



**AGENDA
PLANNING COMMISSION
REGULAR MEETING
March 19, 2024
6:00 p.m.**

PLEASE NOTE THE NEW TIME FOR THE MEETING

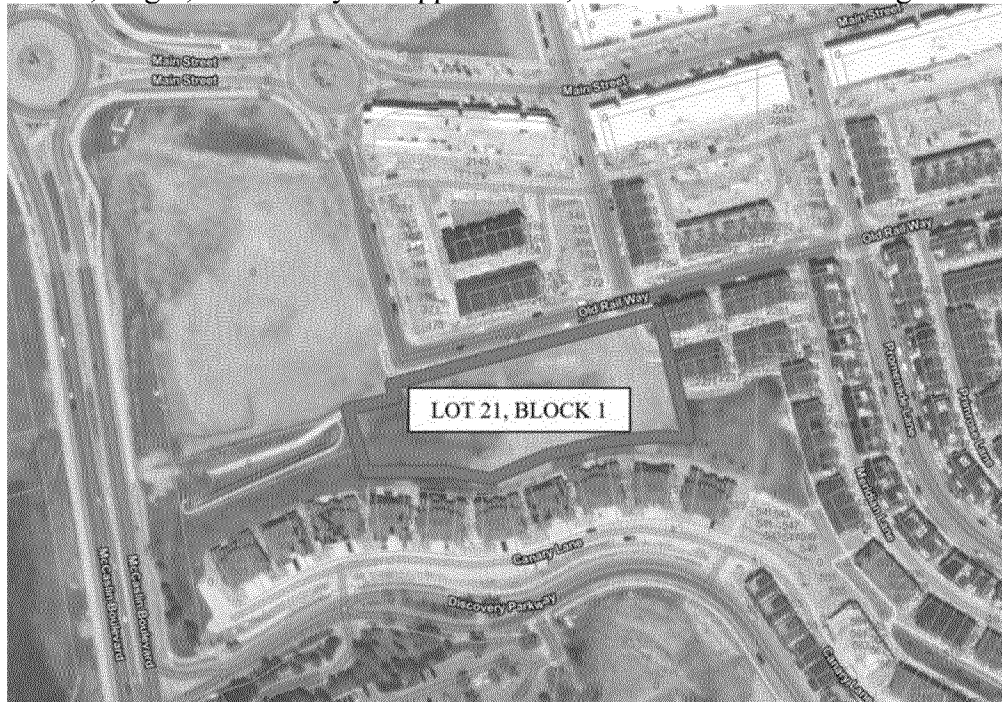
The Planning Commission meeting will be held in-person and remotely, and members of the public wishing to attend may view the Meeting by visiting the Town's website: <https://www.superiorcolorado.gov>

The Planning Commission regular meeting recording will be posted subsequently on the Town's website.

1. Call to Order a regular meeting of the Planning Commission
2. Preliminary Matters
 - a. Roll Call
 - b. Public Comment on Non-Agenda Items (limit 5 min./person)
3. Approval of Minutes of Planning Commission
 - a. February 20, 2024
4. Public Hearing to review and comment on Rezoning of 216 S. 3rd Avenue and two adjacent Town-owned tracts to the north in Original Town from Low Density Residential to Open Space and Natural Uses.
 - a. The request proposes rezoning this residential property recently purchased by the Town of Superior and the two adjacent Town-owned tracts to the north to further flood mitigation and wildlife habitat conservation along the Coal Creek corridor.



5. Public Hearing to review and comment on the Second Amendment to the Planned Development of Discovery Office Park for Lot 21, Block 1 Discovery Office Park/Superior Town Center Replat 3.
 - a. The request proposes revisions to the existing PD related to use, parking requirements, building setbacks, height, and density to support a 55+, income restricted housing development.



6. Planning and Building Update
7. Adjournment



**NOTICE OF
PUBLIC HEARING
BEFORE THE TOWN**

Re-Zoning - Open Space

Notice is hereby given that the property upon
which this sign is posted will be considered for

PLANNING COMMISSION

under the Superior Municipal Code.

For further information, contact the
Town of Superior at 363-499-3675.

The public hearing will be held on **3/19/2024**
at the Superior Town Hall at **5:00 PM**

Name of Proposal **Rodeo Property**
Case Number **SZH-2024-03** **216 S.**
Date of Posting **3/06/2024** **3rd Ave.**



PLANNING COMMISSION MEETING MINUTES

**Regular Meeting
February 20th, 2024
Town Hall, 124 E. Coal Creek Drive
6:00 p.m.**

1. CALL TO ORDER A REGULAR MEETING OF THE PLANNING COMMISSION.

Chair David Harper called the meeting to order at 6:00PM

2. PRELIMINARY MATTERS

a. ROLL CALL

Present: Chair David Harper
Vice Chair Lonny Rose
Commissioner Amanda Vaughan
Commissioner Michael Barnes
Commissioner Ryan Mojo
Commissioner Steve Witte
Commissioner Michael J Gordon
Commissioner David Gross

Absent: None

Others Present: Planning and Building Director, Lisa Ritchie
Planner III, Renae Stavros
Town Attorney, Ruthie Goff

b. PUBLIC COMMENT ON CONSENT AGENDA AND NON-AGENDA ITEMS
There was no public comment presented.

3. APPROVAL OF MINUTES OF PLANNING COMMISSION

a. January 16th, 2024 Meeting Minutes

MOTION: Commissioner Michael Barnes moved to approve January 16th, 2024 Meeting Minutes, Seconded by Commissioner Steve Witte

VOTE: Motion carried 8 – 0

AYES: Chair David Harper, Vice Chair Lonny Rose, Commissioner Amanda Vaughan, Commissioner Michael Barnes, Commissioner Ryan C. Mojo, Commissioner Michael J Gordon, Commissioner Steve Witte, Commissioner David Gross

NOES: None

4. HOUSING PLAN UPDATE – DISCUSSION

Staff presented a Housing Plan Update PowerPoint to Planning Commission.

Staff presented slides from Housing Needs Assessment and Strategic Plan

Staff discussed qualifying strategies for the IHOP grant program. No action was taken at this time.

5. STAFF ANNOUNCEMENTS/MISCELLANEOUS

Planning to talk more about DOLA Grant in March meeting with more information

Development Application for FDP Amendment for Bigby's Folly in review

Development Application for PD Amendment for Kite Route Crossing – Senior Affordable Housing in review

Development Application for Hotel lot in review

Update on Superior Shores construction status

6. ADJOURNMENT

Chair David Harper adjourned meeting at 8:10PM



ITEM NO. 4a

INFORMATION FOR MEETING OF THE SUPERIOR PLANNING COMMISSION

AGENDA ITEM: Rezoning of 216 S. 3rd Avenue and two adjacent Town-owned tracts to the north in Original Town from Low Density Residential to Open Space and Natural Uses

MEETING DATE: March 19, 2024

PRESENTED BY: Geoffrey Weathers, Town Planner I

PRESENTED FOR: Discussion and Recommendation

Item: 216 S. 3rd Avenue and two adjacent Town-owned tracts to the north
Rezone - Case No. RZN -2024-03

Applicant: Town of Superior

Representatives: Geoffrey Weathers, Planner I
Leslie Clark, PROS Director

Existing Zoning: Low Density Residential

Proposed Zoning: Open Space and Natural Uses

Location: 216 S. 3rd Avenue is located north of W. Douglas Street between S. 2nd and S. 3rd Avenue in Original Town. The two Town-owned tracts to be rezoned are located immediately north of 216 S. 3rd Avenue along the southern bank of Coal Creek.

Request: Approval of the Resolution recommending approval to the Board of Trustees to Rezone 216 S. 3rd Avenue and two adjacent Town-owned tracts to the north from R-L Low Density Residential to OS-N, Open Space and Natural Uses Zone District.

VICINITY MAP:**BACKGROUND:**

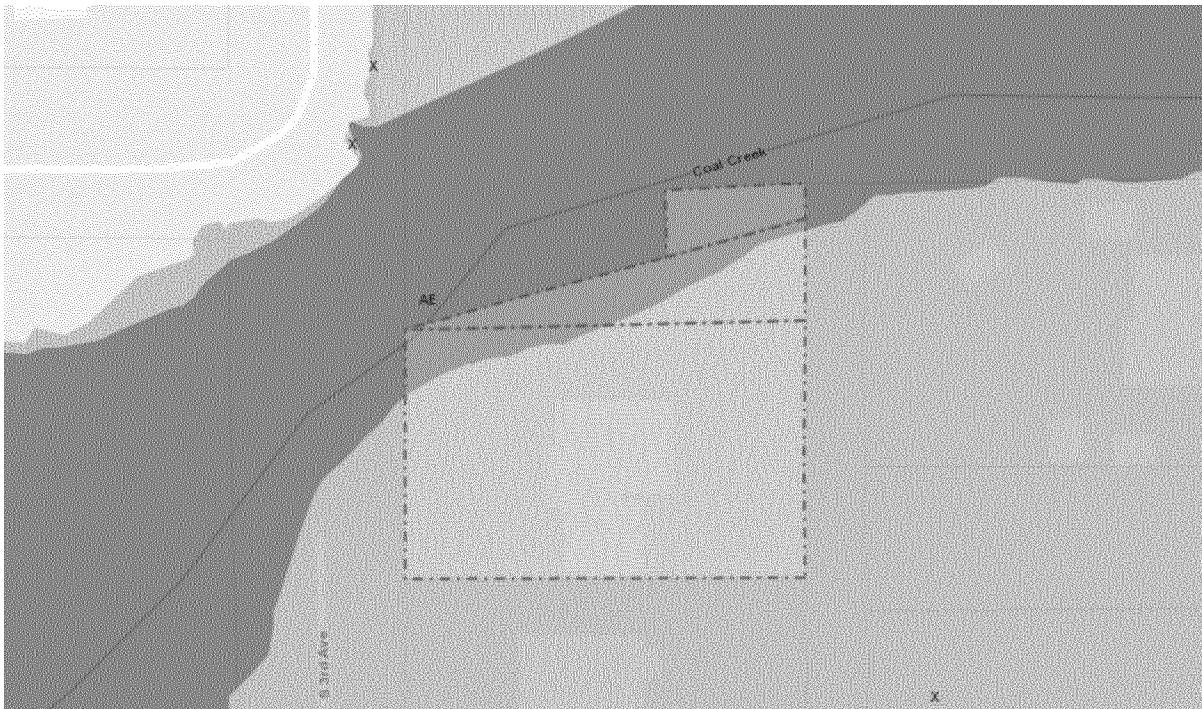
February 12, 2024, the Town of Superior signed a purchase agreement for the Rodelli property at 216 S. 3rd Avenue, located north of W. Douglas Street between S. 2nd and S. 3rd Avenues. The property is comprised of a single .28-acre residential lot, situated entirely within the 500-Year Flood Plain (Zone X500), with a small section in the north-west corner of the lot in the 100-Year Flood Plain or Floodway (AE). The lot is zoned Residential Low Density (R-L). Prior to the Marshall Fire, this property served as a private residence, but all structures were destroyed in the fire. Debris removal was completed and the property is currently vacant and undeveloped.

Prior to the purchase approval, the Town Board considered the Town's comprehensive open space acquisition strategy that is largely based on priorities and information assembled by the Open Space Advisory Committee (OSAC) in the 2022 Open Space Summary Report and Recommendations Update. The Committee and the Town Board have continued to re-affirm and/or identify potential acquisitions since the document was first presented to the Board in 2005, and the report's recommendations continue to guide efforts to prioritize open space acquisitions. The property at 216 S. 3rd Avenue was ranked as high priority acquisition properties by the Committee.

The Town completed the sales for the 216 S. 3rd Avenue in mid-February using Open Space Funds with assistance from the Conservation Fund, a national non-profit. Use of Town Open Space Funds for land purchases requires that the property be rezoned as Open Space. The Town is recommending through this application to designate this property as Open Space and

Natural Uses (OS-N) in order to protect and manage the property for flood mitigation and habitat conservation.

FLOOD PLAIN MAP:



APPLICATION SUMMARY:

This application is for a rezoning of 216 S. 3rd Avenue and the two adjacent Town-owned tracts to the north in Superior's Original Town from Low Density Residential (R-L) to Open Space and Natural Uses (OS-N). The Superior Municipal Code, Section 16-6-100 stipulates that the OS-N district is "intended to preserve the open space and undeveloped character of those properties within the district." These properties provide flood mitigation support as well as a significant contribution to the conservation of the Coal Creek corridor habitat. The intent for the use of the properties under OS-N zoning is for them to remain in a naturalized state in perpetuity, with any potential uses consistent with OS-N zoning, such as trail or pedestrian bridge.

STAFF ANALYSIS:

Section 16-7-30 (b) defines the criteria for rezoning: "The Town shall consider whether the proposed rezoning furthers the goals and policies of the Comprehensive Plan, and any other appropriate approved plans. In particular, the Town shall consider whether the adoption of the proposed amendment or rezoning would necessitate a Comprehensive Plan amendment."

Staff finds that the application meets the Municipal Code criteria insofar as the rezoning of the properties at 216 S. 3rd Avenue and the two adjacent Town-owned tracts to the north furthers several goals and policies found in the 2012 Comprehensive Plan, including:

Goal 9.1 Environmental Stewardship: "...Promote and encourage the preservation of existing natural resources including vegetation, drainages, wetlands, ridgelines, steep slopes, wildlife habitat and migration corridors."

Goal 9.2: Water Quality: Minimize the effects of future development on the function and quality of local and regional waterways and overall water quality.

Policy 9.2.b: Floodplain Management: Develop floodplain management policies to preserve riparian habitat and wildlife migration corridors within the Town. Flood-prone areas of streams and creeks in the Town shall be designated as "floodplain management areas," with special development standards applied therein.

Policy 9.2.c: Coordination: Coordinate with Boulder County and appropriate regional, state, and federal agencies in flood control, water quality and stormwater and irrigation run-off programs to realize the greatest benefit from all of these programs.

Policy 9.2.d: Drainage Corridors: Protect natural features and habitat associated with drainage corridors.

Policy 10.5.a: Habitat Areas: Protect areas that provide significant habitat and/or important corridors between established habitat areas.

Policy 10.5.e: Open Space Acquisitions: Acquire natural and developed open space when it is fiscally responsible and financially feasible, ensuring open space planning, acquisition, and maintenance remain an integral part of the Town's general planning, administrative, and budgeting processes.

In addition to supporting the objectives of the Comprehensive Plan, the proposal to rezone the acquired properties at 216 S. 3rd Avenue and the two adjacent Town-owned tracts to the north advances priorities outlined in the Open Space Advisory Committee's (OSAC's) 2022 Open Space Summary Report and Recommendations Update.

STAFF RECOMMENDATION:

If Planning Commission finds the application meets the criteria for rezoning, staff has included a Resolution recommending approval to the Board of Trustees for the rezoning application for 216 S. 3rd Avenue and the two adjacent Town-owned tracts to the north to OS-N.

ATTACHMENTS:

- Resolution
- Narrative
- Property Map
- Survey
- Site Photos

**TOWN OF SUPERIOR
PLANNING COMMISSION
RESOLUTION NO. PC-1
SERIES 2024**

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF SUPERIOR RECOMMENDING APPROVAL OF AN APPLICATION TO REZONE 216 S. 3RD AVENUE AND THE TWO ADJACENT TOWN-OWNED TRACTS IMMEDIATELY TO THE NORTH WITHIN ORIGINAL TOWN, CASE NO. RZN-2024-03

WHEREAS, the Town of Superior (the "Applicant") owns certain properties located in the Town, generally referred to as 216 S. 3rd Avenue as well as tract 1586 Block I Superior South and Surface only tract 916A 24-1S-70 .02 AC M/L (the "Properties");

WHEREAS, the Applicant has filed an application for approval to rezone the Properties from R-L Low Density Residential to OS-N, Open Space - Natural Uses Zone District (the "Application");

WHEREAS, the specific requirements for rezoning are set forth in Sections 16-7-10 through 16-7-40 of the Code;

WHEREAS, Section 16-7-30(a) of the Code requires a public hearing before the Planning Commission and recommendation by the Planning Commission to the Board of Trustees regarding a request to rezone; and

WHEREAS, on March 19, 2024, 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 the Application meets all applicable requirements of the Code.

Section 2. The Planning Commission hereby recommends that the Board of Trustees approves the rezone of the Properties and all materials included in the Application in the form submitted by the Applicant subject to the following condition: before final documents are signed and recorded, Applicant shall make minor technical and redline corrections to plans as identified by Town staff.

Section 3. 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 19th Day of March, 2024.

David Harper, Chair

ATTEST:

Lydia Yecke, Town Clerk



February 29, 2024

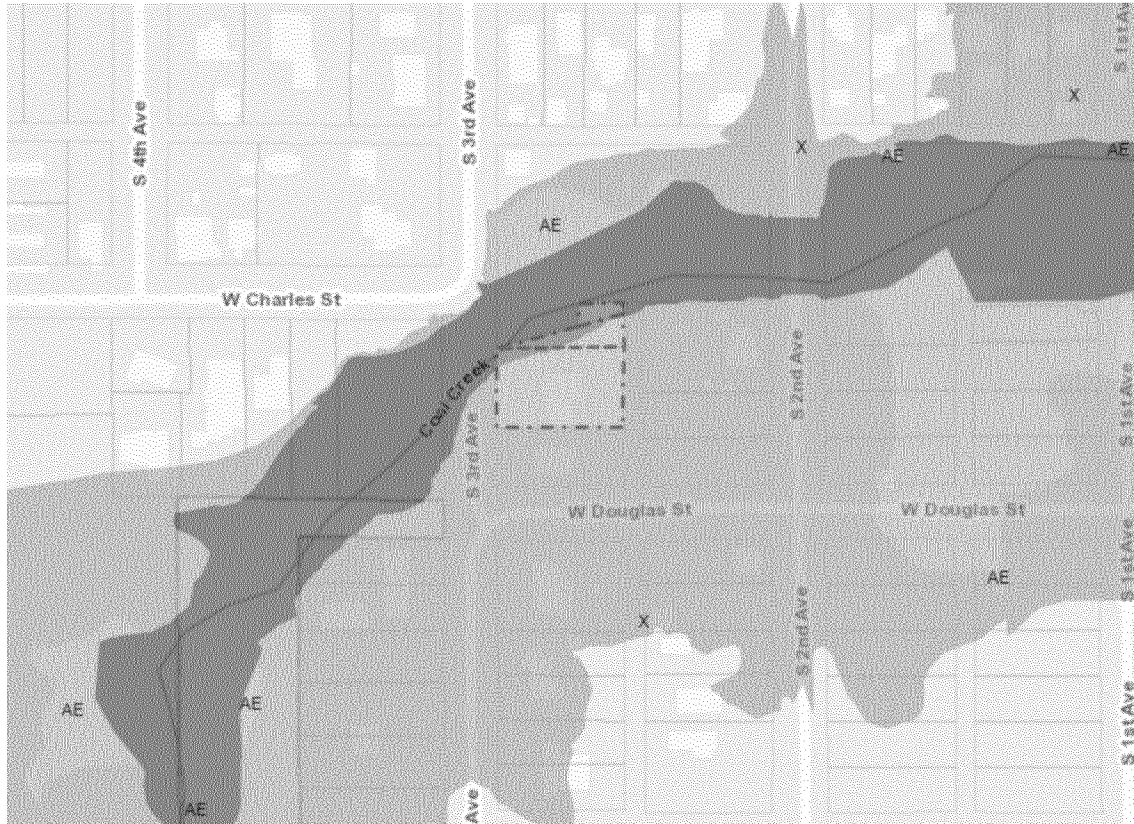
RE: 216 S. 3rd Avenue to Rezone from Low Density Residential to Open Space Natural Uses Zoning.

The Town of Superior's Parks, Recreation and Open Space Department is proposing to rezone the former Rodelli property at 216 S. 3rd Avenue as well as the two adjacent Town-owned tracts to the north from Low Density Residential to Open Space Natural Uses.



The Rodelli property at 216 S.3rd Avenue was purchased by the Town with Open Space Funds on February 12, 2024, with assistance from the Conservation Fund, a national non-profit. Use of Town Open Space Funds for land purchases requires that the property be rezoned as Open Space. The Town is recommending through this application to designate this property as Open Space Natural Uses for the purpose of flood mitigation and conservation.

216 S. 3rd Avenue is located within the 500-Year Flood Plain (Zone X500) with a small section in the north-west corner of the lot in the Floodway (AE). Zone AE is the 1%-annual chance (100-year) floodplain with BFEs (also called Zone A1- A30). Zone X (shaded or unshaded) is all other areas considered low risk for flood.



216 S.3rd Avenue is located northwest of the intersection of S. 2nd Avenue and W. Douglas Street. It is just south and across Coal Creek from the recently purchased McNulty property at 208 3rd Avenue and directly west of the recently purchased Kilbride property at 213 S. 2nd Avenue. This .28-acre lot is currently zoned as Low Density – Residential (R-L) and previously had a residential structure that was lost in the Marshall Fire. Debris removal was completed and the property is currently vacant and undeveloped. Adjacent homes along S. 2nd Avenue on the lots to the southeast of 216 S. 3rd Avenue have been rebuilt since the fire, though the lot to the south on Douglas Street is still in the rebuilding process.

The Town’s comprehensive open space land acquisition strategy is based largely on priorities and information presented by the Open Space Advisory Committee (OSAC) in the 2022 Open Space Summary Report Update. The Committee and the Town Board have continued to re-affirm these priorities over the years and its recommendations guide ongoing efforts to prioritize acquisition. OSAC made a recommendation to the Board to purchase the Rodelli property at 216 S. 3rd Avenue at their October 11, 2023 meeting.

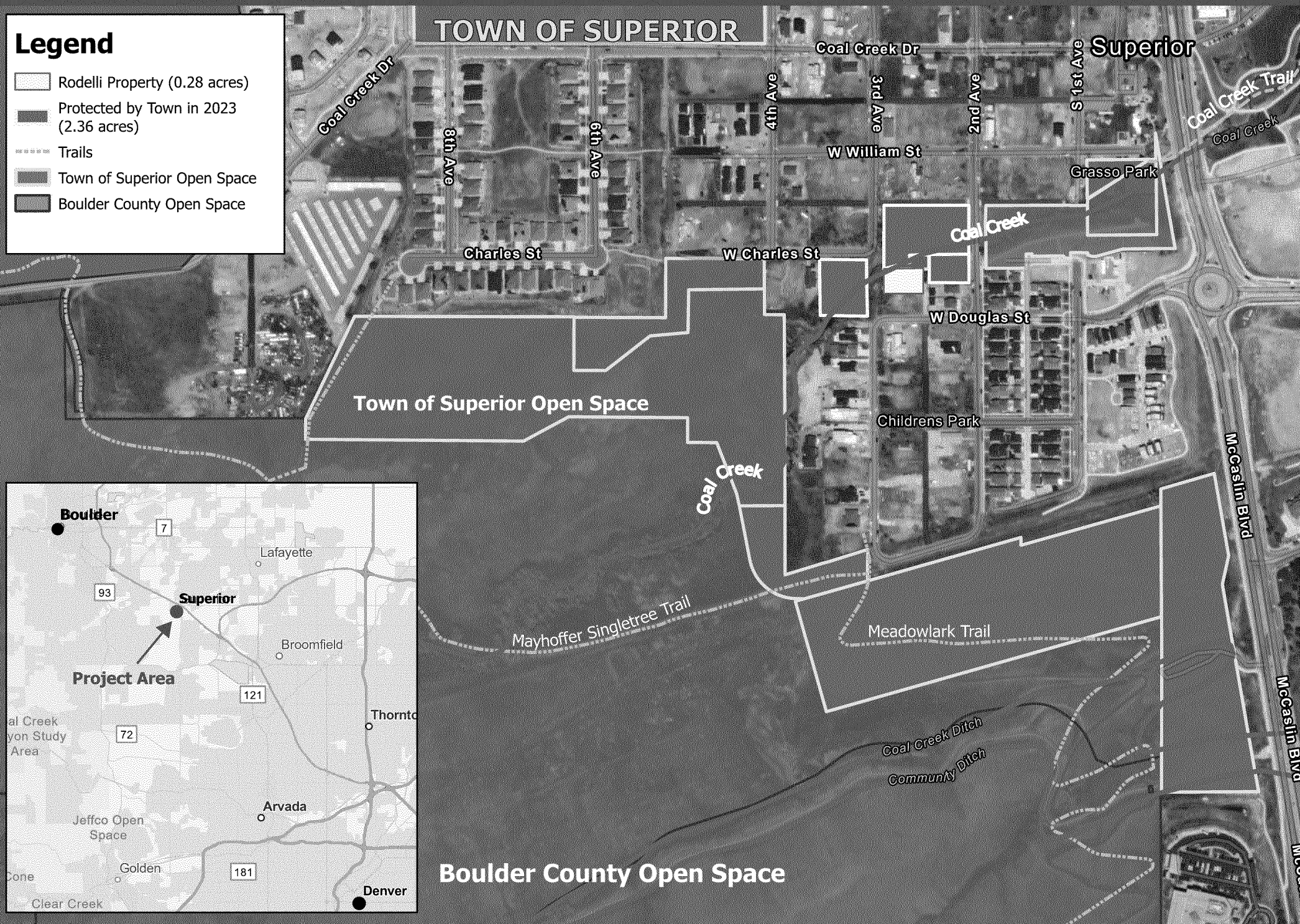
Under the proposal, the two adjacent tracts to the north of 216 S. 3rd Avenue (legal descriptions: SURF ONLY TR 916A 24-1S-70 .02 AC M/L and TR 1586 BLK 1 SUPERIOR SOUTH) will

also be rezoned from Low Density Residential (R-L) to Open Space and Natural Uses (OS-N). These Town-owned tracts fall into the 100-year floodplain and do not meet the Zoning requirements for buildable sites. The rezoning of these tracts is not required by the use of Town open space funds but will make their zoning congruous with the surrounding properties along Coal Creek to the north, south, east, and west.

The proximity of 216 S. 3rd Avenue and the adjacent lots to the north to existing Town Open Space Natural areas, the Coal Creek corridor and floodplain and floodway areas support this request to Rezone the Property to Open Space Natural Uses. The Town and the Open Space Advisory Committee have had a long-standing desire and land management practice to acquire property along Coal Creek for Open Space, flood mitigation and conservation.

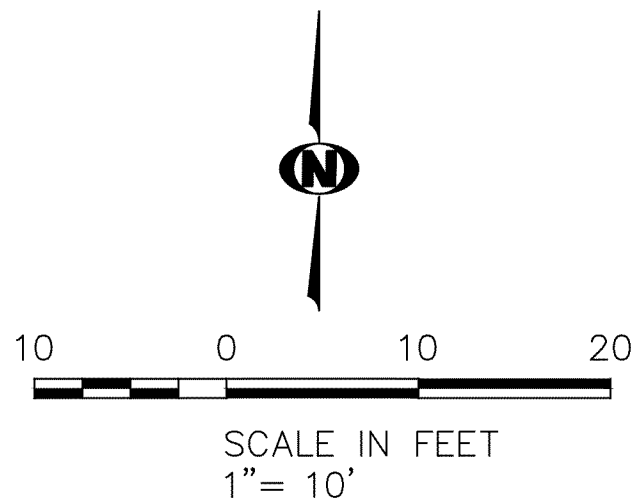
Legend

- Rodelli Property (0.28 acres)
- Protected by Town in 2023 (2.36 acres)
- Trails
- Town of Superior Open Space
- Boulder County Open Space



IMPROVEMENT SURVEY PLAT

A PARCEL LOCATED ON THE NE 1/4 OF SECTION 24, T1S, R70W of the 6th P.M.
COUNTY OF BOULDER, STATE OF COLORADO



Parcel Description:

LOTS 7 & NORTH 40 FEET OF LOT 6, BLOCK 1, SOUTH ADDITION TO SUPERIOR, COUNTY
OF BOULDER, STATE OF COLORADO PER DEED 1485034 RECORDED IN BOULDER
COUNTY RECORDS

NOTES

- NOTICE:
According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of certification shown hereon.
- This Improvement Survey Plat, and the information hereon, may not be used for any additional or extended purposes beyond that for which it was intended and may not be used by any parties other than those to which it is certified.
- This Survey does not constitute a title search by Souder Miller & Associates to determine ownership or easements of record, right-of-way and title of record.

Basis of Bearings:

The north line of Lot 7, Block 1 being N 89°30'35" E, between the monuments shown hereon.

LEGEND:

- set rebar and plastic cap, PLS 37955
- found #5 rebar unless otherwise noted
- ⊙ water meter

Benchmark:

Southwest corner of Lot 5, NAVD 88 datum, Elev. = 5500.25' by GPS VRS observation.

Surveyor's Certification:

I, Francis Gordon Kuenn, a Professional Land Surveyor in the State of Colorado, on the basis of my knowledge, information and belief do hereby certify to Robert Rodelli, that in August 13, 2022, a property survey was made under my supervision, and as a result of a survey made to normal standards of care of a Professional Land Surveyor practicing in the State of Colorado, that the Survey herein is an accurate representation of the property as determined by this survey. All notes shown hereon are a part of this certification. The survey does not constitute a title search by Souder Miller & Associates to determine ownership of this tract or to verify the description shown; the compatibility of this description with that of adjacent tracts; nor easements of record. It does not constitute a warranty or guarantee, expressed or implied.

Francis Gordon Kuenn
PLS No. 37955

Filing Certificate:

Deposited this _____ Day of _____, 20____ at _____ M.
in Book _____ of the County Surveyor's Land Survey
Plats/Right-of-Way Surveys at page _____
Reception Number _____

(signed) County Surveyor

Rev#	Date	Description	By	Chkd

Souder, Miller & Associates
Engineering • Environmental • Surveying
5610 Ward Road, Suite 130
Arvada, CO 80002
Phone (303) 239-9011
www.soudermiller.com
Serving the Southwest & Rocky Mountains



CITY

IMPROVEMENT SURVEY PLAT
216 S 3RD AVE.
SUPERIOR, CO

Designed	Drawn	Checked
FGK	FGK	FGK

Date: August 2022

Scale: Horiz:
Vert:

Project No:

Sheet:

SUBJECT PHOTOS



Front



S 3rd Avenue Access



Alley Access



Site viewed from southwest corner



Site viewed from the northwest corner



Site viewed from the southeast corner



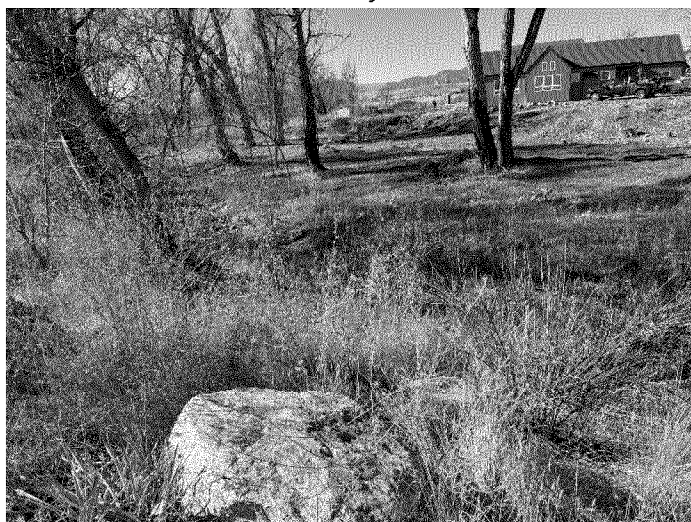
Site viewed from the northeast corner



Waterway view



Waterway view



Waterway view



ITEM NO. **5A**

INFORMATION FOR MEETING OF THE SUPERIOR PLANNING COMMISSION

AGENDA ITEM: Discovery Office Park Planned Development Amendment #2
(Case No. PDA-2024-01)

MEETING DATE: March 19, 2024

PRESENTED BY: Lisa Ritchie, AICP, Planning and Building Director

PRESENTED FOR: Discussion and Recommendation

Item: Case No. PDA-2024-01

Applicant: Pennrose, LLC, with consent of the property owner Aweida Properties, Inc.

Existing Zoning: Planned Development – Discovery Office Park

Location: Lot 21, Block 1, Discovery Office Park

Request: Targeted amendment to Discovery Office Park PD (Case No. PDA-2024-01) for Lot 21, Block 1 to establish the use as affordable housing and to amend certain development standards.

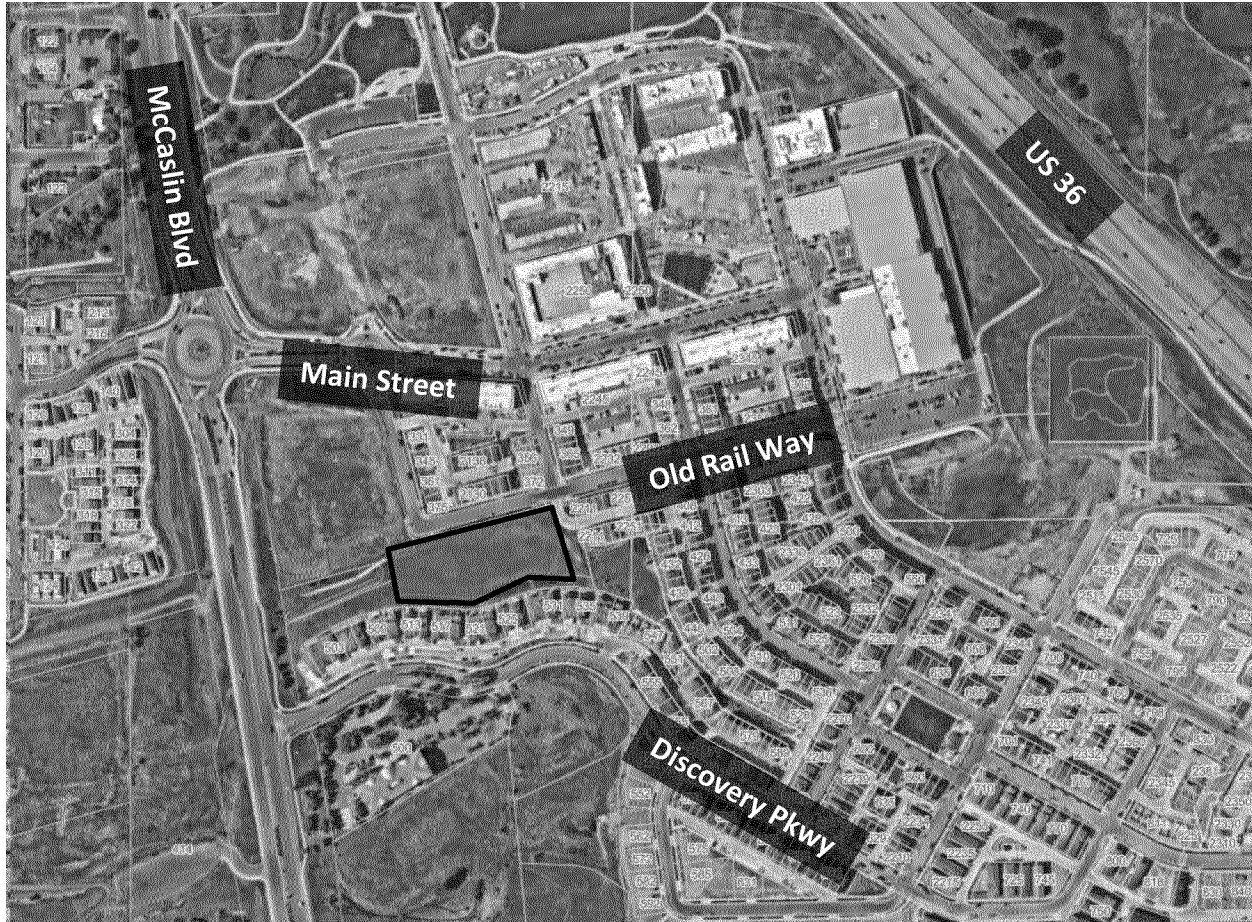
OVERVIEW:

The applicant, Pennrose, requests approval of a Planned Development Amendment #2 (PDA) for Lot 21, Block 1 to establish the use as affordable housing and amend certain development standards for this lot. The lot is within the existing Discovery Office Park Planned Development, originally approved in 2001, and amended most recently in 2014. The 2014 PD states the following for this lot:

The development at the northern boundary of Discovery is now served by the Marshall Rd extension and Street Three (now Old Rail Way) and fits into the new Town Center grid. The northern/lower flex building #2 would be limited to commercial and/or residential uses and will be the last parcel to be developed so as to better respond to Town Center

development. Building #2 will conform to STC Design Guidelines for both the building and the property development.

VICINITY MAP:



BACKGROUND:

Discovery Office Park Planned Development

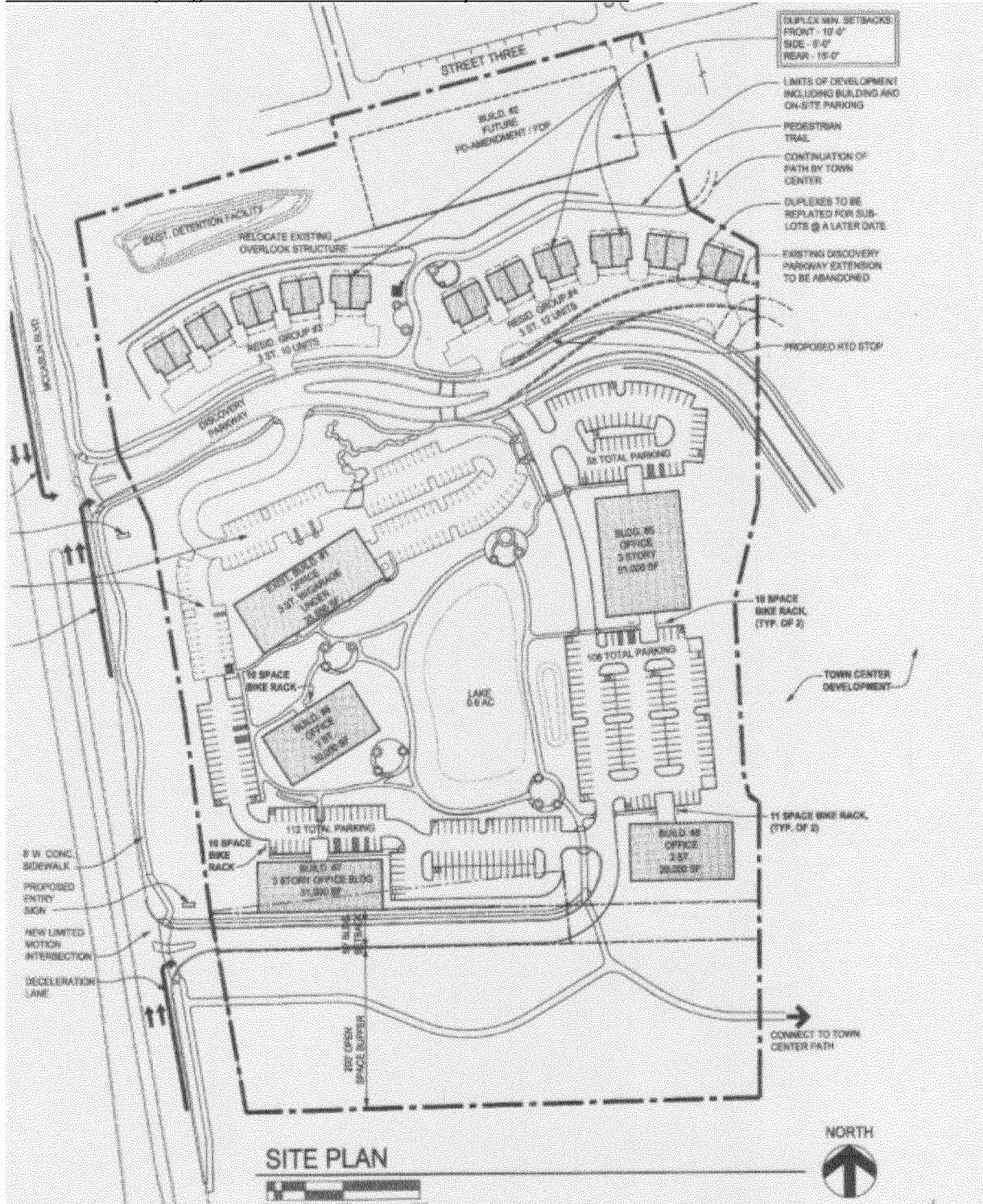
The majority of the area currently known as Discovery Office Park was annexed into the Town in 2000, and a PD Plan was approved in 2001, followed by a Final Development Plan (FDP) authorizing construction of the existing office building along Discovery Parkway in 2003.

In 2014, the Town annexed the central portion of the Discovery Office Park and approved a Planned Development Amendment to incorporate that central area in the development and to allow residential uses on the northern portion of the area. An FDP authorizing construction of the existing duplexes along Canary Lane was approved in 2018.

The 2014 PD Amendment recognizes that this particular lot, while within the Discovery Office Park PD area, was oriented towards and should integrate with Downtown Superior, as it fronts Old Rail Way to the north. As such, the lot is required to comply with applicable Superior Town Center Design Guidelines and was intended to be the last lot approved for developed in this part of the Downtown to ensure compatibility. This lot was also intended to be accessed from Old Rail Way

and served by utilities located within that street. This site was also included within the drainage design for Downtown Superior. There was no anticipated site plan for this particular lot and the 2014 PD Amendment acknowledged a future PD Amendment and FDP would be required to further define and establish the development parameters for this lot.

2014 Discovery Office Park Planned Development Site Plan



Background on Affordable Housing in Superior

Currently, there is no 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 15% of units in new developments be affordable.
- 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 Town is mid-way through its first Housing Plan, which will establish goals and strategies to meet the needs of the community related to housing. The Housing Needs Assessment identified the need for additional housing types for the senior population in the community, among other needs.
- The upcoming Comprehensive Plan update could identify future locations for housing based on the goals and strategies finalized in the Housing Plan.

PROPOSAL SUMMARY:

The proposal applies only to Lot 21 on the northern end of the Discovery Office Park PD for the purpose of establishing the use as affordable housing and to amend certain development parameters for this lot. The remainder of the Discovery Office Park PD remains unchanged and in effect. Pennrose is a private affordable housing developer that intends to develop the property with approximately 48 deed-restricted for-rent units for persons 55 years of age and older. At this time, the applicant plans an affordability program would be income averaged at 60% Annual Median Income (AMI), ranging from 30% to 80% AMI. They would own and manage the project pursuant to a Town-approved deed restriction. The project is also seeking funding from the Colorado Housing and Finance Authority (CHFA) and would be subject to their requirements and ongoing obligations.

As noted above, this lot is subject to the Superior Town Center Design Guidelines. The application proposes to establish the following development standards and exceptions at this time, and would also have to go through the Final Development Plan (FDP) process to ensure the final project is reviewed and approved for compliance by the Town prior to any development.

Maximum Building Height:

The application proposes to establish a maximum absolute building height in USGS rather than a maximum height from average grade. Essentially, this provides certainty to the neighbors at the PDA level, rather than measuring height from a grade that is not yet finalized through the site development plan process at the time of FDP. This lot has significant fall between the basement grade of the duplexes on Canary Lane (elevation ranging between 5542 and 5548) and Old Rail Way (elevation roughly 5504).

The PDA plan sets 77.5% of the building footprint at maximum elevation of 5540.5 and allows 22.5% of the footprint to go up to elevation 5550.5 for entry elements, towers, mechanical screens, and the like. This would keep the majority of the building below the elevation of the basement of

the homes on Canary Lane, with small areas encroaching an additional 10 feet in height. The PDA also sets a maximum of three stories for the site.

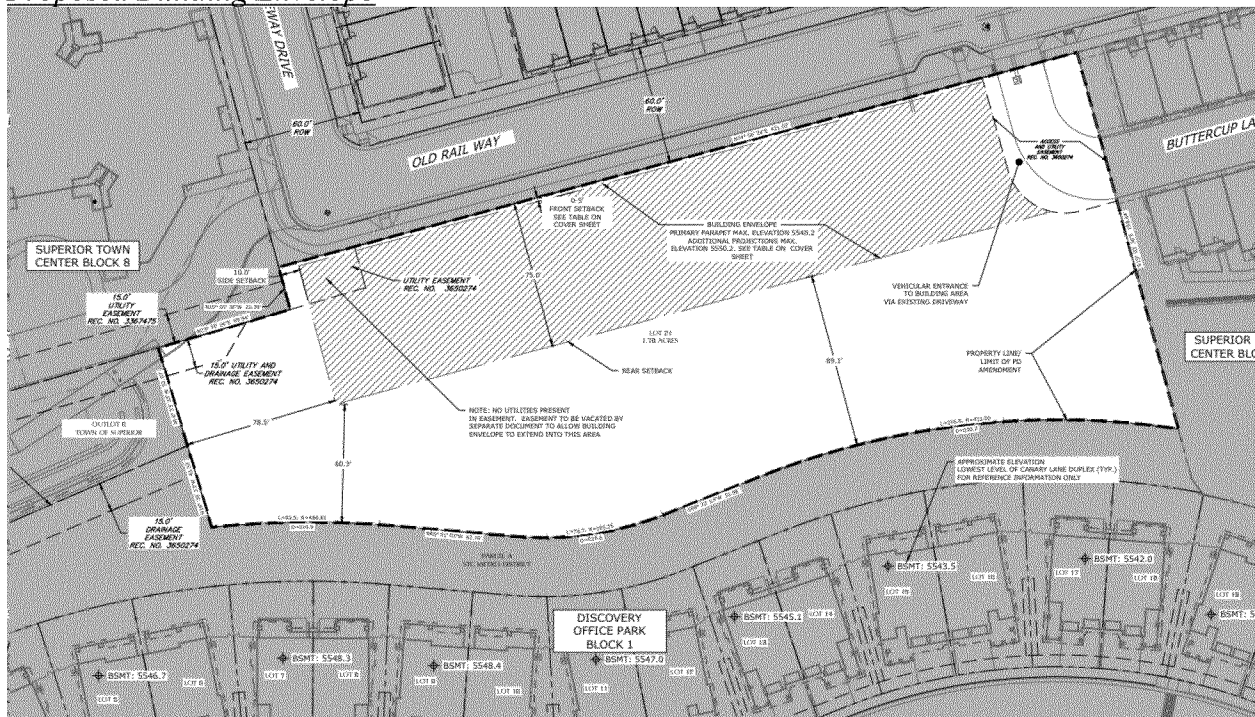
Building Footprint:

The PDA establishes the area in which a structure could be located within the lot, as shown in the hatched area in the image below. The hatched area allows a building envelope of 75 feet into the lot from Old Rail Way. The remainder of the lot would be open and landscaped. This ensures that development on this property is integrated and connected to the fabric of Downtown Superior. Driveway access and pedestrian entryways into the site will occur from Old Rail Way and Buttercup Lane.

The PDA also sets forth a requirement that at least 30% of the lot is open space, and creates a maximum Floor Area Ratio of 1.5. The following building setbacks are also proposed:

- Front (Old Rail Way): 70-80% of bldg setback at 0'-3'; 20-30% of bldg setback at 3'-5'
- Side: 10' Minimum
- Rear: 75' Maximum from Old Rail Way

Proposed Building Envelope



Parking:

The PDA proposes to establish a parking ratio based on the use as a senior affordable residential development, as follows:

0.5 Spaces per Unit

0.1 Space per Unit for Visitor Parking

For comparison, the following parking ratios apply to Superior Town Center PD and Discovery Office Park PD:

Discovery Office Park	
1 Br Unit	1.5 Spaces
2 Br Unit	2.0 Spaces
Visitor Spaces	0.25 per Unit
Superior Town Center	
1 Br Unit	1.25 Spaces
2 Br Unit	1.5 Spaces
Visitor Spaces	0.1 per Unit

Additionally, the PDA notes exceptions to the Superior Town Center Design Guidelines (*Design guidelines language in italics*):

- 6.3B: Floor to floor height of ground level to second floor shall range from 12'-16'
 - *14'-18' is required in the Design Guidelines*
- 6.4F: Green roof is not required
 - *10% of roof area on residential structures is required to be "green" planted areas*
- 8.4B: The primary roof form may be a flat roof regardless of building height
 - *For structures less than 35' high, gable or hip roofs are preferred*
- 8.6B: Mechanically ventilated parking under buildings is allowed
 - *Garages under buildings should provide open ventilation and sunlight where possible. In instances where tuck-under parking is provided, natural ventilated parking is allowed so long as automobiles are screened from public view. Landscape screening is acceptable.*
- 8.9A: Private or semi-private open space, such as a yard, porch, patio or balcony, is not required
 - *Each residential unit will be provided with at least one private outdoor area such as a yard, porch, patio or balcony. Projecting and non-projecting Juliet balconies are allowed within the Town Center core.*
- 8.10B: High density residential flats typology may have 1-bedroom units ranging in size from 550 sf to 800 sf, and two bedroom units ranging in size from 800 sf to 1,200 sf
 - *Unit sizes range between 1,100 sf and 1,600 sf*

The PD does not set a maximum number of dwelling units, rather the final number of proposed units would be constrained by the building envelope parameters for the site. Provided the applicant can meet all provisions set forth in the PDA for parking, height, number of stories, setbacks, unit size, etc, there is flexibility in the final unit count.

Staff Analysis of Applicable Documents and Guidelines for Planned Developments

Superior Municipal Code: Planned Developments

Section 16-10-10 defines the purpose of a Planned Development, by allowing greater flexibility, as intended to be able to accommodate imaginative ideas in development and site design and to

promote a greater facility for open space, more functional use of land and placement of structures in appropriate relationships to each other, to open space and to common facilities. Additionally, a PD is permitted when it is in the best interests of the Town and will promote good design, enhancement of environmental amenities, and increased efficiency of public services.

Section 16-10-30 defines the approval criteria for zoning to PD:

- (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.

Staff finds this proposed amendment (PDA #2) to be relatively minor, limited to one lot, and generally compatible with the intent of the established PD and applicable Design Guidelines, which are intended to secure a mix of residential and commercial uses with both the Discovery Office Park and Downtown Superior. Further, the Town's Comprehensive Plan discusses the need for a broader mix of housing, including senior housing, within the Town, and specifically in the Discovery Office Park and Downtown Superior.

The Town has undertaken layered efforts to support affordable housing development. This application directly supports these efforts and would meet the Town's obligation for compliance with Proposition 123 and advancing the Boulder County Regional Housing Partnership's goal of providing 12% of all housing units as affordable within the County.

Maximum Building Height:

Staff is supportive of the concept of establishing a maximum absolute building height for this PDA given the extensive grading work that would need to occur to develop the site. Typically, height is measured from average finished grade, and on a lot with roughly 40' of elevation difference, there is high variability what the final finished grade could be. The proposal provides the surrounding neighbors and the applicant certainty moving forward, and allows the applicant to design a grading plan that works best for the site without raising concern on impacts to viewsheds.

Building Envelope and Development Standards:

Staff finds the establishment of the building envelope and development standards reasonable and appropriate for the surrounding area. It mirrors the setbacks on properties adjacent and across the street along Old Rail Way, is consistent with the overall mass and scale of the neighboring blocks, and provides continuity in the established development pattern. The 2014 Discovery Office Park set the intent for this lot to develop in harmony with the surrounding area, and this PDA meets that intention.

Parking:

Staff is supportive of the request for a 0.5 space per unit and a 0.1 space per unit for visitors. Staff reviewed the following sources of information to make this determination.

Section 16.24.10 of the Superior Municipal Code establishes off-street parking ratios for development in the Town. The code currently includes the following:

Multiple-family housing for the elderly or handicapped: 0.5 spaces per unit

The code also provides the ability to substitute any ratio in the list with the most current Institute of Transportation Engineers (ITE) parking ratios. Staff consulted our on-call transportation planning consultant who confirmed that the current ITE recommends the following:

Affordable Housing – Senior: average rate of **0.42**, with a range of 0.33-0.58

Senior Adult Housing – Attached (non-affordable): average rate of 0.61, with a range of 0.45-0.67

Affordable Housing (non-senior): average rate of 0.99, with a range of 0.32-1.66

The applicant provided supportive documentation from utilization studies in the area demonstrating the rationale for their request. All are provided as attachments.

Staff is continuing to work with the applicant to provide Transportation Demand Management (TDM) strategies at the time of FDP to further support this parking request. Additionally, staff notes that the on-street parking in this part of Downtown will be time-restricted and managed by the Town, so overflow parking would be controlled with those efforts. RTD also currently provides transit in Downtown via the 228 route, with a stop roughly 1 block away from this site. The site is also less than a mile from McCaslin Station along the US 36 BRT.

Exceptions to the Superior Town Center Design Guidelines:

Staff finds these requests reasonable and consistent with the development that has occurred on the surrounding blocks in terms of design and form. The applicant intends to provide common exterior patios, balconies and/or shared spaces, rather than individual exterior spaces, to support and foster community and shared activity with the residents. The reduction in unit sizes is reasonable for the intended occupants on the site, and allows the site to contain additional supportive, community spaces, rather than larger, isolated units.

STAFF RECOMMENDATION:

Staff finds the application meets the applicable criteria for approval of a Planned Development Amendment and recommends approval of Resolution No, Series 2024, recommending approval of the Second Amendment to the Discovery Office Park Planned Development, with the following conditions:

- A. Prior to executing and recording final mylars, 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.

ATTACHMENTS:

- Resolution
- Discovery Office Park PD Amendment #2
- Project Narrative and Application Materials

**TOWN OF SUPERIOR
PLANNING COMMISSION
RESOLUTION NO.PC-2
SERIES 2024**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF
SUPERIOR RECOMMENDING APPROVAL OF A SECOND AMENDMENT TO
THE PLANNED DEVELOPMENT PLAN FOR DISCOVERY OFFICE PARK
(CASE NO. PDA-2024-01)**

WHEREAS, Awieda Properties, Inc. ("Applicant") owns certain property located in the Town of Superior that is generally described as Discovery Office Park (the "Property");

WHEREAS, Applicant has filed an application (the "Application") for a second amendment to the Planned Development Plan for the Property ("PDA #2");

WHEREAS, the Board of Trustees approved the first PD Plan for the Property in March 2001;

WHEREAS, the Board of Trustees approved the first PD Plan Amendment for the Property in May 2014;

WHEREAS, pursuant to Section 16-10-30(c)(5) 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 before the Planning Commission and recommendation by the Planning Commission to the Board of Trustees regarding an amendment to a PD Plan; and

WHEREAS, on March 19, 2024, 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 #2 satisfies the applicable approval criteria in the Code, and recommends that the Board of Trustees approve the Application, subject to the following conditions:

A. Prior to executing and recording final mylars, 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;

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

_____ "yes" votes

_____ "no" votes

ADOPTED this 19th day of March, 2024.

David Harper, Chairperson

ATTEST:

Lydia Yecke, Town Clerk

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK

PLANNED DEVELOPMENT AMENDMENT NO.2

SUPERIOR, COLORADO

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/ SUPERIOR TOWN CENTER REPLAT NO. 3
SITUATED IN THE WEST $\frac{1}{2}$ OF SECTION 19, T1S, R69W OF THE 6TH P.M.

LEGAL DESCRIPTION

LOT 21, BLOCK 1, DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO.3, RECORDED APRIL 12, 2018 UNDER RECEPTION NO. 03650274, COUNTY OF BOULDER STATE OF COLORADO.

CONTAINS 1.784 ACRES

BASIS OF BEARING: ASSUMING THE NORTH LINE OF LOT 21, BLOC 1, DISCOVERY OFFICE PARK/SUPERIOR TOWN CENTER REPLAT NO. 3, AS BEARING NORTH 74°56'24"E AS MONUMENTED AS SHOWN ON THE PLAT, BEING A GRID BEARING OF THE COLORADO STATE PLAN COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983/2011, A DISTANCE OF 421.03 FEET WITH ALL OTHER BERAING CONTAINED HEREIN RELATIVE THERETO.

THE LINEAR DIMENSIONS ARE CONTAINED HEREIN ARE BASED UPON THE "US SURVEY FOOT".

BENCHMARK: UDFCD DISK ON SOUTHEAST CORNER OF MCCASLIN BRIDGE OVER COAL CREEK, ELEVATION 5489.55 NAVD88 DATUM.

BOARD OF TRUSTEES CERTIFICATE

APPROVED BY THE BOARD OF TRUSTEES OF THE TOWN OF SUPERIOR, STATE OF COLORADO.

WITNESS MY HAND THE CORPORATE SEAL OF THE TOWN OF SUPERIOR DAY OF _____, 20_____.

ATTEST: _____
TOWN CLERK MAYOR

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20_____, BY THE TOWN OF SUPERIOR PLANNING COMMISSION, RESOLUTION NO. PC _____ SERIES 20 _____.

TOWN CLERK CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS APPROVED BY THE BOARD OF TRUSTEES BY {RESOLUTION/ ORDINANCE} NO. _____, SERIES 20_____, ON THIS _____ DAY OF _____, 20_____, AND WAS FILED IN MY OFFICE ON THE _____ DAY OF _____, 20_____, AT _____ O'CLOCK ____M.

TOWN CLERK

CERTIFICATE OF OWNERSHIP:

I CERTIFY THAT I, _____, AM AN OWNER REPRESENTATIVE

OF THE PROPERTY AND CONSENT TO THIS PLAN.

IN WITNESS WHEREOF I HEREUNTO SET MY HAND THIS ____ DAY OF _____,

20____.

AWEIDA PROPERTIES, INC.

STATE OF COLORADO)

) SS.

COUNTY OF BOULDER)

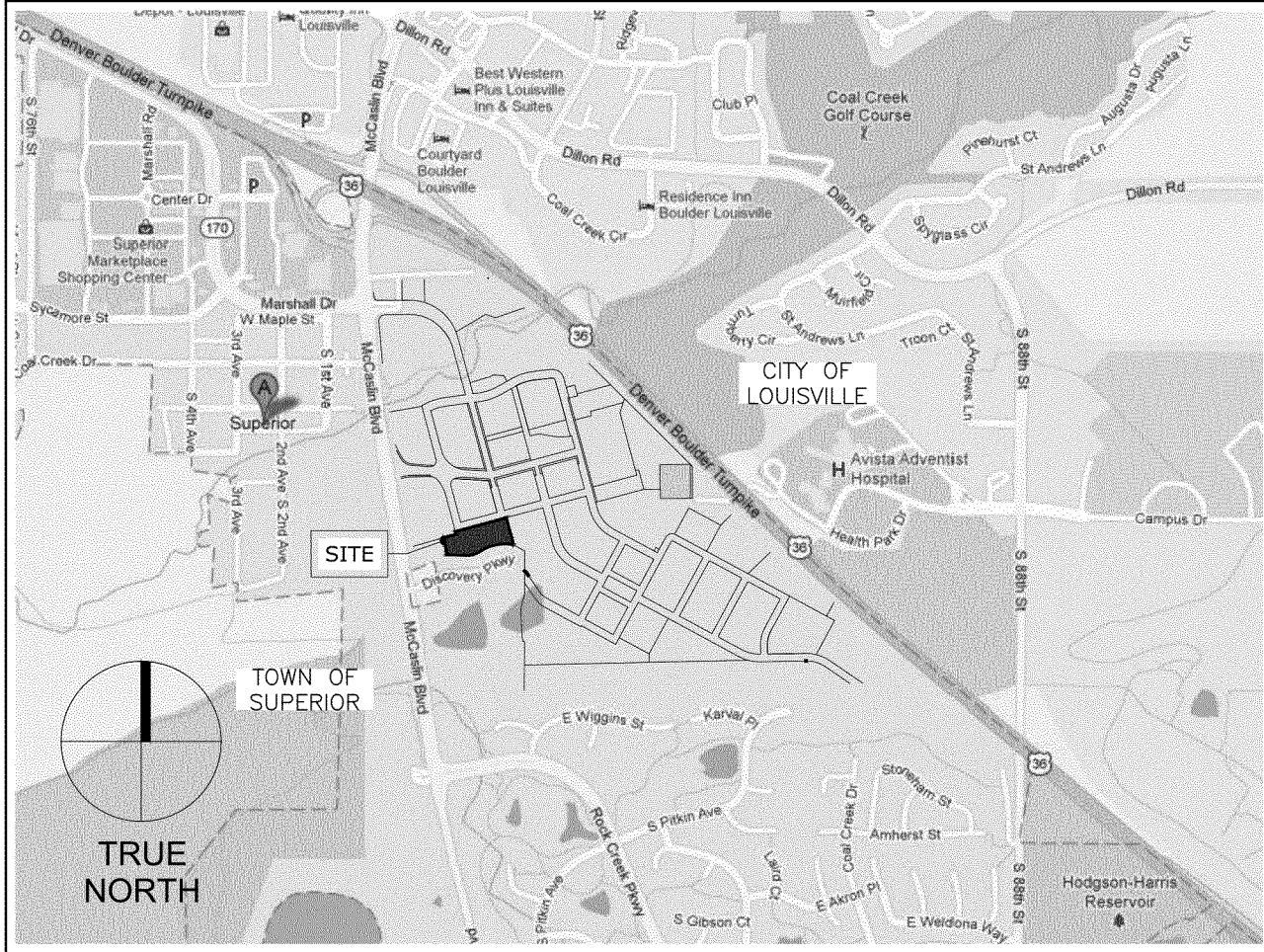
THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS

____ DAY OF _____, 20____, BY

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC

VICINITY MAP



SCHEDULE OF USES

THE CONCEPTUAL USE FOR THIS PARCEL IS RESIDENTIAL.

THE ZONING FOR THIS PARCEL IS PLANNED DEVELOPMENT.

PERMITTED USES:

- ATTACHED RESIDENTIAL - SENIOR AFFORDABLE*
- ACCESSORY USES INCLUDING PARKING, LEASING OFFICE, AND RESIDENT AMENITIES

NO OTHER USES WILL BE PERMITTED WITHOUT THE APPROVAL OF THE TOWN OF SUPERIOR. ANY OTHER USES AND/OR DEVELOPMENT STANDARDS NOT SPECIFICALLY ADDRESSED BY THIS PLANNED DEVELOPMENT SHALL BE DETERMINED BY THE MOST CURRENT PROVISIONS OF THE TOWN OF SUPERIOR LAND USE CODE.

**"SENIOR" SHALL MEAN FOR PERSONS 55 YEARS OF AGE AND OLDER. AFFORDABLE SHALL BE CONSISTENT WITH THE SUPERIOR MUNICIPAL CODE DEFINITION OF AFFORDABLE HOUSING DEVELOPMENT AS STATED IN SECTION 16-38-20.

SCHEDULE OF REQUIREMENTS

MAXIMUM BUILDING ELEVATION: ELEVATION 5540.5' NAVD 88
ELEVATION 5550.2' NAVD 88 (ENTRY ELEMENTS, TOWERS, MECHANICAL SCREENS - LIMITED TO 22.5% OF THE FOOTPRINT)
THESE ELEVATIONS SUPERCEDE BUILDING "HEIGHT" MEASUREMENTS FROM AVERAGE GRADE AS OUTLINED IN TOWN CODE

MAXIMUM NUMBER OF STORIES: 3 ABOVE STREET LEVEL

MAXIMUM FLOOR AREA RATIO: 1.5

BUILDING SETBACKS:

FRONT (OLD RAIL WAY): 70-80% OF BUILDING SETBACK 0'-3'; 20-30% OF BUILDING SETBACK 3'-5'
SIDE: 10 FEET MINIMUM
REAR: 75 FEET MAXIMUM FROM OLD RAIL WAY

OFF-STREET PARKING REQUIRED:

RESIDENTIAL - AFFORDABLE: 0.5 SPACES PER UNIT, 0.1 VISITOR SPACE PER UNIT

OPEN SPACE: 30% MINIMUM

DESIGN ELEMENTS

DEVELOPMENT AND ARCHITECTURE SHALL CONFORM TO APPLICABLE PROVISIONS OF THE SUPERIOR TOWN CENTER DESIGN GUIDELINES FOR PLANNING AREA 2, WITH THE FOLLOWING EXCEPTIONS:

- 6.3B: FLOOR TO FLOOR HEIGHT OF GROUND LEVEL TO SECOND FLOOR SHALL RANGE FROM 12' TO 16'
- 6.4F: GREEN ROOF IS NOT REQUIRED
- 8.4B: THE PRIMARY ROOF FORM MAY BE A FLAT ROOF REGARDLESS OF BUILDING HEIGHT
- 8.6B: MECHANICALLY VENTILATED PARKING UNDER BUILDINGS IS ALLOWED
- 8.9A: PRIVATE OR SEMI-PRIVATE OPEN SPACE, SUCH AS A YARD, PORCH, PATIO, OR BALCONY, IS NOT REQUIRED.
- 8.10B: HIGH DENSITY RESIDENTIAL FLATS TYPOLOGY MAY HAVE 1-BEDROOM UNITS RANGING IN SIZE FROM 550 TO 800 SF, AND TWO BEDROOM UNITS RANGING IN SIZE FROM 800 TO 1,200 SF.

PROPERTY OWNER

AWEIDA PROPERTIES INC.
500 DISCOVERY PARKWAY
SUITE 300
SUPERIOR, CO 80027
DAN AWEIDA
303-664-9520

DEVELOPER

PENNROSE, LLC
1800 WAZEE STREET
SUITE 353
DENVER, CO 80202
SHANNON COX BAKER
720-307-8151

CIVIL ENGINEER

CIVIL RESOURCES, LLC
JIM BRZOSTOWICZ, P.E.
PRINCIPAL / CIVIL ENGINEER
8308 COLORADO BLVD, SUITE 200
FIRESTONE, CO 80504
303-833-1416 X 203

ARCHITECT

SAR*
1550 WYNKOOP STREET
SUITE 100
DENVER, CO 80202
SEAN JURSNICK, AIA
303-634-8660

SURVEYOR

KING SURVEYING
PAUL GROVES
650 E. GARDEN DRIVE
WINDSOR, CO 80550
paulg@kingsurveying.com

SHEET INDEX	
NUMBER	TITLE
1	COVER SHEET
2	SITE PLAN

LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
PLANNED DEVELOPMENT AMENDMENT NO.2
SUPERIOR, COLORADO

REVISIONS		
NO.	DESCRIPTION	DATE
1	STAFF COMMENTS	3/15/24

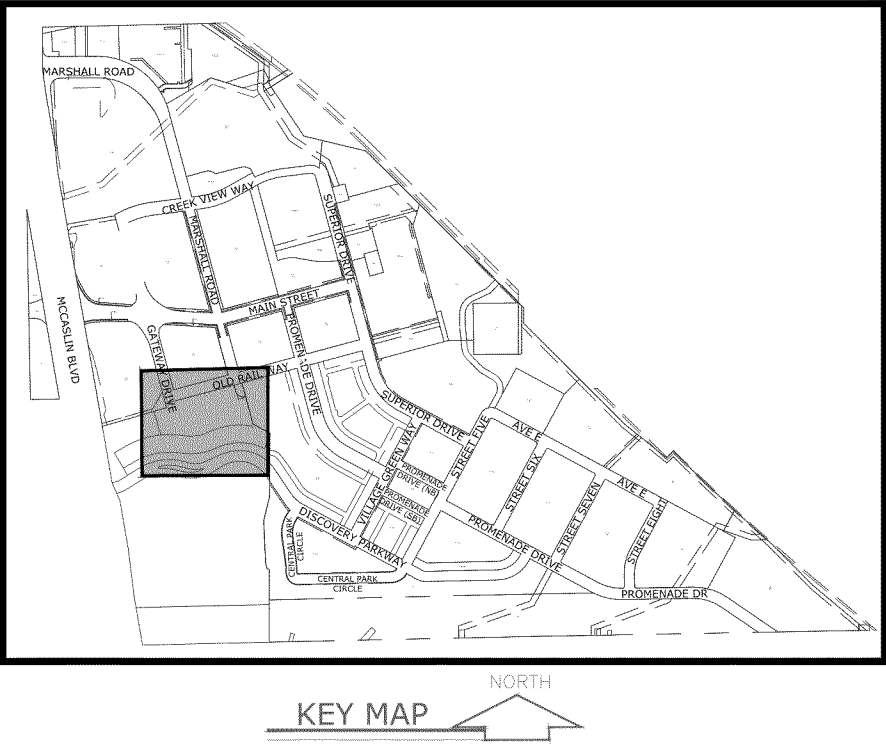
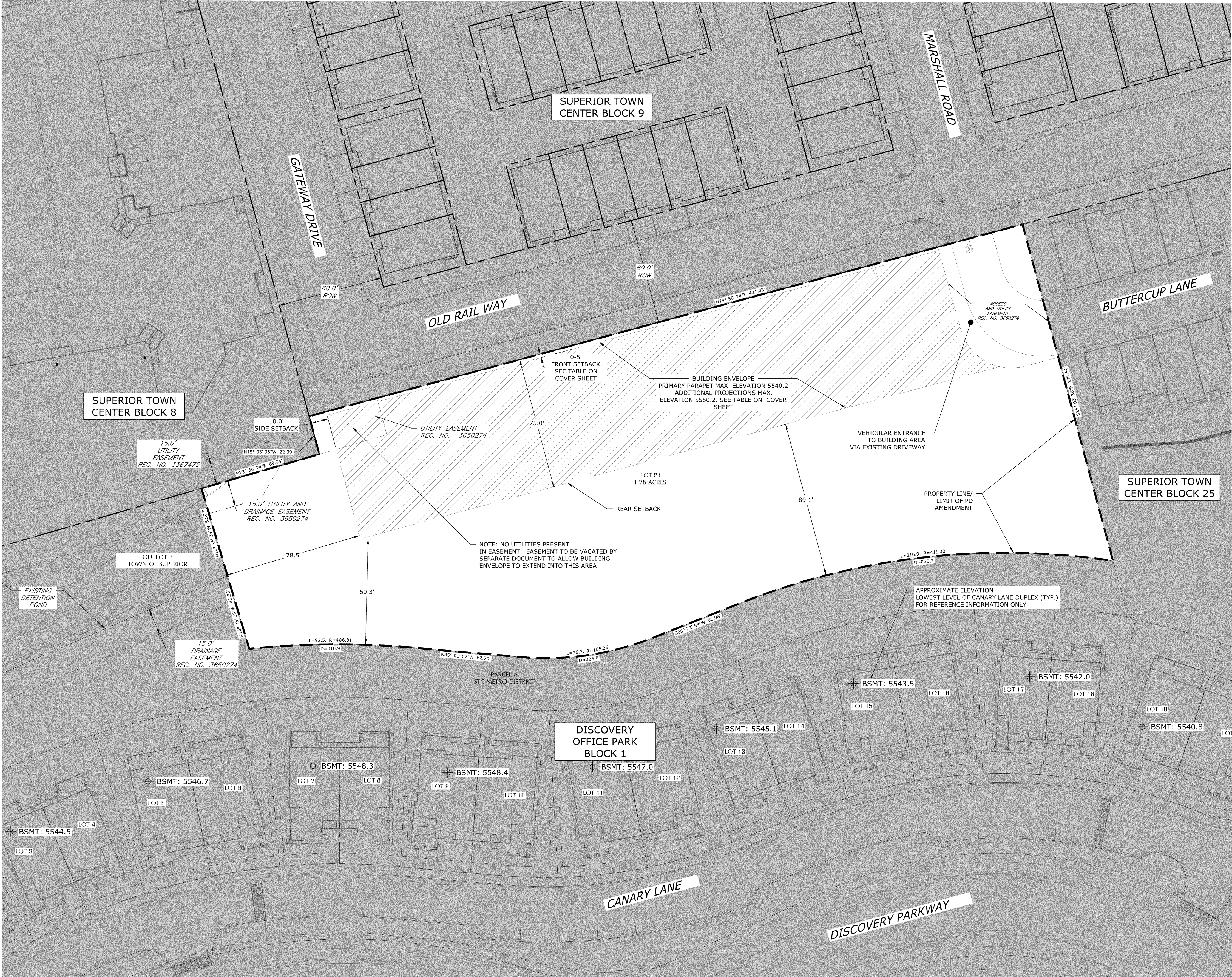
Vested Rights:
This Plan constitutes a Site Specific Development Plan as defined in Section 24-68-101, et, seq., C.R.S., and Chapter 16 of the Superior Municipal Code. The terms and conditions of such plan approval are contained in Resolution No. _____ adopted by the Town Board of Trustees on _____ and available at the, available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado.

DESIGNED BY: JAB DATE: 02/20/2024
DRAWN BY: CLH SCALE:NONE
CHECKED BY: JAB
JOB NO.: 365.001
DWG NAME: DOPLot21PDA_CVR.dwg

COVER
SHEET

SHEET:

SHEET 1 OF 2



LOT 21 BLOCK 1 DISCOVERY OFFICE PARK
PLANNED DEVELOPMENT AMENDMENT NO.2
SUPERIOR, COLORADO

REVISIONS		
NO.	DESCRIPTION	DATE
1	STAFF COMMENTS	3/15/24

Vested Rights:
This Plan constitutes a Site Specific Development Plan as defined in Section 24-68-101, et seq., C.R.S., and Chapter 16 of the Superior Municipal Code. The terms and conditions of such plan approval are contained in Resolution No. _____ adopted by the Town Board of Trustees on _____ and available at the _____, available at the Superior Town Hall, 124 East Coal Creek Drive, Superior, Colorado.

DESIGNED BY: JAB	DATE: 02/20/2024
DRAWN BY: CLH	SCALE: 1"=30'
CHECKED BY: JAB	
JOB NO.: 365.001	
DWG NAME: DOPLOT21PDA_OSP.dwg	

SITE PLAN



Development Application Form

Town Hall ▪ 124 E. Coal Creek Drive ▪ Superior, CO 80027
303-499-3675 ▪ (fax) 303-499-3677 ▪ www.superiorcolorado.gov

Important Notes: Please print or type the Development Application Packet form and enclose all required submittal documents as necessary. Applications will not be processed until all required information is provided to the satisfaction of the Town of Superior. Refer to the items listed in the Superior Development Application Standards (SDAS) relating to each specific type of applications(s) for the submittal requirements. Refer to Article II of the Land Use Code (LUC)-(Chapter 16 of the Superior Municipal Code) for the steps of the review process for each type of application. The Development Application Packet and the SDAS are separate files on the Town's website, or are also available at Town Hall. Most applications require a pre-application conference. Please contact Town planning staff for more information.

For Town Use	
Case Number: PDA-2024-01	Received by: Lisa Ritchie
Date Submitted:	Deposit Submitted:

Application Type:

Annexation:

- | | |
|---|--|
| ☐ Annexation – Major (10+ Acres) | ☐ Annexation – Minor (less than 10 acres) |
| ☐ Annexation - Enclave | |

Subdivision:

- | | |
|---|---|
| ☐ Preliminary Plat – Major Subdivision | ☐ Subdivision Exemption |
| ☐ Final Plat – Major Subdivision | ☐ Lot Line Adjustment |
| ☐ Final Plat – Minor Subdivision | ☐ Street/Alley/Easement Vacation |

Zoning:

- | | |
|---|---|
| ☐ Zoning/Rezoning | ☐ Special Use Permit |
| ☐ Conditional Use Permit | ☐ Temporary Use Permit |

Site Development Plan:

- | | |
|--|---|
| ☐ Site Development Plan (SDP) | ☐ Site Specific Development Plan |
| ☐ SDP Amendment – Major | ☐ SDP Amendment - Minor |

Planned Development:

- | | |
|---|--|
| ☐ PD Plan (Zoning) | ☐ PD Plan Amendment |
| ☐ Final Development Plan (FDP) | ☐ FDP Amendment - Major |
| ☐ FDP Amendment - Minor | |

Miscellaneous:

- | | |
|---|--|
| ☐ Comprehensive Plan Amendment | ☐ Major Public Improvement |
| ☐ Historic Designation | ☐ Sign Permit (separate form) |

Board of Adjustment:

- | | |
|-----------------------------------|---------------------------------|
| ☐ Variance | ☐ Appeal |
|-----------------------------------|---------------------------------|

Project Data:Project Name: Planned Development Amendment, Discovery Lot 21 Block 1General Location and Street Address of Project Property: Lot 21, Block 1, Discovery Office Park/Superior Town Center Replat No. 3Lot: 21 Block: 1 Section: 19 Township: 1S Range: 69WSubdivision/Planned Development Name: Discovery Office ParkExisting Use: VacantCurrent Zoning: Town: PD County: _____Proposed Use: Residential Affordable Housing Acreage: 1.78**Property Owner Data:**Name: Aweida Properties Inc.Address: 500 DISCOVERY PKWY 300, Superior CO 80027Phone: 303-263-1801 Email: dan@aweida.com**Application Representative Data:**Name: Shannon Cox-BakerCompany: Pennrose, LLCAddress: 1800 Wazee St, Suite 353 Denver, CO 80202Phone: 720-307-8151 Email: sbaker@pennrose.com**Certification**

I certify that the information and exhibits I have submitted are true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application. I agree to pay all costs pursuant to Section 16-1-60 of Chapter 16, Land Use Code of the Superior Municipal Code, as it exists and as it may be amended. I am submitting a deposit with this application and understand that the deposit and any additional deposits will be drawn on to pay the actual costs incurred by the Town in reviewing this application. I further agree that I will replenish the deposit as provided in Section 16-1-60. I agree that all submittal documents required by the Land Use Code must be submitted before this application is considered completed for review by the Town.

02/16/2024RVP, Pennrose

Signature

Date

Title*

*If agent for owner, attach permission or other documents that certify agent's right to submit and process application.

Project Narrative

Discovery Office Park Planned Development Amendment #2

February 20, 2024

INTENT

The purpose of the Planned Development Amendment #2 (PDA2) is to propose revisions to the Discovery Office Park Planned Development Amendment (PDA1), approved July 15, 2015. The changes proposed in this PD Amendment are only applicable to the area within the boundary of Lot 21, Block 1, Discovery Office Park/Superior Town Center Replat No. 3.

INTRODUCTION

The current Discovery Office Park Planned Development (PDA1) outlines allowable uses and other development parameters for Discovery Office Park. Subsequent Final Development Plan (FDP's) detailed specific improvements within the overall PD boundaries, including realignment of Discovery Parkway to connect to Downtown Superior (FDP2), and construction of twenty (20) duplex units along Canary Lane (FDP3). These improvements have been constructed. The PDA1 specifically excluded the area containing "Building #2", which is now Lot 21, noting that this area is subject to a future PD amendment.

The proposed PDA #2 addresses this area to establish the use, setbacks, and other development parameters for Lot 21.

PROPOSED USE

This project is an opportunity to create the first LIHTC-financed income-restricted AND first age-restricted development in the Town of Superior - a vibrant community that sorely needs both as it experiences the rapid (and successful) development of luxury market rate housing in the new Downtown Superior. Exacerbating the demand for affordable housing, the 2021 Marshall Fire, Colorado's most destructive wildfire in history, destroyed 391 homes in Superior, and collectively, over 1,000 homes in Boulder County. Many households impacted by the fire are still struggling to regain their footing. The opportunity for an income and age-restricted use on Lot 21 will have a measurable and material impact on the housing supply – affordable or otherwise – in the Superior and Boulder County communities.

The project would provide much needed affordable housing for older adults aged 55+ in an ideal location, adjacent to the commercial core Downtown Superior. Utilizing the Income Averaging program, the units will be restricted to senior households earning at or below 30%, 40%, 50%, 70% and 80% AMI. The specific unit mix and total number of units will be determined in a future FDP application, but the site has the capacity to support approximately 45-50 units.

The development is led by Pennrose, LLC (Pennrose), a long-standing and highly experienced affordable housing developer with an office in Denver. The property will be managed by Pennrose Management Company (PMC), a national property management company with over 13,000 units under management, including a 56-unit supportive housing development in Denver. The majority of PMC's units under management are regulated through LIHTC, HUD or other state/local programs.

PENNROSE

Bricks & Mortar | Heart & Soul

In January, the Boulder County Housing Authority (BCHA) Board of Commissioners authorized BCHA staff to proceed with facilitating a Special Limited Partnership for the development, which if approved, will allow Pennrose to leverage additional private capital through a property tax and sales & use tax exemption. Pennrose and BCHA are fully committed to the success of the project and will continue to advance design and programming, if awarded tax credits, the project will be ready to close and start construction in early 2025.

Utility main lines, drainage and access to Lot 21 were provided with development of Downtown Superior. No major infrastructure is required for development of this lot.

DEVELOPMENT PARAMETERS

Building Height:

Based on recent Town experience with approval of Block 8 in Downtown Superior, the applicant understands the priority to preserve views from the neighbors on Canary Lane. To that end, this PDA proposes a maximum building elevation of 5,540.2 feet to the primary parapet. Unlike building “height” which is measured from average grade per Town Code, this maximum elevation is intended to provide a defined viewshed. For reference, the lowest walk out basement on Canary Lane is situated at approximately elevation 5540.8 feet, so the primary parapet on Lot 21 will be below the basement elevation. The maximum elevation of the existing townhomes on the north side of Old Rail Way is 5543.5, and the maximum elevation of the recently approved Block 8 apartment is 5568.06.

The PDA proposes an allowance for additional elevation of up to 5550.2 feet to allow for stair towers, mechanical screens, solar panels, and other building appurtenances. The maximum percentage of the building footprint that can exceed elevation 5540.2 is 22.5%.

Number of Stories and Floor Area Ratio

This PDA limits the number of stories to three. Due to the slope of the site, the south edge of the building will be buried in the hillside, and the south elevation of the building will present as a two-story building.

The maximum Floor Area Ratio (FAR) is 1.5. This is consistent with the current PDA.

Setbacks

Front: To create variation along the façade, the applicant requests allowing zero setback to the ROW for door swings and architectural interest features, elements, awnings, canopies, and projections along with the following building form setbacks-

- 20-30% of frontage will be at 3'-5'
- 70-80% setback between 0-3'

Sides: The proposed side setbacks are 10 feet. On the east side of the lot, there is an existing access easement for Buttercup Lane, which will restrict the building envelope to 50 feet from the eastern property line. On the west side of the property, there is an existing utility easement extending approximately 40 feet from the property line. This easement has no utilities present and is not needed. A future FDP will request vacation of the easement to allow the building to meet the 10-foot setback.

PENNROSE

Bricks & Mortar | Heart & Soul

Rear: This site is irregularly shaped, so the rear setback is proposed at 75 feet south of Old Rail Way (the front of the building). This acknowledges the likely rectangular shape of the building, and the goal of minimizing cut into the hillside.

The resulting “building envelope”, as depicted on Sheet 2 of the PDA, includes approximately 26,500 square feet of the lot. The southern edge of the building envelope ranges from 90 to 135 feet from the rear property lines of the Canary Lane duplexes. Additional development of retaining walls, drainage, and site amenities will extend outside of the building envelope.

Open Space

This PDA proposes a minimum open space of 30% of the lot area. This is consistent with the current PD. Note that the 26,500 SF building envelope represents only 34% of the lot area, so the actual open space will by default exceed 30%.

This PDA does not propose specific improvements in the open space area. The applicant acknowledges the goal of minimizing water use for conservation and hillside stability, the desires of the neighbors to avoid view restrictions that may develop with tall vegetation. It is anticipated that a future FDP will include primarily a native seed mix with some low elevation, low water use plantings near the rear of the building. This is consistent with the existing hillside below the Canary Lane townhomes and within the adjacent Downtown Superior Block 25 to the east.

Off Street Parking

By nature, an age and income restricted property generates a lower parking demand than an unrestricted property. Based on local (Superior), regional and relevant industry wide parking demand and utilization studies, the applicant is requesting a parking ratio of 0.5 spaces per unit plus 0.1 visitor spaces per unit (total 0.6 spaces per unit). The Town of Superior Code (16-24-10(a) lists a ratio of 0.5 spaces per unit for “multiple-family housing for the elderly or handicapped”. Refer to supplemental parking studies submitted with this application.

Design Guidelines:

Per the current PDA, this area is subject to *the Superior Town Center Design Guidelines*. The proposed PDA requests deviation from the *Design Guidelines* on the following items:

- Planning Area: The Design Guidelines include criteria for various Planning Areas. This area was not specifically included in any Planning Area. This PDA clarifies that the subject site is considered part of Planning Area 2. This is consistent with all areas of Downtown Superior north of Old Rail Way.
- Section 6.3B: floor to floor height of ground level to second floor shall range from 12' to 16'
- Section 6.4F: green roof is not required
- Section 8.4B: the primary roof form may be a flat roof regardless of building height
- Section 8.6B: mechanically ventilated parking under buildings is allowed
- Section 8.9B: private or semi-private open space, such as a yard, porch, patio, or balcony, is not required.
- Section 8.10B: High Density Residential Flats typology may have 1-bedroom units ranging in size from 550 to 900 sf, and two-bedroom units ranging in size from 800 to 1,200 sf.

Pedestrian Trail

PDA1 indicated construction of a pedestrian trail from Discovery Parkway to Old Rail Way. This trail was investigated as part of FDP3 (Canary Lane Duplex) proposal and found to be not technically feasible. FDP3 was approved without the trail. Construction of the duplexes prohibits a trail connection in any configuration. For this reason, trail connection has been removed from this PDA.



Department of Housing & Human Services

1333 Iris • Boulder, Colorado 80304 • Tel: 303.441.1000 Fax: 720.564.2283
3460 Broadway • Boulder, Colorado 80304 • Tel: 303.441.1000 Fax: 303.441.1523
515 Coffman Street • Longmont, Colorado 80501 • Tel: 303.441.1000

www.BoulderCountyHHS.org

PARKING STUDY OF SIMILAR AFFORDABLE HOUSING DEVELOPMENTS IN BOULDER COUNTY.

BCHA conducted a parking count at two of our developments in Lafayette, Josephine Commons and Aspinwall, to inform appropriate parking ratios proposed at future BCHA developments. By comparison, the Lafayette developments are suburban in nature and have less access to public transportation and bike and pedestrian infrastructure than is available at the Superior TOD site. BCHA's newest affordable housing project – The Spoke on Coffman in Longmont, on target to open in Spring 2022 – features a creative shared-use agreement for the parking garage and was approved for a reduced parking ratio of 0.5 cars/1 unit, see attached letter from the City of Longmont. Upon completion, a similar parking count will be conducted at The Spoke, providing further data to substantiate reduced parking ratios.

A summary of the unit type and mix for each Josephine Commons, Aspinwall, and The Spoke on Coffman is below:

Unit Mix Comparison

Building Type	Units	1 Bed	2 Bed	3 Bed	4 Bed
Josephine Commons Senior	74	44	30		
Aspinwall Multifamily	72	22	26	22	2
The Spoke on Coffman	73	59	10	4	

A parking study of our Kestrel development in Lafayette is underway.

BCHA staff counted cars parked within the Josephine Commons and Aspinwall developments as well as along Dounce Street, the public right of way that offers on-street parking that is proximal to the developments. The parking count was taken every two hours between 7:00 AM and 7:00 PM on July 21, 22, 24, and 25, 2015, a Tuesday, Wednesday, Friday, and Saturday, respectively.

Parking Counts

Josephine Commons	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM
Tuesday – July 21	52	44	52	51	46	49	60
Wednesday – July 22	43	49	65	37	50	45	48
Friday – July 24	75	51	49	52	41	66	58
Saturday – July 25	51	42	43	43	46	52	45
Aspinwall							
Tuesday – July 21	53	46	37	27	35	38	44
Wednesday – July 22	52	37	35	31	30	35	32
Friday – July 24	50	37	34	30	35	42	50
Saturday – July 25	63	52	39	44	34	42	47

Based on the total units of Josephine Commons and Aspinwall, the above parking counts result in the parking ratios (cars to units) below. At only one time, at Josephine Commons, did the ratio reach a 1:1 ratio of one car parked per unit. It is important to note, Josephine Commons has a higher parking ratio than Aspinwall, because Meals on Wheels begins breakfast and lunch

preparation starting at 7:00am Monday through Friday at Josephine Commons. The program, hosted at the Josephine Commons dining hall, is also open to the broader community, again increasing the number of cars on site weekdays during lunch hours.

Ratios of Parked Cars/Unit

Development	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM
Josephine Commons							
Tuesday – July 21	0.70	0.59	0.70	0.69	0.64	0.68	0.83
Wednesday – July 22	0.58	0.66	0.88	0.50	0.69	0.63	0.67
Friday – July 24	1.01	0.69	0.66	0.72	0.57	0.92	0.81
Saturday – July 25	0.69	0.57	0.58	0.60	0.64	0.72	0.63
Aspinwall							
Tuesday – July 21	0.74	0.64	0.51	0.38	0.49	0.53	0.61
Wednesday - July 22	0.72	0.51	0.49	0.43	0.42	0.49	0.44
Friday - July 24	0.69	0.51	0.47	0.42	0.49	0.58	0.69
Saturday - July 25	0.88	0.72	0.54	0.61	0.47	0.58	0.65

One of BCHA's goals for affordable housing is to take a multi-modal approach to transportation by providing alternative means of transportation for residents. This includes providing Neighborhood EcoPasses, bike sharing opportunities, bike maintenance stations, secure bike storage, car share programs, and EV and electric bike charging stations. In conclusion, based on parking usage at BCHA's suburban developments in Lafayette and BCHA's multi-modal approach, a reduced parking ratio of .5 cars to 1 unit at the Superior TOD site will adequately serve the residents of the affordable housing development.



CITY OF LONGMONT | Planning and Development Services

July 23, 2020

Enterprise Neighborhood Partners IX, LLLP
Wincopin Circle LLLP, and its successor and assigns
c/o Enterprise Housing Credit Investments, LLC
70 Corporate Center, 11000 Broken Land Parkway, Suite 700
Columbia, MD 21044
Attn: Andrew Gorman

Coffman Place LLC
P.O. Box 471
Boulder, CO 80306
Attn: Justin Lightfield
Email: jlightfield@bouldercounty.org

Re: The Spoke on Coffman, 518 Coffman Street, Longmont, CO 80501

Ladies and Gentlemen:

This office has zoning authority over the property described above (the "Property"). According to applicable zoning ordinances and regulations and amendments thereto, as currently in effect, the Property is currently within the MU-D (Mixed Use – Downtown) zoning district. There are no existing zoning violations associated with the Property.

The proposed use of the Property with a four story multifamily residential building with 73 dwelling units and a four and one-half story parking structure with approximately 9,016 square feet of first floor commercial and 262 parking spaces are permitted uses in the MU-D zone, subject to use specific and development standards.

The proposed use of the Property will comply with applicable zoning and use conditions, restrictions and requirements. Proposed improvements on the Property will comply with applicable building setback, building area, building height, and parking requirements.

Current building dimensional standards (building height and setback) for the MU-D district are included in Longmont Municipal Code (LMC) section 15.03.030.D. Building height is a maximum of 4 stories. Floor area ratios are not applicable. Building setbacks include:

- Front setback maximum of between 0 and 20 feet from the front property lines along Coffman Street and 6th Avenue;
- Side setback of 0 feet from the side property line adjacent to the property to the south;
- Rear setback of 0 feet from the rear property line adjacent to the alley.

Current parking requirements are included in LMC section 15.05.080. Based on the current proposal of 73 affordable multi-family dwellings units comprising 59 one-bedroom units, 10 two-bedroom units, and 4 three-bedroom units, the minimum residential parking requirement if all units comply with the City affordable housing standards is 73 parking spaces. An administrative modification has been approved to allocate 36 residential parking spaces within the project's parking garage for the 73 affordable dwelling units. The 36 residential parking spaces will be reserved for residents at all times. Additional parking spaces within the parking garage will be available for shared use parking during weekday evenings (5pm to 7:30am), weekends and holidays. Based on the current proposal of approximately 9,016 square feet of commercial space, including approximately 2,593 square feet for a café/restaurant use, and approximately 6,423 square feet for office use, the maximum commercial parking requirement is 57 parking spaces.

In addition, there is a proposed four party parking agreement between Boulder County Housing Authority, Boulder County, Longmont Downtown Development Authority, and RLET Properties for construction of a 262 space parking structure. The attached document provides details regarding the proposed parking allocation among parties.

Sincerely,

Brien Schumacher

Brien Schumacher | Principal Planner
City of Longmont | Planning & Development Services
brien.schumacher@longmontcolorado.gov

Parking & Affordable Housing

2020/2021 Report

50% of parking
in affordable
housing
projects go
unused.

Estimating Parking Demand

In summer/fall 2020, Fox Tuttle and Shopworks Architecture partnered to perform an audit of parking usage in affordable housing along the Front Range, with a specific focus on supportive housing to determine whether the current requirements are in line with the demand. We found that across the board the affordable housing facilities are overparked and requirements can be up to 5 times the need, especially in lower Area Median Income (AMI) levels. For example, for supportive housing (0-30% AMI) within the Denver metro area, the average vehicle ownership was ¹8.8% which equates to 1 vehicle per 12 units.

It is generally agreed that affordable housing communities, especially those serving individuals who have experienced, or are at risk of homelessness, generate significantly less parking demand than other residential uses.

Unfortunately, there is no industry standard for how to reduce typical residential parking rates for lower-income residential properties. The reduction of parking demand for affordable housing communities is due to a number of factors:

1. Their typical location is in more urban conditions with better access to transit use, and
2. The lack of funds lower-income residents have to cover the cost of vehicle ownership and insurance/maintenance.

The following pages demonstrate what we learned, and our understanding of the current demand for parking for affordable housing across the Front Range.

¹ In our study 32 individuals in PSH had cars out of a total of 365 units.

Impact of Proximity to Multi-Modal Facilities

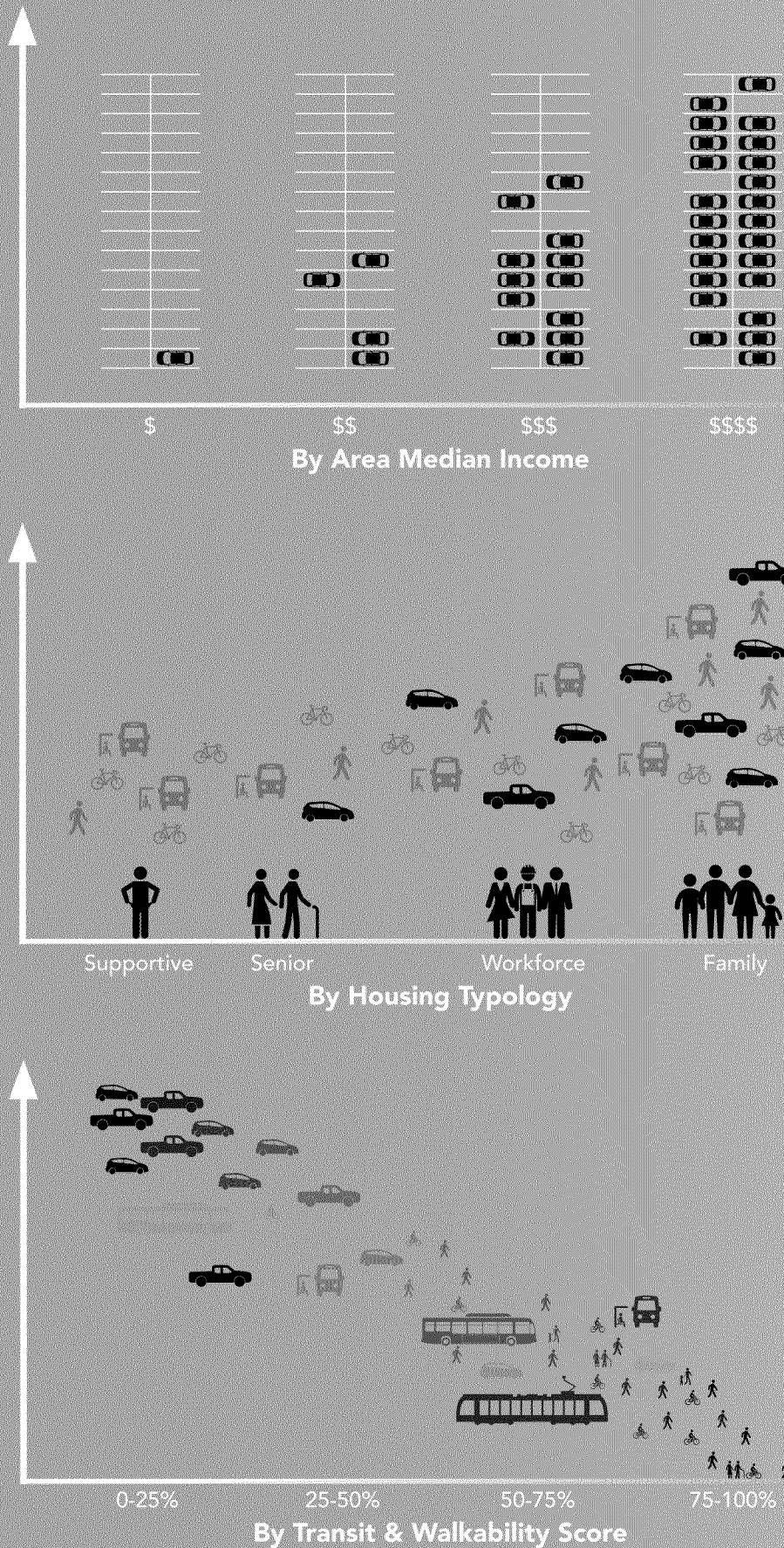
The walk, bike, and transit scores were added together to get the total non-auto score for each property. The data indicates that the property's proximity to quality walking and biking facilities and transit services deeply impacts vehicle ownership.

The need to own a vehicle is reduced when the surrounding neighborhood is walkable, bikeable, and has reliable transit that can get the residents to work, school, shopping, appointments, etc.

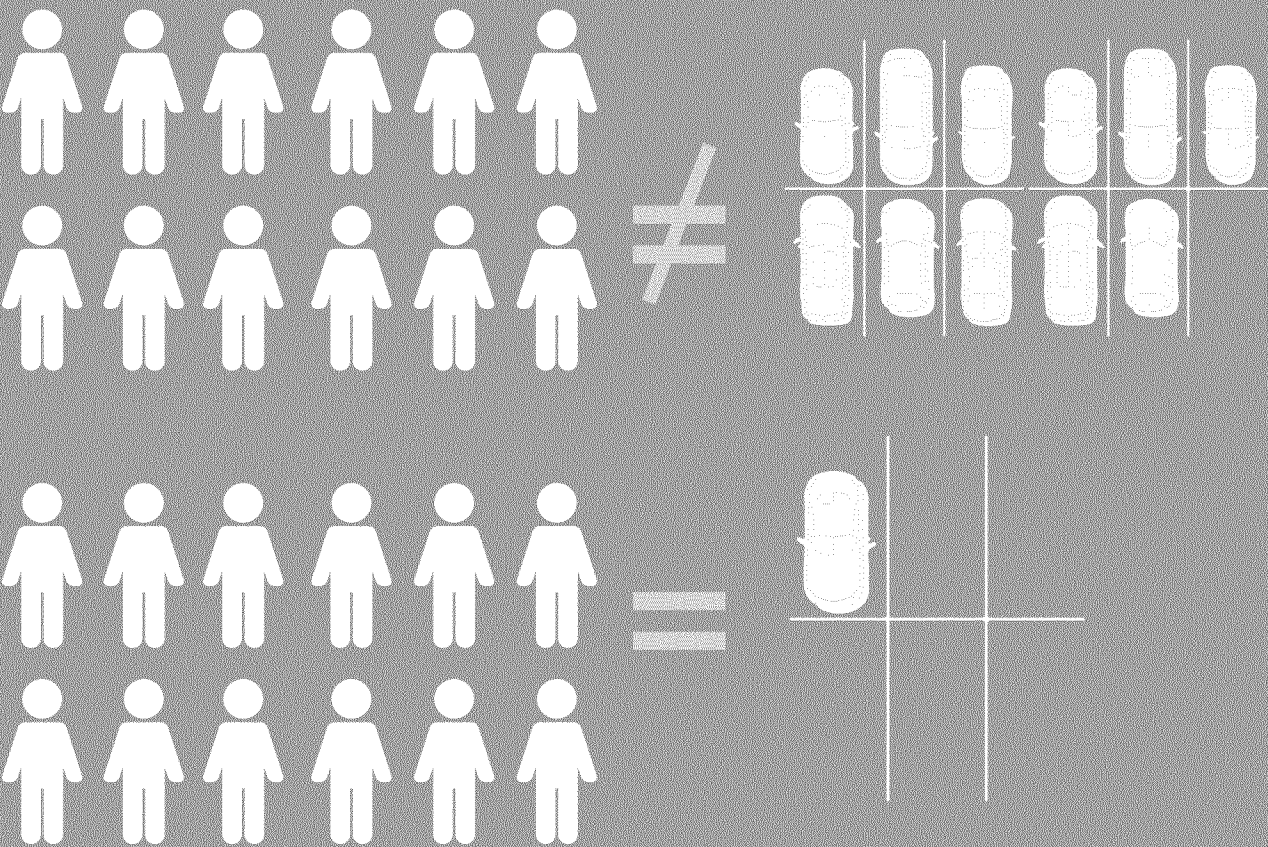
The majority of the surveyed properties were purposefully located within communities and neighborhoods that are walkable, bikeable, and near transit.

This is to serve people that do not typically own a vehicle due to the affordability, credit, maintenance, and insurance, as well as to meet the rental cost of their unit.

Parking Needs



Parking Supply



vs. Demand

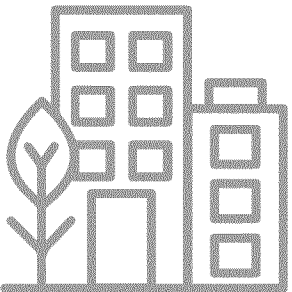
Parking Supply Versus Parking Demand

Combining the parking supply of all the surveyed properties, there are 883 parking spaces for 1,353 affordable housing units with an approximate demand of 461 spaces. To understand the impact of over parking for affordable housing projects, the unused parking spaces were valued at \$22,000 per space. This equates to an estimated cost of \$9,460,000 on parking that is in excess of the demand. If parking requirements for affordable projects were lowered closer to the parking demand, then the funds could be reallocated for support services or providing transportation options. The physical space could be repurposed for additional affordable housing units or amenity space for residents.

- 883 parking spaces
- 1,353 units
- 461 spaces
- 422 unused
- \$22,000 cost per space

\$9,284,000* funds spent on unnecessary parking

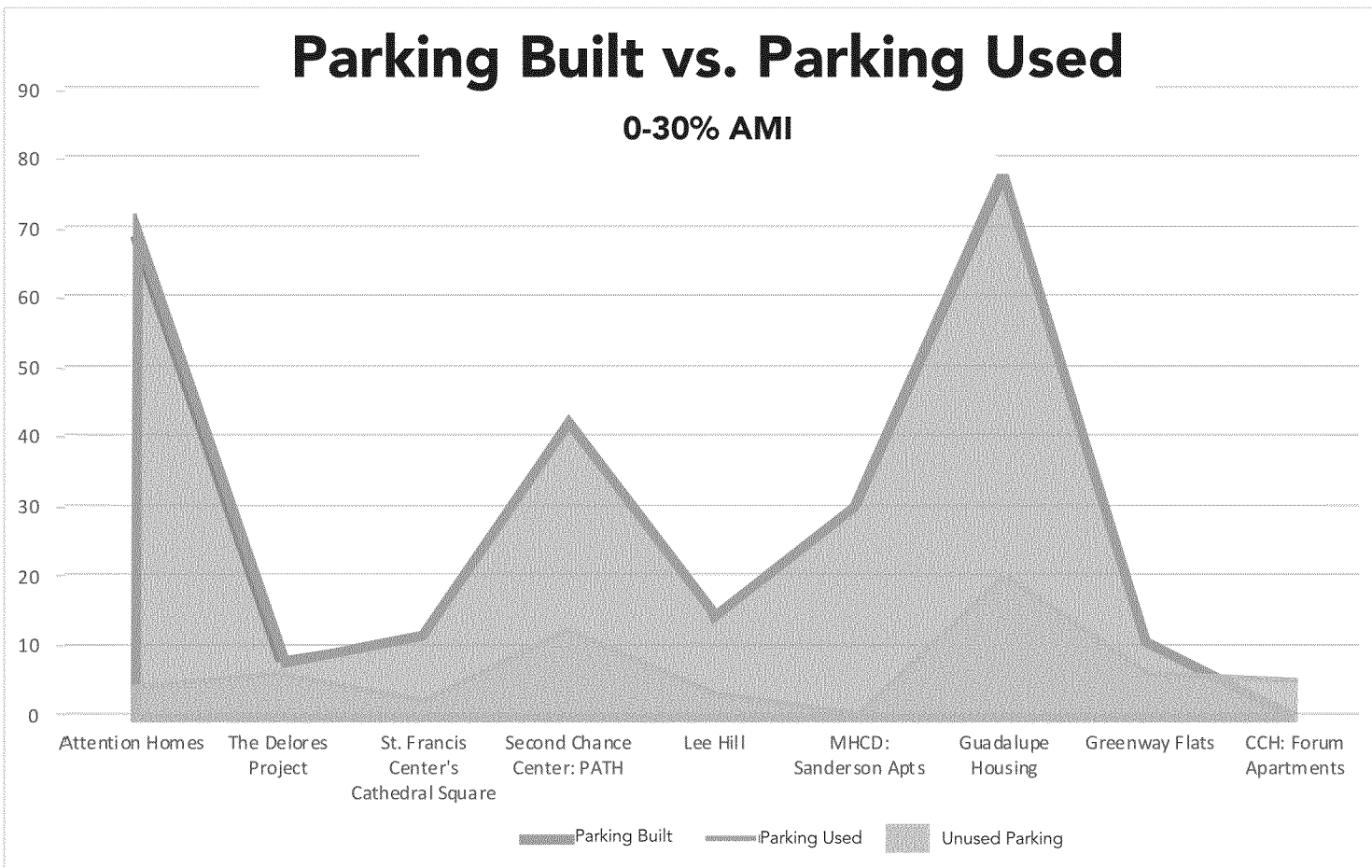
*Figure is over 6 years and 19 projects



*Equates to one 40 unit affordable housing building.

Parking Built vs. Parking Used

0-30% AMI



Vehicle Ownership

The Area Median Income (AMI) was compared to resident's vehicle ownership and it can be seen that residents with lower income levels own fewer vehicles and as the income increases the vehicle ownership increases.

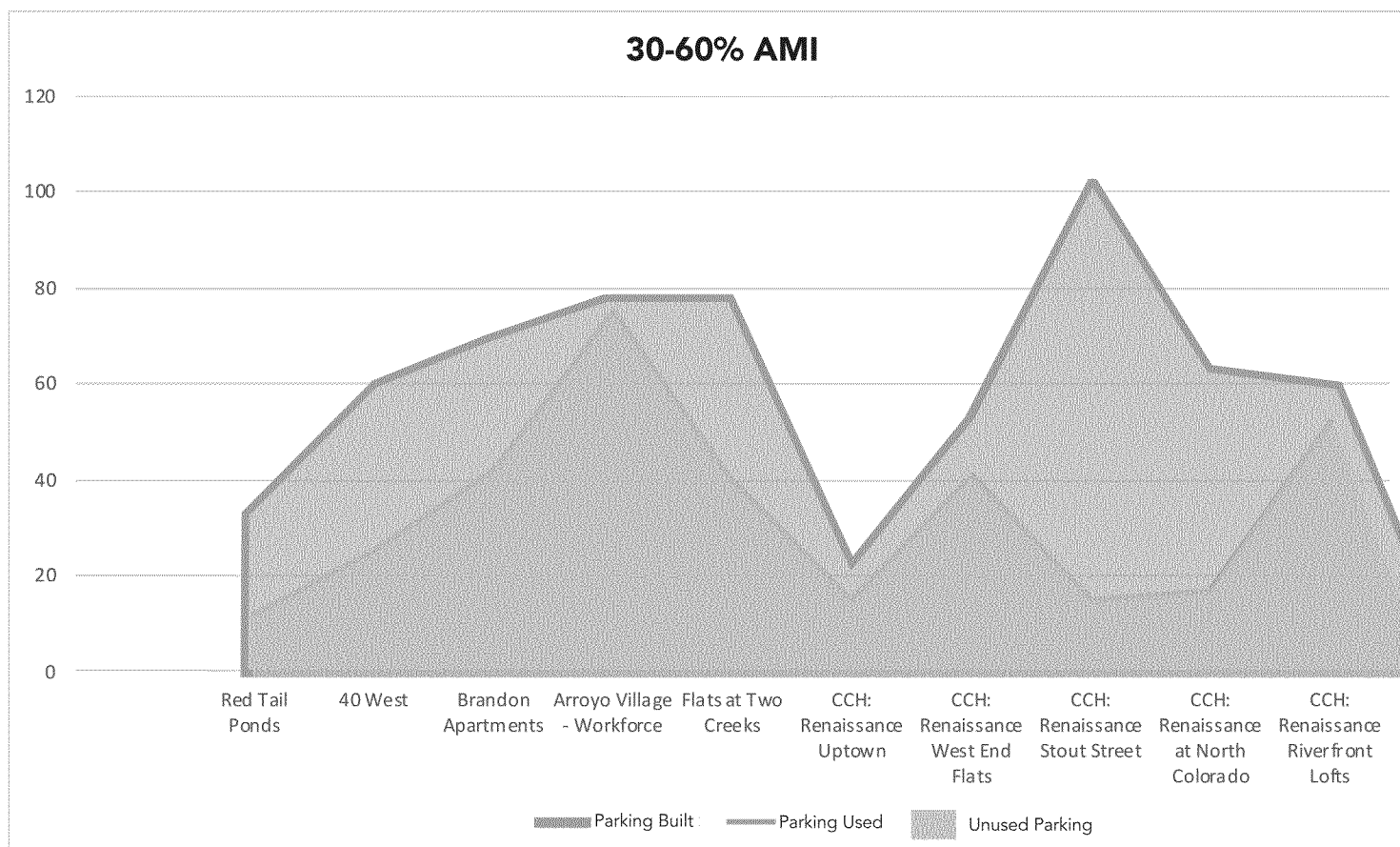
The survey data provided by the twenty properties indicated the following trends:

- 29.0% of current residents own a vehicle (equates to 1 vehicle per 4 units) across all affordable housing studied.
- 8.8% of Permanent Supportive Housing Residents own a vehicle (equates to 1 vehicle per 12 units)
- On average 0.9 parking spaces per unit are provided to meet the municipal requirements.

The vehicle ownership equates to the parking demand needed at each property to serve the residents and should help inform the parking supply needed.

Comparing the vehicle ownership to the parking spaces supplied indicated that affordable housing projects are overparked.

30-60% AMI

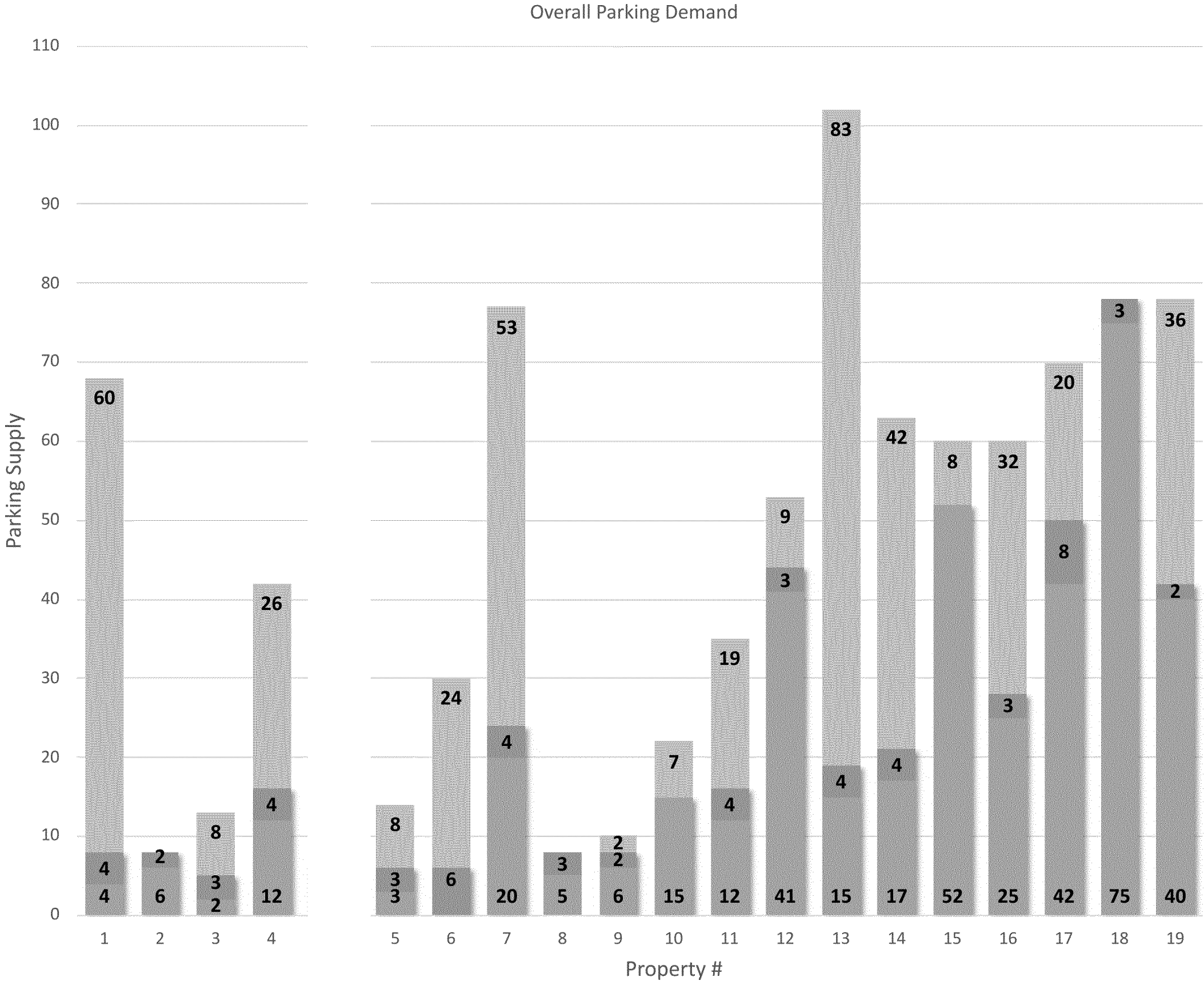


Parking Utilization

Property Key

#	Property	City	Denver Metro PSH	Outside Denver Metro PSH
1	Attention Homes	Boulder	X	
2	The Delores Apartments at Arroyo Village	Denver	X	
3	St. Francis Center's Cathedral Square	Denver	X	
4	Second Chance Center: PATH	Aurora	X	
5	Lee Hill	Boulder	X	
6	Mental Health Center of Denver: Sanderson Apts	Denver	X	
7	Guadalupe Apartments	Greeley		X
8	CCH: Forum Apartments	Denver	X	
9	Greenway Flats	Colo. Springs		X
10	CCH: Renaissance Uptown Lofts	Denver		
11	Red Tail Ponds	Fort Collins		
12	CCH: Renaissance West End Flats	Denver		
13	CCH: Renaissance Stout Street Lofts	Denver		
14	CCH: Renaissance at North Colorado Station	Denver		
15	CCH: Renaissance Riverfront Lofts	Denver		
16	40 West	Lakewood		
17	Brandon Apartments	Denver		
18	Arroyo Village - Workforce	Denver		
19	Flats at Two Creeks	Lakewood		

- Resident's Parking Demand
- Staff Parking Demand
- Unused Parking Spaces





RTD's 2020 Transit-Oriented Development Parking Study

In late 2019 and early 2020, Regional Transportation District (RTD) performed a parking survey of 86 properties located within a 10-minute walk to a train or bus rapid transit station. The survey included discussions with property managers, counting parking supply and utilization, and analyzing the data. Results were based on resident income; policy for including a parking space in a tenant's lease; neighborhood transit quality; property age; policy for including a transit pass in a tenant's lease; distance between the property and the station; location in the City and County of Denver or other municipality; and location in related to TOD typology.

The RTD study stated **"the most significant finding from the combined survey-count analysis ties a strong correlation between the over-supply of expensive parking and the under-utilization of parking at income-restricted properties.** Metro Denver TODs analyzed here provide approximately 40 percent more parking than residents use at peak demand." RTD intends to use their research to initiate and guide discussions amongst Metro Denver professionals and development partners about more appropriate parking provision appropriate for properties in transit-rich neighborhoods.

"Excess parking is particularly inappropriate in transit-rich neighborhoods. Not only does it effectively prohibit affordable housing, but it unnecessarily increases development costs, reduces project savings, and obstructs access to transit, and by extension, to economic opportunity for a growing number of low-income households."



RTD's 2020 Transit-Oriented Development Parking Study

RTD Parking Study Findings

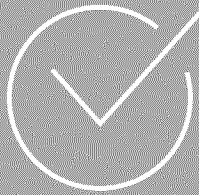
Resident Income	# Of Properties	# Of Units	# Of Parking Spaces	Spaces Available Per Unit	Spaces Utilized Per Unit	Parking Utilization
All Properties	86	22,422	26,442	1.18	0.70	59%
Market-Rate	65	19,850	24,462	1.23	0.74	60%
Mixed-Income	5	985	845	0.86	0.49	57%
Income-Restricted	16	1,587	1,135	0.72	0.36	50%

The table above summarizes the data gathered and evaluated as part of the RTD study. It can be seen that the income restricted properties are over-parked, which supports the findings in the Shopworks and Fox Tuttle study.

You can find RTD's full report [here](https://www.rtd-denver.com/sites/default/files/files/2020-12/RTD-Residential-TOD-Parking-Study_Final-R_0.pdf): https://www.rtd-denver.com/sites/default/files/files/2020-12/RTD-Residential-TOD-Parking-Study_Final-R_0.pdf

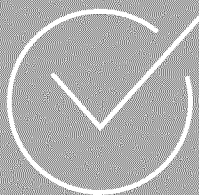
RTD Report: Summary

1.



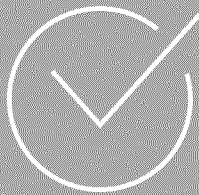
The most significant finding from the combined survey and analysis was the strong correlation between the oversupply of expensive parking and the significantly low utilization of parking at income-restricted properties.

2.



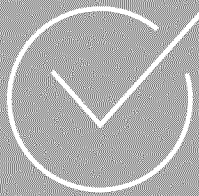
Market-rate properties provide approximately 40% more parking than residents use, and income-restricted properties provide approximately 50% more parking than residents use.

3.



Income-restricted properties (0-99% AMI) provide 0.72 parking spaces per unit, but residents use only 0.36 parking spaces per unit.

4.



Of the properties located less than 0.3 miles from a station, residents utilized 0.10 per unit compared to those properties located between 0.3 to 0.5 miles from a station. In other words, for every 30 units, a property within a five-minute walk of a station provides five fewer parking spaces and its residents use three fewer parking spaces than a comparable station-area property farther away.

Parking Needs For Staff

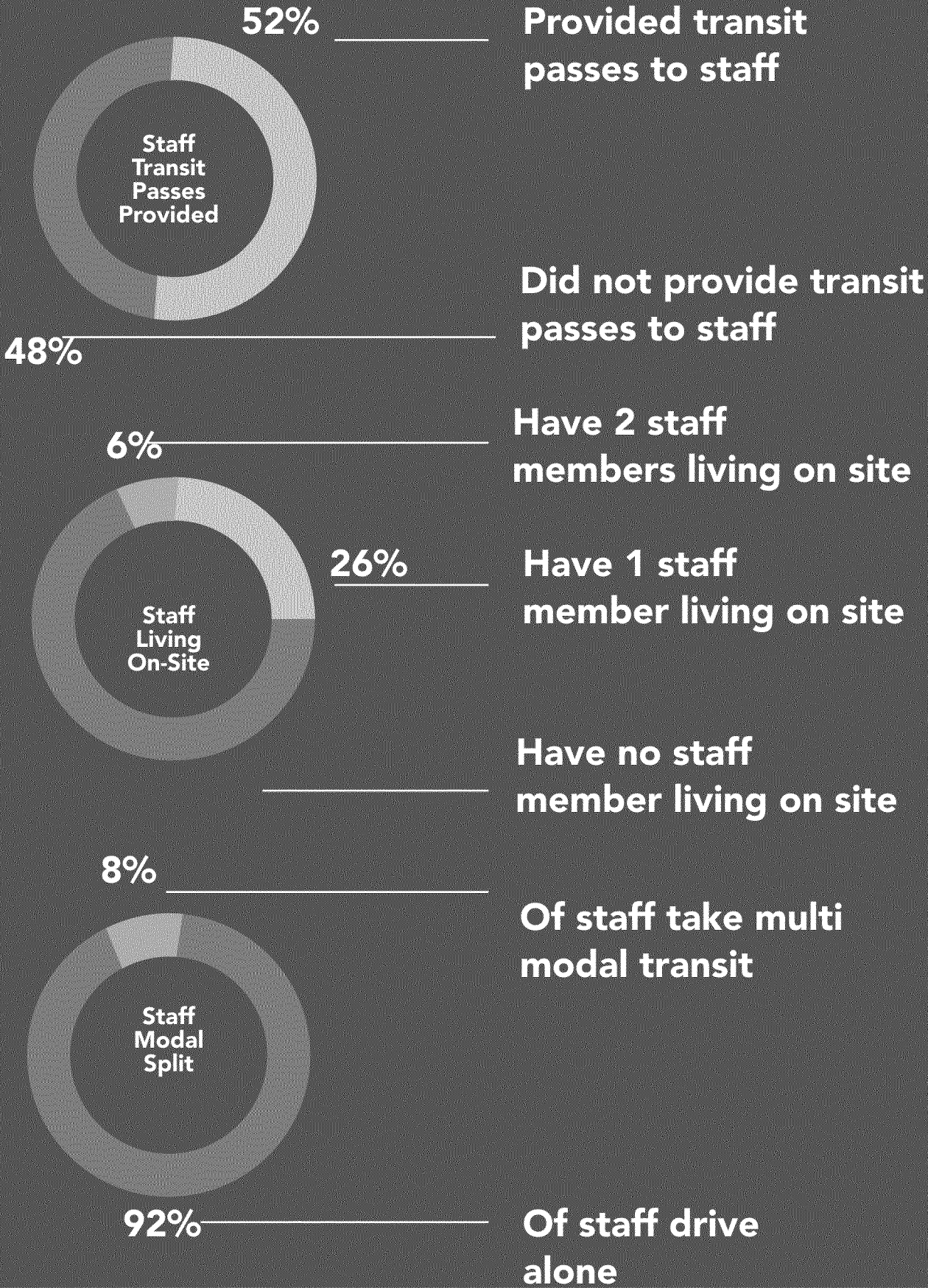
The same affordable housing properties that were surveyed by Fox Tuttle/Shopworks for resident vehicle ownership were asked about staffing to understand the parking demand needed by staff. On average, the majority of the affordable home properties have 5 full time staff members (1 per 17 units) and 4 part-time staff members (1 per 45 units).

There are a few exceptions to this data - The Attention Homes, Delores Project/Arroyo Village, and CCH: Renaissance at Civic Center Apartments. These buildings are staffed significantly more than the rest of the properties and reported having between 14 and 22 full-time staff members. However, upon further research it was determined that these organizations host all of their administrative staff for the entire organization in these buildings.

Half of the properties are staffed 24 hours a day, 7 days a week; while the other half have staff on-site only during typical daytime work hours. On average, there are 4 staff members on-site during any given shift. Typically, the evening and weekend shifts have a maximum of 1-2 staff members (front desk staff/security). The majority of the supportive housing properties have 3 staff shifts during weekdays and some have staff shifts on weekends. Approximately 1/3 of the properties have up to 2 staff members that live on-site.

Based on the provided data, 92% of staff members drive to work and need a parking space on or near the property.

The staff parking demand is additional to the residents' parking demand. However, the shift work that is typical of these types of properties, especially permanent supportive housing, lowers the need for parking since the entire staff are not on-site at the same time.



**Takes
the bus**

**Owens a
car**

**One unit out
of every 12
utilize parking.**

**Takes
the bus**

Walks

**Rides
bike**

**Rides
bike**

**Takes
the bus**

**Takes
the bus**

**Light
Rail**

**Takes
the bus**

Walks

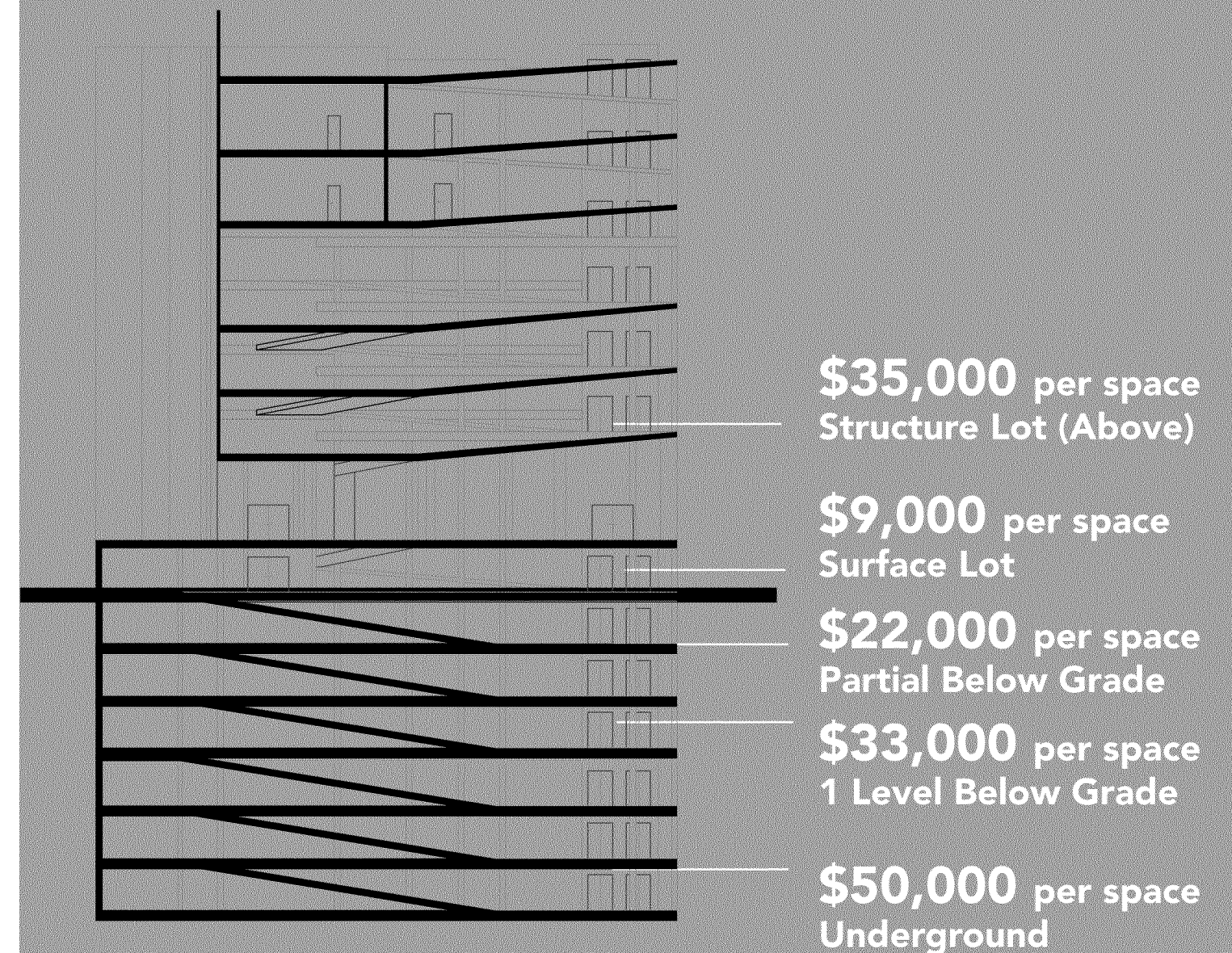
**Rides
bike**

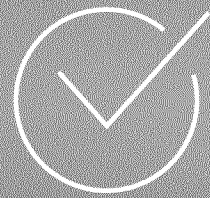
Parking facilities are costly to build.

Cost of Parking

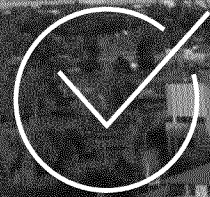
Regardless of housing type, parking spaces are expensive to construct and maintain. The cost of parking impacts affordable housing projects more significantly than market-rate apartments since they cannot typically recoup the cost within rental fees. Parking also takes up valuable space that could be utilized for additional housing units or amenities for the people living on the property. As the data in this study indicates, parking demand is significantly less than the actual parking supply.

Existing and future sites would greatly benefit from reduced parking requirements to be able to repurpose the cost of parking and gain development area. Listed to the right are typical construction costs of one parking space in different parking facility types within the Front Range. This does not include the cost of the land or maintenance.

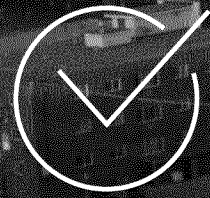




Across affordable housing, there are 0.29 vehicles per unit, equating to less than one vehicle per 6 units.



In Denver PSH there are .088 vehicles owned per unit, equating to less than one vehicle per 12 units.



Current Denver zoning requires on average 0.48 per unit across housing buildings. Thus the zoning requires 5.5 times more than the parking demand.

In Conclusion

We are building parking when we could be building more housing. The Department of Housing Stability in Denver, HOST, estimates that after LIHTC financing there is a funding gap equal to \$37,000 per unit in the City of Denver; a gap that City and State funds have to cover to ensure these apartments get built. We are taking tax payer dollars and spending it on unnecessary parking, when we could be creating more units or beautiful parks that help people heal. Our report shows that we spent \$9.3 million over the last 6 years on parking that is not used in affordable housing. With those funds we could have built an entire new PSH project with 40 units. We built parking when we could have housed people.

Thank You

We would like to extend our deepest appreciation for all the participants in this research who answered question after question as we refined our study. This report would not have been possible without each and every one of you, and we are so grateful for your assistance!

Appendix A.

	Overview of Building				Parking Requirement	
	How many units and unit type	How many residents: adults, kids	AMI for building	Median AMI	Zoning Required Parking Ratio (per DU)	Reductions (if available)
Attention Homes, Boulder	40 units: 23 studios, 16 1-bed, 1 2-bed	41	All 0-30%	30%	1.00	0.25
Arroyo Village - Delores PSH	35 units: all 1-bed	40	All 0-30%	30%	1.00	0.40
Arroyo Village - Workforce	95 units: 25 1-bed, 58 2-bed, 12 3-bed	267	All 0-50%	50%	1.00	0.32
St. Francis Center's Cathedral Square	50 units, all 1-bed	55	All 0-30%	30%	0.25	0.00
Second Chance Center: PATH	50 units, 40 1-bed, 10 2-bed	49	All 0-30%	30%	1.50-2.00	0.54
Lee Hill	31 units, all 1-bed	31	All 0-30%	30%	1.00	0.25
Red Tail Ponds	60 units, 54 one-bedroom and 6 two-bedrooms	60	40@0-30%, 20 @0-60%	40%	0.75-1.00	0.50
Mental Health Center of Denver: Sanderson Apts	60 units	60	All 0-30%	30%	1.25	0.60
40 West	60 units: 54 1-bed, 6 2-bed	67	9@0-30%, 10@0-40%, 34@0-50%, 6@0-60%	46%	0.75	0.00
Flats at Two Creeks	78 units: 70 1-bed, 8 2-bed	106	16@0-30%, 21@0-50%, 40@0-60%	43%	0.75	0.00
Greenway Flats	65 one-bedroom units	68	62@0-30% 3@0-40%	30%	1.50	0.00
Guadalupe Apartments Archdiocesan Housing	47 units: 18 studios, 19 one-bed, 10 two-bed	68	All 0-30%	30%	1.25-1.75	0.00
Brandon Apartments	103 – 47 one-bedroom, 45 two-bedroom, 11 three-bedroom	86	20@0-30%, 39@0-40%, 44@0-60, 1 staff unit	47%	1.00	0.25
CCH: Renaissance West End Flats	101 units, 75 one-bedroom, 26 two-bedroom	115	35@0-30%, 31@0-40%, 26@0-50%, 8@0-60%	40%	0.75	0.25

Parking Requirement		Parking Analysis			Alternative Modes			
Minimum Required Parking	Parking Provided	Parking Ratio (Provided per DU)	Residents With Cars	Parking Lot Utilization	Walk/Transit/ Bike Score	Number of bike parking spaces	Do you provide transit passes or bus tickets to residents	Shared Bikes / Cars?
30.00	68	1.70	4	5.88%	95/62/95	40	Yes	No
21.00	8	0.23	6	75.00%	73/63/65	100	Yes	Yes
64.60	78	0.82	75	96.15%	73/63/65	100	No	Yes
12.50	13	0.26	2	15.38%	94/82/91	30+	Yes	No (but have access to shared van)
92.00	42	0.84	12	28.57%	59/58/70	50	Yes	Yes
23.25	14	0.45	3	21.43%	56/40/88	20	Yes	No
23.25	35	0.58	12	34.29%	38/36/66	66	Yes	Yes
75.00	30	0.50	0	0.00%	79/48/68	15	No	No
45.00	60	1.00	25	41.67%	67/55/73	15	No	No
58.50	78	1.00	40	51.28%	61/55/69	At least 20	No	No
8.00	10	0.15	6	60.00%	48/33/71	6 rentals, 48 bike parking spots	Yes	Yes
76.00	77	1.64	20	25.97%	1/0/27	20 spaces	No	No
66.00	70	0.68	42	60.00%	74/54/94	92	Yes	No
49.00	53	0.52	41	77.36%	77/55/90	N/A	No	

Appendix A.

	Overview of Building				Parking Requirement	
	How many units and unit type	How many residents: adults, kids	AMI for building	Median AMI	Zoning Required Parking Ratio (per DU)	Reductions (if available)
CCH: Renaissance at North Colorado Station	103 Units: 19 studio, 54 one-, 24 two-, and 6 three-bedroom apartments	112	38@0-30%, 19@0-40%, 27@0-50%, 18@0-60%	42%	0.75	0.20
CCH: Forum Apartments	100 studio apartments	98	All 0-30%	30%	0.75	0.00
CCH: Renaissance at Civic Center Apartments	216 units: 200 studio, 16 one-bed	188	68@0-30%, 26@0-40%, 46@0-50%, 76@0-60%	46%	0.00	0.00
CCH: Renaissance Riverfront Lofts	100 Units: 88 one-bedroom apartments, 12 two-bedroom apartments	Did not receive	30@0-30%, 22@0-40%, 24@0-50%, 23@0-60%	44%	1.00-1.50	0.25+0.25
CCH: Renaissance Uptown Lofts	98 Units: 4 studios, 90 one-bedroom apartments, 4 two-bedroom apartments	Did not receive	41@0-30%, 31@0-40%, 17@0-50%, 8@0-60%	39%	0.75	0.25
CCH: Renaissance Stout Street Lofts	78 Units: 59 one-bedroom apartments, 19 two-bedroom apartments	63	26@0-30%, 23@0-40%, 22@0-50%, 6@0-60%	41%	0.75	0.20

Parking Requirement		Parking Analysis			Alternative Modes			
Minimum Required Parking	Parking Provided	Parking Ratio (Provided per DU)	Residents With Cars	Parking Lot Utilization	Walk/Transit/ Bike Score	Number of bike parking spaces	Do you provide transit passes or bus tickets to residents	Shared Bikes / Cars?
54.00	63	0.61	17	26.98%	61/53/66	None	No	
75.00	0	0.00	5	N/A	96/89/95	3	Yes	
0.00	0	0.00	Unknown	N/A	99/91/88	0	Yes	
60.00	60	0.60	52	86.67%	62/66/84	0	No	
25.00	22	0.22	15	68.18%	94/86/98	2	Yes	
59.00	102	1.31	15	14.71%	93/90/99	0	Yes	

Parking & Affordable Housing

2020/2021 Report

Residential Parking in Station Areas: A Study of Metro Denver



December 2020



Revised January 2021

Acknowledgements

Special thanks to those who offered their thoughtful consultation on this research:

- Andy Taylor, Denver Regional Council of Governments
- Brad Calvert, Denver Regional Council of Governments
- Cassie Slade, Fox Tuttle Hernandez
- Chris Nevitt, City and County of Denver
- Geoffrey Chiapella, Denver Regional Council of Governments
- Isabelle Lockwood, AMLI Residential
- Jeff Tranguch, Regional Transportation District
- Jennie Rodgers, Enterprise Community Partners
- Jeremiah Simpson, Kimley-Horn
- Karl Barton, American Planning Association – Colorado Chapter
- Kasia Hart, Metropolitan Area Planning Council
- Laura Rossbert, Shopworks Architecture
- Laurie Huff, Regional Transportation District
- Michael Leccese, Urban Land Institute – Colorado Chapter
- Phoebe Fooks, Apex Design
- Scott Rathbun, Apartment Appraisers and Consultants
- Tim Fredregill, Milender White
- Travis Liska, North Central Texas Council of Governments
- Trey Warren, Front Range Land & Development
- Wes Marshall, University of Colorado at Denver

RTD Staff

The following RTD staff advanced this research.

- Charlie Stanfield, Transportation Planner
- Chessy Brady, AICP, Transit-Oriented Development Manager
- John Hersey, AICP, LEED AP ND, Senior Transit-Oriented Development Associate and Project Lead

For further information, please contact TOD@RTD-Denver.com.



Table of Contents

Executive Summary	3
Background.....	4
Methodology	6
Guidance	6
Survey	6
Count & Confirmation	6
Analysis	7
Findings.....	9
Resident Income	10
Bundled Parking	11
Neighborhood Transit Quality	12
Transit Pass Provision	13
Proximity to Transit.....	14
Core vs Suburbs	15
Transit-Oriented Development Typology	15
Property Age	17
Recommendations	18
Conclusion	20
Appendix	21



Executive Summary

In late 2019 and early 2020, the Regional Transportation District (RTD) of Metro Denver, Colorado, surveyed property managers, counted parking supply and demand, and analyzed findings from 86 station-area developments. Per RTD's analysis of peak parking demand, market-rate properties provide 40 percent more parking than residents use, and income-restricted properties provide 50 percent more parking than residents use.



At market-rate properties, 40% of parking spaces go unused at peak, while income-restricted properties provide 50% more parking than used.

Providing an excessive amount of parking at station-area properties across Metro Denver affects residents' welfare and the economic vitality of the region, which the State of Colorado enabled RTD to promote.¹ As parking increases development costs, developers may pass on costs to residents in the forms of higher rent, fewer units, and reduced services.² In aggregate, increased costs for unnecessary parking contribute to a higher cost of living across Metro Denver, which recently experienced the second greatest rate of gentrification in the country.³ From the perspective of the transit agency, which particularly benefits from the patronage of low-income passengers, fewer income-restricted units near existing service threatens the agency's fiscal solvency and satisfaction of its mandate.

RTD intends this research to prompt discussion about more appropriate parking provision for properties in transit-rich neighborhoods. RTD, municipalities, and development partners who have a role in promoting the region's economic welfare should prefer station-area affordable housing in disposition guidelines, zoning regulations, and funding requirements. In addition, developers should rely on findings like those presented here to make the case to municipalities and financial partners to tailor expectations for parking demand to a multimodal environment. RTD hopes that this research effort will help to foster a more affordable, connected, and competitive Metro Denver region.

¹ State of Colorado, "[Colorado Revised Statutes §32-9-102\(1\)a](#)"

² A parking space in a structured parking facility costs approximately \$25,000 in Metro Denver in 2020.

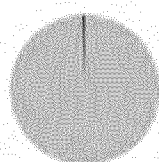
³ National Community Reinvestment Coalition, "[Gentrification and Displacement 2020](#)"



Background

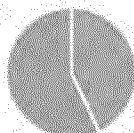
RTD provides fixed-route transit service for the eight-county Metro Denver region – one of the nation’s largest service areas, covering 2,342 square miles and including more than three million residents. In 2019, before COVID-19-related service adjustments, RTD operated nearly 44 million miles of regular fixed-route service with a fleet of 66 commuter-rail and 201 light-rail trains, more than one thousand local- and regional-service buses, and nearly 400 special-service vehicles. RTD provided more than 100 million trips in 2019.⁴

In 2004, residents within RTD’s service area approved a sales-tax increase to fund FasTracks, the nation’s largest transit expansion at that time. Between 2015 and 2020, RTD opened seven new rapid transit services, including the University of Colorado A Line between Denver Union Station and Denver International Airport and the Flatiron Flyer bus rapid transit service between Denver Union Station and Boulder. Since 2005, an outsized amount of development has occurred near rapid-transit stations: 43 percent of all multifamily development and 55 percent of all office development in Metro Denver has occurred within a half-mile of RTD rapid-transit stations, which together account for only 0.6 percent of land area in the Denver-Aurora-Lakewood and Boulder metropolitan statistical areas.

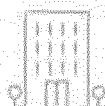
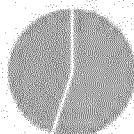


0.6% of land area in Denver/Boulder Metropolitan Statistical Area (MSA) is within a half-mile of an RTD station area.

Since 2005, those station areas have captured:



43% of multifamily development



55% of office development

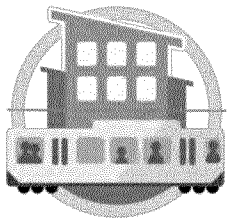
⁴ Regional Transportation District, “[Facts and Figures](#)”



Despite impressive growth in Metro Denver's station-area development, transit ridership has not followed. Between 2015 and 2018, ridership decreased from 103 million to 98 million, and recent RTD research suggests that the *type* of development more than simply *total* development may play a role. In 2017 and 2018, RTD surveyed 1,340 residents of 35 station-area apartments and found a compelling relationship between low-income households and transit service.^{5 6}

RTD research shows:

- **61 percent** of low-income households have no car, while **93 percent** of market-rate households have at least one car.
- **63 percent** of low-income households ride the bus once a week or more, while **88 percent** of market-rate households ride the bus once a week or less.
- **57 percent** of low-income households ride the train once a week or more, while **73 percent** of market-rate households ride the train once a week or less.



Co-locating income-restricted housing and high-frequency transit service benefits both low-income households and transit agencies.

In other words, co-locating income-restricted housing and high-frequency transit service benefits both low-income households and the transit agency. Reducing parking supply at station-area developments reduces development cost, helping residents to reduce housing and transportation costs and RTD to increase ridership on its expansive transit network.⁷

RTD strives to support development opportunities that increase ridership or enhance transit investments across the District through station design and close coordination with local jurisdictions and developers. RTD plays a proactive role in facilitating transit-supportive development around transit stations, managing and conducting research to support transit-oriented development, sharing information with both public and private sector partners, and providing planning assistance to help local jurisdictions connect constituents to transit service.

⁵ Travel Behaviour and Society, "[Comparing the travel behavior of affordable and market-rate housing residents in the transit-rich neighborhoods of Denver, CO](#)"

⁶ TransitCenter, "[Transit-Oriented Development is More Transit-Oriented When It's Affordable Housing](#)"

⁷ Center for Neighborhood Technology, "[Housing and Transportation Affordability Index](#)"



Methodology

RTD's research into station-area developments' parking provision and utilization relied on results of an electronic survey of property managers and counts of properties' parking facilities during peak demand.

Guidance

In summer 2019, RTD consulted several planning, parking, and development practitioners to better understand similar research efforts, nuances, and pressing issues facing each discipline. In particular, the [Metropolitan Area Planning Council](#) (MAPC) in Greater Boston and the [North Central Texas Council of Governments](#) (NCTCOG) in the Dallas-Fort Worth Metroplex offered lessons learned from their similar work to understand and inform station-area parking supply.

Survey

After speaking with these agencies, RTD drafted an electronic survey in Google Forms for managers of residential properties to understand each property's general characteristics, parking programs, and transportation amenities.

RTD tracks station-area development in Metro Denver, logging development type, size, and location among other features. RTD used that database to develop a universe of properties for this study, prioritizing rental apartment buildings within a 10-minute walk of a bus rapid transit or train station with at least 50 units that opened or were substantially renovated within five years of transit service opening.⁸ That filter identified 120 properties, and RTD relied on contact information provided by transportation management associations or property websites to contact managers of those properties between fall 2019 and spring 2020 to explain the research and distribute the online survey. Of 111 property managers who received the survey, RTD received 99 responses.

Count & Confirmation

Learning from MAPC and NCTCOG and taking advantage of a State-mandated stay-at-home order in April 2020, RTD counted parking utilization at 104 properties in April 2020 on a Tuesday through Thursday between 10 a.m. and 3 p.m., avoiding Friday through

⁸ RTD did not survey or count condominiums. A State construction defects law has limited condominium development, thus mitigating the benefit of studying this product type, and surveying individual condo-unit owners proved prohibitively challenging.



Monday because utilization is typically lower on those days. RTD again followed up with property managers after these counts to clarify questions raised in the field and further detail survey responses.

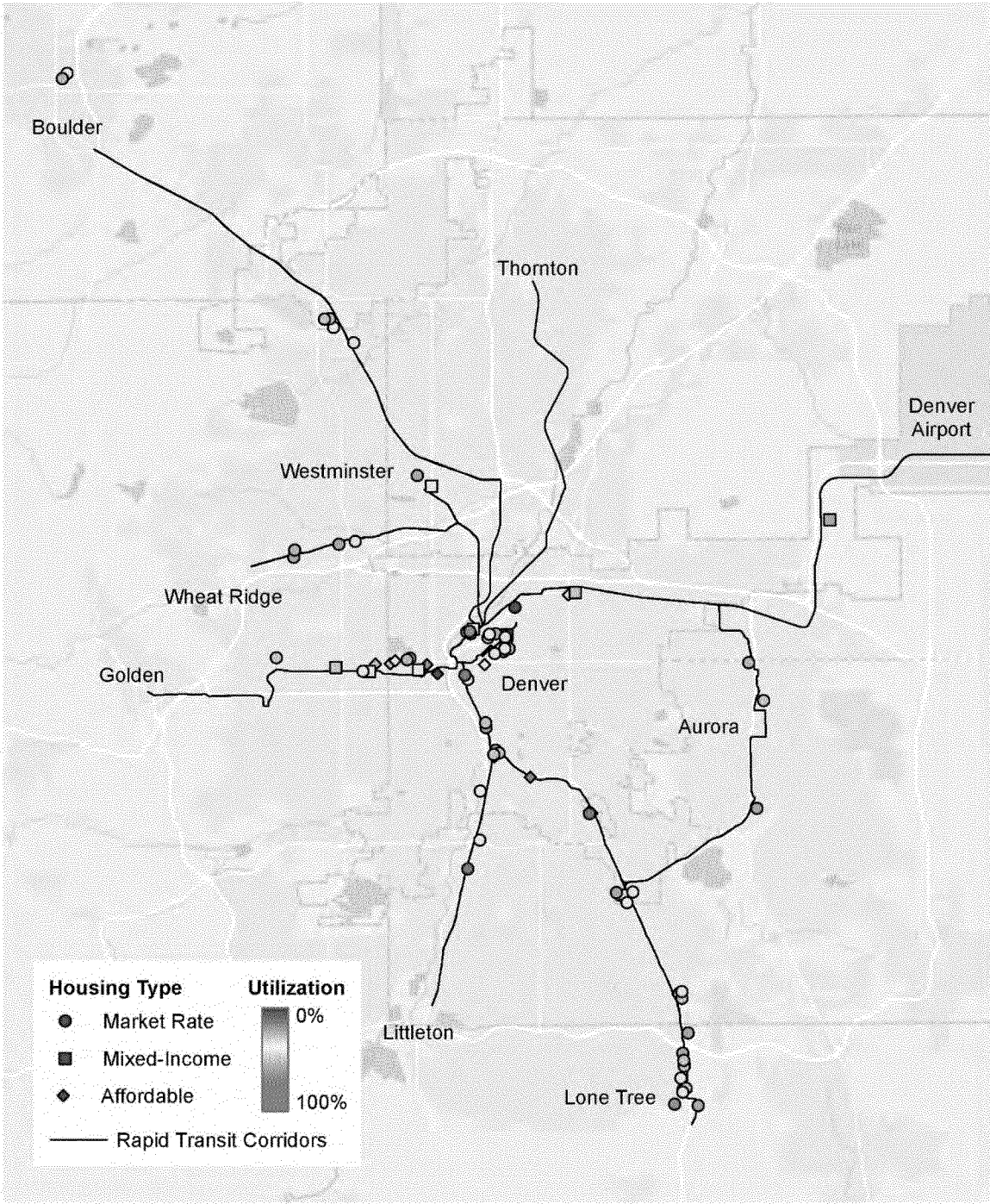
In the two weeks following Labor Day 2020, RTD verified April daytime counts with nighttime counts of 19 properties (approximately 22 percent of the 86 analyzed properties) on a Tuesday through Thursday between 9 p.m. and midnight to verify consistency between the counting time periods. Utilization from the smaller nighttime counts nearly matched that of the daytime counts: 63 percent utilization by day in April; 62 percent utilization by night in September.

Analysis

RTD both received a survey from and counted parking utilization at 94 properties, of which 86 properties in 11 municipalities were more than 80 percent leased at the time of the count (Figure 1). RTD analyzed these 86 properties' parking provision and utilization patterns related to resident income, property age, property transportation policies, and location features.



Figure 1: Map of Properties Analyzed



Findings

Most significant, the analysis found that all 86 properties provide 42 percent more parking on average than residents use at peak demand, and income-restricted properties provide 50 percent more parking than used – well above the 5 to 15 percent considered optimal parking management.⁹ This over-supply comes at a substantial cost: approximately \$25,000 per parking space in a Metro Denver parking structure, which are typical of station-area developments that make efficient use of high-value land.

While excessive parking at any station-area property would fail to complement the neighborhood's intrinsic multimodal alternatives and increase residents' cost of living, the cost of excessive parking often jeopardizes affordable housing. Thus, the unnecessary cost of housing cars instead of families often limits or effectively prohibits affordable housing in station areas and limits transit access for reliable transit users.

Excessive parking particularly affects the viability of low-income housing, whose developers have few financial sources to afford inefficient costs. The [City and County of Denver](#) estimates that the region lacks 100,000 homes, and the [Colorado Housing and Finance Authority](#) reports that annual demand for competitive low-income housing tax credit capital was over-subscribed by 219 percent in 2020. Not surprising, the [National Community Reinvestment Coalition](#) (NCRC) ranked Metro Denver as the second fastest gentrifying region in the country between 2013 and 2017.

Table 1: Selection from NCRC's "Gentrification and Displacement 2020"

City	Total Tracts	Eligible Tracts	Gentrifying Tracts	Rate of Gentrification
San Francisco-Oakland	975	131	41	31.3%
Denver	619	80	22	27.5%
Boston	1003	75	16	21.3%
Miami-Ft. Lauderdale	1215	81	17	21.0%
New Orleans	392	64	13	20.3%
Austin	350	56	11	19.6%
New York City	4515	362	70	19.3%

Reproduced from "Gentrification and Displacement 2020"

Excess parking is particularly inappropriate in transit-rich neighborhoods. Not only does it effectively prohibit affordable housing, but it unnecessarily increases development cost,

⁹ Urban Land Institute, "[Shared Parking](#)"



reduces project savings, and obstructs access to transit and, by extension, to economic opportunity for a growing number of low-income households.

Resident Income

Table 2 details the number of parking spaces available and utilized on a per-unit basis at all 86 properties analyzed, separated by their inclusion of market-rate, mixed-income, and income-restricted units. Residents of income-restricted properties use less parking than residents of market-rate residents, suggesting that municipalities and developers should have different standards for parking demand at market-rate and income-restricted properties in station areas.



In market-rate properties, 1.23 parking spaces per unit are provided, but only 0.74 parking spaces per unit are used.

Income-restricted properties provide 0.72 parking spaces per unit, but residents use only 0.36 parking spaces per unit.



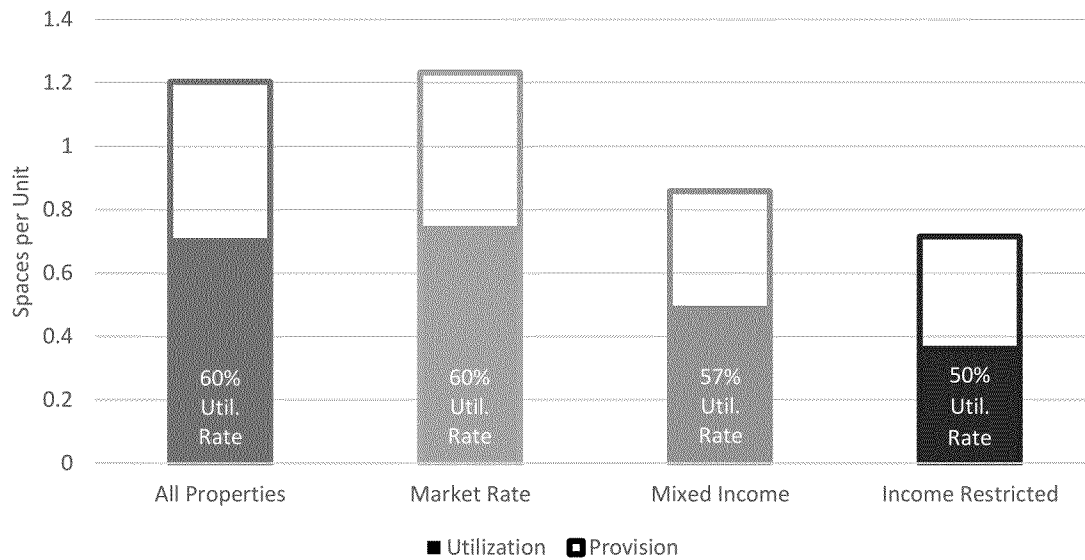
Summarized in Figure 2, the 65 analyzed market-rate properties provide an average of 1.23 parking spaces per unit, but residents use at peak demand only 0.74 parking spaces per unit— a 60 percent utilization rate. Sixteen income-restricted properties provide an average of 0.72 spaces per unit, but residents use only 0.36 parking spaces per unit – a 50 percent utilization rate.

Table 2: Parking Provided and Utilized per Unit at Property by Resident Income

Resident Income	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	86	25,333	30,478	1.20	0.70	58%
Market Rate	65	19,850	24,462	1.23	0.74	60%
Mixed Income	5	985	845	0.86	0.49	57%
Income Restricted	16	1,587	1,135	0.72	0.36	50%



Figure 2: Parking Provided and Utilized per Unit at Property by Resident Income



Bundled Parking

Nearly an even split of properties include (45) or do not include (41) a parking space in a tenant's lease, otherwise known as bundling or unbundling parking, respectively. Although one may expect an additional parking fee at unbundled properties to result in lower parking demand, prompting developers to reduce supply, properties with unbundled parking provide more parking per unit and have higher utilization rates than their bundled-parking counterparts. This unexpected finding for higher supply and utilization at unbundled properties may be explained by resident income at these properties; 38 of 41 unbundled properties are market-rate properties, thus accommodating a higher-income tenant, who is more likely than a lower-income tenant to own a vehicle. Developers of market-rate apartments with unbundled parking likely anticipate a high demand for parking from higher-income tenants.

Table 3: Parking Provided and Utilized per Unit at Properties with Bundled Parking

Bundled	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	45	9,851	11,580	1.18	0.66	56%
Market Rate	27	7,892	10,147	1.29	0.73	57%
Mixed Income	4	901	751	0.83	0.48	58%
Income Restricted	14	1,058	682	0.64	0.33	50%



Table 4: Parking Provided and Utilized per Unit at Properties with Unbundled Parking

Unbundled	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	41	11,241	13,330	1.19	0.74	63%
Market Rate	38	10,947	13,042	1.19	0.75	63%
Mixed Income	1	84	94	1.12	0.56	50%
Income Restricted	2	210	194	0.92	0.45	49%

Neighborhood Transit Quality

The Center for Neighborhood Technology's (CNT) [All Transit](#) (AT) compiles transit stop, route, and frequency information in more than 300 regions, including Metro Denver. RTD used properties' AT scores to approximate their neighborhoods' levels of transit service and separated scores into quartiles of transit quality. (Tables 5 through 8)

One may expect quartiles to relate inversely to parking utilization – the better the transit quality, the lower the need to own and park a vehicle – and that expectation holds true. After accounting for single-property outliers, resident income continues to correlate with parking utilization. Rates of parking supply and demand are higher at market-rate properties and lower at income-restricted properties than average in each quartile, and income-restricted properties exhibit the lowest per-unit utilization (0.31) across all quartiles.

However, parking utilization across all properties in all quartiles is neither as distinct among the quartiles nor as related to neighborhood transit quality as one may expect. For example, the lowest per-unit utilization occurs in the second lowest quartile, not the highest quartile. It is surprising that neighborhood transit quality does not play a more significant role in parking provision or utilization. Municipalities and developers may better consider neighborhood transit quality when determining parking provision, as the transit agency may consider transit-supportive land uses in station areas when determining provision of transit services to neighborhoods.

Table 5: Parking Provided and Utilized per Unit at Properties in Lowest Quartile

Lowest Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	21	6,429	7,067	1.10	0.66	60%
Market Rate	19	6,018	6,911	1.15	0.69	60%
Mixed Income	1	266	126	0.47	0.24	52%
Income Restricted	1	145	30	0.21	0.19	90%



Table 6: Parking Provided and Utilized per Unit at Properties in Low Quartile

Low Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	23	5,277	6,028	1.14	0.72	63%
Market Rate	15	4,283	5,351	1.25	0.80	64%
Mixed Income	2	194	199	1.03	0.53	52%
Income Restricted	6	800	478	0.60	0.31	52%

Table 7: Parking Provided and Utilized per Unit at Properties in High Quartile

High Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	22	6,129	8,015	1.31	0.73	56%
Market Rate	17	5,761	7,617	1.32	0.75	56%
Mixed Income	1	129	158	1.22	0.51	42%
Income Restricted	4	239	240	1.00	0.50	50%

Table 8: Parking Provided and Utilized per Unit at Properties in Highest Quartile

Highest Quartile	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	20	4,587	5,332	1.16	0.70	60%
Market Rate	14	3,788	4,583	1.21	0.73	60%
Mixed Income	1	396	362	0.91	0.62	68%
Income Restricted	5	403	387	0.96	0.44	46%

Transit Pass Provision

RTD's Neighborhood EcoPass (NEco) Program allows managers with at least 40 units to purchase monthly transit passes at significant discount and provide those passes to tenants to encourage their transit use. Of the 86 properties analyzed, managers at only eight properties provide Neighborhood EcoPasses, translating to slightly lower parking provision and utilization (1.15 and 0.64 parking spaces per unit, respectively) compared to the majority of properties (1.18 and 0.71 parking spaces per unit, respectively). Although few station-area properties participate in the NEco Program, this finding suggests nonetheless that RTD should encourage municipalities and developers to consider reductions in parking provision on condition of participation in NEco and other transportation-demand management programs.



Table 9: Parking Provided and Utilized per Unit at Properties with Neighborhood EcoPasses

With NEco	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	8	1,330	1,532	1.15	0.64	56%
Market Rate	4	1,011	1,273	1.26	0.72	57%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	4	319	259	0.81	0.42	51%

Table 10: Parking Provided and Utilized per Unit at Properties without Neighborhood EcoPasses

Without NEco	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	78	21,092	24,910	1.18	0.71	60%
Market Rate	61	18,839	23,189	1.23	0.74	60%
Mixed Income	5	985	845	0.86	0.49	57%
Income Restricted	12	1,268	876	0.69	0.35	50%

Proximity to Transit

The distance between property and station may play a small role in parking supply and demand. Twenty-nine (29) properties lying less than 0.3 miles from a station provide 0.17 fewer parking spaces per unit and residents of those properties utilize 0.10 fewer parking spaces per unit compared to 57 properties between 0.3 and 0.5 miles from a station. In other words, for every 30 units, a property within a five-minute walk of a station provides five fewer parking spaces and its residents use three fewer parking spaces than a comparable station-area property farther away.

Table 11: Parking Provided and Utilized at Properties less than 0.3 Miles from Station

<0.3 mi.	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	29	6,670	7,086	1.06	0.63	60%
Market Rate	19	5,380	6,334	1.18	0.71	61%
Mixed Income	4	589	483	0.82	0.40	48%
Income Restricted	6	701	269	0.38	0.23	59%



Table 12: Parking Provided and Utilized at Properties between 0.3 and 0.5 Miles from Station

0.3 mi. - 0.5 mi.	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	57	15,752	19,356	1.23	0.73	59%
Market Rate	46	14,470	18,128	1.25	0.75	60%
Mixed Income	1	396	362	0.91	0.62	68%
Income Restricted	10	886	866	0.98	0.47	48%

Core vs Suburbs

Of the 86 properties analyzed, 45 are in Denver, where relatively sophisticated parking requirements may influence properties' provision of 0.04 fewer parking spaces per unit, compared to their suburban counterparts.¹⁰

Table 13: Parking Provided and Utilized at Properties Located in Denver

Denver	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	45	10,217	11,801	1.16	0.68	59%
Market Rate	27	8,081	10,109	1.25	0.75	60%
Mixed Income	3	609	614	1.01	0.59	58%
Income Restricted	15	1,527	1,078	0.71	0.35	49%

Table 14: Parking Provided and Utilized at Properties not Located in Denver

Non-Denver	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	41	12,205	14,641	1.20	0.72	60%
Market Rate	38	11,769	14,353	1.22	0.73	60%
Mixed Income	2	376	231	0.61	0.32	52%
Income Restricted	1	60	57	0.95	0.65	68%

Transit-Oriented Development Typology

In 2015, the City and County of Denver's [Transit-Oriented Development Strategic Plan](#) classified all 29 stations in the city into five typologies: Downtown, Urban Center, General Urban, Urban, and Suburban. Of 45 analyzed properties in all five Denver typologies, the five properties in the Downtown typology near Union Station – arguably the region's most transit-oriented and walkable environment – exhibit the lowest parking provision (0.96

¹⁰ Denver [Zoning Code](#) allows for alternative parking ratios (Art. 10.4.5.2) and parking reductions (Art. 10.4.5.3).



parking spaces per unit) among the five typologies but the highest parking utilization (0.76 parking spaces per unit), despite all five requiring an additional for parking fee (i.e., unbundling). Four market-rate properties where residents use 0.77 parking spaces per unit on average significantly influence the high utilization rate. Income-restricted properties in the Urban and General Urban typologies exhibit the lowest rates of parking supply (0.58 and 0.54 parking spaces per unit, respectively) and parking demand (0.28 and 0.29 parking spaces per unit, respectively).

Table 15: Parking Provided and Utilized at Properties per Denver Downtown Typology

Downtown	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	5	1,592	1,522	0.96	0.76	79%
Market Rate	4	1,485	1,396	0.94	0.77	82%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	1	107	126	1.18	0.59	50%

Table 16: Parking Provided and Utilized at Properties per Denver Urban Center Typology

Urban Center	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	15	3,862	4,844	1.25	0.74	59%
Market Rate	12	3,616	4,586	1.27	0.76	60%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	3	246	258	1.05	0.50	48%

Table 17: Parking Provided and Utilized at Properties per Denver Urban Typology

Urban	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	6	1,176	1,243	1.06	0.47	44%
Market Rate	2	537	874	1.63	0.70	43%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	4	639	369	0.58	0.28	48%

Table 18: Parking Provided and Utilized at Properties per Denver General Urban Typology

General Urban	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	15	3,083	3,601	1.17	0.65	55%
Market Rate	7	2,055	2,761	1.34	0.74	55%
Mixed Income	3	609	614	1.01	0.59	58%
Income Restricted	5	419	226	0.54	0.29	53%



Table 19: Parking Provided and Utilized at Properties per Denver Suburban Typology

Suburban	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	4	504	591	1.17	0.73	62%
Market Rate	2	388	492	1.27	0.81	64%
Mixed Income	0	-	-	-	-	N/A
Income Restricted	2	116	99	0.85	0.43	51%

Property Age

Property age does not clearly affect parking supply or demand. In terms of parking provision, whereas the 22 properties built before 2010 and the 38 properties built after 2015 have higher per-unit supply (1.21 and 1.28 parking spaces per unit, respectively), the 26 properties built between 2010 and 2015 offer only 1.01 parking spaces per unit, which may reflect financing constraints during the Great Recession.

Table 20: Parking Provided and Utilized at Properties Built before 2010

Pre-2010	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	22	6,420	7,771	1.21	0.74	61%
Market Rate	16	5,398	7,175	1.33	0.81	61%
Mixed Income	2	662	488	0.74	0.47	64%
Income Restricted	4	423	189	0.45	0.22	49%

Table 21: Parking Provided and Utilized at Properties Built between 2010 and 2014

2010-2014	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	26	5,959	6,014	1.01	0.67	66%
Market Rate	19	5,367	5,593	1.04	0.70	67%
Mixed Income	1	110	105	0.95	0.51	53%
Income Restricted	6	482	316	0.66	0.37	56%

Table 22: Parking Provided and Utilized at Properties Built after 2015

2015-2019	Properties	Units	Parking Spaces	Spaces Provided Per Unit	Spaces Utilized Per Unit	Percent Utilized
All Properties	38	8,713	11,125	1.28	0.70	55%
Market Rate	30	8,074	10,421	1.29	0.72	56%
Mixed Income	2	213	252	1.18	0.53	45%
Income Restricted	6	426	452	1.06	0.49	46%



Recommendations

Together, RTD's ridership and parking research encourage changes to parking policy in Metro Denver, and several planning and development partners have the opportunity to drive that change for mutual benefit.

RTD

Understanding that low-income households utilize transit more and demand parking less than higher income neighbors, RTD should amend its policy for joint development (i.e., redevelopment of agency property) to prefer income-restricted housing in order to increase ridership, which market-rate housing is less likely to accomplish. Considering income-restricted properties' relatively low parking demand, RTD should negotiate with developers to share parking between transit patrons and residents and encourage municipalities to recognize lower parking demand at income-restricted housing, either by right or through variances from unduly high minimum parking requirements.

While promoting affordable housing through redevelopment of RTD parking facilities may be a laudable goal, RTD's limited property holdings in station areas as well as competition for maintaining or expanding parking for transit patrons minimize the potential impact of that effort and so invites collaboration from municipalities.

Municipalities

Municipalities could expand the impact of co-locating income-restricted housing in station areas by amending local zoning or issuing variances from parking requirements to encourage affordable housing in station areas through context-sensitive parking requirements. The City and County of Denver exemplifies several leading practices: the zoning code allows reducing minimum parking requirements by 25 percent for all properties within 0.25 miles of a station; the [Dedicated Affordable Housing Fund](#) and other funding sources prioritize financial support to transit-rich neighborhoods; recently published recommendations for transportation demand management complement significant station-area investments; and the proposed [Affordable Housing Zoning Incentive](#) would reduce parking requirements citywide (coincidentally consistent with RTD's expansive bus network in the region's core).



Developers and Financial Partners

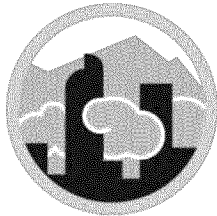
Developers and their financial partners should consider and expand on this research to make data-driven, evidence-based decisions about development that will attract residents who prefer a transit-oriented lifestyle and other amenities that reduced or deferred project costs can support. Relevant for income-restricted housing that relies on low-income housing tax credits, the Colorado Housing and Finance Authority has shown interest in considering revisions to its qualified allocation plan in order to increase funding for non-parking transportation resources. The Colorado Chapter of the Urban Land Institute also has expressed support to advance these findings among members.

Financial partners play a significant role in Denver's transit-oriented affordable housing landscape, with many of them, as well as the City and County of Denver, the Colorado Housing and Finance Authority, and state agencies, investing in the [Denver Region Transit-Oriented Development Fund](#) to provide low-interest loans to affordable-housing developers in transit-rich neighborhoods. In addition, [Mile High Connects](#) provides a forum for government, funders, and advocates to identify and secure broad community benefits through station-area development.



Conclusion

An analysis of peak-hour parking demand at 86 leased-up apartment buildings across Metro Denver found utilization ranging from 60 percent at market-rate properties to 50 percent at income-restricted properties.



Planning and development partners should tailor parking requirements for station-area development's unique mobility landscape.

Those low utilization rates represent substantial and unnecessary additional development cost, which developers may pass on to residents through higher rents, fewer units, and reduced services. In the second fastest-gentrifying region in the country, that cost particularly burdens low-income households, who are more likely to use transit than parking. Backed by these findings, planning and development partners should tailor parking requirements to station-area developments' unique mobility landscape in order to achieve shared goals for enhanced public welfare and economic vitality.



RTD Residential Property Parking Survey

(Created and distributed with Google Forms)

The RTD Residential Property Parking Survey is designed to understand current parking demand at residential properties near train and bus rapid transit stations to inform future parking supply provided in transit-served areas. RTD will aggregate and anonymize your response and others and publish findings on our website. Your participation is voluntary and the survey should take less than 10 minutes to complete. Please contact [Name] at [Name]@RTD-Denver.com for further information. Thank you!

Property Information

1. How many units are there in the property? (E.g., 100 units)
2. How many of those total units are leased? (E.g., 85 units)
3. How many of those total units are income-restricted? (E.g., 40 units)
4. How many studio apartments are in the property?
5. How many one-bedroom apartments are in the property?
6. How many two-bedroom apartments are in the property?
7. How many three-bedroom apartments are in the property?
8. What is the average monthly rent for a market-rate studio apartment?
9. What is the average monthly rent for a market-rate one-bedroom apartment?
10. What is the average monthly rent for a market-rate two-bedroom apartment?
11. What is the average monthly rent for a market-rate three-bedroom apartment?

Parking Information

12. How many parking spaces are available at the property for passenger vehicles?
13. Is parking for passenger vehicles included (i.e., bundled) in a tenant's lease? *Mark only one oval.*
 - a. Yes *Skip to question 14*
 - b. No *Skip to question 17*
 - c. Other:
14. How many parking spaces are provided in the lease? (Please express in terms of per unit, per bedroom, etc. E.g., 1 space per unit)
15. Can a tenant receive additional parking beyond what is guaranteed in its lease? *Mark only one oval.*
 - a. Yes
 - b. No
 - c. Other:
16. Can the tenant decline to use parking in order to reduce the lease payment? *Mark*



only one oval.

- a. Yes *Skip to question 18*
- b. No *Skip to question 18*
- c. Other:

17. What is the monthly cost of reserving a parking space? (If applicable, please specify different costs for covered or uncovered parking, for first, second, or third spaces, etc. E.g., "\$75 for first covered, \$50 for first uncovered; \$100 for each additional covered or uncovered")

18. Is there a waitlist for parking spaces? *Mark only one oval.*

- a. Yes
- b. No
- c. Other:

19. In addition to parking for tenants, does the property provide parking for any of the following users? *Check all that apply.*

- a. N/A - the property does not provide parking for any other user
- b. Property management
- c. Visitors
- d. Car sharing
- e. Nearby business employees
- f. Nearby retail customers
- g. Nearby residents
- h. General public - hourly
- i. General public - daily
- j. Other:

20. Do you think tenants are parking off-site? *Mark only one oval.*

- a. Yes
- b. No
- c. Other:

21. If you do think tenants park off-site, where and why?

22. Does the property provide any of the following to tenants? *Check all that apply.*

- a. RTD pass subsidy
- b. RTD service info (e.g., schedules and maps)
- c. Shuttle service
- d. Carshare membership subsidy
- e. Bikeshare membership subsidy
- f. Bike parking - uncovered
- g. Bike parking - covered
- h. Bike parking - secured (e.g., in a locker or locked room)
- i. Bike maintenance equipment
- j. Other:

23. Do you hear from tenants any recurring comments or complaints about parking or transportation in/around the property?



Contact Information

- 24. Property Name
- 25. Property Address - Street & City
- 26. Property Management Company
- 27. Property Manager Name
- 28. Property Manager Phone Number
- 29. Property Manager Email Address

Thank you!

30. Thanks for your help! RTD may follow up with questions. Please feel free to provide additional comment below.





COLORADO
Department of Local Affairs
Division of Housing

January 19, 2024

Ms. Kathryn Grosscup
Manager, Housing Tax Credit
Colorado Housing and Finance Authority
1981 Blake Street
Denver, CO 80202

RE: KITE ROUTE CROSSING – Pennrose, LLC

Dear Ms. Grosscup:

The purpose of this letter is to provide support for Pennrose, LLC in their application for federal low-income housing tax credits for the Kite Route Crossing project. The Colorado Department of Local Affairs-Division of Housing (DOH) supports this project, which proposes to provide 48 units of affordable housing for residents of Superior. The project will contain 10 units (20.83%) serving households at or below 30% AMI.

Historically, DOH has provided grants and loans to assist with the creation of affordable housing units through acquisition/rehabilitation, and new construction. The sources of these funds have included Federal HOME and CDBG funds, along with general funds allocated for housing by the State of Colorado. DOH anticipates and will accept an application for funds from Pennrose, LLC upon award of tax credits. DOH funding will be conditioned upon but not limited to the following items, as discussed with the applicant:

- Letter of interest/term sheets from lender and equity investor.
- Identification of gap in permanent financing demonstrating need for DOH funds.
- Compliance with all applicable federal and state crosscutting requirements.

All applications for DOH funding are subject to the availability of funds and a competitive underwriting process. Minimum underwriting requirements are further described in the DOH application instructions. Projects that meet these requirements are eligible to apply for funding.

Please contact me at 720.682.5243 or pamela.gibson@state.co.us if you have additional questions about DOH support for this project.

Sincerely,

Pamela (Pamm) Gibson
Housing Development Specialist

Governor Jared S. Polis | Maria De Cambra, Executive Director | Alison George, Division Director
1313 Sherman St., Room 320, Denver, CO 80203
P 303.864.7810 | F 303.864.7719 | www.dola.colorado.gov



Strengthening Colorado Communities





Housing Authority

P.O. Box 471, Boulder, CO 80306 • Tel: 303.441.3929 Fax: 720.564.2283

www.BoulderCountyHHS.org

January 30, 2024

1800 Wazee St., Suite 353
Denver, CO 80202

Dear Pennrose LLC,

We have received your request to the Boulder County Housing Authority (BCHA) for participation in the Kite Route Crossing project consisting of 48 units of affordable senior housing to be located in the Town of Superior, Downtown district.

BCHA's participation is subject to the submission and complete review of the application and any requested supplemental information that meets the requirements defined in the Special Limited Partnership Development Participation Agreement Policy. Based on our preliminary review of the information submitted, it appears that the project can meet the criteria for BCHA's participation as such could be favorably considered by BCHA.

BCHA's participation is also subject to successful negotiation of business terms and conditions including a Payment in Lieu of Taxes (PILOT) from available cash flow; completion of our review of due diligence items; and obtaining BCHA's Board of Commissioner's approval. BCHA would become a Special limited Partner in the project for the sole purpose of providing property tax exemption and sales and use tax exemption during construction in accordance with state law. Based on the information provided, the project may qualify for full tax exemption. We are also happy to consider partnership to acquire additional state funds such as Prop 123 gap funding.

If you have any questions, please contact Lauren Cely, Development manager at lcely@bouldercounty.gov

Sincerely,

Susana Lopez-Baker
Susana Lopez-Baker
Interim Executive Director



January 31, 2024

Colorado Housing and Finance Authority
1981 Blake St.
Denver, CO 80202

To CHFA Tax Credit Staff:

Sister Carmen Community Center (SCCC) would like to express its strong support for Kite Route Crossing, a development proposed by Pennrose, LLC. This project would be the first Low Income Housing Tax Credit (LIHTC) project in Superior, CO, and is much needed. After meeting with the Pennrose team and the Town of Superior to discuss their proposal, we are convinced of the merits of the development and the positive impact it will have for the Superior community.

The dramatic need for more affordable housing options for seniors in Boulder County is well documented and continues to grow. This is especially true for Superior's senior population, who struggle to find affordable housing in their community. We are also excited at the opportunity for nonprofit organizations like SCCC to utilize community space in the project's first floor to offer senior support services for the entire community of Superior.

Sister Carmen Community Center believes it is imperative to support projects that will allow more Superior seniors access to much needed affordable housing and senior services where they most prefer to reside.

Please feel free to contact our organization to further discuss this important opportunity.

Sincerely,

Suzanne Crawford
CEO

303-665-4342 ext. 104

suzanne@sistercarmen.org



Department of Housing & Human Services

3460 Broadway • Boulder, Colorado 80304 • Tel: 303.441.1000 Fax: 303.441.1523
515 Coffman Street • Longmont, Colorado 80501 • Tel: 303.441.1000

www.BoulderCountyHHS.org

CHFA
1981 Blake Street
Denver, CO 80202

January 26, 2024

Re: Letter of Support for Pennrose Development proposed senior site in Superior, CO

To Whom It May Concern,

I am writing in support of Pennrose Development's proposed senior site in Superior, CO.

As I understand it, the proposed site would bring much need affordable senior housing to Boulder County. This is a critical need in Boulder County, which already faces a scarcity of affordable housing, given that by 2050, the older adult population is expected to increase by 58% and the 80+ population by 244% (compared to 33% for the general population).¹

I appreciate the proposed development includes a community room and office space that will enable community organizations to provide on-site supportive services and programming. As manager of Boulder County's Senior Services supportive housing program, I am deeply aware that these services are critical in enabling older adults to remain in their homes for as long as possible.

Thank you for consideration of this development that meets a critical need in Boulder County.

Sincerely,

Gwen Mossman
Supportive Housing Unit Manager, Housing Division
Boulder County Housing and Human Services

1. [Aging in Boulder County: Past, Present, Future Report](#)



Via Mobility Services
2855 N. 63rd Street Boulder, Colorado 80301
TEL 303.447.2848 FAX 303.447.0686

January 31, 2024

Colorado Housing and Finance Authority
1981 Blake St.
Denver, CO 80202

To CHFA Tax Credit Staff:

Via Mobility Services would like to express its support for Kite Route Crossing, a development proposed by Pennrose, LLC, for a site in the Town of Superior. Given that Colorado's older adult population is growing fast and living longer, we think senior housing in Superior would benefit the region. According to the Colorado Department of Public Health & Environment, by 2030, 18.4% of all Coloradans are projected to be 65+, compared with 13.2% in 2010. Affordable housing for seniors is critical to ensure our older neighbors can continue living independently.

The dramatic need for more affordable housing options for seniors in Boulder County is well-documented and continues to grow. Agewise Colorado shares that 35% of seniors report housing as the highest-spending category of their budget. This is especially true in Superior, where no LIHTC developments exist. By providing 48 rental homes designed to serve seniors in immediate proximity to a grocery store, medical center, pharmacy, public park, and public transportation, Kite Route Crossing will help increase the quality of life for many older residents. Also, Via Mobility Services would be interested and able to serve residents of Kite Route Crossing with accessible transportation services, further enhancing their independence and self-sufficiency and supporting residents with transportation, which 15% of seniors report as their highest-spending category.

Via is pleased to see planning moving forward for Kite Route Crossing to provide much-needed affordable housing and senior services where they most prefer to reside.

Sincerely,

A handwritten signature in black ink, reading "Frank W. Bruno".

Frank W. Bruno
Chief Executive Officer

Mobility for Life
www.viacolorado.org

