



LSC TRANSPORTATION CONSULTANTS, INC.

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Comments 10.4.19:

1) Attach the referenced Site Plan. The site plan is now attached.

2) Include a section on Trip Generation, per the pre-app notes. This section has been added.

3) Thank you for PE stamping the first submission, please also stamp the next one. Noted.

June 28, 2019

Mr. Jim Gusky
Calibre Engineering
9090 S. Ridgeline Boulevard, Suite 105
Highlands Ranch, CO 80129

Re: Blackstone Country Club
Traffic Letter
Aurora, CO
LSC #190720

Dear Mr. Gusky:

Per your request, we have completed this traffic letter for the additional amenities planned at the Blackstone Country Club located within the Blackstone master planned community in Aurora, Colorado.

INTRODUCTION

The purpose of this letter is to verify the overall Blackstone master development has built out consistent with the land use from the January 27, 2003 *High Plains Country Club Traffic Impact Study* (2003 TIS) by LSC. Table 1 from the 2003 TIS is attached for reference.

Not attached.

LAND USE AND ACCESS

The site plan is now attached.

The currently proposed land uses are some additional amenities planned at the Blackstone Country Club including an additional swimming pool and splash pad, pickle ball courts/event building (Alternate 1) or a fitness center (Alternate 2), and a small building that will include a kitchen and additional restrooms. A conceptual site plan is attached for reference. A review of the current aerial photo shows the residential areas of the master development are nearly complete with a slightly lower unit count than assumed in the 2003 TIS and the 300-student elementary school assumed in the 2003 TIS has not yet been constructed.

TRIP GENERATION

The proposed amenities are expected to be used primarily by club members and not add a significant number of peak-hour trips to the external roadway network.

CONCLUSION

The daily and peak-hour trip generation potential for the overall Blackstone master planned community is similar to or slightly below that assumed in the 2003 TIS. The additional amenities currently being proposed at the Blackstone Country Club are expected to be used primarily by club members and not add a significant number of peak-hour trips to the external roadway network so no additional analysis should be necessary.

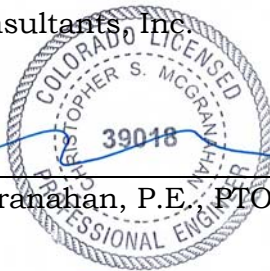
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We trust this information will assist you in planning for the additional amenities proposed at the Blackstone Country Club.

Respectfully submitted,

LSC Transportation Consultants, Inc.

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



CSM/wc

6-28-19

Enclosures: Table 1 from 2003 TIS
Site Plan

The trips will be additive to the Golf Course line item.

Highlight or otherwise indicate where the trips would be allocated.

Include Trip Generation requested in Pre-app notes

"Trip Generation from the site, both existing and expansion showing the increase in trips in both absolute & percentage from historic"

A trip generation table is included in the updated letter.

Table 2
ESTIMATED TRAFFIC GENERATION
High Plains Country Club
Aurora, Colorado
(LSC# 010880; January, 2003)

Trip Generating Category		Quantity	Trip Generation Rates (1)						In the updated letter.			
			Average Weekday	AM Peak-Hour		PM Peak-Hour		Average Weekday	AM Peak-Hour		PM Peak-Hour	
				In	Out	In	Out		In	Out	In	Out
Single-Family												
Detached Housing												
Plan Area A	(2)	64 DU (3)	9.57	0.19	0.56	0.65	0.36	613	13	36	42	24
Plan Area B	(2)	21 DU	9.57	0.19	0.56	0.65	0.36	201	4	12	14	8
Plan Area C	(2)	35 DU	9.57	0.19	0.56	0.65	0.36	335	7	20	23	13
Plan Area D	(2)	15 DU	9.57	0.19	0.56	0.65	0.36	144	3	9	10	6
Plan Area E	(2)	30 DU	9.57	0.19	0.56	0.65	0.36	288	6	17	20	11
Plan Area F	(2)	6 DU	9.57	0.19	0.56	0.65	0.36	58	2	4	4	3
Plan Area G	(2)	21 DU	9.57	0.19	0.56	0.65	0.36	201	4	12	14	8
Plan Area H	(2)	5 DU	9.57	0.19	0.56	0.65	0.36	48	1	3	4	2
Plan Area I	(2)	58 DU	9.57	0.19	0.56	0.65	0.36	556	12	33	38	21
Plan Area J	(2)	10 DU	9.57	0.19	0.56	0.65	0.36	96	2	6	7	4
Plan Area K	(2)	9 DU	9.57	0.19	0.56	0.65	0.36	87	2	6	6	4
Plan Area L	(2)	20 DU	9.57	0.19	0.56	0.65	0.36	192	4	12	13	8
Plan Area M	(2)	75 DU	9.57	0.19	0.56	0.65	0.36	718	15	43	49	27
Plan Area N	(2)	66 DU	9.57	0.19	0.56	0.65	0.36	632	13	37	43	24
Plan Area O	(2)	27 DU	9.57	0.19	0.56	0.65	0.36	259	6	16	18	10
Plan Area P	(2)	6 DU	9.57	0.19	0.56	0.65	0.36	58	2	4	4	3
Plan Area Q	(2)	8 DU	9.57	0.19	0.56	0.65	0.36	77	2	5	6	3
Plan Area R	(2)	19 DU	9.57	0.19	0.56	0.65	0.36	182	4	11	13	7
Plan Area S	(2)	10 DU	9.57	0.19	0.56	0.65	0.36	96	2	6	7	4
Plan Area T	(2)	18 DU	9.57	0.19	0.56	0.65	0.36	173	4	11	12	7
Plan Area U	(2)	3 DU	9.57	0.19	0.56	0.65	0.36	29	1	2	2	2
Plan Area V	(2)	20 DU	9.57	0.19	0.56	0.65	0.36	192	4	12	13	8
Plan Area W	(2)	4 DU	9.57	0.19	0.56	0.65	0.36	39	1	3	3	2
Plan Area X	(2)	121 DU	9.57	0.19	0.56	0.65	0.36	1,158	23	68	79	44
Plan Area Y	(2)	10 DU	9.57	0.19	0.56	0.65	0.36	96	2	6	7	4
Plan Area Z	(2)	23 DU	9.57	0.19	0.56	0.65	0.36	221	5	13	15	9
Plan Area AA	(2)	42 DU	9.57	0.19	0.56	0.65	0.36	402	8	24	28	16
Plan Area BB	(2)	2 DU	9.57	0.19	0.56	0.65	0.36	20	1	2	2	1
Plan Area CC	(2)	3 DU	9.57	0.19	0.56	0.65	0.36	29	1	2	2	2
Plan Area DD	(2)	149 DU	9.57	0.19	0.56	0.65	0.36	1,426	29	84	97	54
		900 DU					Subtotal:	8,626	183	519	595	339
Golf Course	(4)	18 Holes	35.74	1.75	0.47	1.21	1.53	644	32	9	22	28
Elementary School	(5)	300 Students	1.02	0.17	0.12	0.00	0.01	306	52	36	0	3
TOTAL:								9,576	267	564	617	370

Notes:

- (1) Source: "Trip Generation", Institute of Transportation Engineers (ITE), 6th Edition, 1997.
- (2) ITE Land Use #210 - Single Family Detached Housing
- (3) DU = Dwelling Units
- (4) ITE Land Use #430 - Golf Course
- (5) ITE Land Use #520 - Elementary School