



June 25, 2024

Ms. Denise Denslow
District Manager
Rampart Range Metropolitan District No. 5
8390 East Crescent Parkway, Suite 300
Greenwood Village, CO 80111

Re: Badger Gulch Park Traffic Conformance Letter; Filing 4, Tracts A & B
FHU Reference No. 122158-01

Dear Ms. Denslow:

Felsburg Holt & Ullevig has completed an evaluation of certain information related to the construction of a new park within the one-way couplet area between eastbound and westbound Ridgegate Parkway. It's my understanding that the new park will be located at the east end of the couplet, adjacent to Crossfield Street and following Badger Gulch. It will also be adjacent to an upcoming senior housing project that is also within the area directly to the east of Crossfield Street.

This letter conveys park characteristic information, and it compares this information to the previously assumed land uses and trip generation that were included in the *RidgeGate East Transportation Analysis* that was prepared for the entire RidgeGate East area in 2016. This report includes information on:

1. The proposed site plan,
2. Traffic volume comparison,
3. A description of multi-modal park access, and
4. A traffic control assessment.

Following is more information on each of these issues.

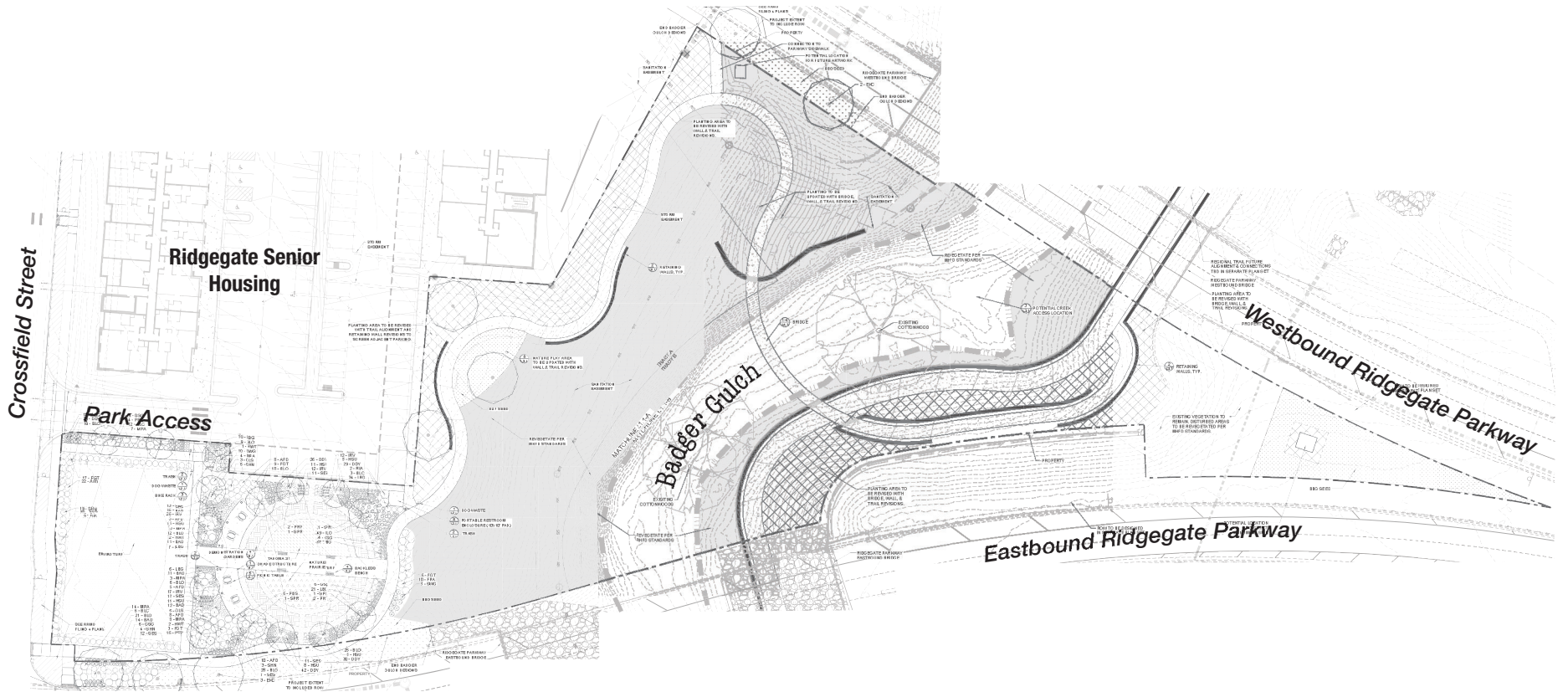
SITE PLAN & DEVELOPMENT INFORMATION

Badger Gulch Park is being proposed to serve the residents and commercial patrons that will exist within the couplet area or directly adjacent to it as those parcels develop. The park is 3.36 acres in size and it is located adjacent to Crossfield Street, eastbound and westbound RidgeGate Parkway, and along Badger Gulch. Much of the park is open space with walking trails, decorative landscaping, and an open enviro turf area. It's understood that there will be some shade structures to cover proposed picnic tables, along with rest benches, a bike rack, and trash receptacles. The park will not include a playground, pickleball courts, or other amenities that could attract patrons from outside of the immediate neighborhoods. A representation of the project site plan is found on **Figure 1**.

TRIP GENERATION COMPARISON

Background

Felsburg Holt & Ullevig completed the long-range planning document *RidgeGate East Transportation Analysis* (RET Analysis) in 2016 to estimate vehicle-trips and roadway/intersection laneage requirements for the entire RidgeGate East development. Certain land use assumptions were made for the Badger Gulch Park area based on development information. The Denver Regional Council of Governments (DRCOG) travel demand model for 2040 was used to forecast future roadway volumes based on the proposed roadway network and land use information. Significant changes were made to the 2040 model to establish new Traffic Analysis Zones (TAZ's) that were approximately bounded by the proposed roadway network.



NOTE: Drawing Not to Scale



FIGURE I Site Plan

Badger Gulch Park

From the RET Analysis, it was found that 1/2 of the area bounded by the one-way couplet (TAZ 2903) was anticipated to include 283 residential dwelling units, 96,942 square feet (sf) of retail, and 46,164 sf of office space. But regardless of the parcel size or land uses identified for TAZ 2903 in the RET Analysis, the proposed park will not be a vehicle trip generator. As described on Page 1, Badger Gulch Park will include certain amenities that can be used by the adjacent residents or by patrons that may have walked or biked to the park from other areas of RidgeGate East.

There will not be dedicated parking spaces for Badger Gulch Park patrons and, therefore, the park will not attract vehicle-trips onto the park property. It is recognized that there are parking spaces adjacent to the park that are designated for the residents of the Ridgegate Senior Housing project, but park patrons would be parking illegally if they used the residential parking areas.

In summary, other than occasional maintenance vehicles, Badger Gulch Park should not attract or generate vehicle trips. As such, the traffic volume projections for Badger Gulch Park is essentially zero over the course of a day and during the AM and PM peak hours.

MULTI-MODAL ACCESS

Access for the park will be shared with residents of the upcoming Ridgegate Senior Housing project. A single driveway will be used for inbound and outbound movements and the center of the driveway is located along Crossfield Street about 185 feet to the north of the north flowline of eastbound RidgeGate Parkway. One lane for each direction of travel is proposed for the driveway. It's understood that the only other driveway or vehicular access along Crossfield Street is a parking garage entrance for a new apartment building on the west side of this street.

Pedestrian/bicyclist access to/from the park can occur via a new crosswalk and curb ramps that connect with the Ridgegate Senior Housing project, and sidewalk access along eastbound or westbound RidgeGate Parkway. Regional trail access will also be provided via underpasses that follow the alignment of Badger Gulch underneath both directions of RidgeGate Parkway. Bike lanes will exist along Crossfield Street that provides access to new traffic signals that accommodate the crossing of eastbound and westbound RidgeGate Parkway for both bicyclists and pedestrians.

SUMMARY

The evaluation of Badger Gulch Park finds that it can be a cohesive part of the overall development of the couplet area in RidgeGate East. A park will provide recreational amenities for upcoming residents of the Ridgegate Senior Housing, the Lot 2 apartment building, or other nearby neighborhoods. Vehicle trip generation should be essentially non-existent since this park will not have larger-scale amenities that will attract motorists from outside of the immediate area. I believe that the proposed Badger Gulch Park can be an integral part of the land use objectives for RidgeGate East and, specifically, for the future residents within the one-way couplet.

I hope the information contained in this letter supports you during your approval process with the City of Lone Tree. Please do not hesitate to contact me if you need further assistance.

Respectfully, **FELSBURG HOLT & ULLEVIG**



Richard R. Follmer, PE, PTOE
Associate