

HARDSHIP TO JUSTIFY VARIANCE:

TYPICALLY A ZONE LOT ALONG THE WELTON CORRIDOR WOULD HAVE ONLY 1 PRIMARY STREET FRONTAGE, WOULD ALSO HAVE PUBLIC ALLEY ACCESS INSTEAD OF AN ACCESS EASEMENT AND THE UNUSUALLY SHAPED LOT IS VERY DIFFERENT COMPARED TO THE SURROUNDING BLOCKS.

UNUSUAL SITE GEOMETRY & ACCESS

LOT SIZE: 9,960 SF (.221 ACRES +/-)

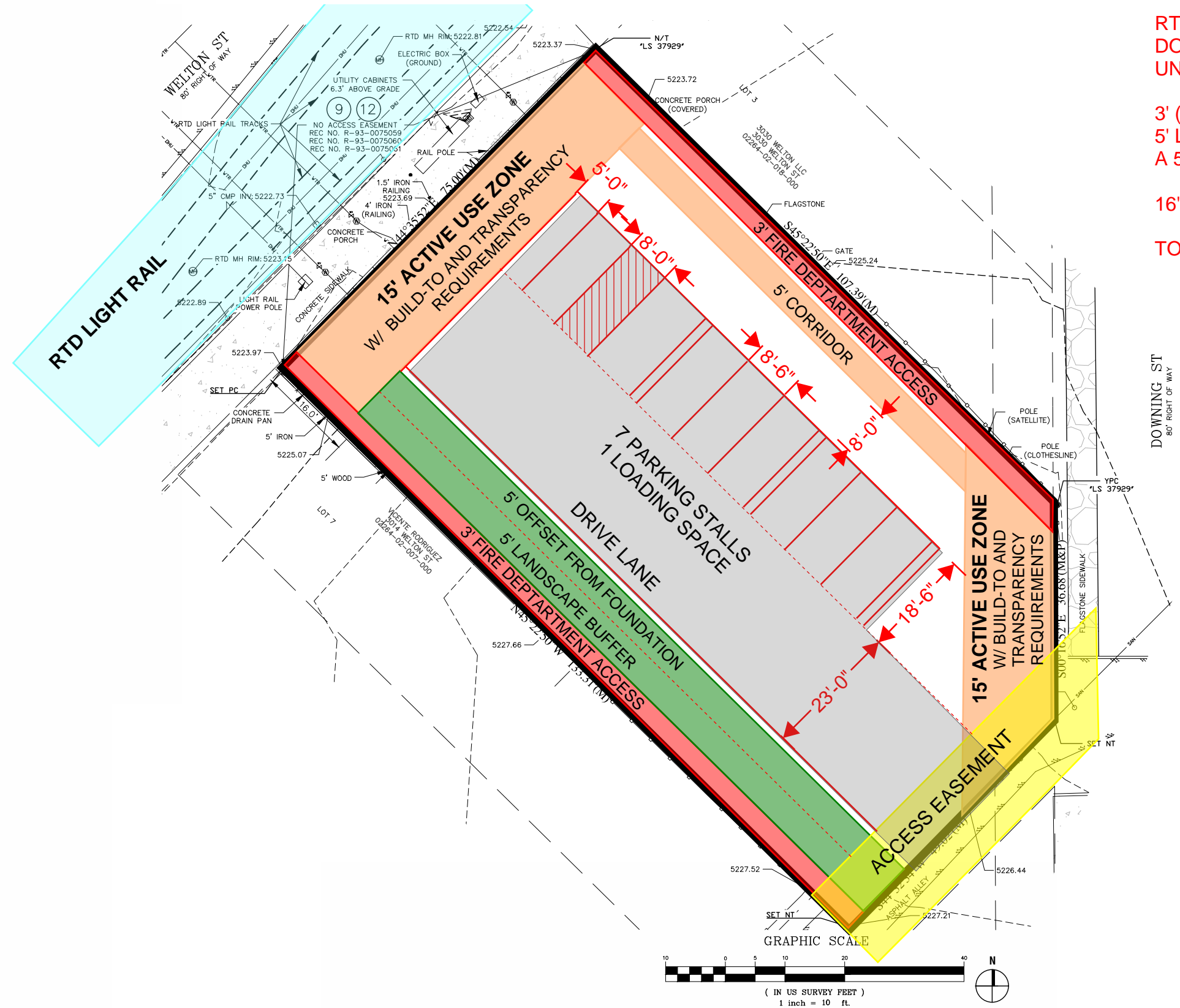
WELTON ST AND DOWNING ST- BOTH PRIMARY STREET FRONTAGE (2) 15' ACTIVE USE ZONES, INCLUDING TRANSPARENCY AND BUILD-TO REQUIREMENTS. TOTAL AREA OF COMBINED ACTIVE USE ZONES COMPRISE 1,744 SF (18% OF SITE)

RTD LIGHT RAIL ON WELTON ST- PUSHES VEHICULAR ACCESS TO DOWNING ST WHICH ONLY HAS 36' OF FRONTAGE DUE TO THE UNUSUALLY SHAPED LOT

3' (MIN. CLEAR) FIRE DEPARTMENT ACCESS ON BOTH PROPERTY LINES
5' LANDSCAPE BUFFER AT SOUTH PROPERTY LINE, WHICH REQUIRES A 5' OFFSET FROM THE BUILDING FOUNDATION

16' ACCESS EASEMENT AT VACATED ALLEY, 8' ON OUR PROPERTY

TOTAL AREA FOR PARKING 7 CARS AND 1 LOADING SPACE



CHARITY'S HOUSE

SITE DEVELOPMENT PLAN

PART OF THE SOUTHWEST 1/4 OF SECTION 26, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.
CITY AND COUNTY OF DENVER, STATE OF COLORADO
3022 WELTON STREET, DENVER, CO 80205

PROPOSED SITE PLAN

SINCE 2016: OUR TEAM HAS SUBMITTED 3 CONCEPT SUBMITTALS & 4 FORMAL SITE PLAN SUBMITTALS TO PLANNING & DEVELOPMENT SERVICES

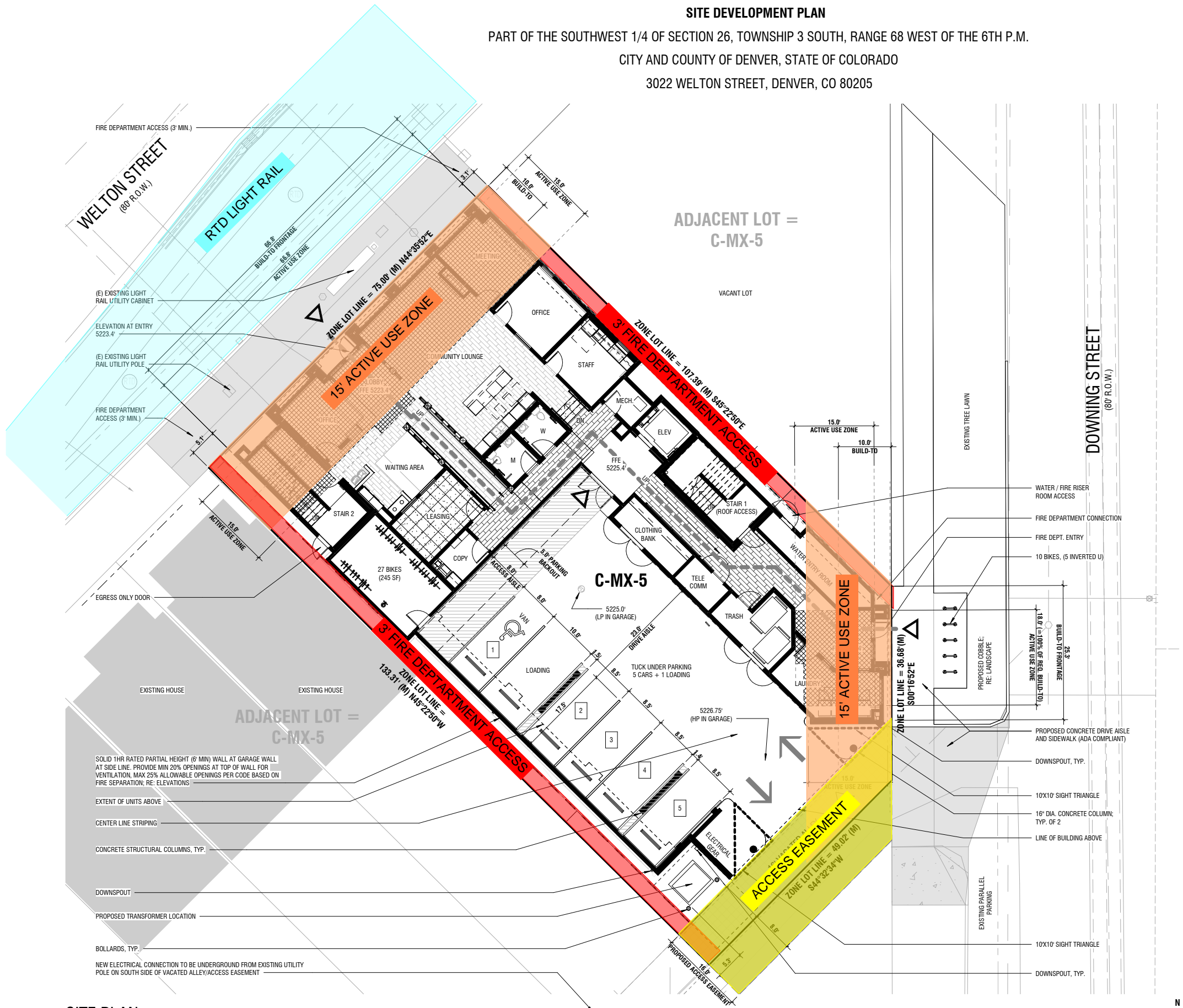
WELTON ST AND DOWNING ST- BOTH PRIMARY STREET FRONTAGE- (2) 15' ACTIVE USE ZONES

RTD LIGHT RAIL ON WELTON

3' (MIN. CLEAR) FIRE DEPARTMENT ACCESS ON BOTH PROPERTY LINES

16' ACCESS EASEMENT AT VACATED ALLEY

1 REQUIRED LOADING SPACE



C-MX-5 ZONING

TO BETTER FIT THE NEIGHBORHOOD CONTEXT ALONG WELTON STREET WE CHANGED FROM A 5-STORY SCHEME TO A 4-STORY SCHEME

THIS PUSHED PROGRAM SPACE TO THE FIRST AND RESULTED IN THE FOLLOWING:

REMOVED- 5' LANDSCAPE BUFFER AND 5' OFFSET FOR THE FOUNDATION AT SOUTH PROPERTY LINE

REMOVED- 2 CARS FROM THE 7 THAT COULD ORIGINALLY FIT ON SITE

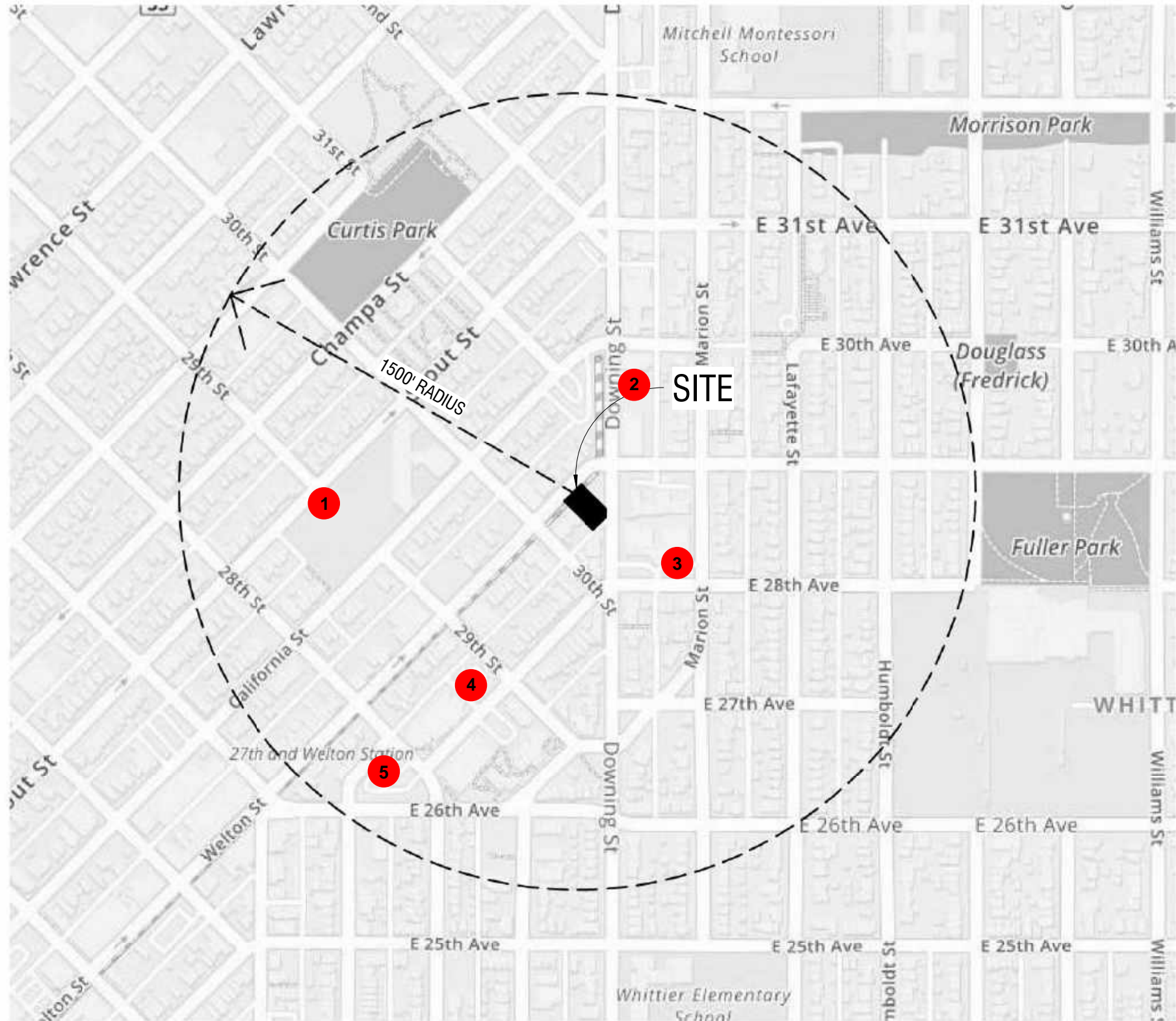
A REDUCTION OF POTENTIAL DENSITY FROM 48 UNITS TO 36 UNITS

PARKING DEMAND & SHARED PARKING OPTIONS

RESIDENTS ARE AT OR BELOW 30% AMI WHICH EQUATES TO \$21,000 ANNUALLY OR \$1,750 PER MONTH OR LESS

DENVER ZONING CODE: SMALL DWELLING UNITS= 550 SF OF LESS
(33) 1-BEDROOM UNITS AT 465 SF & (3) 1-BEDROOM ACCESSIBLE UNITS AT 535 SF

SITE IS LOCATED WITH 350' OF HIGH FREQUENCY TRANSIT SERVICES AT THE 30TH AND DOWNING ST STATION



1



Lot 1. Denver Language School, School District 1
Zoned U-RH-2.5
Total parking stalls: 50
Shared Parking Available: **NONE**

2



Lot 2. Masjid Al Shuhada Islamic Center
Zoned C-MS-5
Total parking stalls: Approximately 42 (partially striped)
Shared Parking Available: **NONE**

3



Lot 3. Gilliam Youth Services Center
Zoned R-5, WVR5
Total parking stalls: 44
Shared Parking Available: **NONE**

4



Lot 4. Denver Health Clinic
Zoned C-MX-5
Total parking stalls: 38
Shared Parking Available: **NONE**

5



Lot 5. Denver Health and Hospitals
Zoned G-MX-3
Total parking stalls: 81
Shared Parking Available: **NONE**



Transit Oriented Development

Setting the Stage Typology Action Plan System Map TOD Programs Contact Us

City and County of Denver Official Site / Transit Oriented Development / TOD Programs / Transportation Demand Management Guide

Transportation Demand Management Guide

Translate This Page

A guide for TOD developers and building owners



It is Denver's policy in transit-oriented development (TOD) areas and other mobility-rich locations to prioritize safety and convenience for pedestrians, bicyclists, and transit-riders; minimize parking demand; and facilitate a shift to alternative modes of transportation by residents, visitors and workers.

The following is a set of transportation demand management (TDM) recommendations that are easily implemented by project developers and building owners. These measures are cost-effective and provide a richer experience for tenants and visitors. Denver urges developers and building owners to adopt some combination of these measures to help improve mobility citywide.

Recommendations

Transportation Management Association Membership +

Vehicle Parking -

In transit oriented development areas: Construct as few parking spaces as possible, un-bundle parking so it is leased and marketed separately from tenant space, and price parking to reflect its actual value and demand. The easy availability of under-priced parking is expensive to provide, induces driving, and discourages the adoption of alternative modes of transportation.

Building less parking lowers construction and maintenance costs, increases investment returns, and allows for more affordable and competitive product. While market demand for parking cannot be ignored, market analysts are increasingly recognizing the power of TDM programs to drive down parking demand, and are increasingly willing to recommend financing of such projects accordingly.

What parking is constructed should be un-bundled from tenant leases. Parking should represent an additional cost to tenants, or, alternatively, a "credit" to tenants that elect not to claim a designated space. This creates an attractive opportunity for tenants to save money, provides an incentive for tenants to take advantage of a building's TDM programs, and makes valuable parking spaces available for lease to other tenants, or to the public.

Finally, structured parking should be constructed in a way to facilitate potential conversion to usable space. Rather than tilted decks and low head-heights, parking structures should be constructed with level decks and ramps, and with full head-heights.

About Transit Oriented Development

Successful Transit-Oriented Development (TOD) is attractive, walkable, and sustainable and allows Denver residents to have fair housing, ample transportation choices and the ability to live convenient, affordable, enjoyable lives.

- What is TOD?
- Contact us

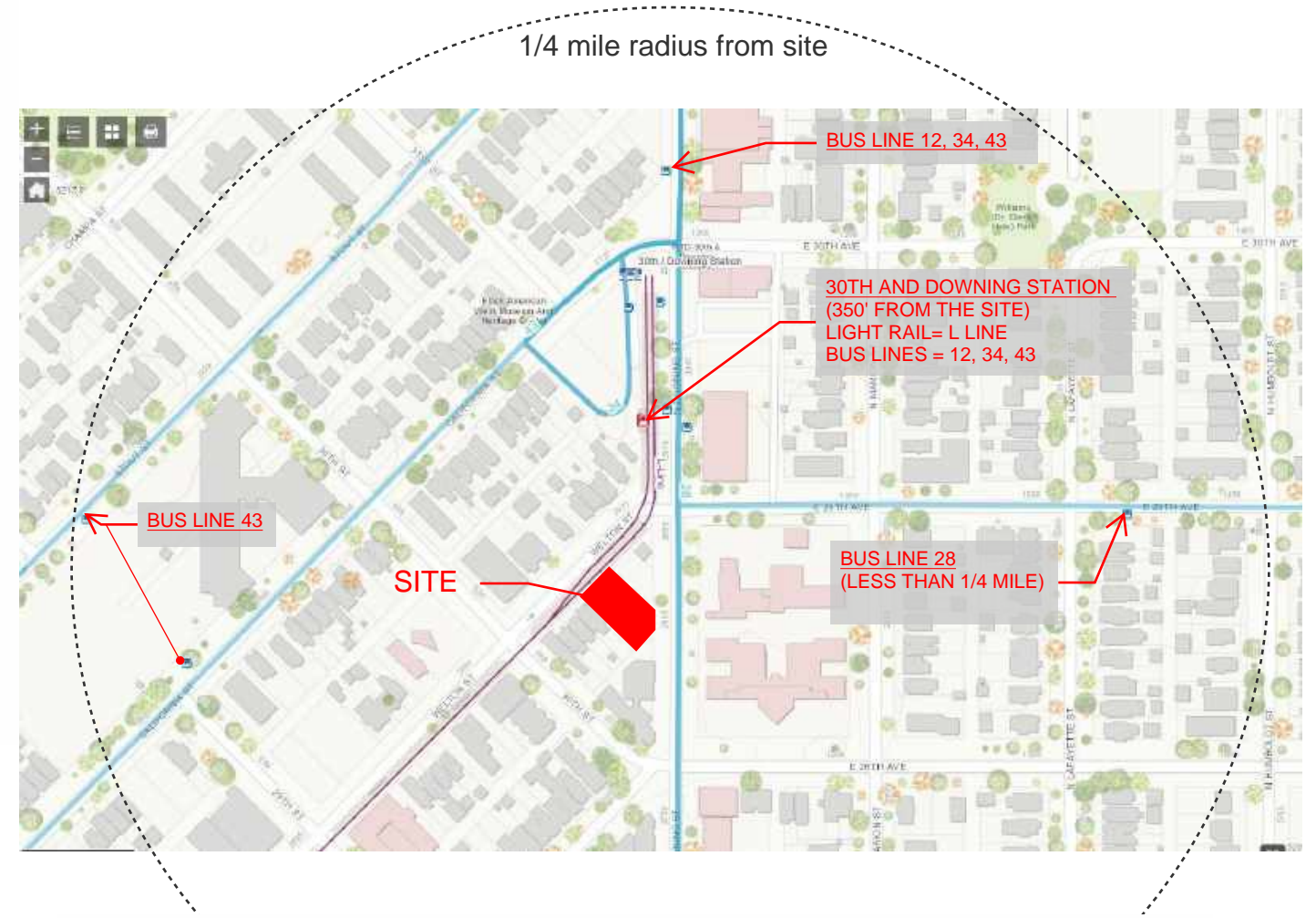
PARKING MITIGATION: MOBILITY RICH LOCATION

CENTRAL TRANSIT CORRIDOR: WELTON / DOWNING STATIONS

BLUEPRINT DENVER- COMMUNITY CORRIDOR

WELTON STREET MEDIUM CAPACITY TRANSIT CORRIDOR

LIGHT RAIL STATION AND 4 DIFFERENT BUS LINES WITHIN 1/4 MILE FROM SITE



Recommendations

Transportation Management Association Membership +

Vehicle Parking +

Car-Share +

Bike Parking +

Bike-Share +

Transit Passes +

Transit Screen +



PARKING MITIGATION: ENHANCED BIKE PARKING

ADDED 18 BIKE PARKING STALLS TO BRING THE TOTAL TO 37

BIKE PARKING IS ABOVE 1:1 PER BEDROOM

ADDED BIKE REPAIR STATION TO BIKE STORAGE ROOM

PROTECTED BIKE LANE ON STOUT STREET IS LESS THAN 1/4 MILE FROM THE SITE

Bike Parking

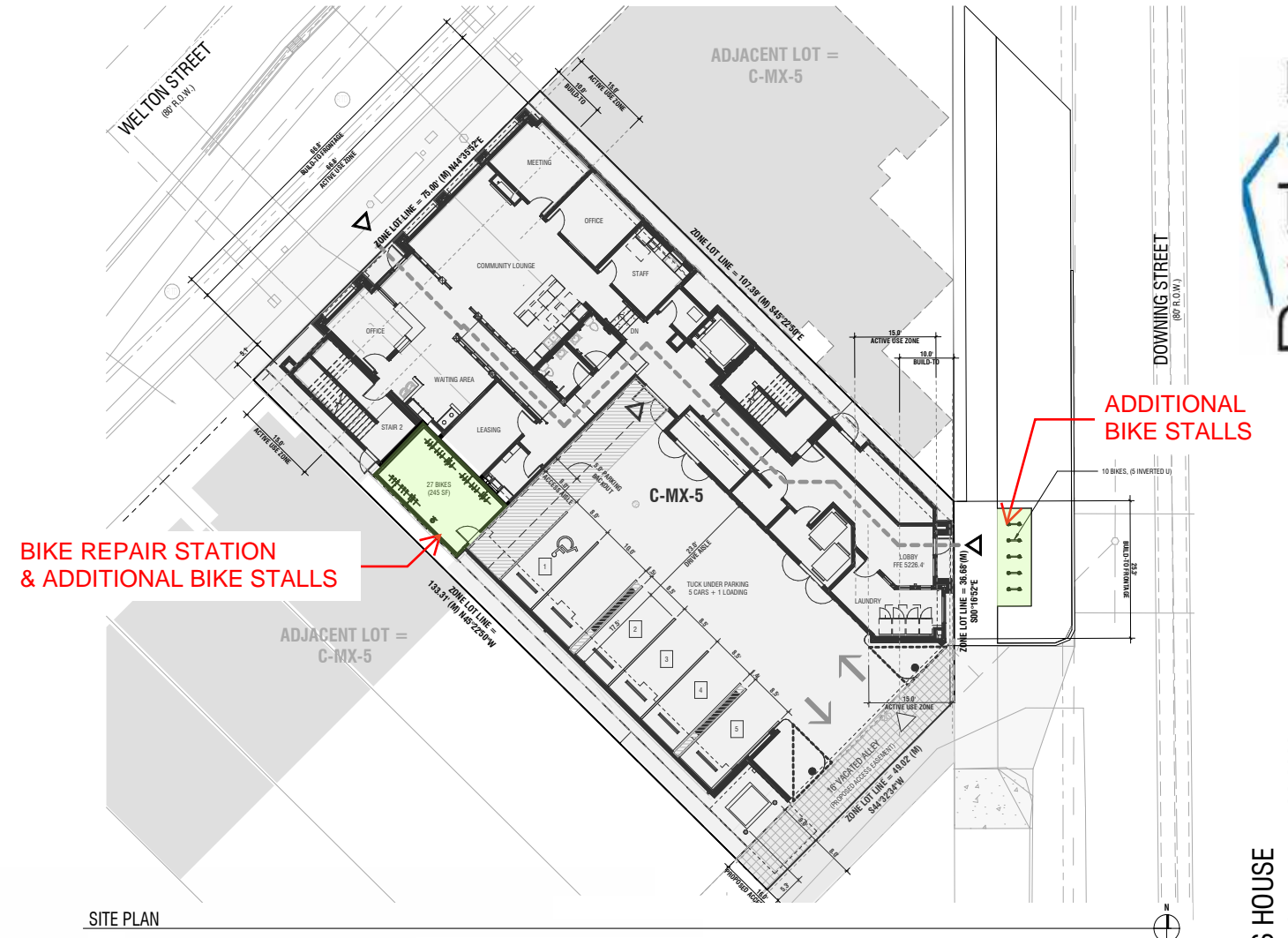
Provide ample bike parking that is protected from the weather; in a location that is as convenient, or more so, than automobile parking; and secure from random public access. This makes it easy and obvious for tenants to own and use a bicycle for all bike-able trips.

For residential tenants, bike parking should be provided at a rate of roughly 1-space-per-bedroom. These bike spaces should be free of charge. As an additional amenity, they can be made available as dedicated spaces for specific users or units to ensure convenience and predictability for bike parking. Secure access is vital; it provides confidence that expensive bikes will be safe, thereby eliminating the need to take bikes up to apartments or condos – thereby further improving the convenience of owning and using a bicycle.

In addition to secure, predictable, and convenient bike parking, an additional amenity to promote bike ownership and usage among tenants is a bike repair and maintenance facility. This requires very little square-footage and can be cheap to outfit, but is viewed as a valuable amenity by bicycle owners.

For office and commercial tenants, bike parking should be provided at a rate of roughly 1 space per 5,000 square feet. As with residential bike parking, commercial and office bike parking should be secure, protected from the weather, and in a location as convenient, or more so, as any automobile parking.

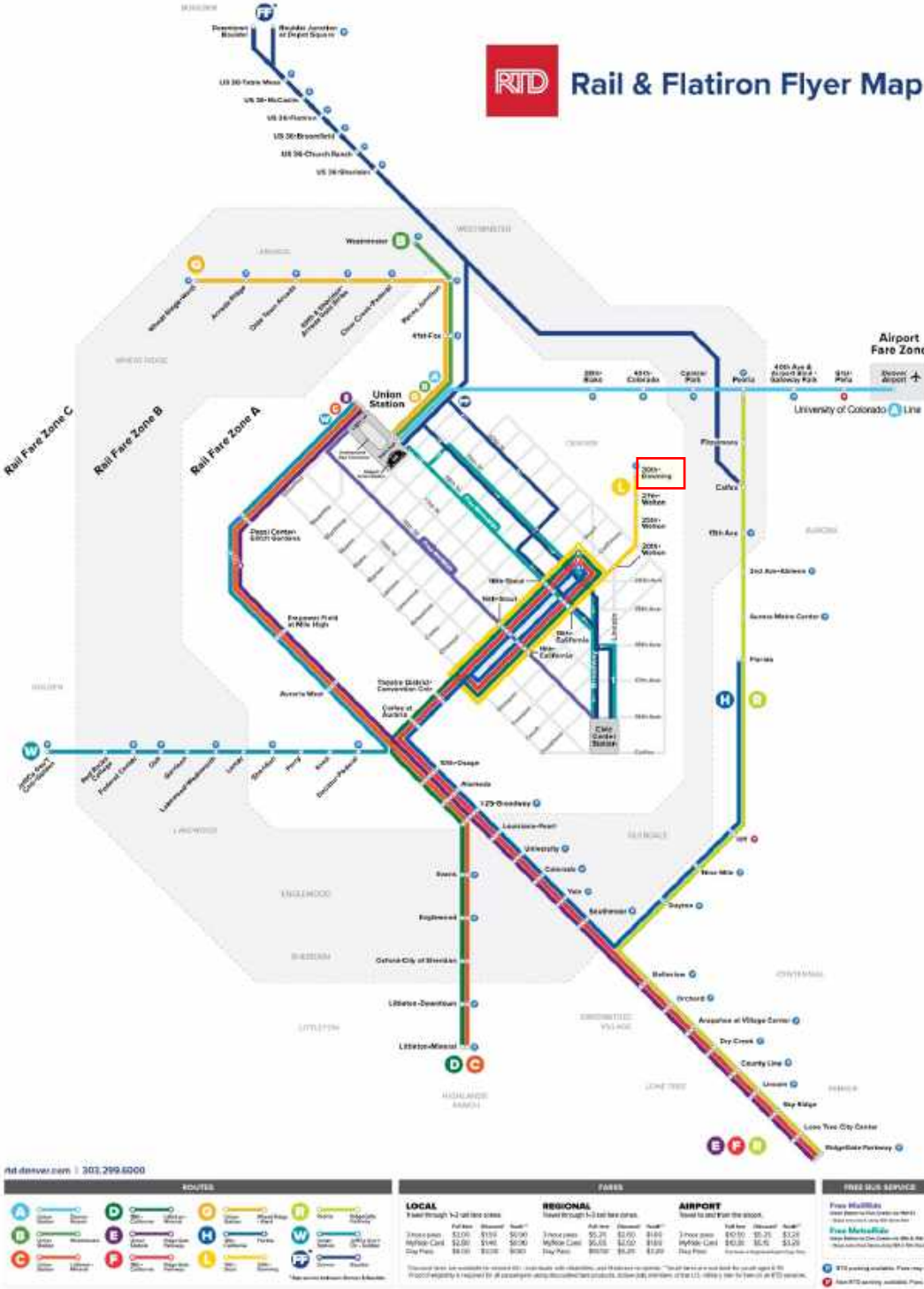
Finally, ample bike parking for the visiting public is also important, especially for high visitor uses such as retail or restaurants. This bike parking should be segregated from secure tenant parking but also conveniently and intuitively accessible.



PARKING MITIGATION: TRANSIT OPTIONS

PROVIDE TRANSIT PASSES TO ALL RESIDENTS

PROVIDE A TRANSIT SCREEN IN THE LOBBY, TO PROMOTE TRANSPORTATION OPTIONS AND ALTERNATIVES TO DRIVING



LOCAL	REGIONAL	AIRPORT	FREE BLUE SERVICE
LOCAL Travel through 1-2 rail fare zones 1-hour pass: \$1.00, \$1.50, \$2.00 3-hour pass: \$2.00, \$3.00, \$4.00 Day Pass: \$5.00, \$7.50, \$10.00	REGIONAL Travel through 3-12 rail fare zones 1-hour pass: \$2.25, \$3.50, \$4.75 3-hour pass: \$4.50, \$6.75, \$9.00 Day Pass: \$10.00, \$15.00, \$20.00	AIRPORT Travel to and from the airport 1-hour pass: \$4.00, \$6.00, \$8.00 3-hour pass: \$8.00, \$12.00, \$16.00 Day Pass: \$16.00, \$24.00, \$32.00	FREE BLUE SERVICE Free Blue Service Free MetroLink Free MetroRail

Transit Passes

To facilitate the shift toward using transit, there is no more effective TDM measure than facilitating access to or subsidizing transit passes. Ownership of a pre-paid transit pass dramatically increases the likelihood and frequency of transit use. This is especially the case in the context of low-income or workforce-affordable housing.

Many large employers already supply employees with transit passes, but many smaller employers do not. The owner of an office or commercial building may be able to pool or coordinate a transit pass program to enormous benefit to tenants but at little or no cost to the building owner. Residential building owners may offer a transit pass, or a contribution into a transit pass account, for residential tenants. RTD makes available a complex array of different transit passes, which can be confusing to navigate, but a building's transit pass program can be successfully managed with the help of a TMA partner.

Finally, for hotels in transit-rich locations, a transit pass can be offered as a much-appreciated perk and an inducement for guests to forgo car rental or more expensive taxis or Uber/Lyft. Having a transit pass in-hand, together with some guidance from hotel staff or printed materials, lowers the barrier to guests willing to try local transit.

Transit Screen

To provide instant, real-time, site-specific information regarding all available transportation options, install a "transit screen" in the building lobby. A transit screen is a video display of location, arrival/departure, and all other specific information regarding every nearby transportation option. This makes it easy for tenants to learn about, and be confident of the availability of, all available alternatives to driving.

The company called "Transit Screen" is perhaps the best-known vendor of this technology but there are others that can provide a similar product. Generally, the building owner is responsible for supplying the video display, which is then programmed by the vendor for a monthly fee.

A transit screen can be programmed with any and all transportation options desired: real-time bus arrivals to nearest bus stops; real-time train arrivals to nearest rail station; location, distance, and inventory of nearest B-Cycle stations; location of available Car-2-Go vehicles; location of available Zip-Car vehicles; Uber and Lyft proximity; traffic and drive-time to downtown or other destinations. The transit screen display can also be linked to a mobile-friendly website, allowing tenants to check their transportation options anywhere in the building.

A transit screen can be seen in operation in the atrium of the Wellington Webb Municipal Building at 201 W. Colfax Ave., opposite the elevator banks at the Court Street entrance.