALL @ 2'-6" - 15' LANDSCAPE SETBACK	(1) TREE PER 50 LN-FT WITH A CONTINUOUS LANDSCAPE SCREEN AT 3'-0" MIN. HEIGHT*
PLANT DIVERSITY REQUIREMENTS	TREES NOT TO EXCEED 10% OF ANY ONE SPECIES SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES	-	TREES NOT TO EXCEED 20% OF ANY ONE SPECIES* SHRUBS NOT TO EXCEED 25% OF ANY ONE SPECIES
APPROVED PLANT SPECIES	-	APPROVED PLANT MATERIAL REF TABLE 5.2.1	PLANT LIST TO FOLLOW FIREWISE APPROVED SPECIES AS NOTED BELOW*
MONUMENT SIGNS		(2) SIGNS PER SUBDIVISION MAX HEIGHT: 6-FT MAX AREA: 32 S.F.	(2) SIGNS PER SUBDIVISION MAX HEIGHT: 6-FT MAX AREA: 32 S.F.

FIRE-WISE GENERAL NOTES:

DUE TO THE CLOSE PROXIMITY OF WILDLAND URBAN INTERFACE AND FIRE-PRONE AREAS, PLANT MATERIAL WILL NOT BE REQUIRED TO FOLLOW RCR PUD TABLE 5.2.1 "RECOMMENDED PLANT MATERIALS." LANDSCAPING WILL BE SELECTED USING A REGIONAL, FIRE-WISE PLANT PALETTE TO BE COORDINATED WITH TOWN PLANNERS AND APPROVERS.

*MODIFICATIONS TO R-2A STANDARDS APPLICABLE TO ROCK CREEK PLANNING AREA 7 ONLY.

PROPOSED PLANT SIZES TO FOLLOW PUD STANDARDS		
PLANT TYPE	SIZE	NOTES
DECIDUOUS TREES	2-IN CALIPER	B&B, MEASURED 1-FT ABOVE THE GROUND
ORNAMENTAL / FLOWERING TREES	1 1/2-IN CALIPER	B&B, MEASURED 1-FT ABOVE THE GROUND
EVERGREEN TREES	6-FT HEIGHT	B&B, OR CONTAINER, FULL CANOPY
DECIDUOUS & EVERGREEN SHRUBS	5 GALLON	CONTAINER, FULL CANOPY
ORNAMENTAL GRASSES	3 GALLON	CONTAINER, NOT LISTED IN PUD
PERENNIALS	1 GALLON	CONTAINER

COMMON AREA LANDSCAPE NOTES

- DUE TO CLOSE PROXIMITY TO HODGSON-HARRIS RESERVOIR, A WILDLIFE ACCESSIBLE PERMANENT WATER SURFACE WITHIN WILL NOT BE PROVIDED.
- ALL MULCH SHALL BE STONE OVER WEED CONTROL FABRIC. MULCH BEDS SHALL BE INSTALLED AT 3-INCHES THICK IN SHRUB BEDS, 2-INCHES THICK IN FLOWER BEDS. MULCH BEDS IN COMMON AREAS SHALL HAVE STEEL EDGER.
- COMMON AREA TURF AND LANDSCAPE BEDS SHALL RECEIVE SOIL AMENDMENT PER TOWN STANDARDS.
- NATIVE SEED AREAS SHALL MATCH THE TOWN'S FIRE-WISE STANDARD SEED MIX.
- AN AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED FOR ALL LANDSCAPE AREAS. FOR NATIVE SEED AREAS, TEMPORARY IRRIGATION SHALL BE PROVIDED THROUGH ESTABLISHMENT. COMMON AREAS SHALL BE IRRIGATED WITH REUSE WATER.
- PRIVATE ON-LOT LANDSCAPING SHALL BE IN ACCORDANCE WITH ROCK CREEK PUD EXCEPT AS MODIFIED IN THIS PUD AMENDMENT.

ESTIMATED UTILITY DEMANDS		
DOMESTIC WATER	55,935	GALLONS PER DAY
SANITARY SEWER	50,342	GALLONS PER DAY
IRRIGATION ⁽¹⁾	TBD ⁽²⁾	GALLONS PER MONTH (PEAK)
		GALLONS PER YEAR

⁽²⁾ ALL COMMON AREAS SHALL BE IRRIGATED WITH REUSE WATER

⁽¹⁾ IRRIGATION DEMAND TO BE DETERMINED BASED ON A SITE-SPECIFIC DEVELOPMENT PLAN



8308 COLORADO BLVD
SUITE 200
FIRESTONE, CO 80504
303.833.1416
WWW.CIVILRESOURCES.COM



THE GARRETT COMPANIES

5075 S SYRACUSE ST
DENVER CO, 80237
(317) 886-7923 (p)

ROCK CREEK RANCH
P.U.D. AMENDMENT NO. 25
TOWN OF SUPERIOR

REVISIONS		
NO.	DESCRIPTION	DATE
1	RESUBMITTAL 1	06/22/26
2	RESUBMITTAL 2	07/27/26
3	RESUBMITTAL 3	08/26/26

DESIGNED BY: CMH	DATE: 05/22/26
DRAWN BY: CMH	
CHECKED BY: JAB	
JOB NO.: 402.001.01	
DWG NAME: 40200101PUD.DWG	

DEVELOPMENT
STANDARDS

SHEET:

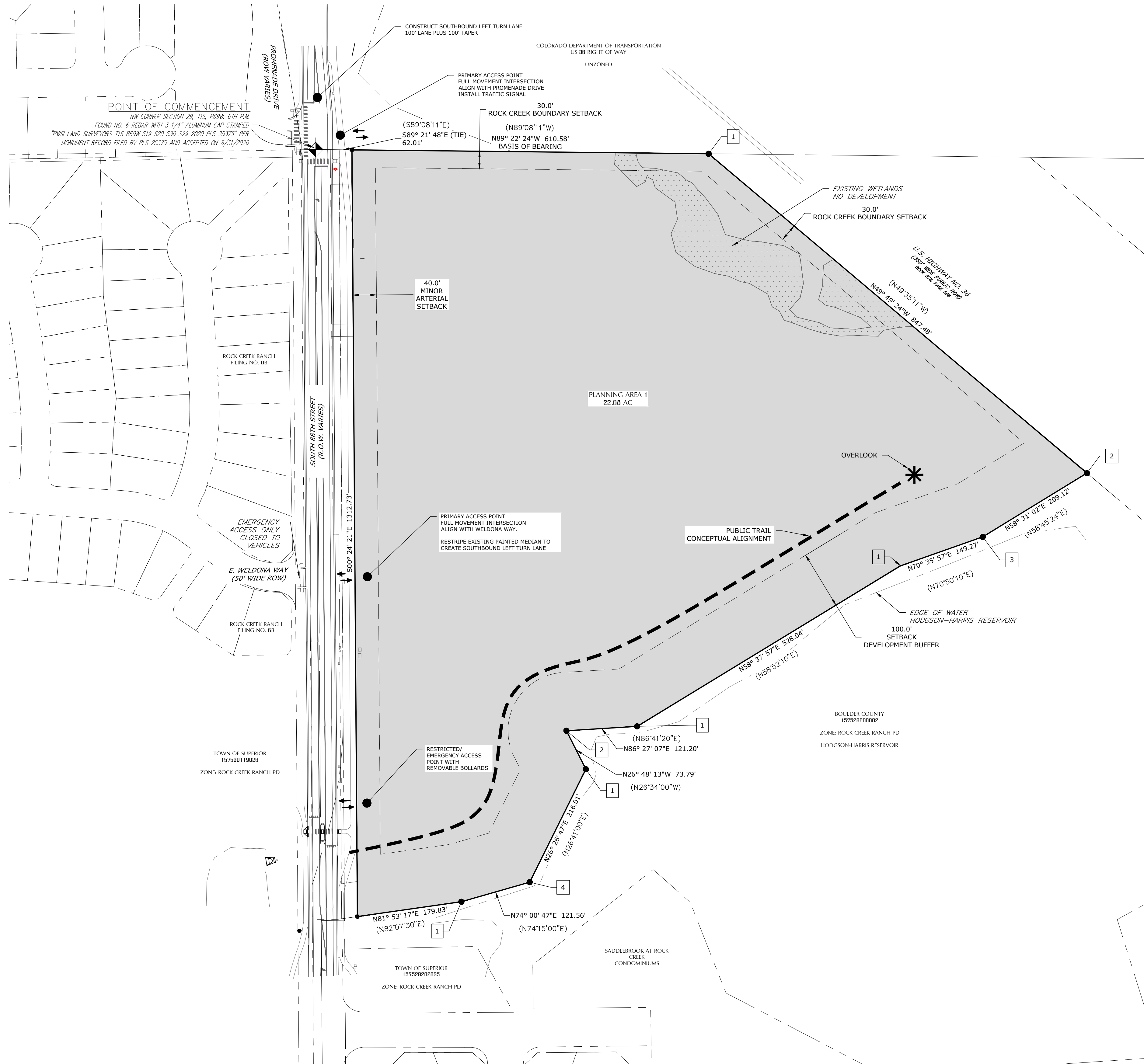
2 OF 3

P.U.D. AMENDMENT NO. 25
UNPLATTED PORTION OF ROCK CREEK RANCH
LOCATED IN THE NW 1/4 OF SECTION 29 AND IN THE NE 1/4 OF SECTION 30
TOWN OF SUPERIOR, COUNTY OF BOULDER, STATE OF COLORADO

CIVIL RESOURCES
8308 COLORADO BLVD
SUITE 200
FIRESTONE, CO 80504
303.833.1416
WWW.CIVILRESOURCES.COM

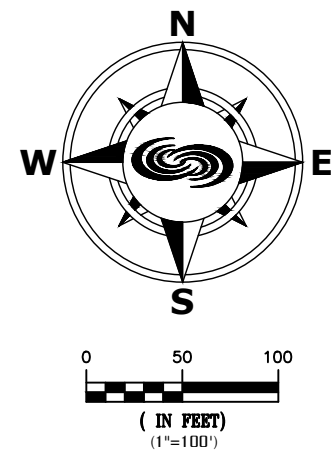
THE GARRETT COMPANIES
THE GARRETT COMPANIES
5075 S SYRACUSE ST
DENVER CO, 80237
(317) 886-7923 (p)

ROCK CREEK RANCH
P.U.D. AMENDMENT NO. 25
TOWN OF SUPERIOR



- LEGEND**
- PUD AMENDMENT BOUNDARY
 - SETBACK
 - ADJACENT PROPERTY LINE (NOT A PART)
 - CONCEPT LOCATION FOR PUBLIC TRAIL
 - PD AMENDMENT AREA
 - WETLANDS (NO DEVELOPMENT)

- BOUNDARY AND ABBREVIATION LEGEND**
FOUND SECTION CORNER AS SHOWN AND DESCRIBED HERON
- SET NO 5 X 18" REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC PLS 38668"
 - FOUND NO. 5 REBAR WITH 1 -1/4" YELLOW PLASTIC CAP STAMPING ILLEGIBLE.
 - FOUND NO. 5 REBAR WITH 1 -1/2" ALUMINUM CAP STAMPING "PLS 12405"
 - FOUND NO. 5 REBAR WITH 1 -1/2" GREEN PLASTIC CAP STAMPING "PLS 38320"
 - FOUND NAIL WITH 1 -1/2" YELLOW PLASTIC CAP STAMPING ILLEGIBLE IN TOP OF FENCE POST
- (...) INDICATES RECORD INFORMATION PER TITLE COMMITMENT DESCRIPTION REFERENCED HEREIN IF DIFFERENT THAN MEASURED.



REVISIONS		
NO.	DESCRIPTION	DATE
1	RESUBMITTAL 1	06/22/26
2	RESUBMITTAL 2	07/27/26
3	RESUBMITTAL 3	08/26/26

DESIGNED BY: CMH DATE: 05/22/26
DRAWN BY: CMH SCALE: 1"=100'
CHECKED BY: JAB
JOB NO.: 402.001.01
DWG NAME: 40200101PUD.DWG

PUD AMENDMENT
MAP

SHEET:

3 OF 3

August 4, 2026

PLANNED DEVELOPMENT AMENDMENT NARRATIVE Third Submittal

Zaharias Property
7500 South 88th Street
Town of Superior, Colorado

Introduction

The Garrett Companies (“Garrett”) submits this Planned Development Amendment (“PD Amendment”) application for the property located at 7500 South 88th Street within the Rock Creek Ranch Planned Development (“PUD”), originally approved in 1987. The site identified as Planning Area 7 (“PA-7”) in the PUD consists of approximately 22.68 acres and represents one of the remaining undeveloped parcels within the PUD.

The property is currently zoned Regional Activity Center (“RAC”), per the Land Use Table of the PUD. The RAC designation was originally intended to support a regional commercial center associated with a previously planned U.S. Highway 36 interchange at S. 88th Street. That interchange anticipated direct regional access and supported commercial development at this location. Over time, regional mobility planning shifted, making the McCaslin Boulevard and Highway 36 interchange the primary commercial connector between Superior and Louisville.

As a result, the underlying assumptions that informed the RAC designation changed, and the site no longer functions as a logical location for regional commercial development as originally envisioned. The Town’s approved 2025 Comprehensive Plan and recent Town discussions further acknowledge this shift and recognize that the site may support an alternative land use pattern that is more compatible with surrounding development, existing infrastructure conditions, and long-term community objectives.

Relationship to the Comprehensive Plan

The Town’s 2025 Comprehensive Plan, (“Comp Plan”), adopted 2/23/2026, identifies PA-7 as the “Zaharias Opportunity Area” and acknowledges that prior commercial expectations for the site were tied to a planned U.S. Highway 36 interchange that is no longer supported by CDOT. The Comp Plan anticipates residential development within a density range of 6 to 25 dwelling units per acre.

The PD Amendment includes an integrated mix of townhomes and compact-lot single-family detached homes organized within a unified neighborhood framework. The project results in a maximum overall density of 10 dwelling units per acre across the 22.68-acre site.

The PD Amendment supports several key planning objectives identified in the Comp Plan, including:

- Context-sensitive infill development;
- Housing diversity and expanded ownership opportunities;
- Integration of neighborhoods through pedestrian connectivity;
- Efficient use of existing infrastructure and services.
- Recommended density;
- Primary and supporting land uses; and
- Public and Private Community Space

By transitioning the site from an unrealized commercial designation to residential use consistent with the PUD and surrounding development patterns, the amendment allows the property to evolve in a manner that reflects current planning policy and community needs.

The PD Amendment also advances several of the Town’s objectives by expanding housing diversity through a mixture of townhomes and single-family detached homes. As one of the remaining undeveloped infill sites within Rock Creek Ranch, the property represents an important opportunity to introduce ownership housing choices that can serve a range of households, including empty nesters, older adults, families, local workers, and residents seeking alternatives to larger detached housing products. This broader mix of housing types is consistent with the Town’s recent housing planning efforts and the Comp Plan, which emphasize housing diversity, attainability, and thoughtful infill development.

The PD Amendment supports the Town’s 2025 Housing Strategies, which identify three primary objectives: increasing housing choices, supporting local and regional affordable housing efforts, and removing housing barriers. The Zaharias project supports Objective 1 by introducing townhomes and entry-level single-family detached homes on an infill site within an established community. By providing a framework for attainable ownership housing opportunities within Rock Creek Ranch, the project increases housing diversity and introduces housing types that are currently underrepresented within Superior’s housing supply.

Development Purpose and PD Amendment Intent

Garrett proposes this PD Amendment as a site-specific rezone rather than a departure from the overall planning framework of the existing Rock Creek Ranch PUD. As identified in Section II, 6.1 Land Use Controls of the PUD, the framework intends to guide development while allowing adjustments that respond to changing conditions and community needs.

Garrett’s PD Amendment proposes to rezone PA-7 from RAC to a compatible Residential 2A (R-2A) zoning designation while limiting allowable density. The scope of the PD Amendment responds to recent Town feedback and neighborhood stakeholder input by:

- Establishing residential uses, including for-sale townhomes and single-family detached dwellings, as the permitted use within PA-7 pursuant to the existing R-2A zoning;
- Maintaining continuity of the PUD’s applicable development standards for access and circulation, open space, building orientation, landscaping, and signage;

- Proposing updated development standards for the residential uses proposed within PA-7;
- Identifying limited, site-specific adjustments necessary to accommodate the site's physical and environmental context; and
- Reducing the originally proposed development intensity in response to community traffic and density concerns.

Project Overview

The proposed PD Amendment creates a neighborhood-scale residential community that provides moderate-density ownership housing and pedestrian connections. The plan is designed to complement the surrounding Rock Creek Ranch community while providing an appropriate transition between adjacent single-family neighborhoods, CDOT property, and nearby open space.

The PD Amendment includes a maximum of 226 for-sale residential units consisting of townhomes and single-family detached homes, with a minimum of 45 percent of the dwelling units consisting of single-family detached homes. Garrett's initial concept contemplated approximately 360 residential units, or approximately 16 dwelling units per acre. The current PD Amendment reduces the maximum density to 10 dwelling units per acre in response to Town Council, staff, and community feedback regarding density, traffic, neighborhood compatibility, and housing choice.

After evaluating that feedback, Garrett shifted from the previously proposed for-rent multifamily concept to a for-sale residential community consisting of townhomes and compact-lot single-family detached homes. The development will comply with the Town of Superior's Inclusionary Housing Ordinance and provide the required permanently deed-restricted affordable dwelling units in accordance with the applicable requirements of the Superior Municipal Code.

The remainder of this narrative describes the site context, proposed development framework, applicable development standards, Inclusionary Housing Ordinance compliance, and the relationship of the proposal to the Rock Creek Ranch PUD and the Town's current planning direction.

Site Description and Existing Conditions

The property is bound by:

- Established residential neighborhoods to the west;
- U.S. Highway 36 to the east; and
- The Hodgson-Harris Reservoir to the south.

Environmental considerations associated with the reservoir edge continue to inform the conceptual development envelope.

Existing infrastructure, including roadway access from South 88th Street and connections to water, sewer, and storm systems, serves the broader Rock Creek Ranch area and supports infill development at this location.

Permitted Uses

The proposed amendment establishes residential use as the permitted land use within this Planning Area following the PUD's established R-2A zoning standards, in the following building forms:

- Townhomes
- Single-family homes

Planning and Design Framework

The proposed PD Amendment is organized around a planning framework intended to create a residential neighborhood that is compatible with surrounding development while responding to the site's unique physical and environmental conditions.

Key design objectives guiding the site plan as a response to stakeholder input include:

- A revised land use strategy that responds to community goals, neighborhood compatibility, and lessens traffic concerns on S. 88th Street;
- Introduce transitional moderate density adjacent to Highway 36;
- Creation of environmental buffers along the reservoir and to preserve existing wetlands;
- Efficient use of existing infrastructure;
- Integration of pedestrian circulation, open space and amenities;
- Construction of a public 8-foot paved trail along the proposed retaining wall fronting Hodgson-Harris Reservoir; and
- Construction of a public Reservoir overlook with interpretive signage.

Building placement is organized by the site's topography and proximity to the Hodgson-Harris Reservoir. Development areas are concentrated away from the reservoir edge to maintain a substantial open space buffer along the southern portion of the site. This buffer serves both environmental and visual functions by providing separation between the built environment and the reservoir.

Architecturally, residential buildings are anticipated to incorporate articulated façades, varied rooflines, enhanced entries, and pedestrian-oriented design elements intended to reinforce neighborhood character and create a functional residential streetscape environment.

The site design also prioritizes pedestrian connectivity. Internal sidewalks and trail connections link residential areas to open space amenities, gathering spaces, and existing pedestrian infrastructure along South 88th Street, allowing residents to access surrounding neighborhoods, schools, and trail systems.

The PD Amendment's Preliminary Plan illustrates a viable community layout demonstrating buildable areas, site circulation, land use and natural buffering, and compatibility with surrounding conditions. The Preliminary Plan is conceptual and refinements for final building placement, lot configuration, building orientation, and product layout will occur through future FPSP and engineering reviews.

Open Space

The PD Amendment's Landscape Requirements chart requires that approximately 45% of the 22.68-acre site will be preserved as open space, meeting the intent of Section 9.3(A)(2) of the original PUD. Of that total, 4.5 acres consists of preserved natural open space, including the Hodgson-Harris Reservoir buffer, protected wetlands, and naturalized landscape areas that will remain undisturbed by development. Programmed open space within the project will include neighborhood amenity spaces and landscape areas. A network of internal sidewalks will lead residents to amenity spaces and connect to the public trail and overlook along the Hodgson-Harris Reservoir.

The PD Amendment responds to the PUD's Open Space requirements through a combination of:

- Hodgson-Harris Reservoir buffer;
- Protected wetlands;
- Public trail and reservoir overlook areas;
- Internal landscaped open space areas;
- Pedestrian corridors;
- Integrated stormwater detention areas;
- Private open space within the development; and
- Community amenity areas.

The southern portion of the site functions as a wildlife buffer between development and the Hodgson-Harris Reservoir. This area also contributes to the project's overall open space framework by maintaining a continuous open space edge along the reservoir corridor. Building and amenity placement outside this buffer helps ensure separation from environmentally sensitive areas which will not be disturbed by site development. The project will incorporate retaining walls with railings outside of the buffer to prevent human and pet encroachment into the buffer, while elevating the public trail and overlook to optimize views and bird watching at the reservoir. Our design intent is to create a visual connection to the reservoir while preventing encroachment into the reservoir habitat.

Circulation and Connectivity

Vehicular access is provided from South 88th Street. The site benefits from frontage on an established collector roadway and does not require extension of new arterial infrastructure.

Three access points are proposed along South 88th Street. Two will provide full vehicular access to the development: one aligned with Promenade Drive, and one aligned with East Weldona Way. The Promenade Drive access will require installation of a traffic signal at the Developer's expense. A third access point, located near the southern end of the site north of the existing crosswalk, will be restricted to emergency vehicles only. Emergency vehicle access will support emergency response without introducing another full-movement access point along the corridor.

Pedestrian connectivity is incorporated throughout the site through sidewalks and pathways that link residential areas to existing pedestrian infrastructure along South 88th Street. The project is intended to function as an integrated residential neighborhood within the existing Rock Creek Ranch community.

Parking Standards

Parking is anticipated to be provided through a combination of attached garages, parallel street parking (located internal to the site), and guest parking throughout the site.

The proposed parking framework is intended to support the residential character of the development, minimize large surface parking fields, and reinforce a pedestrian-oriented site design.

Detailed parking ratios are included in the PD Amendment and are consistent with the existing parking standards within the R2-A designation, with an added guest parking requirement. Two-, three-, and four-bedroom dwellings all require 2 parking spaces per unit along with guest parking of .25 spaces per unit.

Inclusionary Housing Compliance and Necessary Financial and Development Considerations

Although the revised site plan reduces overall residential density from the original concept, it continues to advance the Town's housing diversity and affordability objectives through a mix of townhomes and compact-lot single-family detached homes. The proposed housing types are designed on smaller lots to provide a broader range of ownership opportunities within Superior while responding to Town Council, staff, and community feedback regarding density, traffic, neighborhood compatibility, and housing choice.

Garrett's earlier concept contemplated approximately 360 residential units, or approximately 16 dwelling units per acre. The current PD Amendment reduces the maximum density to 10 dwelling units per acre and the maximum unit count to 226 dwelling units. The revised development program includes both townhomes and single-family detached homes, with a minimum of 45 percent of the dwelling units consisting of single-family detached homes.

The development shall comply with the Town of Superior's Inclusionary Housing Ordinance and provide the required number of permanently deed-restricted affordable dwelling units in accordance with the applicable requirements of the Superior Municipal Code. The final number, distribution, income targeting, deed restrictions, and other affordability requirements will be established in accordance with the Inclusionary Housing Ordinance and documented through the applicable final development and affordable housing documents.

Providing permanently deed-restricted affordable housing represents a substantial change from the initial-sale price-cap approach described in the prior submittal. Under the revised proposal, the affordable dwelling units will remain subject to the affordability requirements established by the Town rather than being limited to an initial-sale restriction. This approach advances the Town's long-term affordable housing objectives by preserving affordability beyond the first sale and integrating affordable ownership opportunities within the overall development.

The affordable dwelling units will be incorporated into the development and will have exterior materials, architectural character, and access to community amenities generally consistent with the market-rate dwelling units. The units will be identified, constructed, conveyed, and administered in accordance with the Inclusionary Housing Ordinance and the applicable affordable housing agreement or other implementation documents.

The project's reduced density, required public infrastructure, permanently deed-restricted affordable housing obligations, and other development commitments create significant costs that affect the financial feasibility of the development. To support delivery of the required affordable dwelling units and allow the development to proceed, the following financial and development considerations are necessary:

1. Fee and Use Tax Waivers for Affordable Units

All Town-imposed building permit and plan review fees, construction use taxes, and applicable water, sewer, stormwater, irrigation, tapping, metering, and construction-related utility fees and charges attributable solely to the permanently deed-restricted affordable dwelling units shall be waived before payment is required.

These waivers apply only to the affordable dwelling units provided in compliance with the Inclusionary Housing Ordinance and shall not apply to market-rate dwelling units. Where a fee, charge, or tax is not assessed on an individual-unit basis, the amount attributable to the affordable dwelling units shall be determined through the applicable implementation documents.

The fee and tax waivers are intended to reduce the direct development costs associated with constructing and delivering the required affordable dwelling units and are necessary to maintain the financial feasibility of the development.

2. Metropolitan district formation, maintenance, and mill levy

The Developer intends to pursue the formation of one or more metropolitan districts to finance eligible public improvements serving the Project and to provide for the long-term ownership, operation, repair, replacement, and maintenance of improvements and facilities serving the development, as authorized through the applicable service plan.

The Metropolitan District or Districts may be responsible for private streets, commonly owned open-space tracts, landscaping, trails, stormwater facilities, community amenities, common facilities, and other shared improvements serving the development. The district or districts may also finance, construct, acquire, own, operate, and maintain eligible public infrastructure and other development improvements consistent with the approved service plan and applicable law.

Any metropolitan district remains subject to a separate service plan application, public hearing, Town approval, any required code amendment, and all other requirements of applicable law. Garrett requests that approval of this PD Amendment confirm the Property's eligibility for a future metropolitan district service plan to include a maximum debt-service mill levy of up to fifty (50) mills, with operations and maintenance mill levy authority to be addressed separately in the service plan consistent with the Town's standard practice. This eligibility determination does not constitute approval of any metropolitan district, its service plan, code amendment, or mill levy, those approvals rest solely with the Town Council through the separate service plan process and remain subject to the Town's future legislative discretion in those proceedings.

Final ownership, maintenance, funding, and operational responsibilities for improvements and facilities serving the development will be established through the service plan, final plat, easements, conveyance documents, maintenance agreements, and other applicable implementation documents.

Environmental Considerations

Environmental conditions associated with the Hodgson-Harris Reservoir and surrounding open space areas were considered in the preparation of this proposal. The project team reviewed previously prepared wildlife habitat assessments and avian survey data for the Hodgson-Harris Reservoir area, along with other environmental materials provided during the Town's pre-application process and engagement with Superior's Open Space Advisory Committee (OSAC).

The reservoir-adjacent buffer provides habitat value for avian and other species associated with the reservoir. Documented environmental commitments include:

- Maintaining a 100-foot development and disturbance buffer adjacent to the reservoir;
- Constructing retaining walls with railings at the buffer edge to prevent human and pet encroachment into the protected buffer;
- Constructing a public trail and overlook with interpretive signage outside the protected buffer;
- Incorporating a kestrel nesting box in collaboration with OSAC;
- Utilizing dark sky compliant lighting;
- Sensitive photometric design to prevent spillover into the reservoir buffer;
- Implementing stormwater management practices to prevent run-off into the reservoir.
- Prairie dog translocation through live trapping to a receiving site in Colorado.

The proposed site design responds to these conditions by concentrating development toward the northern and western portions of the property while preserving open space areas along the southern edge adjacent to the Hodgson-Harris Reservoir.

Landscaping within the Hodgson-Harris reservoir buffer will remain native. No development or disturbance of any kind is permitted within the buffer area.

The wetlands within the site are designed as a protected area and will be preserved as a part of the 4.5 acres of natural open space.

In addition, a Phase I Environmental Site Assessment has been prepared for the property. The Phase I identified no recognized environmental conditions, no controlled or historical recognized environmental conditions, and no significant data gaps associated with the site.

The project team has met with OSAC representatives to discuss prairie dog concerns and has committed to prairie dog relocation through live trapping if there is an available receiving site in Colorado.

Wildfire Mitigation, Safety, and Resiliency

Wildfire mitigation, emergency access, and long-term site resiliency have been incorporated into the overall development framework.

Future development will comply with applicable Town building and fire code requirements, including standards for fire access, fire flow, emergency vehicle circulation, and other requirements of Mountain View Fire Protection District.

Fence and landscape design will incorporate ignition-resistant or non-combustible materials where appropriate and consistent with applicable Town and fire code requirements.

The revised site plan concentrates development within defined residential areas while maintaining open space and buffer areas adjacent to the Hodgson-Harris Reservoir corridor. This approach reduces unmanaged development edges and supports coordinated emergency access and defensible space planning.

Emergency Access and Code Compliance

Vehicular circulation and emergency access are integrated into the site design through multiple connections to South 88th Street, including an emergency-only access point intended to support response operations and evacuation flexibility.

Future development will comply with applicable Town building and fire code requirements, including standards for fire access, fire flow, emergency vehicle circulation, and other requirements of Mountain View Fire Protection District.

Landscape and Material Resiliency

Based on the Town's water-wise and fire-wise landscaping standards, landscaping within the development will incorporate native and adaptive plant materials consistent with the Town standard seed mix and establishment requirements. Fence and landscape design near open space will also incorporate wildfire resiliency and defensible space principles, including ignition-resistant or non-combustible materials where appropriate and consistent with applicable Town and fire code requirements.

Waste Management

Residential waste and recycling service will be provided through the Town's contracted residential waste service provider in accordance with Section 6-5-70 of the Municipal Code. Final collection locations and operational details will be coordinated during the FPSP process.

Construction activities will comply with applicable Town Green Building Program and construction-waste diversion requirements.

Noise Mitigation

The project's proximity to U.S. Highway 36 has been considered in the preliminary site design. Under the prior for-rent concept, enhanced STC-rated windows and doors were proposed for buildings facing U.S. Highway 36 in lieu of a sound wall. This approach was intended to reduce interior noise impacts while preserving views and avoiding a large visual barrier along the highway frontage.

As the project has transitioned to a for-sale community, appropriate noise-mitigation measures will be reevaluated as the site and building plans are finalized through the FPSP and architectural review processes.

Energy Conservation

The proposed development will incorporate energy conservation strategies consistent with applicable Town requirements and building code standards in effect at the time of development review and construction.

Site and building design will consider opportunities to support energy efficiency through building orientation, insulation standards, efficient building systems, durable exterior materials, and energy-conscious lighting and landscape design.

Final conservation measures may continue to be refined during future FPSP, architectural, and building permit review.

Lighting

Proposed lighting within the development will be designed in accordance with applicable Town requirements and the adopted lighting standards in effect at the time of development review.

Lighting design will consider neighborhood compatibility, pedestrian safety, energy efficiency, and minimization of glare and light spillover onto adjacent properties and open space areas.

All exterior lighting will incorporate dark-sky compliant fixtures, including downward directed and shielded lighting elements to minimize light spillover onto adjacent properties and open space areas.

Community Amenities

Proposed community amenities are designed to support neighborhood connectivity, outdoor recreation, and gathering opportunities throughout the development.

The preliminary site plan incorporates a connected network of pedestrian amenities, including a public 8-foot paved trail along the Hodgson-Harris Reservoir frontage, a reservoir viewing area with interpretive signage, and a centrally located playground with children's play equipment, seating, landscaping, and pedestrian connections. Internal sidewalks will link these features throughout the site and connect to the existing pedestrian trail network along South 88th Street. The final design, size, and location of the playground will be established through the FPSP process.

Open space and trail-oriented amenities are intended to provide opportunities for passive recreation, neighborhood interaction and access to the surrounding area while maintaining compatibility with adjacent environmental features and open space areas.

Community amenity areas are intended to serve both the townhome and single-family portions of the development. Final locations and distribution will be refined through the FPSP process to provide access throughout the community.

Water Conservation and Efficiency

The proposed development incorporates water conservation measures through site design, landscaping, irrigation practices, and building systems consistent with applicable Town requirements and regional sustainability objectives. Water efficiency is intended to remain an important component of the project's long-term operational and landscape strategy.

Landscaping and irrigation systems are expected to incorporate water-efficient design practices, including drought-tolerant and climate-adaptive plant materials, efficient irrigation methods, and irrigation management strategies intended to reduce long-term potable water demand. Turf areas are anticipated to be limited to functional recreational and gathering spaces, with lower-water-use landscape treatments utilized throughout the remainder of the site where appropriate.

Final landscape design, irrigation systems, and water conservation measures may continue to be refined during future FPSP, architectural, and building permit review consistent with applicable Town standards and utility requirements.

Construction Waste Management and Green Building Compliance

Construction activities associated with the proposed development will incorporate standard waste management practices intended to reduce unnecessary waste generation and support recycling and material recovery where reasonably feasible.

Contractors and subcontractors will be encouraged to separate recyclable construction materials, including cardboard, metal, wood, concrete, and other eligible materials, during construction to the extent practical and consistent with available recycling facilities and project logistics.

The project will comply with applicable Town of Superior Green Building Program requirements, building code provisions, and adopted construction waste diversion measures in effect at the time of development review and permitting.

Transportation and Traffic

A Traffic Impact Study (TIA) has been prepared in accordance with Town requirements to evaluate project-generated traffic, intersection operations, access conditions, and levels of service. The findings of the report show that the proposed development has no material negative impact on levels of service to surrounding traffic, and S 88th Street can effectively serve the proposed development. As recommended in the TIA, Garrett will install a traffic signal at the Promenade/South 88th Street intersection which will improve current levels of service for critical movements within the intersection. Garrett will also provide southbound left-turn lanes into the development at both access points as recommended by the TIA.

The site's location within an established service area reduces the need for extension of major infrastructure and supports coordinated evacuation routing and emergency access.

Transportation Demand Management measures may be evaluated where appropriate during future FPSP review.

Utilities and Infrastructure

The development will connect to existing water, sewer, and storm systems serving Rock Creek Ranch.

Stormwater management strategies will address site drainage patterns and protect adjacent open space and the reservoir.

Student Generation and Schools

Based on estimates received from Boulder Valley School District for student generation, we anticipate the proposed development plan to generate roughly 85 students attending K-12. Based on current utilization rates, the school district can serve the planned development and can help bolster enrollment. This site feeds into the Monarch School Campus, and families may also apply for school choice enrollment at Superior Elementary. Both school options are conveniently located less than .70 miles from the development, providing walkable/bikeable access.

Phasing and Implementation

Development of the project is anticipated to occur in a coordinated construction sequence to support efficient delivery of infrastructure and site improvements.

Subsequent construction will proceed in phases based on construction sequencing. Each phase will include the necessary site improvements, parking areas, and open space elements to ensure that development areas function cohesively as they are completed.

During construction, special attention will be paid to the prevention of trash and debris entering protected areas and the reservoir.

All phases of development will comply with the applicable development standards established through the Planned Development Amendment and will maintain consistency with the approved site plan framework.

Conclusion

The proposed PD Amendment refines the permitted uses within Planning Area 7 of the Rock Creek Ranch Planned Development to allow a moderate-density residential community consisting of townhomes and single-family detached homes. The amendment responds to the site's changed planning context and updates the original Regional Activity Center designation while maintaining the broader framework and development objectives of the Rock Creek Ranch PUD.

The amendment aligns with the Town's approved 2025 Comprehensive Plan for the Zaharias Opportunity Area by supporting context-sensitive infill development, expanding housing

diversity, introducing additional ownership opportunities, protecting environmental resources, and making efficient use of existing infrastructure and services. The proposed development also provides public and community benefits through pedestrian connectivity, open space, a public trail and reservoir overlook, community amenities, and transportation improvements along South 88th Street.

The development shall comply with the Town of Superior's affordable housing requirements in effect at the time of PD Amendment approval and provide the required permanently deed-restricted affordable dwelling units in accordance with the applicable requirements of the Superior Municipal Code. Affordable dwelling units shall include each housing product type provided within the development. The final number, distribution, income targeting, deed restrictions, and other affordability requirements will be established in accordance with the Inclusionary Housing Ordinance and documented through the applicable final development and affordable housing documents.

Compliance with the Inclusionary Housing Ordinance, together with the project's reduced density, public infrastructure obligations, environmental commitments, transportation improvements, and ongoing ownership and maintenance responsibilities, creates significant costs affecting the financial feasibility of the development. The financial and development considerations identified in this narrative, including fee and use-tax waivers attributable to the affordable units, and consideration of a future metropolitan district financing and maintenance structure, are necessary to support delivery of the required affordable housing and allow the development to proceed.

The anticipated metropolitan district structure will provide a framework for financing eligible public improvements and for the long-term ownership, operation, repair, replacement, and maintenance of private roads, commonly owned open-space tracts, landscaping, trails, stormwater facilities, community amenities, and other shared improvements. The formation, authority, financing limitations, and responsibilities of any metropolitan district will be established through the applicable service plan, code amendment, organizational, platting, and implementation processes.

As one of the Town's identified Opportunity Areas and one of the remaining undeveloped infill sites within Rock Creek Ranch, the Property represents an important opportunity to introduce a thoughtfully planned residential neighborhood in a location already served by infrastructure, schools, roadway access, and an established community context. The PD Amendment balances housing, affordability, infrastructure, environmental protection, and neighborhood compatibility while providing a practical framework for the long-term implementation and maintenance of the development.

Through approval of the PD Amendment and coordination of the necessary financial and development considerations, the Zaharias Property can advance the Town's goals for housing diversity, permanently affordable housing, thoughtful infill development, and responsible long-term stewardship of the site.

With this third submittal of the PD Amendment application materials, we look forward to the Town's review and continued collaboration regarding the proposed Planned Development Amendment.



May 22, 2026

Ms. Ashley Bedell
The Garrett Companies
abedell@thegarrettco.com

Re: Zaharius Property
Superior, CO
LSC #260230

Dear Ms. Bedell:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Zaharius Property residential redevelopment. The property is proposed to be rezoned from PUD (Regional Activity and Employment Center) to PUD (residential). As shown on Figure 1, the site is located east of S. 88th Street, and southwest of US Highway 36 in Superior, Colorado.

REPORT CONTENTS

The report contains the following: 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 background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate growth in background traffic or from the impact of the site.

LAND USE AND ACCESS

The site could include up to 110 single-family detached dwelling units and 116 townhome dwelling units. Access is proposed from S. 88th Street as shown in the conceptual site plan in Figure 2.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **S. 88th Street** is a north-south, two-lane collector roadway west of the site. The intersections with S. Promenade Drive and Shamrock Drive are stop-sign controlled and the intersection with Rock Creek Parkway is roundabout controlled. There is a pedestrian-activated

signalized pedestrian crossing of S. 88th Street on the south leg of the S. Promenade Drive intersection. The posted speed limit in the vicinity of the site is 35 mph.

- **S. Promenade Drive** is an east-west, two-lane local roadway west of the site. The intersection with S. 88th Street is stop-sign controlled, but planned to be signalized in the future.
- **E. Weldona Way** is an east-west, two-lane local roadway west of the site. The intersection with S. 88th Street is emergency-only access.
- **Shamrock Drive** is an east-west, two-lane local roadway south of the site. The intersections with S. 88th Street is stop-sign controlled. There is alternative access to the residential community served by Shamrock Drive via Rock Creek Parkway.
- **Rock Creek Parkway** is a north-south, four-lane arterial roadway southwest of the site. The intersection with S. 88th Street is roundabout controlled. The Town has an upcoming plan to reconstruct the roundabout with less capacity to improve operations. The posted speed limit in the vicinity of the site is 35 mph.

Existing Traffic Conditions

Figure 3a shows the existing traffic volumes, existing traffic control, and lane geometry in the site's vicinity on a typical weekday. Figure 3b shows the existing pedestrian volumes, and Figure 3c shows the existing off-street bicycle volumes. The weekday peak-hour traffic volumes, pedestrian, counts, and bicycle counts are from the attached traffic counts conducted by Sustainable Traffic Solutions and Counter Measures in 2026. The through traffic on S. 88th Street was balanced to be consistent from one intersection to the next because the peak-hour traffic counts were conducted on different days. The daily traffic on S. 88th Street is based on the 2024 volume in the 2025 *Town Transportation Plan* (TP) grown for two years at an annual rate of 1.35 percent per the Chapter 4, Table 3 of the TP.

2030 and 2050 Background Traffic

Figure 4 shows the estimated 2030 background traffic. The 2025 *Superior Transportation Plan* estimates an annual growth rate of 1.35 percent on 88th Street adjacent to the site (Chapter 4, Table 3). The existing roundabout at Intersection #4 is assumed to have been improved/reduced per plans provided by the Town.

Figure 5 shows the estimated 2050 background traffic. The 2025 *Superior Transportation Plan* estimates an annual growth rate of 1.35 percent on 88th Street adjacent to the site (Chapter 4, Table 3).

Figures 4 and 5 also show the assumed traffic control and lane geometry.

It is important to note the background traffic estimates assume growth in existing traffic but includes no trips from the Zaharius Property.

Existing, 2030, and 2050 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 the study area were analyzed as appropriate to determine the existing, 2030, and 2050 background levels of service using Synchro without development of the Zaharius Property. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **S. 88th Street/Promenade Drive/North Site Access:** All movements at this unsignalized intersection currently operate at LOS “D” or better during both morning and afternoon peak-hours and are expected to do so through 2030. By 2050, the eastbound left-turn is expected to operate at LOS “F” in both peak-hours with stop-sign control and no development of the Zaharius Property.
2. **S. 88th Street/South Site Access:** This intersection was analyzed only in the total traffic scenarios.
3. **S. 88th Street/Shamrock Drive:** All movements at this unsignalized intersection currently operate at LOS “D” or better during both morning and afternoon peak-hours and are expected to do so through 2030. By 2050, the westbound left is expected to operate at LOS “E” in the morning peak-hour and LOS “F” in the afternoon peak-hour with stop-sign control and no development of the Zaharius Property. Drivers have alternative access south to Rock Creek Parkway where they can head northwest on Rock Creek Parkway or use the roundabout at S. 88th Street to complete a U-Turn and head southeast on Rock Creek Parkway.
4. **S. 88th Street/Rock Creek Parkway:** This roundabout controlled intersection currently operates at an overall LOS “A” during both morning and afternoon peak-hours and is expected to operate at LOS “B” or better through 2050.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 12th Edition, 2025* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 1,762 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 34 vehicles would enter and about 97 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 97 vehicles would enter and about 64 vehicles would exit.

This trip generation potential is considerably less than the trip generation potential for the existing PUD which is for Regional Activity and Employment Center (RAC) with permitted uses including hotels, retail, light industrial., and regional office/job centers.

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; and the site's proposed land use.

TRIP ASSIGNMENT

Figure 7a shows the site-generated traffic volumes which are the directional distribution percentages (from Figure 6) applied to the trip generation estimate (from Table 2).

Figure 7b shows an estimate of the site-generated pedestrian and bicycle traffic.

2030 AND 2050 TOTAL TRAFFIC

Figure 8a shows the 2030 total traffic which is the sum of the 2030 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 7a). Figure 8a also shows the 2030 total traffic lane geometry and traffic control.

Figures 8b and 8c show the estimated 2030 pedestrian and off-street bicycle traffic.

Figure 9a shows the 2050 total traffic which is the sum of the 2050 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figure 7a). Figure 9a also shows the 2050 total traffic lane geometry and traffic control.

Figures 9b and 9c show the estimated 2050 pedestrian and off-street bicycle traffic.

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed to determine the 2030 and 2050 total levels of service. Table 1 shows the level of service analysis results for each movement or lane group. The level of service reports are attached.

1. **S. 88th Street/Promenade Drive/North Site Access:** This signalized intersection is expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2050. The Zaharius property is being required to signalize this intersection which provides much better levels of service than provided by the existing stop-sign control.
2. **S. 88th Street/South Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2030. By 2050, the westbound left is expected to operate at LOS "E" in the morning peak-hour and LOS "F" in the afternoon peak-hour. The lower level of service over time is due to an increase in traffic on S. 88th Street projected in the Town's *2025 Transportation Plan*. Drivers will have the option to use the signalized access (#1) during peak times because the two access intersections are connected internally.
3. **S. 88th Street/Shamrock Drive:** All movements at this unsignalized intersection are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2030. By 2050, the westbound left is expected to operate at LOS "F" in both peak-hours with stop-sign control. The lower level of service over time is due to an increase in

traffic on S. 88th Street projected in the Town's *2025 Transportation Plan*. Drivers have alternative access south to Rock Creek Parkway where they can head northwest on Rock Creek Parkway or use the roundabout at S. 88th Street to complete a U-Turn and head southeast on Rock Creek Parkway.

4. **S. 88th Street/Rock Creek Parkway:** This roundabout controlled intersection is expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2050.

RECOMMENDED IMPROVEMENTS

The recommended improvements are shown in Figures 8a and 9a and detailed below:

- The intersection of S. 88th Street/Promenade Drive should be signalized per feedback from the Town. This will significantly improve operations at this intersection.
- Southbound left-turn lanes should be provided on S. 88th Street approaching Intersections #1 and #2. An appropriate length is 100 feet plus a 100-foot transition taper because the queue lengths are expected to be minimal.
- A westbound left-turn lane should be provided at Intersection #1. An appropriate length is 50 feet because the queue lengths are expected to be minimal.
- A westbound left-turn lane should be provided at Intersection #2. An appropriate length is 75 feet based on the projected queue length.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 1,762 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 34 vehicles would enter and about 97 vehicles would exit the site. During the afternoon peak-hour, about 97 vehicles would enter and about 64 vehicles would exit.

Projected Levels of Service

2. All movements at the unsignalized intersections analyzed are expected to operate at acceptable levels of service during both morning and afternoon peak-hours through 2030 with or without development of the site. All movements are expected to operate at acceptable levels of service through 2050 with the following exceptions: The westbound left movements at the S. 88th Street/South Site Access (#2) and S. 88th Street/Shamrock Drive (#3) are expected to operate at LOS "E" or "F" in one or both peak-hours by 2050. The lower level of service over time is due to an increase in traffic on S. 88th Street projected in the Town's *2025 Transportation Plan*. Drivers using either intersection have alternative access that can be used during peak times as discussed in the body of the report.
3. The signalized S. 88th Street/Promenade Drive/North Access intersection (#1) is expected to operate at an overall LOS "C" or better through 2050. The Zaharius Property is being

required to signalize this intersection which provides much better levels of service than provided by the existing stop-sign control.

4. The roundabout controlled S. 88th Street/Rock Creek Parkway intersection (#4) is expected to operate at an overall LOS "B" or better through 2050.

Conclusions

5. The impact of the Zaharius Property residential development can be accommodated by the existing and planned roadway network with the following recommendations.

Recommendations

6. The intersection of S. 88th Street/Promenade Drive should be signalized per feedback from the Town. This will significantly improve operations for this intersection.
7. Southbound left-turn lanes should be provided on S. 88th Street approaching Intersections #1 and #2. An appropriate length is 100 feet plus a 100-foot transition taper because the queue lengths are expected to be minimal.
8. A westbound left-turn lane should be provided at Intersections #1. An appropriate length is 50 feet because the queue lengths are expected to be minimal.
9. A westbound left-turn lane should be provided at Intersection #2. An appropriate length is 75 feet based on the projected queue length.

* * * * *

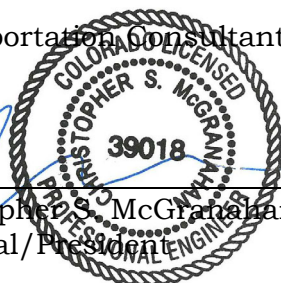
We trust our findings will assist you in gaining approval of the proposed rezone for the Zaharius Property. Please contact me if you have any questions or need further assistance.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By: _____

Christopher S. McGrath, P.E.
Principal/President



CSM/wc

5-22-26

Enclosures: Tables 1 and 2
Figures 1 - 9c
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

Table 1
Intersection Levels of Service Analysis
Zaharius Property
Superior, CO
LSC #260230; May, 2026

Intersection Location	Traffic Control	Existing Traffic		2030 Background Traffic		2030 Total Traffic		2050 Background Traffic		2050 Total Traffic	
		Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1) <u>S. 88th Street/Promenade Drive/North Site Access</u>	TWSC										
NB Left		A	A	A	A	--	--	A	B	--	--
EB Left		C	D	D	D	--	--	F	F	--	--
EB Right		B	C	B	C	--	--	B	C	--	--
Critical Movement Delay(sec /veh)		22.9	25.8	25.0	28.1	--	--	50.4	59.5	--	--
										--	--
	Signalized										
EB Left		--	--	--	--	B	B	--	--	B	B
EB Through/Right		--	--	--	--	B	B	--	--	B	B
WB Left		--	--	--	--	B	B	--	--	B	B
WB Through/Right		--	--	--	--	B	B	--	--	B	B
NB Left		--	--	--	--	A	B	--	--	A	C
NB Through/Right		--	--	--	--	A	A	--	--	B	A
SB Left		--	--	--	--	A	A	--	--	B	A
SB Through/Right		--	--	--	--	A	A	--	--	A	C
Entire Intersection Delay (sec /veh)		--	--	--	--	7.7	9.0	--	--	12.6	21.9
Entire Intersection LOS		--	--	--	--	A	A	--	--	B	C
2) <u>S. 88th Street/South Site Access</u>	TWSC										
WB Left		--	--	--	--	D	D	--	--	E	F
WB Right		--	--	--	--	C	B	--	--	C	B
SB Left		--	--	--	--	A	A	--	--	B	A
Critical Movement Delay(sec /veh)		--	--	--	--	29.9	32.5	--	--	44.6	70.3
3) <u>S. 88th Street/Shamrock Drive</u>	TWSC										
WB Left		C	D	D	D	D	D	E	F	F	F
WB Right		B	B	C	B	C	B	C	B	C	B
SB Left		A	A	A	A	A	A	B	A	B	A
Critical Movement Delay(sec /veh)		23.8	26.4	26.0	28.6	32.7	32.5	44.7	51.1	68.1	73.6
4) <u>S. 88th Street/Rock Creek Parkway</u>	Roundabout										
EB Approach		A	A	A	B	A	B	B	C	B	C
WB Approach		A	A	A	A	A	A	A	A	B	A
SWB Approach		A	A	A	A	A	A	A	A	A	B
Entire Intersection Delay (sec /veh)		5.9	6.2	6.2	6.9	6.6	7.5	8.5	10.2	9.7	11.6
Entire Intersection LOS		A	A	A	A	A	A	A	B	A	B

Table 2
ESTIMATED TRAFFIC GENERATION
Zaharias Property
Superior, CO
LSC #260230; May, 2026

Trip Generating Category	Quantity	Trip Generation Rates ⁽¹⁾					Vehicle - Trips Generated				
		Average Weekday	AM Peak Hour		PM Peak Hour		Average Weekday	AM Peak Hour		PM Peak - Hour	
			In	Out	In	Out		In	Out	In	Out
Currently Proposed Land Use											
Single-Family Detached Housing ⁽²⁾	110 DU ⁽³⁾	9.09	0.189	0.511	0.577	0.353	1,000	21	56	63	39
Townhomes ⁽⁴⁾	116 DU ⁽³⁾	6.57	0.118	0.353	0.291	0.219	762	13	41	34	25
Total =							1,762	34	97	97	64

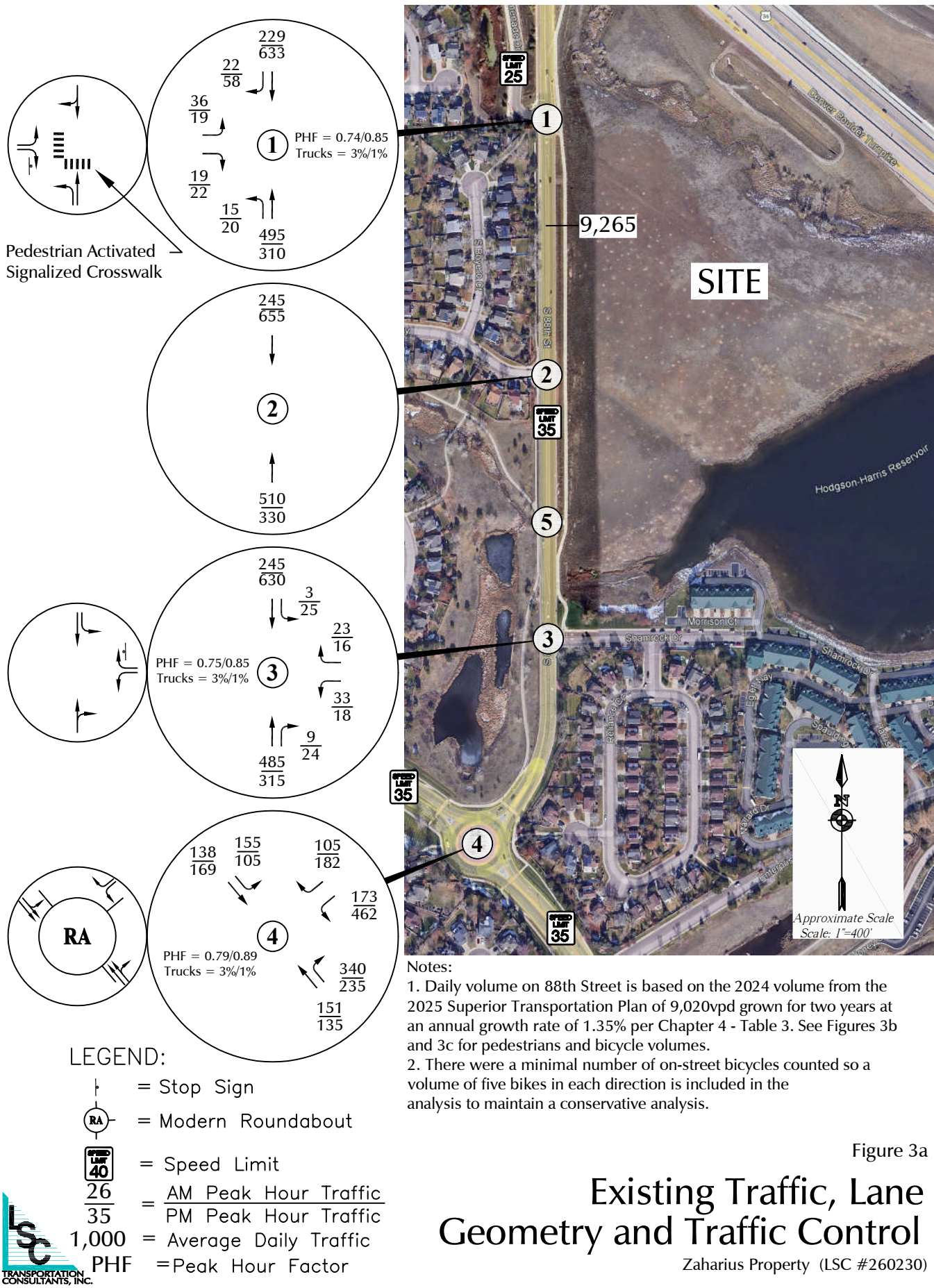
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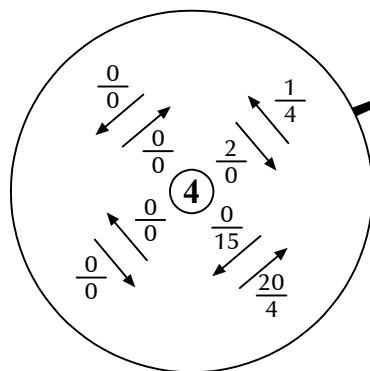
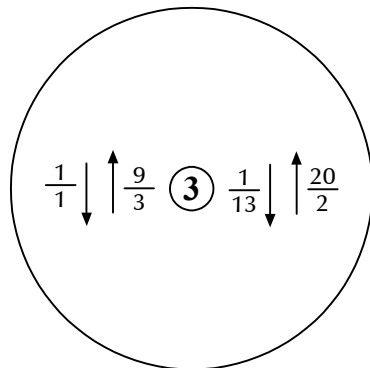
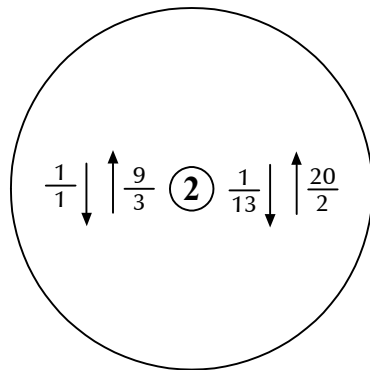
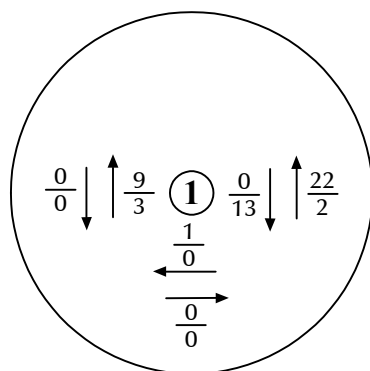
- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 12th Edition, 2025
- (2) ITE Land Use No. 210 - Single-Family Detached Housing
- (3) DU = Dwelling Units
- (4) ITE Land Use No. 215 - Single-Family Attached Housing





Page 43 of 126





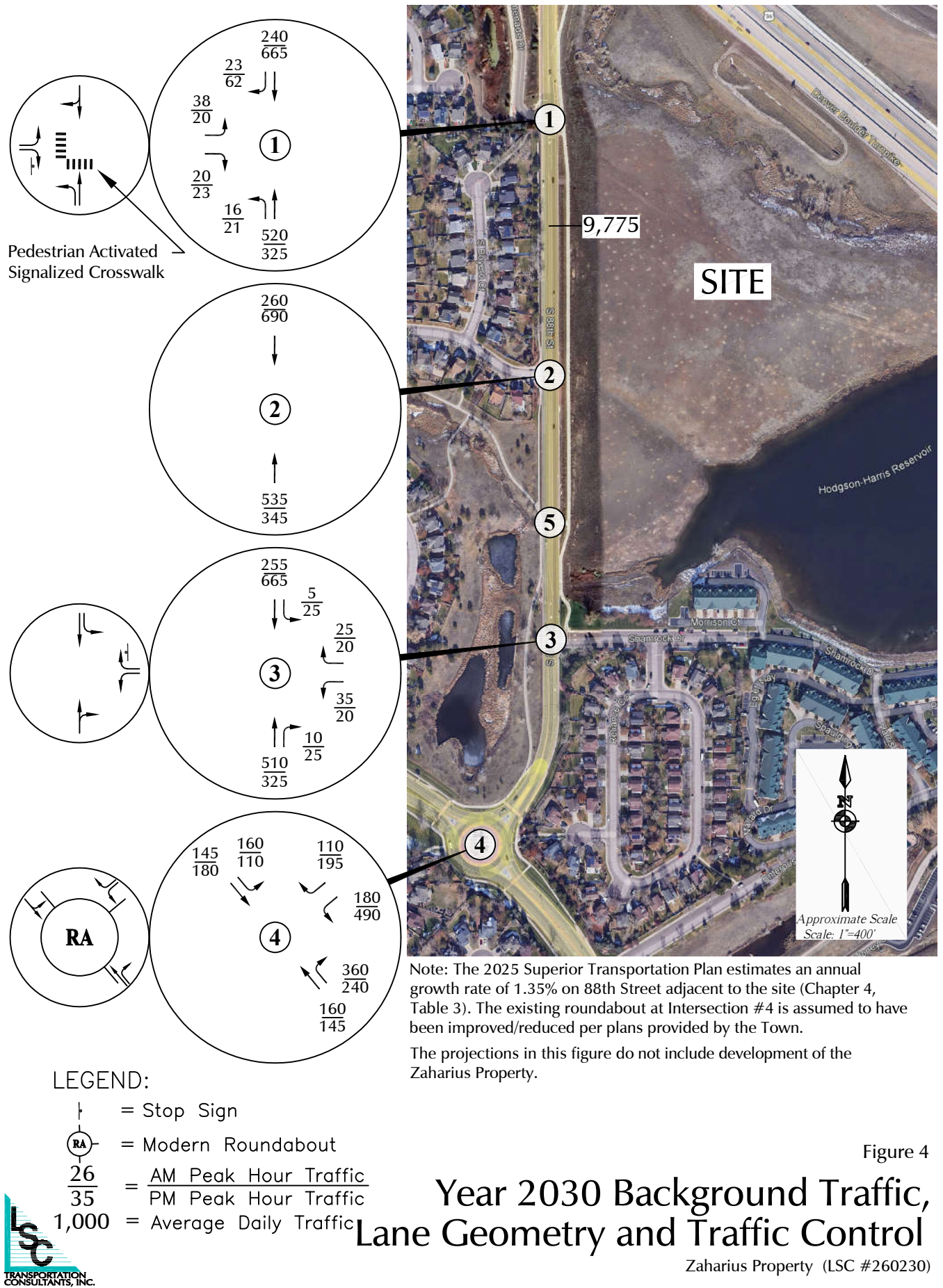
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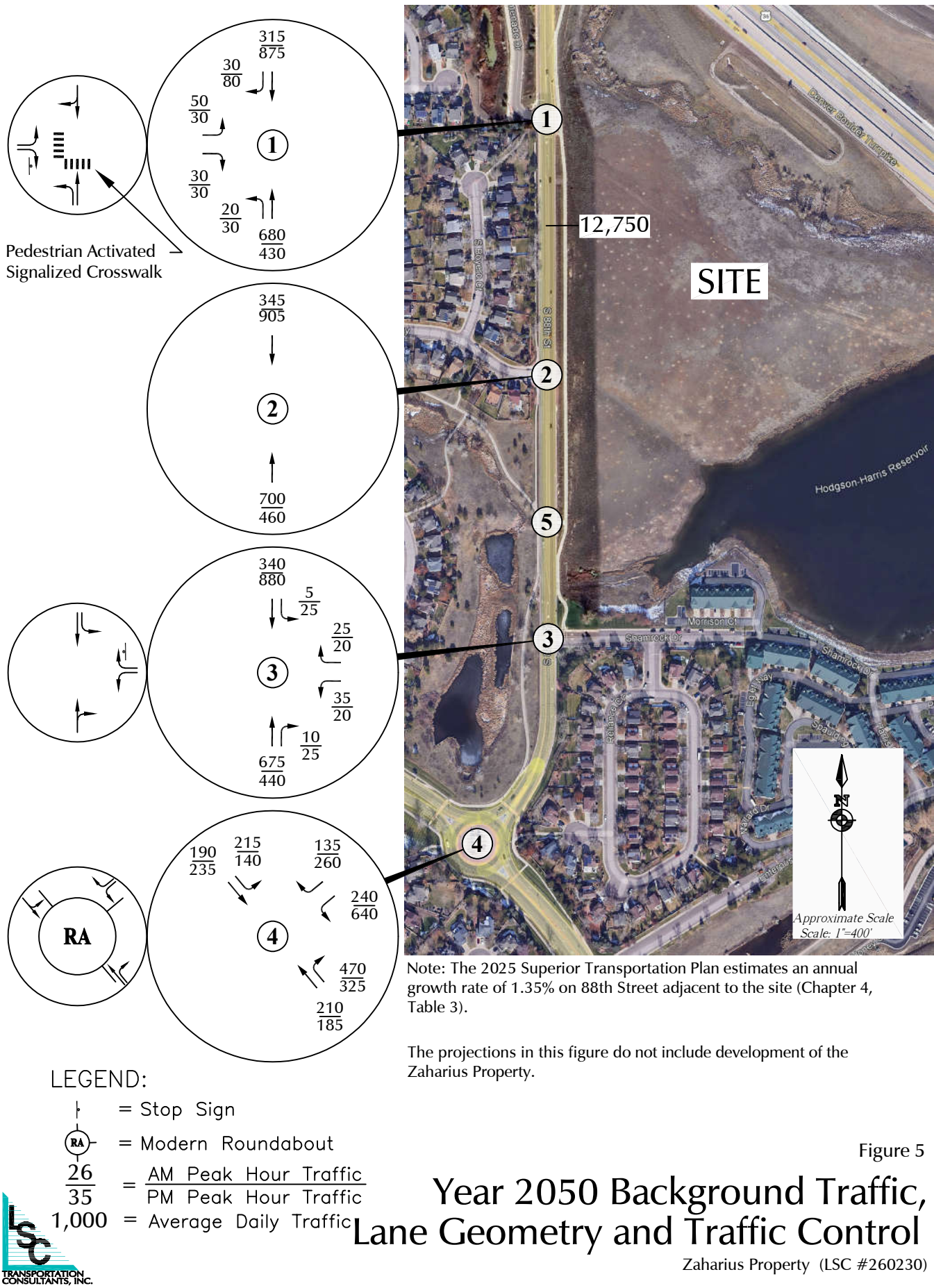
$$\frac{26}{35} = \frac{\text{AM Peak Hour Volume}}{\text{PM Peak Hour Volume}}$$

Figure 3c

Existing Bicycle Off-Street Volumes

Zaharius Property (LSC #260230)





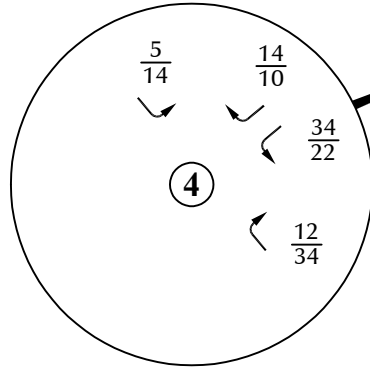
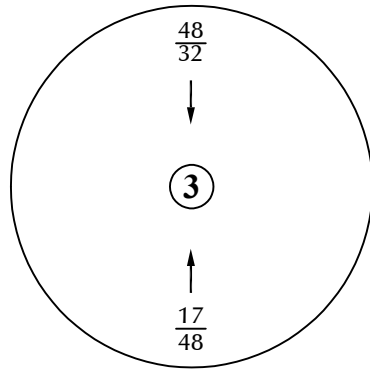
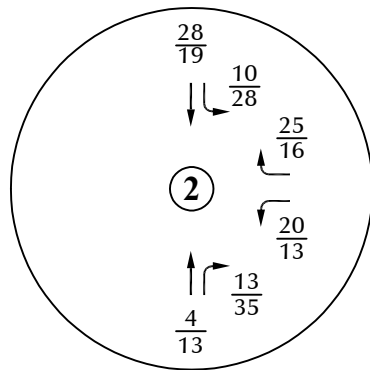
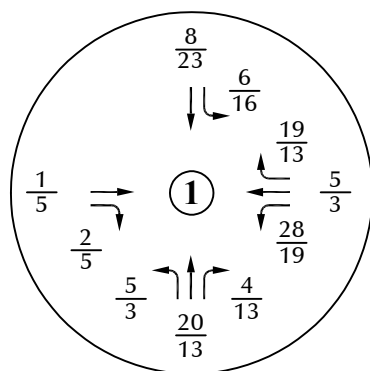


Approximate Scale
Scale: 1"=600'

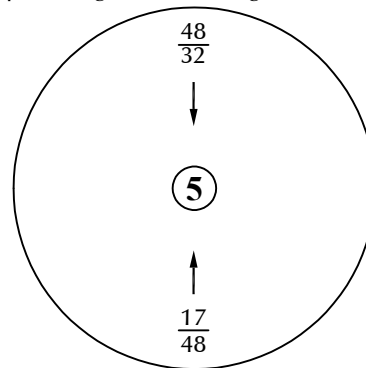
LEGEND:
 = Percent Directional Distribution
 65%

**Directional Distribution
of Site-Generated Traffic**

Zaharius Property (LSC #260230)



Note: These volumes are the trips in Table 2 assigned per the percentages shown in Figure 6.



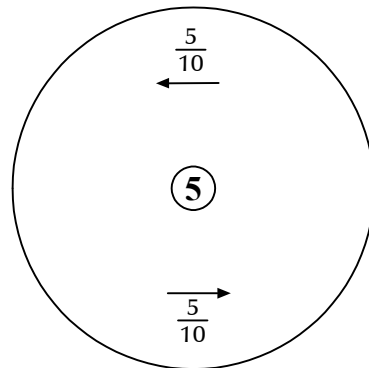
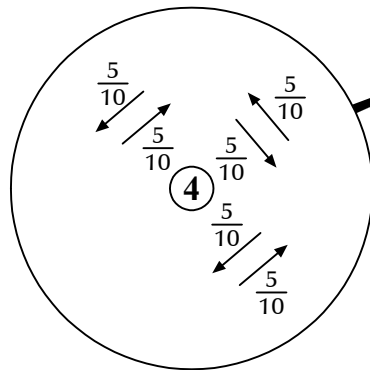
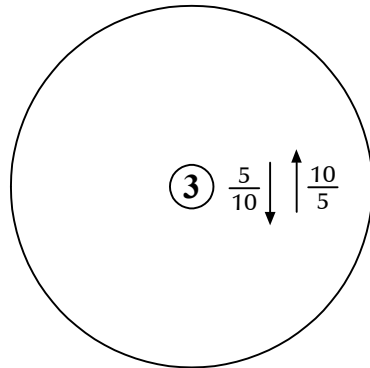
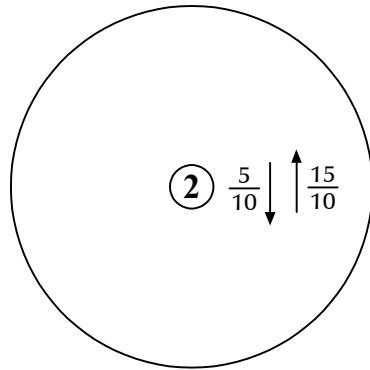
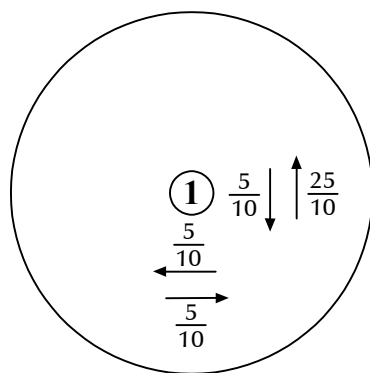
LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic
 PM Peak Hour Traffic
 1,000 = Average Daily Traffic

Figure 7a

Assignment of Site-Generated Traffic

Zaharius Property (LSC #260230)



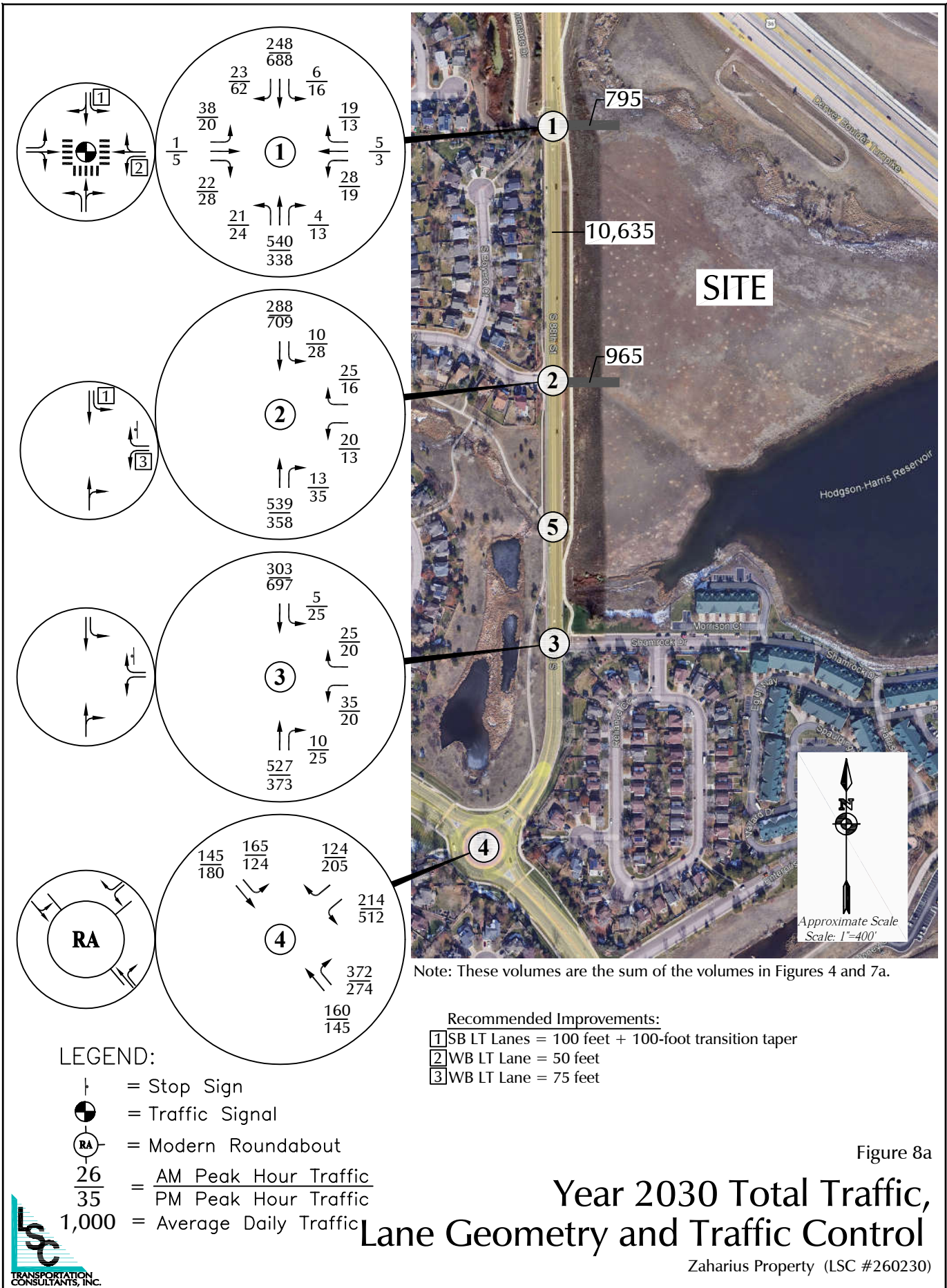
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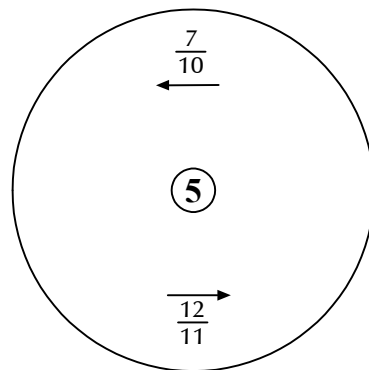
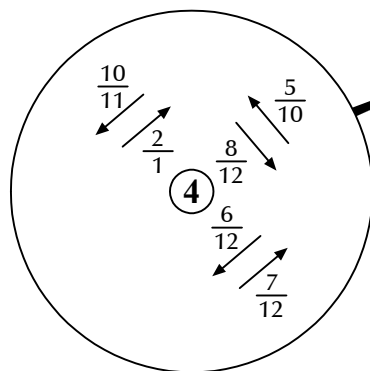
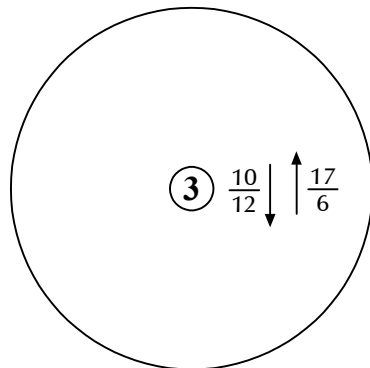
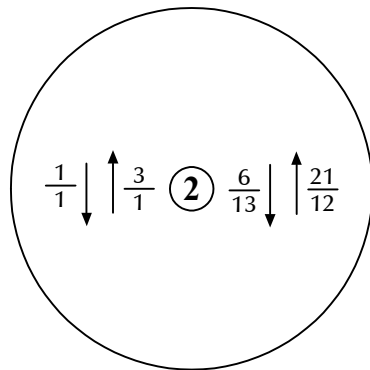
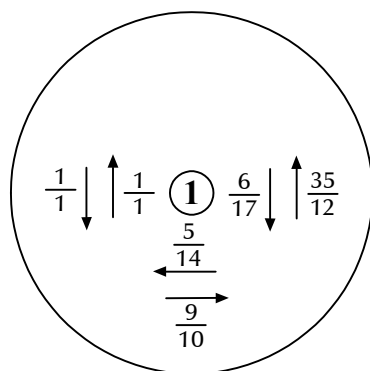
$$\frac{26}{35} = \frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$$

Figure 7b

Assignment of Site-Generated Pedestrian/Bicycle Traffic

Zaharius Property (LSC #260230)



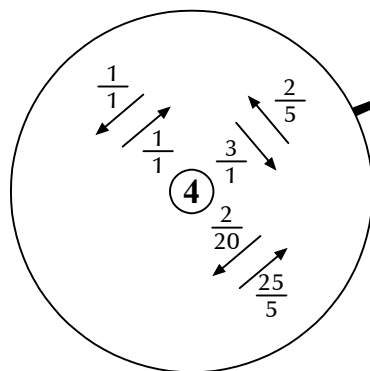
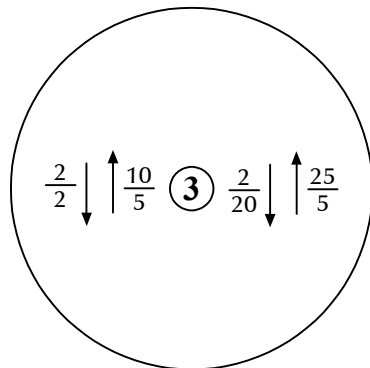
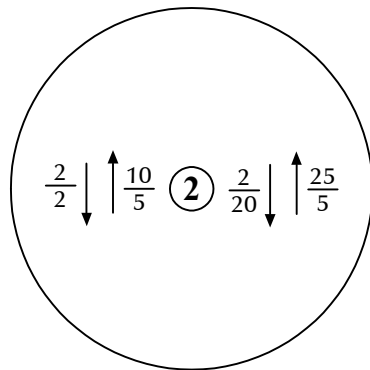
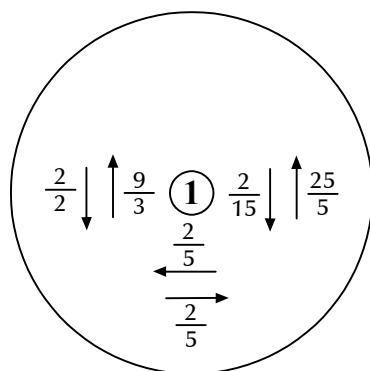


LEGEND:

$$\frac{26}{35} = \frac{\text{AM Peak Hour Volume}}{\text{PM Peak Hour Volume}}$$



Figure 8b
**Year 2030 Total
 Pedestrian Volumes**
 Zaharius Property (LSC #260230)



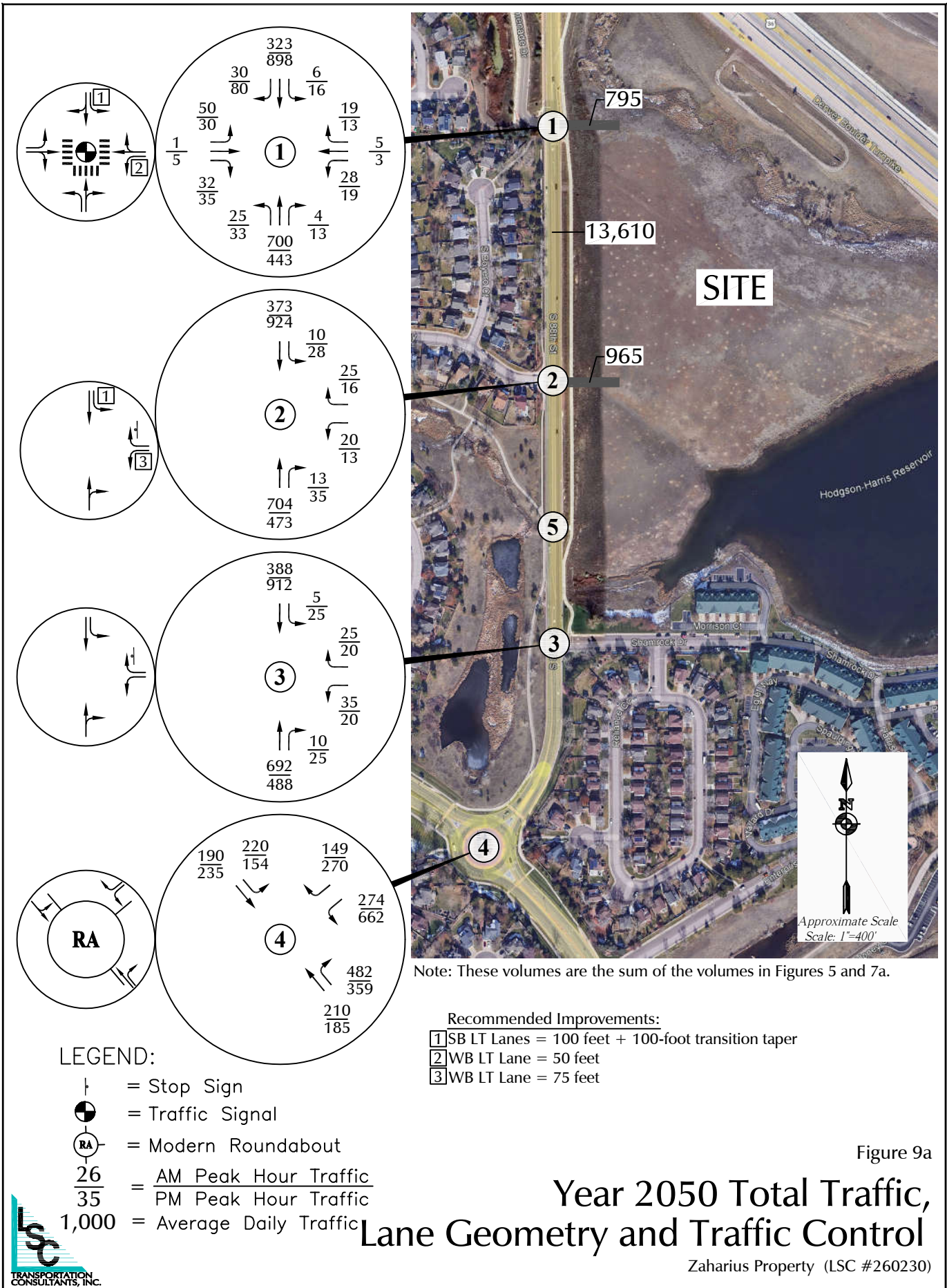
LEGEND:

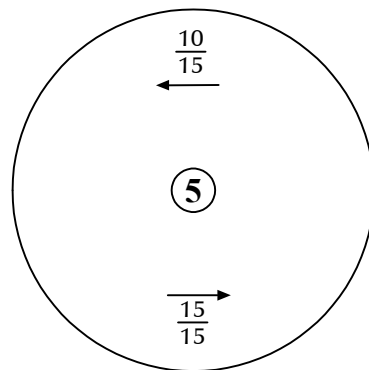
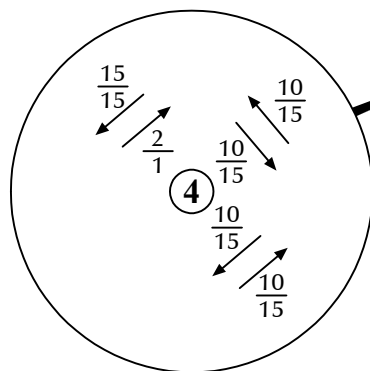
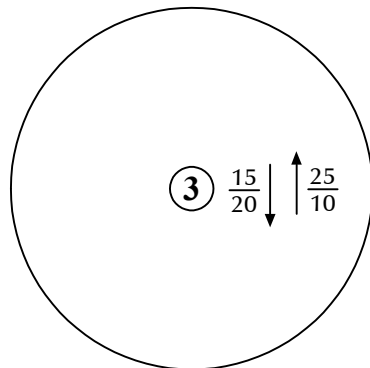
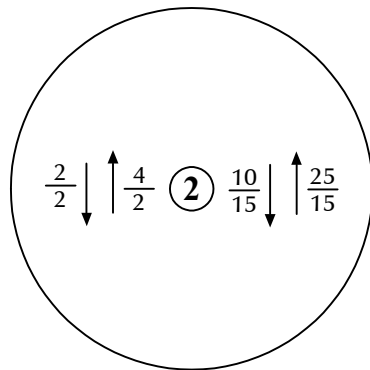
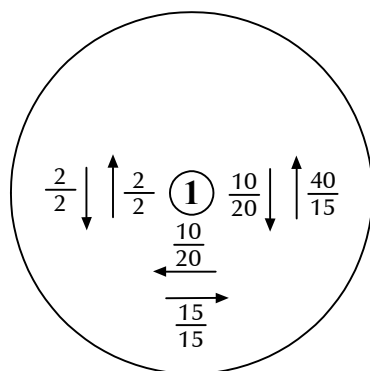
$$\frac{26}{35} = \frac{\text{AM Peak Hour Volume}}{\text{PM Peak Hour Volume}}$$

Figure 8c

Year 2030 Total Off-Street Bicycle Volumes

Zaharius Property (LSC #260230)



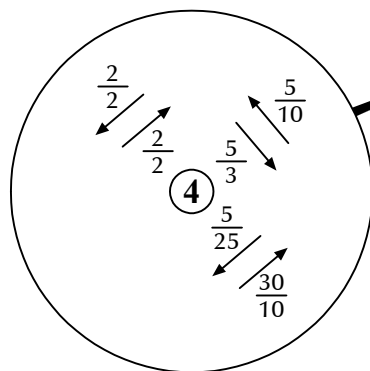
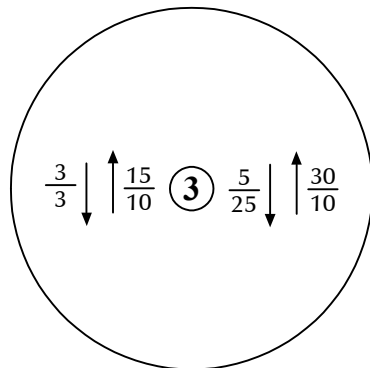
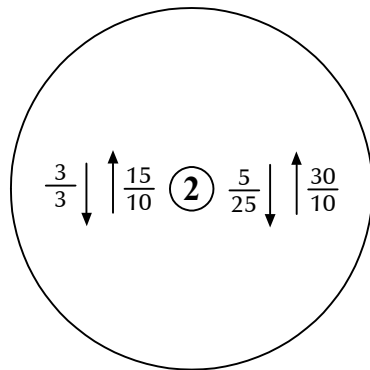
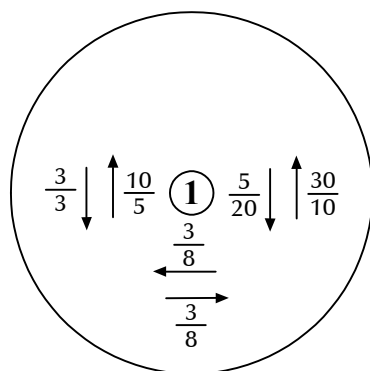


LEGEND:

$$\frac{26}{35} = \frac{\text{AM Peak Hour Volume}}{\text{PM Peak Hour Volume}}$$



Figure 9b
**Year 2050 Total
 Pedestrian Volumes**
 Zaharius Property (LSC #260230)



LEGEND:

$$\frac{26}{35} = \frac{\text{AM Peak Hour Volume}}{\text{PM Peak Hour Volume}}$$

Figure 9c

Year 2050 Total Off-Street Bicycle Volumes

Zaharius Property (LSC #260230)

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1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
E/W STREET: CROSSWALK
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88th st crosswalk
Site Code : 00000025
Start Date : 4/7/2026
Page No : 1

Groups Printed- Unshifted

	88TH ST SOUTHBOUND				CROSSWALK WESTBOUND				88TH ST NORTHBOUND				CROSSWALK EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	5
Total	0	1	0	1	0	2	0	0	0	0	0	0	1	3	2	0	10
05:00 PM	0	0	0	2	0	3	0	0	0	0	0	0	0	1	0	0	6
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	3	0	3	0	0	0	0	0	0	0	2	0	0	8
Grand Total	0	3	0	4	0	6	0	0	0	0	0	4	1	7	2	0	27
Apprch %	0	42.9	0	57.1	0	100	0	0	0	0	0	100	10	70	20	0	
Total %	0	11.1	0	14.8	0	22.2	0	0	0	0	0	14.8	3.7	25.9	7.4	0	

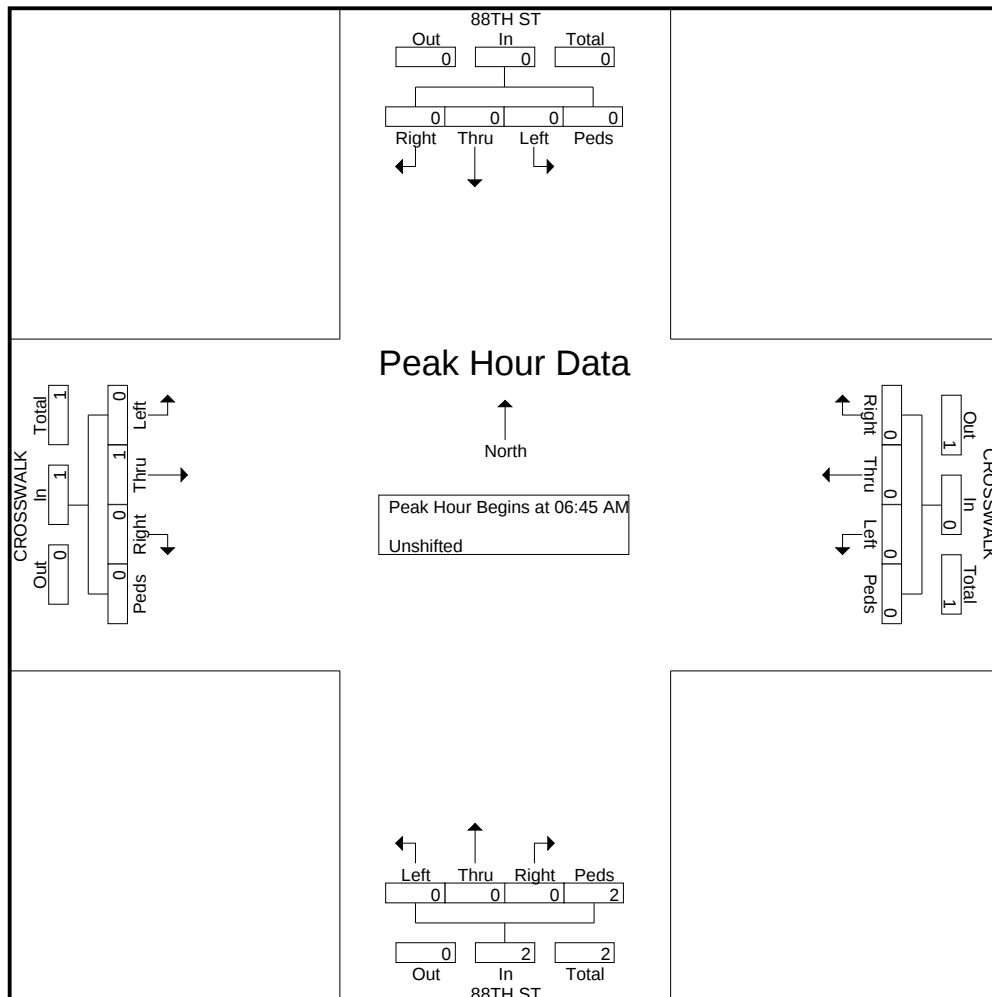
**LSC
TRANSPORTATION
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1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
E/W STREET: CROSSWALK
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88th st crosswalk
Site Code : 00000025
Start Date : 4/7/2026
Page No : 2

	88TH ST SOUTHBOUND					CROSSWALK WESTBOUND					88TH ST NORTHBOUND					CROSSWALK 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 06:45 AM to 07:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.375



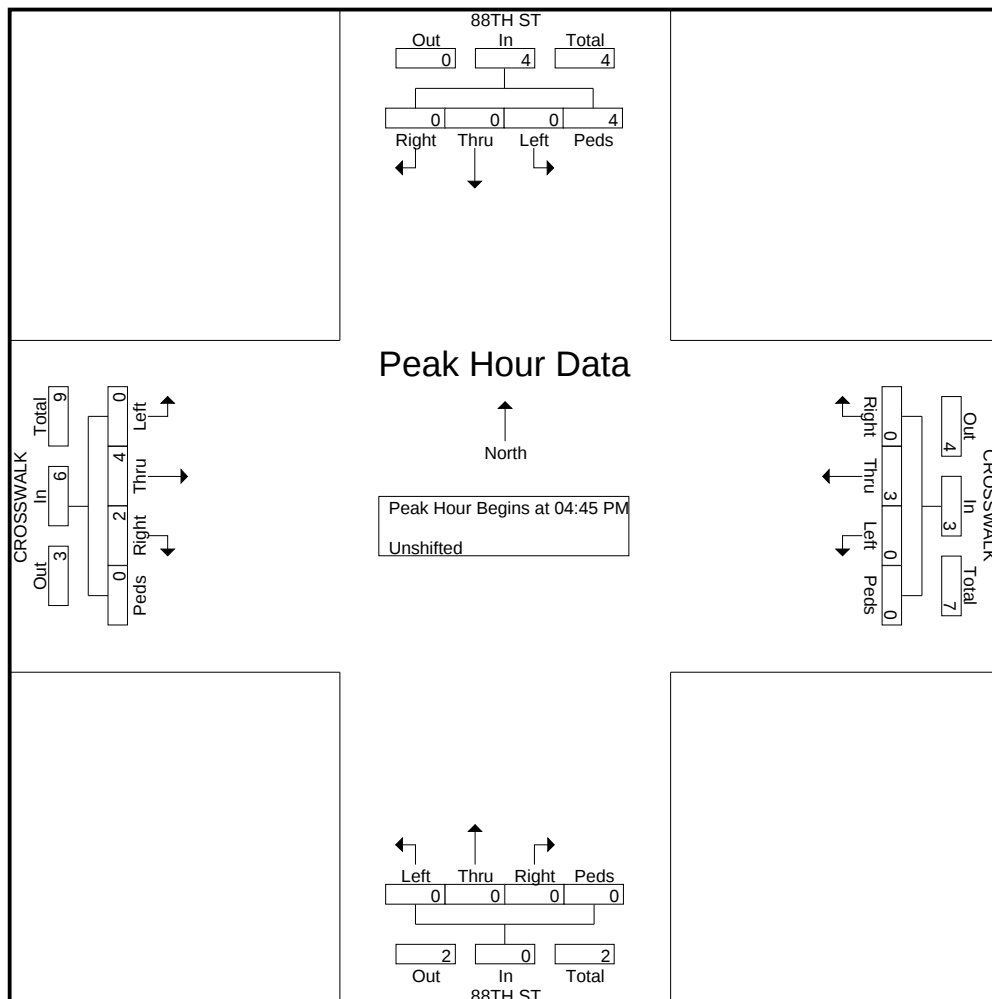
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1889 YORK ST
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303-333-7409

N/S STREET: 88TH ST
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Site Code : 00000025
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	88TH ST SOUTHBOUND					CROSSWALK WESTBOUND					88TH ST NORTHBOUND					CROSSWALK 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	5
05:00 PM	0	0	0	2	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	4	4	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	13
% App. Total	0	0	0	100		0	100	0	0		0	0	0	0		0	66.7	33.3	0		
PHF	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500	.250	.000	.375	.542



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1889 YORK ST
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N/S STREET: 88TH ST BIKES
E/W STREET: SHAMROCK DR
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88TH ST SHAMROCK DR BIKES
Site Code : 00000015
Start Date : 4/7/2026
Page No : 1

Groups Printed- Bank 1

	88TH ST SOUTHBOUND				SHAMROCK DR WESTBOUND				88TH ST NORTHBOUND				NO ACCESS EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	6
06:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	6
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	0	0	0	2	0	5	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	7
Grand Total	2	2	0	0	0	0	0	0	0	8	0	20	0	0	0	0	32
Apprch %	50	50	0	0	0	0	0	0	0	28.6	0	71.4	0	0	0	0	
Total %	6.2	6.2	0	0	0	0	0	0	0	25	0	62.5	0	0	0	0	

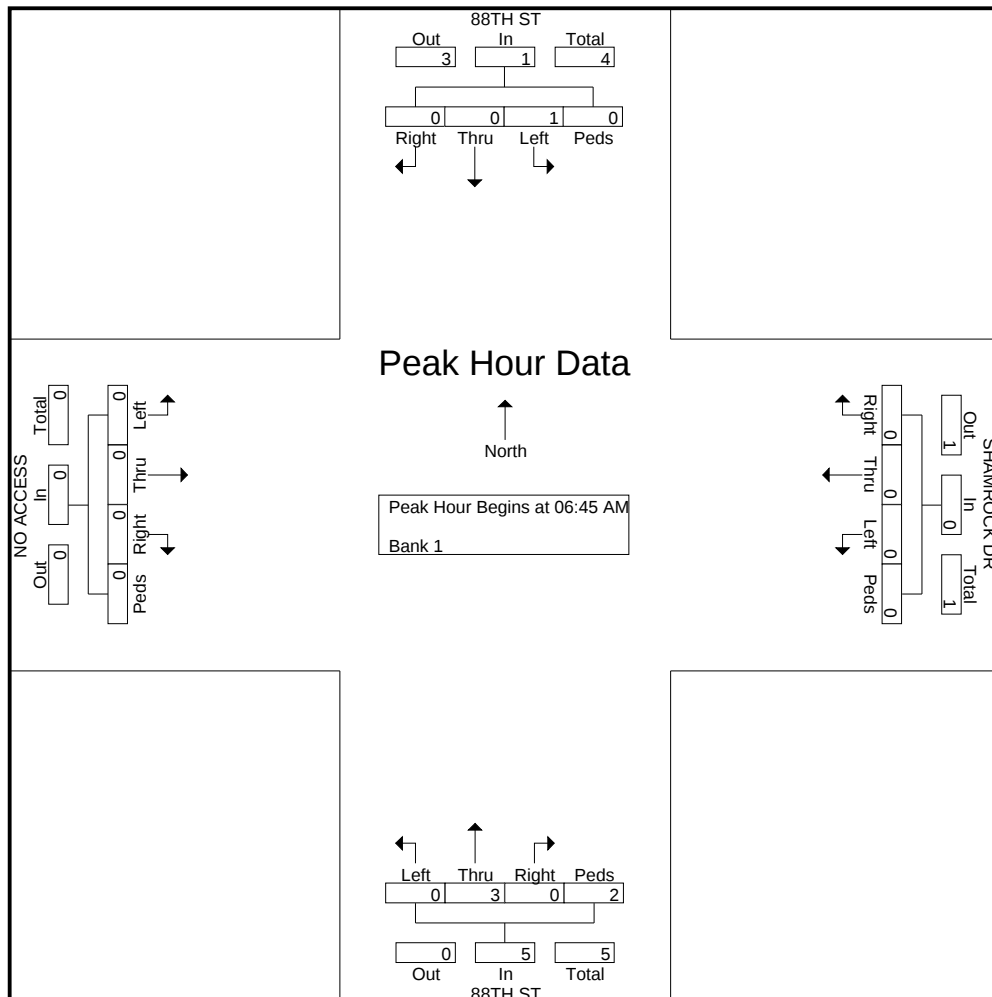
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1889 YORK ST
DENVER COLORADO
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N/S STREET: 88TH ST BIKES
E/W STREET: SHAMROCK DR
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88TH ST SHAMROCK DR BIKES
Site Code : 00000015
Start Date : 4/7/2026
Page No : 2

	88TH ST SOUTHBOUND					SHAMROCK DR WESTBOUND					88TH ST NORTHBOUND					NO ACCESS 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 06:45 AM to 07:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	3
Total Volume	1	0	0	0	1	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	6
% App. Total	100	0	0	0		0	0	0	0		0	60	0	40		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.375	.000	.250	.417	.000	.000	.000	.000	.000	.500



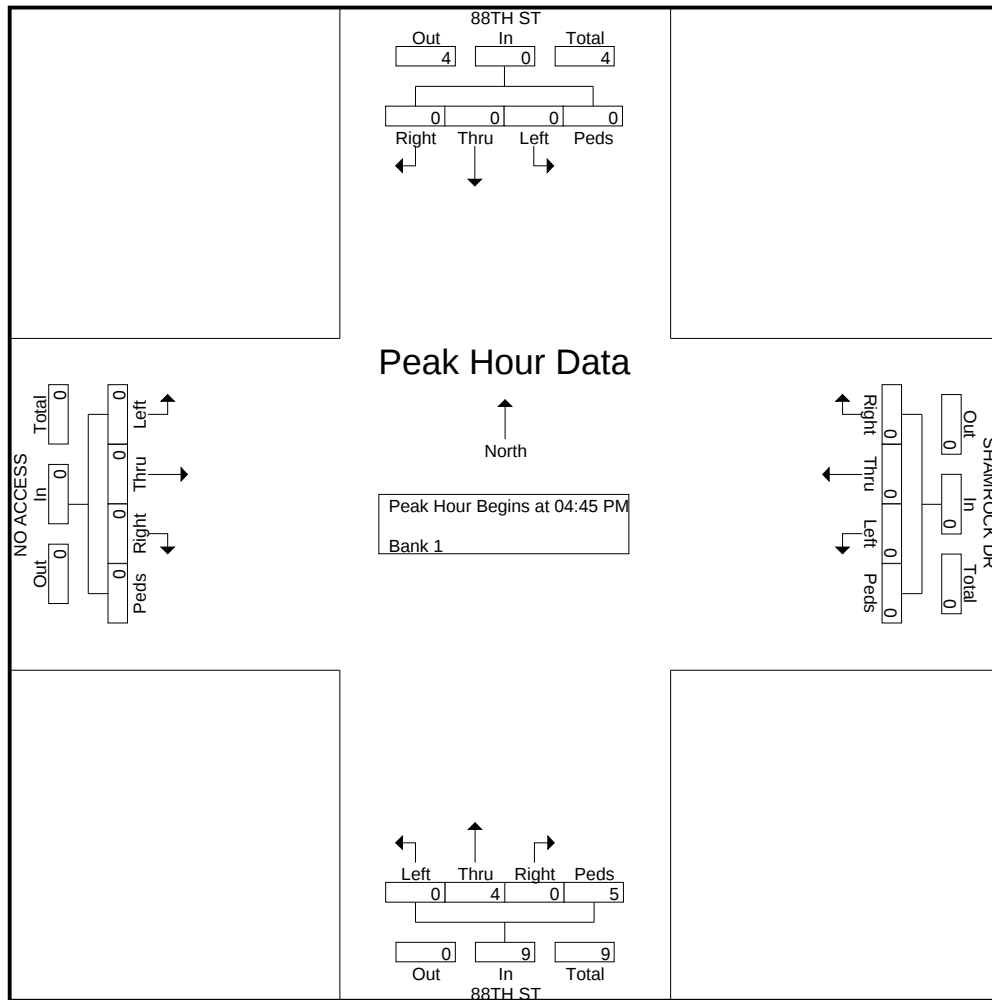
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1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST BIKES
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Page No : 3

	88TH ST SOUTHBOUND					SHAMROCK DR WESTBOUND					88TH ST NORTHBOUND					NO ACCESS 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	0	5	9	0	0	0	0	0	9
% App. Total	0	0	0	0	0	0	0	0	0	0	0	44.4	0	55.6		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.417	.563	.000	.000	.000	.000	.000	.563



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303-333-7409

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Groups Printed- Unshifted

	88TH ST SOUTHBOUND				SHAMROCK DR WESTBOUND				88TH ST NORTHBOUND				NO ACCESS EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30 AM	1	15	0	0	4	0	4	0	0	46	1	1	0	0	0	0	72
06:45 AM	0	23	0	0	4	0	3	0	0	68	0	2	0	0	0	0	100
Total	1	38	0	0	8	0	7	0	0	114	1	3	0	0	0	0	172
07:00 AM	1	24	0	0	4	0	3	0	0	74	3	1	0	0	0	0	110
07:15 AM	1	31	0	0	17	0	5	0	0	119	2	1	0	0	0	0	176
07:30 AM	1	53	0	0	8	0	12	0	0	178	4	8	0	0	0	0	264
07:45 AM	3	75	0	0	14	0	16	1	0	235	7	9	0	0	0	0	360
Total	6	183	0	0	43	0	36	1	0	606	16	19	0	0	0	0	910
08:00 AM	3	114	0	0	6	0	8	0	0	208	1	2	0	0	0	0	342
Total	3	114	0	0	6	0	8	0	0	208	1	2	0	0	0	0	342
04:00 PM	8	215	0	0	3	0	7	0	0	75	5	3	0	0	0	0	316
04:15 PM	4	120	0	0	5	0	5	0	0	94	6	2	0	0	0	0	236
04:30 PM	2	116	0	0	3	0	1	0	0	94	7	0	0	0	0	0	223
04:45 PM	2	146	0	0	3	0	3	0	0	102	5	1	0	0	0	0	262
Total	16	597	0	0	14	0	16	0	0	365	23	6	0	0	0	0	1037
05:00 PM	11	170	0	0	2	0	5	0	0	117	6	1	0	0	0	0	312
05:15 PM	9	171	0	0	7	0	5	0	0	87	9	3	0	0	0	0	291
05:30 PM	3	137	0	0	6	0	3	0	0	83	4	0	0	0	0	0	236
05:45 PM	5	116	0	0	5	0	6	0	0	89	3	0	0	0	0	0	224
Total	28	594	0	0	20	0	19	0	0	376	22	4	0	0	0	0	1063
Grand Total	54	1526	0	0	91	0	86	1	0	1669	63	34	0	0	0	0	3524
Apprch %	3.4	96.6	0	0	51.1	0	48.3	0.6	0	94.5	3.6	1.9	0	0	0	0	
Total %	1.5	43.3	0	0	2.6	0	2.4	0	0	47.4	1.8	1	0	0	0	0	

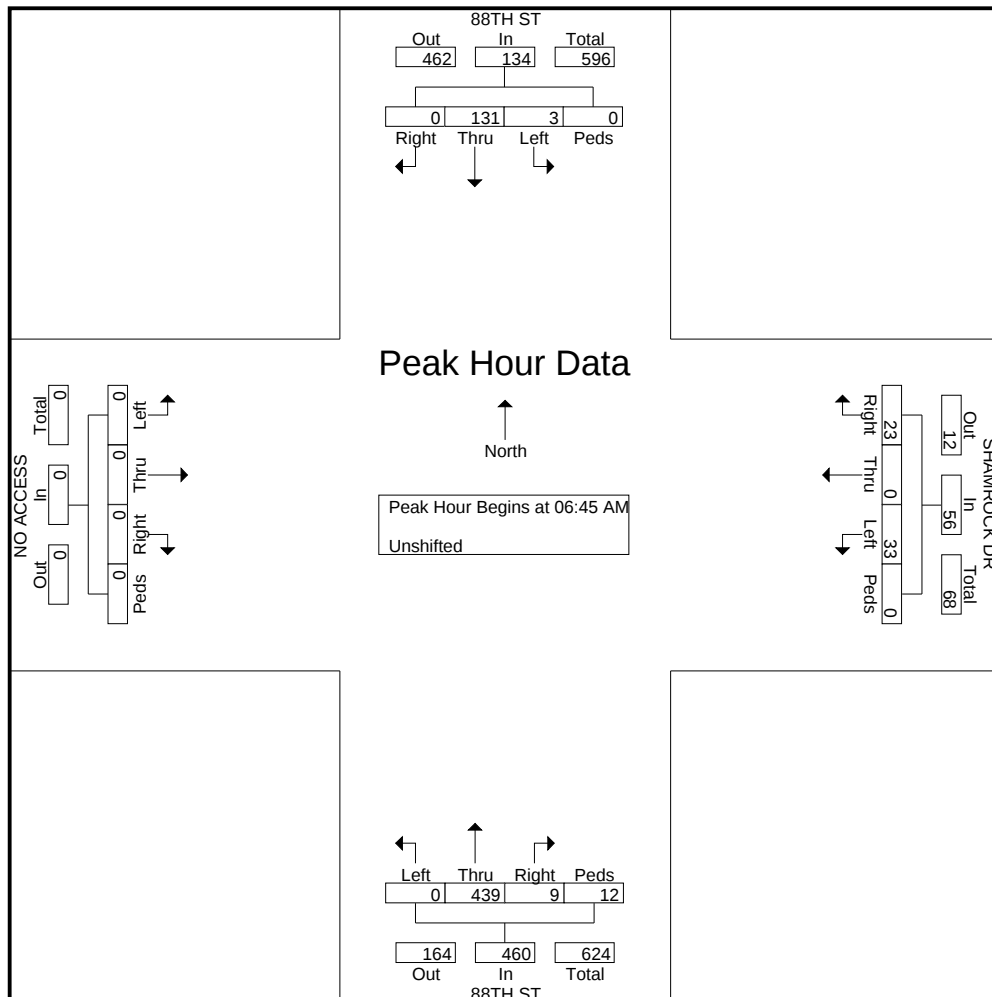
**LSC
TRANSPORTATION
CONSULTANTS,
INC.**

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
E/W STREET: SHAMROCK DR
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88TH ST SHAMROCK DR
Site Code : 00000015
Start Date : 4/7/2026
Page No : 2

	88TH ST SOUTHBOUND					SHAMROCK DR WESTBOUND					88TH ST NORTHBOUND					NO ACCESS 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 06:45 AM to 07:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	23	0	0	23	4	0	3	0	7	0	68	0	2	70	0	0	0	0	0	100
07:00 AM	1	24	0	0	25	4	0	3	0	7	0	74	3	1	78	0	0	0	0	0	110
07:15 AM	1	31	0	0	32	17	0	5	0	22	0	119	2	1	122	0	0	0	0	0	176
07:30 AM	1	53	0	0	54	8	0	12	0	20	0	178	4	8	190	0	0	0	0	0	264
Total Volume	3	131	0	0	134	33	0	23	0	56	0	439	9	12	460	0	0	0	0	0	650
% App. Total	2.2	97.8	0	0		58.9	0	41.1	0		0	95.4	2	2.6		0	0	0	0		
PHF	.750	.618	.000	.000	.620	.485	.000	.479	.000	.636	.000	.617	.563	.375	.605	.000	.000	.000	.000	.000	.616



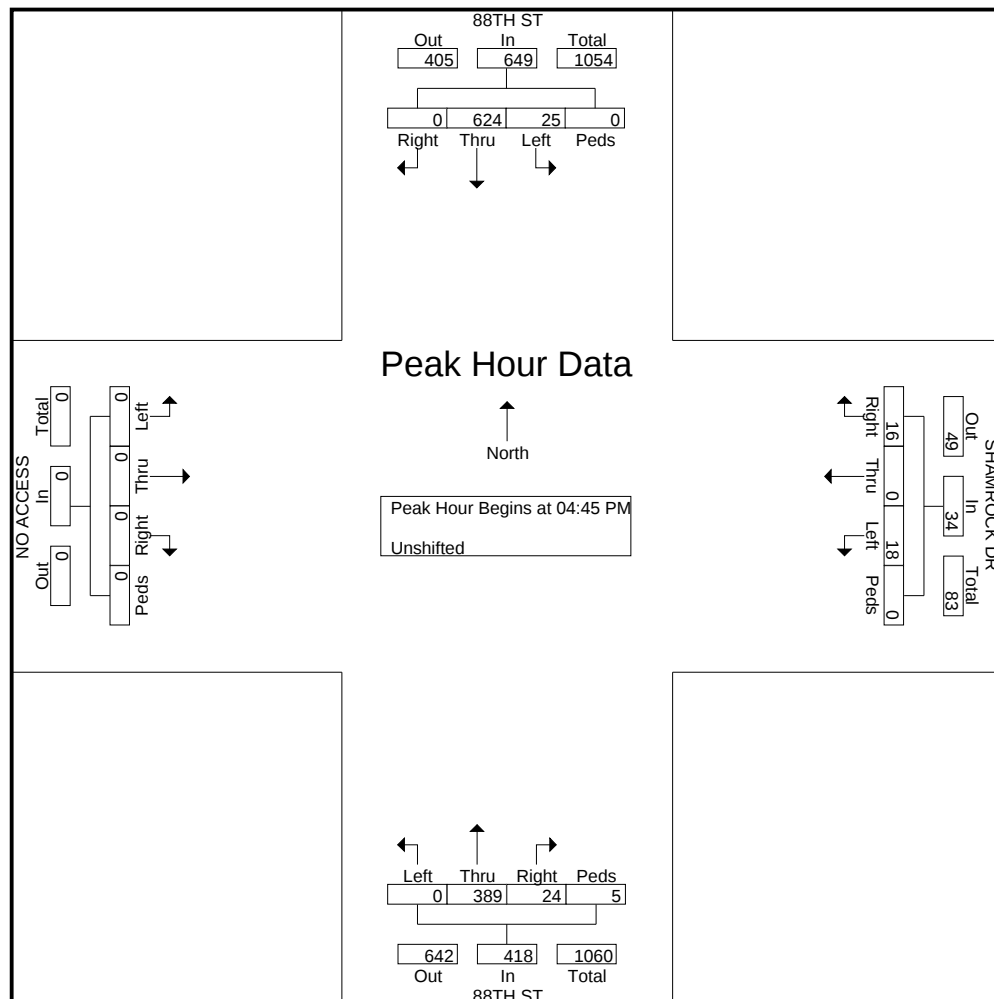
**LSC
TRANSPORTATION
CONSULTANTS,
INC.**

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
E/W STREET: SHAMROCK DR
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88TH ST SHAMROCK DR
Site Code : 00000015
Start Date : 4/7/2026
Page No : 3

	88TH ST SOUTHBOUND					SHAMROCK DR WESTBOUND					88TH ST NORTHBOUND					NO ACCESS 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	146	0	0	148	3	0	3	0	6	0	102	5	1	108	0	0	0	0	0	262
05:00 PM	11	170	0	0	181	2	0	5	0	7	0	117	6	1	124	0	0	0	0	0	312
05:15 PM	9	171	0	0	180	7	0	5	0	12	0	87	9	3	99	0	0	0	0	0	291
05:30 PM	3	137	0	0	140	6	0	3	0	9	0	83	4	0	87	0	0	0	0	0	236
Total Volume	25	624	0	0	649	18	0	16	0	34	0	389	24	5	418	0	0	0	0	0	1101
% App. Total	3.9	96.1	0	0		52.9	0	47.1	0		0	93.1	5.7	1.2		0	0	0	0		
PHF	.568	.912	.000	.000	.896	.643	.000	.800	.000	.708	.000	.831	.667	.417	.843	.000	.000	.000	.000	.000	.882



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1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
E/W STREET: WELDONA WY
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88th st weldona way
Site Code : 00000025
Start Date : 4/7/2026
Page No : 1

Groups Printed- Bank 1

	88TH ST SOUTHBOUND				NO ACCESS WESTBOUND				88TH ST NORTHBOUND				WELDONA WY -NO CARS- EASTBOUND				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	9	0	6	0	0	16
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	0	0	0	1	0	2	0	0	0	1	0	16	0	7	0	0	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
04:00 PM	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5
04:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Total	0	7	0	2	0	0	0	0	0	1	0	2	0	0	1	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	1	0	2	0	1	0	0	5
Grand Total	0	10	0	3	0	2	0	0	0	3	0	29	0	8	1	0	56
Apprch %	0	76.9	0	23.1	0	100	0	0	0	9.4	0	90.6	0	88.9	11.1	0	
Total %	0	17.9	0	5.4	0	3.6	0	0	0	5.4	0	51.8	0	14.3	1.8	0	

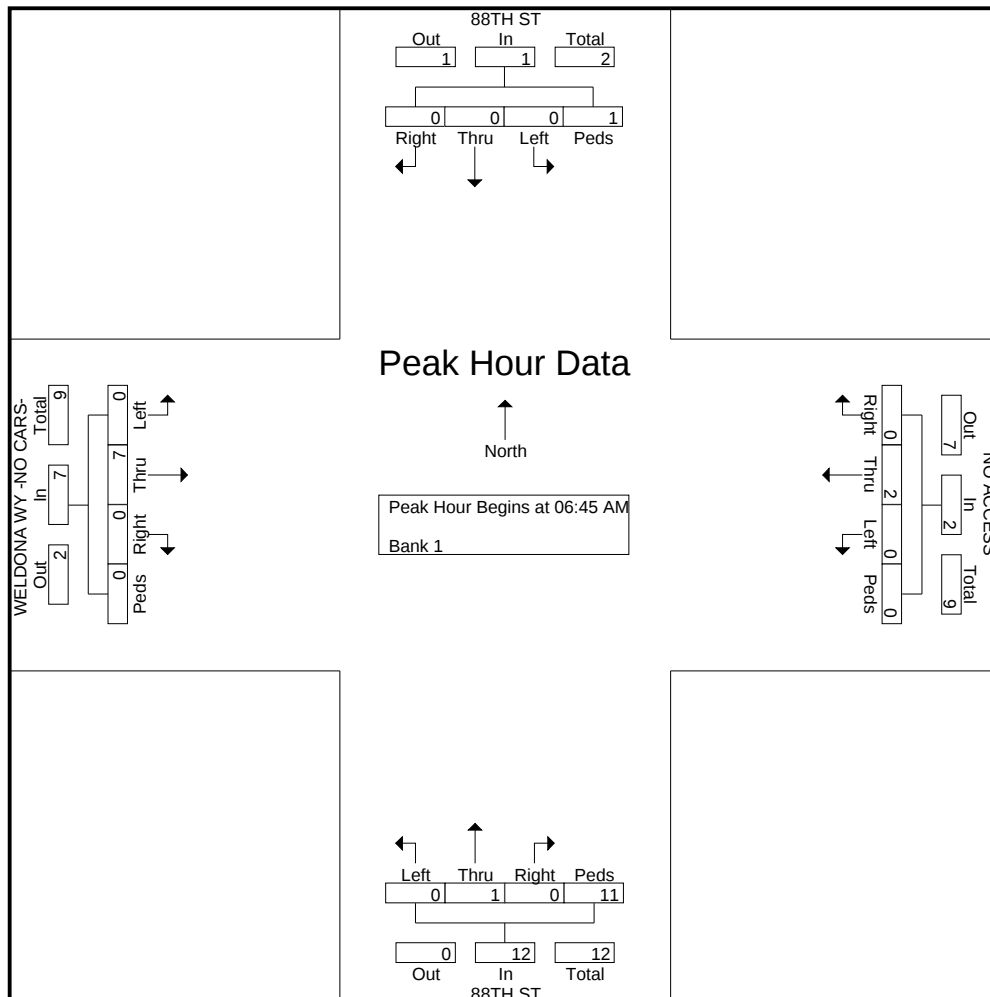
**LSC
TRANSPORTATION
CONSULTANTS,
INC.**

1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
E/W STREET: WELDONA WY
CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88th st weldona way
Site Code : 00000025
Start Date : 4/7/2026
Page No : 2

	88TH ST SOUTHBOUND					NO ACCESS WESTBOUND					88TH ST NORTHBOUND					WELDONA WY -NO CARS- 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 06:45 AM to 07:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	9	9	0	6	0	0	6	16
Total Volume	0	0	0	1	1	0	2	0	0	2	0	1	0	11	12	0	7	0	0	7	22
% App. Total	0	0	0	100		0	100	0	0		0	8.3	0	91.7		0	100	0	0		
PHF	.000	.000	.000	.250	.250	.000	.250	.000	.000	.250	.000	.250	.000	.306	.333	.000	.292	.000	.000	.292	.344



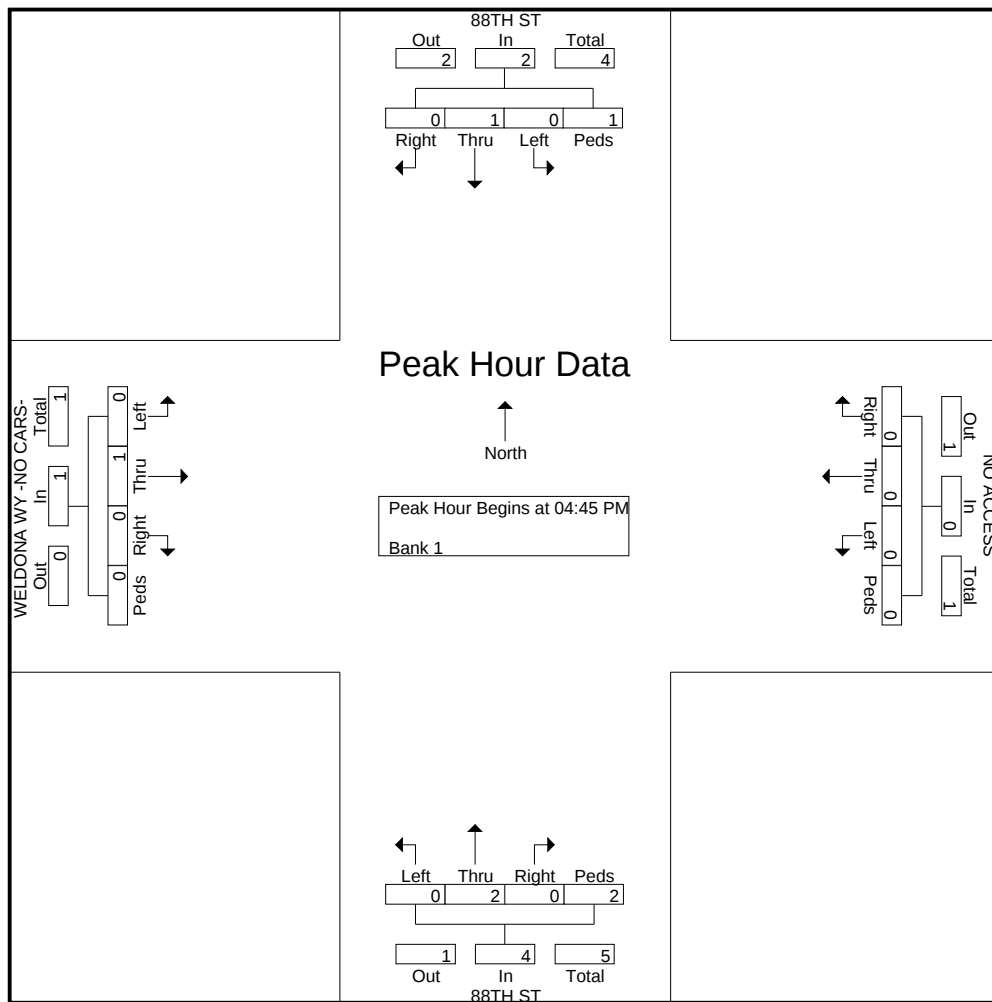
**LSC
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1889 YORK ST
DENVER COLORADO
303-333-7409

N/S STREET: 88TH ST
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CITY: SUPERIOR
COUNTY: BOULDER

File Name : 88th st weldona way
Site Code : 00000025
Start Date : 4/7/2026
Page No : 3

	88TH ST SOUTHBOUND					NO ACCESS WESTBOUND					88TH ST NORTHBOUND					WELDONA WY -NO CARS- 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total Volume	0	1	0	1	2	0	0	0	0	0	0	2	0	2	4	0	1	0	0	1	7
% App. Total	0	50	0	50		0	0	0	0		0	50	0	50		0	100	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.000	.000	.000	.000	.500	.000	.250	.500	.000	.250	.000	.000	.250	.583





88TH ST / PROMENADE DR JAN 13, 2026

1

MORNING

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Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	1	2	46	0	0	0	21	5	0	4	0	1	---	---	---	---	80
7:15	0	1	77	0	0	0	24	5	0	5	0	2	---	---	---	---	114
7:30	0	3	111	0	0	0	38	2	0	5	0	4	---	---	---	---	163
7:45	0	3	129	0	0	0	25	3	0	4	0	7	---	---	---	---	171
8:00	0	5	98	0	0	0	47	5	0	7	0	3	---	---	---	---	163
8:15	0	3	113	0	0	0	45	5	0	7	0	7	---	---	---	---	180
8:30	0	2	116	0	0	0	56	6	0	11	0	7	---	---	---	---	198
8:45	0	5	170	0	0	0	81	6	0	11	0	2	---	---	---	---	275
Count Total	1	24	858	0	0	0	337	37	0	54	0	33	---	---	---	---	1,344
Peak Hour	0	15	495	0	0	0	229	22	0	36	0	19	---	---	---	---	816
Peak Hour Factor	0.73				0.72				0.76				---				---
Peak Hour % Trucks	0%	7%	2%	0%	0%	0%	5%	9%	0%	3%	0%	5%	---	---	---	---	3%

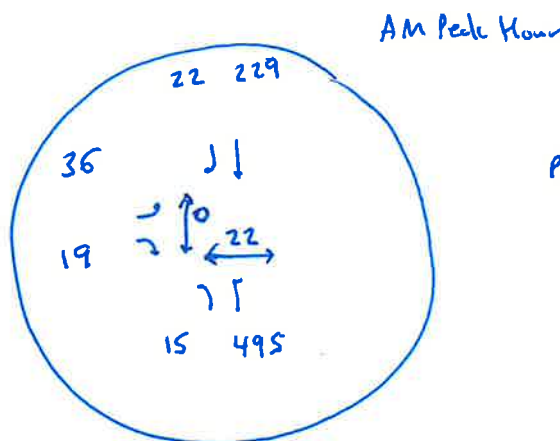
Intersection PHF	0.74
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Peak Hour Inbound & Outbound Traffic

North Leg		South Leg		East Leg		West Leg	
In	Out	In	Out	In	Out	In	Out
251	531	510	248	0	0	55	37

Peak Hour Passenger Car Equivalent Inbound & Outbound Traffic

Northbound				Southbound				Eastbound				Westbound			
L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
16	504	0	520	0	241	24	265	37	0	20	57	0	0	0	0



PHF = 0.74



88TH ST / PROMENADE DR JAN 13, 2026

2

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MORNING Passenger Vehicles

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	1	2	46	0	0	0	21	5	0	4	0	1	---	---	---	---	80
7:15	0	1	76	0	0	0	24	5	0	5	0	2	---	---	---	---	113
7:30	0	3	111	0	0	0	35	2	0	5	0	4	---	---	---	---	160
7:45	0	3	127	0	0	0	25	3	0	4	0	7	---	---	---	---	169
8:00	0	4	94	0	0	0	43	5	0	7	0	3	---	---	---	---	156
8:15	0	3	113	0	0	0	43	5	0	7	0	6	---	---	---	---	177
8:30	0	2	113	0	0	0	52	5	0	10	0	7	---	---	---	---	189
8:45	0	5	166	0	0	0	79	5	0	11	0	2	---	---	---	---	268
Count Total	1	23	846	0	0	0	322	35	0	53	0	32	---	---	---	---	1,312
Peak Hour	0	14	486	0	0	0	217	20	0	35	0	18	---	---	---	---	790

Trucks Less Than 40' Long

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
7:15	0	0	1	0	0	0	0	0	0	0	0	0	---	---	---	---	1
7:30	0	0	0	0	0	0	3	0	0	0	0	0	---	---	---	---	3
7:45	0	0	2	0	0	0	0	0	0	0	0	0	---	---	---	---	2
8:00	0	1	2	0	0	0	4	0	0	0	0	0	---	---	---	---	7
8:15	0	0	0	0	0	0	2	0	0	0	0	1	---	---	---	---	3
8:30	0	0	3	0	0	0	4	1	0	1	0	0	---	---	---	---	9
8:45	0	0	4	0	0	0	2	1	0	0	0	0	---	---	---	---	7
Count Total	0	1	12	0	0	0	15	2	0	1	0	1	---	---	---	---	32
Peak Hour	0	1	9	0	0	0	12	2	0	1	0	1	---	---	---	---	26

Trucks Greater Than 40' Long

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0



Sustainable
Traffic
Solutions

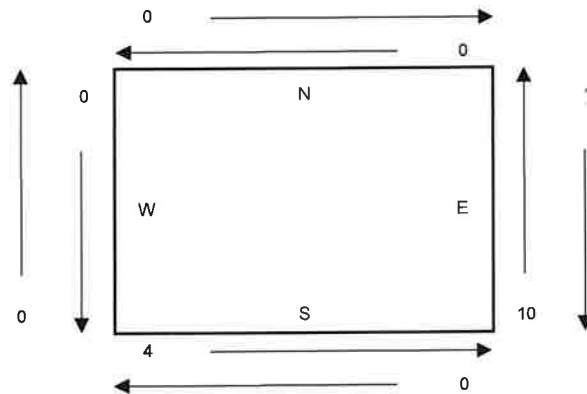
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88TH ST / PROMENADE DR JAN 13, 2026

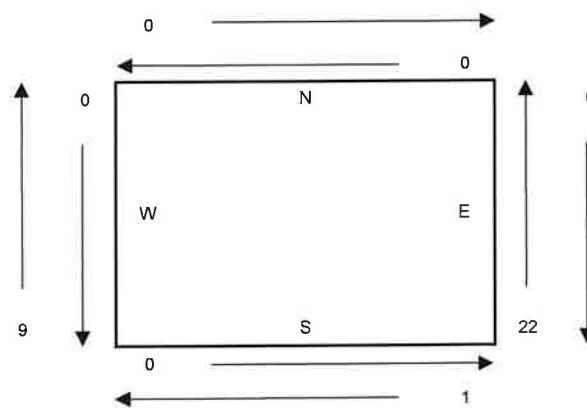
3

MORNING

Pedestrians in Intersection (Peak Hour)



Bikes in Intersection (Peak Hour)



Bikes in Road

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1



88TH ST / PROMENADE DR

JAN 13, 2026

4

EVENING

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Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	2	84	0	0	0	210	10	0	2	0	4	---	---	---	---	312
16:15	0	7	88	0	1	0	179	19	1	3	0	4	---	---	---	---	302
16:30	0	7	75	0	0	0	147	10	0	6	0	9	---	---	---	---	254
16:45	0	4	63	0	0	0	97	19	0	8	0	5	---	---	---	---	196
17:00	0	6	74	0	0	0	157	15	2	9	0	6	---	---	---	---	269
17:15	0	5	70	0	0	0	141	8	0	5	0	7	---	---	---	---	236
17:30	0	6	73	0	0	0	99	10	0	4	0	5	---	---	---	---	197
17:45	0	7	62	0	0	0	102	9	0	5	0	3	---	---	---	---	188
Count Total	0	44	589	0	1	0	1,132	100	3	42	0	43	---	---	---	---	1,954
Peak Hour	0	20	310	0	1	0	633	58	1	19	0	22	---	---	---	---	1,064
Peak Hour Factor	0.87				0.79				0.70				---				---
Peak Hour % Trucks	0%	0%	1%	0%	0%	0%	0%	2%	0%	5%	0%	0%	---	---	---	---	1%

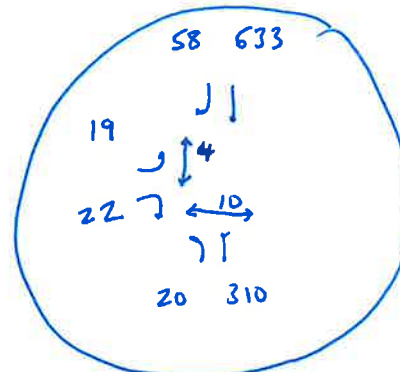
Intersection PHF	0.85
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Peak Hour Inbound & Outbound Traffic

North Leg		South Leg		East Leg		West Leg	
In	Out	In	Out	In	Out	In	Out
692	330	330	655	0	0	42	79

Peak Hour Passenger Car Equivalent Inbound & Outbound Traffic

Northbound				Southbound				Eastbound				Westbound			
L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
20	313	0	333	0	636	59	695	20	0	22	42	0	0	0	0



PM Peak Hour

PHF = 0.85



88TH ST / PROMENADE DR JAN 13, 2026

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EVENING

Passenger Vehicles

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	2	83	0	0	0	208	10	0	2	0	4	---	---	---	---	309
16:15	0	7	87	0	1	0	179	18	1	2	0	4	---	---	---	---	299
16:30	0	7	74	0	0	0	147	10	0	6	0	9	---	---	---	---	253
16:45	0	4	63	0	0	0	98	19	0	8	0	5	---	---	---	---	195
17:00	0	6	74	0	0	0	157	15	2	9	0	6	---	---	---	---	269
17:15	0	5	70	0	0	0	141	8	0	5	0	7	---	---	---	---	236
17:30	0	6	73	0	0	0	99	9	0	3	0	5	---	---	---	---	195
17:45	0	7	62	0	0	0	102	9	0	5	0	3	---	---	---	---	188
Count Total	0	44	586	0	1	0	1,129	98	3	40	0	43	---	---	---	---	1,944
Peak Hour	0	20	307	0	1	0	630	57	1	18	0	22	---	---	---	---	1,056

Trucks Less Than 40' Long

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	0	1	0	0	0	2	0	0	0	0	0	---	---	---	---	3
16:15	0	0	1	0	0	0	0	1	0	1	0	0	---	---	---	---	3
16:30	0	0	1	0	0	0	0	0	0	0	0	0	---	---	---	---	1
16:45	0	0	0	0	0	0	1	0	0	0	0	0	---	---	---	---	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
17:30	0	0	0	0	0	0	0	1	0	1	0	0	---	---	---	---	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
Count Total	0	0	3	0	0	0	3	2	0	2	0	0	---	---	---	---	10
Peak Hour	0	0	3	0	0	0	3	1	0	1	0	0	---	---	---	---	8

Trucks Greater Than 40' Long

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	---	---	---	---	0



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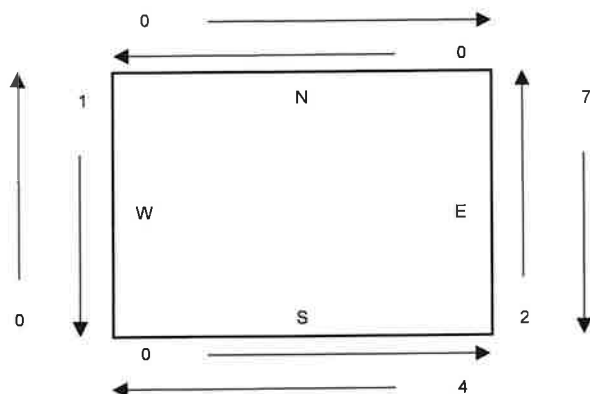
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88TH ST / PROMENADE DR JAN 13, 2026

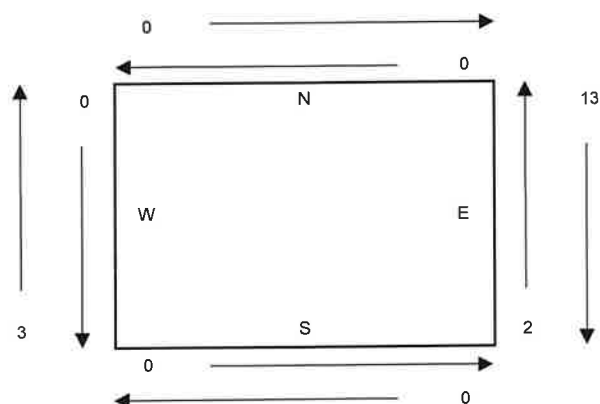
6

EVENING

Pedestrians in Intersection (Peak Hour)



Bikes in Intersection (Peak Hour)



Bikes in Road

Interval Start Time	88th Street Northbound				88th Street Southbound				Promenade Drive Eastbound				Promenade Drive Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	3	0	0	0	0	2	0	0	0	0	6



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88TH ST / ROCK CREEK PKWY

JAN 13, 2026

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MORNING

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	13	0	7	0	8	10	0	0	0	15	39	92
7:15	---	---	---	---	0	25	0	7	0	16	10	0	0	0	17	63	138
7:30	---	---	---	---	0	28	0	24	0	19	11	0	0	0	29	96	207
7:45	---	---	---	---	1	22	0	12	0	28	14	0	0	0	22	96	195
8:00	---	---	---	---	0	24	0	22	0	30	19	0	0	0	47	67	209
8:15	---	---	---	---	0	43	0	23	0	32	28	0	0	0	26	61	233
8:30	---	---	---	---	0	46	0	28	0	35	26	0	0	0	48	64	267
8:45	---	---	---	---	0	50	0	26	0	53	65	0	0	0	30	106	330
Count Total	---	---	---	---	1	251	0	149	0	221	183	0	0	0	234	632	1,671
Peak Hour	---	---	---	---	0	163	0	99	0	150	138	0	0	0	151	338	1,039
Peak Hour Factor	---	---	---	---	0.86	0.61	0.61	0.90	---	---	---	---	---	---	---	---	---
Peak Hour % Trucks	---	---	---	---	0%	5%	0%	3%	0%	2%	1%	0%	0%	0%	4%	2%	3%

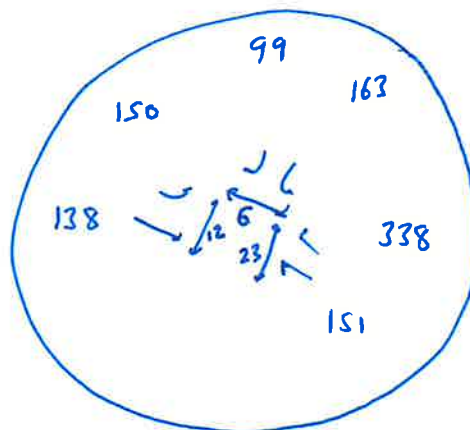
Intersection PHF	0.79
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Peak Hour Inbound & Outbound Traffic

North Leg		South Leg		East Leg		West Leg	
In	Out	In	Out	In	Out	In	Out
262	488	0	0	489	301	288	250

Peak Hour Passenger Car Equivalent Inbound & Outbound Traffic

Northbound				Southbound				Eastbound				Westbound			
L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
0	0	0	0	172	0	102	274	153	140	0	293	0	157	345	502



Am Peak Hour

$$PHF = 0.79$$



88TH ST / ROCK CREEK PKWY JAN 13, 2026

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MORNING Passenger Vehicles

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	13	0	7	0	8	10	0	0	0	15	39	92
7:15	---	---	---	---	0	24	0	7	0	16	10	0	0	0	16	62	135
7:30	---	---	---	---	0	26	0	23	0	19	11	0	0	0	28	96	203
7:45	---	---	---	---	1	22	0	12	0	28	13	0	0	0	22	93	191
8:00	---	---	---	---	0	24	0	21	0	29	19	0	0	0	43	65	201
8:15	---	---	---	---	0	40	0	23	0	32	27	0	0	0	28	81	229
8:30	---	---	---	---	0	43	0	26	0	34	28	0	0	0	46	81	256
8:45	---	---	---	---	0	48	0	26	0	52	64	0	0	0	30	104	324
Count Total	---	---	---	---	1	240	0	145	0	218	180	0	0	0	226	621	1,631
Peak Hour	---	---	---	---	0	155	0	96	0	147	136	0	0	0	145	331	1,010

Trucks Less Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	---	---	---	---	0	1	0	0	0	0	0	0	0	0	1	1	3
7:30	---	---	---	---	0	2	0	1	0	0	0	0	0	0	1	0	4
7:45	---	---	---	---	0	0	0	0	0	0	1	0	0	0	0	3	4
8:00	---	---	---	---	0	0	0	1	0	1	0	0	0	0	4	2	8
8:15	---	---	---	---	0	2	0	0	0	0	1	0	0	0	0	0	3
8:30	---	---	---	---	0	3	0	2	0	1	0	0	0	0	2	3	11
8:45	---	---	---	---	0	2	0	0	0	1	1	0	0	0	0	2	6
Count Total	---	---	---	---	0	10	0	4	0	3	3	0	0	0	8	11	39
Peak Hour	---	---	---	---	0	7	0	3	0	3	2	0	0	0	6	7	28

Trucks Greater Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	---	---	---	---	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	---	---	---	---	0	1	0	0	0	0	0	0	0	0	0	0	1
Peak Hour	---	---	---	---	0	1	0	0	0	0	0	0	0	0	0	0	1



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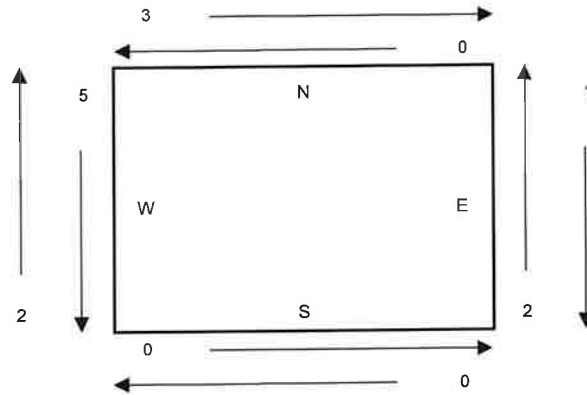
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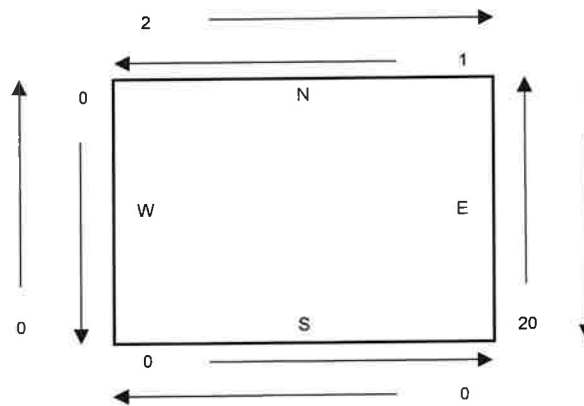
3

MORNING

Pedestrians in Intersection (Peak Hour)



Bikes in Intersection (Peak Hour)



Bikes in Road

Interval Start Time	88th Street Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1



88TH ST / ROCK CREEK PKWY

JAN 13, 2026

4

EVENING

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Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	143	0	62	0	28	35	0	0	0	36	52	358
16:15	---	---	---	---	0	137	0	52	0	25	38	0	0	0	30	67	349
16:30	---	---	---	---	0	113	0	34	0	28	50	0	0	0	27	55	307
16:45	---	---	---	---	0	69	0	34	0	19	46	0	0	0	42	48	258
17:00	---	---	---	---	0	120	0	40	0	29	45	0	0	0	43	52	329
17:15	---	---	---	---	0	110	0	26	1	30	72	0	0	0	49	59	347
17:30	---	---	---	---	0	62	0	34	0	25	49	0	1	0	43	50	264
17:45	---	---	---	---	0	70	0	33	1	18	66	0	0	0	24	51	263
Count Total	---	---	---	---	0	824	0	315	2	202	401	0	1	0	294	434	2,473
Peak Hour	---	---	---	---	0	462	0	182	0	100	169	0	0	0	135	222	1,270
Peak Hour Factor	---				0.79				0.86				0.92				---
Peak Hour % Trucks	---	---	---	---	0%	1%	0%	0%	0%	1%	2%	0%	0%	0%	1%	1%	1%

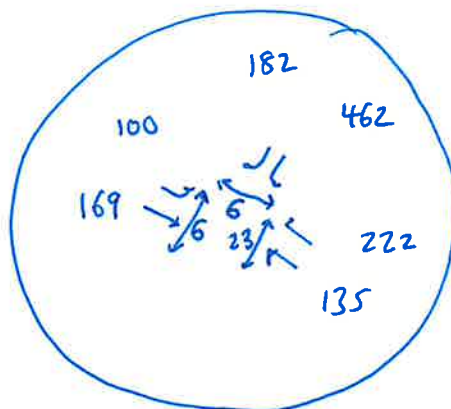
Intersection PHF	0.89
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Peak Hour Inbound & Outbound Traffic

North Leg		South Leg		East Leg		West Leg	
In	Out	In	Out	In	Out	In	Out
644	322	0	0	357	631	269	317

Peak Hour Passenger Car Equivalent Inbound & Outbound Traffic

Northbound				Southbound				Eastbound				Westbound			
L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
0	0	0	0	465	0	182	647	101	172	0	273	0	137	224	361



pm Peak Hour

PHF = 0.89



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88TH ST / ROCK CREEK PKWY JAN 13, 2026

5

EVENING

Passenger Vehicles

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	141	0	62	0	27	34	0	0	0	35	52	351
16:15	---	---	---	---	0	137	0	52	0	25	37	0	0	0	29	68	348
16:30	---	---	---	---	0	113	0	34	0	28	50	0	0	0	27	54	306
16:45	---	---	---	---	0	68	0	34	0	19	45	0	0	0	42	48	258
17:00	---	---	---	---	0	120	0	40	0	29	45	0	0	0	43	52	329
17:15	---	---	---	---	0	110	0	26	1	30	72	0	0	0	48	59	346
17:30	---	---	---	---	0	62	0	34	0	25	49	0	1	0	43	50	264
17:45	---	---	---	---	0	70	0	33	1	18	65	0	0	0	24	51	262
Count Total	---	---	---	---	0	821	0	315	2	201	397	0	1	0	291	432	2,460
Peak Hour	---	---	---	---	0	459	0	182	0	99	166	0	0	0	133	220	1,259

Trucks Less Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	2	0	0	0	1	1	0	0	0	1	0	5
16:15	---	---	---	---	0	0	0	0	0	0	1	0	0	0	1	1	3
16:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	---	---	---	---	0	1	0	0	0	0	1	0	0	0	0	0	2
17:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	1	0	1
17:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	---	---	---	---	0	0	0	0	0	0	1	0	0	0	0	0	1
Count Total	---	---	---	---	0	3	0	0	0	1	4	0	0	0	3	2	13
Peak Hour	---	---	---	---	0	3	0	0	0	1	3	0	0	0	2	2	11

Trucks Greater Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0



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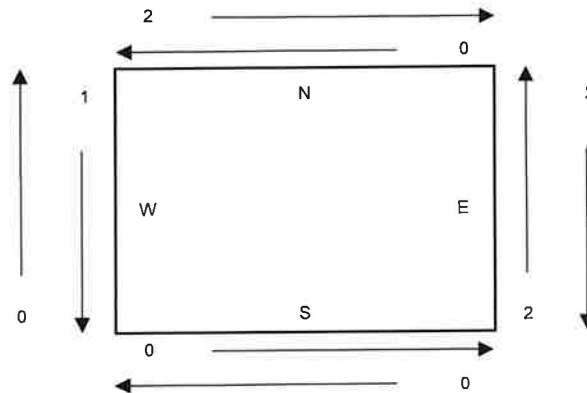
88TH ST / ROCK CREEK PKWY

JAN 13, 2026

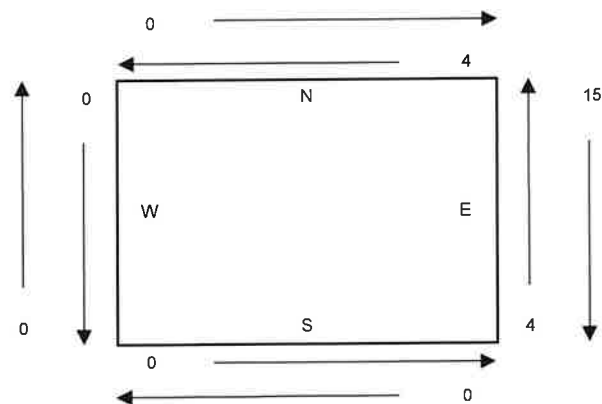
6

EVENING

Pedestrians in Intersection (Peak Hour)



Bikes in Intersection (Peak Hour)



Bikes in Road

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



88TH ST / ROCK CREEK PKWY JAN 13, 2026

1

MORNING

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Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	13	0	7	0	8	10	0	0	0	15	39	92
7:15	---	---	---	---	0	25	0	7	0	16	10	0	0	0	17	63	138
7:30	---	---	---	---	0	28	0	24	0	19	11	0	0	0	29	96	207
7:45	---	---	---	---	1	22	0	12	0	28	14	0	0	0	22	96	195
8:00	---	---	---	---	0	24	0	22	0	30	19	0	0	0	47	67	209
8:15	---	---	---	---	0	43	0	23	0	32	28	0	0	0	28	81	233
8:30	---	---	---	---	0	46	0	28	0	35	28	0	0	0	48	84	267
8:45	---	---	---	---	0	50	0	26	0	53	65	0	0	0	30	106	330
Count Total	---	---	---	---	1	251	0	149	0	221	183	0	0	0	234	632	1,671
Peak Hour	---	---	---	---	0	163	0	99	0	150	138	0	0	0	151	338	1,039
Peak Hour Factor	---				0.86				0.61				0.90				---
Peak Hour % Trucks	---	---	---	---	0%	5%	0%	3%	0%	2%	1%	0%	0%	0%	4%	2%	3%

Intersection PHF	0.79
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Peak Hour Inbound & Outbound Traffic

North Leg		South Leg		East Leg		West Leg	
In	Out	In	Out	In	Out	In	Out
262	488	0	0	489	301	288	250

Peak Hour Passenger Car Equivalent Inbound & Outbound Traffic

Northbound				Southbound				Eastbound				Westbound			
L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
0	0	0	0	172	0	102	274	153	140	0	293	0	157	345	502



88TH ST / ROCK CREEK PKWY JAN 13, 2026

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MORNING Passenger Vehicles

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	13	0	7	0	8	10	0	0	0	15	39	92
7:15	---	---	---	---	0	24	0	7	0	16	10	0	0	0	16	62	135
7:30	---	---	---	---	0	26	0	23	0	19	11	0	0	0	28	96	203
7:45	---	---	---	---	1	22	0	12	0	28	13	0	0	0	22	93	191
8:00	---	---	---	---	0	24	0	21	0	29	19	0	0	0	43	65	201
8:15	---	---	---	---	0	40	0	23	0	32	27	0	0	0	28	81	229
8:30	---	---	---	---	0	43	0	26	0	34	28	0	0	0	46	81	256
8:45	---	---	---	---	0	48	0	26	0	52	64	0	0	0	30	104	324
Count Total	---	---	---	---	1	240	0	145	0	218	180	0	0	0	226	621	1,631
Peak Hour	---	---	---	---	0	155	0	96	0	147	136	0	0	0	145	331	1,010

Trucks Less Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	---	---	---	---	0	1	0	0	0	0	0	0	0	0	1	1	3
7:30	---	---	---	---	0	2	0	1	0	0	0	0	0	0	1	0	4
7:45	---	---	---	---	0	0	0	0	0	0	1	0	0	0	0	3	4
8:00	---	---	---	---	0	0	0	1	0	1	0	0	0	0	4	2	8
8:15	---	---	---	---	0	2	0	0	0	0	1	0	0	0	0	0	3
8:30	---	---	---	---	0	3	0	2	0	1	0	0	0	0	2	3	11
8:45	---	---	---	---	0	2	0	0	0	1	1	0	0	0	0	2	6
Count Total	---	---	---	---	0	10	0	4	0	3	3	0	0	0	8	11	39
Peak Hour	---	---	---	---	0	7	0	3	0	3	2	0	0	0	6	7	28

Trucks Greater Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	---	---	---	---	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	---	---	---	---	0	1	0	0	0	0	0	0	0	0	0	0	1
Peak Hour	---	---	---	---	0	1	0	0	0	0	0	0	0	0	0	0	1



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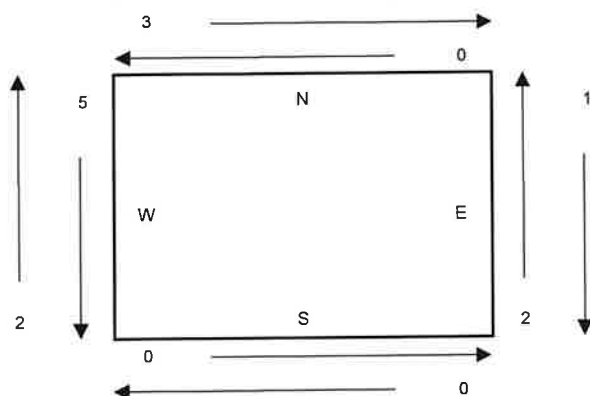
88TH ST / ROCK CREEK PKWY

JAN 13, 2026

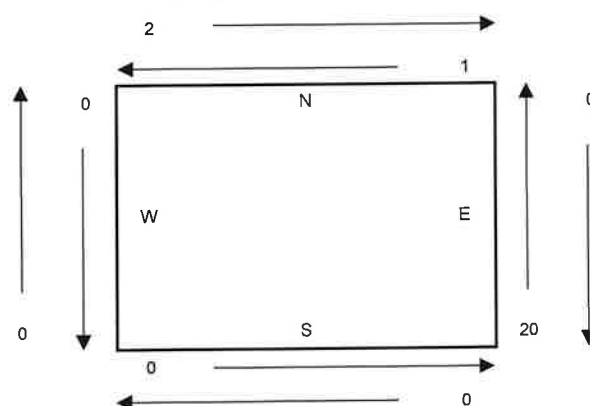
3

MORNING

Pedestrians in Intersection (Peak Hour)



Bikes in Intersection (Peak Hour)



Bikes in Road

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1



88TH ST / ROCK CREEK PKWY JAN 13, 2026

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EVENING

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Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	143	0	62	0	28	35	0	0	0	36	52	356
16:15	---	---	---	---	0	137	0	52	0	25	38	0	0	0	30	67	349
16:30	---	---	---	---	0	113	0	34	0	28	50	0	0	0	27	55	307
16:45	---	---	---	---	0	69	0	34	0	19	46	0	0	0	42	48	258
17:00	---	---	---	---	0	120	0	40	0	29	45	0	0	0	43	52	329
17:15	---	---	---	---	0	110	0	26	1	30	72	0	0	0	49	59	347
17:30	---	---	---	---	0	62	0	34	0	25	49	0	1	0	43	50	264
17:45	---	---	---	---	0	70	0	33	1	18	66	0	0	0	24	51	263
Count Total	---	---	---	---	0	824	0	315	2	202	401	0	1	0	294	434	2,473
Peak Hour	---	---	---	---	0	462	0	182	0	100	169	0	0	0	135	222	1,270
Peak Hour Factor	---	---	---	---	0.79	---	---	---	0.86	---	---	---	0.92	---	---	---	---
Peak Hour % Trucks	---	---	---	---	0%	1%	0%	0%	0%	1%	2%	0%	0%	0%	1%	1%	1%

Intersection PHF	0.89
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Peak Hour Inbound & Outbound Traffic

North Leg		South Leg		East Leg		West Leg	
In	Out	In	Out	In	Out	In	Out
644	322	0	0	357	631	269	317

Peak Hour Passenger Car Equivalent Inbound & Outbound Traffic

Northbound				Southbound				Eastbound				Westbound			
L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total
0	0	0	0	465	0	182	647	101	172	0	273	0	137	224	361



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88TH ST / ROCK CREEK PKWY JAN 13, 2026

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EVENING

Passenger Vehicles

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	141	0	62	0	27	34	0	0	0	35	52	351
16:15	---	---	---	---	0	137	0	52	0	25	37	0	0	0	29	68	346
16:30	---	---	---	---	0	113	0	34	0	28	50	0	0	0	27	54	308
16:45	---	---	---	---	0	68	0	34	0	19	45	0	0	0	42	48	256
17:00	---	---	---	---	0	120	0	40	0	29	45	0	0	0	43	52	329
17:15	---	---	---	---	0	110	0	26	1	30	72	0	0	0	48	59	346
17:30	---	---	---	---	0	62	0	34	0	25	49	0	1	0	43	50	264
17:45	---	---	---	---	0	70	0	33	1	18	65	0	0	0	24	51	262
Count Total	---	---	---	---	0	821	0	315	2	201	397	0	1	0	291	432	2,460
Peak Hour	---	---	---	---	0	459	0	182	0	99	166	0	0	0	133	220	1,259

Trucks Less Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	2	0	0	0	1	1	0	0	0	1	0	5
16:15	---	---	---	---	0	0	0	0	0	0	1	0	0	0	1	1	3
16:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	---	---	---	---	0	1	0	0	0	0	1	0	0	0	0	0	2
17:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	1	0	1
17:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	---	---	---	---	0	0	0	0	0	0	1	0	0	0	0	0	1
Count Total	---	---	---	---	0	3	0	0	0	1	4	0	0	0	3	2	13
Peak Hour	---	---	---	---	0	3	0	0	0	1	3	0	0	0	2	2	11

Trucks Greater Than 40' Long

Interval Start Time	Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	---	---	---	---	0	0	0	0	0	0	0	0	0	0	0	0	0



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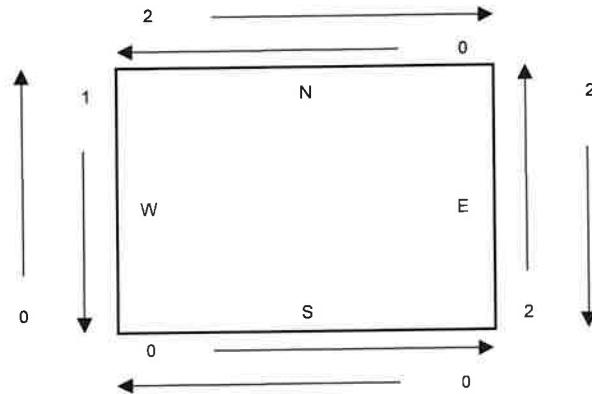
88TH ST / ROCK CREEK PKWY

JAN 13, 2026

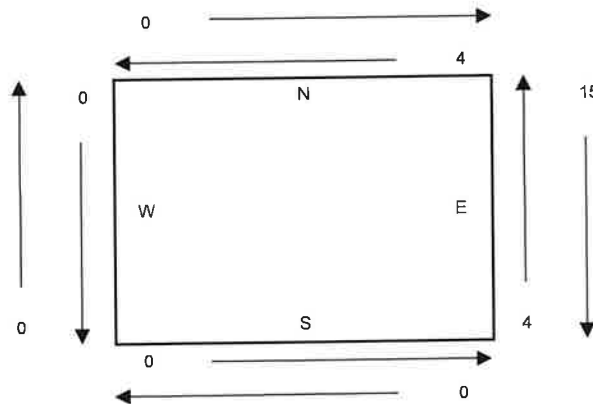
6

EVENING

Pedestrians in Intersection (Peak Hour)



Bikes in Intersection (Peak Hour)



Bikes in Road

Interval Start Time	88th Street Northbound				88th Street Southbound				Rock Creek Parkway Eastbound				Rock Creek Parkway Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

LOS	<u>Average Vehicle Delay</u> sec/vehicle	<u>Operational Characteristics</u>
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. <u>The delay could be up to 15 seconds.</u> 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. <u>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.</u>
D	25 to 35 seconds	<u>This is the point at which a traffic signal may be warranted for this intersection.</u> 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. <u>There is a high probability that this intersection will meet traffic signal warrants.</u> 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. <u>The only remedy for these long delays is installing a traffic signal or restricting the accesses.</u> 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.

HCM 6th TWSC
1: S. 88th Street & Promenade Drive

Existing
AM Peak

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	19	15	495	229	22
Future Vol, veh/h	36	19	15	495	229	22
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	40	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	49	26	20	669	309	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1037	332	343	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	255	707	1210	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	702	1206	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.5	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1206	-	249	702	-	-
HCM Lane V/C Ratio	0.017	-	0.195	0.037	-	-
HCM Control Delay (s)	8	-	22.9	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.1	-	-

HCM 6th TWSC
3: S. 88th Street & Shamrock Drive

Existing
AM Peak

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	23	485	9	3	245
Future Vol, veh/h	33	23	485	9	3	245
Conflicting Peds, #/hr	33	33	0	33	33	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	44	31	647	12	4	327
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1054	719	0	0	692	0
Stage 1	686	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	249	427	-	-	898	-
Stage 1	498	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	404	-	-	873	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 235 404	873	-		
HCM Lane V/C Ratio	-	- 0.187 0.076	0.005	-		
HCM Control Delay (s)	-	- 23.8 14.6	9.1	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.7 0.2	0	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

Existing
AM Peak

Intersection					
Intersection Delay, s/veh	5.9				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	2	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	371	621		352	
Demand Flow Rate, veh/h	382	640		363	
Vehicles Circulating, veh/h	226	202		197	
Vehicles Exiting, veh/h	334	406		645	
Ped Vol Crossing Leg, #/h	10	3		10	
Ped Cap Adj	0.991	0.997		0.990	
Approach Delay, s/veh	6.5	6.2		4.6	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.308	0.692	0.623	0.377
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	382	197	443	226	137
Cap Entry Lane, veh/h	1156	1182	1182	1187	1187
Entry HV Adj Factor	0.971	0.971	0.971	0.969	0.971
Flow Entry, veh/h	371	191	430	219	133
Cap Entry, veh/h	1112	1144	1144	1139	1141
V/C Ratio	0.334	0.167	0.376	0.192	0.117
Control Delay, s/veh	6.5	4.6	6.9	4.9	4.2
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	2	1	0

HCM 6th TWSC
1: S. 88th Street & Promenade Drive

Existing
PM Peak

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	22	20	310	633	58
Future Vol, veh/h	19	22	20	310	633	58
Conflicting Peds, #/hr	4	8	8	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	40	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	22	26	24	365	745	68
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1204	795	821	0	-	0
Stage 1	787	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	204	389	813	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	384	808	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.1	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	195	384	-	-
HCM Lane V/C Ratio	0.029	-	0.115	0.067	-	-
HCM Control Delay (s)	9.6	-	25.8	15.1	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.2	-	-

HCM 6th TWSC
3: S. 88th Street & Shamrock Drive

Existing
PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	16	315	24	25	630
Future Vol, veh/h	18	16	315	24	25	630
Conflicting Peds, #/hr	18	18	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	371	28	29	741
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1220	421	0	0	417	0
Stage 1	403	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	200	635	-	-	1147	-
Stage 1	677	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	616	-	-	1130	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.2	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 189 616 1130	-	-		
HCM Lane V/C Ratio	-	- 0.112 0.031 0.026	-	-		
HCM Control Delay (s)	-	- 26.4 11 8.3	-	-		
HCM Lane LOS	-	- D B A	-	-		
HCM 95th %tile Q(veh)	-	- 0.4 0.1 0.1	-	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

Existing
PM Peak

Intersection					
Intersection Delay, s/veh	6.2				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	2	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	308	416		723	
Demand Flow Rate, veh/h	311	421		730	
Vehicles Circulating, veh/h	524	119		154	
Vehicles Exiting, veh/h	360	716		386	
Ped Vol Crossing Leg, #/h	3	2		6	
Ped Cap Adj	0.998	0.998		0.994	
Approach Delay, s/veh	8.1	4.4		6.5	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.366	0.634	0.718	0.282
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	311	154	267	524	206
Cap Entry Lane, veh/h	881	1274	1274	1234	1234
Entry HV Adj Factor	0.991	0.990	0.989	0.990	0.990
Flow Entry, veh/h	308	152	264	519	204
Cap Entry, veh/h	872	1259	1257	1215	1215
V/C Ratio	0.353	0.121	0.210	0.427	0.168
Control Delay, s/veh	8.1	3.9	4.7	7.3	4.4
LOS	A	A	A	A	A
95th %tile Queue, veh	2	0	1	2	1

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	20	16	520	240	23
Future Vol, veh/h	38	20	16	520	240	23
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	40	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	51	27	22	703	324	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1091	348	359	0	-	0
Stage 1	344	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	237	693	1194	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	688	1190	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1190	-	231	688	-	-
HCM Lane V/C Ratio	0.018	-	0.222	0.039	-	-
HCM Control Delay (s)	8.1	-	25	10.4	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	25	510	10	5	255
Future Vol, veh/h	35	25	510	10	5	255
Conflicting Peds, #/hr	33	33	0	33	33	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	33	680	13	7	340
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1107	753	0	0	726	0
Stage 1	720	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	232	408	-	-	872	-
Stage 1	480	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	386	-	-	848	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.5	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 218 386	848	-		
HCM Lane V/C Ratio	-	- 0.214 0.086	0.008	-		
HCM Control Delay (s)	-	- 26 15.2	9.3	-		
HCM Lane LOS	-	- D C	A	-		
HCM 95th %tile Q(veh)	-	- 0.8 0.3	0	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

2030 Background
AM Peak

Intersection					
Intersection Delay, s/veh	6.2				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	387	659		367	
Demand Flow Rate, veh/h	399	679		378	
Vehicles Circulating, veh/h	235	209		209	
Vehicles Exiting, veh/h	352	425		679	
Ped Vol Crossing Leg, #/h	10	3		10	
Ped Cap Adj	0.999	0.997		0.990	
Approach Delay, s/veh	7.2	6.5		4.7	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.308	0.692	0.622	0.378
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	399	209	470	235	143
Cap Entry Lane, veh/h	1086	1174	1174	1174	1174
Entry HV Adj Factor	0.971	0.971	0.970	0.970	0.972
Flow Entry, veh/h	387	203	456	228	139
Cap Entry, veh/h	1053	1137	1136	1128	1130
V/C Ratio	0.368	0.179	0.401	0.202	0.123
Control Delay, s/veh	7.2	4.7	7.3	5.0	4.2
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	2	1	0

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	23	21	325	665	62
Future Vol, veh/h	20	23	21	325	665	62
Conflicting Peds, #/hr	4	8	8	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	40	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	27	25	382	782	73
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1263	835	863	0	-	0
Stage 1	827	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	188	369	784	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	364	779	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.5	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	779	-	179	364	-	-
HCM Lane V/C Ratio	0.032	-	0.131	0.074	-	-
HCM Control Delay (s)	9.8	-	28.1	15.7	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.2	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	20	325	25	25	665
Future Vol, veh/h	20	20	325	25	25	665
Conflicting Peds, #/hr	18	18	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	24	382	29	29	782
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1273	433	0	0	429	0
Stage 1	415	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	186	625	-	-	1136	-
Stage 1	669	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	606	-	-	1119	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.9	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 176 606 1119	-	-		
HCM Lane V/C Ratio	-	- 0.134 0.039 0.026	-	-		
HCM Control Delay (s)	-	- 28.6 11.2 8.3	-	-		
HCM Lane LOS	-	- D B A	-	-		
HCM 95th %tile Q(veh)	-	- 0.5 0.1 0.1	-	-		

Intersection					
Intersection Delay, s/veh	6.9				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	326	433		770	
Demand Flow Rate, veh/h	329	438		778	
Vehicles Circulating, veh/h	557	125		165	
Vehicles Exiting, veh/h	386	761		398	
Ped Vol Crossing Leg, #/h	3	2		6	
Ped Cap Adj	1.000	0.998		0.994	
Approach Delay, s/veh	10.1	4.4		6.9	
Approach LOS	B	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.377	0.623	0.716	0.284
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	329	165	273	557	221
Cap Entry Lane, veh/h	782	1267	1267	1222	1222
Entry HV Adj Factor	0.991	0.990	0.989	0.989	0.991
Flow Entry, veh/h	326	163	270	551	219
Cap Entry, veh/h	774	1252	1251	1202	1204
V/C Ratio	0.421	0.130	0.216	0.459	0.182
Control Delay, s/veh	10.1	4.0	4.7	7.8	4.6
LOS	B	A	A	A	A
95th %tile Queue, veh	2	0	1	2	1

HCM 6th Signalized Intersection Summary

1: S. 88th Street & Promenade Drive/North Site Access

2030 Total
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1	22	28	5	19	21	540	4	6	248	23
Future Volume (veh/h)	38	1	22	28	5	19	21	540	4	6	248	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.91	0.94		0.92	0.98		0.93	0.99		0.93
Parking Bus, Adj	1.00	1.00	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			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	1	29	37	7	25	28	720	5	8	331	31
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	309	7	197	307	47	169	707	1202	8	456	1083	101
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1306	48	1388	1291	332	1187	987	1839	13	717	1658	155
Grp Volume(v), veh/h	51	0	30	37	0	32	28	0	725	8	0	362
Grp Sat Flow(s),veh/h/ln	1306	0	1435	1291	0	1519	987	0	1852	717	0	1813
Q Serve(g_s), s	1.7	0.0	0.9	1.3	0.0	0.9	0.6	0.0	10.9	0.3	0.0	4.2
Cycle Q Clear(g_c), s	2.6	0.0	0.9	2.2	0.0	0.9	4.9	0.0	10.9	11.2	0.0	4.2
Prop In Lane	1.00		0.97	1.00		0.78	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	309	0	204	307	0	216	707	0	1210	456	0	1185
V/C Ratio(X)	0.17	0.00	0.15	0.12	0.00	0.15	0.04	0.00	0.60	0.02	0.00	0.31
Avail Cap(c_a), veh/h	603	0	528	598	0	558	707	0	1210	456	0	1185
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	18.4	19.3	0.0	18.4	4.7	0.0	4.8	8.0	0.0	3.7
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.2	0.0	0.3	0.1	0.0	2.2	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	0.4	0.0	0.3	0.1	0.0	2.7	0.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	18.7	19.5	0.0	18.7	4.8	0.0	7.0	8.1	0.0	4.3
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h	81			69			753			370		
Approach Delay, s/veh	19.4			19.1			6.9			4.4		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.0			12.0			37.0			12.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	32.0			18.0			32.0			18.0		
Max Q Clear Time (g_c+I1), s	12.9			4.6			13.2			4.2		
Green Ext Time (p_c), s	5.0			0.2			2.1			0.2		
Intersection Summary												
HCM 6th Ctrl Delay	7.7											
HCM 6th LOS	A											

HCM 6th TWSC
2: S. 88th Street & South Site Access

2030 Total
AM Peak

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	25	539	13	10	288
Future Vol, veh/h	20	25	539	13	10	288
Conflicting Peds, #/hr	54	54	0	54	54	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	27	33	719	17	13	384
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1246	836	0	0	790	0
Stage 1	782	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	191	366	-	-	826	-
Stage 1	449	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	334	-	-	789	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.7	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 171 334	789	-		
HCM Lane V/C Ratio	-	- 0.156 0.1	0.017	-		
HCM Control Delay (s)	-	- 29.9 17	9.6	-		
HCM Lane LOS	-	- D C	A	-		
HCM 95th %tile Q(veh)	-	- 0.5 0.3	0.1	-		

HCM 6th TWSC
3: S. 88th Street & Shamrock Drive

2030 Total
AM Peak

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	25	527	10	5	303
Future Vol, veh/h	35	25	527	10	5	303
Conflicting Peds, #/hr	53	53	0	53	53	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	33	703	13	7	404
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1234	816	0	0	769	0
Stage 1	763	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	194	375	-	-	841	-
Stage 1	459	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	343	-	-	804	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	26	0	0.2			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 176 343	804	-		
HCM Lane V/C Ratio	-	- 0.265 0.097	0.008	-		
HCM Control Delay (s)	-	- 32.7 16.6	9.5	-		
HCM Lane LOS	-	- D C	A	-		
HCM 95th %tile Q(veh)	-	- 1 0.3	0	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

2030 Total
AM Peak

Intersection					
Intersection Delay, s/veh	6.6				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	387	665		423	
Demand Flow Rate, veh/h	398	685		436	
Vehicles Circulating, veh/h	276	212		206	
Vehicles Exiting, veh/h	366	462		691	
Ped Vol Crossing Leg, #/h	25	31		26	
Ped Cap Adj	0.997	0.970		0.975	
Approach Delay, s/veh	7.7	6.9		5.1	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.301	0.699	0.633	0.367
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	398	206	479	276	160
Cap Entry Lane, veh/h	1041	1171	1171	1177	1177
Entry HV Adj Factor	0.971	0.971	0.971	0.971	0.969
Flow Entry, veh/h	387	200	465	268	155
Cap Entry, veh/h	1008	1103	1103	1115	1112
V/C Ratio	0.384	0.181	0.422	0.240	0.139
Control Delay, s/veh	7.7	4.9	7.7	5.5	4.5
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	2	1	0

HCM 6th Signalized Intersection Summary

1: S. 88th Street & Promenade Drive/North Site Access

2030 Total
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	28	19	3	13	24	338	13	16	688	62
Future Volume (veh/h)	20	5	28	19	3	13	24	338	13	16	688	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.89	0.93		0.89	1.00		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	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	6	33	22	4	15	28	398	15	19	809	73
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	324	34	185	306	47	175	355	1169	44	680	1101	99
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1298	227	1249	1282	315	1183	634	1801	68	972	1696	153
Grp Volume(v), veh/h	24	0	39	22	0	19	28	0	413	19	0	882
Grp Sat Flow(s),veh/h/ln	1298	0	1476	1282	0	1498	634	0	1869	972	0	1849
Q Serve(g_s), s	0.8	0.0	1.1	0.8	0.0	0.5	1.5	0.0	4.9	0.4	0.0	15.8
Cycle Q Clear(g_c), s	1.3	0.0	1.1	1.9	0.0	0.5	17.3	0.0	4.9	5.3	0.0	15.8
Prop In Lane	1.00		0.85	1.00		0.79	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	324	0	219	306	0	222	355	0	1213	680	0	1200
V/C Ratio(X)	0.07	0.00	0.18	0.07	0.00	0.09	0.08	0.00	0.34	0.03	0.00	0.73
Avail Cap(c_a), veh/h	606	0	539	584	0	547	355	0	1213	680	0	1200
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	18.4	19.2	0.0	18.1	11.6	0.0	3.9	5.1	0.0	5.8
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	0.0	0.2	0.4	0.0	0.8	0.1	0.0	4.0
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	0.2	0.0	0.2	0.2	0.0	1.2	0.1	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	0.0	18.8	19.3	0.0	18.3	12.0	0.0	4.7	5.2	0.0	9.8
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h	63			41			441			901		
Approach Delay, s/veh	18.8			18.8			5.1			9.7		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.0			12.3			37.0			12.3		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	32.0			18.0			32.0			18.0		
Max Q Clear Time (g_c+I1), s	19.3			3.3			17.8			3.9		
Green Ext Time (p_c), s	2.2			0.2			5.7			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	9.0											
HCM 6th LOS	A											

HCM 6th TWSC
2: S. 88th Street & South Site Access

2030 Total
PM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	16	358	35	28	709
Future Vol, veh/h	13	16	358	35	28	709
Conflicting Peds, #/hr	25	25	0	25	25	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	19	421	41	33	834
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1392	492	0	0	487	0
Stage 1	467	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	157	579	-	-	1081	-
Stage 1	633	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	555	-	-	1058	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 146 555 1058		-		
HCM Lane V/C Ratio	-	- 0.105 0.034 0.031		-		
HCM Control Delay (s)	-	- 32.5 11.7 8.5		-		
HCM Lane LOS	-	- D B A		-		
HCM 95th %tile Q(veh)	-	- 0.3 0.1 0.1		-		

HCM 6th TWSC
3: S. 88th Street & Shamrock Drive

2030 Total
PM Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	20	373	25	25	697
Future Vol, veh/h	20	20	373	25	25	697
Conflicting Peds, #/hr	18	18	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	24	439	29	29	820
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1368	490	0	0	486	0
Stage 1	472	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	163	580	-	-	1082	-
Stage 1	630	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	563	-	-	1066	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.1	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 154 563	1066	-		
HCM Lane V/C Ratio	-	- 0.153 0.042	0.028	-		
HCM Control Delay (s)	-	- 32.5 11.7	8.5	-		
HCM Lane LOS	-	- D B	A	-		
HCM 95th %tile Q(veh)	-	- 0.5 0.1	0.1	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

2030 Total
PM Peak

Intersection					
Intersection Delay, s/veh	7.5				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	341	471		805	
Demand Flow Rate, veh/h	344	476		813	
Vehicles Circulating, veh/h	581	140		165	
Vehicles Exiting, veh/h	397	785		451	
Ped Vol Crossing Leg, #/h	31	46		33	
Ped Cap Adj	0.996	0.953		0.967	
Approach Delay, s/veh	10.9	5.0		7.4	
Approach LOS	B	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.347	0.653	0.715	0.285
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	344	165	311	581	232
Cap Entry Lane, veh/h	763	1250	1250	1222	1222
Entry HV Adj Factor	0.991	0.990	0.990	0.990	0.991
Flow Entry, veh/h	341	163	308	575	230
Cap Entry, veh/h	753	1180	1180	1170	1172
V/C Ratio	0.453	0.138	0.261	0.492	0.196
Control Delay, s/veh	10.9	4.2	5.4	8.5	4.8
LOS	B	A	A	A	A
95th %tile Queue, veh	2	0	1	3	1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	30	20	680	315	30
Future Vol, veh/h	50	30	20	680	315	30
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	40	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	68	41	27	919	426	41
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1424	455	471	0	-	0
Stage 1	451	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	149	603	1086	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	599	1082	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	35.8	0.2		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1082	-	144	599	-	-
HCM Lane V/C Ratio	0.025	-	0.469	0.068	-	-
HCM Control Delay (s)	8.4	-	50.4	11.4	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	0.2	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	25	675	10	5	340
Future Vol, veh/h	35	25	675	10	5	340
Conflicting Peds, #/hr	33	33	0	33	33	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	33	900	13	7	453
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1440	973	0	0	946	0
Stage 1	940	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	145	305	-	-	721	-
Stage 1	378	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	288	-	-	701	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	368	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	34	0	0.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 136 288	701	-		
HCM Lane V/C Ratio	-	- 0.343 0.116	0.01	-		
HCM Control Delay (s)	-	- 44.7 19.1	10.2	-		
HCM Lane LOS	-	- E C	B	-		
HCM 95th %tile Q(veh)	-	- 1.4 0.4	0	-		

Intersection					
Intersection Delay, s/veh	8.5				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	513	861		475	
Demand Flow Rate, veh/h	528	887		489	
Vehicles Circulating, veh/h	313	280		274	
Vehicles Exiting, veh/h	450	561		893	
Ped Vol Crossing Leg, #/h	10	3		10	
Ped Cap Adj	0.999	0.997		0.991	
Approach Delay, s/veh	10.4	8.9		5.7	
Approach LOS	B	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.309	0.691	0.640	0.360
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	528	274	613	313	176
Cap Entry Lane, veh/h	1003	1101	1101	1107	1107
Entry HV Adj Factor	0.971	0.971	0.971	0.971	0.972
Flow Entry, veh/h	513	266	595	304	171
Cap Entry, veh/h	973	1066	1065	1065	1066
V/C Ratio	0.527	0.250	0.558	0.285	0.160
Control Delay, s/veh	10.4	5.7	10.4	6.2	4.8
LOS	B	A	B	A	A
95th %tile Queue, veh	3	1	4	1	1

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	30	30	430	875	80
Future Vol, veh/h	30	30	30	430	875	80
Conflicting Peds, #/hr	4	8	8	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	40	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	35	35	35	506	1029	94
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1664	1092	1131	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	107	262	621	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	259	617	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	40.3	0.7		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	617	-	100	259	-	-
HCM Lane V/C Ratio	0.057	-	0.353	0.136	-	-
HCM Control Delay (s)	11.2	-	59.5	21.1	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	0.5	-	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	20	440	25	25	880
Future Vol, veh/h	20	20	440	25	25	880
Conflicting Peds, #/hr	18	18	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	24	518	29	29	1035
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1662	569	0	0	565	0
Stage 1	551	-	-	-	-	-
Stage 2	1111	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	107	524	-	-	1012	-
Stage 1	579	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	101	508	-	-	997	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	31.8	0	0.2			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 101 508	997	-		
HCM Lane V/C Ratio	-	- 0.233 0.046	0.03	-		
HCM Control Delay (s)	-	- 51.1 12.4	8.7	-		
HCM Lane LOS	-	- F B	A	-		
HCM 95th %tile Q(veh)	-	- 0.8 0.1	0.1	-		

Intersection					
Intersection Delay, s/veh	10.2				
Intersection LOS	B				
Approach	EB	WB	SW		
Entry Lanes	1	2	2		
Conflicting Circle Lanes	1	1	1		
Adj Approach Flow, veh/h	421	573	1011		
Demand Flow Rate, veh/h	426	579	1021		
Vehicles Circulating, veh/h	726	159	210		
Vehicles Exiting, veh/h	505	993	528		
Ped Vol Crossing Leg, #/h	3	2	6		
Ped Cap Adj	1.000	0.998	0.994		
Approach Delay, s/veh	18.4	5.3	9.5		
Approach LOS	C	A	A		
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.363	0.637	0.711	0.289
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	426	210	369	726	295
Cap Entry Lane, veh/h	658	1229	1229	1173	1173
Entry HV Adj Factor	0.989	0.990	0.989	0.990	0.990
Flow Entry, veh/h	421	208	365	719	292
Cap Entry, veh/h	651	1214	1213	1155	1154
V/C Ratio	0.648	0.171	0.301	0.622	0.253
Control Delay, s/veh	18.4	4.4	5.7	11.2	5.4
LOS	C	A	A	B	A
95th %tile Queue, veh	5	1	1	5	1

HCM 6th Signalized Intersection Summary
1: S. 88th Street & Promenade Drive/North Site Access

2050 Total
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	32	28	5	19	25	700	4	6	323	30
Future Volume (veh/h)	50	1	32	28	5	19	25	700	4	6	323	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.88		0.93	0.97		0.85	0.99		0.94	1.00		0.94
Parking Bus, Adj	1.00	1.00	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			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	67	1	43	37	7	25	33	933	5	8	431	40
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	351	7	282	361	61	217	569	1130	6	266	1018	95
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1207	34	1441	1306	310	1108	903	1843	10	592	1661	154
Grp Volume(v), veh/h	67	0	44	37	0	32	33	0	938	8	0	471
Grp Sat Flow(s),veh/h/ln	1207	0	1475	1306	0	1419	903	0	1853	592	0	1816
Q Serve(g_s), s	2.5	0.0	1.3	1.3	0.0	1.0	1.0	0.0	20.7	0.6	0.0	7.1
Cycle Q Clear(g_c), s	3.5	0.0	1.3	2.6	0.0	1.0	8.1	0.0	20.7	21.3	0.0	7.1
Prop In Lane	1.00		0.98	1.00		0.78	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	351	0	288	361	0	277	569	0	1136	266	0	1113
V/C Ratio(X)	0.19	0.00	0.15	0.10	0.00	0.12	0.06	0.00	0.83	0.03	0.00	0.42
Avail Cap(c_a), veh/h	532	0	508	556	0	489	569	0	1136	266	0	1113
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	17.4	18.5	0.0	17.3	7.4	0.0	7.9	16.2	0.0	5.3
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	0.2	0.2	0.0	6.9	0.2	0.0	1.2
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.4	0.0	0.3	0.2	0.0	6.9	0.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	0.0	17.7	18.6	0.0	17.5	7.6	0.0	14.8	16.5	0.0	6.5
LnGrp LOS	B	A	B	B	A	B	A	A	B	B	A	A
Approach Vol, veh/h	111			69			971			479		
Approach Delay, s/veh	18.5			18.1			14.6			6.6		
Approach LOS	B			B			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.0			15.2			37.0			15.2		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	32.0			18.0			32.0			18.0		
Max Q Clear Time (g_c+I1), s	22.7			5.5			23.3			4.6		
Green Ext Time (p_c), s	4.7			0.3			1.9			0.2		
Intersection Summary												
HCM 6th Ctrl Delay	12.6											
HCM 6th LOS	B											

HCM 6th TWSC
2: S. 88th Street & South Site Access

2050 Total
AM Peak

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	25	704	13	10	373
Future Vol, veh/h	20	25	704	13	10	373
Conflicting Peds, #/hr	35	35	0	35	35	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	27	33	939	17	13	497
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1541	1018	0	0	991	0
Stage 1	983	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	126	287	-	-	694	-
Stage 1	361	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	271	-	-	674	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	31	0	0.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 117 271	674	-		
HCM Lane V/C Ratio	-	- 0.228 0.123	0.02	-		
HCM Control Delay (s)	-	- 44.6 20.1	10.4	-		
HCM Lane LOS	-	- E C	B	-		
HCM 95th %tile Q(veh)	-	- 0.8 0.4	0.1	-		

HCM 6th TWSC
3: S. 88th Street & Shamrock Drive

2050 Total
AM Peak

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	25	692	10	5	388
Future Vol, veh/h	35	25	692	10	5	388
Conflicting Peds, #/hr	75	75	0	75	75	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	47	33	923	13	7	517
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1611	1080	0	0	1011	0
Stage 1	1005	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	116	266	-	-	690	-
Stage 1	355	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	101	234	-	-	647	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	49.3	0	0.1			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 101 234	647	-		
HCM Lane V/C Ratio	-	- 0.462 0.142	0.01	-		
HCM Control Delay (s)	-	- 68.1 22.9	10.6	-		
HCM Lane LOS	-	- F C	B	-		
HCM 95th %tile Q(veh)	-	- 2 0.5	0	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

2050 Total
AM Peak

Intersection					
Intersection Delay, s/veh	9.7				
Intersection LOS	A				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	519	876		536	
Demand Flow Rate, veh/h	534	902		552	
Vehicles Circulating, veh/h	357	286		274	
Vehicles Exiting, veh/h	469	605		914	
Ped Vol Crossing Leg, #/h	51	85		51	
Ped Cap Adj	0.993	0.925		0.955	
Approach Delay, s/veh	11.5	10.7		6.4	
Approach LOS	B	B		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.304	0.696	0.647	0.353
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	534	274	628	357	195
Cap Entry Lane, veh/h	959	1095	1095	1107	1107
Entry HV Adj Factor	0.971	0.971	0.971	0.972	0.969
Flow Entry, veh/h	519	266	610	347	189
Cap Entry, veh/h	925	983	984	1027	1024
V/C Ratio	0.561	0.270	0.620	0.338	0.185
Control Delay, s/veh	11.5	6.4	12.5	7.0	5.2
LOS	B	A	B	A	A
95th %tile Queue, veh	4	1	4	2	1

HCM 6th Signalized Intersection Summary 1: S. 88th Street & Promenade Drive/North Site Access

2050 Total
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	5	35	19	3	13	33	443	13	16	898	80
Future Volume (veh/h)	30	5	35	19	3	13	33	443	13	16	898	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.79		0.97	1.00		0.75	1.00		0.91	0.98		0.91
Parking Bus, Adj	1.00	1.00	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			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	35	6	41	22	4	15	39	521	15	19	1056	94
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	330	38	259	359	51	192	150	1133	33	543	1086	97
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.62	0.62	0.62	0.62	0.64	0.62
Sat Flow, veh/h	1104	202	1383	1369	273	1025	493	1817	52	860	1690	150
Grp Volume(v), veh/h	35	0	47	22	0	19	39	0	536	19	0	1150
Grp Sat Flow(s),veh/h/ln	1104	0	1586	1369	0	1298	493	0	1870	860	0	1841
Q Serve(g_s), s	1.4	0.0	1.3	0.7	0.0	0.6	1.5	0.0	8.0	0.6	0.0	31.5
Cycle Q Clear(g_c), s	2.1	0.0	1.3	2.0	0.0	0.6	33.0	0.0	8.0	8.6	0.0	31.5
Prop In Lane	1.00		0.87	1.00		0.79	1.00		0.03	1.00		0.08
Lane Grp Cap(c), veh/h	330	0	297	359	0	243	150	0	1166	543	0	1183
V/C Ratio(X)	0.11	0.00	0.16	0.06	0.00	0.08	0.26	0.00	0.46	0.04	0.00	0.97
Avail Cap(c_a), veh/h	477	0	509	542	0	417	150	0	1166	543	0	1183
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	18.0	18.9	0.0	17.7	26.2	0.0	5.3	7.5	0.0	9.1
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	0.0	0.1	4.2	0.0	1.3	0.1	0.0	20.3
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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	0.2	0.0	0.2	0.6	0.0	2.3	0.1	0.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	18.3	18.9	0.0	17.9	30.4	0.0	6.6	7.7	0.0	29.4
LnGrp LOS	B	A	B	B	A	B	C	A	A	A	A	C
Approach Vol, veh/h	82			41			575			1169		
Approach Delay, s/veh	18.5			18.4			8.2			29.0		
Approach LOS	B			B			A			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	38.0			14.9			38.0			14.9		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	33.0			17.0			33.0			17.0		
Max Q Clear Time (g_c+I1), s	35.0			4.1			33.5			4.0		
Green Ext Time (p_c), s	0.0			0.2			0.0			0.1		
Intersection Summary												
HCM 6th Ctrl Delay				21.9								
HCM 6th LOS				C								

HCM 6th TWSC
2: S. 88th Street & South Site Access

2050 Total
PM Peak

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	16	473	35	28	924
Future Vol, veh/h	13	16	473	35	28	924
Conflicting Peds, #/hr	65	65	0	65	65	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	19	556	41	33	1087
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1860	707	0	0	662	0
Stage 1	642	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	81	437	-	-	931	-
Stage 1	526	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	391	-	-	881	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	39.6	0		0.3		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	70	391	881	-
HCM Lane V/C Ratio	-	-	0.218	0.048	0.037	-
HCM Control Delay (s)	-	-	70.3	14.7	9.2	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.1	-

HCM 6th TWSC
3: S. 88th Street & Shamrock Drive

2050 Total
PM Peak

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	20	488	25	25	912
Future Vol, veh/h	20	20	488	25	25	912
Conflicting Peds, #/hr	55	55	0	55	55	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	24	574	29	29	1073
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1830	699	0	0	658	0
Stage 1	644	-	-	-	-	-
Stage 2	1186	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	85	442	-	-	935	-
Stage 1	525	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	75	402	-	-	892	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	44.1	0	0.2			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 75 402	892	-		
HCM Lane V/C Ratio	-	- 0.314 0.059	0.033	-		
HCM Control Delay (s)	-	- 73.6 14.5	9.2	-		
HCM Lane LOS	-	- F B	A	-		
HCM 95th %tile Q(veh)	-	- 1.2 0.2	0.1	-		

HCM 6th Roundabout
4: Rock Creek Parkway & S. 88th Street

2050 Total
PM Peak

Intersection					
Intersection Delay, s/veh	11.6				
Intersection LOS	B				
Approach	EB	WB		SW	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	1	1		1	
Adj Approach Flow, veh/h	437	611		1047	
Demand Flow Rate, veh/h	442	617		1057	
Vehicles Circulating, veh/h	751	175		210	
Vehicles Exiting, veh/h	516	1018		582	
Ped Vol Crossing Leg, #/h	45	60		45	
Ped Cap Adj	0.994	0.941		0.957	
Approach Delay, s/veh	21.1	6.1		10.8	
Approach LOS	C	A		B	
Lane	Left	Left	Right	Left	Right
Designated Moves	LT	LT	R	L	TR
Assumed Moves	LT	LT	R	L	TR
RT Channelized					
Lane Util	1.000	0.340	0.660	0.711	0.289
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	442	210	407	751	306
Cap Entry Lane, veh/h	641	1211	1211	1173	1173
Entry HV Adj Factor	0.989	0.990	0.990	0.991	0.990
Flow Entry, veh/h	437	208	403	744	303
Cap Entry, veh/h	631	1128	1128	1112	1112
V/C Ratio	0.693	0.184	0.357	0.669	0.273
Control Delay, s/veh	21.1	4.8	6.7	12.9	5.8
LOS	C	A	A	B	A
95th %tile Queue, veh	6	1	2	5	1

**Town of Superior
Planning Commission
Resolution Number PC-08
Series 2026**

**A Resolution of the Planning Commission of the Town of Superior
Recommending Approval of a Twenty-Fifth Amendment to the Planned
Development Plan for the Zaharias Property, Case No. PDA-2026-02**

Whereas, Victor C. Thomas Family LLC (the "Owner") owns certain real property located in the Town of Superior that is generally described as 7500 88th Street, and more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference, and commonly known as the Zaharias Property (the "Property");

Whereas, the Owner has authorized the Garrett Companies (the "Applicant") to file land use and development applications related to the Property;

Whereas, the Board of Trustees approved the first Planned Development Plan (the "PD Plan") for the Property on January 22, 1987;

Whereas, the Board of Trustees approved subsequent amendments to the PD Plan 24 times between October 27, 1990 and August 27, 2018;

Whereas, the Applicant has filed an application (the "Application") for a 25th amendment to the PD Plan for the Property ("PDA #25");

Whereas, pursuant to Section 16-10-30(f)(2) of the Superior Municipal Code (the "Code"), an amendment to a PD Plan is treated as a new plan, and the specific review criteria are set forth in Section 16-10-30(b) of the Code;

Whereas, Section 16-10-30(c)(3) of the Code requires a public hearing and recommendation by the Planning Commission to the Town Council regarding an amendment to a PD plan; and

Whereas, on September 1, 2026, the Planning Commission held a properly-noticed public hearing on the Application.

Now, therefore, be it resolved by the Planning Commission of the Town of Superior, Colorado, as follows:

Section 1. The Planning Commission hereby finds that PDA #25 satisfies the applicable approval criteria in the Code, and recommends that the Town Council approve the Application, subject to the following condition:

A. Prior to executing and recording final mylars, Applicant shall make minor technical and redline corrections to plans as identified by Town staff.

Section 2. This Resolution is hereby adopted by a majority of those Planning Commissioners present to hear the matter according to the following numbers of votes:

_____ "yes" votes

_____ "no" votes

Adopted this 1st day of September, 2026.

David Harper, Chair

Attest:

Shannon Dujardin, Town Clerk

Exhibit A
Legal Description

NW 1/4 N OF RESERVOIR & W OF HWY 36 LESS MIN 29-1S-69 23.47 ACS
M/L PER DEED 804001 11/10/86 BCR SEE SPLITS 106210 & 106211