



LSC TRANSPORTATION CONSULTANTS, INC.

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April 29, 2016

Mr. Scott Puffer, SVP
Gardner Capital Development Colorado LLC
8000 Maryland Avenue, Suite 910
Clayton, MO 63105-2621

Re: Attention Homes Apartments
"Block 122"
Boulder, CO
(LSC #160290)

Dear Mr. Puffer:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Trip Generation and Assignment Report for an Attention Homes Apartments redevelopment proposed in "Block 122" bounded by Pine Street, Spruce Street, 14th Street, and 15th Street in Boulder, Colorado.

LEGAL DESCRIPTION OF "BLOCK" 122

Block 122, Town of Boulder Subdivision, located in the southwest quarter of Section 30, Township 1 North, Range 70 west of the 6th P.M., City of Boulder, County of Boulder, State of Colorado.

IMPACT AREA

Figure 1 shows the vicinity map.

Area Roadways

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

- **Pine Street** is an east-west, two-lane local street north of the site. The intersection with 15th Street is controlled by a traffic circle and the intersection with 14th Street is stop-sign controlled on 14th Street. The posted speed limit in the vicinity of the site is 25 mph. Pine Street has on-street bicycle lanes in both directions. On-street parking is pay to park.
- **Spruce Street** is an east-west, two-lane local street south of the site. The intersection with 15th Street is stop-sign controlled and the intersection with 14th Street is signalized. Between 15th and 11th Street, the roadway is one-way in the western direction. The posted speed in the vicinity of the site is 20 mph. On-street parking is pay to park.

- **14th Street** is a north-south, two-lane local roadway west of the site. Between Pine Street and Walnut Street the roadway is one-way in the southern direction. South of Spruce Street, the roadway becomes one lane. The posted speed in the vicinity of the site is 20 mph. On-street parking is pay to park.
- **15th Street** is a north-south, two-lane local street east of the site. No speed limit is posted in the vicinity of the site. 15th Street is one-way northbound to the south of Spruce Street. On-street parking is pay to park.

PROPOSED LAND USE AND ACCESS

Comprised of 9 lots within 1.94 acres (84,506 SF), the existing uses on "Block 122" include surface parking, the First United Methodist Church of Boulder, and six single-family style homes that are currently leased to both residential and commercial tenants. The construction of a three-story building over parking comprised of 40 affordable rental units and associated common spaces in 30,000 gross square feet is proposed by Attention Homes. The building footprint will encompass Lots 1418-1424-1440 Pine Street. The common spaces are for on-site service and program delivery - exclusively for the use of the building's residents. The current design contemplates relocating Attention Homes' administrative staff from their current location at 1443 Spruce Street and into the proposed new structure. At this early conceptual stage in the design process, the building also anticipates incorporating a program-related social enterprise. The specific use of the social enterprise is unknown at this time. Vehicular access to the site is proposed from an existing alley that connects 14th Street and 15th Street. The conceptual site plan is shown in Figure 2.

ALTERNATIVE TRAVEL MODES

An alternate travel mode share of 75 percent is expected for the residential use and 20 percent for the office use. These reductions will be supported by a future Travel Demand Management (TDM) Plan.

TRIP GENERATION

Table 1 shows the estimated typical weekday, morning peak-hour, and afternoon peak-hour trip generation for the site based on the rates from *Trip Generation, 9th Edition, 2012*, by the Institute of Transportation Engineers (ITE) and the implementation of a TDM Plan.

The proposed land use on the site is projected to generate about 95 vehicle-trips on the average weekday, with about half entering and half exiting the site 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 four vehicles would enter and about five vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:30 p.m., about five vehicles would enter and about six vehicles would exit the site.

TRIP DISTRIBUTION

Figure 3 shows the estimated distribution of site-generated traffic.

TRIP ASSIGNMENT

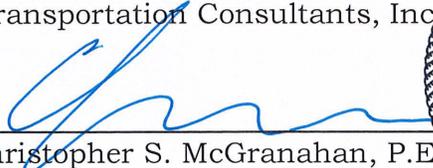
Figure 4 shows the assignment of site-generated traffic.

* * * * *

We trust this information will assist you in planning for the proposed Attention Homes Apartment redevelopment located in "Block 122" of the City of Boulder.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By: 
Christopher S. McGranahan, P.E.
Principal



4-29-16

CSM/wc

Enclosure: Table 1
Figures 1 - 4

Table 1
ESTIMATED TRAFFIC GENERATION
"Block 122" - Attention Homes Apartments
Boulder, CO
(LSC #160290; April, 2016)

Trip Generating Category	Quantity	Trip Generation Rates ⁽¹⁾				Vehicle - Trips Generated							
		Average Weekday		PM Peak Hour		Average Weekday		PM Peak - Hour					
		In	Out	In	Out	In	Out	In	Out				
Office Space ⁽²⁾	10 Employees	3.32	0.422	0.058	0.078	0.382	33	4	1	1	4		
Efficiency Living Units ⁽³⁾	39 DU ⁽⁴⁾	6.65	0.102	0.408	0.403	0.217	259	4	16	16	9		
2-Bedroom Living Unit ⁽³⁾	1 DU ⁽⁴⁾	6.65	0.102	0.408	0.403	0.217	7	0	0	0	0		
Total Trips =						299		8		17		13	
Alternative Travel Mode Reduction ⁽⁵⁾						206		4		12		8	
Net Total Trips =						93		4		5		5	

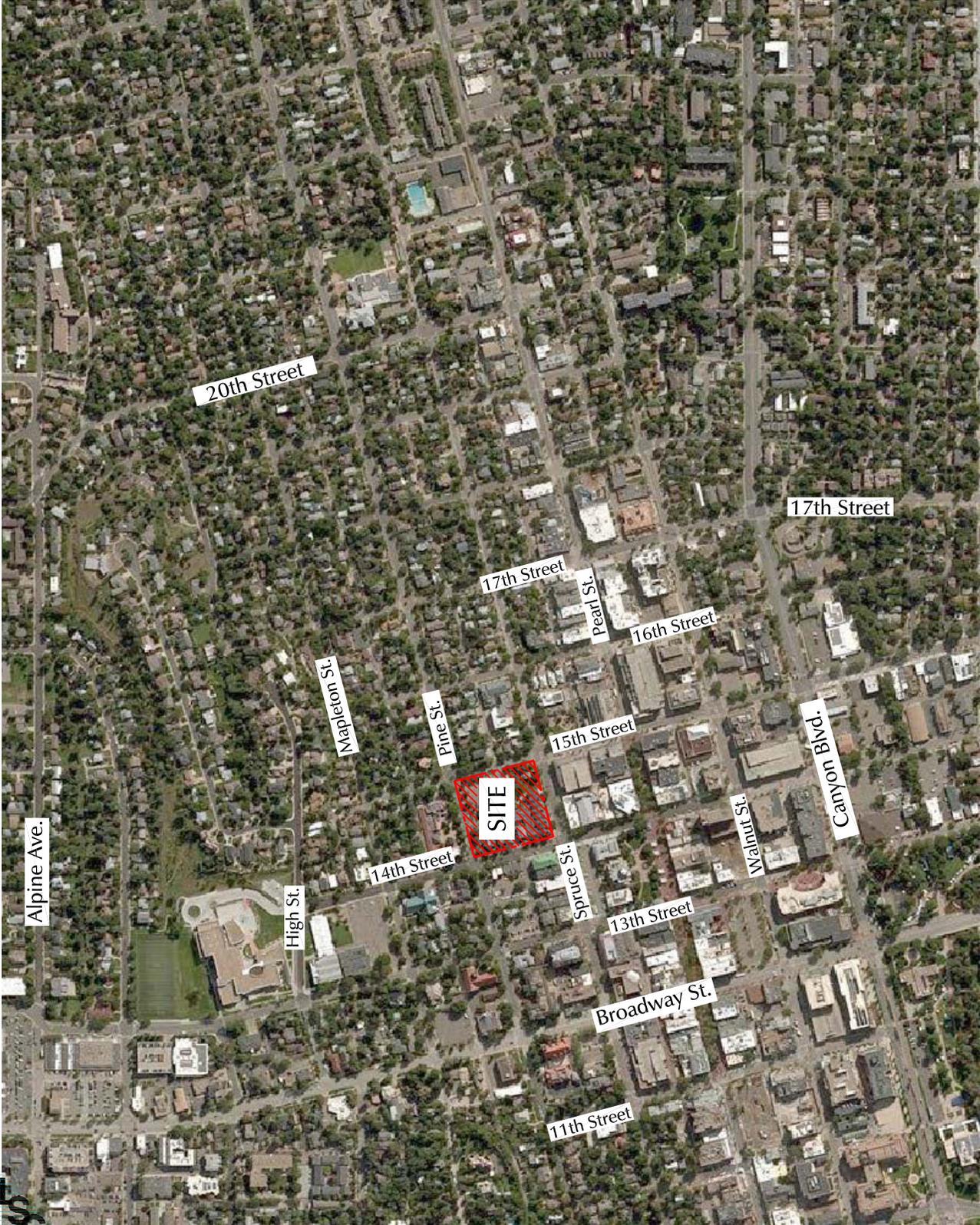
Notes:

- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 9th Edition, 2012.
- (2) ITE Land Use No. 710 - General Office Building
- (3) ITE Land Use No. 220 - Apartment
- (4) DU = Dwelling Units. All but one unit are efficiency units.
- (5) These reductions will be supported by a future Travel Demand Management (TDM) Plan - 20% reduction for office use and 75% reduction for residential use. A 20% reduction for office use is fairly typical in the City of Boulder. The 75% reduction for the residential use is partially based on all units being efficiency units and partially based on an expected zero to 25% vehicle ownership rate for residents. Coordination with property managers from similar sites located out of state determined a vehicle ownership rate of zero to 25% would be appropriate.



Approximate Scale
Scale: 1" = 600'

Figure 1 Vicinity Map



"Block 122" - Boulder, Co. (LSC #160290)



Approximate Scale
Scale: NTS

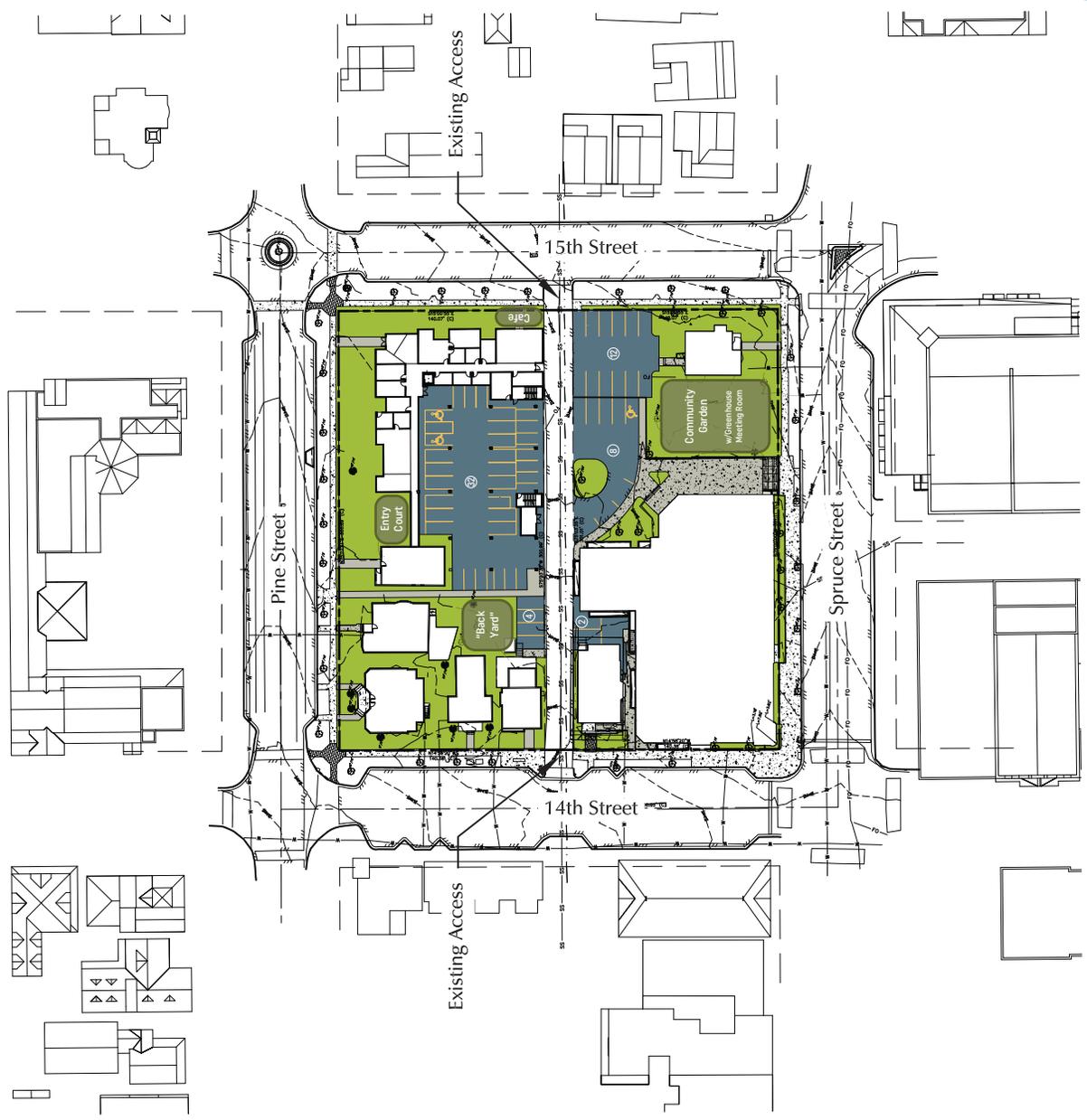


Figure 2
Site Plan

"Block 122" - Boulder, Co. (LSC #160290)



Approximate Scale
Scale: 1" = 600'



LEGEND:
 50% = Directional Distribution
 Percent

Figure 3
**Directional Distribution
 of Site-Generated Traffic**
 "Block 122" - Boulder, Co. (LSC #160290)



Approximate Scale
Scale: 1" = 300'

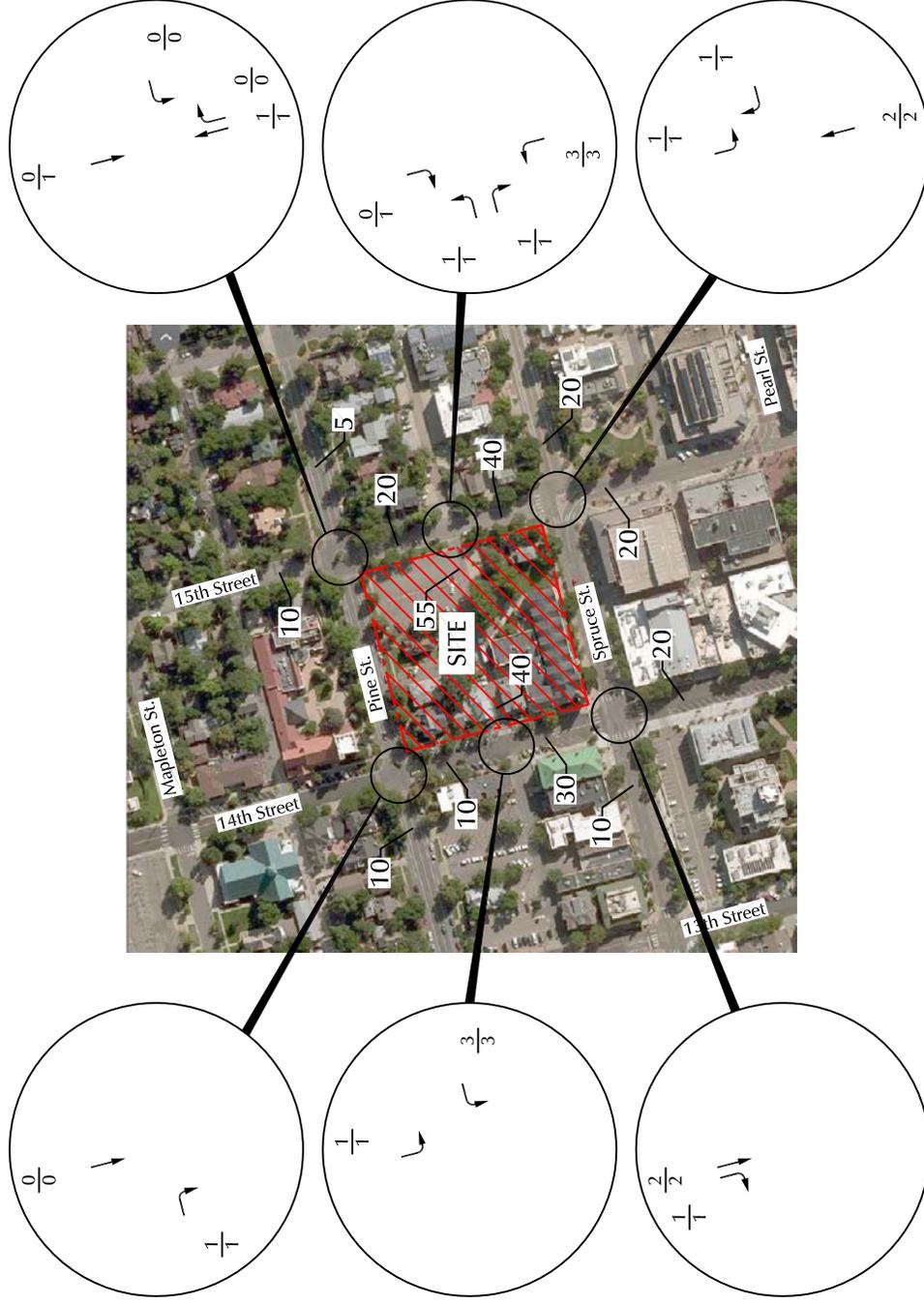


Figure 4

Assignment of Site-Generated Traffic

"Block 122" - Boulder, Co. (LSC #160290)

LEGEND:

- $\frac{26}{35}$ = AM Peak Hour Traffic
- $\frac{35}{35}$ = PM Peak Hour Traffic
- 2,500 = Average Daily Traffic