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May 11, 2023

Mr. Derek Guarascio
ModernWest Longmont, LLC
6185 Brigadoon Court
Longmont, CO 80503

Re: ModernWest 2 Concept Plan
Technical Memorandum
Longmont, CO
LSC #230070

Dear Mr. Guarascio:

In response to your request, LSC Transportation Consultants, Inc. has prepared this technical memorandum for the proposed ModernWest2 Concept Plan review. As shown on Figure 1, the site is located north of and adjacent to ModernWest 1 which is south of Rogers Road and east of Airport Road in Longmont, Colorado.

REPORT CONTENTS

The report contains the following: a summary of the existing and proposed concept plan; the typical weekday site-generated traffic volume projections for the site; a directional distribution estimate for site-generated trips; and details on the anticipated buildout roadway network in the area.

LAND USE AND ACCESS

The existing concept plan includes future economic development/light industrial land use as shown in Figure 2a. The currently proposed concept plan includes flex space (light industrial/office) and a sizeable area of multi-family housing and is shown in Figure 2b. The proposed concept plan will generate fewer large trucks than if the entire site were light industrial and/or economic development land uses.

The site is proposed to include about 60,000 square feet of light industrial use as part of the flex space, about 20,000 square feet of office space as part of the flex space, and about 500 apartment dwelling units. This could go up or down depending on the parking requirement at the time of construction so 600 apartment dwelling units were assumed to maintain a conservative analysis. Access is proposed to Rogers Road and future Mountain Brook Drive as shown in the conceptual site plan in Figure 2b.

The site is located along the Lykins Gulch Trail which will provide recreation opportunities as well as facilitate alternative travel mode trips via pedestrian or cyclist. The applicant is considering a non-motorized connection to connect the two sides of the site across this drainage/trail corridor.

The site is also located near the bus transit routes along Airport Road and Nelson Road.

TRIP GENERATION

Table 1 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, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 4,553 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 124 vehicles would enter and about 191 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 202 vehicles would enter and about 171 vehicles would exit the site. These estimates include internal trips as shown in Table 1.

TRIP DISTRIBUTION

Figure 3 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.

PLANNED ROADWAY NETWORK

Figure 4 shows the anticipated roadway network in the study area once all development in the area is complete. The buildout will likely occur in phases concurrent with adjacent development.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 4,553 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 126 vehicles would enter and about 191 vehicles would exit the site. During the afternoon peak-hour, about 202 vehicles would enter and about 171 vehicles would exit the site. These estimates include internal trips as shown in Table 1.

Overall Traffic Impact

2. The proposed concept plan will likely generate similar or lower traffic than the existing concept plan but generate considerably fewer large trucks and heavy equipment. The specific impacts and potential mitigation will be identified in a future traffic study.

Coordination with the City of Longmont

3. Coordination will be needed with the City of Longmont to confirm the details in this memorandum are appropriate for use in the upcoming traffic study.

* * * * *

We trust our findings will assist in achieving approval of the concept plan for the proposed ModernWest 2 development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By

Christopher S. McGowan, PE
Principal/President

CSM/wc

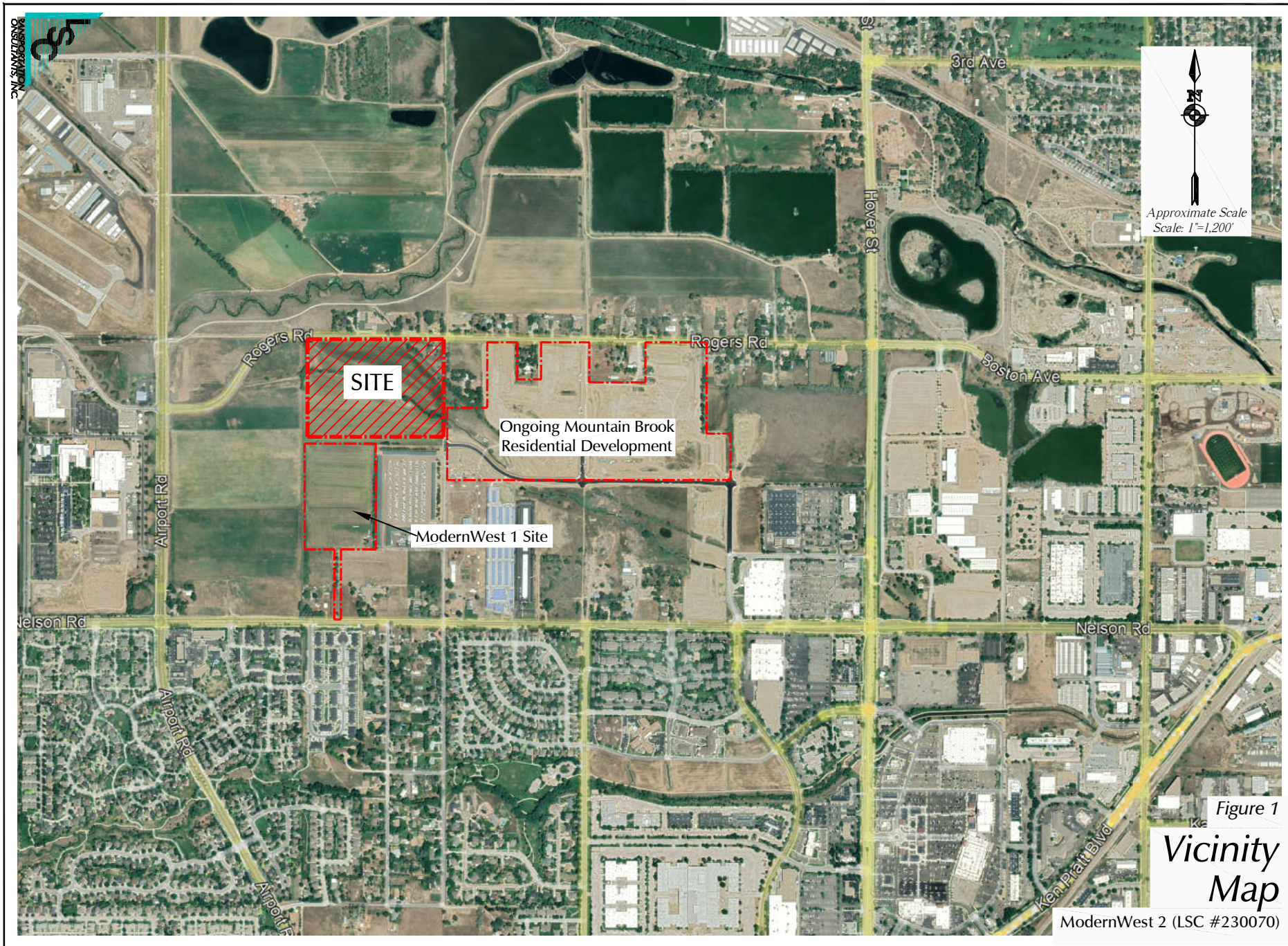
Enclosures: Table 1
Figures 1 - 4

Table 1
ESTIMATED TRIP GENERATION
ModernWest 2
Longmont, CO
LSC #230070; May, 2023

Land Use	Gross Floor Area	Generation Rates per Unit ⁽¹⁾					Vehicle-Trips Generated				
		Average Daily Traffic	Morning Peak-Hour		Evening Peak-Hour		Average Weekday Traffic	Morning Peak-Hour		Evening Peak-Hour	
			AM In	AM Out	PM In	PM Out		AM In	AM Out	PM In	PM Out
Light Industrial ⁽²⁾	60.00 KSF ⁽³⁾	4.87	0.651	0.089	0.091	0.559	292	39	5	5	34
Office ⁽⁴⁾	20.00 KSF	10.84	1.338	0.182	0.245	1.195	217	27	4	4	24
Apartments ⁽⁵⁾	600 DU ⁽⁶⁾	6.74	0.096	0.304	0.321	0.189	4,044	58	182	193	113
Total =							4,553	124	191	202	171
Internal Trips ⁽⁷⁾ =							51	7	1	1	6
Net External Trips =							4,502	117	190	201	165

Notes:

- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021
- (2) ITE Land Use No. 110 - General Light Industrial; average rates
- (3) KSF = 1,000 square feet
- (4) ITE Land Use No. 710 - General Office Building; formula rates
- (5) ITE Land Use No. 220 - Multifamily Housing (Low-Rise)
- (6) DU = dwelling units
- (7) 10% of the light industrial and office trips were assumed to be internal to the site per the approved scoping form.



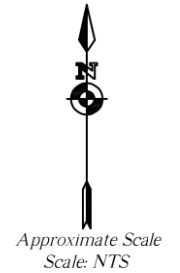
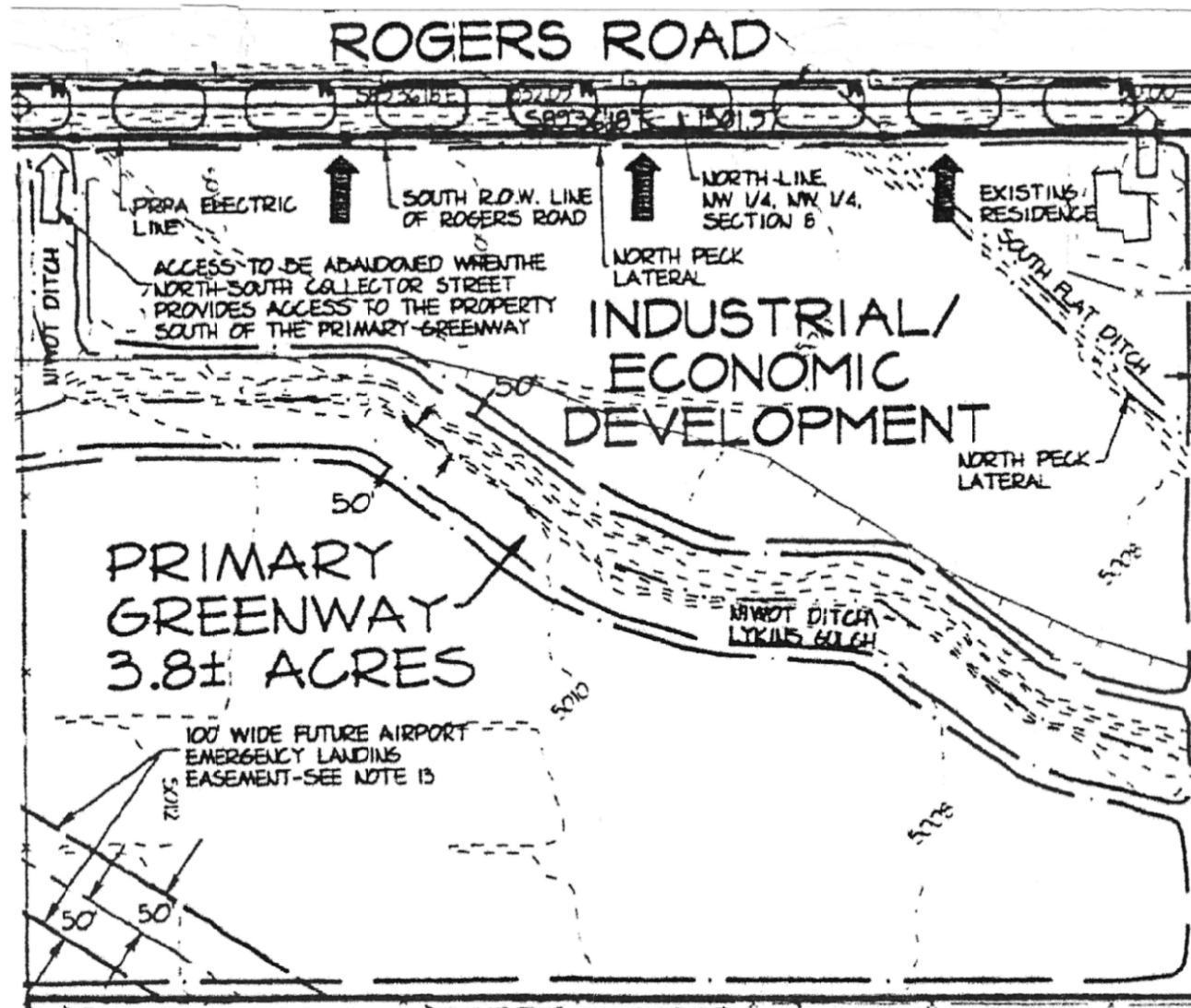
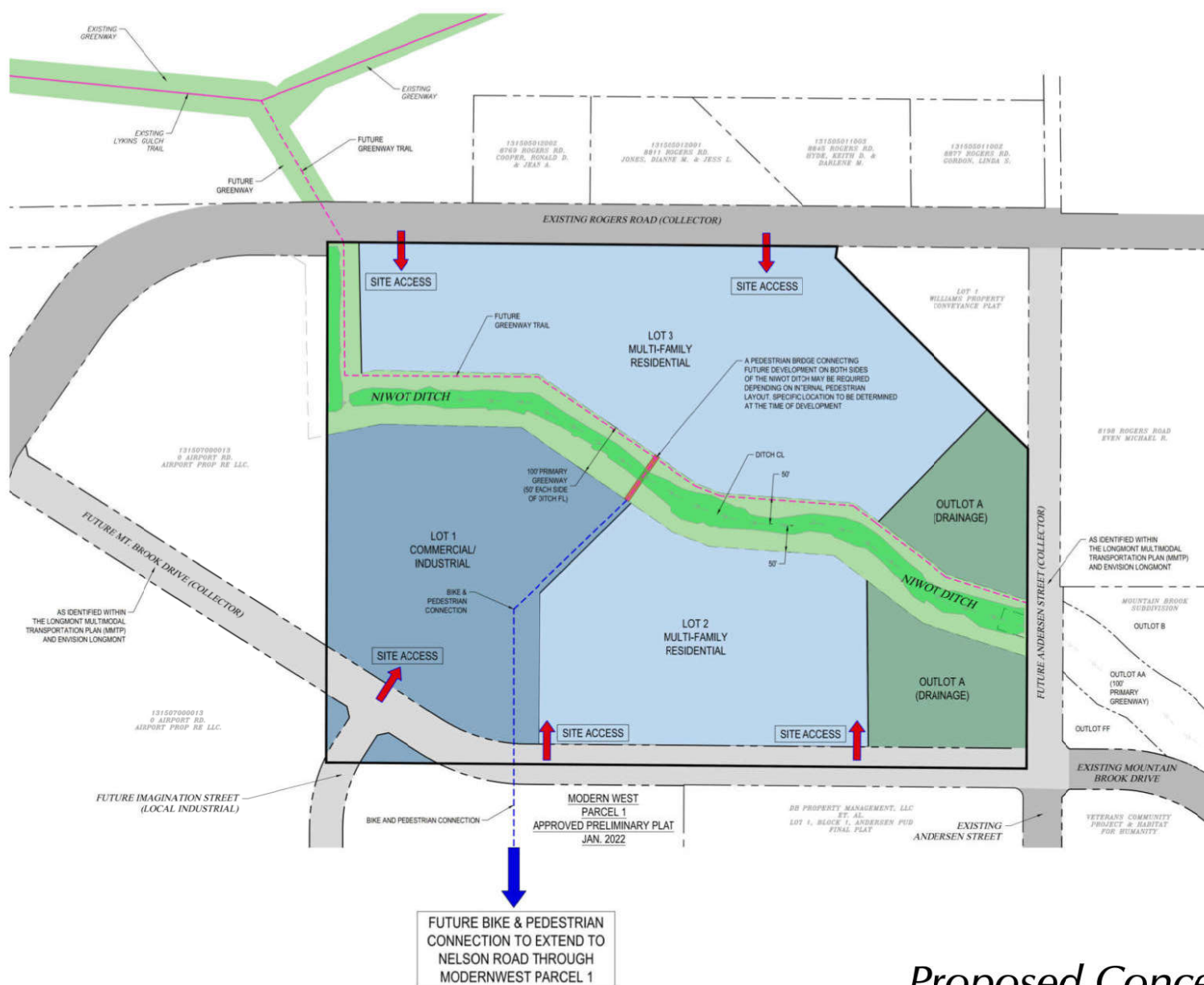


Figure 2a
Existing Concept Plan
ModernWest 2 (LSC #230070)



Approximate Scale
Scale: NTS

Figure 2b

Proposed Concept Plan

ModernWest 2 (LSC #230070)

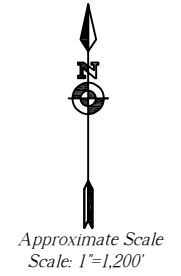
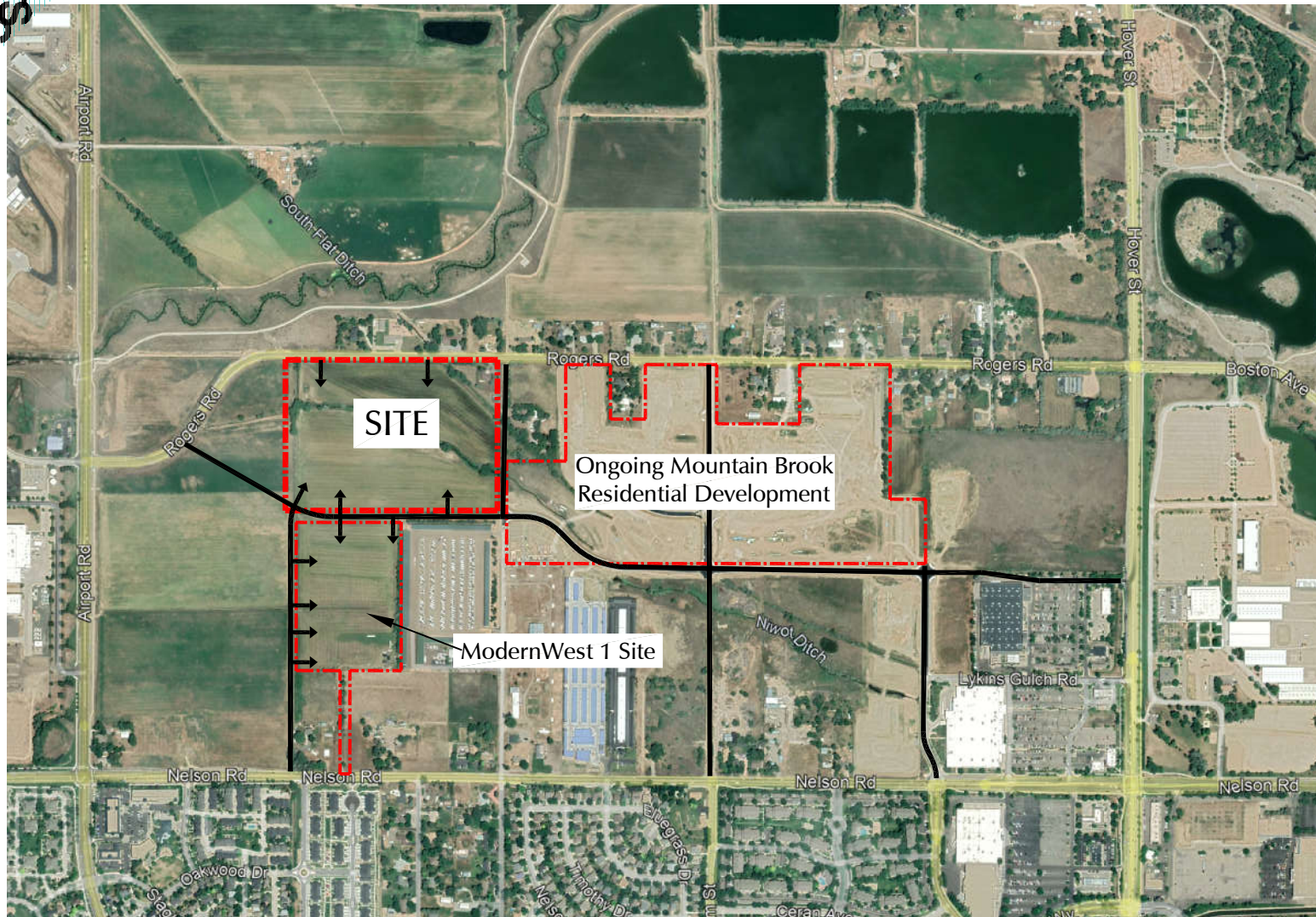


Figure 3
*Directional Distribution
of Site-Generated Traffic*
ModernWest 2 (LSC #230070)



Note: These connections are planned to be made by 2043 concurrent with adjacent development and not be the responsibility of any one or two developments.

Figure 4
*Buildout
Roadway Network*
ModernWest 2 (LSC #230070)