



August 25, 2022

Steven Williams
Planning and Building Manager
Town of Superior
124 E. Coal Creek Drive
Superior, CO 80027

RE: SUPERIOR MARKETPLACE PLANNED DEVELOPMENT / ZONE DISTRICT PLAN AMENDMENT #6

PROJECT NARRATIVE

Introduction & Background

On behalf of Boulder County Housing Authority (BCHA) we submit this Planned Development / Zone District Plan Application to allow for a residential mixed-use Transit-Oriented Development (TOD) containing affordable housing located on the current Regional Transportation District (RTD) parcel (Lot 5 Filing 5, consisting of Pads 12 and 13) and the adjacent privately-owned undeveloped parcel (Lot 1 Filing 5, consisting of Pad 8) in the northeast corner of the Superior Marketplace shopping center. The overall intent of the Superior TOD is to develop the Town of Superior's first permanently affordable housing and facilitate the Town of Superior's goal of affordable housing by adding residential uses to these specific two parcels within the Superior Marketplace.

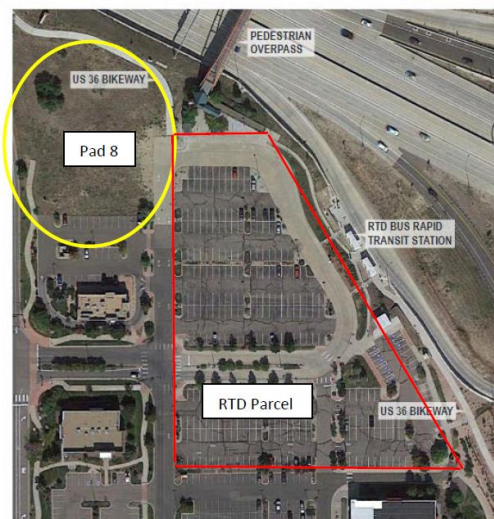


Figure 1 Project Location

In selecting this location Superior for its next affordable housing development, BCHA seeks to:

- Make a meaningful contribution to the affordable housing supply and respond to the growing shortage of affordable homes in the region, thus working towards the Boulder County Regional Housing Partnership's (BCRHP's) regional goal of securing 12% of the housing inventory as permanently affordable to low- and middle-income households by 2035.
- Alleviate the stress of housing insecurity that many members of our community are experiencing, focusing on homes for rent to households below 60% of the Area Median Income (AMI).
- Create a well-connected neighborhood, where residents can live, work, shop, and play, with a range of transportation options and less dependence on cars.
- Align with the Town of Superior's sustainability goals, including increasing the efficiency of homes by reducing energy intensity of buildings and reducing cost to heat homes, using electric only Energy Star rated appliances, installing photovoltaic (PV) panels to offset energy use, using sustainable materials and recycling materials in the construction process, providing recycling and composting (if available) to residents, and ensuring availability of various transportation options to reduce reliance on cars and reduce greenhouse gas emissions.
- Support the region's economic vitality by ensuring that the current workforce can remain in the community while creating opportunities for workers, who are currently forced to commute, to live near their jobs.
- Create a thriving and successful affordable neighborhood that connects residents to the surrounding community in downtown Superior and Louisville, and to regional areas such as Boulder and Denver.

There are currently no permanently affordable homes for rent or for sale in Superior, Colorado. In October 2021, the median cost of a home in Superior rose 36.1% compared to the previous year with a median value of \$786,000. According to data collected from the US Census Bureau, in 2020 the median for individuals and households was \$50,932 (55%-60% AMI) and \$126,600 (family of 4, 100%-120% AMI), respectively. Permanently affordable housing serves households whose income is 30%-60% AMI. As shown in Table 1 the percent of the population making up to \$60,000 annually (approx. 30%-60% AMI) is significantly lower than the number of households making over 60% AMI.

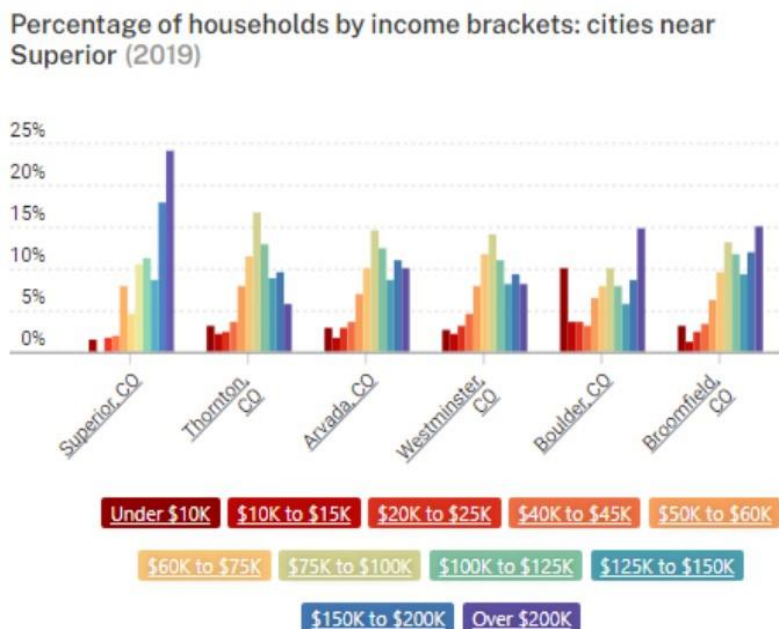


Table 1

Policy 4.2.a of the Town's Comprehensive Plan makes it a long-term goal of the Town to "[p]rovide for a mix of attached and detached residential housing types at varied densities and price ranges to accommodate residents of all ages". Furthermore, "a housing shortage for low-income persons and families (80% of Area Median Income) is detrimental to public health, safety, and welfare. Furthermore, the inability of residents to afford housing within the Town negatively affects the community's jobs and housing balance and includes serious and detrimental transportation and environmental consequences." In 2018, the Town adopted Resolution No. R-10 (Series 2018) supporting the goals of the Boulder County Regional Housing Partnership's Regional Housing Strategy as part of the Town's commitment to affordable housing in Superior.

In 2020, the Town of Superior ("Town") passed Ordinance No. O-18 (Series 2020) to adopt inclusionary housing requirements in support of the Boulder County Regional Housing Partnership's goal of ensuring that 12% of the housing inventory is designated permanently affordable to low, moderate, and middle-income households by 2035. Ordinance No. O-18 requires that new residential developments of 10 units or more are required to have 15% of the units as restricted residential units serving persons making up to 80% AMI.

The Town has designated the RTD site as a priority site for affordable housing and it's been a goal of the Town to include residential uses in the Superior Marketplace. In 2017, the Town initiated a community engagement effort to identify issues of community-wide concern for Northwest Superior, and to explore the potential need for a subarea plan or other policy or regulatory changes to address these issues. One of the areas studied was Superior Marketplace.

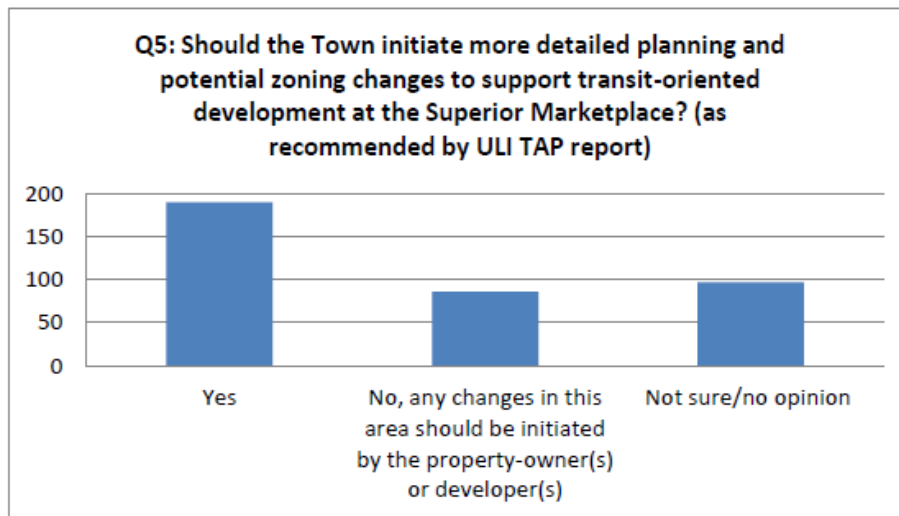


Figure 2 Northwest Superior Community Engagement Outreach Summary and Preliminary Recommendations: November 2017

In May 2021, BCHA provided the Town of Superior Board of Trustees (the "Board") an overview of BCHA's mission and work within Boulder County. The discussion included several potential sites as noted in the Comprehensive Plan, including the RTD PnR. The Board was supportive of BCHA approaching RTD to begin conversations about the development process. In July 2021, BCHA requested an initial meeting with RTD regarding development on the parcel within Superior Marketplace. In August 2021, BCHA returned to a Board meeting and presented two concept plans for affordable housing at the RTD location within Superior Marketplace. At this Board meeting, the majority of the Board was in support of the direction BCHA was headed. Therefore, BCHA proceeded in looking at this location for Superior's first affordable housing community.

The Planned Development (PD) Amendment would add permanently affordable residential as an allowed use on specific lots within the Superior Marketplace. The amendment sets density, parking, and height standards as well as design guidelines for future residential development. If the maximum number of homes are built, this neighborhood would contribute 5.95% to the Boulder County Regional Housing Partnership’s goal of 12% (or 543 homes) affordable housing stock in Superior.

Maximum Number of Homes Allowed by Proposed PD Amendment	Percentage of Homes Designated Affordable	Number of Homes Designated Affordable	Percentage of Total Goal of 543 Homes
269	15% (<i>minimum required by Town</i>)	40.35	7.43%
269	100% (<i>BCHA proposal</i>)	269	49.54%

(4,521 housing units in Superior, pre-Marshall Fire, census.gov)

The Effects of the Marshall Fire

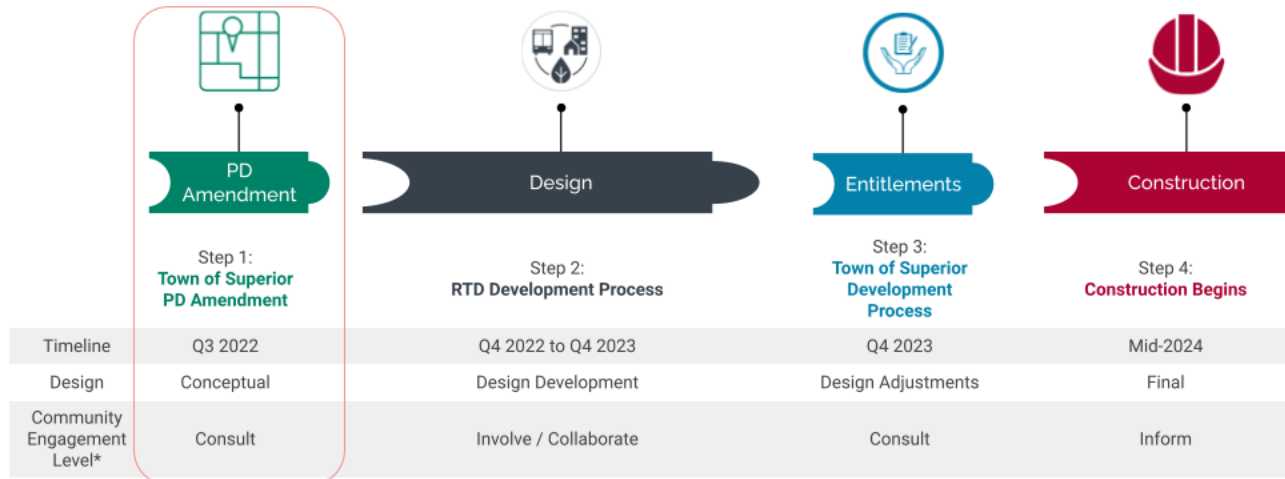
On December 30, 2021 the Marshall Fire devastated the Town of Superior, the City of Louisville, and areas of unincorporated Boulder County, destroying and damaging over 1,000 homes and businesses. It is unknown at this time how the aftermath of the fire will alter the Town’s priorities for development within the Superior Marketplace PD or RTD’s ridership at this location. What we do know is the need for safe, affordable homes more necessary than ever. BCHA is committed to providing safe, well-constructed homes for the Town of Superior.

BCHA has 98 households living in Louisville and Superior with Housing Choice Voucher (HCV) or Project Based Vouchers (PBV), which provide rental assistance through the U.S. Department of Housing and Urban Development (HUD). All households were evacuated and safely returned for those living in BCHA-owned homes. In Superior, one BCHA HCV voucher holder was permanently displaced by the Marshall Fire. The voucher holder’s rental was destroyed, and they were able to stay with family while they searched for a new rental. Another voucher holder in Superior whose home was damaged was able to return to the property and plans to continue utilizing their assistance to remain in place while the landlord makes repairs. BCHA continues to work with displaced residents on finding temporary and permanent rental homes. After this initial PD Amendment application, the project timeline does not anticipate another Town of Superior development application review until late 2023 and will not divert valuable Town resources away from rebuilding efforts.

Community Engagement

Boulder County Housing Authority (BCHA) is committed to continuing to engage with neighbors and others with an interest in this community of affordable homes in a productive conversation around how to meet the community’s broader needs around diverse housing, environmental sustainability, mobility, and connectivity, and more. The engagement opportunities will be tailored to each phase of the project and focused on meeting the community and stakeholders where they are to gain an understanding of the neighborhood context, site characteristics, neighbors, and active community members in the area. Different strategies are presented in the following graphics, along with a project high-level timeline.

Tentative, High-Level Timeline



*Iap2 Engagement Categories https://cdn.yrmaps.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf

Inform Ensure the public has fair & balanced information to help them understand and make sense of issues, alternatives and/ or solution options.

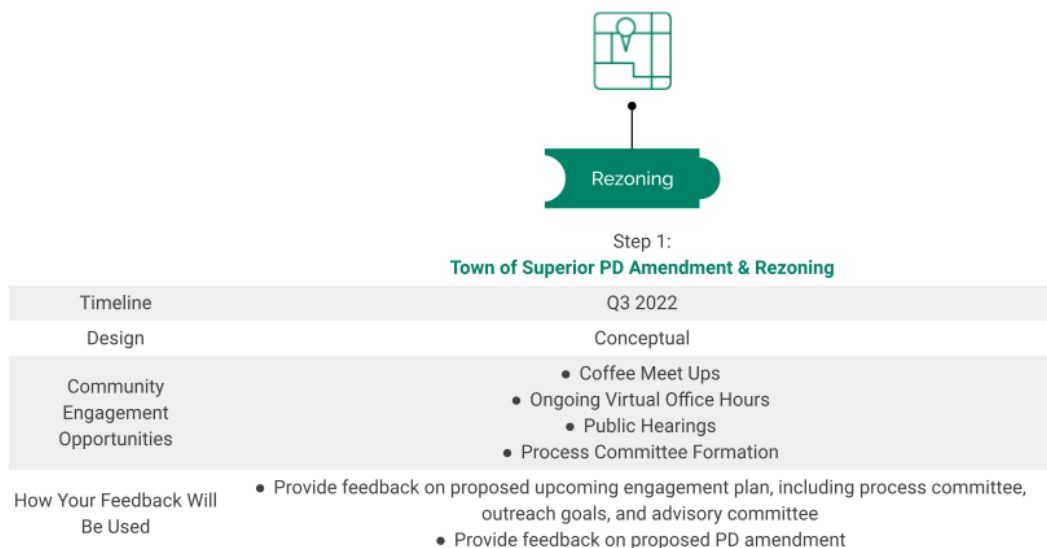
Consult Get feedback from the public on current analysis, options or potential decisions.

Involve Work on an ongoing basis with the public to ensure that their issues, concerns and aspirations are being understood, analyzed and considered.

Collaborate Partner with the public or interest groups in each aspect of a decision, including getting their help in generating alternatives, analyzing impacts and identifying preferred solutions.

At this stage of the project, the team is seeking approval to add mixed-use residential uses to the property through a PD Amendment. The team has been available throughout this phase to meet with the community.

Superior Marketplace Transit-Oriented Development Step 1: Rezoning



More specifically, the following events were organized and facilitated by the project team to date:

- Tuesday, July 26, 2022, 8:30-10am: Coffee hour at Serendipity Tap & Café, Superior Community Center
- Thursday, August 4, 2022, 8:30-10am: Coffee hour at Serendipity Tap & Café, Superior Community Center
- Thursday, August 11, 2022, 8:30-10am: Coffee hour at Serendipity Tap & Café,
- Weekly on Thursdays, 3-4pm, starting on Thursday, July 28, 2022: Virtual office hour with team members on Zoom

In addition, we have developed a website to provide updated project information, Frequently Asked Questions, information about other BCHA affordable housing communities, project documents, project timeline, upcoming engagement events, and research about Transit Oriented Developments. We have started a project email list to provide updates to interested parties. In response to questions posed through this engagement, we have developed a running list of Recently Asked Questions to address incoming questions and concerns, which will be updated as the project progresses and available online through the project's website: www.boco.org/SuperiorTODHousing.

A total of 20 people participated in these various events to learn about the project, provide feedback on the public outreach plan and schedule and share their comments, concerns, and questions. Below is a summary of what we've heard:

- A desire for reduced height to maintain views
- Concern about additional density in the project area
- Concerns about the timing of this project with respect to the Marshall Fire recovery
- General support for affordable housing in Superior
- Desire for activated public spaces
- Concerns about traffic and impacts to surrounding neighborhoods
- Concerns about this project enabling additional residential development within the Superior Town Center
- Support for affordable housing next to transit

PD Amendment Application Changes Based on Community Feedback

BCHA has benefited greatly from the community engagement since the initial application in January 2022, and much effort has been made to hear the voices of the surrounding community and address any concerns about the added use. Through ongoing community engagement efforts, the community of Superior has been able to ask questions, vocalize concerns, and learn more about the process. Based on public feedback, the current PD Amendment application has been updated from the initial submission with the following changes:

- Maximum height decreased from 5 stories to 4 stories above the existing grade to preserve views (from 65 ft to 55 ft);
- Maximum density decreased from 60 dwelling units per acre to 50 dwelling units per acre. The inclusion of Lot 1 reduces the scale of development from initial plans to only develop Lot 5;
- Inclusion of Lot 1 in the application, increasing the area for additional affordable housing typologies including deed-restricted affordable for-sale and affordable rental homes, variation in building types, and public community space; and,
- Updated traffic study to reflect the inclusion of Lot 1.

If the PD Amendment is approved by the Town, BCHA is committed to a robust and inclusive involvement of the community in the design phase of the project in which the community will play a key role in shaping the look, feel, and style of the future neighborhood. Future engagement will include the formation of an Advisory Committee made up of community members, neighbors, business owners, schools district, major employers, faith communities, and other stakeholders. The Advisory Committee will help evaluate potential aspects of the development and provide feedback on

how best to encourage public participation throughout the planning and development processes. Examples of future engagement activities and participation opportunities will include:

- Design charrette and site planning workshop
- Pop ups and micro engagements to meet the community to discuss design ideas and specific project details (mobility, community space, landscape design, etc.)
- Youth engagement with local schools and non-profits
- Virtual and in person “office” hours
- Small group and targeted community roundtables around specific issues
- Community wide updates
- Meetings with neighborhood organizations, HOAs, businesses and other stakeholder groups
- Site walks (as permitted by RTD)
- Updating website
- Email Newsletters

Project Description

The project site is comprised of two parcels (Lots 1 and 5, Superior Marketplace Filing 5). Lot 5 is owned and operated by the RTD, and its current use is a surface level parking lot adjacent to the US 36/McCaslin Park-n-Ride (PnR) - South. The undeveloped Lot 1 is privately owned and bordered by Marshall Road and US 36. The inclusion of Lot 1 allows for a significant amount of affordable housing and a variety of building types, allowing the project to better meet the community’s housing demands and to help achieve the Town’s affordability goals. The expansion of the project boundaries also opens more opportunities for increased design flexibility and the inclusion of public community space, which both integrates the project within, and serves as an amenity to, the larger surrounding area. In 2021, RTD passed the Equitable Transit-Oriented Development Policy that provides guidance to permit and encourage the development of affordable housing on RTD real property. BCHA submitted to RTD’s Step 2 – Technical Review Request under the Unsolicited Proposal Procedure for Real Property to develop the property in November 2021.

The development of the Superior Transit-Oriented Development (TOD) within the Amendment #6 boundaries will provide the opportunity for up to 50 dwelling units per acre. There will be a variety of housing types, including some deed-restricted for sale homes and permanently affordable rental homes. All rental units will be for low- to moderate-income residents earning up to 80% of the Area Median Income (AMI). For Boulder County, 80% AMI would translate to a maximum income of \$100,320 for a family of four or a maximum income of \$70,240 for a single-person household in 2022, the typical income for a nurse, firefighter, or bank teller. Community amenities could include a community gathering space, resident services and property management office, green spaces and potentially a community garden, pedestrian plaza, and an improved multi-use path connector. The mixed-use residential neighborhood will include community benefits such as non-profit commercial uses, public gathering spaces at the ground level. Site amenities will be explored as part of the community engagement process after the PD Amendment.

AMI	2022 Maximum Rents					AMI	2022 Income Limits					
	0 Bdrm	1 Bdrm	2 Bdrm	3 Bdrm	4 Bdrm		1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
120%	\$ 2,634	\$ 2,823	\$ 3,387	\$ 3,913	\$ 4,365	120%	\$ 105,360	\$ 120,480	\$ 135,480	\$ 150,480	\$ 162,600	\$ 174,600
100%	\$ 2,195	\$ 2,352	\$ 2,822	\$ 3,261	\$ 3,637	100%	\$ 87,800	\$ 100,400	\$ 112,900	\$ 125,400	\$ 135,500	\$ 145,500
80%	\$ 1,756	\$ 1,882	\$ 2,258	\$ 2,609	\$ 2,910	80%	\$ 70,240	\$ 80,320	\$ 90,320	\$ 100,320	\$ 108,400	\$ 116,400
60%	\$ 1,317	\$ 1,411	\$ 1,693	\$ 1,956	\$ 2,182	60%	\$ 52,680	\$ 60,240	\$ 67,740	\$ 75,240	\$ 81,300	\$ 87,300
30%	\$ 658	\$ 705	\$ 846	\$ 978	\$ 1,091	30%	\$ 26,340	\$ 30,120	\$ 33,870	\$ 37,620	\$ 40,650	\$ 43,650

Redevelopment of the site would allow for enough structured parking to replace RTD's 294 existing Park-n-Ride (PnR) spaces and provide 0.30 spaces for each proposed residential dwelling unit as well as one parking space per 1,000 sq. ft. of commercial floor area. TODs allow residents to live near mass transit and reduce the burden of relying on vehicles for transit. For many, transportation costs account for the second highest cost of living expense after housing. BCHA's own parking study at its other affordable housing communities within Boulder County supports a reduction in parking at this site. See attached Parking Study.

The residential parking will be supplemented by a Transportation Demand Management (TDM) plan, which may include the following: RTD or other parking share agreement, Neighborhood EcoPass program for residents, car share program (e.g., Colorado CarShare), bike sharing program, e-bike charging stations, and resident bike storage (in addition to the County's RTD Bike-n-Ride storage). The proposed parking ratio of 0.30 spaces per residence is supported by a study of parking within two of BCHA's nearby affordable housing communities, Aspinwall and Josephine Commons. While the location of these two developments is more suburban in nature, the parking demand was found to support a reduction in parking for this site dwelling units and in alignment with the parking developed at BCHA's newest affordable housing community, The Spoke on Coffman, a 73-unit development in downtown Longmont near the 8th and Coffman PnR.

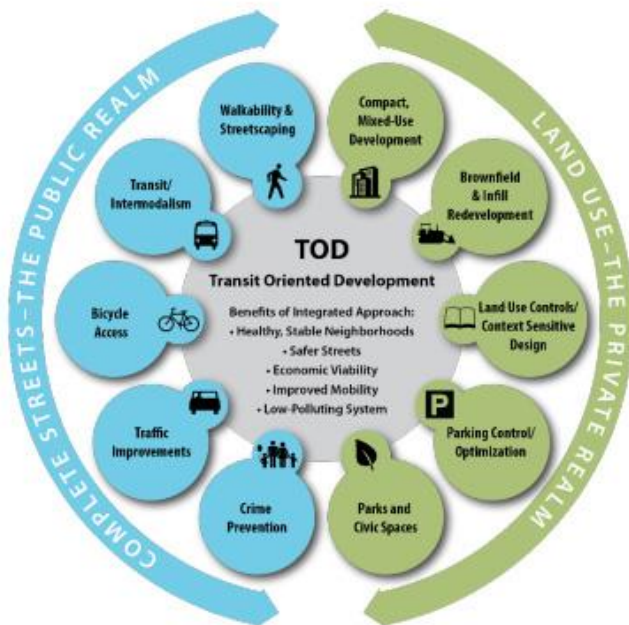
Movement of the Flex and Access-a-Ride buses as well as individual passenger drop-offs through the site would be maintained and pedestrian/multimodal circulation and connectivity to surrounding parks and businesses improved by simplifying the existing RTD station. The route for the adjacent Bus Rapid Transit (BRT) stop at US 36 & McCaslin – South would be unaffected by the development. A phased development approach will be explored, with Lot 1 and portions of Lot 5, north and south of Center Drive, following separate development schedules. The PnR surface parking on the second phase site would be retained to the greatest extent possible during construction of the first phase, a requirement by RTD.

Architectural requirements for the PD are set forth in the original Planned Development documents. Any changes to the architectural requirements will be brought for review after extensive community engagement. BCHA intends to design the site plan, elevations, building materials, and massing with input from the community. BCHA will also provide updated engineering reports after the second PD amendment for Architecture at the time of the Final Development Plan.

The proposed development will utilize adjacent storm-water facilities existing in the Superior Marketplace PD boundaries to accommodate drainage and/or reconfigure existing facilities. Because Lot 1 has always been anticipated for development and Lot 5 exists as an impervious surface, the existing facilities are sufficient to accommodate development. More information will be available as civil engineering further studies the site.

The project also proposes a change in grade to provide improved ADA access to the BRT station and rerouting U.S. 36 Bikeway to improve the flow of bicycle traffic through the project site.

Transit-Oriented Development



This location is ideal for a TOD because of its proximity to shopping, dining, jobs, parks, and Downtown Superior—easily accessible from home by foot, bicycle, and transit. Situated 8 miles from Downtown Boulder and 22 miles from Downtown Denver, this site is centrally located with access to major employment and amenity hubs, with the ability to reach both via the public transit bus system.

Transit oriented development creates walkable communities for people of all ages, abilities, and incomes while providing more transportation and housing choices to the community. Furthermore, as demand for housing increases, the desire for a transit-connected, convenient, and walkable community has emerged. Demographics have also changed over time with more single person households, households headed by single parents, and seniors. These demographic groups that are increasing in size are the same demographic groups that have historically shown a preference for higher density housing near transit. These are also the demographics that have a high need for affordable housing within Boulder County.

Transit-Oriented Development has shown to provide connectivity to regional areas, innovation in providing a transit community that is environmentally, socially, and economically sustainable, and an efficient place to live, work, and play. Furthermore, TODs reduce the burden on infrastructure, provide more opportunity for equity, support RTD's transit system and mission, and provides various multi-modal access. Pairing affordable housing with this TOD site will further not only RTD's and BCHA's missions of providing equitable access points to both transportation and safe, affordable housing, but also bring needed affordable housing to the Town of Superior and contribute to the Boulder County Regional Housing Partnership's 12% goal.

According to RTD's parking study, "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."

Furthermore, RTD's research from the "[Residential Parking in Station Areas: A Study of Metro Denver \(December 2020\)](#)" 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.

Sustainability

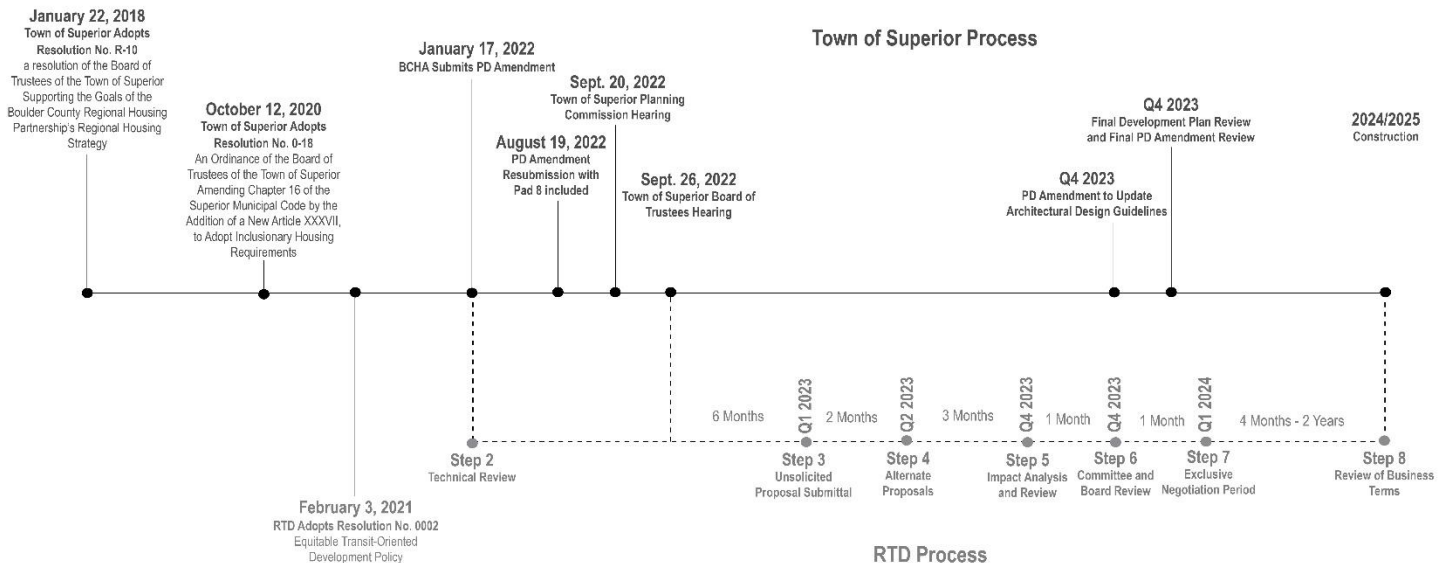
Part of BCHAs goals and mission is to develop homes based on the principle of sustainability. BCHAs projects exceed the requirements of Enterprise Green Communities, which is required by the Colorado Housing and Finance Authority (CHFA).

In addition to sustainable materials and construction practices, sustainable design and features of the Superior TOD may include:

- Photovoltaic Ready Buildings (PV Ready)
- Electronic Vehicle Ready Infrastructure (EV Ready) & EV Bicycle Charging
- Site Connectivity and Mobility Hub
- Encourages alternative modes of transportation
- Improved US 36 Bike & Trail connections to encourage biking and walking and improved ADA access to these amenities
- Urban green space allows for community gardens
- Use of native, drought tolerant plants and trees to reduce water use
- All EnergyStar electric appliances for improved energy efficiency
- Tight building envelope for improved energy efficiency

These goals align with and compliment the Town's own climate and sustainability goals to reduce energy usage, offset the effects of climate change, and reduce carbon emissions not only from transportation, but also buildings.

Project Timeline



*Public Hearing dates may change at the Town's discretion.

As mentioned above, parallel to the entitlement process with the Town of Superior, BCHA is currently engaged in an Unsolicited Proposal Procedure for Real Property with RTD. Through this multi-step process, RTD evaluates development proposals for its properties in line with its operational goals and procedures. In November 2021, BCHA submitted their Step 2 Technical Review Application to RTD and, after receiving comments and feedback, is currently preparing the next step in RTD's development process. BCHA will proceed with Step 3 of RTD's process only after receiving rezoning approval and community feedback. Because RTD's process is expected to take many months, the next Town of Superior development review application is not expected until late 2023, ensuring that valuable Town resources are not diverted away from Marshall Fire rebuild efforts and there is time to meaningfully engage the community, especially the communities immediately surrounding the site that have been displaced by the Marshall Fire.

BCHA's goal with the Superior TOD development is to provide as much affordable housing as possible while balancing the needs of PnR at the US 36/McCaslin station. While there is ample data to support a reduction of parking for residents of the development, parking utilization at the PnR has decreased during pandemic times and it is unknown how ridership in this area will be affected long term. We hope that this proposed plan, supported by RTD's research and Equitable Transit-Oriented Development Policy, will be the start to the Town of Superior's first affordable housing development, as well as the first 100% affordable TOD under RTD's Equitable Transit-Oriented Development Policy.

EXHIBIT A - BCHA PARKING STUDY



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 three of our developments in Lafayette and Louisville, Josephine Commons, Aspinwall, and Kestrel, 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, Kestrel, 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
Kestrel Multifamily & Senior	200	107	63	30	
The Spoke on Coffman	73	59	10	4	

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

In 2022, a similar study of Kestrel Multifamily and Senior parking was completed by Fox Tuttle. Kestrel has over 300 parking spaces in several parking lots as well as street parking on E Hecla Drive, W Hecla Drive, N Kestrel Lane and S Kestrel Lane. To accommodate a parking utilization study of this size, Kestrel was divided into parking zones associated with different street blocks and on-site parking lots. Figure 1 shows the parking zones and is attached to this document. Parking counts were performed by Fox Tuttle on Thursday, February 10th, 2022. Table 2 below details the parking supply and the parking observed for each zone, during each time periods studied on Thursday, February 10th, 2022.

Parking Counts

Zone Designation	Parking Supply	Parking Demand							
		5am-6am	7am-8am	9am-10am	11am-12am	1pm-2pm	3pm-4pm	5pm-6pm	7pm-8pm
A	21	8	8	4	4	6	6	13	8
B	14	11	10	7	7	6	6	6	8
C	22	12	11	7	10	9	3	11	12
D	34	12	12	11	12	10	9	11	11
E	57	53	49	45	37	40	39	43	52
F	28	9	8	6	7	9	5	5	3
1	18	13	12	7	8	7	6	7	8
2	9	4	4	3	2	2	2	4	5
3	5	3	3	2	2	1	3	5	4
4	16	13	11	12	12	12	10	10	11
5	12	10	10	10	8	8	8	9	11
6	23	20	19	12	14	10	6	15	18
7	28	15	12	9	7	10	8	7	11

8	18	12	11	7	5	9	6	7	9
TOTAL	305	195	180	142	135	139	117	153	171

Based on the total units of Kestrel, the above parking counts result in the parking ratios (cars to units) below.

	Parking Ratios							
	5am-6am	7am-8am	9am-10am	11am-12am	1pm-2pm	3pm-4pm	5pm-6pm	7pm-8pm
TOTAL	0.98	0.90	0.71	0.68	0.70	0.59	0.77	0.86

Parking use in the Kestrel Housing center varies throughout the day, with the highest general utilization rate in Zone E (the structured parking lot dedicated to age 55 and over housing). The parking utilization for the majority of the zones, most times of the day is 50% of the parking supply or less. Consequently, at most times of the day, the demand for parking across Kestrel was 50% or less than the parking required in the Planned Unit Development (PUD).

In conclusion, based on parking usage at BCHA’s suburban developments in Lafayette and Louisville, a reduced parking ratio of .30 cars to 1 unit at the Superior TOD site will adequately serve the residents of the affordable housing development. The residential parking ratio will be augmented by a Transportation Demand Management (TDM) plan, which includes the following: Neighborhood EcoPass program for residents, car share program (e.g., Colorado CarShare), bike sharing program, e-bike charging stations, and resident bike storage (in addition to the County's RTD Bike-n-Ride storage).

Figure 1
Kestrel Housing – Parking Zones

