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ZBA-25-17

Hearing Date: April 22, 2025

TO: City of Pueblo Zoning Board of Appeals
FROM: Wade Broadhead, Senior Planner
THROUGH: Scott Hobson, Land Use Administrative Official
LOCATION: 1003 Liberty Lane
APPLICANT: Jeff Neulieb, Archway Pueblo Liberty LLC
PROPERTY OWNER: Archway Pueblo LLC
YEAR BUILT: 1957
LEGAL DESCRIPTION: LOTS 18 TO 26 INC. BLK 27 BELMONT 11TH & POR OF VAC ST LYING SELY & ADJ TO LOT 18 TO 21 LESS TRACT IN #445204 (NOW BELMONT 11TH RE-PLAT) ALSO LESS 0.18A OUT OF A POR OF LOTS 20 & 21 TO CHAMPION HOMES OF PUEBLO
ZONE DISTRICT: Single-Family Residential (R-1) Zone District
PARCEL ID: 0419413002
LOT SIZE: 1.6 acres

REQUEST: Variance to allow a reduction in required off-street parking spaces. The applicant wishes to reduce the parking ratio from 1.5 parking spaces per dwelling unit to .6 spaces per dwelling unit.

BACKGROUND AND ANALYSIS

1003 Liberty Lane is a 1.6-acre parcel originally developed in 1957 with the Christ Congregational Church designed by Elizabeth Wright Ingraham, granddaughter of Frank Lloyed Wright. The church is situated in the central portion of the lot with a parking lot located on the eastern portion of the site and a large grassy area along the western property boundary. The applicant is proposing to construct two multifamily buildings, consisting primarily of one-bedroom units, north and west of the existing church, while preserving the church to be repurposed as a leasing office and clubhouse. The redevelopment project would create 41 affordable housing units. Section 17-4-42, (b) of the Pueblo Municipal Code requires 1.5 parking spaces per dwelling unit for residential structures containing three or more dwelling units, which totals 62 parking spaces. The initial site design shows 25 parking spaces on site for a ratio of .6 spaces per unit. The applicants state that the requested parking reduction to .6 spaces will allow more affordable dwelling units to be constructed, resulting in an efficient site layout that prioritizes housing and open space over excessive surface parking.

Previous land use actions at this site include a rezoning and setback variance. The property was rezoned from R-1, Single Family Residential to R-5, Multiple Residential and Office, to facilitate the multifamily development. The Planning and Zoning Commission recommended approval of the rezoning (Z-24-11) with City Council approval on September 23, 2024, Ordinance 10802. The property also received a variance to allow a reduced front-yard setback along Bonforte and second front-yard setback along Liberty Lane (ZBA 24-63) on November 26, 2024.

The multifamily residential structures will be constructed along the northern and western property lines, and a landscaped parking lot with 25 parking spaces will be provided within the eastern portion of the site. The

applicant worked with the City Department of Transportation to redesign the existing street parking along Liberty Lane into 11 angled parking spaces to supplement the on-site site parking. With the on-street angled parking and on-site parking combined, approximately 36 parking spaces will be available to the residents and staff.

A bus stop is located in front of the proposed development, and bike parking will be provided on site. Amenities such as a park, school, library, shopping center, restaurants, professional offices, and a grocery store are located less than a quarter mile from the site. According to the applicants, the nearby amenities provide the site with a walkability score of 64 out of 100, “which is significantly above the City of Pueblo’s average Walk Score of 37.” The applicants provided a parking study conducted by Fox Tuttle and Shopworks with their application. The study finds that much of the required parking for affordable housing is underutilized. However, it appears that most of the data from the study was taken from the northern Front Range and Denver Metro Area; Pueblo is not referenced specifically in the study.

ZONING DISTRICT AND LAND USE

Zone:		Developed with:
North	Multiple Residential and Office (R-5) District	Commercial strip center and vacant parcel
East	Multiple Residential and Office (R-5) District and Single Family Residential (R-1) District	Single-Family Home and Medical Office Building
South	Multiple Residential and Office (R-5) District and Neighborhood Office (O-1) District	Medical offices
West	Multiple Residential and Office (R-5) District	Commercial buildings, Supportive Housing and Apartments

PUBLIC NOTICE

The property was publicly noticed in accordance with Title 17 Section 17-5-33(2) of the City of Pueblo Municipal Code. Specifically, the hearing was published in the Pueblo Chieftain, surrounding property owners within 100 feet of the property were notified by mail, and a sign was placed on the site (See Attachment E). These notices occurred at least 10 days prior to the hearing.

OTHER AGENCIES

Pueblo City/County Health	No comment
City Transportation	90-degree angle parking not allowed, restripe to a lower angle (revised site plan complies).
Pueblo Regional Building Department	No comment
Fire Department	No comment
City Public Works Department	No comment
City Stormwater Department	No comment
City Code Enforcement	No comment
Pueblo Board of Water Works	No comment
City Wastewater Department	No comment
City Parks and Recreation Department	No comment

CONDITIONS REQUIRED FOR VARIANCE

1. The variance will not: reduce the required light and air to adjacent properties; constitute a nuisance to the properties within one hundred (100) feet of the property for which the variance is requested; or substantially reduce the monetary value of properties within one hundred (100) feet of the property for which the variance is requested.

Comments: Neutral finding. The variance will not reduce light and air to adjacent properties; however, if all the residents own one or more cars, the site does not provide enough parking to accommodate their vehicles. On

street parking in the vicinity is limited to the 11 parking spaces on Liberty Lane. It is unclear where additional parking will be provided.

2. The variance will not affect general planning of the city with respect to land use and the location of streets and highways will not be jeopardized.

Comments: Affirmative finding. The proposed parking variance will not affect the general planning of the city with respect to land use and the location of streets and highways will not be jeopardized.

3. Strict adherence to this Title would not secure appropriate development of the property for which the variance is requested.

Comments: Affirmative finding. Compliance with the current parking requirements would require a reduction in the number of dwelling units or a cancellation of the project.

4. The property for which the variance is requested suffers a unique or singular disadvantage, not common to other property in the district, through the operation of this Title.

Comments: Neutral finding. The large development site has an irregular shape with an architecturally significant historic church located in the middle of the site. The church has a minimal footprint compared to the overall size of the lot; however, because of the irregular lot shape and the location of the church in the center of the lot, utilizing the remaining portions of the lot is challenging.

PLANNING AND COMMUNITY DEVELOPMENT STAFF RECOMMENDATION

If the Board chooses to approve this variance, staff recommends Standard Permit Conditions 1 through 13:

ATTACHMENTS

- A. Standard Permit Conditions
- B. Aerial Map
- C. Zoning Map
- D. Public Notice Photo
- E. Site Photos
- F. Application
- G. Supporting Documents

Exhibit A. Standard Permit Conditions

Standard Permit Conditions Date of Issuance of Permit: 4/22/2025	
1.	Time Limits Zoning permit shall become invalid unless work or action authorized by permit is fully executed by 4/22/2026
2.	Required Revisions Any revisions or additions to plans required as a result of approval must be submitted and stamped “approved” prior to the sign-off of the building permit routing slip or business license.
3.	Changes The project shall be completed as shown on the plans, which have been stamped “approved” and dated by the Department of Planning and Community Development. The project shall not deviate from the approved plans without prior written approval from the Department of Planning and Community Development.
4.	Property Inspection By acceptance of this permit, Permit holder authorizes City Officials and/or their authorized representatives, access to the subject property for purpose of observing work in progress, inspecting and/or measuring the property or improvements as long as the use authorized by this permit remains in effect.
5.	Certificate of Occupancy A certificate of occupancy must be issued by Regional Building <u>PRIOR</u> to use and/or occupancy of the subject premises. Prior to issuance, the Department of Planning and Community Development must certify that work has been completed in accordance with approved plans and that applicable conditions have been met. The Permit holder may be required to provide a Letter of Credit to obtain a Certificate of Occupancy prior to completion of all required improvements.
6.	Completion and Maintenance of Improvements and Landscaping Permit holder or successor in interest is responsible for completing all improvements shown on approved plans. By acceptance of this permit, Permit holder agrees to maintain all improvements in a satisfactory condition. Any landscaping installed according to the approved plan which becomes diseased, or dies shall be replaced by similar species and size no later than the first available planting season.
7.	Building Permit; Other Permits Permit holder is solely responsible for obtaining <u>BUILDING PERMIT</u> and all other applicable local, state and federal permits.
8.	Off-Site Drainage Issuance of this permit does not authorize the discharge of stormwater runoff or other surface drainage from the subject premises onto adjoining property or properties.
9.	Appeals of a decision of the Land Use Administrator can occur up to thirty (30) days following such decision. Appeals of Zoning Board of Appeals decisions can occur up to thirty (30) days following final decision. Any work done in connection with this permit prior to the expiration of all applicable appeal periods is done <u>SOLELY</u> at the risk of the Permit holder.
10.	Errors Permit holder is solely responsible for the accuracy of all information contained in the Zoning Permit form and in accompanying documentation. Any errors contained therein may invalidate the Zoning Permit and may result in issuance of a code violation citation and prosecution.
11.	Transfer of Ownership In the event of a transfer of ownership, partial or whole, of the subject premises, the transferee shall become Permit holder and subject to compliance with the terms and conditions of this permit.
12.	Violations/Penalties A violation of any of the conditions of this permit or of any provision of the Pueblo Municipal Code may result in a penalty of up to three hundred dollars (\$300) per day.
13.	Incorporation and Reference of All Plans Presented to the Zoning Board of Appeals. This approval incorporates by reference all plans and drawings presented and all verbal representations by the applicant at Zoning Board of Appeals meetings and hearings on the subject application to the extent that they are not in conflict with other stated conditions or regulations.

Exhibit B. Aerial Map



Exhibit C. Zoning Map

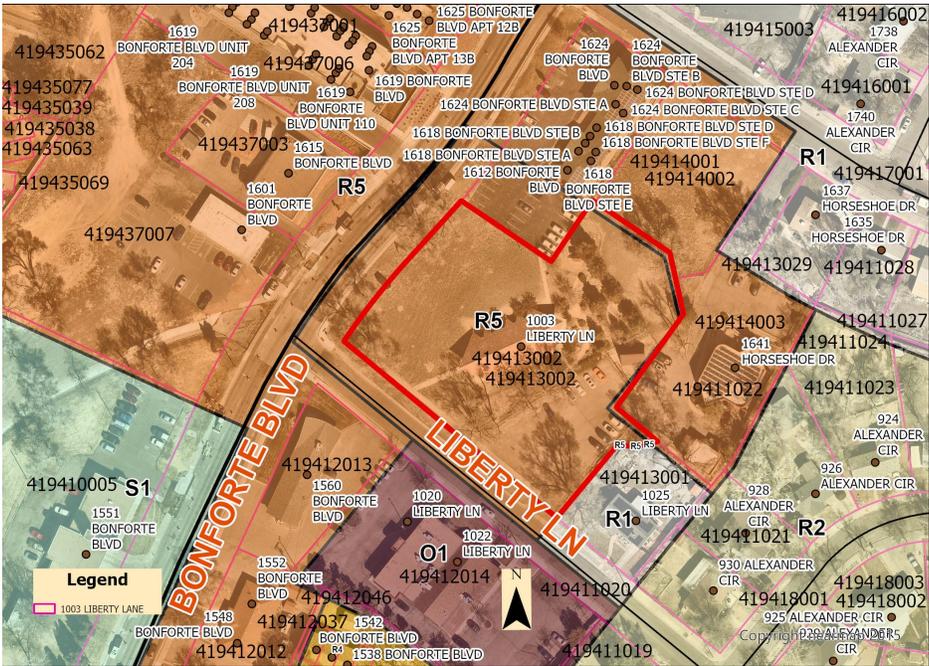


Exhibit D. Public Notice



Exhibit E. Site Photos



Looking west across the northern portion of the site, dentist office adjacent.



Overview of the site



Overview of the angle parking area along Liberty Lane



Overview of the site looking northeast from Liberty Lane.

BUS STOP

12-PLEX BUILDING

- 3-STORY ELEVATOR SERVED

29-PLEX BUILDING

- 3-STORY ELEVATOR SERVED

BONEFORTE BLVD.

CLUBHOUSE & LEASING

- PRESERVED CHURCH BUILDING

ON-STREET PARKING

- 11 ADDITIONAL SPACES
- NOT INCLUDED IN ON-SITE PARKING

PRIMARY ENTRY

LIBERTY LANE

CH

1

2

9

8

8

SECONDARY ENTRY

PROJECT SUMMARY:

ACREAGE	1.47	AC
# OF UNITS	41	DU
DENSITY	27.9	DU/AC
PARKING REQUIRED	62	SP
PARKING RATIO REQ.	1.5	SP/DU
ON-SITE SP. PROVIDED	25	SP
RATIO REQUESTED	0.6	SP/DU



LIBERTY LANE APARTMENTS

PUEBLO, COLORADO
CONCEPTUAL SITE PLAN | KA#223118 | DATE 04/18/2025



April 18, 2025

Planning & Community Development
1 City Hall Place
Pueblo, CO 81003

RE: Archway – Liberty Lane Residential
KA#: 223118

Dear Pueblo Planning & Community Development Office,

To Whom It May Concern,

This letter serves to summarize recent updates to the parking variance request associated with the proposed affordable housing development and adaptive reuse of the historic church located at 1003 Liberty Lane.

Following coordination with City of Pueblo planning staff, the project team has revised the original parking layout to reflect a 45-degree angled parking configuration along Liberty Lane in lieu of the previously proposed head in spaces. This modification aligns with City standards and contributes to a more efficient and context sensitive streetscape design.

As a result of this revision, the total available parking consisting of 25 on-site spaces and 11 adjacent on street angled spaces has been recalculated to yield a new overall parking ratio of 0.88 spaces per dwelling unit, adjusted from the previously noted ratio of 1.17. While still below the code required 1.5 spaces per unit, this updated ratio represents a significant increase over the original on-site ratio of 0.60, further supporting the project's intent to balance housing affordability, historic preservation, and appropriate parking supply.

Recent studies conducted by Fox Tuttle Transportation Group across multiple affordable housing sites in Colorado demonstrate that residents of income restricted developments own significantly fewer vehicles than their market rate counterparts. These studies found that many affordable communities included over 50 percent more parking than residents actually used, resulting in costly and underutilized infrastructure. By calibrating parking supply to actual demand, as our project proposes, communities can prioritize affordability and preservation without compromising livability or access. This data driven approach reflects emerging best practices adopted by other Colorado cities, including Denver, and supports a strategic reduction in required parking for this development.





In addition, the Liberty Lane site benefits from close proximity to existing public transit routes, neighborhood serving amenities, and bicycle infrastructure. These factors are proven to reduce personal vehicle reliance and support multi modal living. These locational advantages make this project well suited for a lower parking ratio while still ensuring mobility options for future residents.

This approach also aligns with Pueblo's broader sustainability and economic development goals by encouraging development patterns that are more resource efficient and attractive to housing funders. As Pueblo continues to pursue innovative and cost effective solutions for affordable housing, it is important to note that surface parking can cost upwards of \$15,000 per stall to construct. That is approximately \$300,000 for every 10 additional, potentially unused parking spaces, equivalent to the cost of building an additional affordable housing unit. Reducing excessive parking requirements allows developers to lower construction and operating costs, build more housing, and preserve valuable land for green space, community gardens, and recreation areas. All of these contribute to safer, more livable, and more resilient neighborhoods.

We believe this update continues to meet the intent of the variance request and reflects a thoughtful, collaborative effort with City staff to create a development that supports Pueblo's housing, mobility, and preservation goals. Thank you for your continued consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Neulieb".

Jeff Neulieb
KEPHART

Walk Score Charts for LIHTC Application

Name of Project: Liberty Lane Apartments

Project	Walk Score (out of 100)	Transit Score (out of 100)	Avg.
Liberty Lane Apartments	64	n/a	64
Rio Sacramento (LIHTC)	47	n/a	47
The Baltimore Apartments (LIHTC)	38	n/a	38
Rood Candy Apartments (LIHTC)	82	n/a	82
Santa Fe Crossing Apartments (LIHTC)	75	n/a	75
Villa Andrea (LIHTC & Market)	60	n/a	60
The Preserve at Belmont (Market)	18	n/a	18
The Landings at Eagle Ridge (Market)	45	n/a	45
Outlook Ridge Apartments (Market)	22	n/a	22
Villas at Park West- Ph. I (Market)	7	n/a	7
Villas at Park West- Ph. II (Market)	7	n/a	7
Comp Averages	40	n/a	40
City (Pueblo) Average	37	n/a	37

Walk SCORE	
Range	Description
90-100	Walker's Paradise – Daily errands do not require a car.
70-89	Very Walkable-Most errands can be accomplished on foot.
50-69	Somewhat Walkable-Some services within walking distance.
25-49	Car-Dependent-A few services within walking distance.
0-24	Car-Dependent-Almost all errands require a car.
Transit SCORE	
Range	Description
90-100	Rider's Paradise – World-class public transportation.
70-89	Excellent Transit-Transit is convenient for most trips.
50-69	Good Transit-Many nearby public transit options.
25-49	Some Transit-A few nearby public transit options.
0-24	Minimal Transit-Car-dependent.

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

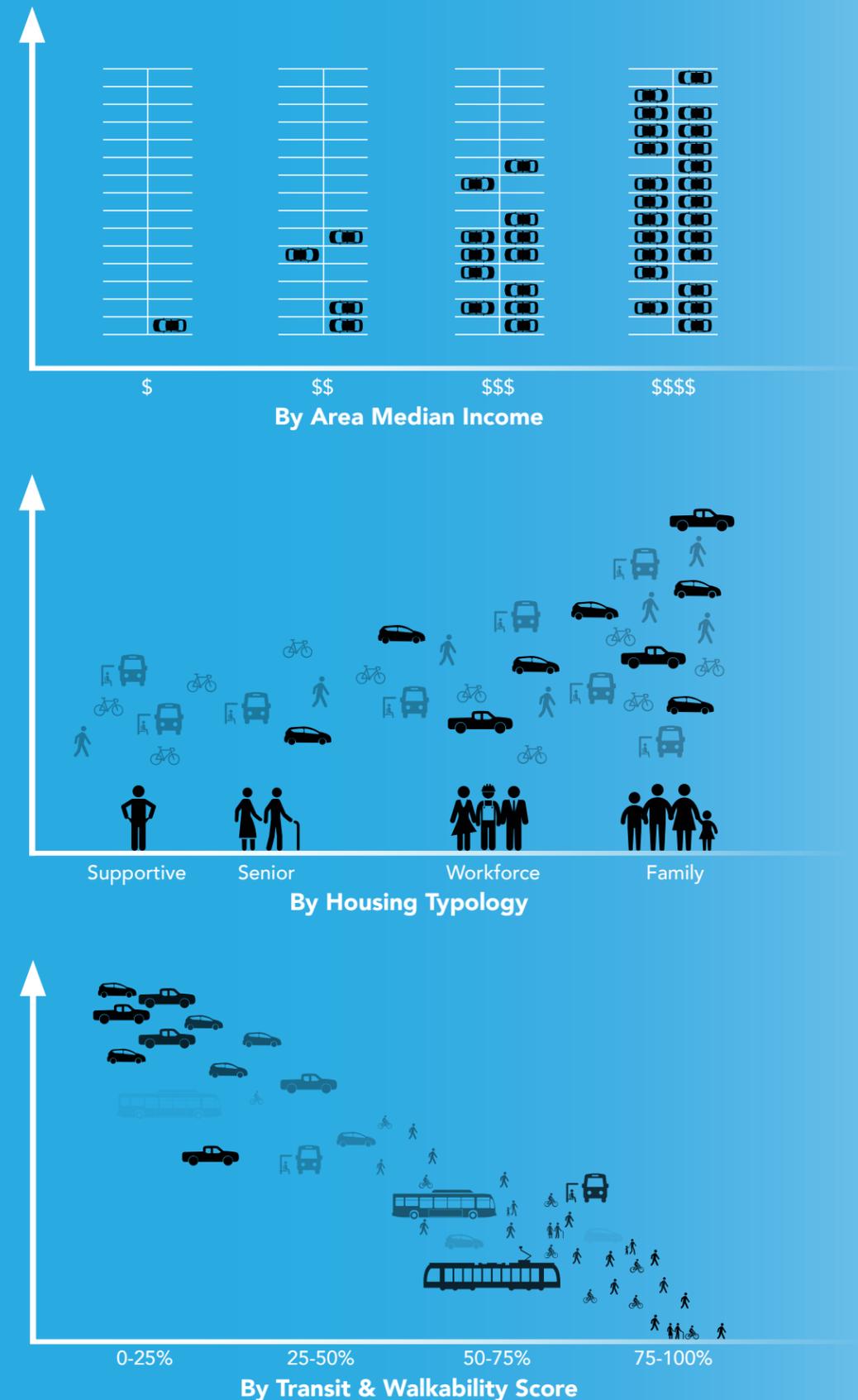
The walk, bike, and transit scores were added together to get the total non-auto score for each property. The data indicates that the property's proximity to quality walking and biking facilities and transit services deeply impacts vehicle ownership.

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.

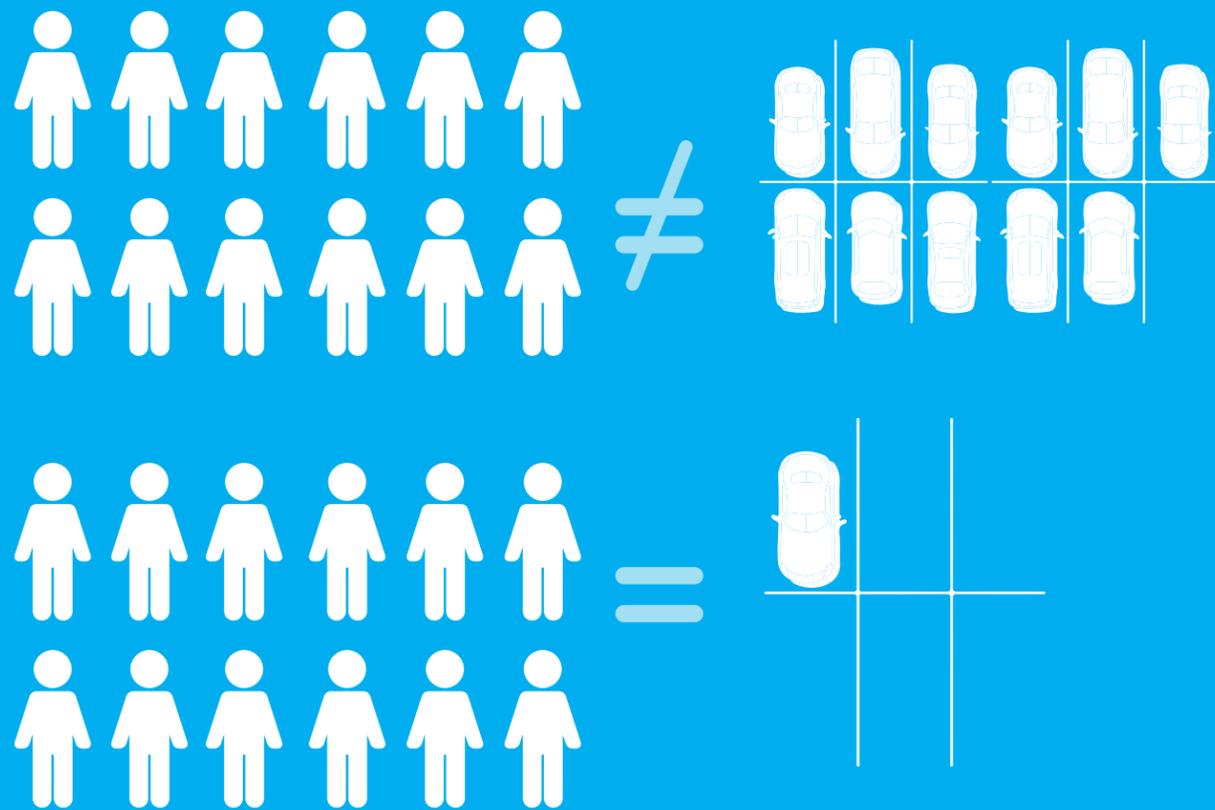
The majority of the surveyed properties were purposefully located within communities and neighborhoods that are walkable, bikeable, and near transit.

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

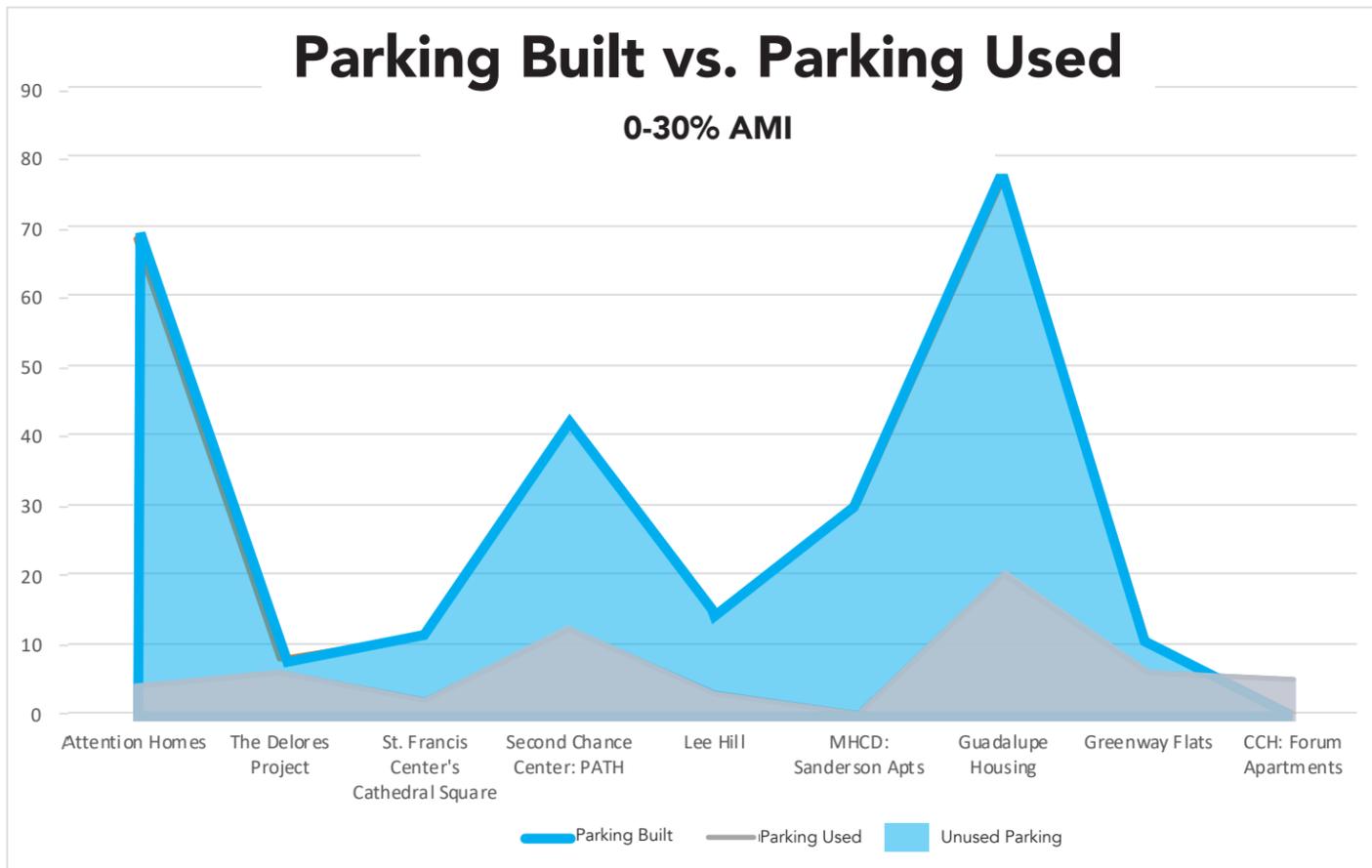
*Figure is over 6 years and 19 projects



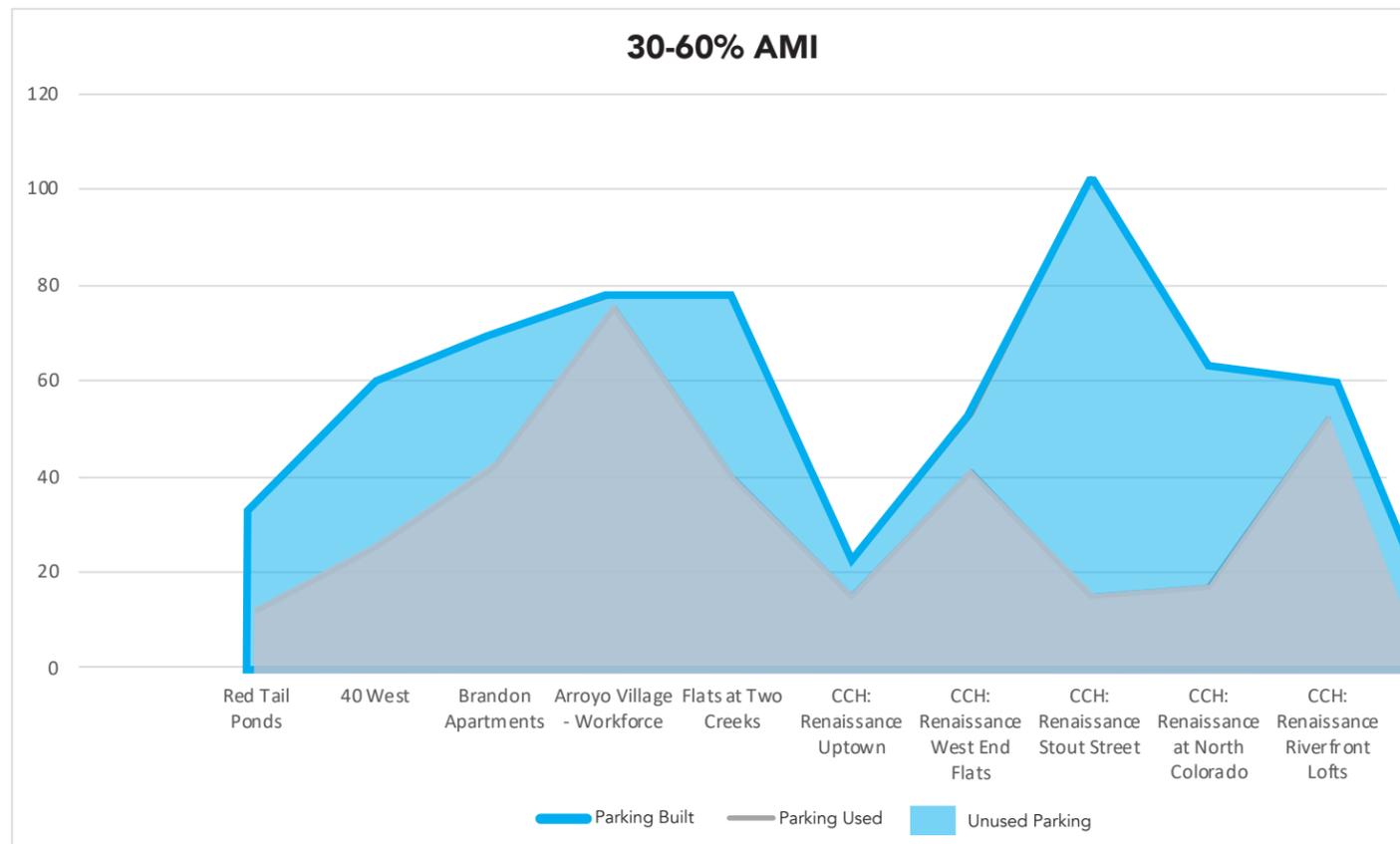
***Equates to one 40 unit affordable housing building.**

Parking Built vs. Parking Used

0-30% AMI



30-60% 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.

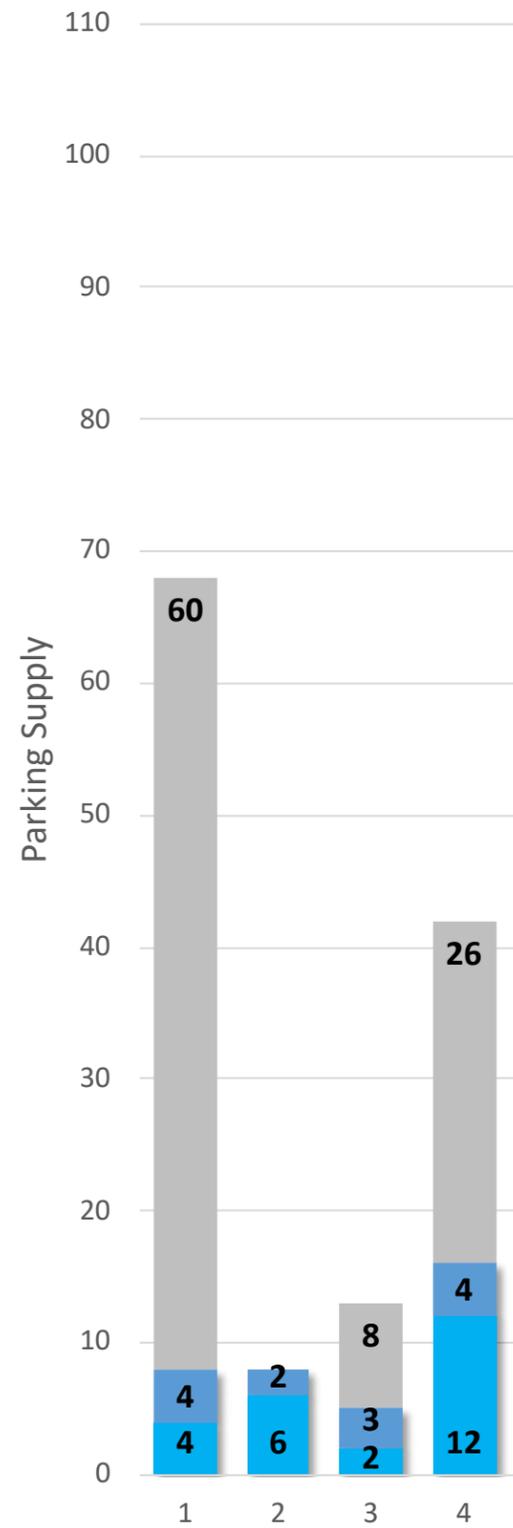
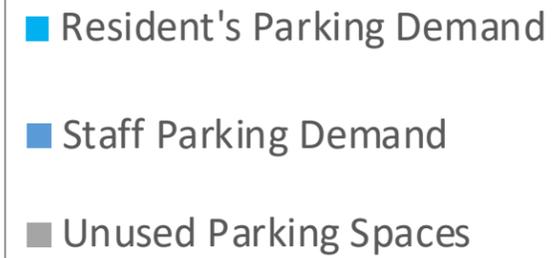
The vehicle ownership equates to the parking demand needed at each property to serve the residents and should help inform the parking supply needed.

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

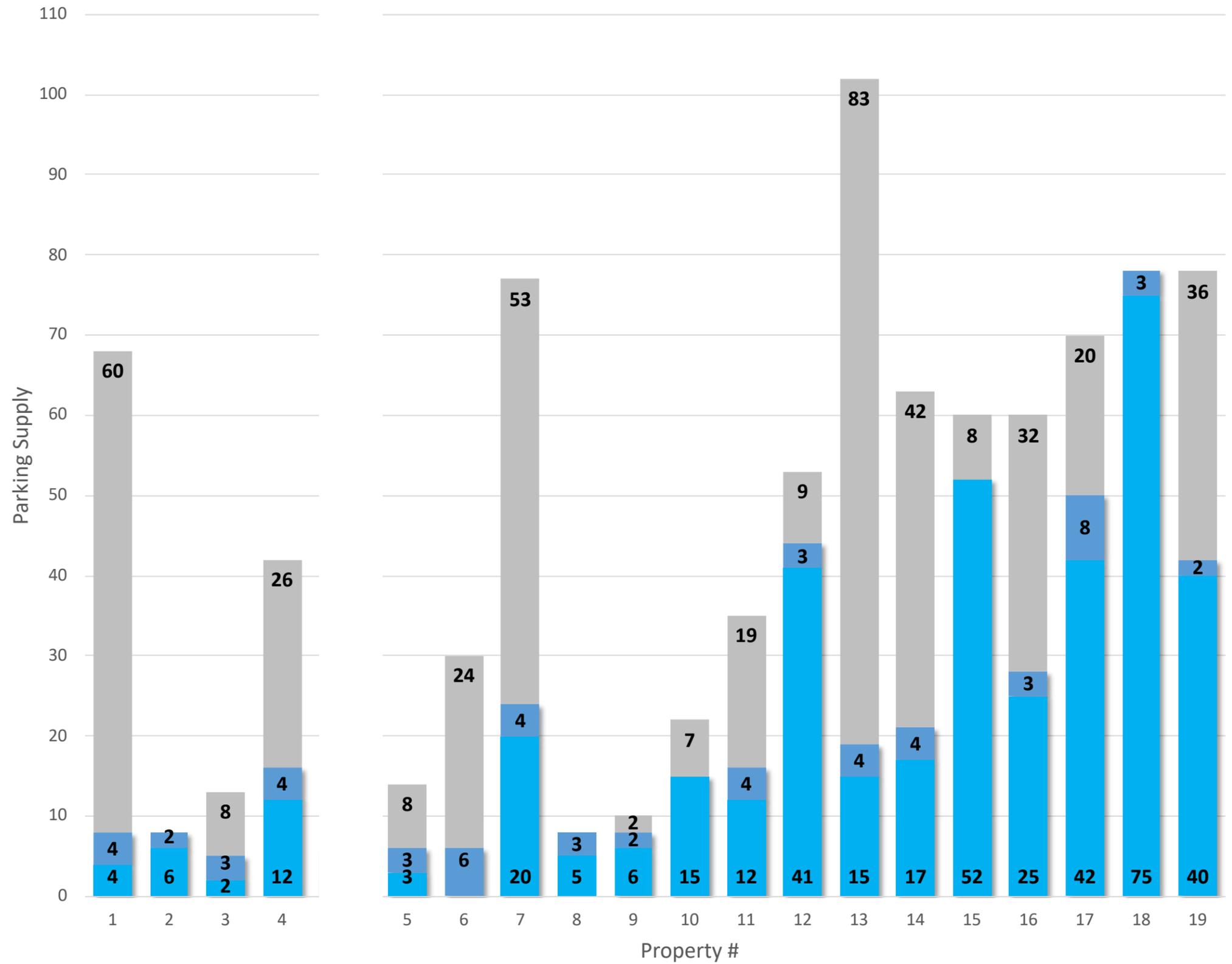
Parking Utilization

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		



Overall Parking Demand





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

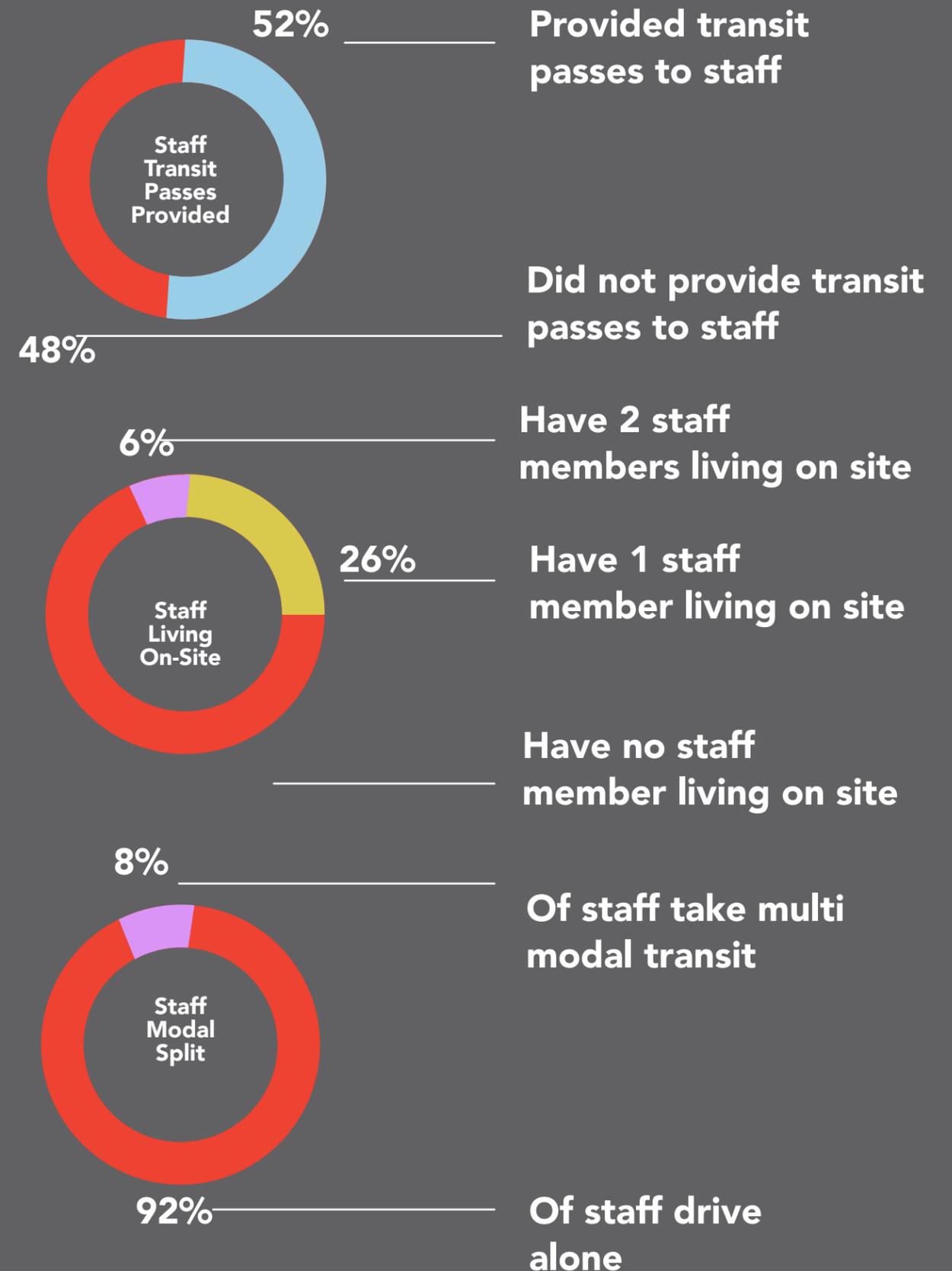
The same affordable housing properties that were surveyed by Fox Tuttle/Shopworks for resident vehicle ownership were asked about staffing to understand the parking demand needed by staff. On average, the majority of the affordable home properties have 5 full time staff members (1 per 17 units) and 4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

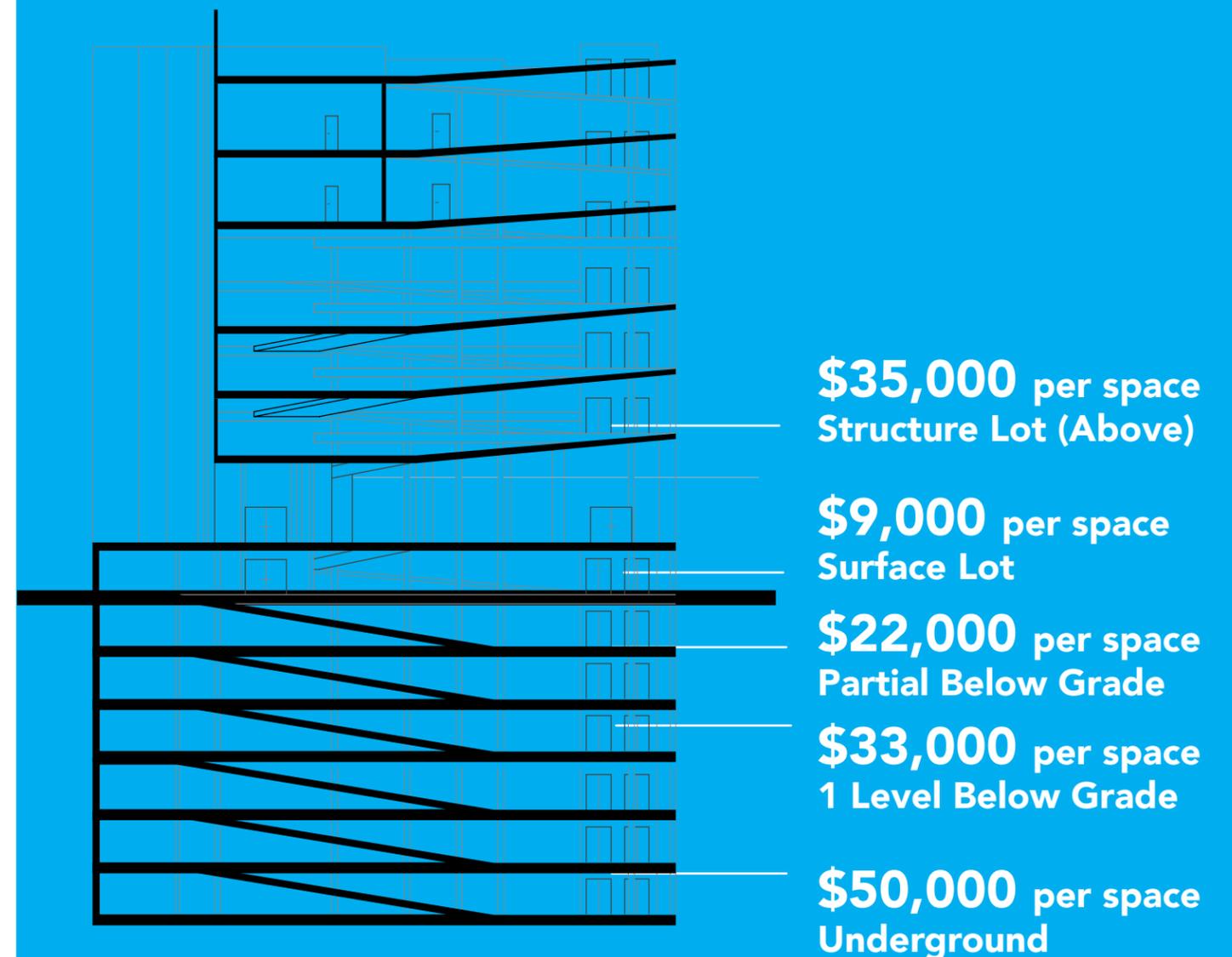
Rides bike

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

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