

CITY AND COUNTY OF DENVER
ZONING ADMINISTRATION
201 W. Colfax Avenue Dept. 205, 720-865-3000

Log# 2018PM0000705

FORMAL DENIAL

BOA #

REFERENCED ADDRESS:
3022 Welton Street

Zone District
C-MX-5

Legal Description: Metes and Bounds (See Attached) Landmark

L 6 NWLY 1/2 OF VAC ALY ADJ BLK 75 CASE 7 EBERTS ADD, I 5 BLK 75 CASE & EBERTS ADD 7 NWLY 1/2 VAC ALY ADJ & PT OF SIDE LOT ADJ IN A B CASES ADD & LOT 4 BLOCK 75 CASE & EBERTS ADD 7 OUTLOT ADJOINING A B CASES ADD

Application for permit to:

Amend Erect Convert Maintain Operate Expand Request Administrative Review

Construction of a 30,536 GFA, 36 multi-unit family structure on .22 acres within the C-MX-5 Zone District with 5 parking spaces.

Denied for the Following reason(s):

Under Section(s) of the
Denver Zoning Code:

THE REFERENCED SECTION STATES THAT THE MAXIMUM NUMBER OF VEHICLE PARKING SPACES IS 27.

Pursuant to Section 10.4.5.3.A.4.a, the maximum number of vehicle parking spaces required on a zone lot shall not be reduced by more than 50%. Pursuant to Section 7.4.4 the total required parking is 27, and the applicant has provided 5 parking spaces which is in violation of 7.4.4.

7.4.4

THE REFERENCED SECTION STATES THAT 1 DECIDUOUS CANOPY TREE FOR EVERY 25' OF LINEAR FRONTAGE WITH A 5'-FOOT PLANTING STRIP.

Pursuant to Section 10.5.4.4.C.2. a five-foot-wide planting strip with 1 deciduous canopy tree for every 25 linear feet is required for Perimeter Surface Parking Lots adjacent to a Residential Use or Zone District. The applicant is seeking a variance from the planting standards within Section 10.5.4.4.C.2.

10.5.4.4.C.2

BOARD OF ADJUSTMENT

CASE No. 32-20

DATE 5/19/20

EXHIBIT No. A1

Date
DENIED: 4.28.20
TYPED: 4.28.20

Zoning Administrator

By: Leah Dawson, Project Coordinator

Appeal from this denial may be taken to the Board of Adjustment, 201 W. Colfax Ave., Dept 201, within fifteen days of the date of this denial. Further information should be obtained from the office of the Board of Adjustment Zoning, 720.913.3050.

CITY AND COUNTY OF DENVER
DEVELOPMENT SERVICE-ZONING PERMITTING
INFORMAL DENIAL FORM
(Must be filed within 15 days)

TO BOARD OF ADJUSTMENT– ZONING – 201 W. Colfax, # – Denver, CO 80202 – (720) 913-3050
REFERENCED ADDRESS: 3020 Welton Street, 3022 Welton Street and 3026 Welton Street
PARCEL #: 02264-02-006-000, 02264-02-005-000 & 02264-02-004-000

LEGAL DESCRIPTION: L 6 NWLY ½ OF VAC ALY ADJ BLK 75 CASE 7 EBERTS ADD, 1 5 BLK 75 CASE & EBERTS ADD 7 NWLY ½ VAC ALY ADJ & PT OF SIDE LOT ADJ IN A B CASES ADD & LOT 4 BLOCK 75 CASE & EBERTS ADD 7 OUTLOT ADJOINING A B CASES ADD

OWNER: Robert E & Eddie H Woolfolk
3022 Welton Street
Denver, Colorado 80205-3024

APPLICANT: Bob Wilson, Shopworks Architecture

LOG/SDP #: 2018PM0000705

The following HIGHLIGHTED Zoning Ordinance violation(s) is (are) being appealed:

CATEGORY (1) \$100.00 – SECTION NO.:

- a. Variances for enclosures of balconies of individual units of multiple unit dwellings;
- b. Keeping of Animals;
- c. Six Month Delay of Enforcement under Section 12.2.6.8 from cease and desist orders from Neighborhood Inspection Services for violations not eligible for Variance or Special Exception, including inoperable, dismantled or other non-permitted vehicles, trash or junk on the property, unpaved or unscreened parking, minimum size of residential structures, rooming and boarding, and unrelated persons.

CATEGORY (2) \$150.00 – SECTION NO.:

- a. **Variances for minor construction including fences and detached sheds;**
- b. Variances for excess number of vehicles, oversized vehicles such as overlength recreational vehicles, and the location of detached campers, trailers and boats;
- c. Variances for signage (excluding off-premises signs);
- d. Six Month Delay of Enforcement under Section 12.2.6.8 for cease and desist orders from Neighborhood Inspection Services for violations regarding issues listed in Categories 2.a. through 2.c., above.

CATEGORY (3) \$200.00 – SECTION NO's: 7.4.4 & 10.5.4.4.C.2

- a. Variances for major construction including all residential, commercial and industrial buildings, additions to these structures, second residential structures or ADU building forms, and garages; Pursuant to Section 10.4.5.3.A.4.a, the maximum number of vehicle parking spaces required on a zone lot shall not be reduced by more than 50%. Pursuant to Section 7.4.4 the total required parking is 27, and the applicant is provided 5 parking spaces which is in violation of 7.4.4.
- b. Variances from provisions or conditions of approved landscaping plans (excluding the requirement to provide landscaping); Pursuant to Section 10.5.4.4.C.2. a five-foot-wide planting strip with 1 deciduous canopy tree for every 25 linear feet is required for Perimeter Surface Parking Lots adjacent to a Residential Use or Zone District. The applicant is seeking a variance from the planting standards within Section 10.5.4.4.C.2.
- c. Variances from provisions or conditions of approved parking plans; and from parking code requirements excluding surfacing, such as stall and aisle widths and number of spaces;
- d. Appeals of actions of the Zoning Administrator regarding Zoning Permits with Informational Notice (ZPIN) under 12.4.2;
- e. Six Month Delay of Enforcement under Section 12.2.6.8. from cease and desist orders from Neighborhood Inspection Services for violations regarding issues listed in Categories 3.a and 3.b., above;
- f. Stay of Effective Date of Orders under Section 12.2.6.7. from cease and desist orders from Neighborhood Inspection Services for the operation of excess dwelling units, including second residential structures of ADUs.

CATEGORY (4) \$300.00 – SECTION NO.:

- a. Special Use Exception Reviews;
- b. Variances for violations which would be created by proposed zone lot amendments;

- c. Variances to increase the floor area occupied by a nonconforming use in an existing structure under Section 12.4.7.6;
- d. Six Month Delay of Enforcement under Section 12.2.6.8 from cease and desist orders from Neighborhood Inspection Services for violations regarding issues reviewed in Category 4.a., above.
- e. Any other appeal not specifically included in sections 59-57(a)(1) through 59-57(a)(5)

CATEGORY (5) \$400.00 – SECTION NO.:

- a. Appeal of Administrative Decision under the Denver Zoning Code by the Manager (or staff) of Community Planning and Development, including all third party appeals of such decisions;
- b. Six Month Delay of Enforcement under Section 12.2.6.8 from cease and desist orders from Neighborhood Inspection Services for violations regarding issues reviewed in Category 4.a., above.

APPLICATION FEES: WHEN TWO OR MORE OF THE ABOVE FEES ARE APPLICABLE TO ONE CASE, THE LARGER SHALL APPLY.

DATE: 4.1.2020 BY: Leah Dawson

3020 WELTON ST

Owner	WOOLFOLK,ROBERT E & EDDIE H 3022 WELTON ST DENVER , CO 80205-3024
Schedule Number	02264-02-006-000
Legal Description	L 6 & NWLY 1/2 OF VAC ALY ADJ BLK 75 CASE & EBERTS ADD
Property Type	RESIDENTIAL
Tax District	DENV

Print Summary

Property Description			
Style:	ONE-STORY	Building Sqr. Foot:	1404
Bedrooms:	4	Baths Full/Half:	1/0
Effective Year Built:	1887	Basement/Finish:	142/0
Lot Size:	3,340	Zoned As:	C-MX-5

Note: Valuation zoning may be different from City's new zoning code.

Current Year				
	Actual	Assessed	Exempt	
Land		\$283,900	\$20,300	\$0
Improvements		\$33,900	\$2,420	
Total		\$317,800	\$22,720	

Prior Year				
	Actual	Assessed	Exempt	
Land		\$283,900	\$20,300	\$0
Improvements		\$33,900	\$2,420	
Total		\$317,800	\$22,720	

Real Estates Property Taxes for current tax year

Please click on additional information below to check for any delinquencies on this property/schedule number and for tax sale information.

	Installment 1 (Feb 28 Feb 29 in Leap Years)	Installment 2 (Jun 15)	Full Payment (Due Apr 30)
Date Paid	2/18/2020		
Original Tax Levy	\$819.25	\$819.23	\$1,638.48
Liens/Fees	\$0.00	\$0.00	\$0.00
Interest	\$0.00	\$0.00	\$0.00
Paid	\$819.25	\$0.00	\$819.25
Due	\$0.00	\$819.23	\$819.23

Additional Information

Note: If "Y" is shown below, there is a special situation pertaining to this parcel. For additional information about this, click on the name to take you to an explanation.

Additional Assessment ⓘ	N	Prior Year Delinquency ⓘ	N
Additional Owner(s) ⓘ	N	Scheduled to be Paid by Mortgage Company ⓘ	Y
Adjustments ⓘ	N	Sewer/Storm Drainage Liens ⓘ	N
Local Improvement Assessment ⓘ	N	Tax Lien Sale ⓘ	N
Maintenance District ⓘ	N	Treasurer's Deed ⓘ	N
Pending Local Improvement ⓘ	N		

Real estate property taxes paid for prior tax year: **\$1,165.89**

Assessed Value for the current tax year

Assessed Land	\$20,300.00	Assessed Improvements	\$2,420.00
Exemption	\$0.00	Total Assessed Value	\$22,720.00

3022 WELTON ST

Owner WOOLFOLK,ROBERT E & EDDIE M
 3022 WELTON ST
 DENVER , CO 80205-3024

Schedule Number 02264-02-005-000

Legal Description L 5 BLK 75 CASE & EBERTS ADD &NWLY 1/2 VAC ALY ADJ & PT OF SIDE LOT ADJ IN A B CASES ADD

Property Type RESIDENTIAL

Tax District DENV

Print Summary

Property Description			
Style:	ONE-STORY	Building Sqr. Foot:	1495
Bedrooms:	4	Baths Full/Half:	1/0
Effective Year Built:	1896	Basement/Finish:	240/0
Lot Size:	3,240	Zoned As:	C-MX-5

Note: Valuation zoning may be different from City's new zoning code.

Current Year			
Actual	Assessed	Exempt	
Land		\$226,800	\$16,220 \$0
Improvements		\$122,800	\$8,780
Total		\$349,600	\$25,000

Prior Year			
Actual	Assessed	Exempt	
Land		\$226,800	\$16,220 \$0
Improvements		\$122,800	\$8,780
Total		\$349,600	\$25,000

Real Estates Property Taxes for current tax year

Please click on additional information below to check for any delinquencies on this property/schedule number and for tax sale information.

	Installment 1 (Feb 28 Feb 29 in Leap Years)	Installment 2 (Jun 15)	Full Payment (Due Apr 30)
Date Paid			
Original Tax Levy	\$901.45	\$901.45	\$1,802.90
Liens/Fees	\$0.00	\$0.00	\$0.00
Interest	\$9.01	\$0.00	\$18.02
Paid	\$0.00	\$0.00	\$0.00
Due	\$910.46	\$901.45	\$1,820.92

Additional Information

Note: If "Y" is shown below, there is a special situation pertaining to this parcel. For additional information about this, click on the name to take you to an explanation.

Additional Assessment ⓘ	N	Prior Year Delinquency ⓘ	N
Additional Owner(s) ⓘ	N	Scheduled to be Paid by Mortgage Company ⓘ	N
Adjustments ⓘ	N	Sewer/Storm Drainage Liens ⓘ	N
Local Improvement Assessment ⓘ	N	Tax Lien Sale ⓘ	N
Maintenance District ⓘ	N	Treasurer's Deed ⓘ	N
Pending Local Improvement ⓘ	N		

Real estate property taxes paid for prior tax year: **\$1,284.26**

Assessed Value for the current tax year

Assessed Land	\$16,220.00	Assessed Improvements	\$8,780.00
Exemption	\$0.00	Total Assessed Value	\$25,000.00

3026 WELTON ST

Owner	WOOLFOLK,ROBERT E & EDDIE H 3022 WELTON ST DENVER , CO 80205-3024
Schedule Number	02264-02-004-000
Legal Description	LOT 4 BLOCK 75 CASE & EBERTS ADD & OUTLOT ADJOINING A B CASES ADD
Property Type	RESIDENTIAL
Tax District	DENV

Print Summary

Property Description			
Style:	1 1/2 STORY	Building Sqr. Foot:	1387
Bedrooms:	3	Baths Full/Half:	1/0
Effective Year Built:	1891	Basement/Finish:	180/0
Lot Size:	2,970	Zoned As:	C-MX-5

Note: Valuation zoning may be different from City's new zoning code.

Current Year			
	Actual	Assessed	Exempt
Land		\$252,500	\$18,050 \$0
Improvements		\$109,300	\$7,820
Total		\$361,800	\$25,870

Prior Year			
	Actual	Assessed	Exempt
Land		\$252,500	\$18,050 \$0
Improvements		\$109,300	\$7,820
Total		\$361,800	\$25,870

Real Estates Property Taxes for current tax year

Please click on additional information below to check for any delinquencies on this property/schedule number and for tax sale information.

	Installment 1 (Feb 28 Feb 29 in Leap Years)	Installment 2 (Jun 15)	Full Payment (Due Apr 30)
Date Paid	2/18/2020		
Original Tax Levy	\$932.82	\$932.82	\$1,865.64
Liens/Fees	\$0.00	\$0.00	\$0.00
Interest	\$0.00	\$0.00	\$0.00
Paid	\$932.82	\$0.00	\$932.82
Due	\$0.00	\$932.82	\$932.82

Additional Information

Note: If "Y" is shown below, there is a special situation pertaining to this parcel. For additional information about this, click on the name to take you to an explanation.

Additional Assessment ⓘ	N	Prior Year Delinquency ⓘ	N
Additional Owner(s) ⓘ	N	Scheduled to be Paid by Mortgage Company ⓘ	Y
Adjustments ⓘ	N	Sewer/Storm Drainage Liens ⓘ	N
Local Improvement Assessment ⓘ	N	Tax Lien Sale ⓘ	N
Maintenance District ⓘ	N	Treasurer's Deed ⓘ	N
Pending Local Improvement ⓘ	N		

Real estate property taxes paid for prior tax year: **\$1,285.03**

Assessed Value for the current tax year

Assessed Land	\$18,050.00	Assessed Improvements	\$7,820.00
Exemption	\$0.00	Total Assessed Value	\$25,870.00

3020, 3022 AND 3026 WELTON STREET

Case No. 32-20

APPEAL OF A DENIAL OF A PERMIT TO ERECT A 36 UNIT MULTI-FAMILY STRUCTURE DEFICIENT 22 OF THE REQUIRED 27 PARKING SPACES, AND DEFICIENT THE LANDSCAPING REQUIRED FOR PERIMETER SURFACE PARKING LOTS ADJACENT TO RESIDENTIAL USE OR ZONE DISTRICTS, (5 FOOT WIDE PLANTING STRIP WITH 1 DECIDUOUS CANOPY TREE EVERY 25 FEET REQUIRED), IN A C-MX-5 ZONE



RES. ROWHOUSE #3005

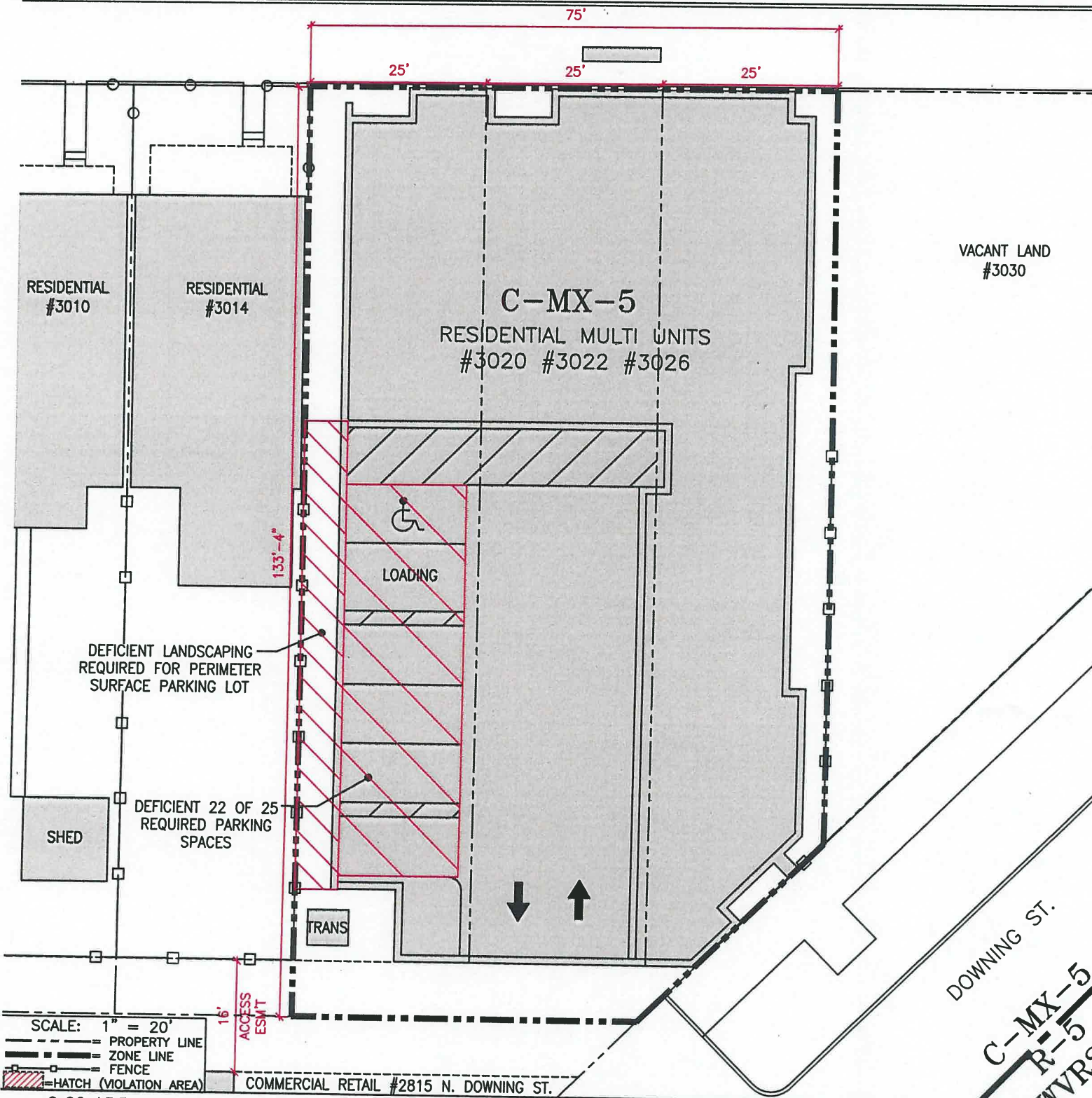
RES. ROWHOUSE #3019

RESIDENTIAL #3025

RESIDENTIAL #3033

RESIDENTIAL #3037

WELTON ST./RTD LIGHT RAIL



9:30 AM

CASE NO: 32-20

PREMISES: 3020, 3022 AND 3026 WELTON STREET. (Lengthy Legal.)

APPELLANT(S): EDDIE H. AND ROBERT E. WOOLFOLK, 3022 Welton Street, Denver, CO, 80205, by Bob Wilson, Shopworks Architecture, 301 West 45th Avenue, Denver, CO, 80216.

SUBJECT: Appeal of a denial of a permit to erect in a C-MX-5 zone

1. A 36 Unit Multi-Family Structure
 - a. Deficient 22 of the required 27 parking spaces, and
 - b. Deficient the landscaping required for Perimeter Surface Parking Lots adjacent to Residential Use or Zone Districts (5 foot wide planting strip with 1 deciduous canopy tree every 25 feet required).

BOARD OF AD.
 CASE No. 32-20
 DATE 5/19/20
 EXHIBIT No. #2A

*7.4.4; 10.5.4.4.C.2
 CD - District 9 - Candi CdeBaca

** Variance
 RNO - 366, 464, 573, 43, 508, 180, 568, 87, 575, 548, 578, 490, 539

3020, 3022 AND 3026 WELTON STREET

Case No. 32-20

APPEAL OF A DENIAL OF A PERMIT TO ERECT A 36 UNIT MULTI-FAMILY STRUCTURE DEFICIENT 22 OF THE REQUIRED 27 PARKING SPACES, AND DEFICIENT THE LANDSCAPING REQUIRED FOR PERIMETER SURFACE PARKING LOTS ADJACENT TO RESIDENTIAL USE OR ZONE DISTRICTS, (5 FOOT WIDE PLANTING STRIP WITH 1 DECIDUOUS CANOPY TREE EVERY 25 FEET REQUIRED), IN A C-MX-5 ZONE



RES. ROWHOUSE #3005

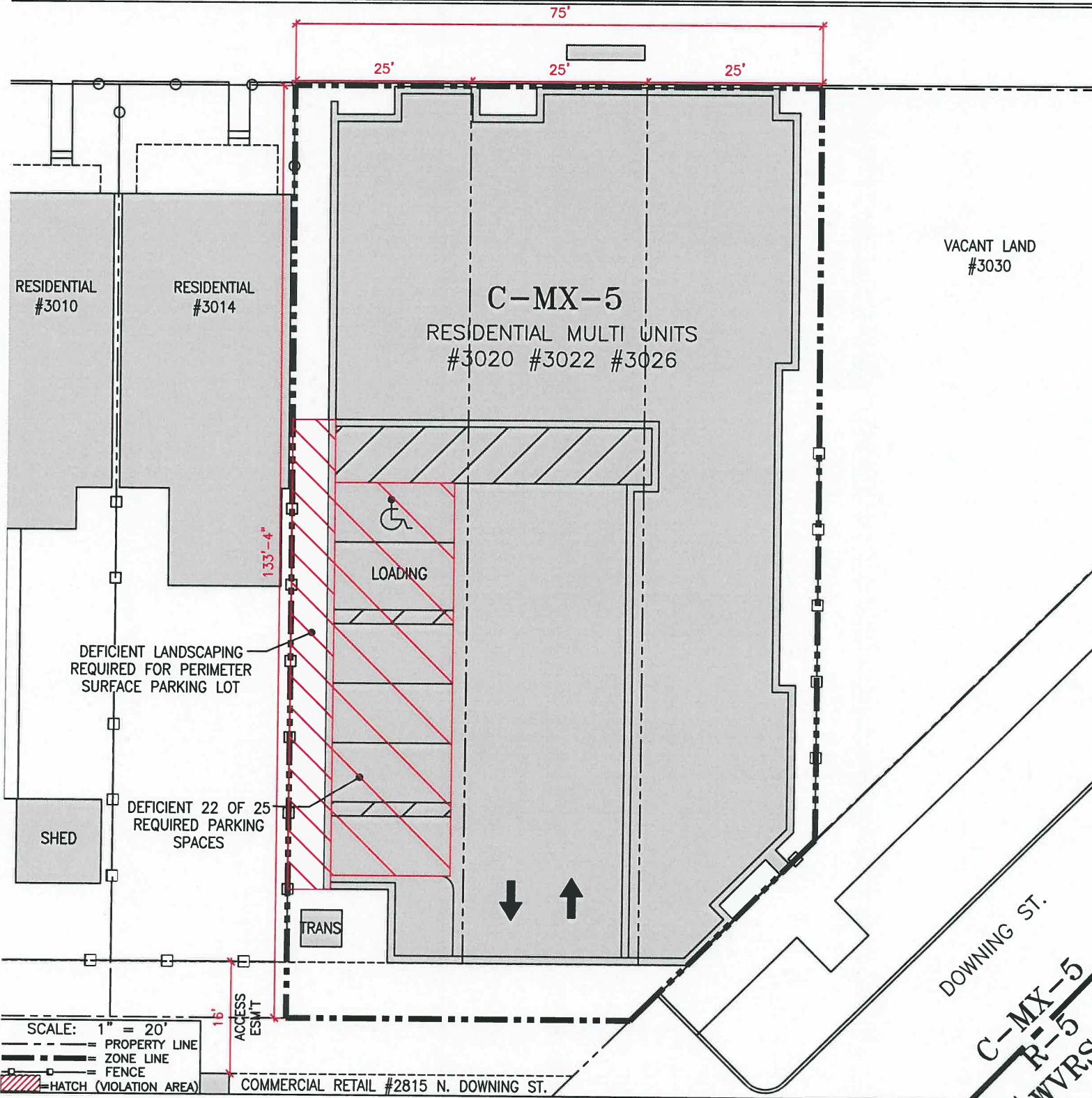
RES. ROWHOUSE #3019

RESIDENTIAL #3025

RESIDENTIAL #3033

RESIDENTIAL #3037

WELTON ST./RTD LIGHT RAIL



SCALE: 1" = 20'
 - - - - - PROPERTY LINE
 - - - - - ZONE LINE
 - - - - - FENCE
 - - - - - HATCH (VIOLATION AREA)

10:30 AM

CASE NO: 32-20

PREMISES:

3020, 3022 AND 3026 WELTON STREET. (Lengthy Legal.)

APPELLANT(S):

EDDIE H. AND ROBERT E. WOOLFOLK, 3022 Welton Street, Denver, CO, 80205, by Bob Wilson, Shopworks Architecture, 301 West 45th Avenue, Denver, CO, 80216.

SUBJECT:

Appeal of a denial of a permit to erect in a C-MX-5 zone

1. A 36 Unit Multi-Family Structure

- a. Deficient 22 of the required 27 parking spaces, and
- b. Deficient the landscaping required for Perimeter Surface Parking Lots adjacent to Residential Use or Zone Districts (5 foot wide planting strip w/ 1 deciduous canopy tree every 25 feet required).

BOARD OF ADJUDICATORS
 CASE No. 32-20
 DATE 7/14/20
 EXHIBIT No. #2B

*7.4.4; 10.5.4.4.C.2
 CD - District 9 - Candi CdeBaca

** Variance
 RNO - 366, 464, 573, 43, 508, 180, 568, 87, 575, 548, 578, 490, 539

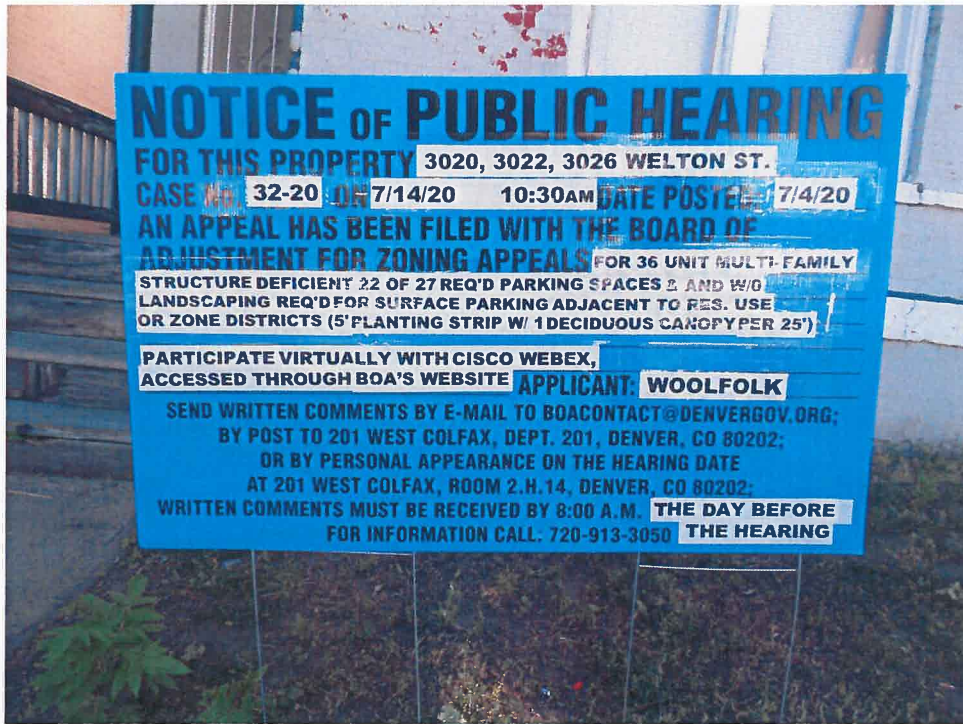


BOARD OF ADJUSTMENT
CASE No. <u>32-20</u>
DATE <u>5/19/20</u>
EXHIBIT No. <u>#3A</u>









BOARD OF ADJUSTMENT
CASE No. <u>32-20</u>
DATE <u>7/14/20</u>
EXHIBIT No. <u>#3B</u>



BOARD OF ADJUSTMENT
CASE NO. 22-20
DATE 11/12/20
BY 11/12/20







Board of Adjustment for Zoning Appeals
 City and County of Denver
 201 West Colfax Avenue, Department 201
 Denver CO, 80202 Phone: 720-913-3050

REGISTERED NEIGHBORHOOD ORGANIZATION NOTIFICATION:

ORGANIZATION(S) NOTIFIED:

#	Name	Address	Zip Code	Phone 1 and 2	Email 1 st , 2 nd	Representative
366	The Points Historical Redevelopment Corp	2518 Kearney St.	80207	303-388-4465	thepointsredevelopment@yahoo.com	Robert Eanes
464	Welton Corridor Property Owners	PO Box 13545	80201	720-272-0956	info@weltoncorridor.com	Lynne Bruning
573	Northeast Denver Friends and Neighbors (NEDFANS)	3001 Cherry St.	80207	720-273-6920 720-440-3562	lamone4denver8@gmail.com denverbridget@gmail.com	LaMone Noles
43	Curtis Park Neighbors	2422 Champa St.	80205	970-759-4023	jeffbakercurtisarkdenver@gmail.com curtisarkneighbors@googlegroups.com	Jeff Baker
508	Rio Norte	1205 24th St.	80205	720-635-9700 818-398-7500	leland@denverdeveloper.com lelandkritt@aol.com	Leland Kritt
180	Whittier Neighborhood Association	2900 Downing St., #1B	80205	303-946-2533 303-981-7366	ilovewhittiercommunity@gmail.com wn zoningchair@gmail.com	Darrell B. Watson
568	Five Points Business Improvement District	2401 Welton St.	80202	303-534-6161 303-907-0663	vmartinez@downtowndenver.com bmoyski@downtowndenver.com	Vince Martinez
87	Inter-Neighborhood Cooperation (INC)	PO Box 80218-0684	80218	303-520-4945 303995-5961	execcomm@denverinc.org lorettakoehler@mac.com	Loretta Koehler
575	Five Points Neighbors	2852 Welton St.	80205	720-318-0712	norman@fivepoints.com taylor@fivepoints.com	Norman Harris
548	Center City Denver Residents Organization	1515 Arapahoe St. #100	80202	303-534-6161	tdoor@downtowndenver.com bdiehl@downtowndenver.com	Tami Door
578	Opportunity Corridor Coalition of United Residents			303-335-9841	donnagarnett50@gmail.com khdowntown@gmail.com	Donna Garnett
490	City Park Friends and Neighbors	2060 Albion St.	80207	303-229-7961 303-495-0819	stepheneppler@comcast.net hankbootz@msn.com	Stephen V. Eppler
539	Denver Arts and Culture Initiative	2947 Champa St.	80205	720-501-0423 303-564-4703	denverartsandculture@gmail.com elizabeth.iselin@gmail.com	Oren Lomena

NOTICE TO ORGANIZATION:

The Neighborhood Organization registration ordinance at Section 12-96(b) D. R. M. C. requires that you be notified the attached application **Case No. 32-20** has been filed with this agency on the issue cited.

The Board of Adjustment will hear this appeal in public hearing in its office at the time and date indicated (see application), and render a decision as set out in Section 59-54 of the Zoning Code. Your organization will receive a written copy of the decision.

NOTE: Section 12-97(a) of the above ordinance requires that testimony by a Registered Neighborhood Organization shall include, in addition to the organization's name, boundaries, and number of people/households and basis of membership: "(4) The time and date of the meeting when the organization decided its position; (5) The nature of the meeting, whether the same was a meeting of the board, of a membership subcommittee, or of the general membership; (6) The number of persons present; (7) A description of the process for reaching the decision, including if and how neighborhood citizens were informed and if and how they were invited to participate; and (8) The votes cast for and against the proposed position."

NOTICE TO APPLICANT:

As required by Section 12-96(a), D. R. M. C., you are hereby notified that your property is within the boundaries (or within 200 feet) of a Registered Neighborhood Organization and that the organization(s) listed above has (have) been notified of your appeal.

Copies: Organization(s)
 Applicant
 File

BOARD OF ADJUSTMENT	
CASE No.	<u>32-20</u>
DATE	<u>5/19/20</u>
EXHIBIT No.	<u>44</u>

Variance Requests (2)

BOARD OF ADJUSTMENT

CASE No. 32-20

DATE 5/19/20

EXHIBIT No. #5

Project Introduction:

This non-profit affordable housing project will contain 36 for-rent units for residents at or below 30% Area Median Income. This project is being financed with a combination of Colorado Housing Finance Authority 4% affordable housing tax credit program, Denver Housing Authority D3 Bond program and project based vouchers, Denver's office of Housing Stability affordable housing funds for gap and services funding as well as Colorado Division of Housing Homeless Solution Program funds. The Site has the following unusual physical and access restraints: Welton St will be accessed only by pedestrians due to the proximity of the RTD light rail, Downing St has only (36') of ROW frontage, and Vehicular access to the site is located off a vacated alley on the south side of the site. Early in the Conceptual review phase of the project it was discussed with City staff how the parking requirements and fire department access would be difficult to achieve based on these constraints. The 0.221 acre site is located within the C-MX-5 zone district.

1. DZC Section 7.4.4 - District Specific Standards (Parking)

Project Information / DZC Research:

Per DZC Section 7.4.4, the minimum automobile parking requirement is .75 spaces/ unit which would require 27 parking spaces. Taking the maximum (50%) parking reduction per DZC Section 10.4.5.3.A.4 this requirement could further be reduced to 14 parking spaces. To make up the deficiency in parking, Ownership explored shared parking arrangements with neighboring properties, however no agreements could be secured.

As a result, during our Second concept review meeting with City staff it was suggested that if we treat Welton St and Downing St both as Primary Streets then the parking requirements may be reduced to (0) with an approved Parking Variance. However, Ownership decided that for operational reasons it would be necessary to provide at least on-site parking for staff, as well as service providers who come to the building.

Given the very low-income demographic for which the project serves, Charity's House Apartments, LLLP (future owner and operator of Charity's House Apartments), anticipates that most, if not all residents will utilize public transportation options (the 29th and Welton Light Rail station is only 1 block to the southwest) and/or bicycles.

Proposed automobile parking = 5 stalls (1 van Accessible + 4 standard) in addition to 1 loading stall.

Proposed Bicycle parking= 19 spaces (15 enclosed + 4 exterior bike spaces located adjacent to the Downing St entrance).

Requested Variance / Relief:

We are requesting a variance from the required .75/unit parking requirement identified in DZC Section 7.4.4. The basis for this request was established during the Conceptual Review meeting (January 9, 2019) as mentioned above. In order to comply, each of the primary street frontages would be subject to the active use, transparency and entrance requirements per the DZC. The Site Development Plan illustrates that all the Primary Street requirements for both Welton St. and Downing St. have been met.

As further mentioned in the concept review comments, this project is seeking a parking reduction through the same frontage requirements recently approved for the adjacent property at 3030 Welton St (case number 132-19). That project was approved for zero parking whereas we are proposing five parking stalls plus 1 loading space.

2. DZC Section 10.5.4.4.C.2 - Perimeter Surface Parking Lot Landscape Standards

Project Information / DZC Research:

As outlined in DZC Section 10.5.4.4.C, a 5 foot wide landscape buffer, 1 deciduous canopy tree every 25 feet, and a min. 6' tall opaque fence are required for surface parking lots adjacent to residential uses or zone districts.

As outlined in the original concept review comments (May 5, 2016) from the Denver Fire Department, "the pair of the light rail tracks in front of the project poses a substantial safety risk to responding fire crews" and

"approved route shall be not be less than a 3-foot wide access walkway leading from the fire apparatus access roads to all portions of the exterior walls of the first floor." As a result of these initial comments it was determined that the fire apparatus access would be off Downing Street and there would be a 3' minimum clear access path required on both the Southwest and Northeast sides of the building to allow access to the Welton St.

Requested Variance / Relief:

We are requesting a variance from the 5' landscape buffer and deciduous tree requirement. This requirement would conflict with the clear path access required by the Denver Fire Department as mentioned above. Our current design incorporates a 3' to 5' wide clear path for Fire Department Access on the Southwest side of the building adjacent to the at grade parking area. The parking will be screened from the adjacent residential property by at least a 6' opaque wall above grade, openings for garage ventilation will occur above the 6' required wall height.

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

LEGAL DESCRIPTION

LOT 4, BLOCK 75, CASE AND EBERTS ADDITION AND THE OUTLOT ADJOINING A B CASES ADDITION, LOT 5, BLOCK 75, CASE AND EBERTS ADDITION AND THE NORTHWESTERLY HALF OF THE VACATED ALLEY ADJOINING AND PART OF THE SIDE LOT ADJOINING IN A B CASES ADDITION, LOT 6 AND THE NORTHWESTERLY HALF OF THE VACATED ALLEY ADJOINING, BLOCK 75, CASE AND EBERTS ADDITION, CITY AND COUNTY OF DENVER, STATE OF COLORADO
COMBINED AREA: 9,880 SQUARE FEET OR 0.221 ACRES +/-

DENVER GREEN BUILDING ORDINANCE

THIS PROJECT WILL BE FULLY CERTIFIED UNDER ENTERPRISE GREEN COMMUNITIES AS A COMPLIANCE PATH AS REGULATED BY SECTION 4.05 OF THE BUILDING CERTIFICATION OF THE RULES AND REGULATIONS.

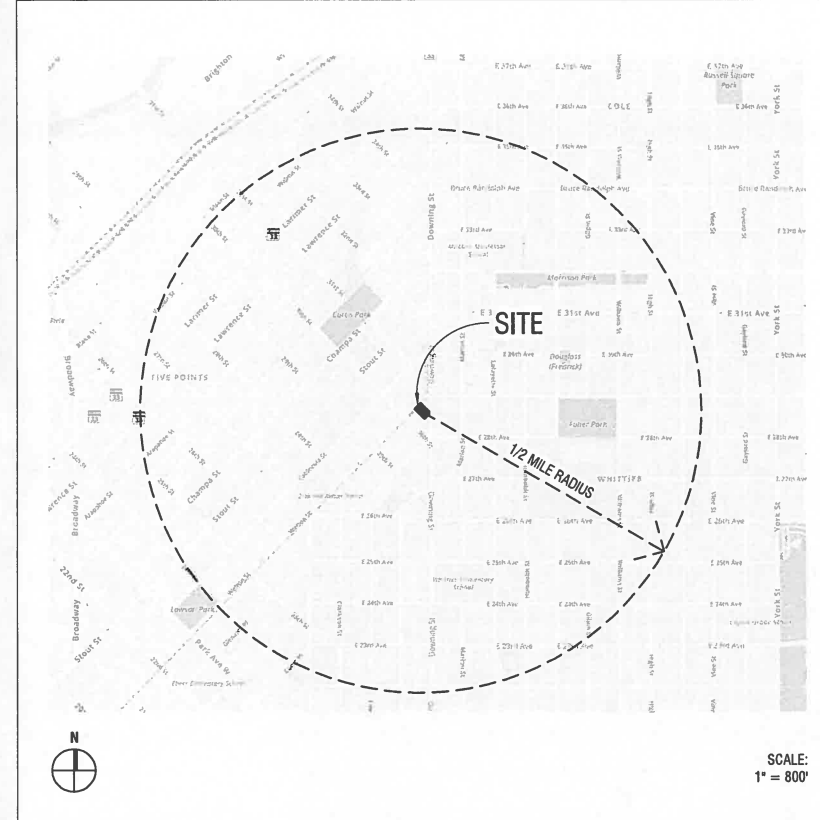
STATISTICAL INFORMATION

ZONE DISTRICT		C-MX-5	
GENERAL ZONE LOT INFORMATION	SQ. FT.	ACRES	
ZONE LOT SIZE (GROSS PROJECT AREA)	9,880 GSF	.22 ACRES	
AREA TO BE DEEDED FOR ADDITIONAL RIGHT OF WAY	N/A	N/A	
NET PROJECT AREA (AFTER DEEDING OF ANY NEEDED PUBLIC RIGHT OF WAY)	N/A	N/A	
PRIMARY AND SIDE STREET DESIGNATIONS	PRIMARY ST - WELTON ST., DOWNING ST. (SIDE ST. N/A)		
PROPOSED USES	DWELLING, MULTI-UNIT		
NUMBER OF DWELLING UNITS (RESIDENTIAL ONLY)	38 UNITS		
GROSS FLOOR AREA FOR EACH USE (FOR NON RESIDENTIAL AND MIXED USE PROJECTS)	31,025 GSF		
BUILDING FORM USED	GENERAL		
DESIGN ELEMENTS	REQUIRED	PROVIDED	
BUILDING HEIGHT, STORIES (MIN, MAX)	5 STORIES	4 STORIES	
BUILDING HEIGHT, FEET (MIN, MAX)	70' MAX.	65.3'	
BUILD-TO			
PRIMARY STREET TOTAL BUILD-TO (MIN % WITHIN MIN/MAX) REFER TO SHEET 3 (WELTON ST.) ZONE LOT WIDTH = 72'	70% (7' / 10') 53' OF 75' REQ.	66.8' OF 75' (89%)	
PRIMARY STREET TOTAL BUILD-TO (MIN % WITHIN MIN/MAX) REFER TO SHEET 3 (DOWNING ST.) ZONE LOT WIDTH = 38.68' FROM/TO ENCLOSED VACATED ALLEY ACCESS EASEMENT = 25.3'	70% (7' / 10') 18' OF 25.3' REQ.	25.3' OF 25.3' (100%)	
OVERALL BUILDINGS OR STRUCTURE LENGTH (MAX)	N/A	N/A	
SETBACKS	REQUIRED	PROVIDED	
PRIMARY STREET (MIN/MAX)	0'	0' (WELT./0' (DWING.)	
SIDE STREET (MIN/MAX)	0'	N/A	
SIDE INTERIOR (MIN/MAX)	0'	NE @ 3'-0"/0'-0" SW @ 3'-0"/0'-0"	
REAR (MIN/MAX)	0'	0'	
UPPER STORY REAR SETBACK (ABOVE 27 FT, MIN) - ADJ. TO PD	N/A	N/A	
UPPER STORY REAR SETBACK (ABOVE 11 FT, MIN) - ADJ. TO PD	N/A	N/A	
PARKING	REQUIRED	PROVIDED	
STANDARD SPACES	.75 / UNIT = 27	4	
COMPACT SPACES (10% MAX = 38 X .10)	0	0	
ACCESSIBLE (2% = 27 X .02)	1	1	
LOADING SPACES	1	1	
TOTAL	27	5	
BICYCLE 1 PER 2 UNITS (80% ENCLOSED / 20% FIXED)	(15 / 4)	(15 / 4)	
GROUND STORY ACTIVATION (TRANSPARENCY)	REQUIRED	PROVIDED	
TOTAL TRANSPARENCY PRIMARY STREET - WELTON ST.(%) (REFER TO SHEET 8 OF 10 FOR ANALYSES)	RESIDENTIAL BLDG: 40%	52%	
TOTAL TRANSPARENCY SIDE STREET - DOWNING ST.(%) (REFER TO SHEETS 8 OF 10 FOR ANALYSES)	RESIDENTIAL BLDG: 40%	47%	

SHEET INDEX

SHEET 1	COVER SHEET
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SHEET 3	SITE PLAN
SHEET 4	ARCHITECTURAL FLOOR PLANS
SHEET 5	UTILITY PLAN
SHEET 6	GRADING PLAN
SHEET 7	LANDSCAPE PLAN
SHEET 8	ARCHITECTURAL BUILDING ELEVATIONS
SHEET 9	SITE PHOTOMETRIC PLAN
SHEET 10	SITE PHOTOMETRIC DETAILS

VICINITY MAP



OWNER'S SIGNATURE

I (We) the undersigned, shall comply with all regulations contained in Denver Zoning Code. The following signatures constitute all owners and holders of deeds of trust for land and structures included in this plan: CHARITY'S HOUSE

BY _____ DATE _____
EDDIE H. WOLFORK, OWNER

BY _____ DATE _____
ROBERT WOLFORK, OWNER

State of Colorado
City and County of Denver

The foregoing instrument was acknowledged before me this _____ day of _____ AD 20__ by _____

Witness my hand and official seal

My commission expires _____

Notary Public _____

Address _____

SURVEYORS SIGNATURE

I, Jeffrey J. Mackenna, a Registered Land Surveyor in the State of Colorado, do hereby certify that the survey for Charity House was made under my supervision and the accompanying plan accurately and properly shows said survey.

JEFFREY J. MCKENNA FL5# _____

APPROVALS

Approved By _____ Date _____
For the Zoning Administrator

Approved By _____ Date _____
For the Manager of Community Planning and Development

CLERK & RECORDER'S CERTIFICATION

State of Colorado)
)ss.

City and County of Denver

I hereby certify that this instrument was filed for record in my office at _____ o'clock _____ m., _____ 20__ and duly recorded under Reception # _____.

Clerk and Recorder, Ex-Officio Clerk of the City and County of Denver

By _____ Deputy

Fee _____

GENERAL NOTES

- THIS SDP/PROJECT WAS REVIEWED AND APPROVED UNDER THE DENVER ZONING CODE AS ADOPTED ON JUNE 25TH, 2010; RESTATED IN ITS ENTIRETY ON MAY 24TH, 2018; AS AMENDED THROUGH OCTOBER 19, 2019.
- FENCES, WALLS, SIGNS, AND ACCESSORY STRUCTURES ARE SUBJECT TO SEPARATE REVIEWS AND PERMITS.
- ANGLES SHOWN ARE EITHER 90 DEGREES OR A SUPPLEMENT OF THE ANGLE INDICATED.
- PRIVATE ROADWAYS WILL BE POSTED WITH "FIRE LANE" SIGNS AS REQUIRED BY THE DENVER FIRE DEPARTMENT.
- PARKING SPACES FOR PERSONS WITH DISABILITIES WILL BE CLEARLY DELINEATED WITH UPRIGHT SIGNS.
- APPROVAL FOR THIS PLAN DOES NOT CONSTITUTE OR IMPLY COMPLIANCE WITH ADA REQUIREMENTS.
- SITE(S) SHALL BE LANDSCAPED PRIOR TO ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY (CO) DURING THE GROWING SEASON OF APRIL 1ST TO OCTOBER 1ST, AT ALL OTHER TIMES THE INDIVIDUAL SITE SHALL BE LANDSCAPED WITHIN 45 (FORTY-FIVE) DAYS OF THE START OF THE FOLLOWING GROWING SEASON.
- AN ACCESS EASEMENT FOR EMERGENCY SERVICES IS HEREBY GRANTED ON AND ACROSS ALL AREAS FOR POLICE, FIRE, MEDICAL, AND OTHER EMERGENCY VEHICLES AND FOR THE PROVISION OF EMERGENCY SERVICES.
- ALL LANDSCAPED AREAS SHALL BE IRRIGATED WITH UNDERGROUND AUTOMATIC IRRIGATION SYSTEM. TREES, SHRUBS, AND DECORATIVE GRASS WILL BE IRRIGATED BY A SEPARATE ZONE FROM SOO/GRASS. THIS INCLUDES TREES PLANTED IN SOO/GRASS AREAS. THE IRRIGATION SYSTEM IS TO HAVE A RAIN SENSOR SHUTOFF INSTALLED.
- PRIVATE ROADWAYS ARE NON-DEDICATED STREETS AND WILL NOT BE MAINTAINED BY THE CITY AND COUNTY OF DENVER
- RESPONSIBILITY FOR THE MAINTENANCE OF THE COMMONLY OWNED LAND AND STORM WATER DETENTION FACILITY CONSTRUCTED AS PART OF THIS DEVELOPMENT WILL BE THAT OF THE HOME OWNERS ASSOCIATION / PROPERTY OWNER(S) OF PARCEL(S) 3022 WELTON ST.

BOARD OF ADJUSTMENT

CASE No. 32-20

DATE 5/19/20

EXHIBIT No. #6

COVER SHEET

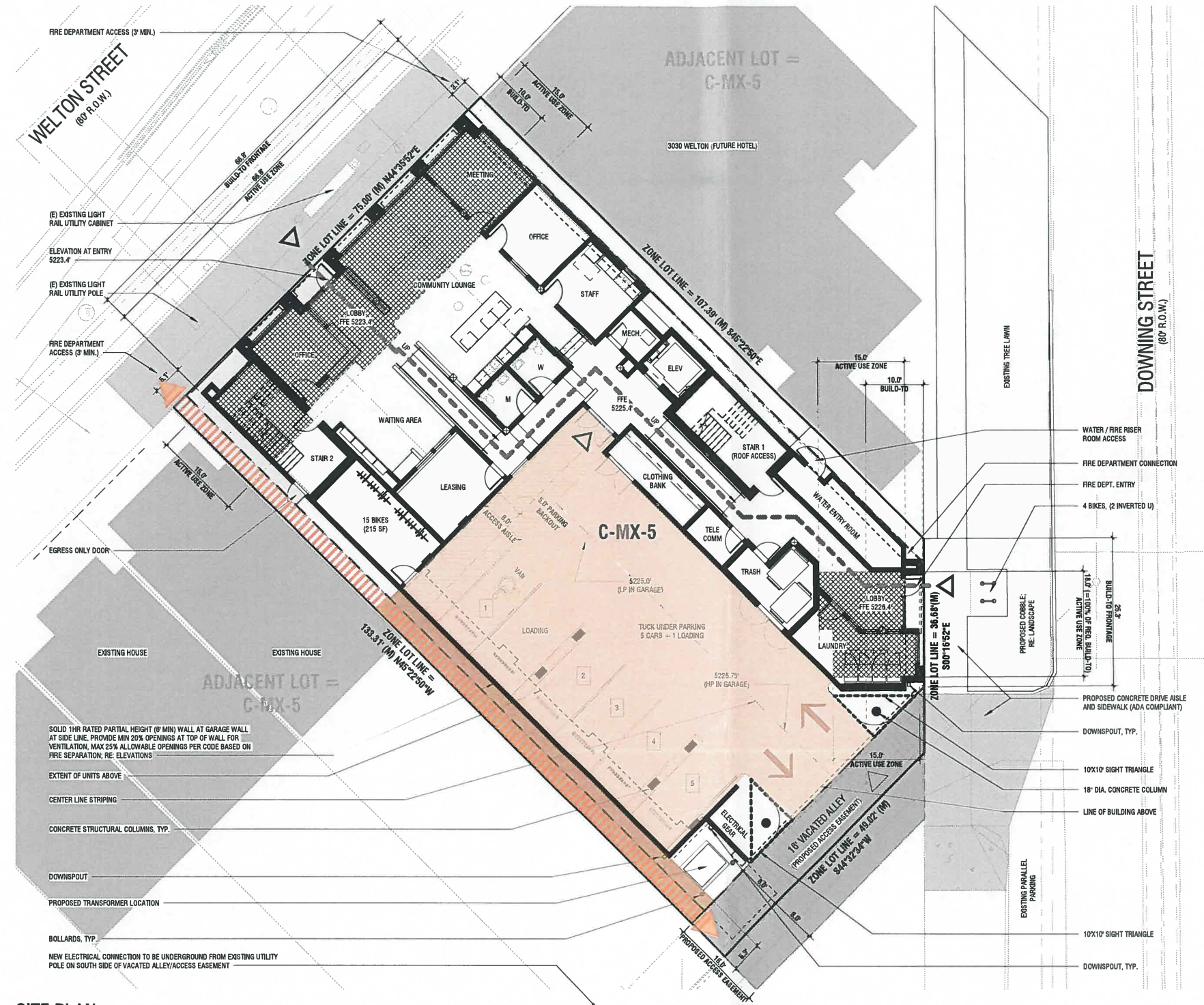
SHEET 1 OF 10

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CHARITY'S HOUSE

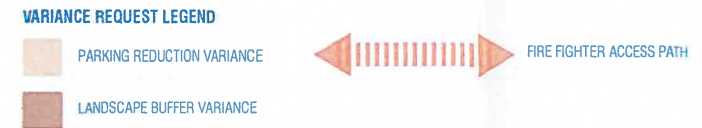
SITE DEVELOPMENT PLAN

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



SITE PLAN
1" = 10'-0"

shopworks
architecture
301 W. 45TH AVE • DENVER, CO 80216 • 303.433.4094



BUILD-TO ANALYSIS (WELTON ST.)		
PRIMARY STREET = WELTON ST.	REQUIRED	PROVIDED
ZONE LOT STREET FRONTAGE LENGTH	75'	
TOTAL BUILDING LENGTH		66.8'
BUILDING LENGTH BETWEEN 0' & 10'	58.25'	66.8'
TOTAL BUILD-TO PERCENTAGE	70% MIN.	88%

BUILD-TO ANALYSIS (DOWNING ST.)		
PRIMARY STREET = DOWNING ST.	REQUIRED	PROVIDED
ZONE LOT STREET FRONTAGE LENGTH (EXCLUDING VACATED ALLEY/PROPOSED ACCESS EASEMENT)	25.3'	
TOTAL BUILDING LENGTH		25.3'
BUILDING LENGTH BETWEEN 0' & 10'	18'	25.3'
TOTAL BUILD-TO PERCENTAGE	70% MIN.	100%

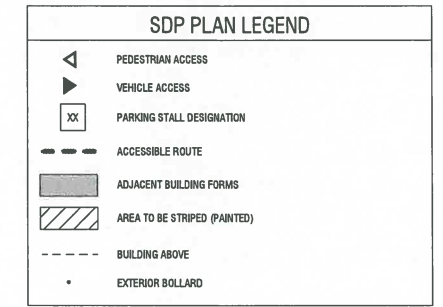
GROUND STORY ACTIVATION		
PRIMARY STREET = WELTON ST.	REQUIRED	PROVIDED
TOTAL TRANSPARENCY	40%	52%
BUILDING LENGTH		66.8 LF
CLEAR GLAZING	27 LF	35.3 LF
ALTERNATIVES	= N/A	

GROUND STORY ACTIVATION		
PRIMARY STREET = DOWNING ST.	REQUIRED	PROVIDED
TOTAL TRANSPARENCY	40%	47%
BUILDING LENGTH		25.3 LF
CLEAR GLAZING	10 LF	12 LF
ALTERNATIVES	= N/A	

PARKING SCHEDULE		
CAR PARKING	STANDARD	4
	ACCESSIBLE/VAN	1
	LOADING	1
	COMPACT	0
	TOTAL CAR PARKING	5 CARS/1 LOADING
BIKE PARKING	2 X INVERTED U @ L1	4
	(1 X HANGING) / ENCLOSED	15
TOTAL BIKE PARKING		19 BIKES

PROJECT SITE PLAN NOTES

1. WELTON ST. AND DOWNING ST. ARE CONSIDERED A PRIMARY STREET FOR THE PURPOSE OF THIS SITE DEVELOPMENT PLAN IN SUPPORT OF THE PROPOSED PARKING REDUCTION



SIGHT TRIANGLE RESTRICTIONS

- 10'x10' PEDESTRIAN SIGHT TRIANGLES - NO ITEMS THAT ARE WIDER THAN 18 INCHES MAY BE TALLER THAN 30" WITHIN THIS TRIANGLE.
- 30'x30' CORNER SIGHT TRIANGLES - CORNER TRIANGLES MUST BE FREE OF ALL ITEMS OVER 30" IN HEIGHT EXCEPT FOR TRAFFIC CONTROL DEVICES AND EQUIPMENT.
- ROADWAY SIGHT TRIANGLES - NO ITEMS THAT ARE WIDER THAN 18 INCHES MAY BE TALLER THAN 30" WITHIN THIS TRIANGLE EXCEPT FOR STREET TREES AND TRAFFIC CONTROL DEVICES AND EQUIPMENT.

TREE PROTECTION ZONES

NO CONSTRUCTION ACCESS, ACTIVITY, OR STORAGE OF MATERIAL/DEBRIS/EQUIPMENT IS PERMITTED WITHIN TREE PROTECTION ZONES. INCLUDING GRADING, INSTALLATION OF UNDERGROUND UTILITIES, INSTALLATION OF SITE IMPROVEMENTS, AND/OR GRUBBING/LANDSCAPING. ALL CONSTRUCTION ACTIVITY MUST OCCUR OUTSIDE TREE PROTECTION ZONES (IE. DRILINES OF TREES)



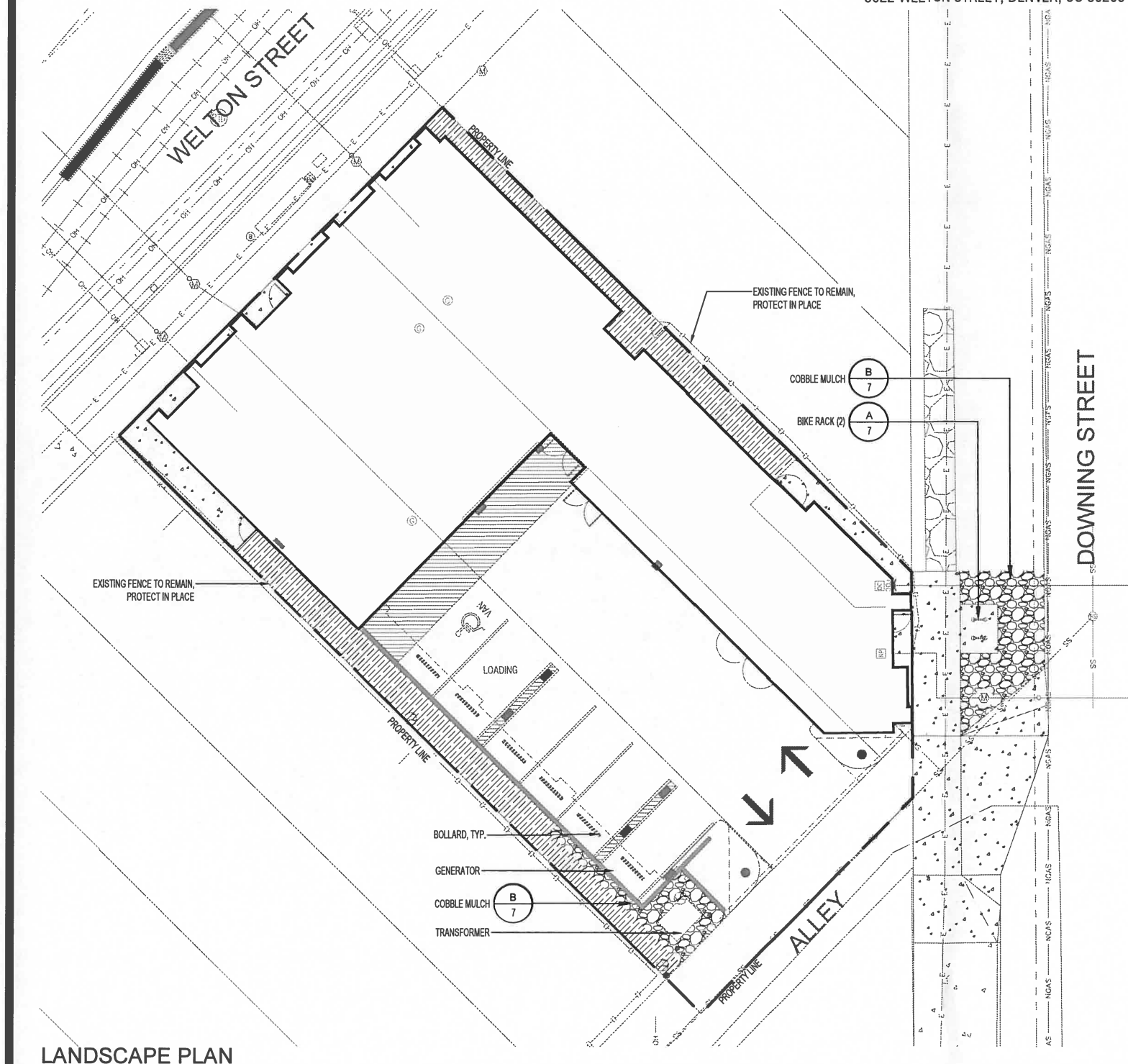
CHARITY'S HOUSE

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

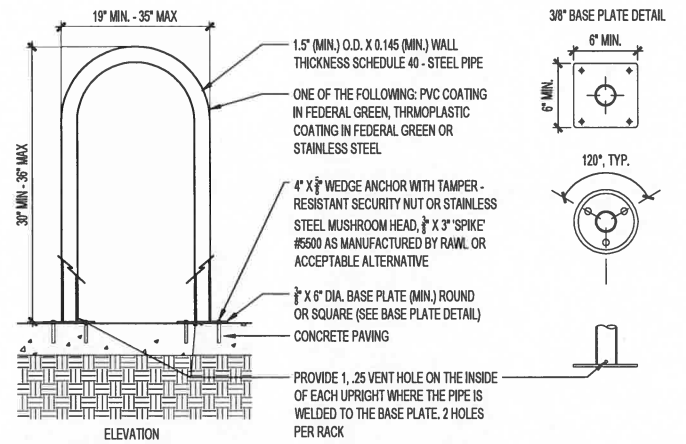


LANDSCAPE LEGEND

- NEW CONCRETE
- COBBLE MULCH
- PEA GRAVEL MULCH
- BIKE RACKS

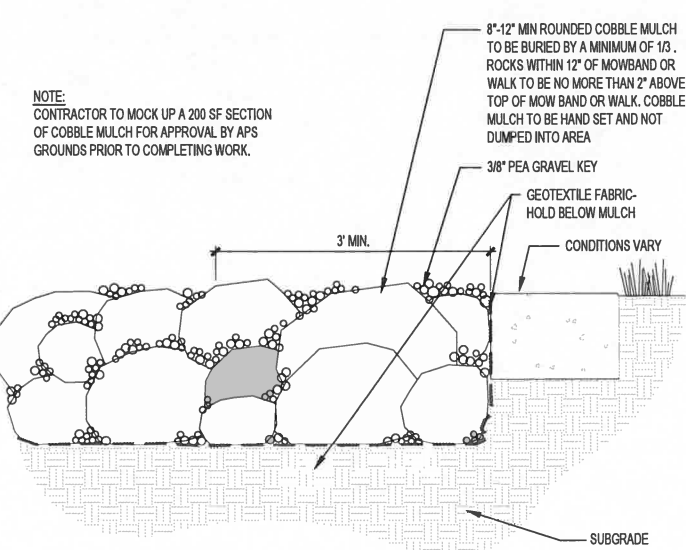
Office of the City Forester (OCF) Standard General Plan Notes:

1. EXISTING TREES REQUIRED TO BE PRESERVED IN ROW AND/OR PUBLIC PLACE SHALL BE PROTECTED PER OCF STANDARDS AND PRACTICES. TREE PROTECTION SHALL BE INSTALLED PRIOR TO ISSUE OF DEMOLITION BUILDING PERMIT, APPROVED BY THE OCF, AND SHALL REMAIN AS APPROVED THROUGHOUT CONSTRUCTION. NO ACCESS, CONSTRUCTION ACTIVITIES OR STORAGE OF CONSTRUCTION MATERIALS/DEBRIS/EQUIPMENT SHALL TAKE PLACE WITHIN TREE PROTECTION ZONES WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE OCF.
2. PER CITY CODE, ALL TREE REMOVALS IN CITY/COUNTY OF DENVER MUST BE PERFORMED BY THE PROPERTY OWNER OR A TREE CONTRACTOR LICENSED BY OCF, INCLUDING TREES IN ROW, PUBLIC PLACE AND PRIVATE PROPERTY. FOR A CURRENT LIST OF LICENSED TREE CONTRACTORS, VISIT WWW.DENVERGOV.ORG/FORESTRY.
- 2.1. OCF-APPROVED TREE REMOVALS IN ROW OR PUBLIC PLACE; A TREE REMOVAL PERMIT ISSUED BY THE OCF IS REQUIRED PRIOR TO REMOVAL. TREE REMOVAL PERMITS ARE NOT INCLUDED WITH BUILDING PERMITS OR PLAN APPROVALS AND MUST BE OBTAINED SEPARATELY FROM THE OCF. CONTACT THE OCF (FORESTRY@DENVERGOV.ORG) WITH NAME OF LICENSED CONTRACTOR OR PROPERTY OWNER PERFORMING REMOVAL. INCLUDE PROJECT NUMBER (2018PM0000684) AND PROJECT ADDRESS. EXISTING ROW OR PUBLIC PLACE TREES APPROVED FOR REMOVAL BY THE OCF MUST BE PROTECTED IN PLACE UNTIL REMOVED BY AN OCF LICENSED TREE CONTRACTOR. FAILURE TO PROTECT SUCH TREES UNTIL REMOVAL, OR REMOVING TREES WITHOUT A PERMIT, WILL RESULT IN A NOTICE OF VIOLATION AND/OR CITATIONS/FINES. A TREE REMOVAL PERMIT IS NOT REQUIRED FOR PRIVATE PROPERTY TREE REMOVALS.
- 2.1.1. A TREE REMOVAL PERMIT ISSUED BY THE OCF IS REQUIRED PRIOR TO REMOVAL. TREE REMOVAL PERMITS ARE NOT INCLUDED WITH BUILDING PERMITS OR PLAN APPROVALS AND MUST BE OBTAINED SEPARATELY FROM THE OCF. CONTACT THE OCF (FORESTRY@DENVERGOV.ORG) WITH NAME OF LICENSED CONTRACTOR OR PROPERTY OWNER PERFORMING REMOVAL. INCLUDE PROJECT NUMBER (2018PM0000684) AND PROJECT ADDRESS.
- 2.1.2. EXISTING ROW OR PUBLIC PLACE TREES APPROVED FOR REMOVAL BY THE OCF MUST BE PROTECTED IN PLACE UNTIL REMOVED BY AN OCF LICENSED TREE CONTRACTOR. FAILURE TO PROTECT SUCH TREES UNTIL REMOVAL, OR REMOVING TREES WITHOUT A PERMIT, WILL RESULT IN A NOTICE OF VIOLATION AND/OR CITATIONS/FINES.
- 2.1.3. A TREE REMOVAL PERMIT IS NOT REQUIRED FOR PRIVATE PROPERTY TREE REMOVALS.
3. ALL PROPOSED LANDSCAPING IN THE ROW SHALL BE PER THE STREETSCAPE DESIGN MANUAL WITH THE EXCEPTION OF TREE PLANTING, THIS SHALL BE IN ACCORDANCE WITH CURRENT OCF RULES AND REGULATIONS.
4. ALL ELECTRIC FIXTURES AND UTILITIES, INCLUDING BUT NOT LIMITED TO OUTLETS AND LIGHTS, SHALL BE LOCATED AT OUTSIDE PERIMETER OF TREE PLANTING AREAS WITHIN HARDSCAPE. IN TREE LAWNS, FIXTURES SHALL BE PLACED MINIMUM 3 (THREE) FEET RADIALLY FROM BASE OF TRUNK.



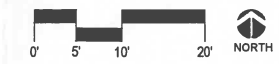
- NOTES:
1. RACK SHALL NOT BE WELDED IN SECTIONS.
 2. BASE PLATE SHALL BE WELDED TO STEEL PIPE.
 3. RACK DIMENSIONS MAY VARY BY MANUFACTURER.
- MOUNTING (CONCRETE):
1. BASE PLATE SHALL BE MOUNTED TO CONCRETE VIA EXPANSION ANCHOR: 4" X 8" WEDGE ANCHOR WITH TAMPER-RESISTANT SECURITY NUT, OR STAINLESS STEEL MUSHROOM HEAD, 3/8" X 3" SPIKE #5500 AS MANUFACTURED BY RAWL OR APPROVED EQUAL.
 2. RACK SHALL BE SET FIRM AND ALIGNED WITH A TOLERANCE PLUS OR MINUS 1/8" FROM PLUMB.
 3. STEEL SHIMS SHALL BE INSTALLED PRIOR TO ANCHORING IN PLACE WHEN NEEDED.

(A) U STYLE BIKE RACK (CCD STD DETAIL 16.2.15)



(B) COBBLE MULCH

LANDSCAPE PLAN
SCALE 1"=10'-0"



LANDSCAPE PLAN
SHEET 7 OF 10

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

ELEVATIONS MATERIAL LEGEND

	BRICK MASONRY		STUCCO, COLOR 1
	STUCCO, COLOR 2		LAP SIDING 1 (BODY), 6" EXPOSURE
	LAP SIDING 2, 4" EXPOSURE		LAP SIDING 3, 8" EXPOSURE
	CMU MASONRY		MIN. & OPAQUE WALL ON TOP OF CONCRETE CURB AT PARKING

GROUND STORY ACTIVATION

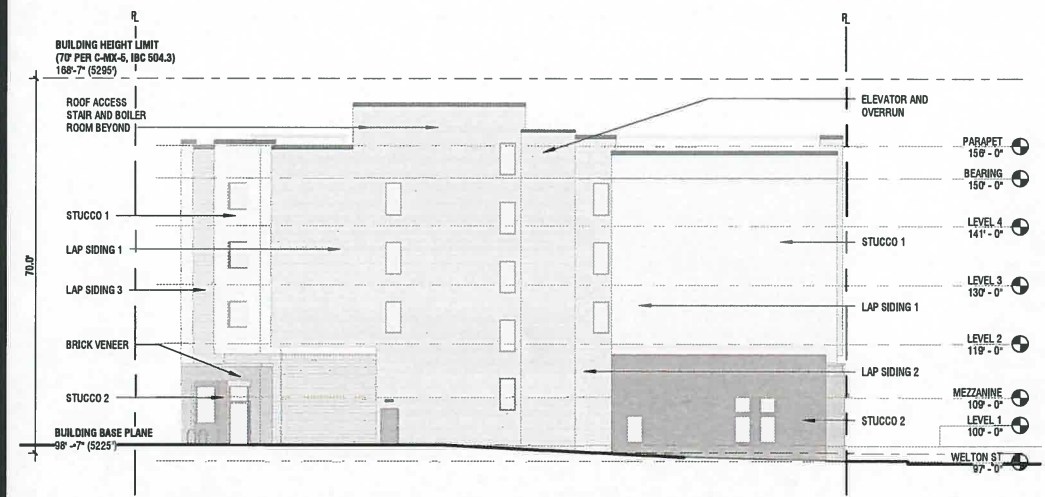
PRIMARY STREET = WELTON ST.	REQUIRED	PROVIDED
TOTAL TRANSPARENCY	40%	52%
BUILDING LENGTH		66.8 LF
CLEAR GLAZING	27 LF	35.3 LF
ALTERNATIVES	= N/A	

GROUND STORY ACTIVATION

PRIMARY STREET = DOWNING ST.	REQUIRED	PROVIDED
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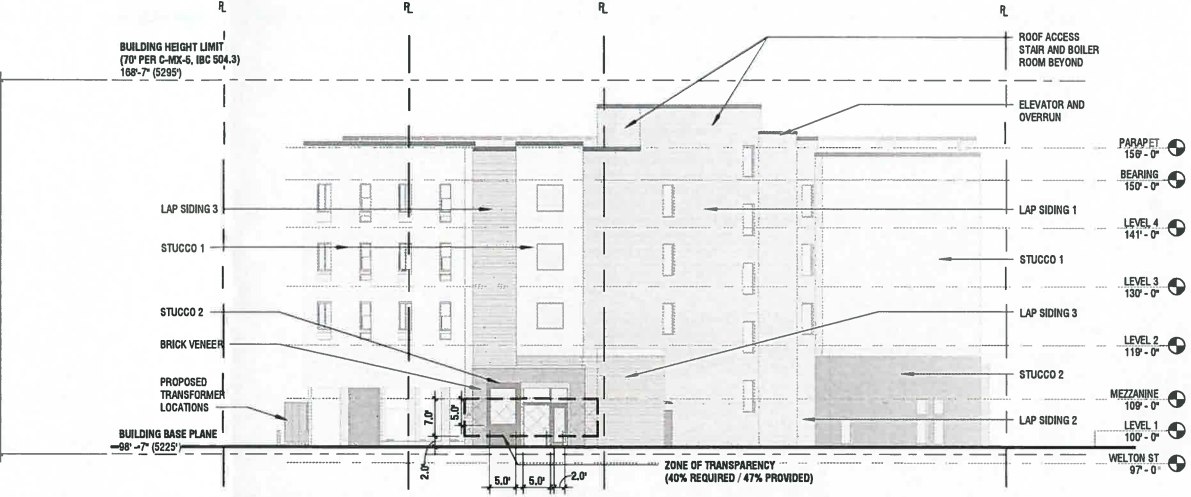
BASE PLANE CALCULATION

KEY PLAN	PRIMARY STREET = WELTON ST. & DOWNING ST.
	SIDE STREET = N/A
	BUILDING BASE PLANE = 5,225'
	A = 5,227 + B = 5,229 + C = 5,229 + D = 5,224
	20,900 = 5,225' x 4 PER 13.1.3.2.A (SINGLE BASE PLANE)



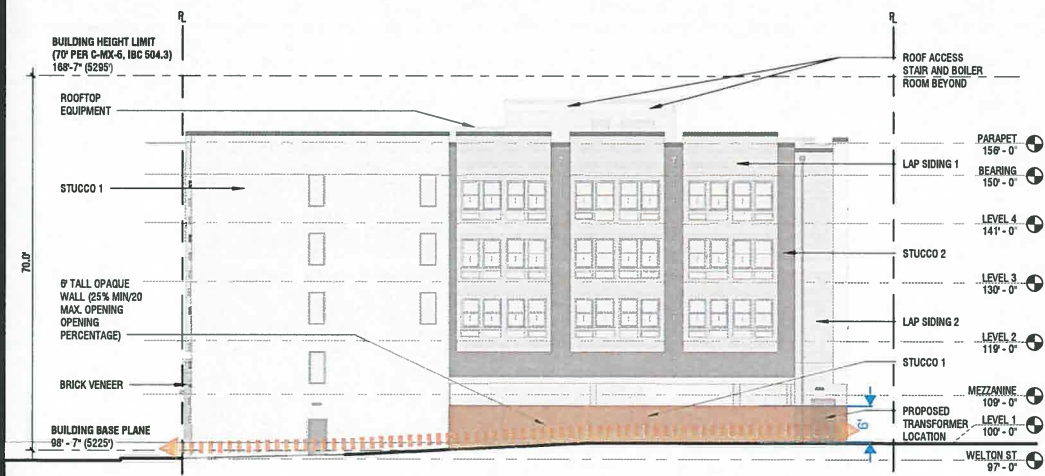
NORTHEAST ELEVATION (SIDE INTERIOR)

1/16" = 1'-0"



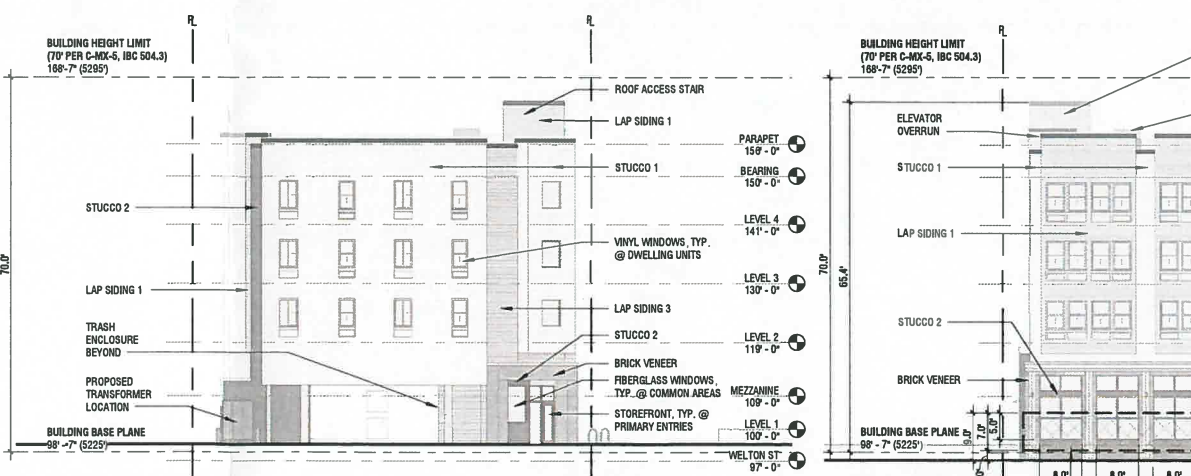
EAST ELEVATION - DOWNING ST. (PRIMARY STREET)

1/16" = 1'-0"



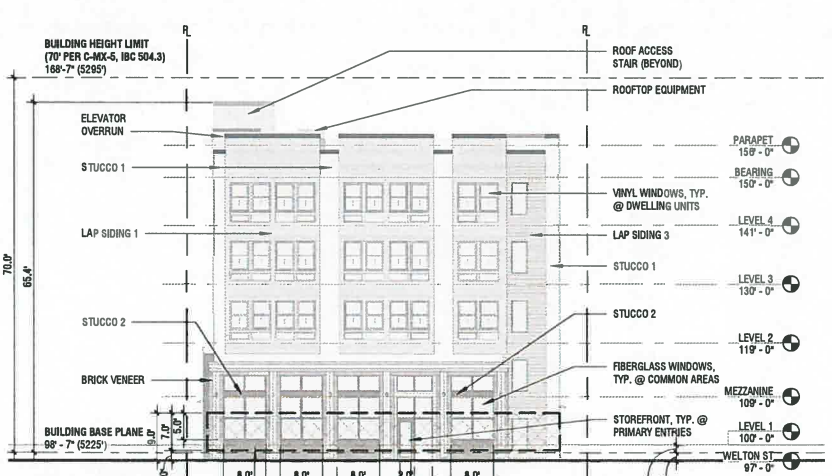
SOUTHWEST ELEVATION (SIDE INTERIOR)

1/16" = 1'-0"



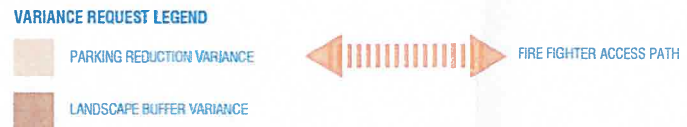
SOUTHEAST ELEVATION - PARKING ENTRANCE (ACCESS EASEMENT)

1/16" = 1'-0"



NORTHWEST ELEVATION - WELTON ST. (PRIMARY STREET)

1/16" = 1'-0"



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ARCHITECTURAL BUILDING ELEVATIONS
SHEET 8 OF 10

Scott Dewey

3027 High St. • Denver, CO 80205
Phone: 720-261-9953 • E-Mail: scottdewey@comcast.net

April 30, 2020

Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202

RE: 3022 Welton Case 32-20

Dear Board Members:

Please accept this letter as a statement of my support, as a resident of the Whittier Neighborhood in Denver, for granting the two requested variances to Charity's House Apartments, LLLP, and exempting it from the parking requirements and the landscape parking screening under Denver's Zoning Code for its project located at 3022 Welton St., Denver, CO 80205.

It is my belief that by granting a variance for the project's parking requirements and treating Welton St and Downing St both as Primary Streets the project can activate that portion of Downing St. in a manner that is much more compatible with the neighborhood, the surrounding context, and the future of the Downing St. corridor. Further, I understand the future low-income residents of the apartments will utilize public transportation options such as the light rail and bus stops within a half block of the building and will not require parking.

Granting the variances requested by the Charity's House team will provide for enhanced emergency service access providing a safer entrance, parking for staff and guests, ample bike parking, neighborhood connectivity, and better pedestrian access. This project will provide desperately needed affordable housing for Denver. I support this request for relief and ask the Board to grant the variances as a benefit to the project, the neighborhood, and to the community.

Sincerely,



Scott Dewey

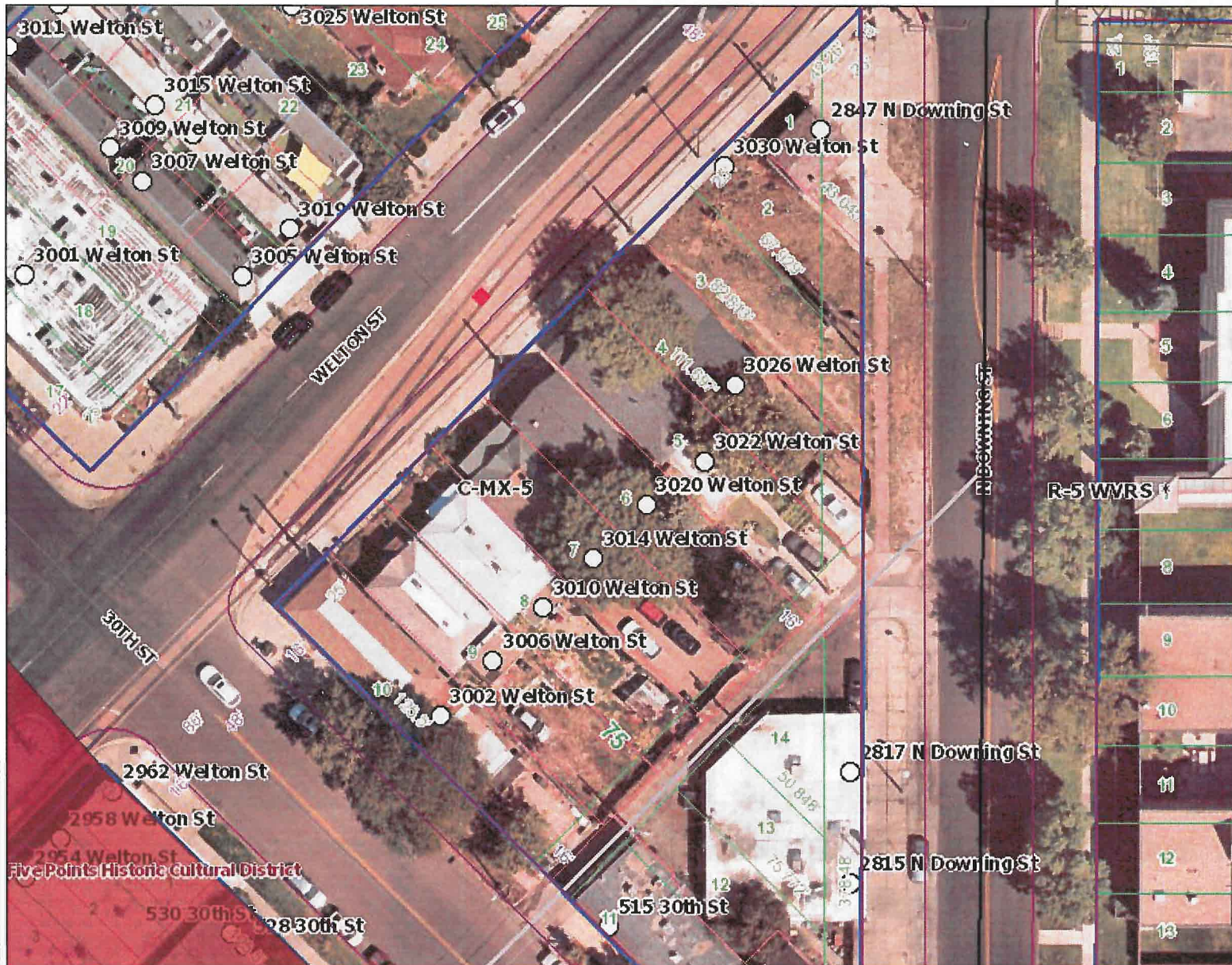
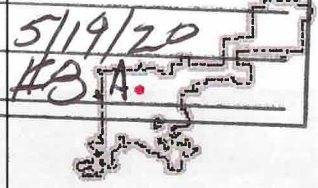
APPROVAL

BOARD OF ADJUSTMENT
CASE No. <u>32-20</u>
DATE <u>5/19/20</u>
EXHIBIT No. <u>#7</u>

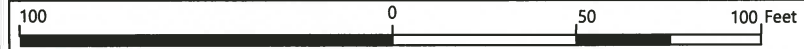
3020, 22, 26 Welton St

BOARD OF ADJUSTMENT

CASE No. 32-20
DATE 5/19/20



- Legend**
- ▲ Well Restrictions
 - Barrier Restrictions
 - Area Restrictions
 - Liner
 - Sheet Pile Wall Area
 - Contributing Historic District
 - Landmark Structures - Points
 - Landmark Structures - Area
 - Historic Landmark Districts
 - Zoning - Outlines
 - Parkways
 - Right-of-Way (General)
 - Right-of-Way (Detail)
 - Right-of-Way Dimensions
 - Flowlines
 - Active Addresses
 - Associated
 - Land
 - Structure
 - Utility
 - Streams
 - Irrigation Ditches Reconstruct (Gardeners)
 - Irrigation Ditches
 - Streets
 - Alleys
 - Railroads
 - + Main
 - + Yard
 - + Spur
 - + Siding
 - Interchange track



WGS_1984_Web_Mercator_Auxiliary_Sphere
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1:780

Map Generated 5/8/2020

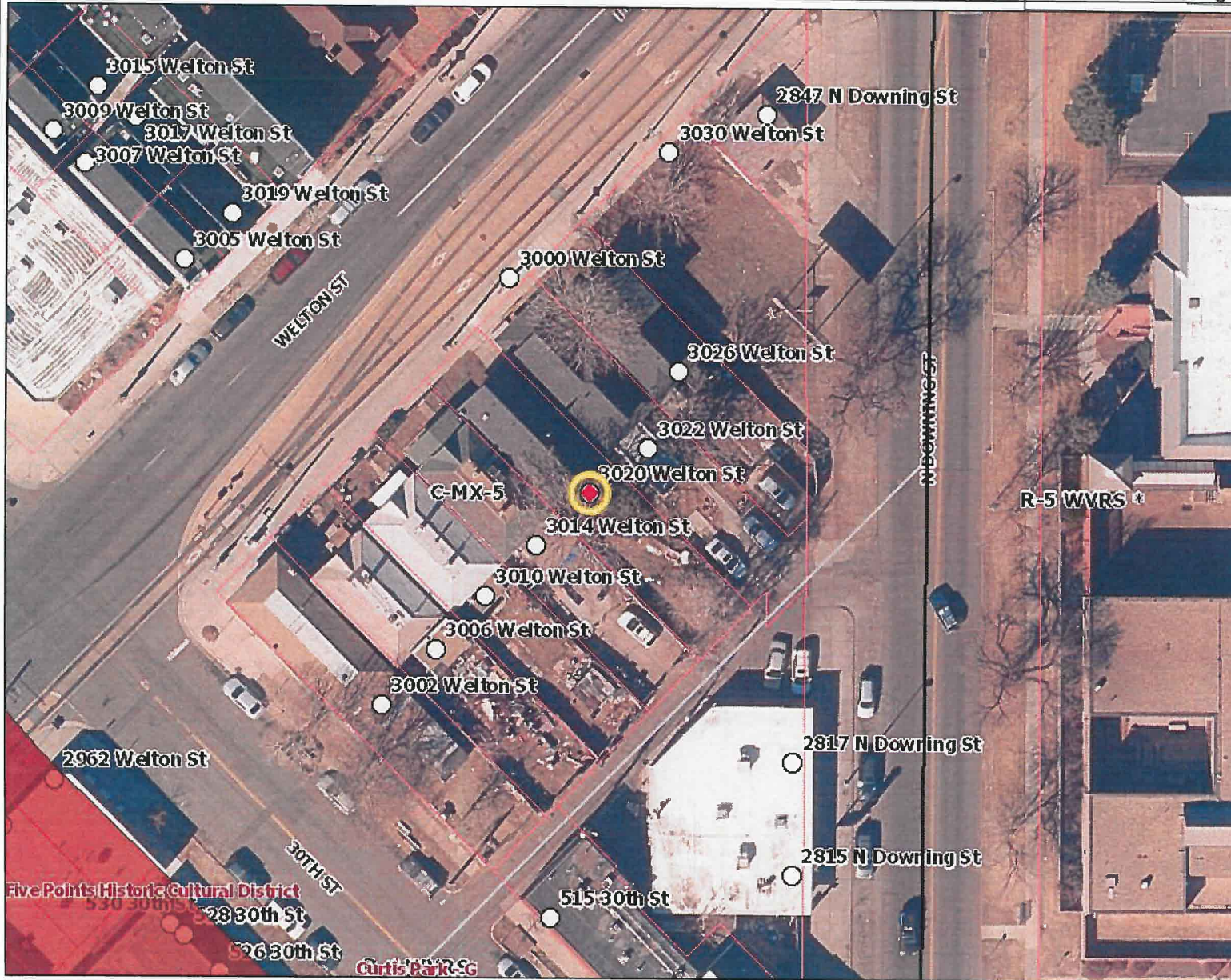
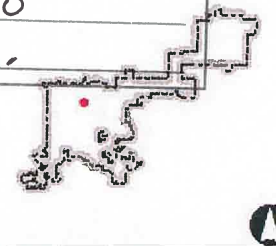
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THIS IS NOT A LEGAL DOCUMENT.

Google Maps 3020 Welton St

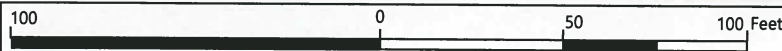


Imagery ©2020 Google, Map data ©2020 20 ft



Legend

- ▲ Well Restrictions
- Barrier Restrictions
- Area Restrictions
 - Liner
 - Sheet Pile Wall Area
- Contributing Historic District St
- Landmark Structures - Points
- Landmark Structures - Area
- Historic Landmark Districts
- Zoning - Outlines
- Active Addresses
 - Associated
 - Land
 - Structure
 - Utility
- Streams
- Irrigation Ditches Reconstructe Gardeners)
- Irrigation Ditches
- Streets
- Alleys
- Railroads
 - + Main
 - + Yard
 - + Spur
 - + Siding
 - + Interchange track
 - + Other
- Bridges
- Rail Transit Stations
 - Existing
 - Planned



Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202
boacontact@denvergov.org
justin.gumo@denvergov.org

RE: Case: 32-20
Address: 3020, 3022, 3026 Welton Street
Applicant: Charity's House Apartments LLLP (Woolfolk)
Public Hearing: May 19, 2020

Please confirm receipt of this email/comment of non-support to: zach.willis@me.com.

Dear Chair and Board Members,

I am the property owner of 3019 Welton St, which sits across the street from and faces the proposed development at 3020, 3022, and 3026 Welton St.

I submit this comment AGAINST the development plan. The Board of Adjustment for Zoning Appeals MUST DENY the requested variances at subject in this appeal.

While this project's goals certainly have merit, and while Denver is in desperate need of low-income housing and programs such as those offered by Charity's House, the development plan as it exists is fraught with problems that cannot be overcome. I encourage ownership and the developers to revisit their plans and proposals—and begin communicating with the neighborhood—to build consensus and good neighbor agreements, and to achieve a more appropriate and properly zoned plan, instead of trying to circumvent city ordinances to get their project done, no matter the cost to the neighborhood.

Their plan is about maximizing the number of people they can house without considering whether it is feasible. It not a smart plan, not a community-oriented plan—and it will be detrimental to the neighborhood overall.

Please deny this appeal so the applicants can discuss these critical issues with the community. Together, we can build a stronger plan for this project and a stronger community.

Below, I outline a litany of problems with the project, including parking deficiencies, landscaping deficiencies, and other deficiencies.

OPPOSITION

BOARD OF ADJUSTMENT
CASE No. <u>32-20</u>
DATE <u>5/19/20</u>
EXHIBIT No. <u>#9</u>

Deficient Parking:

- **Current residents have and use cars. The claim that residents don't use cars is false.** I live across the street from these buildings, and our primary windows face them. I see residents leaving the buildings and entering their cars at all times of the day. Whether through car ownership or car sharing, the same cars are parked on the street every day, and we know the drivers of those cars reside in the buildings in question.

A portion of their current residents have vehicles right now, so an even larger number of residents will have vehicles if the new residence is built. Because this residence will go from housing fewer than 15 people to 36–72+ people once completed, the demand for parking will increase exponentially.

Applicants claim that 0 parking spaces are needed for residents—this is false and is not supported by the evidence provided by their current residents. (The 5 spaces they are building are for “staff, as well as service providers who come to the building” and are not for residents, in their own words.)

- **Applicants cannot claim the same parking variance as 3030 Welton. The parking variance was suggested to the builders of 3030 Welton by neighborhood stakeholders after meeting together. Applicants have done no such outreach to the neighborhood or been given any recommendations regarding a variance.** 3030 Welton was granted a parking variance because it is a planned hostel that will service backpackers—who by their very definition travel on foot without vehicles. Additionally, as referenced in Case Number 132-19, “At an early meeting with a representative from the Curtis Park Neighbors, a suggestion was made that the neighborhood would benefit from and prefer a second Downing facing ground floor retail space in lieu of the required parking.” The neighborhood played a role in defining how 3030 Welton would be developed. Applicants for 3020, 3022, and 3026 Welton have done absolutely no outreach to the community.

The variance for 3030 Welton was also to provide retail space in lieu of 3 parking spaces, which is a community-supported tradeoff that will bring customers and continued growth to Five Points. Applicants in this case simply do not want to provide their residents parking because it is expedient. And, instead of helping the neighborhood like 3030 Welton, applicants will be harming the neighborhood.

- **Inability to secure shared parking arrangements does not absolve applicants from providing parking.** I appreciate that ownership “explored shared parking arrangements with neighboring properties,” but just because they could not find an arrangement that met their needs does not mean that they don't have to provide parking. Their failure to secure shared parking makes it even more important that they provide that parking themselves for their residents. Instead, applicants are just trying to ram their proposal through without doing any reflection, rethinking, or redevelopment of their plans.

- **Current residents have frequent visitors and rideshare arrangements, both of which require parking.** Many guests arrive at these residences on a daily basis, most of whom arrive via cars, which are parked on Welton St. Visitors frequently include family/friends, police officers, and medical professionals—and certainly others I am unable to identify. Parking is essential to accommodate these guests now—yet applicants will provide no parking at all, while increasing the number of potential visitors exponentially as they increase the number of resident capacity.

Many people who live in the current buildings also use rideshare arrangements, which will bring additional cars to the block. Because parking is already often an issue on Welton St, rideshares also bring noise: from 5am through 9am, there are frequent blaring horns as rideshare cars idle in traffic lanes and alert residents to come outside quickly. When residents don't arrive quickly enough, they honk their horns repeatedly because they currently don't have anywhere to park even temporarily on an often crowded street.

It is false to claim that no residents will have visitors—during the day or night—and I have witnessed that many of those visitors will likely have cars. And since the applicants don't want to provide the required parking, all those cars will need to park on an already limited street.

- **Parking is already highly limited on Welton St and Downing St.** Welton St only allows parking on one side of the street (the other side has light rail tracks), and Downing Street does not provide any parking at all except for store customers. Any increase in cars will be catastrophic to the block and existing residents.
- **Denver cannot continue to build complexes without parking.** Too many buildings have gone up without proper parking, and communities and neighborhoods are being choked by the rising numbers of cars as a result. If the applicants' lazy development is approved now and then changes hands in 5 years and becomes apartments or condos without income restrictions, the community will suffer greatly.

Smart building now will prevent this from happening, and smart building must account for parking.

Deficient Landscaping:

- **Without proper landscaping, Five Points will continue to lose its identity.** The zoning requirements include landscaping because it is seen as valuable by city government and by city residents. Denver is a beautiful city, and Five Points is a thriving community. That community will be eroded if we pave over it.

Applicants are trying to do what is easiest for them without considering the community at large—which is representative of their lack of communication with the neighborhood.

We have an obligation to ensure that this historic area maintains its integrity and beauty, and we cannot do this if the city approves buildings without even the bare minimum landscaping.

- **Fire access does not need to come at the expense of landscaping.** When the fire department told applicants that the Welton St access “poses a substantial safety risk to responding fire crews” and provided the appropriate route requirements, applicants did the bare minimum again. Instead of revising their plans to accommodate the fire routes along with the landscaping requirements, they simply removed landscaping.

Applicants have consistently cut corners on the project so far—and it is not even in development yet. The neighborhood deserves better. And, it wouldn't even take that much for applicants to do right by the community if they tried.

Other Deficiencies:

- **Applicants did ZERO public outreach.** No one in the broader community was contacted about the project until this appeal was filed. Why? Why not present the plans and get buy-in from neighbors? What do the developers have to hide? Other developers, including applicants' neighbors at 3030 Welton, have been very engaged with the community to propose designs, get feedback, and build consensus and good neighbor agreements.

The applicants here act as if the community does not matter to them at all. All they care about is ramming through their project. Five Points is a community going through great transition, and any project must be considered with the highest scrutiny, yet the developers do not think the community is worth their time. It is only worth the money they'll make to build it and get out, letting everyone else deal with the aftermath.

- **The current buildings have been in disrepair for years, and there's no evidence that the new building will be maintained either.** Over the years, no effort has been made to fix broken windows, maintain exteriors, or fix accessibility issues to the current properties. While new development will wipe all that away, there's been no evidence that continued upkeep is possible now—so what will change with a new building? Will windows continue to go unfixed? Will graffiti continue to go unremoved? (The project doesn't even include replacing the falling-down graffiti-filled fence on the northeast side of the site.)

Even though ownership clearly cares about their residents, history says that ownership does not care about their properties' upkeep, or they simply do not

have the resources to maintain the properties as they exist now—and that won't change in the future, especially if they have a 5-story building to maintain.

And, if the exteriors are any indication of the interiors, any issues with plumbing, electric, or basic necessities inside will not be fixed either—placing a vulnerable population in housing unfit for habitation.

- **Vagrancy will increase.** Even the current residents don't care about the properties. I have witnessed them coming outside, urinating on their own front lawn, and going back inside again.
- **Crime will increase.** Over the years, I have witnessed countless altercations on the public sidewalks outside these residences. I have had to call 911 after witnessing domestic abuse on the street. The future of this block and neighborhood hangs in the balance as the proposed development would increase the number of people served at least three-fold.

I have a young child—only 18 months old—who would be in the middle of this crisis. The alley behind the residence is a hotspot for crime, from what I understand, and the new building would add additional narrow alleyways between it and the adjoining properties. Such alleyways are commonly used for drug deals in Denver, and if crime was high in the alley before, it will be higher after.

- **Unclear business plan and operational use of building.** The development plan indicates that the 5 parking spaces they are willing to provide will go to operational use and building contractors. But what is this operational use? Will there be someone staffing the building at all times? Who will be on site to help the residents, ensure upkeep, prevent vagrancy, and mitigate the increase in crime? Had there been community outreach, many of these questions might have been answered. But there was no outreach, and these questions need answering.
- **Unclear who—and how many people—will actually reside in the building.** The site plan provides for 36 rooms, but how many tenants will live in each one? Applicants have a history of cramming entire families into small rooms in the properties they build, so what is currently a 15-person-or-less community could now become at 72-plus-person community.

This changes the very character of the building, the block, the neighborhood, and certainly has implications for parking—which the developers want to ignore.

I appreciate the Board of Adjustment for Zoning Appeals' attention to this comment and those of my neighbors and community members.

It is imperative that applicants' appeal be denied and that applicants reconsider their plans. Despite applicants' complete lack of communication with the neighborhood, we support their goals—however, we do not support their development plan at this time.

Please deny this appeal so the applicants can discuss these critical issues with the community. Together, we can build a stronger plan for this project and a stronger community.

Sincerely,



**Zachary Willis
3019 Welton St
Denver, CO 80205**

Stephen Bennett

15 May 2020

676 29th Street

RE: BOA Case #32-20 (3020, 3022 & 3026 Welton Street)

To: Denver Board of Adjustment for Zoning Appeals

I live 2 blocks away from the proposed project and am writing on behalf of myself and not a RNO. I am very concerned about the lack of parking on the proposed project, especially considering its location on the corner of Welton & Downing, and hope that the appeal gets denied.

The appeal is based on an assumption by Charity House Apartments that residents will not own vehicles due to their low income status. First of all, it is a discriminatory assumption that low income people do not own vehicles. Current subsidized housing complexes in Curtis Park have full parking lots. Second, due to Covid there is a move away from public transit towards personal transit. Third, the location of the proposed project.

Let us assume that Charity House's "anticipation" that its residents will not own vehicles turns out to be wrong. How many people might the 36 units house? A conservative assumption is 36 residents although I suspect that number will be higher. What happens if ½ of the residents have vehicles? There will be a massive influx of vehicles at the north end of Five Points and where will they park if Charity House only has 4 spaces? (I am not counting the accessible spot)

The east side of Welton is not an option since light rail is there. The west side of Welton across from this project is already full of cars since there is single family housing located there. Downing to the north is not an option since light rail is on the left hand side of the street and there is limited parking on the right side in front of the large apartment complex. Downing to the southeast is already full of cars on both sides of the streets due to residential housing.

Where will everyone park? The only availability will be further south in Five Points along 30th and 29th Streets. There is the RTD parking lot across from the closed RTD stop however 1) parking is not permitted overnight even though people do it anyway and 2) isn't that lot slated for development?

One solution is for the developer to reduce the scope of the project from 36 units which limits the number of potential vehicles and increases land available for on site parking thereby adhering to DZC 10.4.5.3.A.4

Thank you,

Stephen Bennett

Concerned Neighbor

Keithler, Austin E. - BAZ Administrator II

From: Chris Zienkiewicz <Chris.Zienkiewicz@southmetro.org>
Sent: Sunday, May 17, 2020 8:52 AM
To: BOA Contact
Subject: [EXTERNAL] Concerns over 3022 Welton St appeal

Hello,
My name is Chris Zienkiewicz. I live at 3009 Welton St which is across the street from the proposed site for Charity House at 3022 Welton St. My concern is over the lack of parking and what that would do for Welton St. I own a truck that does not fit in my garage and I am forced to park on the street. Even currently parking can be difficult on Welton St, since people are only allowed to park on one side of the street due to the light rail running along the other. I am full time firefighter and part time construction worker. And I am forced to lug all my gear to and from my truck. I sometimes have to park quite far away for that. Adding that many residents in an area that is already very limited on parking will only add frustration to the neighborhood. I hope that the appeal is not granted and that Charity House comes up with a plan that has more parking for their residents.

Thank you,
Chris Zienkiewicz

Keithler, Austin E. - BAZ Administrator II

From: Michael Lowder <lowder.m@gmail.com>
Sent: Sunday, May 17, 2020 11:50 PM
To: BOA Contact
Subject: [EXTERNAL] BOA Case # 32-20

Hello,

I am a neighborhood residential homeowner and resident in the 2900 block of Glenarm Place, approximately a block from the proposed parking variance sought for 3020, 3022, and 3026 Welton Street.

I am writing to express my opposition to the variance request. This project is proposed to have 36 residential apartments, with some level of office and/or social services proposed as well. However, the project seeks to only provide 5 parking spaces, both for the residents and the other proposed services. This significantly deficient amount of parking will substantially increase the on-street parking in the adjacent blocks and significantly impact neighborhood residents and businesses. The block on which these properties are located faces Welton Street, and there is only street parking available on one side of that street. On the adjacent street, Downing, there is no street parking available near this block. Accordingly, residents, employees, guests, and others visiting this building will be forced to park on neighborhood streets, including 30th Street and Glenarm Place, as they are the closest streets with street parking. These streets are already regularly filled with cars, and this will only increase the number of cars parked on these streets.

I understand that the developer has indicated that its residents will not likely have vehicles. However, there is no such requirement or ban on car ownership for residents, and nothing to prevent the new 36 residents from bringing 15-30 more vehicles into an already very crowded areas, only to have all those cars have to be street-parked because of the lack of on-site parking. Further, residents will likely have guests and others who travel to visit them, and will need places to park their cars as well.

While reducing the use of cars for routine travel around the city is an admirable goal for the city, the reality is that we do not live in a major urban center like New York, Washington DC, Boston, or other heavily dense cities. We live in a wide-open western state that attracts many because of the outdoor opportunities. In order to access those opportunities, residents need cars. Frankly, completing all functions of one's life in the Denver area is difficult using public transit, and many residents will continue to choose to own a car even if they do not use it regularly.

This proposed project will bring significant additional parking needs to an already very crowded area of the city. The Board should not condone development of this project in its current form, as it will substantially increase the burden on current residents. The Board should reject this request to vary from the parking requirements.

Sincerely,

Michael Lowder
2909 Glenarm Place

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

BOARD OF ADJUSTMENT
CASE No. ~~32-20~~ 32-20
DATE 5/19/20
EXHIBIT No. 10

LEGAL DESCRIPTION

LOT 4, BLOCK 75, CASE AND EBERTS ADDITION AND THE OUTLOT ADJOINING A B CASES ADDITION, LOT 5, BLOCK 75, CASE AND EBERTS ADDITION AND THE NORTHWESTERLY HALF OF THE VACATED ALLEY ADJOINING AND PART OF THE SIDE LOT ADJOINING IN A B CASES ADDITION, LOT 6 AND THE NORTHWESTERLY HALF OF THE VACATED ALLEY ADJOINING, BLOCK 75, CASE AND EBERTS ADDITION, CITY AND COUNTY OF DENVER, STATE OF COLORADO
COMBINED AREA: 9,660 SQUARE FEET OR 0.221 ACRES +/-

DENVER GREEN BUILDING ORDINANCE

THIS PROJECT WILL BE FULLY CERTIFIED UNDER ENTERPRISE GREEN COMMUNITIES AS A COMPLIANCE PATH AS REGULATED BY SECTION 4.05 OF THE BUILDING CERTIFICATION OF THE RULES AND REGULATIONS.

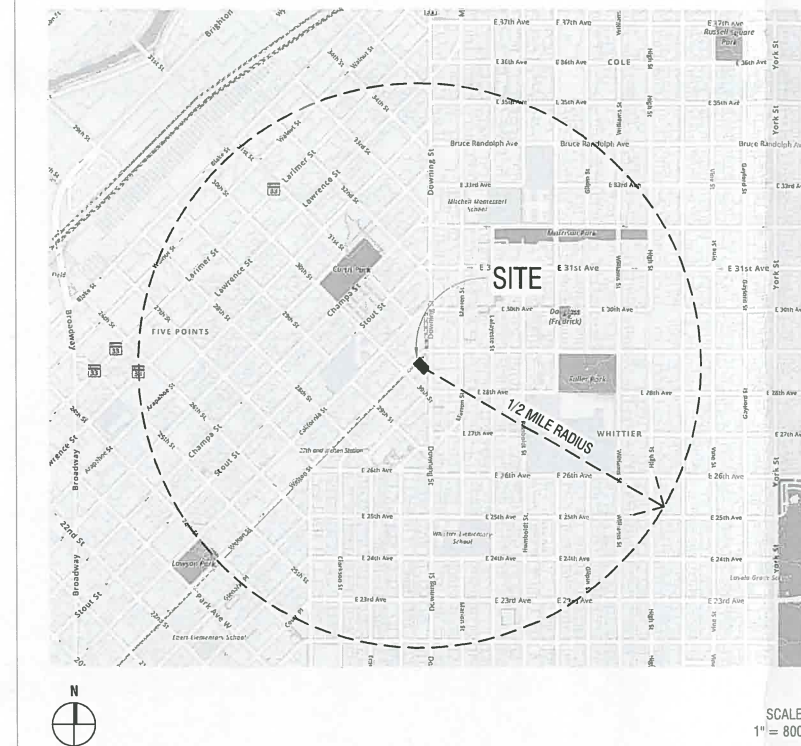
STATISTICAL INFORMATION

ZONE DISTRICT		C-MX-5	
GENERAL ZONE LOT INFORMATION			
ZONE LOT SIZE (GROSS PROJECT AREA)	9,660 GSF	22	ACRES
AREA TO BE DEEDED FOR ADDITIONAL RIGHT OF WAY	N/A	N/A	
NET PROJECT AREA (AFTER DEEDING OF ANY NEEDED PUBLIC RIGHT OF WAY)	N/A	N/A	
PRIMARY AND SIDE STREET DESIGNATIONS		PRIMARY ST = WELTON ST., DOWNING ST. (SIDE ST. N/A)	
PROPOSED USES			
NUMBER OF DWELLING UNITS (RESIDENTIAL ONLY)	36 UNITS		
GROSS FLOOR AREA FOR EACH USE (FOR NON RESIDENTIAL AND MIXED USE PROJECTS)	31,025 GSF		
BUILDING FORM USED			
GENERAL			
DESIGN ELEMENTS		REQUIRED	PROVIDED
BUILDING HEIGHT, STORIES (MIN, MAX)	5 STORIES	4 STORIES	
BUILDING HEIGHT, FEET (MIN, MAX)	70' MAX.	65.3'	
BUILD-TO			
PRIMARY STREET TOTAL BUILD-TO (MIN % WITHIN MIN/MAX) REFER TO SHEET 3 (WELTON ST.), ZONE LOT WIDTH = 75'	70% (0' / 10') 53' OF 75' REQ.	66.8' OF 75' (89%)	
PRIMARY STREET TOTAL BUILD-TO (MIN % WITHIN MIN/MAX) REFER TO SHEET 3 (DOWNING ST.), ZONE LOT WIDTH = 36.68' FRONTAGE EXCLUDES VACATED ALLEY ACCESS EASEMENT = 25.3'	70% (0' / 10') 18' OF 25.3' REQ.	25.3' OF 25.3' (100%)	
OVERALL BUILDINGS OR STRUCTURE LENGTH (MAX)	N/A	N/A	
SETBACKS		REQUIRED	PROVIDED
PRIMARY STREET (MIN/MAX)	0'	0' (WELT./0' (DWNG.))	
SIDE STREET (MIN/MAX)	0'	N/A	
SIDE INTERIOR (MIN/MAX)	0'	NE @ 3'-0" / SW @ 3'-0"	
REAR (MIN/MAX)	0'	0'	
UPPER STORY REAR SETBACK (ABOVE 27 FT. MIN) - ADJ. TO PD	N/A	N/A	
UPPER STORY REAR SETBACK (ABOVE 51 FT. MIN) - ADJ. TO PD	N/A	N/A	
PARKING		REQUIRED	PROVIDED
STANDARD SPACES	.75 / UNIT = 27	4	
COMPACT SPACES (10% MAX = 36 X .10)	0	0	
ACCESSIBLE (2% = 27 X .02)	1	1	
LOADING SPACES	1	1	
TOTAL	27	5	
BICYCLE 1 PER 2 UNITS (80% ENCLOSED / 20% FREE)	(15 / 4)	(15 / 4)	
GROUND STORY ACTIVATION (TRANSPARENCY)		REQUIRED	PROVIDED
TOTAL TRANSPARENCY PRIMARY STREET - WELTON ST. (%) (REFER TO SHEET 8 OF 10 FOR ANALYSES)	RESIDENTIAL BLDG: 40%	52%	
TOTAL TRANSPARENCY SIDE STREET - DOWNING ST. (%) (REFER TO SHEETS 8 OF 10 FOR ANALYSES)	RESIDENTIAL BLDG: 40%	47%	

SHEET INDEX

SHEET 1	COVER SHEET
SHEET 2	LAND TITLE SURVEY
SHEET 3	SITE PLAN
SHEET 4	ARCHITECTURAL FLOOR PLANS
SHEET 5	UTILITY PLAN
SHEET 6	GRADING PLAN
SHEET 7	LANDSCAPE PLAN
SHEET 8	ARCHITECTURAL BUILDING ELEVATIONS
SHEET 9	SITE PHOTOMETRIC PLAN
SHEET 10	SITE PHOTOMETRIC DETAILS

VICINITY MAP



OWNER'S SIGNATURE

I (We) the undersigned, shall comply with all regulations contained in Denver Zoning Code. The following signatures constitute all owners and holders of deeds of trust for land and structures included in this plan: **CHARITY'S HOUSE**

BY _____ DATE _____
EDDIE H. WOLFF, OWNER

BY _____ DATE _____
ROBERT WOLFF, OWNER

State of Colorado
City and County of Denver

The foregoing instrument was acknowledged before me this _____ day of _____ AD 20____ by _____

Witness my hand and official seal

My commission expires _____

Notary Public: _____

Address: _____

SURVEYORS SIGNATURE

I, Jeffrey J. McKenna, a Registered Land Surveyor in the State of Colorado, do hereby certify that the survey for Charity House was made under my supervision and the accompanying plan accurately and properly shows said survey.

JEFFREY J. MCKENNA PLS# _____

APPROVALS

Approved By _____ Date _____
For the Zoning Administrator

Approved By _____ Date _____
For the Manager of Community Planning and Development

CLERK & RECORDER'S CERTIFICATION

State of Colorado _____ JSS.

City and County of Denver

I hereby certify that this instrument was filed for record in my office at _____ o'clock _____ m., _____ 20____ and duly recorded under Reception # _____.

Clerk and Recorder, Ex-Officio Clerk of the City and County of Denver

By _____ Deputy

Fee _____

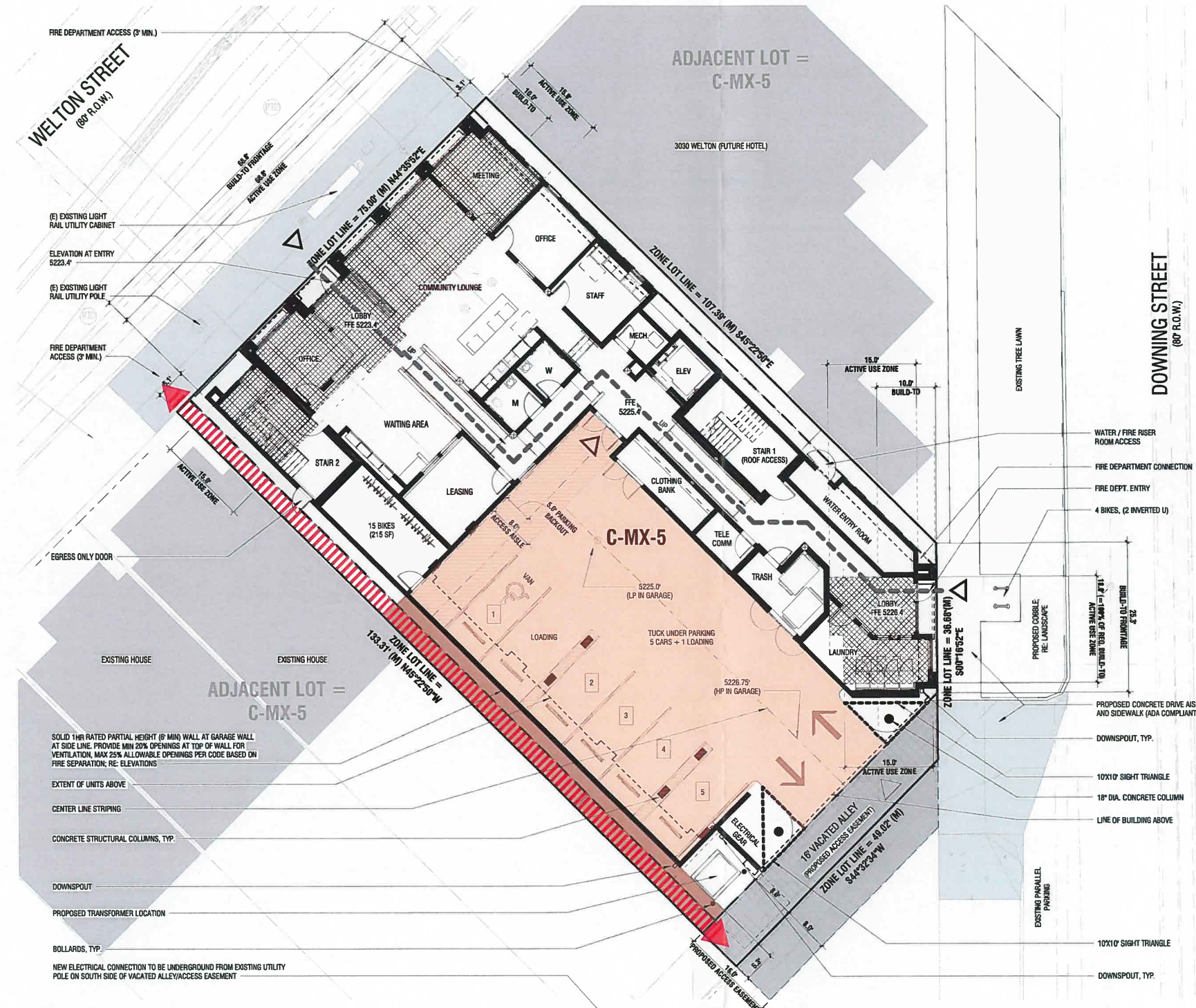
GENERAL NOTES

- THIS SDP/PROJECT WAS REVIEWED AND APPROVED UNDER THE DENVER ZONING CODE AS ADOPTED ON JUNE 25TH, 2010, RESTATED IN ITS ENTIRETY ON MAY 24TH, 2018; AS AMENDED THROUGH OCTOBER 19, 2019.
- FENCES, WALLS, SIGNS, AND ACCESSORY STRUCTURES ARE SUBJECT TO SEPARATE REVIEWS AND PERMITS.
- ANGLES SHOWN ARE EITHER 90 DEGREES OR A SUPPLEMENT OF THE ANGLE INDICATED.
- PRIVATE ROADWAYS WILL BE POSTED WITH "FIRE LANE" SIGNS AS REQUIRED BY THE DENVER FIRE DEPARTMENT.
- PARKING SPACES FOR PERSONS WITH DISABILITIES WILL BE CLEARLY DELINEATED WITH UPRIGHT SIGNS.
- APPROVAL FOR THIS PLAN DOES NOT CONSTITUTE OR IMPLY COMPLIANCE WITH ADA REQUIREMENTS.
- SITES SHALL BE LANDSCAPED PRIOR TO ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY (CO) DURING THE GROWING SEASON OF APRIL 1ST TO OCTOBER 1ST, AT ALL OTHER TIMES THE INDIVIDUAL SITE SHALL BE LANDSCAPED WITHIN 45 (FORTY-FIVE) DAYS OF THE START OF THE FOLLOWING GROWING SEASON.
- AN ACCESS EASEMENT FOR EMERGENCY SERVICES IS HEREBY GRANTED ON AND ACROSS ALL AREAS FOR POLICE, FIRE, MEDICAL, AND OTHER EMERGENCY VEHICLES AND FOR THE PROVISION OF EMERGENCY SERVICES.
- ALL LANDSCAPED AREAS SHALL BE IRRIGATED WITH UNDERGROUND AUTOMATIC IRRIGATION SYSTEM. TREES, SHRUBS, AND DECORATIVE GRASSES WILL BE IRRIGATED BY A SEPARATE ZONE FROM SOD/GRASS; THIS INCLUDES TREES PLANTED IN SOD/GRASS AREAS. THE IRRIGATION SYSTEM IS TO HAVE A RAIN SENSOR SHUTOFF INSTALLED.
- PRIVATE ROADWAYS ARE NON-DEDICATED STREETS AND WILL NOT BE MAINTAINED BY THE CITY AND COUNTY OF DENVER
- RESPONSIBILITY FOR THE MAINTENANCE OF THE COMMONLY OWNED LAND AND STORM WATER DETENTION FACILITY CONSTRUCTED AS PART OF THIS DEVELOPMENT WILL BE THAT OF THE HOME OWNERS ASSOCIATION / PROPERTY OWNER(S) OF PARCEL(S) 3022 WELTON ST.

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



BUILD-TO ANALYSIS (WELTON ST.)		
PRIMARY STREET = WELTON ST.	REQUIRED	PROVIDED
ZONE LOT STREET FRONTAGE LENGTH	75'	
TOTAL BUILDING LENGTH		66.8'
BUILDING LENGTH BETWEEN 0' & 10'	58.25'	66.8'
TOTAL BUILD-TO PERCENTAGE	70% MIN.	89%

BUILD-TO ANALYSIS (DOWNING ST.)		
PRIMARY STREET = DOWNING ST.	REQUIRED	PROVIDED
ZONE LOT STREET FRONTAGE LENGTH (EXCLUDING VACATED ALLEY/PROPOSED ACCESS EASEMENT)	25.3'	
TOTAL BUILDING LENGTH		25.3'
BUILDING LENGTH BETWEEN 0' & 10'	18'	25.3'
TOTAL BUILD-TO PERCENTAGE	70% MIN.	100%

GROUND STORY ACTIVATION		
PRIMARY STREET = WELTON ST.	REQUIRED	PROVIDED
TOTAL TRANSPARENCY	40%	52%
BUILDING LENGTH		66.8 LF
CLEAR GLAZING	27 LF	35.3 LF
ALTERNATIVES	= N/A	

GROUND STORY ACTIVATION		
PRIMARY STREET = DOWNING ST.	REQUIRED	PROVIDED
TOTAL TRANSPARENCY	40%	47%
BUILDING LENGTH		25.3 LF
CLEAR GLAZING	10 LF	12 LF
ALTERNATIVES	= N/A	

PARKING SCHEDULE		
CAR PARKING	STANDARD	4
	ACCESSIBLE/VAN	1
	LOADING	1
	COMPACT	0
	TOTAL CAR PARKING	5 CARS/1 LOADING
BIKE PARKING	2 X INVERTED U @ L1	4
	(1 X HANGING) / ENCLOSED	15
	TOTAL BIKE PARKING	19 BIKES

PROJECT SITE PLAN NOTES

1. WELTON ST. AND DOWNING ST. ARE CONSIDERED A PRIMARY STREET FOR THE PURPOSE OF THIS SITE DEVELOPMENT PLAN IN SUPPORT OF THE PROPOSED PARKING REDUCTION

SDP PLAN LEGEND	
	PEDESTRIAN ACCESS
	VEHICLE ACCESS
	PARKING STALL DESIGNATION
	ACCESSIBLE ROUTE
	ADJACENT BUILDING FORMS
	AREA TO BE STRIPED (PAINTED)
	BUILDING ABOVE
	EXTERIOR BOLLARD

- SIGHT TRIANGLE RESTRICTIONS**
- 10x10 PEDESTRIAN SIGHT TRIANGLES - NO ITEMS THAT ARE WIDER THAN 18 INCHES MAY BE TALLER THAN 30" WITHIN THIS TRIANGLE.
 - 30x30 CORNER SIGHT TRIANGLES - CORNER TRIANGLES MUST BE FREE OF ALL ITEMS OVER 30" IN HEIGHT EXCEPT FOR TRAFFIC CONTROL DEVICES AND EQUIPMENT.
 - ROADWAY SIGHT TRIANGLES - NO ITEMS THAT ARE WIDER THAN 18 INCHES MAY BE TALLER THAN 30" WITHIN THIS TRIANGLE EXCEPT FOR STREET TREES AND TRAFFIC CONTROL DEVICES AND EQUIPMENT.
- TREE PROTECTION ZONES**
- NO CONSTRUCTION ACCESS, ACTIVITY, OR STORAGE OF MATERIAL/DEBRIS/EQUIPMENT IS PERMITTED WITHIN TREE PROTECTION ZONES, INCLUDING GRADING, INSTALLATION OF UNDERGROUND UTILITIES, INSTALLATION OF SITE IMPROVEMENTS, AND/OR GRUBBING/LANDSCAPING. ALL CONSTRUCTION ACTIVITY MUST OCCUR OUTSIDE TREE PROTECTION ZONES (IE. DRIP LINES OF TREES)

SITE PLAN

1" = 10'-0"

shopworks
architecture
301 W. 45TH AVE • DENVER, CO 80216 • 303.433.4094

VARIANCE REQUEST LEGEND	
	PARKING REDUCTION VARIANCE
	LANDSCAPE BUFFER VARIANCE
	FIRE FIGHTER ACCESS PATH



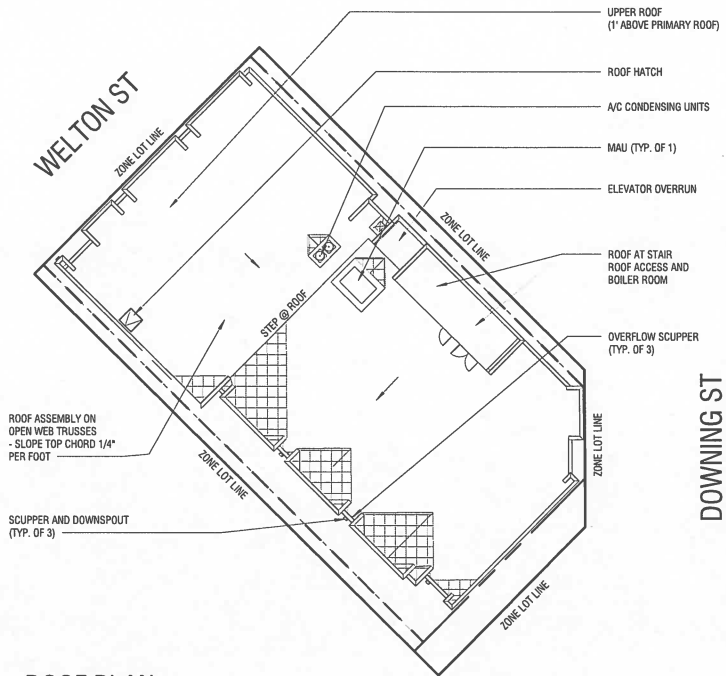
SITE PLAN
SHEET 3 OF 10

CHARITY'S HOUSE

SITE DEVELOPMENT PLAN

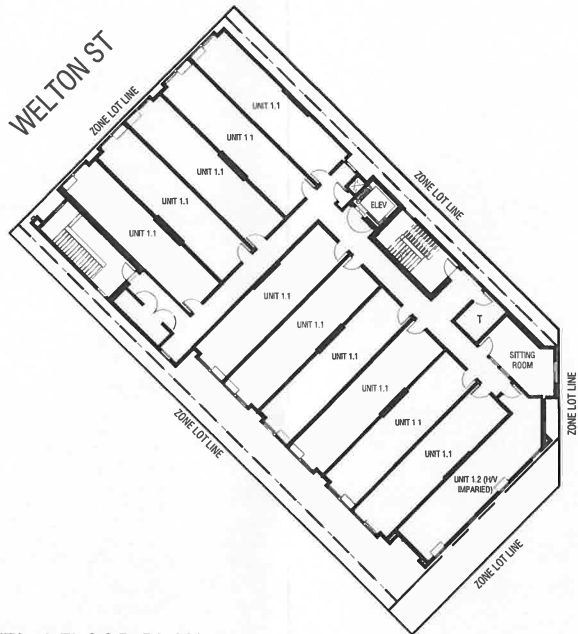
PART OF THE SOUTHWEST 1/4 OF SECTION 26, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.
 CITY AND COUNTY OF DENVER, STATE OF COLORADO
 3022 WELTON STREET, DENVER, CO 80205

TOTAL ROOF AREA = 6,880 SF
 TOTAL AREA OF ROOFTOP MECHANICAL AND UNOCCUPIED STAIR ENCLOSURES (33.3% MAX.) = 500 SF (8% OF TOTAL ROOF AREA)



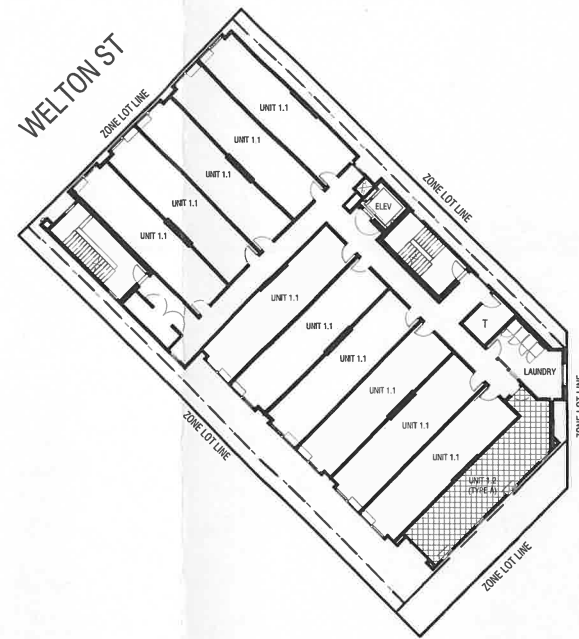
ROOF PLAN

1" = 20'-0"



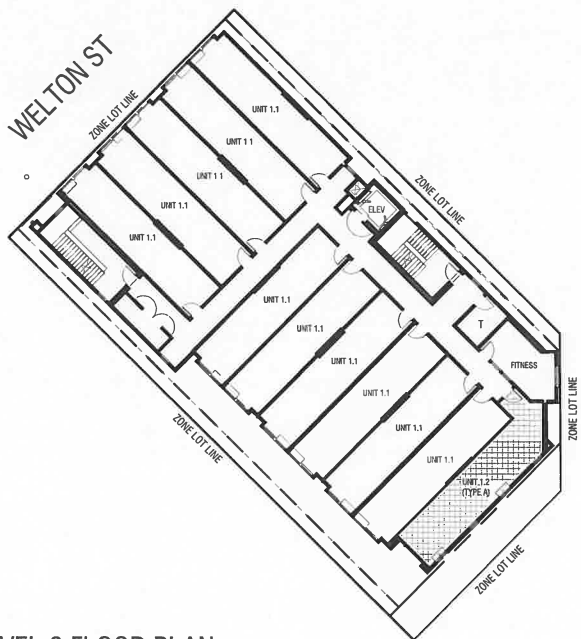
LEVEL 4 FLOOR PLAN

1" = 20'-0"



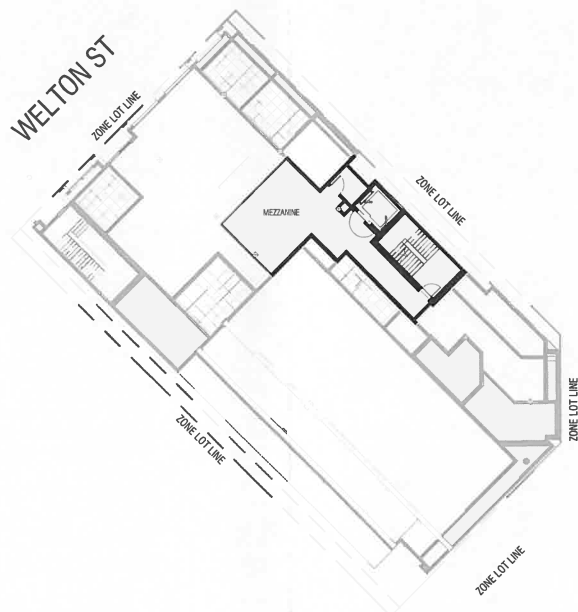
LEVEL 3 FLOOR PLAN

1" = 20'-0"



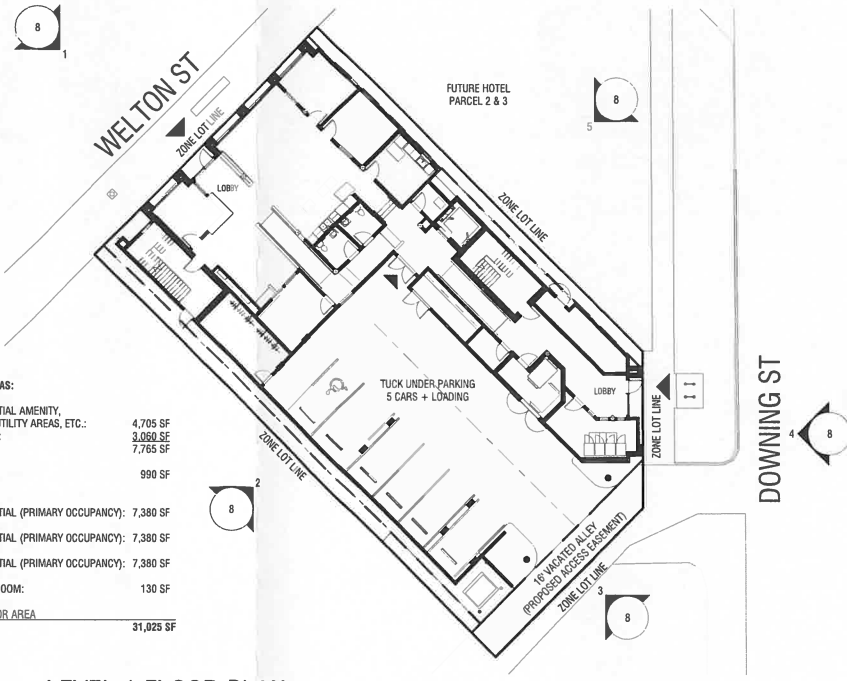
LEVEL 2 FLOOR PLAN

1" = 20'-0"



MEZZANINE

1" = 20'-0"

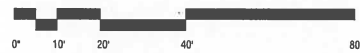


LEVEL 1 FLOOR PLAN

1" = 20'-0"

GROSS FLOOR AREAS:

LEVEL 1:	RESIDENTIAL AMENITY, OFFICE, UTILITY AREAS, ETC.:	4,705 SF
	PARKING:	3,080 SF
		7,765 SF
MEZZANINE:		990 SF
LEVEL 2:	RESIDENTIAL (PRIMARY OCCUPANCY):	7,380 SF
LEVEL 3:	RESIDENTIAL (PRIMARY OCCUPANCY):	7,380 SF
LEVEL 4:	RESIDENTIAL (PRIMARY OCCUPANCY):	7,380 SF
ROOF:	BOILER ROOM:	130 SF
TOTAL GROSS FLOOR AREA		31,025 SF



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 architecture
 301 W. 45TH AVE • DENVER, CO 80216 • 303.433.4094

ARCHITECTURAL FLOOR PLANS
 SHEET 4 OF 10

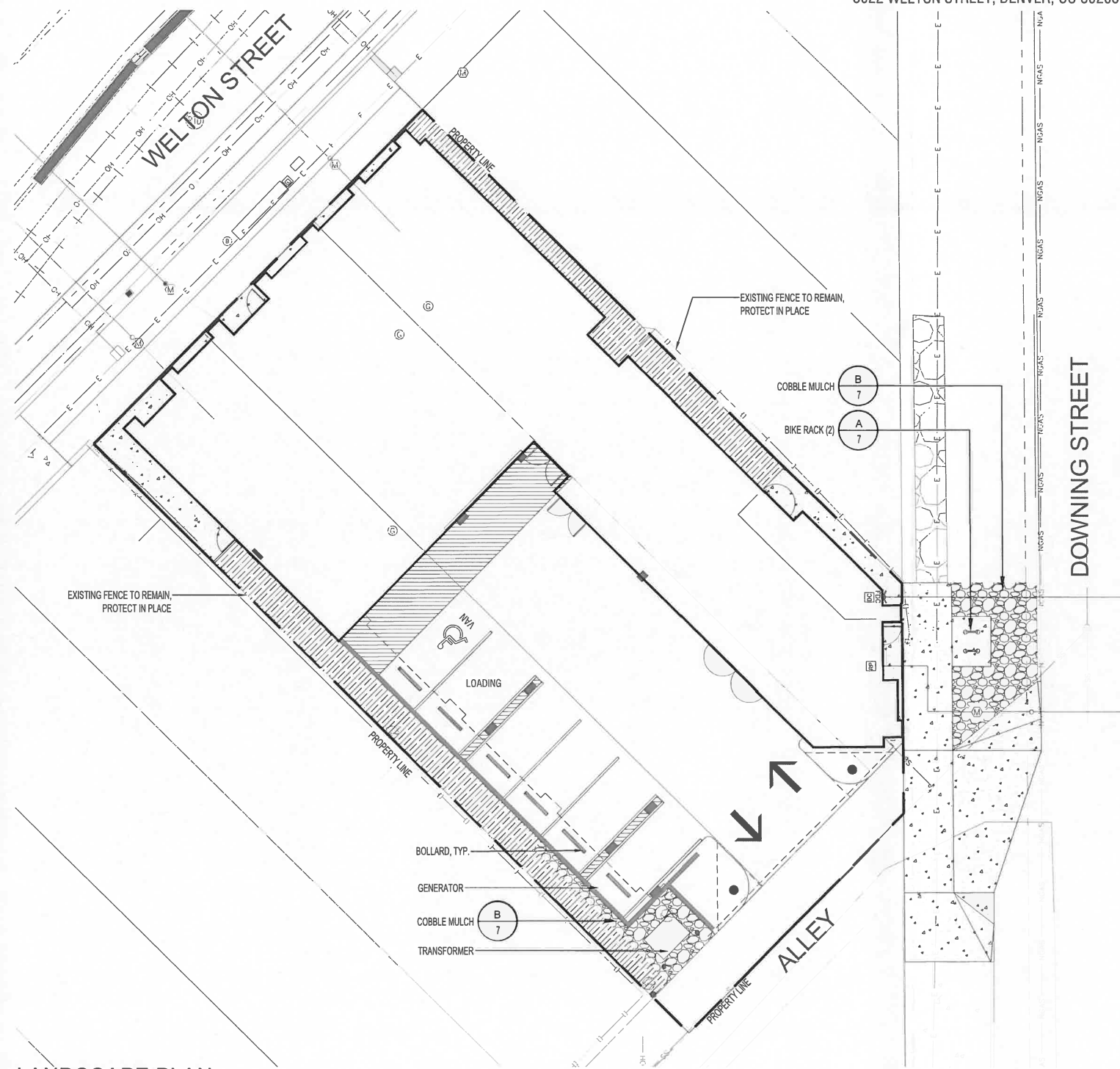
CHARITY'S HOUSE

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

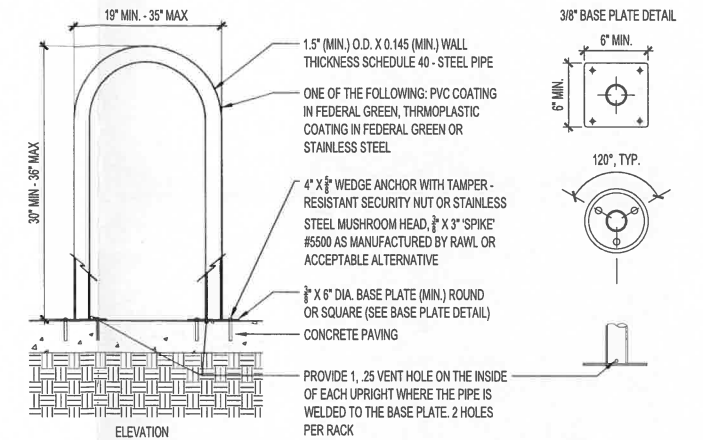


LANDSCAPE LEGEND

- NEW CONCRETE
- COBBLE MULCH
- PEA GRAVEL MULCH
- BIKE RACKS

Office of the City Forester (OCF) Standard General Plan Notes:

1. EXISTING TREES REQUIRED TO BE PRESERVED IN ROW AND/OR PUBLIC PLACE SHALL BE PROTECTED PER OCF STANDARDS AND PRACTICES. TREE PROTECTION SHALL BE INSTALLED PRIOR TO ISSUE OF DEMOLITION/BUILDING PERMIT, APPROVED BY THE OCF, AND SHALL REMAIN AS APPROVED THROUGHOUT CONSTRUCTION. NO ACCESS, CONSTRUCTION ACTIVITIES OR STORAGE OF CONSTRUCTION MATERIALS/DEBRIS/EQUIPMENT SHALL TAKE PLACE WITHIN TREE PROTECTION ZONES WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE OCF.
2. PER CITY CODE, ALL TREE REMOVALS IN CITY/COUNTY OF DENVER MUST BE PERFORMED BY THE PROPERTY OWNER OR A TREE CONTRACTOR LICENSED BY OCF, INCLUDING TREES IN ROW, PUBLIC PLACE AND PRIVATE PROPERTY. FOR A CURRENT LIST OF LICENSED TREE CONTRACTORS, VISIT WWW.DENVERGOV.ORG/FORESTRY.
- 2.1. OCF-APPROVED TREE REMOVALS IN ROW OR PUBLIC PLACE; A TREE REMOVAL PERMIT ISSUED BY THE OCF IS REQUIRED PRIOR TO REMOVAL. TREE REMOVAL PERMITS ARE NOT INCLUDED WITH BUILDING PERMITS OR PLAN APPROVALS AND MUST BE OBTAINED SEPARATELY FROM THE OCF. CONTACT THE OCF (FORESTRY@DENVERGOV.ORG) WITH NAME OF LICENSED CONTRACTOR OR PROPERTY OWNER PERFORMING REMOVAL. INCLUDE PROJECT NUMBER (2018PM0000684) AND PROJECT ADDRESS.
- 2.1.1. EXISTING ROW OR PUBLIC PLACE TREES APPROVED FOR REMOVAL BY THE OCF MUST BE PROTECTED IN PLACE UNTIL REMOVED BY AN OCF LICENSED TREE CONTRACTOR. FAILURE TO PROTECT SUCH TREES UNTIL REMOVAL, OR REMOVING TREES WITHOUT A PERMIT, WILL RESULT IN A NOTICE OF VIOLATION AND/OR CITATIONS/FINES.
- 2.1.2. A TREE REMOVAL PERMIT IS NOT REQUIRED FOR PRIVATE PROPERTY TREE REMOVALS.
- 2.1.3. ALL PROPOSED LANDSCAPING IN THE ROW SHALL BE PER THE STREETScape DESIGN MANUAL WITH THE EXCEPTION OF TREE PLANTING, THIS SHALL BE IN ACCORDANCE WITH CURRENT OCF RULES AND REGULATIONS.
3. ALL ELECTRIC FIXTURES AND UTILITIES, INCLUDING BUT NOT LIMITED TO OUTLETS AND LIGHTS, SHALL BE LOCATED AT OUTSIDE PERIMETER OF TREE PLANTING AREAS WITHIN HARDSCAPE. IN TREE LAWNS, FIXTURES SHALL BE PLACED MINIMUM 3 (THREE) FEET RADIIALLY FROM BASE OF TRUNK.
4. ALL ELECTRIC FIXTURES AND UTILITIES, INCLUDING BUT NOT LIMITED TO OUTLETS AND LIGHTS, SHALL BE LOCATED AT OUTSIDE PERIMETER OF TREE PLANTING AREAS WITHIN HARDSCAPE. IN TREE LAWNS, FIXTURES SHALL BE PLACED MINIMUM 3 (THREE) FEET RADIIALLY FROM BASE OF TRUNK.



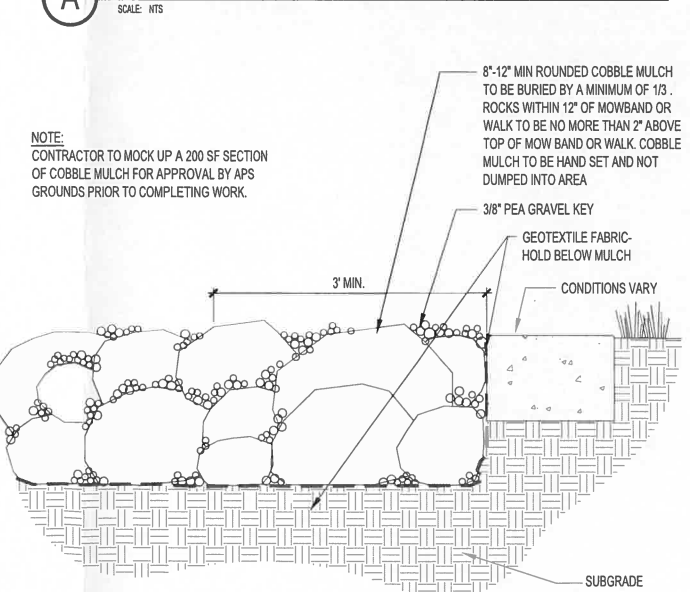
NOTES:

1. RACK SHALL NOT BE WELDED IN SECTIONS.
2. BASE PLATE SHALL BE WELDED TO STEEL PIPE.
3. RACK DIMENSIONS MAY VARY BY MANUFACTURER.

MOUNTING (CONCRETE):

1. BASE PLATE SHALL BE MOUNTED TO CONCRETE VIA EXPANSION ANCHOR: 4" X 1/2" WEDGE ANCHOR WITH TAMPER-RESISTANT SECURITY NUT, OR STAINLESS STEEL MUSHROOM HEAD 1/2" X 3" SPIKE #5500 AS MANUFACTURED BY RAWL OR APPROVED EQUAL
2. RACK SHALL BE SET FIRM AND ALIGNED WITH A TOLERANCE PLUS OR MINUS 1/8" FROM PLUMB
3. STEEL SHIMS SHALL BE INSTALLED PRIOR TO ANCHORING IN PLACE WHEN NEEDED.

A U STYLE BIKE RACK (CCD STD DETAIL 16.2.15)



LANDSCAPE PLAN

SCALE 1"=10'-0"



LANDSCAPE PLAN SHEET 7 OF 10

CHARITY'S HOUSE

SITE DEVELOPMENT PLAN

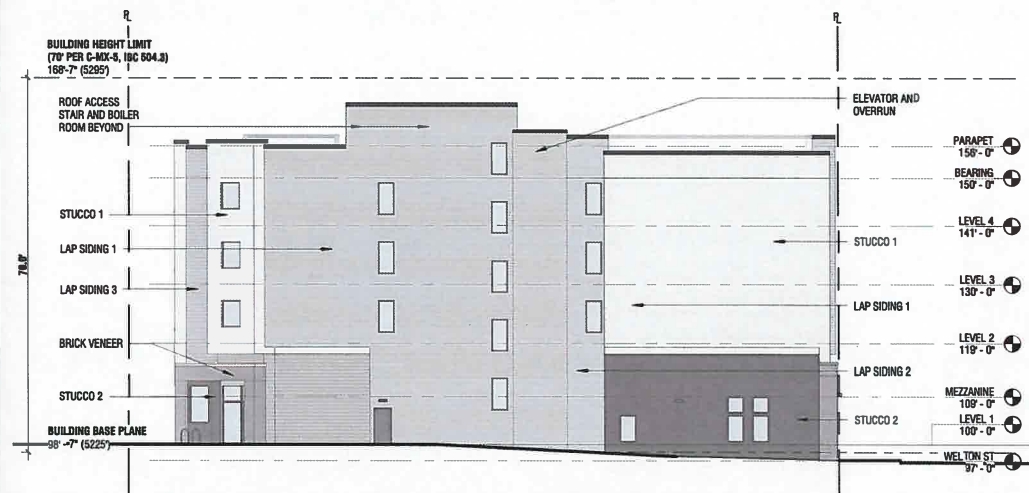
PART OF THE SOUTHWEST 1/4 OF SECTION 26, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M.
CITY AND COUNTY OF DENVER, STATE OF COLORADO
3022 WELTON STREET, DENVER, CO 80205

ELEVATIONS MATERIAL LEGEND			
	BRICK MASONRY		STUCCO, COLOR 1
	STUCCO, COLOR 2		LAP SIDING 2, 4" EXPOSURE
	LAP SIDING 1 (BODY); 0" EXPOSURE		LAP SIDING 3, 6" EXPOSURE
	CMU MASONRY		MIN. 6" OPAQUE WALL ON TOP OF CONCRETE CURB AT PARKING

GROUND STORY ACTIVATION			TRANSPARENCY
PRIMARY STREET = WELTON ST.	REQUIRED	PROVIDED	
TOTAL TRANSPARENCY	40%	52%	
BUILDING LENGTH	66.8 LF		
CLEAR GLAZING	27 LF	35.3 LF	
ALTERNATIVES	= N/A		

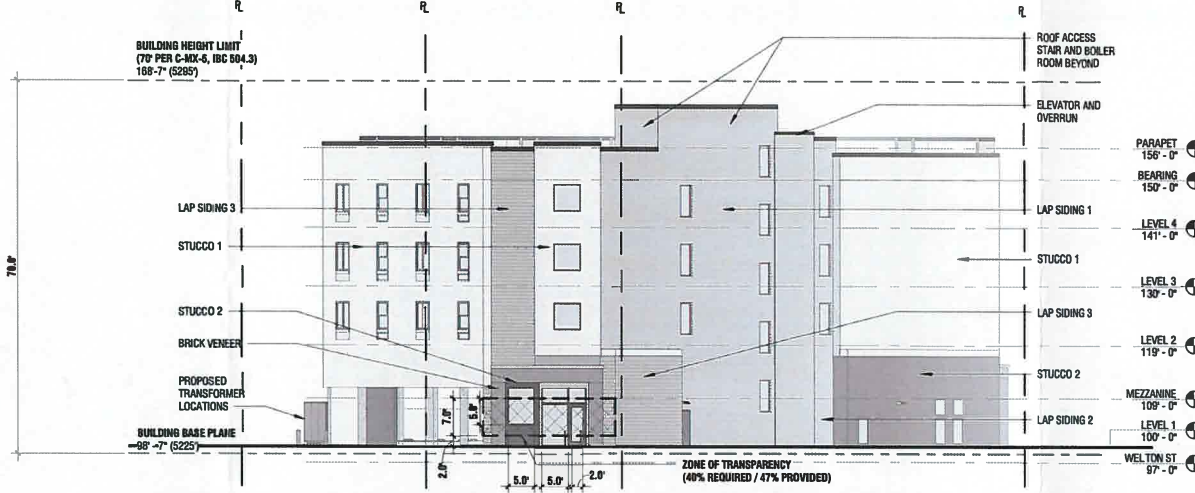
GROUND STORY ACTIVATION			TRANSPARENCY
PRIMARY STREET = DOWNING ST.	REQUIRED	PROVIDED	
TOTAL TRANSPARENCY	40%	47%	
BUILDING LENGTH	25.3 LF		
CLEAR GLAZING	10 LF	12 LF	
ALTERNATIVES	= N/A		

BASE PLANE CALCULATION		
KEY PLAN	PRIMARY STREET = WELTON ST. & DOWNING ST.	
	SIDE STREET = N/A	
	BUILDING BASE PLANE = 5,225'	
	A = 5,227' +	20,900 = 5,225'
	B = 5,228' +	
	C = 5,229' +	
	D = 5,230' +	
		20,900
		4
		PER 13.1.3.2.A (SINGLE BASE PLANE)



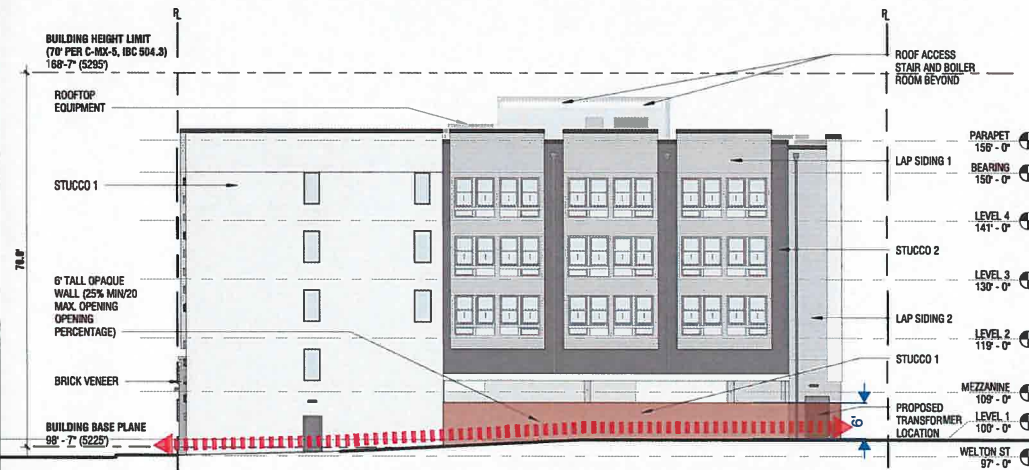
NORTHEAST ELEVATION (SIDE INTERIOR)

1/16" = 1'-0"



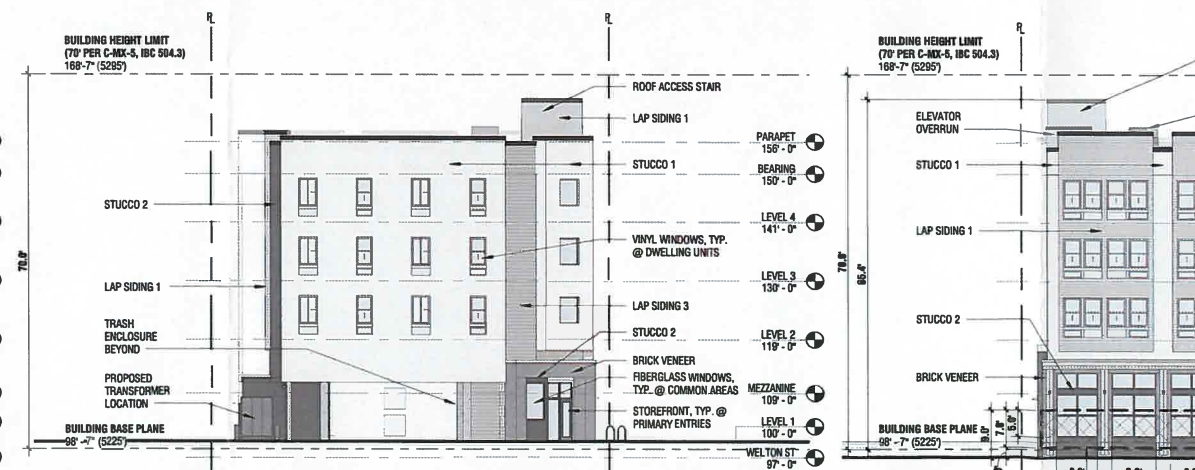
EAST ELEVATION - DOWNING ST. (PRIMARY STREET)

1/16" = 1'-0"



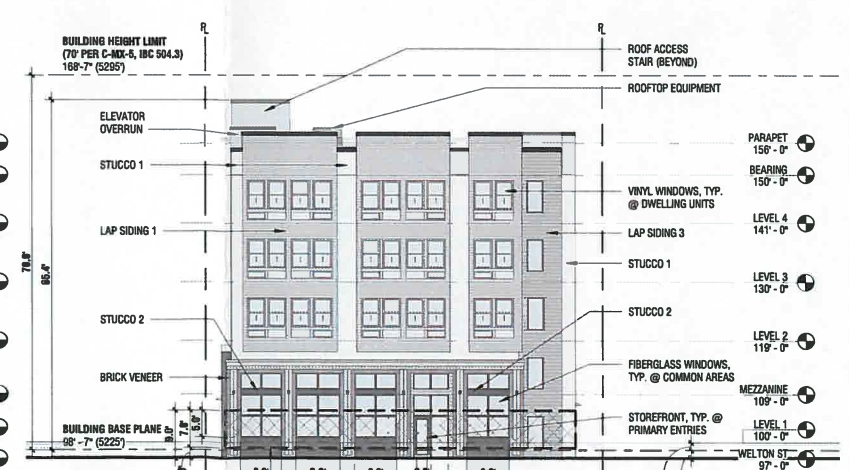
SOUTHWEST ELEVATION (SIDE INTERIOR)

1/16" = 1'-0"



SOUTHEAST ELEVATION - PARKING ENTRANCE (ACCESS EASEMENT)

1/16" = 1'-0"



NORTHWEST ELEVATION - WELTON ST. (PRIMARY STREET)

1/16" = 1'-0"

VARIANCE REQUEST LEGEND

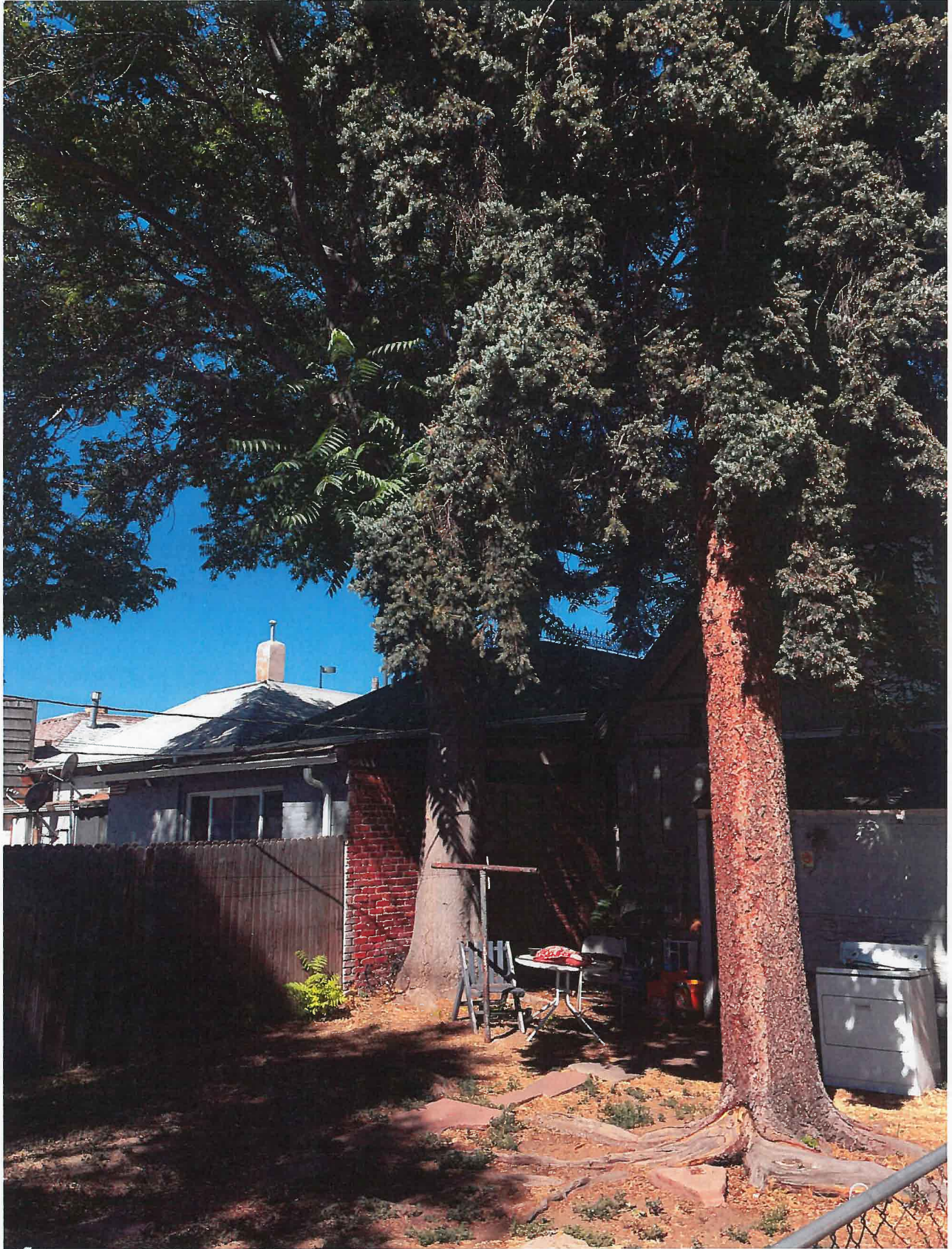
PARKING REDUCTION VARIANCE

LANDSCAPE BUFFER VARIANCE

FIRE FIGHTER ACCESS PATH

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ARCHITECTURAL BUILDING ELEVATIONS
SHEET 8 OF 10



**Fence line at backyard of adjacent existing residential single-family
(orientation of image from future proposed parking garage, looking West)**



Candi Cole Baca
COUNCILWOMAN DISTRICT 9

City and County of Denver
CITY COUNCIL
City and County Building
1437 Bannock Street, Room 451
Denver, CO 80202
p: 720.337.7709
candi.cdebaca@denvergov.org

4/30/20

Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202

RE: 3022 Welton Case 32-20

Dear Board Members:

I am pleased to write this letter as a statement of our support for granting the two requested variances to Charity's House Apartments, LLLP, and exempting the project at 3022 Welton Street, Denver, CO 80205 from the parking requirements and the landscape parking screening under Denver's Zoning Code. The development will be located immediately adjacent to the Welton light rail line in the District 9 Five Points community that I represent and it will be footsteps away from our Five Points office.

It is our belief that by granting a variance for the project's parking requirements and treating Welton St and Downing St both as Primary Streets the project can activate that portion of Downing St. in a manner that is much more compatible with the neighborhood, the surrounding context, and the future of the Downing St. corridor. Further, we understand the future low-income residents of the apartments will rely upon public transportation options such as the light rail and bus stops within a half block of the building and will not require parking.

Granting the variances requested by the Charity's House team will provide for enhanced emergency service access providing a safer entrance, parking for staff and guests, ample bike parking, neighborhood connectivity, and better pedestrian access. This project helps to advance city and community efforts towards promoting transit-oriented development, eliminating homelessness, achieving housing equity, and helping residents regain stable, healthy, and productive lives. I urge you to support this effort and to help Charity's House Ministries continue to lead the charge of prioritizing equity in our city by granting the requested variances. Thank you in advance for your consideration of their request.

Sincerely,

Candi Cole Baca



Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202

RE: 3022 Welton Case 32-20

Dear Board Members:

Please accept this letter as a statement of our support for granting the two requested variances to Charity's House Apartments, LLLP, relating to the parking requirements and the landscape parking screening under Denver's Zoning Code for its project located at 3022 Welton St., Denver, CO 80205.

We agree that Welton St and Downing Street should both be treated as Primary Streets. Further, we urge the Board to grant the variance to reduce the project's parking requirements. Such a variance will result in a reduced traffic load entering off Downing Street. This will ensure that entering traffic will cause less impact to that portion of Downing Street in a manner that is much more compatible with the neighborhood, the surrounding context, and the future of the Downing Street corridor.

Further, we understand the future low-income residents of the apartments will primarily utilize public transportation options such as the light rail and bus stops within a half block of the building and will not require parking.

Granting the variances requested by the Charity's House team will provide for enhanced emergency service access providing a safer entrance, parking for staff and guests, ample bike parking, neighborhood connectivity, and better pedestrian access. This project will provide desperately needed affordable housing for Denver. I support this request for relief and ask the Board to grant the variances as a benefit to the project, the neighborhood, and to the community.

Sincerely,

Fiona Arnold

Fiona Arnold
President

May 15, 2020

Shopworks Architecture
c/o Bob Wilson
301 West 45th Avenue
Denver, CO 80216

RE: Charity's House Parking Study – Denver, Colorado

The Fox Tuttle Transportation Group completed a parking study for the proposed Charity's House project is located in the southwest corner of Welton Street and Downing Street in Denver, CO. It is understood that the project is building a new 4-story building that will provide 36 one-bedroom apartments for supportive housing, and the building will include a leasing office, resident amenities, and services. There will be a common kitchen, bathrooms and laundry space within the new building. Short-term and long-term bike parking will be provided on-site. This memorandum summarizes our analysis and findings for parking demand for the proposed Charity's House project.

City Parking Requirements

The City and County of Denver Zoning Code requires 0.75 off-street parking spaces per unit for housing within C-MX-5 zoning district. The project site is located within 300 feet of a light rail station and numerous bus stops that provide high frequency and reliable transit services via RTD that will allow residents to get around Downtown Denver and to surrounding communities. Due to the proximity to transit, a 25% reduction to the parking requirement is allowed per the City's Code. Multiplying the parking rate and transit reduction to the proposed number of living units, it was estimated that the City and County of Denver will require 20 off-street parking spaces [36 units x 0.75 x (1-25%) = 20].

Estimated Trips and Peak Parking Demand

It is generally agreed that affordable housing communities, especially those serving homeless persons, generate less automobile trips, and subsequent parking demand, than other residential uses. This observation is supported by various field studies that have been conducted nationally, field studies that we have conducted in the region for other projects, and field studies that Shopworks Architecture has conducted at similar projects nearby communities. Unfortunately, there is no industry standard for how

to reduce typical residential trip generation and parking rates for lower-income residential uses. The reduction of auto trips and parking demand for affordable housing communities is due to these projects typically being located in more urban conditions with better access to transit use and closer proximity to retail, schools, and employment use where non-auto modes can be effectively utilized. Lower-income residents are also less likely to own a vehicle, or multiple vehicles, given these factors as well as the cost of automobiles and maintenance.

To estimate the parking demand and supply for this project, the following industry guidance and best practices were reviewed:

1. *San Diego Affordable Housing Parking Study*¹. This study was commissioned by the City of San Diego, California with the purpose of determining links between affording housing variables (income, age, transit accessibility, lane use context and housing type) to develop a corresponding regulatory framework for City parking requirements. Screening was conducted at 265 projects and the study included field parking observations at 21 affordable housing communities. The San Diego study represents the most comprehensive field data collection effort performed specifically for affordable housing parking requirements in the country.

The findings of the study showed that parking demand for affordable projects was about half of that for typical rental units and almost 50% of the units surveyed had no vehicle. The study also showed that household vehicle availability varies significantly with income and parking demand is less in areas with walkable destinations and more transit services.

Based on the data collected and findings in the statistical analysis for the San Diego Study, a parking model was developed to provide empirically-based rates for four types of affordable housing. The parking requirements are determined based on type of affordable housing and its context in terms of transit availability and walkability ("low", "medium" and "high"). The report provides an index to score each site for walkability/transit based on specific site characteristics, such a proximity to commercial uses, density of nearby commercial uses, office/civic/education services, and frequency and proximity of transit services. Using this index, the Charity's House project would scores "high" walkability/transit site per the San Diego study criteria.

¹ *San Diego Affordable Housing Parking Study*. Wilbur Smith Associates. December 2011.

Applying the San Diego model for the “living unit/single room occupancy” housing type, with a “high” transit and walkability factor, yields the following results:

Table 1: Parking Requirement based on San Diego Affordable Housing Parking Study

Unit Type	# DU	Parking Type (Rate)	Parking Demand
			“High” Walkability/ Transit
1-bed	36	Base Rate (0.1)	36 x 0.1 = 4
		Visitor (0.15)	36 x 0.15 = 5
		Staff (0.05)	36 x 0.05 = 2
		Total	11

As shown on **Table 1** above, using the San Diego criteria and incorporating parking spaces for visitors and staff parking, the projected **parking requirement is 11 parking spaces**. This would correspond to an effective parking rate of 0.31 spaces per unit for a “high” walkability/transit housing type. This includes parking spaces for residents, visitors, and staff.

The San Diego Study collected data on the vehicle availability by housing type and it was found that “living units/SRO” housing had a mean vehicle availability of 0.31 vehicles per unit and “affordable studio housing” had an average rate of 0.26 vehicles per unit. These values demonstrate that majority of residents do not own or have access to a vehicle and do not need a parking space.

2. LADOT Measuring the Miles². This study was commissioned by the City of Los Angeles, California with the purpose of determining links between affording housing variables (income, age, transit accessibility, lane use context and housing type) to develop adjusted trip generation rates and parking requirements for affordable housing for their *Traffic Impact Study Guidelines*. The data was collected for four affordable housing categories: family, senior, special needs, and supportive housing.

Based on the data collected and findings of the parking analysis of the LADOT Study, supportive affordable housing has a parking demand that is 0.29 to 0.43 per unit depending on the proximity to the transit area. The Charity’s House site is located within 300 feet of the existing 30th/Downing Light Rail Station which is serviced by the L line that loops the downtown Denver core and allows patrons to transfer to other rail or bus routes. Near the project site, there are also bus stops that are serviced by Route 12 (Downing/N Washington), Route 28 (28th Avenue), Route 34 (Bruce

² LADOT Measuring the Miles Study. Portland State University. 2015.

Randolph Ave), and Route 43 (MLK Blvd), which all connect to local and regional destinations and provide transfers to other transit services. This is considered high frequency transit services. Using the LADOT rates for supportive affordable housing within close proximity to transit (0.29 spaces per unit), the **projected parking demand is 11 spaces**. This includes parking spaces for residents, visitors, and staff.

3. Local Data. Field data was also recently compiled by Shopworks at six examples (similar affordable (income restricted) housing apartment sites in Aurora and Denver. These existing projects ranged from 30 to 120 apartment units. Based the field studies conducted during evenings at peak parking periods, it was calculated that these projects had peak parking demand rates ranging from 0.46 to 1.06 spaces per unit. Recent supportive housing projects have parking rates less than 0.30 spaces per unit. The Roanoke (321 E. 11th Ave, Denver) provides zero (0) parking spaces for 19 units. The Colorado Coalition for the Homeless' Renaissance Downtown (2075 Broadway, Denver) provides 29 parking spaces for 101 affordable units, which equates to 0.29 space per unit.

Table 2 summarizes the parking demand rates based on the city requirements, national studies, and localized studies.

Table 2: Parking Rates and Demand Summary

No.	Study	Parking Rate per Unit	Parking Demand
n/a	City and County of Denver Standards	0.75 25% reduction for proximity to transit	$(36 \times 0.75) = 27$ $27 \times (1-25\%) = 20$
1	San Diego Study	0.31 (effective rate for "high" walkability/transit)	$36 \times 0.31 = 11$
2	LADOT Study	0.29 (inside transit area "high")	$36 \times 0.29 = 11$

Summary of Parking Demand and Off-Street Accommodations

Taking into account the parking demand projections based on the San Diego data and LADOT data, the anticipated parking demand for this project would be approximately 11 parking spaces which is nine spaces less than the City requirement. The data and applicability of the San Diego and LADOT data represents the most comprehensive field data collection effort performed specifically for affordable housing parking requirements in the country. Being located in downtown Denver and directly across from the 30th/Downing light rail station, it is anticipated that the demand could be even less than the rates provided by national studies. If the City and County of Denver will allow Charity's House to meet the demand for residents and staff and direct visitors to park on-street, then it is estimated that only six (6)

spaces would be needed off-street (4 for residents, 2 for staff). Furthermore, if staff can also be allowed to park on-street, then the off-street parking need would be reduced to four (4) spaces to accommodate residents which is accommodated by the proposed five (5) parking spaces that will be constructed on the ground level of the new building.

Hopefully the contents of this parking letter are helpful. If you have any questions, please give me a call.

Sincerely,
FOX TUTTLE TRANSPORTATION GROUP, LLC



Cassie Slade, P.E., PTOE
Senior Transportation Engineer

Welton Corridor RNO
PO Box 13545
Denver, CO 80201
info@weltoncorridor.com
weltoncorridor.com

BOARD OF ADJUSTMENT	
CASE No.	32-20
DATE	5/18/20
EXHIBIT No.	11

Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202
boacontact@denvergov.org

re: Case: 32-30
Address: 3020, 3033, 3026 Welton Street
Public Hearing: May 19, 2020

May 17, 2020

Dear Board of Adjustments:

Due to COVID-19 the neighbors experienced difficulty organizing a meeting that would fulfill Section 12-97(a) as included on the last page of the application document. I ask the Zoning Board of Adjustment ("BOA") to consider these are extraordinary times and permit the below Registered Neighborhood Organization ("RNO") process and comments.

April 16, 2020 Welton Corridor RNO received Initial Notice from BOA with hearing date for Case 32-20 located at 3020, 3022, and 3026 "to be announced". Supporting documents were not provided.

April 28, 2020 BOA email provided Public Hearing date May 19, 2020 and Application PDF.

May 4, 2020 I requested the site plan and received a partial set of site plans PDF

As RNO contact I distributed application and site plans via USPS mail, doorsteps and email to the immediate residents and property owners on the 3000 block of Welton.

Due to concerns of legality of a RNO submission I urged immediate neighbors and the greater community to submit individual letters of support or denial to boa@denvergov.org.

Majority feed back from residents on 3000 block of Welton included but was not limited to:

- **Neighbors support affordable housing; and**
- **Did not see demolition notification sign at Welton Street or Downing Street beginning February 11th; and**
- **Learned of the Project the first week of May 2020; and**
- **Applicant and Developer of Project began City review in 2016 and again in 2019; and**
- **Applicant and Developer did not conduct community outreach; and**
- **Council member CdeBaca did not contact immediate neighbors.**

Those most impacted by the Project have been blindsided by Case 32-20 Public Hearing application and request the BOA to pause the Project so the owner/operator Charity's House Apartments LLP of Montana can provide community outreach and a good neighbor agreement.

Application shows the Project is partially funded thru Colorado Housing Finance Authority 4% tax credit program and Denver Housing Authority. We are experiencing a global economic recession and judicious use of tax payers money is paramount.

The immediate neighbors would like to participate in the success of this Project. They ask to be respected and included in the development of their residential block.

Thank you for your time and consideration.

Lynne Bruning
Welton Corridor RNO contact
720-272-0956
info@weltoncorridor.com

P.O. Box 13545
Denver, CO 80201

Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202
boacontact@denvergov.org

re: Case: 32-30
Address: 3020, 3033, 3026 Welton Street
Applicant: Woolfolk 3022 Welton
Owner/Operator: Charity's House Apartments LLLP, Kelly Gill of Missoula Montana
Zoning: C-MX-5
Denver Zoning Code: 7.4.4; 10.5.4.4.C.2
Public Hearing: May 19, 2020

May 17, 2020

Dear Board of Adjustments:

Thank you for providing application and site plan for Case 32-20 via email April 28, 2020. After careful review of the documents I request clarification on notification, parking, fire, landscaping and impact on adjacent neighbors. Due to absence of community outreach I request new owner/operator, Charity's House Apartment LLLP, to hold a public information session and begin discussion of a Good Neighbor Agreement with the community before the Zoning Board of Adjustment ("BOA") grants project approval.

Clarifications:

NOTIFICATION

April 22, 2020 Site Plan Sheet 1 of 10 Statistical Information documents "Primary Street Welton St. and Downing St (side streets N/A)"

Downing Street was not posted with blue notification sign for May 19, 2020 Zoning Board of Adjustment Public Hearing.

- *Were neighbors and adjoining property owners adequately notified of May 19, 2020 Zoning Board of Adjustment Public Hearing Case 32-20?*

3020 Welton Street with blue BOA Public Hearing Notification on May 16, 2020.



Downing Street view towards northwest at alley. This is primary fire department entrance.
May 16, 2020 BOA Notification sign not posted.



PARKING

Site plan shows 36 units, four offices and requires 27 parking spaces. Project occupancy and scope of services is not specified. Depending upon furniture layout the Project may house anywhere from 36 to 144 residents plus additional staff.

Without occupancy and programing information how can Applicant quantify the number of parking spaces residents and staff will need at 5 spaces as provided?

Applicant cites similarities to 3030 Welton, Case 132-19. This temporary housing, a hostel, required 3 parking spaces and 0 were provided. Case 32-30 is for permanent housing deficient 22 spaces. Even with parking reduction per DZC Section 10.4.5.3A.4 to a required minimum of 14 parking spaces the Project is deficient.

Applicant states residents will use public transit at 29th and Welton light rail station. This RTD station has not been in use since 2013 and is unlikely to reopen.

Transportation trends are for shared-rides either for-hire or with friends.

Will Applicant provide an area for shared-ride pick up/drop off? Where would this be?

Please clarify:

- *What is furniture layout for unit 1.1. and unit 1.2? Does this adequately reflect occupancy?*
- *Are families able to rent units? Are families more likely to have vehicles?*
- *How many units are designed for wheel chair bound resident? Is this in alignment with available accessible parking?*
- *Will there be a manager on site 24/7 that will require a dedicated parking space?*
- *What services are provided and how many staff will be on site on a daily basis?*
- *Will services be limited to residents only or will services include daily clients that may require parking??*
- *How will reduced parking impact the adjacent property owner/business at 2815 N. Downing? Has this property owner received any community outreach?*

Downing Street view to northwest toward ally behind 3020, 3022 and 3026 Welton.
May 9, 2020.

Existing parking enters thru shared alley with Town Grocery&Liquor at 2815 N Downing who also has parking access from the alley.



Welton and 29th RTD Station
Closed in 2013. Unlikely to resume service.



FIRE / SAFETY

Application provides May 5, 2016 Fire Department’s condition:

"approved route shall be not be less than a 3-foot wide access walkway leading from the fire apparatus access roads to all portions of the exterior walls of the first floor."

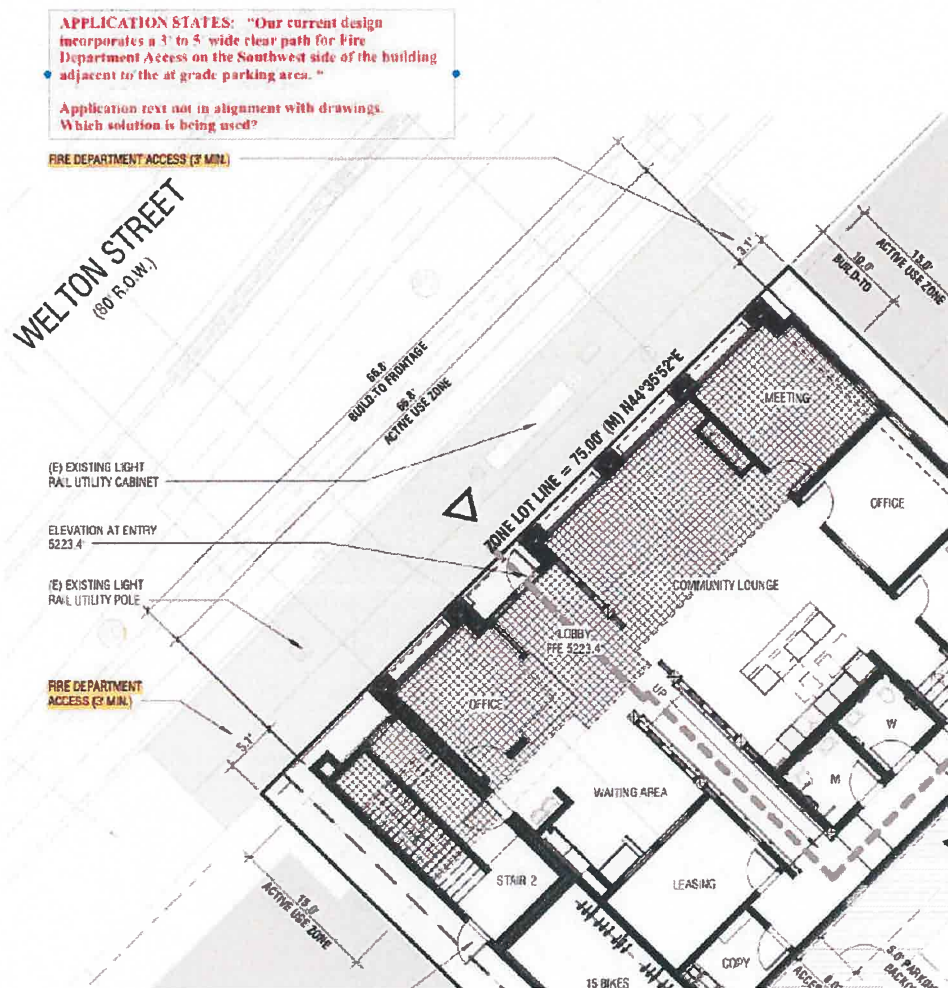
"3’ minimum clear access path required on both the Southwest and Northeast sides of the building to allow access to the Welton St."

Applicant Requested Variance/Relief: *"Our current design incorporates a 3’ to 5’ wide clear path for Fire Department Access on the Southwest side of the building adjacent to the at grade parking area."*

Application text is not in alignment with Site Plan Sheet 3 of 10.

Please clarify fire access walkway locations.

Is the project compliant with the Fire Department May 5, 2016 project condition?



LANDSCAPING

Construction of the Project requires removal of five mature growth trees from the Project site. One tree can absorb up to 45 pounds of carbon dioxide a year, provide a buffer for noise pollution and provide shade reducing energy costs.

How is Project compensating for the loss of these trees?

Can trees be planted near the inverted U bike locks on Downing Street?

Can Applicant provide a green roof?



EXTERIOR GARDEN SPACE IS NOT PROVIDED FOR THE RESIDENTS

Site plan does not indicate exterior space, garden, or roof top deck that may provide the residents and staff with an area to smoke, socialize and play with children or pets.

- *Without garden space will residents take chairs to the primary entrances at both Welton and Downing and congregate on the sidewalk?*
- *Does this create a safety hazard and public nuisance?*
- *Due to proximity of two sets of light rail tracks and RTD equipment at Welton Street will residents be allowed to congregate on this sidewalk?*
- *Is there zoning code prohibiting restaurant cafe/alfresco seating along Welton Street in proximity to the tracks?*
- *Globally we have entered into a new era of shelter-in-place. Should the Applicant consider how we now live and provide outdoor space for residents, guests and staff?*
- *Can Applicant provide a roof deck?*



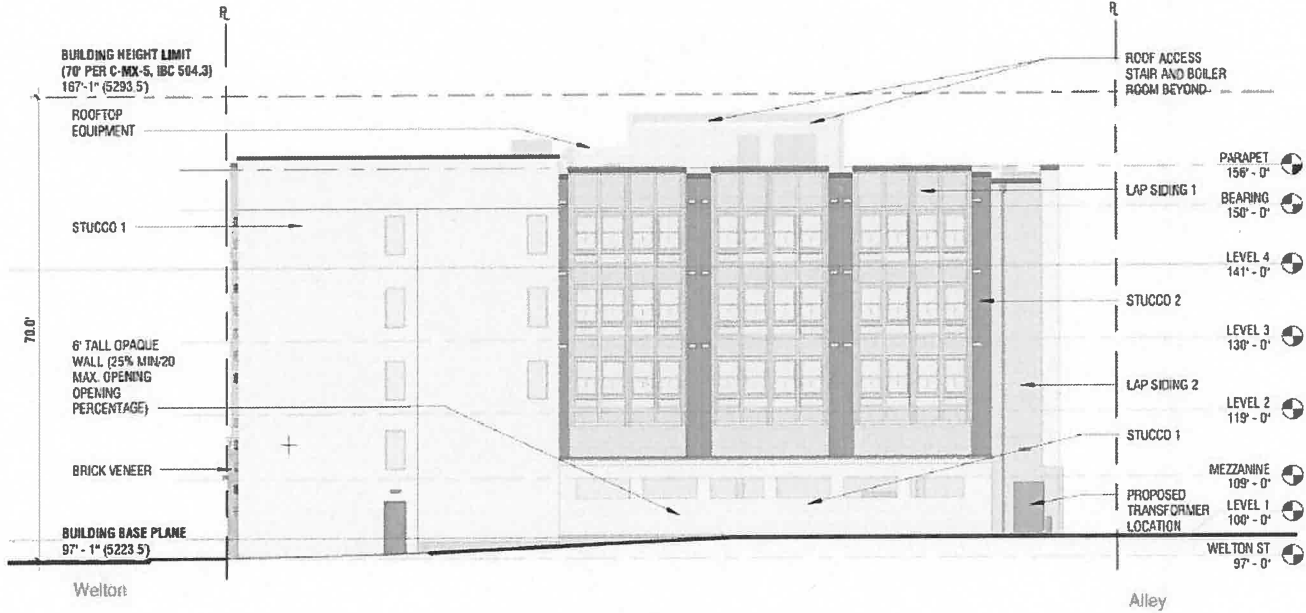
IMPACT ON ADJACENT PROPERTY 3014 WELTON AT SOUTHWEST ELEVATION

Please clarify:

How will maintenance, damage and vandalism caused by unrestricted use of fire access walkway(s) be managed to protect adjacent property owner?

Will windows on southwest elevation negatively impact the adjacent neighbor's ability to fully develop their parcel?

Has there been outreach to 3014 Welton Street property owner?



SOUTHWEST ELEVATION (SIDE INTERIOR)

1/16" = 1'-0"

I look forward to meeting the new owner/operator Charity's House Apartments LLLP when she provides a community informational meeting and working with the community to develop a Good Neighbor Agreement.

Many eyes from diverse perspectives make for a successful project. Please pause this Project to clarify document discrepancies and allow community engagement.

Thank you for your time and consideration.

Lynne Bruning
 2955 & 2975 Welton
 720-272-0956
 lynnebruning@gmail.com

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 +/-)

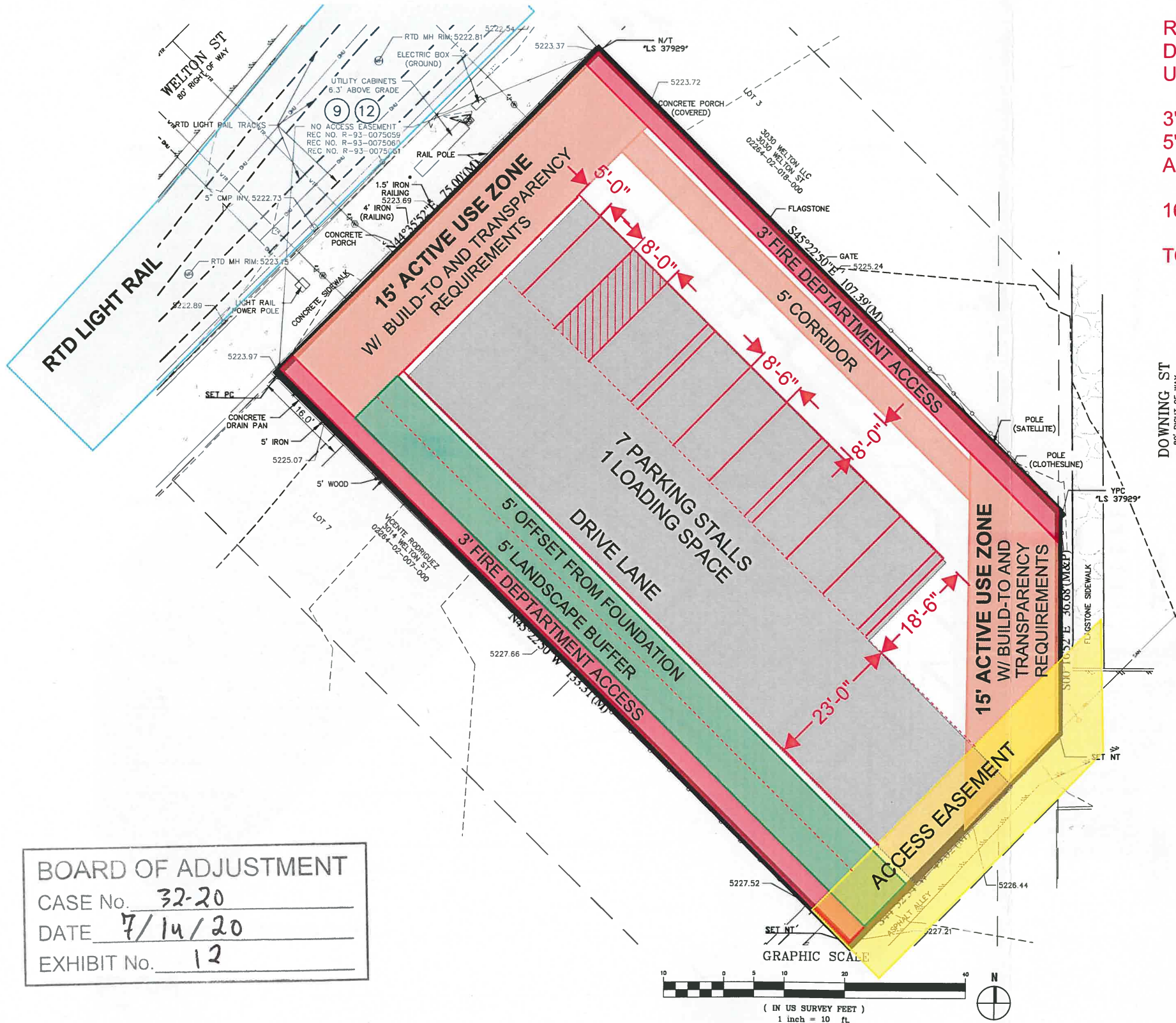
WELTON ST AND DOWNING ST- BOTH PRIMARY STREET FRONTAGE (2) 15' ACTIVE USE ZONES, INCLUDING TRANSPARENCY AND BUILD-TO REQUIREMENTS. TOTAL AREA OF COMBINED ACTIVE USE ZONES COMPRISE 1,744 SF (18% OF SITE)

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

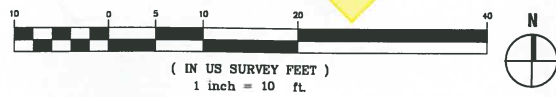
3' (MIN. CLEAR) FIRE DEPARTMENT ACCESS ON BOTH PROPERTY LINES
5' LANDSCAPE BUFFER AT SOUTH PROPERTY LINE, WHICH REQUIRES A 5' OFFSET FROM THE BUILDING FOUNDATION

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

TOTAL AREA FOR PARKING 7 CARS AND 1 LOADING SPACE



BOARD OF ADJUSTMENT
CASE No. 32-20
DATE 7/14/20
EXHIBIT No. 12



S H O P A R C H I T E C T U R E

BLUENE DEVELOPMENT, INC

CHARITYS HOUSE
3022 WELTON ST., DENVER, CO 80205
PROJ. NO. 19004
DATE: 07/14/20

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

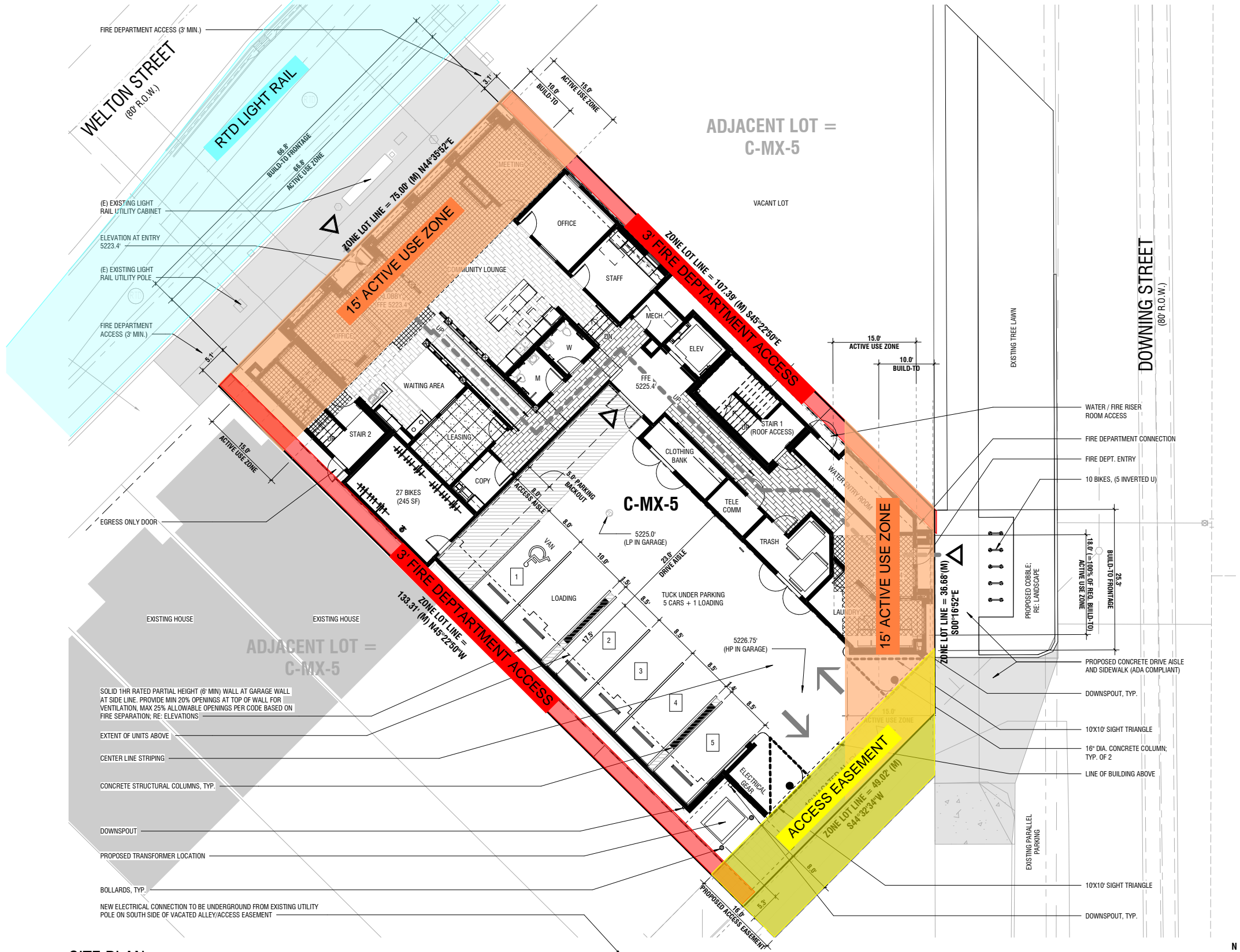
TO BETTER FIT THE NEIGHBORHOOD CONTEXT ALONG WELTON STREET WE CHANGED FROM A 5-STORY SCHEME TO A 4-STORY SCHEME

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

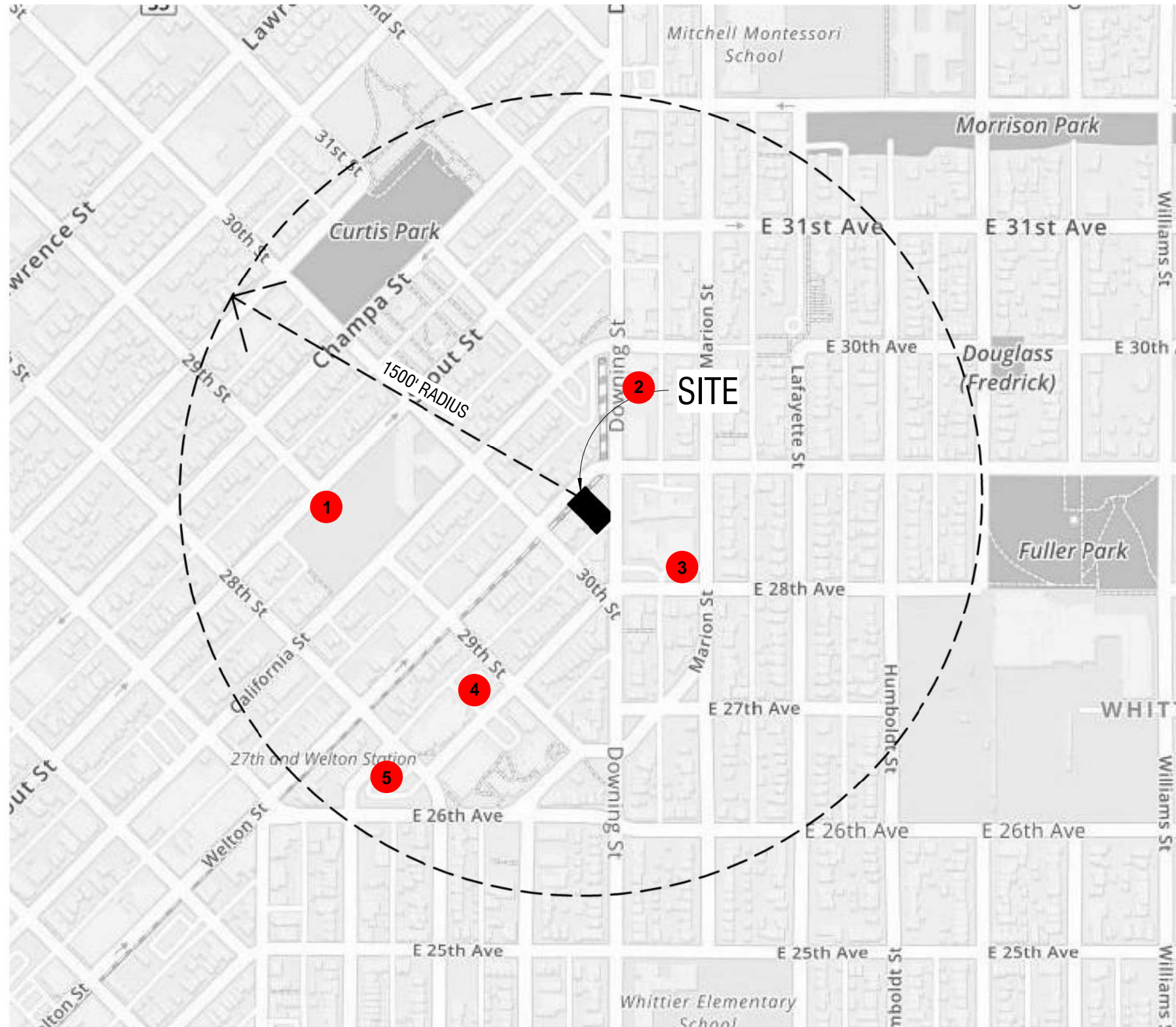


PARKING DEMAND & SHARED PARKING OPTIONS

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

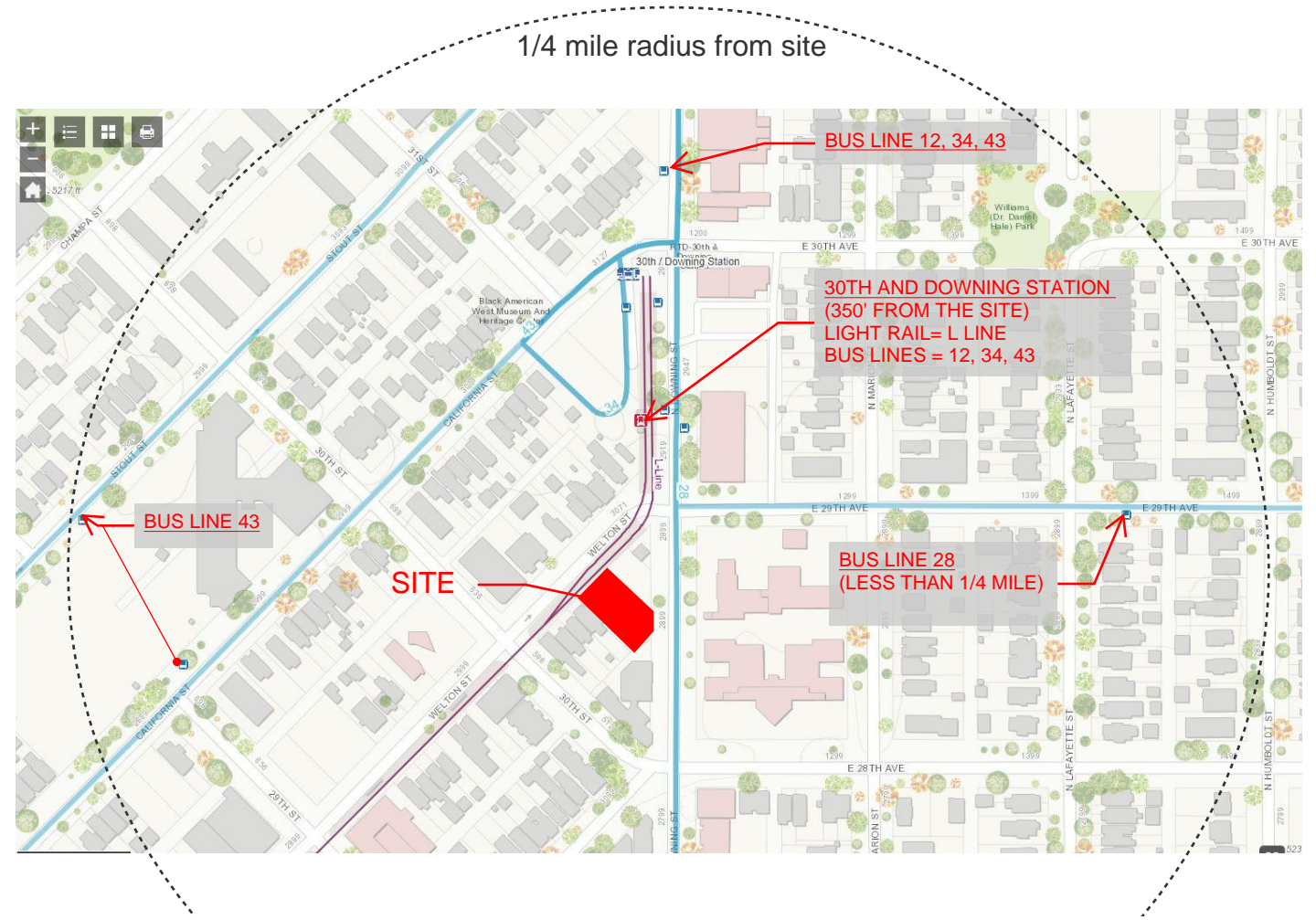
PARKING MITIGATION: MOBILITY RICH LOCATION

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

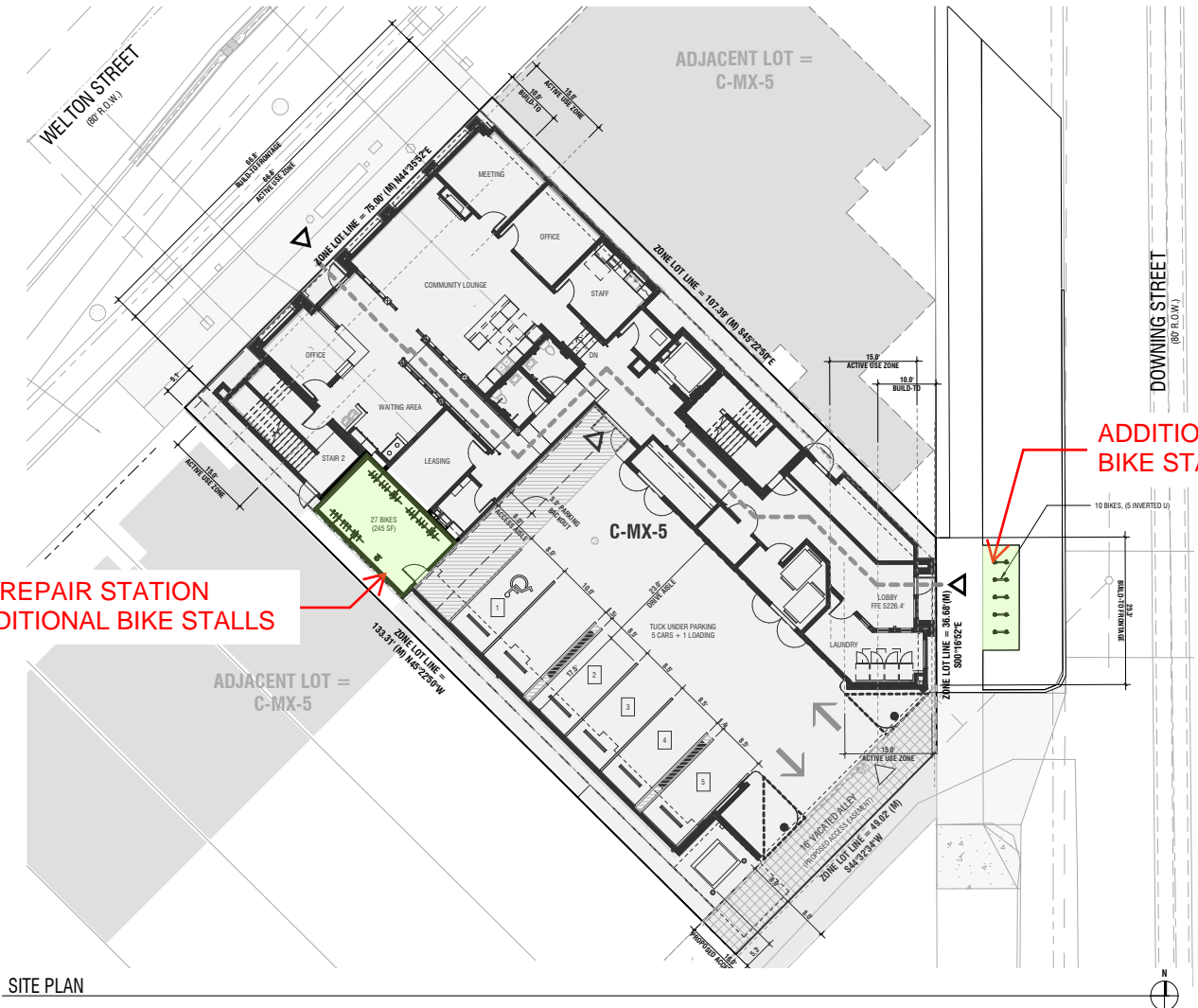
Provide ample bike parking that is protected from the weather; in a location that is as convenient, or more so, than automobile parking; and secure from random public access. This makes it easy and obvious for tenants to own and use a bicycle for all bike-able trips.

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.

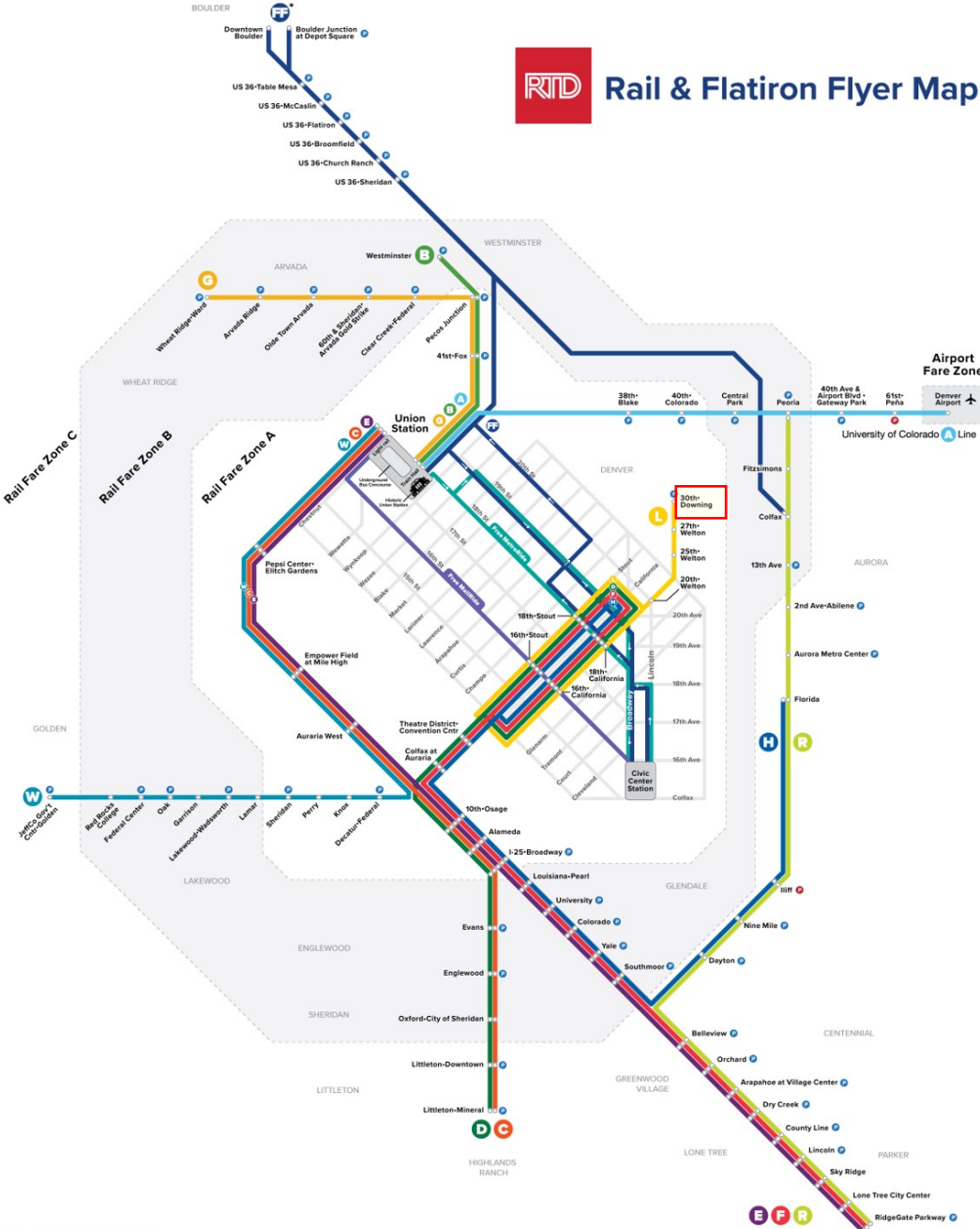
Finally, ample bike parking for the visiting public is also important, especially for high visitor uses such as retail or restaurants. This bike parking should be segregated from secure tenant parking but also conveniently and intuitively accessible.



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



ROUTES		FARES		FREE BUS SERVICE
A Union Station - Denver Airport	D Union Station - Littleton - Mineral	LOCAL Travel through 1-2 rail fare zones.	REGIONAL Travel through 1-3 rail fare zones.	Free MallRide Union Station to Civic Center via 16th St. - Mon-Fri 8:00 AM - 5:00 PM
B Union Station - Westminster	E Union Station - Littleton - Parkersburg	3-hour pass \$3.00 \$1.50 \$0.90	Full fare "Discount" "Youth" 3-hour pass \$5.25 \$2.50 \$1.60	Free MetroRide Union Station to Civic Center via 16th & 17th Sts. - Mon-Fri 8:00 AM - 5:00 PM
C Union Station - Boulder	H Union Station - Centennial - Greenwood Village	MyRide Card \$2.80 \$1.40 \$0.90	MyRide Card \$5.00 \$2.50 \$1.60	*Must carry three tickets along 16th & 17th Sts.
F Union Station - Centennial - Greenwood Village	L Union Station - Aurora - Sky Ridge	Day Pass \$6.00 \$3.00 \$1.80	Day Pass \$9.50 \$5.25 \$3.20	*Non-RTD parking available. Fees apply.
W Union Station - Westminster	FF Union Station - Flatiron - Flatiron			

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.

BOARD OF ADJUSTMENT FOR ZONING APPEALS

CITY AND COUNTY OF DENVER, STATE OF COLORADO

Case No. 32-20

Landowner: Robert E. and Eddie H Woolfolk (“**Applicant**”)
Re: Appeal of Informal Denial and Request for Variance (the “**Appeal**”)
Property: 3020, 3022 and 3026 Welton Street (the “**Property**”)

HEARING BRIEF OF APPLICANT

By and through its undersigned counsel, the Applicant submits this Hearing Brief in support of the above-referenced Appeal.

INTRODUCTION AND PROJECT BACKGROUND

This Appeal concerns an Informal Denial of the Applicant’s site development application (#2018PM0000705) pertaining to the proposed development (the “**Project**”) of the Property. The Project contemplates the development of an apartment building containing 36 individual units available to residents at or below 30 percent Area Median Income (AMI), which constitutes a Multi-Unit Dwelling use (the “**Use**”), as defined in the Denver Zoning Code (the “**DZC**”). The required number of parking spaces for the Use in the C-MX-5 zone district is 0.75 spaces per Unit, for a total of 27 vehicle parking spaces for the Project. DZC § 7.4.4. The Project qualifies for a 20% parking reduction by providing housing that can only be rented or purchased by households of a certain area median income level, per DZC § 10.4.5.3.B, for a reduced requirement of 22 vehicle parking spaces. In order to develop the Project and provide any vehicle parking spaces at all, the Applicant requests a variance from (1) the foregoing parking requirement to reduce the vehicle parking requirement for the Project to five parking spaces (with the one loading stall) and (2) the

requirement for a five-foot wide planting strip required between surface parking lots and abutting residential uses per DZC § 10.5.4.4.C.

Following the initial hearing regarding the Appeal on May 19, 2020, the Applicant endeavored to procure additional, off-site parking on other properties in the surrounding area, including engaging in discussions with representatives of the following properties:

Denver Language School	2949 California St.
Masjid Al Shuhada Islamic Center	2952 N. Downing St.
Gilliam Youth Services Center	2844 N. Downing St.
Gipson Eastside Family Health Clinic	501 28th Street, lots at 28th and 29th Streets

Unfortunately, each of these properties is already either (a) non-conforming, meaning that it would not be eligible to enter into a shared parking arrangement with the Project per the DZC, or (b) unwilling to grant any parking spaces for the use of the Project, due to the property's own need—real or perceived—to preserve those spaces for its invitees, even in exchange for the payment of rent. Many of the properties noted above fell into both categories.

The Applicant and its design team also held a community meeting on July 7, 2020, via Google Meets, in order to discuss the Project in greater detail with the surrounding property owners. The Applicant sent 19 personalized invitations to the meeting (via email), and also posted the meeting information on Facebook. 16 individuals attended the meeting. Following that meeting, the Applicant has continued to engage with and respond to questions from the community. The Applicant also received letters of support for the Appeal from both Councilwoman Candi CdeBaca and Britta Fisher, the Chief Housing Officer and Executive Director of the Department of Housing Stability (HOST), which have been submitted with the

other materials for this Appeal. The Applicant had previously submitted a letter of support from the owner of the property directly to the north of the Project.

ANALYSIS

Pursuant to DZC § 12.4.7, the Board may authorize variances from the terms of the DZC when “literal enforcement of the provisions of [the DZC] will result in unnecessary hardship,” and such variances meet approval criteria as set forth in DZC § 12.4.7.6. As described below, the Project satisfies the variance requirements set forth in the DZC, and therefore the Board should grant the requested variances.

(a) Unnecessary Hardship—Unusual Condition

There are unusual physical circumstances impacting the Property. DZC § 12.4.7.5.B. Due to the overall layout of the Property, it is not feasible to construct more than seven parking spaces and one loading space within the Property. Such unusual physical circumstances include the following:

- **RTD Light Rail.** The Property’s main frontage is on Welton Street, which does not permit curb cuts or vehicle access due to the RTD light rail. As such, the only vehicular access to the Project must come from Downing Street via the vacated alley, as noted below.
- **Active Street Frontages.** The Property’s frontage on both Welton Street and Downing Street, both of which are considered Primary Streets, must consist of “active uses,” which do not include any parking spaces or storage uses, to a depth of 15 feet for the entirety of the portion of the frontage within the build-to requirement (70%). DZC § 7.3.3.3.D. Such “active use” requirement results in approximately 1,270 square feet of the Property that is not available for parking (or storage or other “back-of-house”) uses.
- **Fire Access.** The fire department has required a minimum of three feet of access on each internal lot line of the Property. This access requirement results in an additional 700 square

feet of the Property that is not available for development of any kind. The fire department will not permit trees or other landscaping required per DZC § 10.5.4.4.C. As such, the effective unusable area of the three-foot fire department access and the five-foot planting strip would be a minimum of eight feet in width along the entire length of the garage portion of the southwest perimeter of the Project, for a total of 1,025 square feet.

- Vacated Alley Access. As noted above, the Property's only legal access is via the vacated alley opposite Welton Street, which provides vehicle access to Downing Street. In connection with the Project, an eight-foot wide access easement over a previously-vacated alley will be required to be granted to adjacent property owners, which grant is consistent with the current use of the vacated alley by other owners, resulting in an additional 423 square feet of Property that may not be developed in any way.
- Non-Standard Shape. The Property's overall shape, which is angled on one side due to its location at the intersection of Welton and Downing Streets where the street grid shifts, exacerbates these issues due to the non-rectilinear geometry.

As generally depicted in the other materials submitted by the applicant, the combination of these factors results in a total of 2,718 square feet of the Property that may not be used for any parking or back-of-house use, which would, on its own, only leave room for approximately seven parking spaces and a drive aisle—but only if no vertical development occurs. In order to leave room for any vertical development, because of the foregoing unusual physical circumstances, the Applicant cannot satisfy the DZC parking requirements by offering more than five parking spaces and one loading space or by providing a separate and distinct planting strip. These physical circumstances are unique to this Property, do not exist throughout the neighborhood, and have not been created

by the Applicant. Further, the unusual physical circumstances impairing off-street parking hamper the reasonable return in use as compared to adjacent conforming properties.

(b) Approval Criteria (DZC § 12.4.7.6)

The requested variances satisfy all DZC § 12.4.7.6 variance review criteria. If granted, neither variance would authorize an unpermitted use. DZC § 12.4.7.6.A. The Use is permitted in the C-MX-5 zone district. Similarly, the variances would not change a waiver or condition attached to an approved rezoning of the Property, as no waivers or conditions are attached to the Property. DZC § 12.4.7.6.B. Additionally, the variances do not relate to or increase the number of people who may reside on the Property. DZC § 12.4.7.6.C.

The variances do not substantially impair the intent and purpose of the DZC. DZC § 12.4.7.6.D. The DZC's purpose is "to implement Denver's Comprehensive Plan and guide orderly development of the City that preserves and promotes the public health, safety, prosperity, and welfare of its inhabitants." DZC § 1.1.1. Its intent is to "balance conservation and development," to "achieve design excellence in the built environment," and to "guide Denver's prosperous and sustainable future." DZC § 1.1.2. These variances, if granted, would allow for the redevelopment of the Property in a manner that is more consistent with the goals and intent of the DZC. Moreover, with respect to the planting strip, Section 10.5.4.4.C of the DZC states that the intent of the planting strip is to "protect ground-level and below-ground-level windows from headlight glare and the direct emission of vehicle exhaust." The Project addresses these concerns by locating its proposed surface parking spaces behind an opaque wall with limited openings in the rear of the Property, which does not abut any windows in adjacent residential dwellings. The openings within this wall are located at a minimum of six feet above the parking surface. Any impacts would be further reduced by the three-foot fire department access, which provides ample buffer for the vacant portions of the adjacent property.

The variances do not substantially impair the intent and purpose of the C-MX-5 district. DZC § 12.4.7.6.E. The general purpose of the Urban Center neighborhood context is to “promote safe, active, and pedestrian-scaled, diverse areas through the use of building forms that clearly define and activate the public street edges.” DZC § 7.2.2.1.A. Indeed, the purpose of the requested variances is to allow the Project to more clearly define and activate the public street edges through the preservation of the active use requirements within the build-to area. The variance would also be consistent with the purpose statement that intends to “ensure that new development contributes positively to established residential neighborhoods and character” by lowering the overall height of the building to four stories, despite a maximum building height of five stories in the C-MX-5 district, to better align with existing development in the area. DZC § 7.2.2.1.C.

The specific intent of the C-MX-5 district is to apply to “areas or intersections served primarily by collector or arterial streets where a building scale of 1 to 5 stories is desired.” DZC § 7.2.2.2.B. The parking variance does not implicate the purpose or intent of the C-MX-5 district, therefore, it does not substantially impair this consideration.

The variance would not substantially or permanently impair the reasonable use and enjoyment or development of adjacent property. DZC § 12.4.7.6.F. The Applicant anticipates that most, if not all, of the residents living in the finished Project would use public transportation and bicycles—indeed residents and staff will be provided with transit passes and the Project will incorporate 37 bicycle parking spaces, which is 18 more than required by DZC § 7.4.4. The few vehicles associated with the Property may be parked on streets surrounding the Property or in the parking spaces located on the Property itself. Adjacent properties will not suffer from an excess of vehicles or overcrowding that would impair the reasonable use and enjoyment of their properties.

Further, as noted above, the location of the vehicle parking spaces in the rear of the Property will not impact adjacent residential dwellings, which are generally located closer to Welton Street.

The variance would be the minimum change that would afford relief and would be the least modification of the applicable provisions of this Code. DZC § 12.4.7.6.G. As discussed above, the requested variances would allow the Property to be redeveloped in a manner that preserves an active street front and contributes to the surrounding neighborhood, and thus is the minimum change and least modification necessary to afford relief. Further, the Applicant has not been notified of any concerns raised by the Zoning Administrator or other city agencies in their review of the application. DZC § 12.4.7.6.H.

CONCLUSION

The Project meets the requirements for a variance from the DZC's parking standards. Accordingly, the Applicant respectfully requests that the Board grant the requested variance.

SUBMITTED this 9th day of July, 2020.

OTTEN, JOHNSON, ROBINSON, NEFF &
RAGONETTI, P.C.

By: /s/ Cory M. Rutz

Cory M. Rutz
950 17th Street, Suite 1600
Denver, Colorado 80202
303-825-8400

ATTORNEYS FOR APPLICANT
Robert E. and Eddie H Woolfolk



6/10/20

Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202

RE: 3022 Welton Case 32-20

Dear Board Members:

I again am pleased to write this letter as an emphatic statement of our support for granting the two requested variances to Charity’s House Apartments, LLLP, and exempting the project at 3022 Welton Street, Denver, CO 80205 from the parking requirements and the landscape parking screening under Denver’s Zoning Code. The development will be located immediately adjacent to the Welton light rail line in the District 9 Five Points community that I represent and it will be footsteps away from our Five Points office.

I understand that the Board denied the original request for a parking reduction on May 19, 2020 for Charity’s House Apartments, LLLP. This denial was based on the Board’s concerns that residents would require more parking than what was being requested. We understand that the project will be serving low-income residents for 99 years once opened and the future low-income residents of the apartments will utilize public transportation options such as the light rail and bus stops within a half block of the building as well as utilizing bicycles and **will not require parking**.

Further to demonstrate the thoughtfulness,

Pre-BoA

- ☐ Charity's House design team started meeting with CPD originally in April of 2016. At their third concept meeting in January of 2019, they received the below comments from Jeff Brasel, CPD Planning & Development Supervisor, after he proposed a parking variance to the zoning department;

“The feedback indicated that a potential variance to waive parking requirements would not receive an objection by the City at the Board of Adjustment if Downing St were to be the “Primary Street.” This means that required active uses, transparency and entrance requirements would need to be met for Downing Street.”
- ☐ The zoning for the project is C-MX-5. In an attempt to honor the surrounding context of the neighborhood, the decision was made to lower the building (from 5 stories) to 4 stories. This decision meant that amenity space and apartments previously on the 5th floor were moved to the 1st floor. This keeps the integrity of the project and apartment count we are required to provide per our funding awards, funding awards that create some of the most deeply affordable units in the entire city of Denver during a housing crisis.



- ❑ The design team reached out to the Gilliam Youth Services Center in an attempt to lease off-site parking to meet parking requirements even if they would not be ultimately utilized. Jamie Nuss at the center was unable to provide any spaces stating they are at capacity because they employ people who do not live on site or nearby.
- ❑ Beyond being on and near several transit lines and opportunities, the Welton corridor provides walking access to numerous services and opportunities, which is a perfect location for individuals who often experience only segregated housing options in food and resource deserts. Daily essentials--groceries, library, parks, recreation center, convenience stores, restaurants and coffee shops are all within a 5 minute walk thus eliminating the need for residents of the facility to *need* to travel in any other fashion than on foot or rail.
- ❑ The design team met with Councilwoman CdeBaca to discuss the project and received our office's support as well as support from the Five Points Business Improvement District (which governs the Welton Corridor improvements and activities) and Curtis Park RNO. Both of these entities represent the resident voice of encompassing neighborhood.

Post BoA Hearing

- ❑ The project was previously slated to provide storage/parking for 19 bicycles on the property. After the BoA hearing the project expanded their capacity to provide parking for 36 bicycles.
- ❑ The owners of the project will, through their operations and service budgets, provide monthly RTD passes to those residents who request them at a cost of approximately \$21,600 per year to ensure transportation utilization of the adjacent rail.
- ❑ The project has reached out to the neighbors on Welton who opposed the variance to provide additional information and answer questions.
- ❑ The team has continued to seek off-site parking and to date have not found any available parking. Further, if found renting parking spaces that would seldom, if ever, be used in perpetuity and would cause a financial strain to the operations of the building with the potential to reduce supportive services available to residents.
- ❑ The project has received support from the Citywide Manager of Transit Oriented Development that the parking variance requested for Charity's House Apartments, LLLP fits within the city's TOD priorities to "allow Denver residents to have fair housing, ample transportation choices and the ability to live convenient, affordable enjoyable lives".

This project helps to advance city and community efforts towards promoting transit-oriented development, eliminating homelessness, achieving housing equity, and helping residents regain stable healthy and productive lives. I again urge you to support this effort and to help Charity's House Ministries continue to lead the charge of prioritizing equity in our city by granting the requested variances. Thank you in advance for your re-consideration of their request.



Candi Cole Baca
COUNCILWOMAN DISTRICT 9

City and County of Denver
CITY COUNCIL
City and County Building
1437 Bannock Street, Room 451
Denver, CO 80202
p: 720.337.7709
candi.cdebaca@denvergov.org

Sincerely,

Candi Cole Baca



July 1, 2020

Austin Keithler
201 W. Colfax Ave. Dept 201
Denver CO, 80222

RE: Parking variance for Charity's House Apartments (3022 Welton Street, Denver, CO 80205)

Dear Austin,

Charity's House Apartments is a 36-unit supportive housing project, which is being designed to serve those experiencing homelessness, our city's most vulnerable residents, for 99 years. The City intends to commit \$1,800,000 in housing development gap financing and \$950,000 in funding for supportive services to this project. This funding will ensure the construction of the building and success of its operation to effectively serve its vulnerable residents. Housing an Inclusive Denver, Denver's Five-Year Housing Plan, guides the Department of Housing Stability to invest 20-30% of its funds to support those experiencing homelessness, and this project contributes to this goal. The City cannot proceed in funding this project if entitlements are not secured in advance of financial closing.

The zoning for the project is C-MX-5. In an attempt to honor the surrounding context of the neighborhood, the project sponsors are reducing the height of the building from 5 stories to 4 stories. This decision, as well as the narrowness of the site, result in insufficient space on the first floor to provide the total 27 required spaces.

While financial considerations are not basis for considering a variance, there are unique aspects of this project that should be considered. As previously stated, the City and its partners are planning to commit substantial sums of funding to this project and cannot afford to provide additional funding required to construct underground parking. The team has explored options for off-site parking without success. Nevertheless, additional leases would incur substantial cost to the project that funding partners are unable to absorb when this project is intended to serve such a vulnerable population.

The unique characteristics of the residents of this building should be considered. As persons experiencing homelessness, residents will be far less likely to own vehicles than the general population. This project has planned three mitigation measures that will serve the resident population far better than providing on-site parking. First, the site is adjacent to the Welton Street RTD light rail corridor and bus options. Further, the Welton corridor provides walking access to numerous services and amenities. The project sponsors intend to provide RTD passes and bike parking to all residents in their budget.

Department of Housing Stability
201 West Colfax Ave. | Denver, CO 80202
www.denvergov.org/housing



We ask for your consideration for the unique attributes of this site as well as the vulnerability of the individuals to be served when evaluating its eligibility for a variance and strongly encourage acceptance of the parking variance request.

Sincerely,

A handwritten signature in black ink that reads "Britta Fisher".

Britta Fisher
Chief Housing Officer and Executive Director, Department of Housing Stability

Cc: Debra Bustos, Jennifer Balkcom, Megan Yonke



Oriana Sanchez <oriana@bluelinedevelopment.com>

RE: [EXTERNAL] Re: FW: Charity's House

1 message

Rinker, Theresa <theresa.rinker@rtd-denver.com> Mon, Jul 6, 2020 at 11:41 AM
To: Oriana Sanchez <oriana@bluelinedevelopment.com>, "Brady, Chessy" <chessy.brady@rtd-denver.com> Cc: "Nevitt, Chris E. - CPD Citywide Manager for Transit-Oriented De" <Chris.Nevitt@denvergov.org>, Ed Parcell <Ed@shopworksarc.com>, "bob@shopworksarc.com" <bob@shopworksarc.com>

Hi all

Please see below for some of my clarifications and questions in red.

Theresa Rinker

Manager, Market Development

Communications

o 303.299.2122

f 303.299.2600

Theresa.Rinker@rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202



From: Oriana Sanchez <oriana@bluelinedevelopment.com>
Sent: Wednesday, July 01, 2020 3:54 PM
To: Brady, Chessy <chessy.brady@rtd-denver.com>
Cc: Nevitt, Chris E. - CPD Citywide Manager for Transit-Oriented De <Chris.Nevitt@denvergov.org>; Ed Parcell <Ed@shopworksarc.com>; bob@shopworksarc.com; Rinker, Theresa <theresa.rinker@rtd-denver.com>
Subject: Re: [EXTERNAL] Re: FW: Charity's House

Thank you so much! This is great information! I think we could make up the difference to the \$7,000 by offering to the staff. So it works. I'll incorporate this into my neighbor briefing and the BoA meeting coming up.

Thanks again!

On Wed, Jul 1, 2020 at 3:37 PM Brady, Chessy <chessy.brady@rtd-denver.com> wrote:

Hi Oriana,

I just left you a voicemail as Theresa and I are currently off the clock and, since we are furloughed tomorrow, we aren't even allowed to email you tomorrow!

For the purposes of the BoA, you can easily state that you commit to buying transit passes for all your residents. You shouldn't need to give them any more detail than that.

HOW you actually buy those transit passes is up to you. Worst case scenario, you buy them at market rate, but given the lead time, I can't see that happening. Next worse, you work with us to sign up all your residents for our low-income program and you cover their costs—not a bad option at all, really. This one is not that easy. The residents would have to apply through Peak, get approved and receive their LiVE ID card. The only way to continue to provide a pass would be through our mobile app via bulk uploads. We have 3 hour passes and day passes available. **Best case**, you join our very affordable (for the first few years) Neighborhood Ecopass program (which Chris referenced below). I have included some info below on the NEcoPass program. [Here](#) is our web page about Neighborhood Ecopasses. Your building would be a "neighborhood." The LiVE program provides a 40%. We also have a 50% discount for seniors 65+ and individuals with disabilities. We can certainly talk about our bulk mobile option if you are interested in learning more.

One potential issue with NECOpasses, which you will need to talk to Theresa about next week: our contract minimum for NECOpasses is **\$7,000**. 36 units at \$175 per unit (regardless of the number of occupants), is only **\$6,300** – just missing the cutoff. I don't know how flexible that cutoff is or if there's a way to, for example, include passes for people who maintain or manage the building, or if you are allowed to overpay and just set the contract rate at \$7,000 even though you only have 36 units. I will leave that all up to Theresa, but for 36+ very-low-income residents, it will be very important to make sure they have transit access and we will do what we can to help you achieve that as efficiently and affordably as possible. What date are you looking at making this effective? We do pro-rate but you can not be less than the minimum of \$7,000. This means your contract would be \$7,000 regardless of when you start. If you are looking to start now, you would be paying \$7,000 for half of this year, we would renew for 2021 and the contract total would be \$7,000 for the full year (payment due mid-Dec). The only people eligible are the residents. The staff and the people managing the building are not eligible. You would need to assign a coordinator to manage the program which includes helping residents obtain passes, and management of the smart card web portal.

NEcopasses Basics:

If you provide neco passes to your residential tenants, the cost to you/revenue to RTD will be \$175/unit/year for the first 18 months-ish (regardless of the number of people in the unit! FYI a **monthly** pass is >\$200).

Neighborhood EcoPass Program:

- \$175 per unit per year. Everyone in each unit is eligible
- We prorate for signups throughout the year. There is a contract min of \$7,000
- You can sign up the occupied units and we can add an addendum for the remaining units
- Pricing will remain the same for the first couple of years until we have a full year's worth of utilization
- Utilization pricing is based on number of first boardings by type multiplied by the cash fares
- There are three type of cards for the neighborhood program
 - Full fare
 - 50% discount for seniors 65+
 - 70% youth card for youth ages 6-19
- Developer can add this as a benefit, or incorporate it into the lease
- Administration is currently through the smart card web portal

- Creating riders
- Either issuing an authorization form for the residents to obtain their passes at our sales outlets or coordinator orders through the portal by uploading a photo
- Responsible for deactivating cards when a person is no longer eligible or when it is a lost pass replacement
- Lost pass replacements can only be done in person

If you have questions in the next hour or next week, feel free to give me a call. Otherwise, I recommend you setup a call with Theresa next week to learn more about the various pass programs.

Best,

Chessy

Chessy Brady, AICP

Manager, Transit-Oriented Development

Planning Department

o 303.299.2073

m 860.204.2996

chessy.brady@rtd-denver.com
rtd-denver.com/TOD



Regional Transportation District
1560 Broadway, FAS-71
Denver, CO 80202



PARKING STUDY - COMPARABLE PROJECT TYPES

PREPARED BY SHOPWORKS ARCHITECTURE

Organization + Property	How many units and unit type	How many residents: adults, kids	AMI for building	How many parking spots they have	How many residents have cars	Percent of Residents with Parking	How many parking spots are used daily	Number of bike parking spaces	Do you provide transit passes?
Attention Homes, Boulder	40 one-bedroom units		0-30%		4	10.00%			
The Delores Project, Arroyo Village	35 units, all 1-bed	40: 38 adults + 2 kids	0-30%	86	6	15.00%		100	yes
St. Francis Center's Cathedral Square	49 units, all 1-bed	55 residents	0-30%	11 (2 handicap)	2	3.64%			
Lee Hill	31 units, all 1-bed	31 adults	0-30%	14	3	9.68%			
Mental Health Center of Denver: Sanderson Apts	60 units		0-30% AMI		0	0.00%			
Greenway Flats	65 one-bedroom units	68 adults, 1 kid	62 units are 0-30% AMI, 3 are 0-40% AMI	10 for residents and their guests, have more for staff elsewhere on site	6 (guest cars)	8.70%		6 rental bikes (one hour free/day), 48 bike parking spots	Yes, if needed

Average Overall	7.83%
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Average Denver	6.21%
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Charity's House Apartments	36 one-bedroom units	36	0-30%	5 + 1 loading	2.82	7.83%	tbd	37 (27 interior, 10 exterior)	yes
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Board of Adjustment for Zoning Appeals
201 W Colfax Ave., Dept 201
Denver, CO 80202
boacontact@denvergov.org
justin.gumo@denvergov.org

BOARD OF ADJUSTMENT	
CASE No.	32-20
DATE	7/14/20
EXHIBIT No.	13

RE: Case: 32-20
Address: 3020, 3022, 3026 Welton Street
Applicant: Charity's House Apartments LLLP (Woolfolk)
Public Hearing: July 14, 2020

Please confirm receipt of this email/comment of non-support to: zach.willis@me.com.

Dear Chair and Board Members,

I am the property owner of 3019 Welton St, which sits across the street from and faces the proposed development at 3020, 3022, and 3026 Welton St.

I submit this comment against the development plan. The Board of Adjustment for Zoning Appeals should deny the requested variances at subject in this appeal.

Since the last appeal, ownership held a community meeting, but did not solicit feedback or a good neighbor agreement. In fact, they reapplied with the Board—with the same deficiencies as were previously postponed—before the community meeting even took place.

That said, I still appreciated the information at the community meeting. I walked away with not only a greater understanding for the project, but also a greater respect for their desired programs. There is no doubt that Denver is in desperate need of low-income housing and programs such as those offered by Charity's House, but the development plan's parking deficiencies will be catastrophic for our neighborhood and have not been addressed properly.

Deficient Parking:

- **“Unnecessary hardship” for an “unusual condition” does not mean that any variance is allowed. Not every project can fit every piece of property.** Just because building parking is impractical for the site, does not mean that parking is not necessary for the desired development. “Unnecessary hardship” must be strictly analyzed given the property in question and the variance requested. Additionally, financial considerations are not a basis for considering a variance. As such, an 80% reduction is required parking is unreasonable.

- **The “unusual condition” of the property is also a part of the “unusual condition” of the block.** This city block is different from most, with highly restricted parking access, shared roadway with light rail, and a different grid layout. Upending the zoning for one project on the block will upend the entire block.
- **Parking is already highly limited on the adjacent blocks, with only 25% of the street parking that other streets provide.** Welton St only allows parking for around 10 cars on one side of the street (the other side has light rail tracks), and Downing Street does not provide any parking at all. So, instead of having two adjoining streets each with parking on both sides of the street, only one side of one street offers any parking at all.

Any increase in cars will be catastrophic to the block and existing residents—and this project would bring 25-50 new residents to the block, without accounting for vehicles they might have or their visitors.

- **Parking on Welton St is already limited given the number of cars from existing residents.** At least sixteen residences already touch Welton St and many of their residents park cars on the street. Competition for parking spots can already be tough at certain times of the day. And should this development happen, parking for current residents will be even harder with an exponential increase in occupancy on the block without any increase in parking availability.
- **The 5 parking spaces to be developed are reserved for staff and service providers, but the project team admits that there could be more than 5 staff members or service providers at the site at any given time.** Residents are not allowed to use the 5 parking spaces. And at the community meeting, the presenters stated that there could be more than 5 staff members combined with a number of service providers who they partner with, such as social workers or medical professionals.

With the 5 spaces already used, additional service providers will have to park on Welton St.

- **The project team asserts that few of their residents will have vehicles. However, they do not—and cannot—assert that NO residents will have vehicles.** Even if a small percentage of residents have vehicles, all of them would be forced to park on Welton St. If just 1 in 10 residents have a vehicle, that would amount to between 4 and 8 vehicles based on single or double occupancy. When Welton St can only accommodate around 10 vehicles total, that would be an inordinate burden on the block.
- **Residents will certainly have visitors and rideshare arrangements, both of which require parking.** To expect that 36 residents (or 72 residents with double

occupancy) won't have guests (beyond service providers and medical professionals) is shortsighted at best. There is no place for visitors to park except on Welton St. Guests for up to 72 people siphoning onto one side of one city block is an unsustainable influx of traffic.


- **Previous projects by the Developer have provided more parking or have been situated in closer proximity to a greater number of parking options. That is not the case for this project.** For example, St Francis Apartments is situated along city blocks with ample street parking as well as parking lots, for ease of access by residents, service providers, and guests.
- **Applicants cannot claim the same parking variance as 3030 Welton. The parking variance was suggested to the builders of 3030 Welton by neighborhood stakeholders after meeting together. Applicants have not worked with the community on this project nor have they been given recommendations regarding a variance.** 3030 Welton was granted a parking variance because it is a planned hostel that will service backpackers—who by their very definition travel on foot without vehicles. Additionally, as referenced in Case Number 132-19, “At an early meeting with a representative from the Curtis Park Neighbors, a suggestion was made that the neighborhood would benefit from and prefer a second Downing facing ground floor retail space in lieu of the required parking.” The neighborhood played a role in defining how 3030 Welton would be developed. Applicants for 3020, 3022, and 3026 Welton have incorporated no input at all from the community. The variance for 3030 Welton was also to provide retail space in lieu of 3 parking spaces, which is a community-supported tradeoff that will bring customers and continued growth to Five Points.
- **Inability to secure shared parking arrangements does not absolve applicants from providing parking.** I appreciate that ownership “explored shared parking arrangements with neighboring properties,” but just because they could not find an arrangement that met their needs does not mean that they don't have to provide parking. Their failure to secure shared parking makes it even more important that they provide that parking themselves for their residents, service providers, and guests.
- **Denver cannot continue to build complexes without parking.** Too many buildings have gone up without proper parking, and communities and neighborhoods are being choked by the rising numbers of cars as a result. Smart building now will prevent this from happening, and smart building must account for parking.

I appreciate the Board of Adjustment for Zoning Appeals' attention to this comment and those of my neighbors and community members.

It is imperative that applicants' appeal be denied and that applicants reconsider their plans. Despite applicants' reluctance to incorporate feedback from the neighborhood, we support their goals—however, we do not support their development plan at this time.

Please deny this appeal so the applicants can better account for the deficiencies in their plan. Together, we can build a stronger plan for this project and a stronger community.

Sincerely,

A handwritten signature in cursive script, appearing to read "Zach Willis".

Zachary Willis
3019 Welton St
Denver, CO 80205

From: [Cynthia Wong](#)
To: [BOA Contact](#)
Subject: [EXTERNAL] Public Hearing for Zoning Board of Adjustments Case 32-30
Date: Friday, July 10, 2020 12:23:58 PM

To Whom It May Concern,

I am writing to oppose the project proposed for 3020, 3022, and 3026 Welton St. based on 1) deficiency of parking spaces for the housing projects; 2) inadequate social services for the 30%AMI targeted market, and 3) the potential destructive contribution to the character and soul of the Curtis Park and Five Points neighborhoods.

(#1) presents the problem of physical limitations on the project. Zoning problems should halt or eliminate such projects.

(#2) presents the lack of foresight on vulnerable populations introduced to established neighborhoods. As a longtime resident and homeowner since 1992, I have experienced very immediately and personally the degradation caused by unsupported populations--such as the increasing and incessant tent encampments set up on residential blocks in the neighborhood. The City of Denver has failed to help this population and instead has foisted this problem on the very residents the City proclaims to support. I foresee leaving this neighborhood as these problems have persisted unabated for years with no improvements in sight. (Exhausted by the sanitation problems of trash, human excrement, noise, and other uncivil behaviors aggravated by these populations).

(#3) presents the growing problem of unsupervised and unsupported populations dependent on drugs and alcohol, the sales and distribution of illegal drugs, and potential violent behaviors associated with weapons discharges, vandalism, destruction and degradation of private properties, and constant endangerment to lawful residents and citizens. Streets are made unsafe for everyone.

In brief, housing is only one part of the solution. Without viable living and parking spaces for residents, without constant and robust social services for the mentally- and societally-challenged, this project should be extensively reconceived to achieve real, positive change, not just help developers make money at the expense of everyone else.

Sincerely,

Cynthia Wong,
Curtis Park resident and homeowner (1992-2014), Five Points resident and
homeowner (2014-present)

Keithler, Austin E. - BAZ Administrator II

From: Tim Finholm <tfinholm@uniqueprop.com>
Sent: Friday, July 10, 2020 3:24 PM
To: BOA Contact
Cc: Gumo, Justin P. - BAZ Admin Support Asst IV
Subject: [EXTERNAL] Public Hearing for 3020, 3022, 3026 Welton

All:

Is this a project the neighbor really needs? No one knows because no one knew of this until June 29th , once again another parking variance. This Project doesn't come close with the required parking spaces.

So when the property across the alley at 2815 Downing sells they won't need to provide parking either?

Tim

From: [Patric Timmermans](#)
To: [BOA Contact](#)
Subject: [EXTERNAL] Concern: Case 32-20 Charity's House Apartments 3022 Welton
Date: Monday, July 13, 2020 12:01:40 AM

Deadline for comments: 8:00AM Monday July 13th.

Case Number: 32-20

Address: 3020, 3022, 3026 Welton

Reasons for Concern related to the zoning appeal application:

The revised application appears to be the same document as submitted in May and remains deficient of key basic requirements. Please deny the project until basic standards and needs for the city and neighborhood are met.

Affordable housing is a necessity.

Compromising quality of space, scope of services and community outreach will set this project up to fail.

Please deny the project until the project is brought up to code and neighborhood concerns are addressed.

Adequate Exterior Garden space is not provided to the residents: exemption of landscaping standards is not an option keeping the current health crisis in mind

The project scope must include adequate outdoor areas for the health and safety of its residents and the community. Where will they smoke, catch some sun and play with children/pets? Will residents bring chairs out to the sidewalks? Welton sidewalk is narrow and is close to two sets of RTD tracks. The side walk is blocked with RTD electrical service boxes and service poles. The current plan does not provide safe access to the sidewalk and is concern for residents and neighbors passing by.

With consideration Shelter-in-place being a reality, the project scope must include adequate outdoor areas for the health and safety of its residents and the community.

Will developer explore a roof deck/garden?

Adequate parking is a necessity; 15 parking spots for bicycles in no substitute for 27 car parking places without serious impact on neighbors

There is a reason there is a requirement of .75 parking spaces/unit. Even considering the demographics of the project, car parking will be necessary and is already increasingly limited. The fact that the neighboring project has received relief and doesn't provide parking spaces for their tenants makes the situation only worse, and should be considered an argument against the relief, not an argument to offer another relief. The request claims exploration of shared parking arrangements with neighboring properties but shows no proof of any serious effort and simply claims that no agreements could be secured. One could easily argue that

From: [YK CHO](#)
To: [BOA Contact; Gumo, Justin P. - BAZ Admin Support Asst IV](#)
Cc: [lynne bruning](#)
Subject: [EXTERNAL] Opposition to Charity House Apartments, LLP located at 3020, 3022, 3026 Welton Street
Date: Friday, July 10, 2020 8:22:26 PM

To Denver Zoning Board of Adjustment,

My name is YoungKi Cho. I'm the property owner at 2815-2817 Downing Street, Denver CO 80205. I would like to emphasize that Charity House Apartments, LLP located at 3020, 3022, 3026 Welton Street is adjacent to my property and will impact my property the most.

I'm most concerned about the lack of parking of the new development. The business owners at my property conveyed the same concern because it will impact their business. Whereas customers had relatively easy time shopping at the stores before, this project, if fully developed, will hinder the access of customers to shop because the new development is the type of property where cars will be parked all day. This will severely and negatively impact the business owners (liquor store and grocery store) currently occupied at my property.

I'm also concerned about the easement of my property. I feel that the small ally cannot and should not be used as a main access for employees, residents and emergency services for the new development because the alleyway is just too small to be served for that purpose. The new project, if fully developed as planned and submitted, will create a perpetual traffic jam that's going to be a danger to both shopping traffic, residents and the pedestrians and bicyclists who frequents the area to shop.

I would like to voice my strong opposition due to these concerns.

Please deny this application for a parking variance.

Thank you for your consideration.

Sincerely,

YoungKi Cho

2815 - 2817 N. Downing Street

Keithler, Austin E. - BAZ Administrator II

From: Kathy Benzel <kathy@denverlanguageschool.org>
Sent: Sunday, July 12, 2020 5:30 PM
To: BOA Contact
Cc: Robert Newman
Subject: [EXTERNAL] Letter of Concern re: Case 32-20 Multi family Housing

To Whom it May Concern:

Re: Case 32-20

Address 3020, 3022, 3026 Welton

Charity House Apartments, LLLP proposal for new construction of 36 one bedroom multi-family housing for 3020, 3022, 3026 Welton

As the school leader of the Denver Language School located at the Gilpin Campus DPS building at 29th and California, I am writing with a concern for the project proposal due to traffic and parking issues that will arise if sufficient spaces are not allocated.

We are aware of the difficulties with traffic and parking for the area. Our school does become impacted due to a lack of sufficient parking in and around our school building. It is my understanding that this project lacks the necessary parking for the residents that may inhabit the housing units. Although the proposal is for one bedroom units, conceivably there may be two people in each unit and it could be possible that half of the residents or up to 30 people eventually have cars.

In addition, with the challenges that RTD faces, we are increasingly concerned about the reliability of public transportation through RTD as an option into the future. One of the proposed bus stops that may serve these residents is located directly in front of our school building and playground, an area of increasing congestion, and where students are navigating pickup, drop off and using public transportation themselves. We raise the concern that this bus stop continues to become an area of increased congestion. DPS shuttle busses also stop along California between 30th and 29th right at this same location. It is a very busy area and providing enough supervision on the sidewalks all around the Gilpin building can be a challenge and we strive to keep students and neighbors safe, while being a good neighbor in the community.

We request that the project be held to the required 27 parking spaces to assist with the growing needs of the residents of the area and the schools nearby.

In partnership,
Kathy Benzel

--

Kathy Benzel Durán

(She/Her- [Why pronouns matter](#))

Executive Director

Denver Language School

2949 California Street

Denver, CO 80205

303-777-0544

Keithler, Austin E. - BAZ Administrator II

From: Welton Corridor RNO <info@weltoncorridor.com>
Sent: Sunday, July 12, 2020 8:58 PM
To: BOA Contact
Cc: Kylan King
Subject: [EXTERNAL] Fwd: Response to charity house

Dear BOA,

Resident on 3000 block of Welton Street emailed me their Denial of Case 32-20.
I have requested them to contact you directly, but just in case I am forwarding you their comment.

I apologize for the confusion,

Lynne Bruning

Begin forwarded message:

From: Kylan King <kjk7kjk7@aol.com>
Subject: Response to charity house
Date: July 12, 2020 at 3:36:37 PM MDT
To: info@weltoncorridor.com

Hi Lynne,

Thanks for all you've done on this.

For my part, I think the neighborhood should object because the plan is for a project that will require people coming to visit constantly. Caseworkers, therapists, mental health providers, parole officers, and the parking will barely accommodate the full time staff. There is also no parking on the East side of Welton or on Downing so the burden of 30-60 residents and their treating staff will fall entirely on the west side of Welton. This is something that should have been taken into consideration when buying the site and planning parking because this is far from just a low income residential project. In planning this for recent parolees and the mentally ill it is essentially going to be a treatment center and will have the increased traffic flow of such a project.

If they will not provide parking I think an alternate plan may be to look into parking permits for residents on the west side of Welton starting after 5:00 pm. If they don't believe the plan will increase traffic and parking issues they shouldn't object.

Thanks again and let me know if you need anything and how things are going.

Kylan King

Sent from my iPhone

Keithler, Austin E. - BAZ Administrator II

From: Michael Lowder <lowder.m@gmail.com>
Sent: Sunday, July 12, 2020 9:31 PM
To: BOA Contact
Subject: [EXTERNAL] BOA Case - 3020, 3022, 3026 Welton

Hello,

I am a neighborhood residential homeowner and resident in the 2900 block of Glenarm Place, approximately a block from the proposed parking variance sought for 3020, 3022, and 3026 Welton Street.

I am writing to express my opposition to the variance request. I previously wrote in advance of the May hearing. It is my understanding that the variance was denied at this time, and that now, the applicant has refiled an appeal with no changes to the actual design of the proposal.

My reading of the applicant's appeal is a semantical change of designating both Welton and Downing as "primary" streets in their application, which would essentially require no parking. I do not know the ins-and-outs of the zoning code. However, this makes no logical sense to me that simply because the property would be so designated, it would go from requiring 27 spaces to requiring 0 spaces. The application seems to indicate that the 5 spaces proposed to be provided would be above and beyond the "zero" parking spaces that would be required if Welton and Downing are designated as "primary."

Nonetheless, the applicant has made absolutely no changes to address the parking concerns of the neighborhood that had led to the denial of this application originally. I appreciate that the applicant attempted to secure parking arrangements with neighboring properties, but as I understand it, was unsuccessful. The fact remains that the parking burden this project and requested variance will place on this block and the surrounding blocks is profound. This block already has extremely limited street parking as is - it is triangular. There is no street parking on the Welton frontage, a maximum of 2-3 spaces on the Downing frontage (usually occupied by customers of the liquor store or convenience store), and then the 30th Street side, which is routinely completely full of street-parked cars from the existing adjacent properties and businesses.

This project is proposed to have 36 residential apartments, with some level of office and/or social services proposed as well. However, the project seeks to only provide 5 parking spaces, both for the residents and the other proposed services. This significantly deficient amount of parking will substantially increase the on-street parking demand in the adjacent blocks and significantly impact neighborhood residents and businesses. The block on which these properties are located faces Welton Street, and there is only street parking available on one side of that street. On the adjacent street, Downing, there is no street parking available near this block. Accordingly, residents, employees, guests, and others visiting this building will be forced to park on neighborhood streets, including 30th Street and Glenarm Place, as they are the closest streets with street parking. These streets are already regularly filled with cars, and this will only increase the number of cars parked on these streets.

I understand that the developer has indicated that its residents will not likely have vehicles. However, there is no such requirement or ban on car ownership for residents, and nothing to prevent the new 36 residents from bringing 10, 15, 20, or 30 more vehicles into an already very crowded area, only to have all those cars have to be street-parked because of the lack of on-site parking. Further, residents will likely have guests and others who travel to visit them, and will need places to park their cars as well.

While reducing the use of cars for routine travel around the city is an admirable goal for the city, the reality is that we do not live in a major urban center like New York, Washington DC, Boston, or other heavily dense cities. We live in a wide-open western state that attracts many because of the outdoor opportunities. In order to access those opportunities,

residents need cars. Frankly, completing all functions of one's life in the Denver area is difficult using public transit, and many residents will continue to choose to own a car even if they do not use it regularly.

This proposed project will bring significant additional parking needs to an already very crowded area of the city.

In addition, I also am concerned regarding the request to vary from the landscaping buffer requirements. This area of Denver is also quite devoid of street trees in many places, and continuing to condone large multistory development without landscaping will render the city hotter and more polluted than it already is.

Finally, I understand that the applicant makes the argument that 3030 Welton was recently approved for development without parking. While I did not receive notice of that zoning change request (if it was requested), I would have opposed it as well. Just because something was done with respect to one property does not mean that the Board needs to repeat the mistake again.

The Board should not condone development of this project in its current form, as it will substantially increase the burden on current residents. The Board should again reject this request to vary from the parking and landscaping requirements.

Sincerely,

Michael Lowder
2909 Glenarm Place

Keithler, Austin E. - BAZ Administrator II

From: Tess Ellis <tessellis@me.com>
Sent: Sunday, July 12, 2020 9:46 PM
To: BOA Contact; justin.gomo@denvergov.org
Subject: [EXTERNAL] Case: 32-20 Project: 3020, 3022, 3026 Welton, Charity House Apartments, LLLP

Good morning:

I am writing to share my opinion about the above referenced project on Welton street and Downing. Sadly, i feel I must continue to oppose the project as it has been presented.

The project has a worthwhile mission and affordable housing is needed for the intended residents, but there is not a single space for the 36+ residents, and not even enough for all staff members. There are no parking spaces or curb cuts for deliveries or resident pickups and drop offs; the only option, I was told, is for the driver to pull into the alley behind the building. I believe this could present serious safety issues, not to mention problems caused by blocking the egress of other drivers needing to use the alley.

Since the last appeal hearing, the owners have done nothing to address this issue, and from our conversation with them last week, they do not intend to do anything about it.

Additionally, a Good Neighbor Agreement has not been reached.

As such, I respectfully request the board reject the developer's request for the parking variance.

Thank you for your consideration.

Teresa Ellis and Jack Melito
3015 Welton Street
Denver, CO 80205
202.997.5600

Keithler, Austin E. - BAZ Administrator II

From: Melissa Harris <melissarharris@me.com>
Sent: Monday, July 13, 2020 8:00 AM
To: BOA Contact
Subject: [EXTERNAL] Case 32-20, Charity House Discrepancies

Case: 32-20

Location: 3020, 3022, 3026 Welton

Applicant: Woolfolk/ Blueline Development, Inc.

Hello Board of Adjustment,

As a resident who lives in the 2900 block of Welton, I have several concerns regarding the proposed construction ("project") located at **3020, 3022, 3026 Welton** St. ("property") by Woolfolk / Blueline Development ("applicant").

Thank you for taking the time to read this.

I'll address the following:

1. Lack of Parking
2. Lack of Accessible Spaces
3. Handicap Unit Concerns
4. Lack of Detailed Documentation to assess the project.

Lack of Parking

The proposal structure is a 36 unit building, that could house 72 potential residents Or more. In the project's blueprint, the applicant has only provided 5 parking spaces, one handicap accessible. Additionally, a leasing office and retail space. This is not enough parking spaces. Parking is limited to parallel parking on Welton and Downing. The decision to approve this project knowingly puts burden on existing residence and businesses on the surrounding streets. The property needs to be able to a comedy parking for the majority of it's residences.

Lack of Accessible Spaces

In recent meetings, the project lacked 22 additional parking spots for its residence. For a total of 27 parking spots on the premises there needs to be one standard and one van accessible. Additionally, with the potential of retail and leasing office spaces on the property additional handicap parking spots are also needed to to abide by the ADA standards.

Handicap Units Structure

The location of the handicap units is the furthest away from the elevators once they get onto their floor. There's also creating undue hardship on members of our community with limited mobility. Additionally in the event of emergency in which residents have to leave the premises, the lack of space to the entrance of the stairwells should someone have to leave their wheelchair there, creates risk for everyone. This was different from the original proposal that was submitted to get the grant money for the project.

Lack of Detailed Documentation

Lack of documentation submitted by the developer does not include measurements that allows members of the committee to accurately access whether the apartments or the parking spaces meet the size of the required guidelines. Omitting the information, should also be another reason why this project is rejected.

In closing, let's hold applicants accountable, to providing us with the clarity needed to ensure they are nit cutting corners for profits. Additionally it is their responsibility to ensure all regulatory guidelines are met. It's up to this committee to deny them if they are not.

Melissa Renae Harris
Accessibility Analyst
(303) 396-7536
melissarharris@me.com

Keithler, Austin E. - BAZ Administrator II

From: Yong Woo <yongwoojoanne@yahoo.com>
Sent: Sunday, July 12, 2020 2:00 PM
To: BOA Contact
Subject: [EXTERNAL] Case 32-20

To whom it may concern,

- >
- > Case 32-20
- > Location: 3020, 3022, 3026 Welton Charity House Apartments DENY
- > parking variance for 22 of 27 required parking spaces
- >
- > September 24, 2019 the Board of Appeals granted the proposed hostel at 3030 Welton a variance of 0 of required 3 parking spaces. This variance further limits parking for my customers and increases traffic at the alley. I provide the only grocery store within a 1/2 mile providing a much needed shopping source for an underserved community.
- >
- > Primary entrance for hostel will also be on Downing Street. A pick-up/drop-off location for shared car services has not been provided by the 50 bed hostel or upto 72 residents at Charity House Apartments. This will negatively impact customers being able to park and shop at my store.
- >
- > Please deny variance for case 32-20.
- >
- > Chang Hyun Woo
Town Grocery
2815 N. Downing St.
- >
- >
- > Sent from my iPhone

such agreement is a condition prior to approval. As an house owner in the neighborhood, we are very concerned about the increase of parking related issues in the neighborhood.

Sincerely,
Patric Timmermans
2820 Champa St

Welton Corridor Registered Neighborhood Organization
PO Box 13545
Denver, CO 80205
info@weltoncorridor.com

BOARD OF ADJUSTMENT	
CASE No.	32-20
DATE	7/14/20
EXHIBIT No.	14

City of Denver Zoning Board of Adjustment
boacontact@denvergov.org

July 12, 2020

Re: DENY Case 32-20 Charity House Apartments, LLLP at 3020, 3022, 3026 Welton

Dear Zoning Board of Adjustments,

July 10, 2020 Welton Corridor RNO distributed the attached one page information sheet door to door on the 3000 block of Welton and Glenarm.

Additionally, I emailed those residents whom I had contact information for and posted the BOA application, Shopworks April 22, 2020 site plan and audio recording of the May 19th Public Hearing to the Welton Corridor RNO website. weltoncorridor.com

In all 22 properties were contacted.

Owner of 3030 Welton was not contacted because Blueline Development, Inc. has indicated that they have reached an agreement to use 3030 as a staging area for construction. Property owners vote would be a conflict of interest. One other property owner abstained. Total of 20 properties can vote.

1 support the project
5 deny the project
14 no response
1 abstain
1 conflict of interest

During this extraordinary time of COVID when group meetings are discouraged I feel that the door to door and email approach was the best way for the RNO to inform the residents whom will be most impacted by the Project.

Welton Corridor RNO requests the BOA **DENY case 32-20**, Charity House Apartments, LLLP.

Thank you for this opportunity to present my neighborhood information to the BOA.

Respectfully yours,

Lynne Bruning
Welton Corridor RNO

Neighbors on 3000 block of Welton Street,

As contact person for Welton Corridor Registered Neighborhood Organization (“RNO”) I am able to submit a letter or support or denial for projects being reviewed by the Zoning Board of Adjustments (“BOA”). Due to COVID I am only reaching out to those neighbors most impacted by the Project, those on the 3000 block of Welton and those across the alley between Welton and Glenarm.

Before the May 19, 2020 BOA Public Hearing I left notices at all doorsteps and based upon your responses I submitted a letter requesting BOA denial. The project was denied with a condition that the developer could incorporate the BOA comments to improve their design, provide community outreach and reapply to BOA for a variance request.

June 29th The Developer resubmitted the same application deficient 22 of 27 parking spaces and posted the property with BOA public hearing notice on July 4, 2020. The public hearing will be Tuesday May 14th at 10:30 AM.

COVID makes it difficult for us to meet and discuss Charity House Apartment’s proposal for new construction of 36 one bedroom units to be located at 3020, 3022, 3026 Welton. Please review the project information, speak to the neighbors, contact the developer and/or service provider and then let me know how you would like the Welton Corridor RNO to respond.

Comments to Welton Corridor RNO deadline 5 PM on Sunday July 12, 2020

Email: info@weltoncorridor.com

Anonymous/In person: Mail slot on my door at 2955 Welton

Project: Charity House Apartments, LLLP

Address: 3020, 3022, 3026 Welton Street

Board of Adjustment Case Number 32-20

Variance: Project is deficient 22 out of 27 parking spaces and required landscaping

Project mission is to provide permanent supportive housing for persons making 30% Average Mean Income, \$21,000 or less. Project has received over \$5,000,000 in city and state funding and proposes to serve recently released convicts, mentally ill and provides 3 wheelchair accessible units. Two people may live in one unit. Mental Health Center of Denver (“MHCD”) will provide on-site services. There will be five full time employees, one 3/4 time employee. This includes an onsite overnight employee. Other service providers will come as needed.

Developer: Blueline Development, Inc. contact Oriana Sanchez 303-519-1419

Service Provider: MHCD contact JoAnn Toney 303-504-7960

Application, site plans and audio recording of the May 19th hearing can be found on Welton Corridor website weltoncorridor.com. In addition to contacting Welton Corridor RNO I encourage you to submit your personal statement to BOA boacontact@denvergov.org

Please let me know how you want the Welton Corridor RNO to respond to the BOA.

Lynne Bruning July 10, 2020

BOARD OF ADJUSTMENT
CASE No. <u>32-20</u>
DATE <u>7/14/20</u>
EXHIBIT No. <u>15</u>

City of Denver Zoning Board of Adjustment (the “BOA”)
boacontact@denvergov.org
justin.gomo@denvergov.org

July 13, 2020

Case: 32-20
3020, 3022, 3026 Welton, Charity House Apartments, LLLP (the “Project”)
Eddie and Robert Woolfolk / Blueline Development, Inc. (the “Applicant”)
Shopworks April 22, 2020 (the “Site Plan”)

At the May 19, 2020 BOA Hearing the Applicant was denied a variance, but granted a continuance allowing them to incorporate BOA comments of deficient parking and provide community outreach in their next submittal. Board comments included “Submit plans to reduce the number of violations and deficiencies”, “Brand new ground up project that is pushing the envelope” and “The building is maxed out at 36 units.”

The June 29, 2020 application remains deficient 22 of 27 parking spaces for 36 units. As of Sunday July 12, 2020 the Site Plan has not changed. The Applicant has not provided the BOA with a compromise, such as reducing the number of units, but expects the neighbors to absorb the Project’s deficiencies.

PLEASE DENY VARIANCE REQUEST for Case 32-20 for the following reasons:

Adjacent properties reasonable use and enjoyment may be impaired.

Applicant’s counsel Cory M. Rutz, Esq, (the “Counsel”), July 9, 2020 Brief, (the “Brief”) , page 6 states that “The variance would not substantially or permanently impair the reasonable use and enjoyment or development of adjacent property. DZC § 12.4.7.6.F”.

Adjacent property owner at 2815 N. Downing, the location of the neighborhood grocery store, submitted a letter of opposition because the Project’s deficiency of parking and requested alley easement may negatively impact his customers ability to park on his own parcel’s surface lot as well as curbside on the west side of Downing resulting in financial hardship. The Project’s parking deficiency and alley easement may also limit future development of 2815 N. Downing.

Additionally, future development of adjacent parcel at 3014 Welton may be negatively impacted. Development of a five story structure at 3014 Welton as permitted by DZC may result in the Project’s 25 west facing windows to loose views and sunlight. Exhibit “A” If the Project is constructed according to the Site Plan will the current or future owner of parcels 3020, 3022, 3026 Welton and/or operator of Charity House Apartments, LLLP have grounds to prohibit or limit development of 3014 Welton impairing this property owner’s reasonable use, development and enjoyment of their parcel? New construction along the Welton Corridor typically does not include windows on the side walls. Why is this Project different? This should be clarified.

The Project imposes additional parking on a neighborhood already deficient in parking.

Counsel's Brief page 6 states "The few vehicles associated with the Property may be parked on streets surrounding the Property or in the parking spaces located on the Property itself. Adjacent properties will not suffer from an excess of vehicles or overcrowding that would impair the reasonable use and enjoyment of their properties."

Applicant's July 14, 2020 "Parking Demand and Shared Parking Options" presentation board reflects that five neighboring surface parking lots do not have any available shared parking. As a result a maximum of four employees can park on the Project site and all other employees, residents and visitors must use street parking.

To demonstrate the neighborhood parking challenges I conducted a Parking Analysis indicating where and how street parking is permitted in the immediate neighborhood. Exhibit "B". This study reflects that the Project is adjacent to no parking or at best 2 hour parking. Within a block of the Project there are areas of unlimited parking, indicated in green, which are adjacent to existing residences and businesses. These areas are typically at capacity from residents, Denver Health and Department of Motor Vehicles on Glenarm and can not provide additional parking.

Parking along Welton, 30th Street and Glenarm is competitive due to the thriving, vibrant and creative neighborhood businesses, shopping and offices, Exhibit "C". Multiple residents and business have submitted letters of opposition based on the Project's parking deficiency and how increased street parking needs will negatively impact their homes, businesses and customers.

Applicant does not provide adequate employee parking.

The Brief page 6 indicates that "The few vehicles associated with the Property may be parked on streets surrounding the Property or in the parking spaces located on the Property itself."

Counsel fails to mention that there are 5.75 Full Time Employees (FTE). The Project provides only four employee parking spaces. Additionally the Applicant's Service Plan, as submitted to Colorado Housing and Finance Authority ("CHFA") for funding, indicates their intention to hire at least one more FTE. Additional hires, specialty service providers, maintenance workers, housekeeping and visitors will be required to park on the surrounding streets. This increase in street parking may negatively impact the neighbors enjoyment and use of their property and cause our growing small business population financial hardship as their clients and customers can no longer park nearby.

Applicant does not consider residents need for parking.

While a single 30% AMI resident may not have substantial disposable income to support car ownership the Project permits more than one person to reside in a unit. Cohabitation could elevate their combined 30% AMI income to \$42,000. At any one time there could be 72 residents living in the Project. Over the lifetime of the Project it is reasonable to assume that a percentage of residents, albeit small, will achieve car ownership. Neighbors addressed this possibility at the May 19th Hearing and requested that residents be provided parking. The Applicant has not responded to the neighbor's concerns. This lack of parking may negatively impact the neighbors use, enjoyment and future development of their parcels.

DZC Section 10.4.4.2 D.3.b. for Guest Parking may require additional parking spaces.

“On a zone lot containing 20 or more dwelling units, one additional vehicle parking space may be provided for guest parking for every 20 dwelling units.” The Project contains 36 units and the Applicant has not provided any guest parking. It is reasonable to expect that 72 residents may receive visits from family, health aides, legal aides and service aides. The Site Plan does not accommodate a single guest parking spot resulting in any and all visitors parking on the street. This may negatively impact the neighboring residents use and enjoyment of their property as well as providing financial hardship on the small business owners who rely on street parking for their customers. Applicants conformity to DZC Section 10.4.4.2 D.3.b. deserves clarification.

Project may not be ADA compliant and may require additional accessible parking.

In the Site Plan, CHFA “4% PAB LIHTC Application Narrative” and multiple other documents the Applicant indicates an onsite “leasing office”. If a Sales/Leasing office is on site 1 additional van accessible space may be required for visitors to this office per 2010 ADA, 208.2.3.3. This information can be found in City’s January 9, 2019 “Concept Review Comments” section Office of Disability Rights as provided to the Applicant. Clarify ADA conformity for leasing office.

Applicant has submitted subpar documents placing residents at risk

Proximity of Type A bedroom unit to elevator may be a violation of ADA code.

City’s January 9, 2019 “Concept Review Comments” the Office of Disability Rights notes that per ADA regulations Type A units must be in immediate proximity to the elevator. Applicant’s Site Plan reflects that all three Type A units are over 40’ down a corridor away from the elevator. This error is appalling and places residents at risk. Clarification of ADA conformity is required.

Applicant may not have considered neighbors enjoyment and use of their back yards.

Counsel’s Brief page 7 states “Further, as noted above, the location of the vehicle parking spaces in the rear of the Property will not impact adjacent residential dwellings, which are generally located closer to Welton Street.” Parcels 3002, 3006, 3010, and 3014 Welton all have active backyards. It is ludicrous that the Applicant believes residents remain inside their homes at the front of the lot at all times. Increased traffic and emergency service calls along this shared alley may negatively impact neighbors enjoyment of their backyards due to excessive noise, vibration and odors. There may be concern about the transformer and electrical gear abutting 3014 Welton.

Failure to provide a pick-up/drop-off location for shared car services as requested.

At the May 19, 2020 Hearing neighbors requested that the Applicant provide a pick-up/drop-off solution near the primary entrance on Downing Street. Community concerns about traffic flow along Welton and Downing while residents and employees engage shared car services is a safety concern for not only residents and employees, but for everyone whom uses these roadways.

Applicant has submitted one project to funders and a project that is at least 7,000 SF smaller and minus amenities to the BOA. Comparison Table summarizes the Applicant’s

submissions to CHFA, BOA, and neighbors, Exhibit “D”. The funded project and proposed site plan need to be brought into alignment. Any misrepresentations need to be clarified.

Community outreach has been perfunctory

Counsel writes on page 2 of the Brief that “The Applicant sent 19 personalized invitations to the meeting (via email), and also posted the meeting information on Facebook.” What the Counsel omits is that only five neighboring residents were addressed on this invitation. The remaining invitees were employees of the Project, Exhibit E.

Since 2016 the Applicant appears to have spoken to who they wanted to, politicians, instead of who they need to, residents. This left the immediate neighbors in the dark until two weeks before the May 19, 2020 Hearing. As a result the community had to cobble together project documents, submit Freedom of Information requests, and find ways to communicate with each other during COVID lock down. Since Project inception in 2016 the Applicant has omitted the neighbors most impacted by the Project, those residents along the 3000 block of Welton Street.

Applicant has not been responsive to community requests

Early May 2020 I began requesting bedroom dimensions and furniture layouts which were omitted from the Site Plan. After repeated request and stated concern about the size of the units being no bigger than a parking space I finally received documents on July 9, 2020. Exhibit “F”.

I requested that the Applicant provide a project webpage on the Blueline Development, Inc website so all neighbors could located current application, site plan, renderings and online meeting information. I was informed this was “time consuming” and it has not been provided.

Letter of approval from owner of 3030 Welton may be in conflict of interest

Counsel’s Brief page 3 states that the Property owner to the north at 3030 Welton is in support of the Project. What they fail to say is that Applicant has come to agreement with the owner of 3030 Welton to provide their empty lot site for Applicant’s staging and construction needs. Letter of approval from owner of 3030 Welton should be disregarded due to conflict of interest.

The Project is new construction from the ground up. Initial meetings with the City in 2016 reflect that the Applicant was informed of site limitations and parking deficiency. The Project maximizes the envelope, omits outdoor space, is deficient in parking, may not comply with ADA regulations and may result in loss of use, enjoyment and development of adjacent properties.

I respectfully request the Board deny Case 32-20.

Thank you for your consideration.

Lynne Bruning. 2955/2975 Welton

EXHIBIT

A

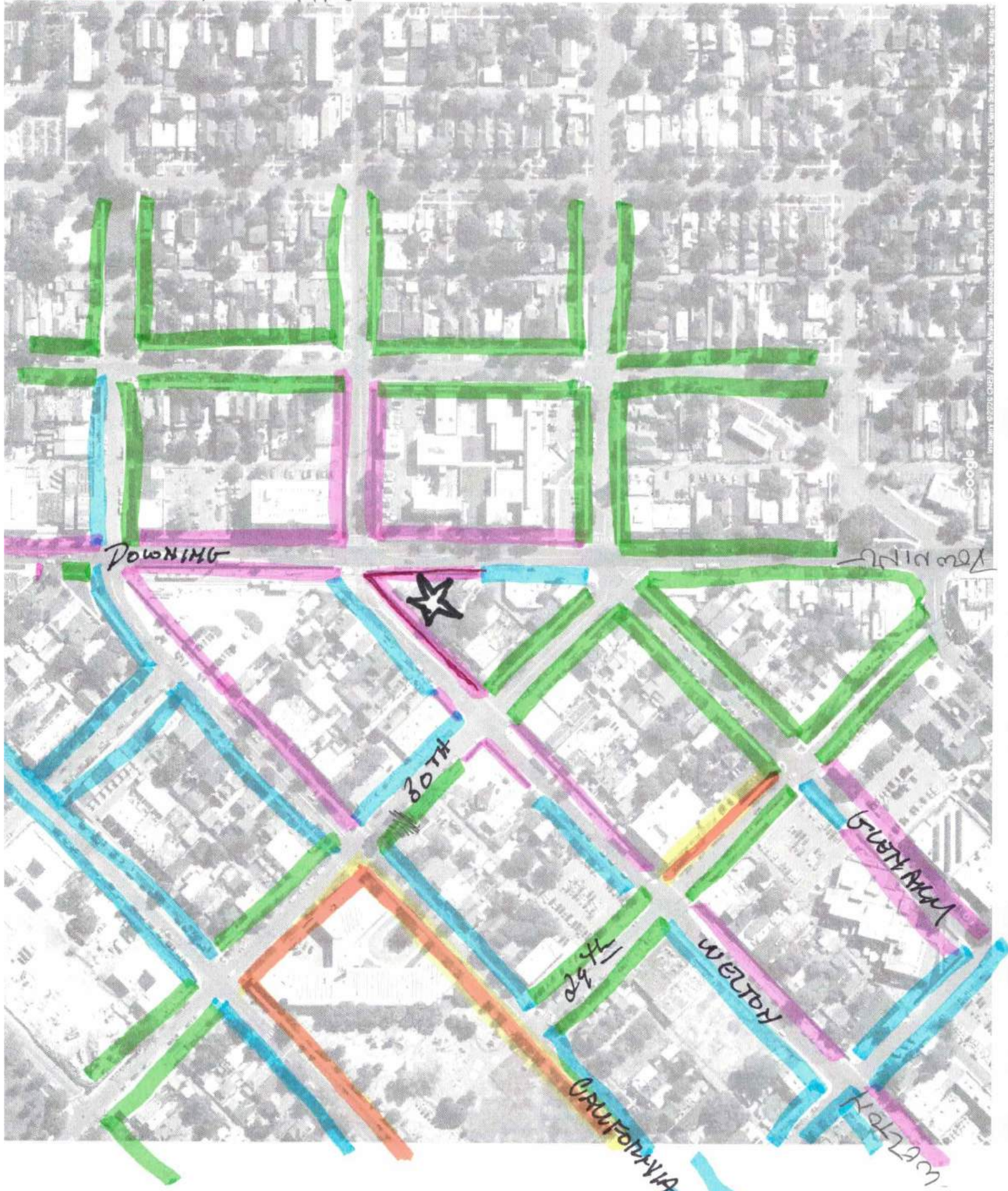


EXHIBIT

B

unlimited
SCHOOL BUS
NO PARKING

2 Hour
PROJECT



© 2005 Google

EXHIBIT

C

Business and Apartment Inventory

ADDRESS	BUSINESS	ON SITE PARKING	NOTES
2860 Welton	<u>Bodies by Perseverance</u>	NONE	Fitness studio open 7 days a week 6 AM - 9PM
2847 Welton	<u>Jackson's Corner</u>	NONE	Five office spaces comprising 8,532 SF
2949 California	<u>Denver Language School</u>	Employees	Elementary thru Middle School
2900 Welton	KUVO	8	KUVO moving and early education and child care provider moving in
2942 Welton	<u>Studio Trope</u>	2	Architecture
2948 Welton	Five Rental Apartments		Residential
2950 Welton	<u>The Usual</u>	NONE	Barbar shop
2952 Welton	<u>Xan Design</u>	NONE	Design Studio
2954 Welton	<u>Green Light Reike</u>	NONE	Massage and Reike Studio
2958 Welton	<u>Studio Mast</u>	NONE	Graphic Design
2962 Welton	<u>Queen City</u>	NONE	Coffee shop
3100 Welton	Myron Melnik Studios	NONE	Arts
3030 Welton	Proposed 50 bed hostel	NONE	Approved but not constructed
2815 N. Downing	Town Grocery	4	Neighborhood Grocery
2801 N. Downing	<u>Reign Rituals</u>	NONE	Health and Wellness
30th Street	Luca Lab Skin Care	NONE	Beauty
513 30th Street	<u>Pneuma Chiropractor</u>	NONE	Health and Wellness
30th Street	TradeMark Salon	NONE	Beauty Salon

EXHIBIT

D

Comparison of Developer's Project Submissions

Agency	CHFA	CITY OF DENVER	COMMUNITY OUTREACH
Purpose	Funding Application	Zoning Public Hearing	Information Session
Drawing Date	September 26, 2019	March 12, 2020	July 6, 2020
Result	\$5M funding package	Denied	
Exhibit	Exhibit "B" Site Plan	Exhibit "C" Site Plan	Exhibit "D" Site Plan
Building Height	5 story	4 story	4 story
Gross Square Footage	37,787 GSF	31,025 GSF	30,536 GSF
One Bedroom Unit	480 SF	Developer omitted dimensions and SF	Developer omitted dimensions and SF
Type A Unit	560 SF	Developer omitted dimensions and SF	Developer omitted dimensions and SF
Location	Adjacent to elevator	50' corridor from elevator ¹	50' corridor from elevator ¹
Required Parking 27 spaces	Deficient 21 of required 27 spaces	Deficient 22 of required 27 spaces	Deficient 22 of required 27 spaces
Car Parking	5	4	4
Loading	1	1	1
Accessible	1	1	1
Leasing office onsite?	No	Yes ¹	Yes ¹
Outdoor Amenity	625 SF deck Level 5 105 SF balcony Level 5		180 SF covered balcony Level 2
Amenties	(2) 300 SF Laundry (1) 300 SF Fitness (3) 300 SF Sitting Room (3) Offices (1) Meeting Room (1) Staff	(2) 180 SF Laundry (1) 180 SF Fitness (1) 180 SF Sitting Room (2) Offices (1) Meeting Room (1) Staff	(2) 180 SF Laundry (1) 180 SF Fitness (2) Offices (1) Meeting Room (1) Staff
	339 SF Training Room 655 SF Dining 422 SF Living Room Fireplace	(1) Community Lounge (1) Waiting Area (1) Leasing Office	(1) Community Lounge (1) Waiting Area (1) Leasing Office
		¹ Concept Review Comments January 9, 2019 Section Office of Disability Rights - Juan Pasillas, Exhibit "E".	

EXHIBIT

E



lynne bruning <lynnebruning@gmail.com>

Invitation: Charity's House zoom @ Mon Jul 6, 2020 7pm - 8:30pm (EDT) (lynnebruning@gmail.com)

1 message

oriana@bluelinedevelopment.com <oriana@bluelinedevelopment.com>

Thu, Jun 25, 2020 at 5:18 PM

Reply-To: oriana@bluelinedevelopment.com

To: lynnebruning@gmail.com, zoe@beauxsimone.com, eddew@aol.com, christian@bluelinedevelopment.com, tessellis@me.com, jack.melito@gmail.com, peterlgage@gmail.com, zach.willis@me.com, bob@agapechristianchurch.org, info@weltoncorridor.com, bob@shopworksarc.com, ed@shopworksarc.com

You have been invited to the following event.

Charity's House zoom

When Mon Jul 6, 2020 7pm – 8:30pm Eastern Time - New York

[more details »](#)Joining info Join with Google Meet
meet.google.com/vnx-gikb-otxJoin by phone
+1 541-714-3384 (PIN: 117064967)[More phone numbers](#)Calendar [lynnebruning@gmail.com](#)Who

- [oriana@bluelinedevelopment.com](#) - organizer
- [zoe@beauxsimone.com](#)
- [eddew@aol.com](#)
- [christian@bluelinedevelopment.com](#)
- [tessellis@me.com](#)
- [lynnebruning@gmail.com](#)
- [jack.melito@gmail.com](#)
- [peterlgage@gmail.com](#)
- [zach.willis@me.com](#)
- [bob@agapechristianchurch.org](#)
- [info@weltoncorridor.com](#)
- [bob@shopworksarc.com](#)
- [ed@shopworksarc.com](#)

Going ([lynnebruning@gmail.com](#))? **Yes** - **Maybe** - **No** [more options »](#)Invitation from [Google Calendar](#)You are receiving this email at the account [lynnebruning@gmail.com](#) because you are subscribed for invitations on calendar [lynnebruning@gmail.com](#).To stop receiving these emails, please log in to <https://www.google.com/calendar/> and change your notification settings for this calendar.Forwarding this invitation could allow any recipient to send a response to the organizer and be added to the guest list, or invite others regardless of their own invitation status, or to modify your RSVP. [Learn More](#).

EXHIBIT

F

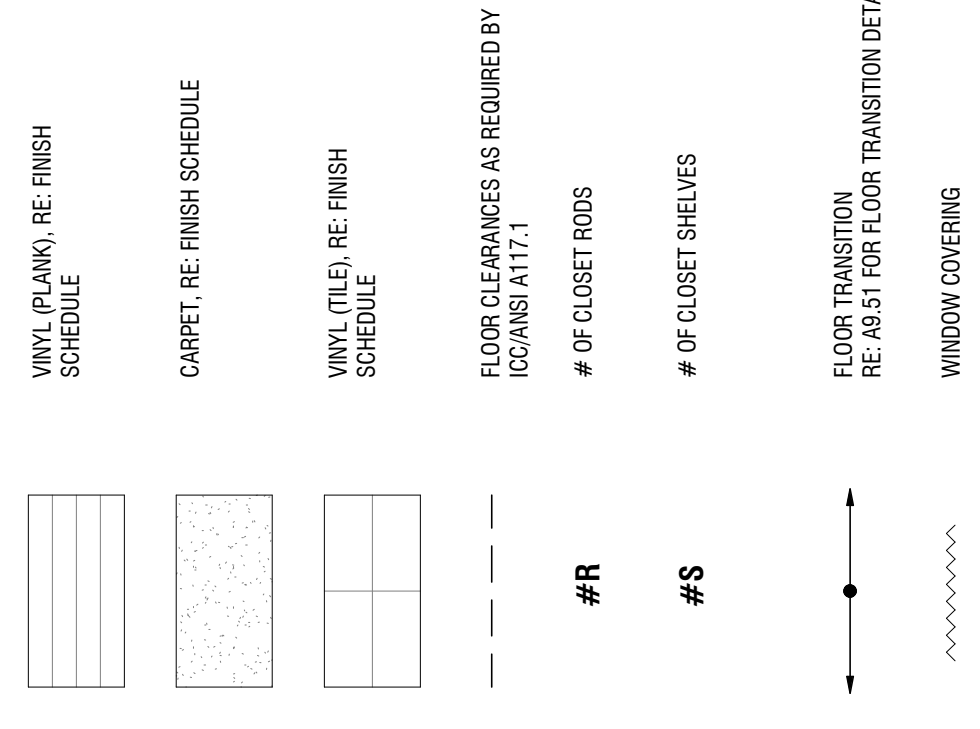
UNIT DOOR SCHEDULE - UNIT 1.1									
DOOR NUMBER	DOOR TYPE	WIDTH	HEIGHT	LEAF QUANTITY	THICKNESS	DOOR FINISH	FRAME MATERIAL	FRAME FINISH	HARDWARE

UNIT LIGHTING

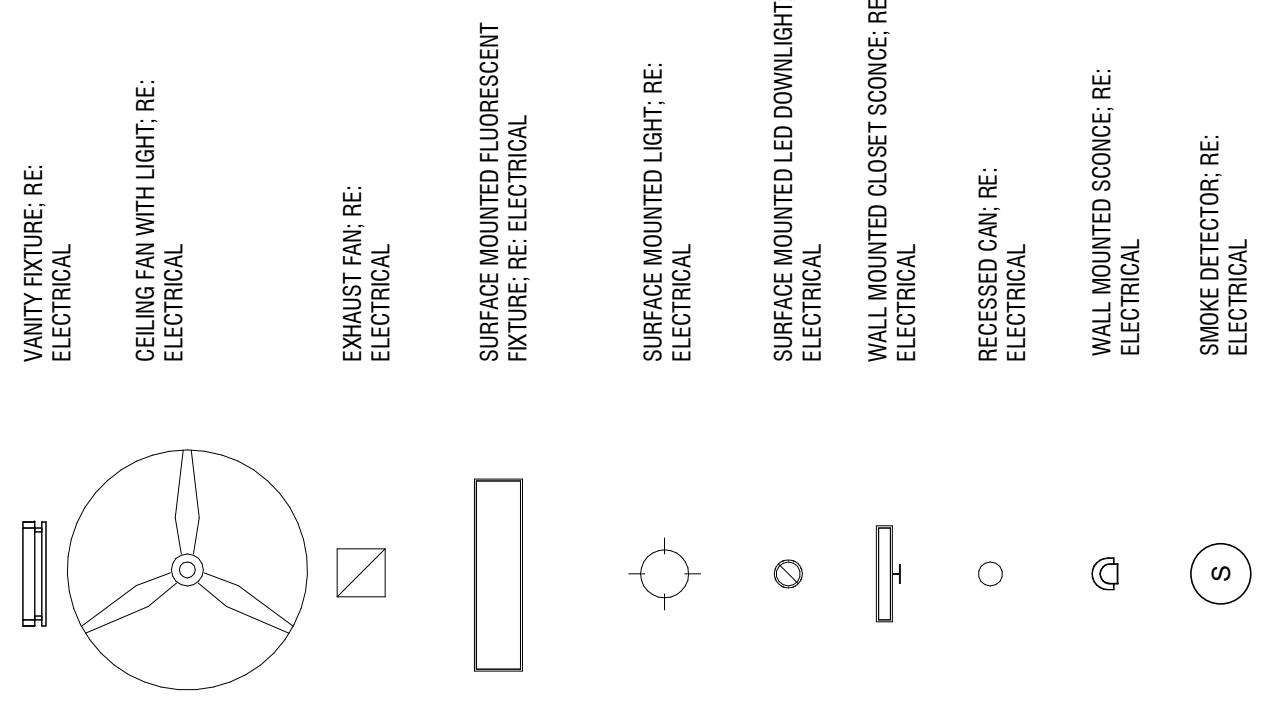


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UNIT FINISH LEGEND



UNIT RCP LEGEND



UNIT PLAN NOTES

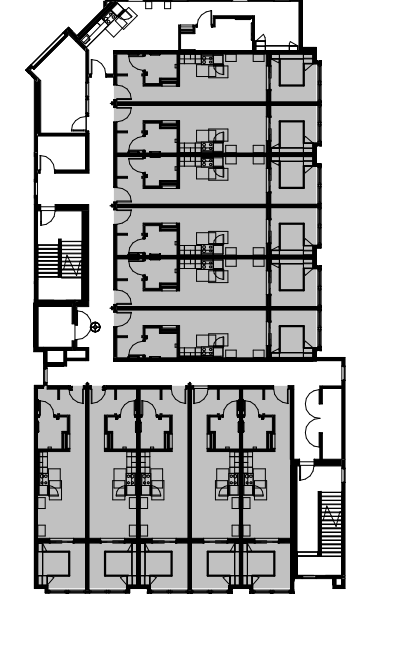
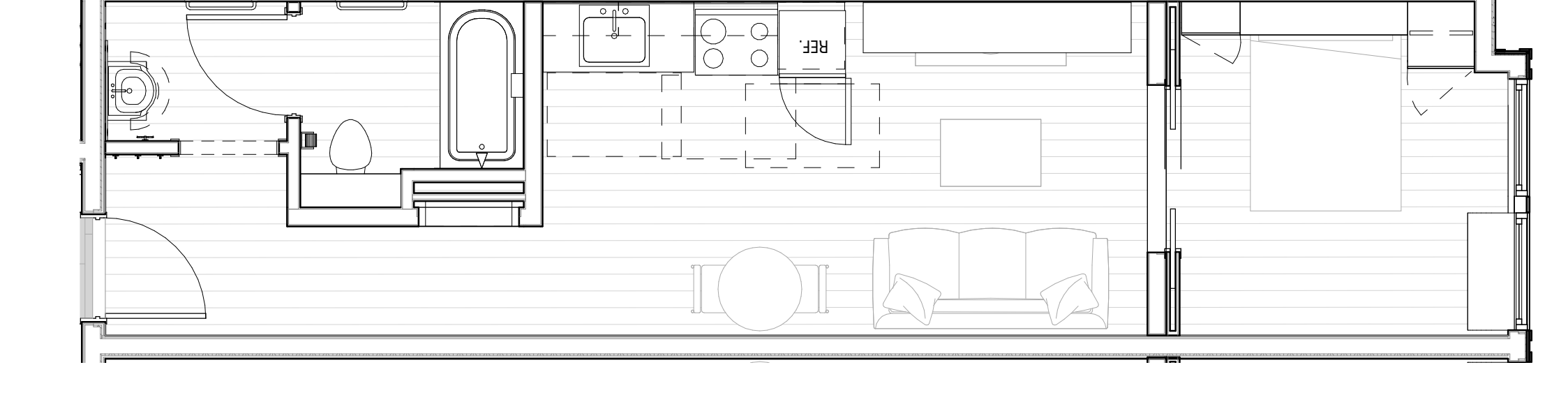
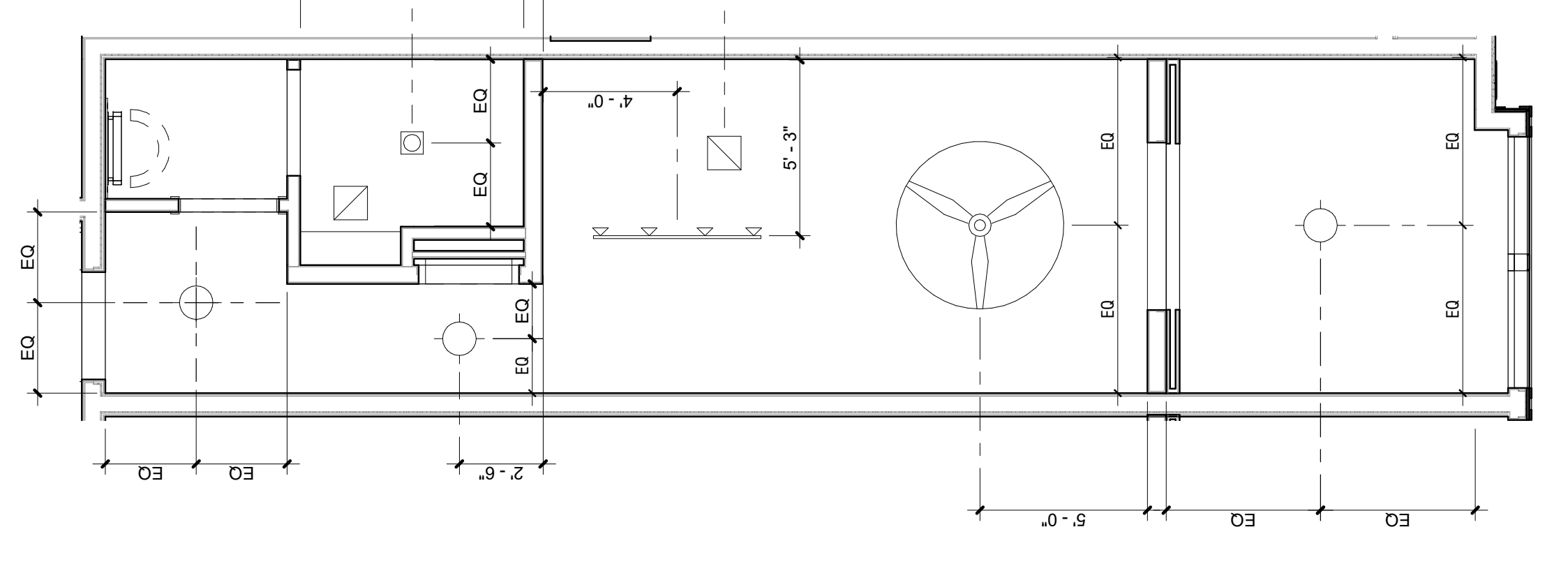
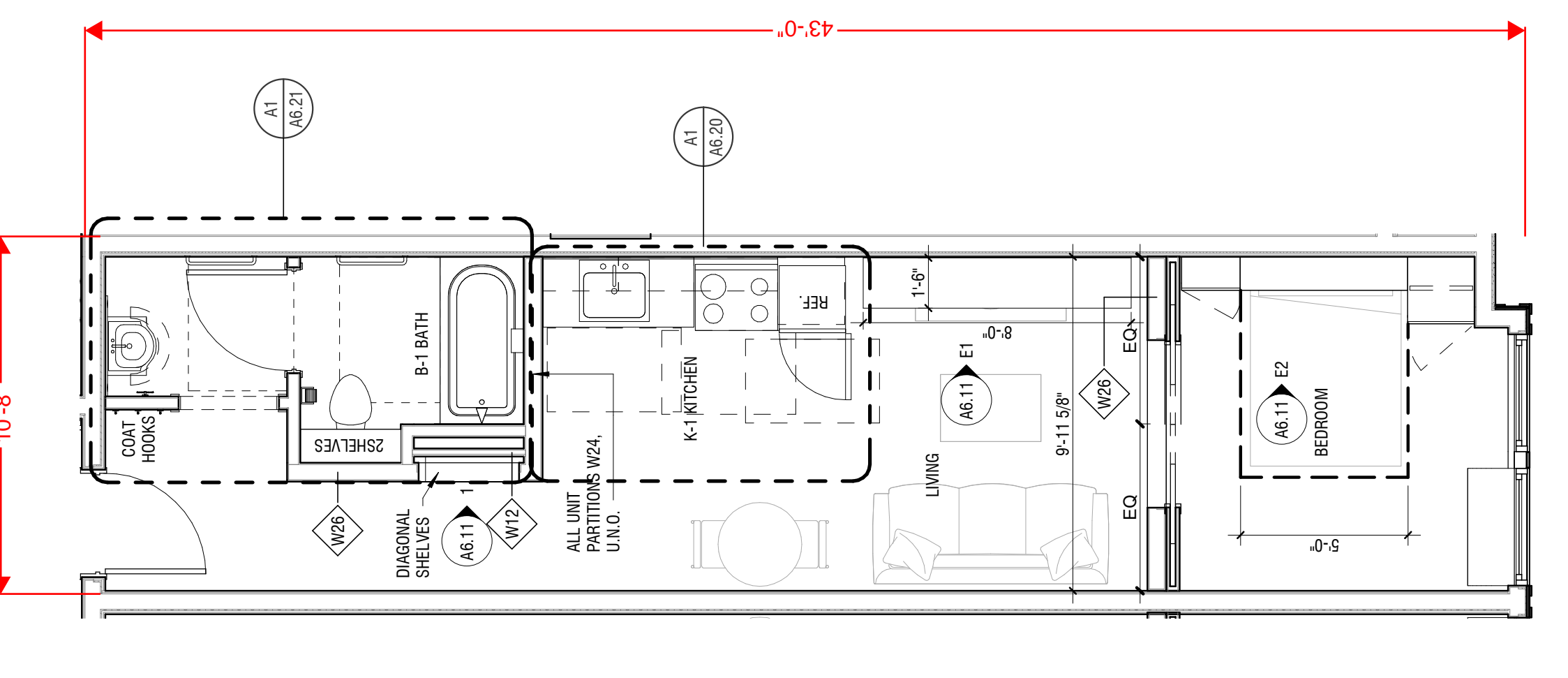
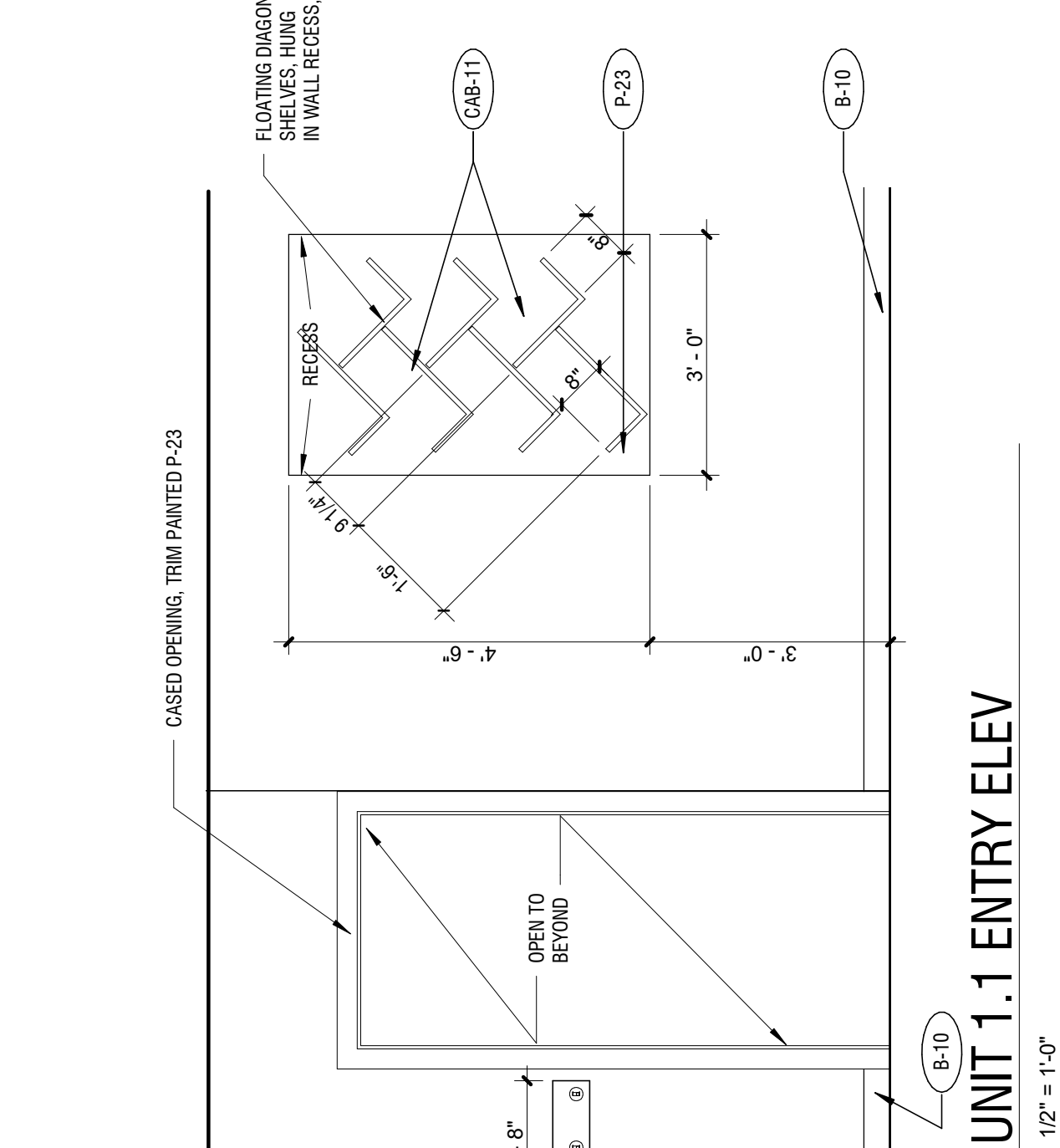
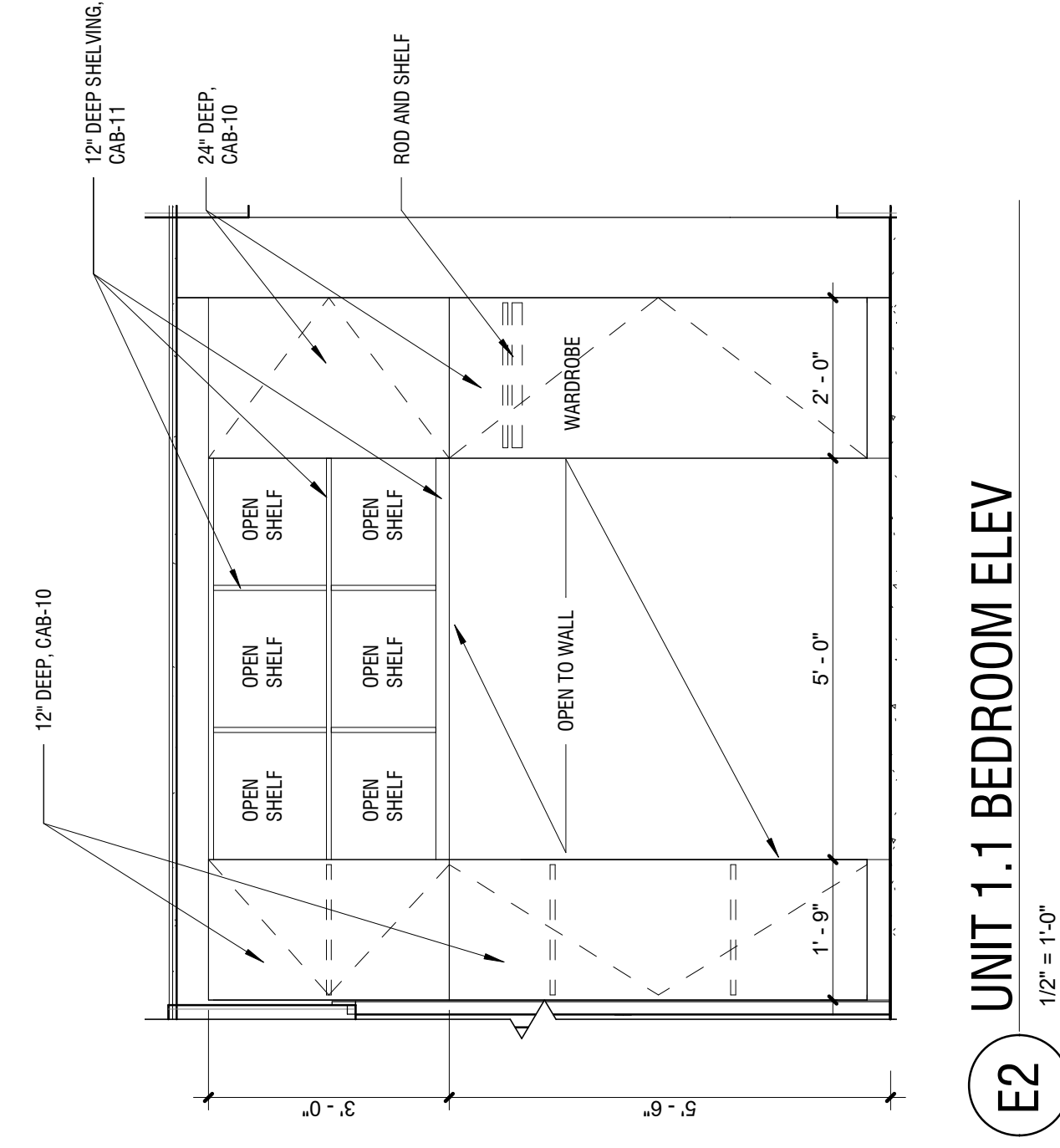
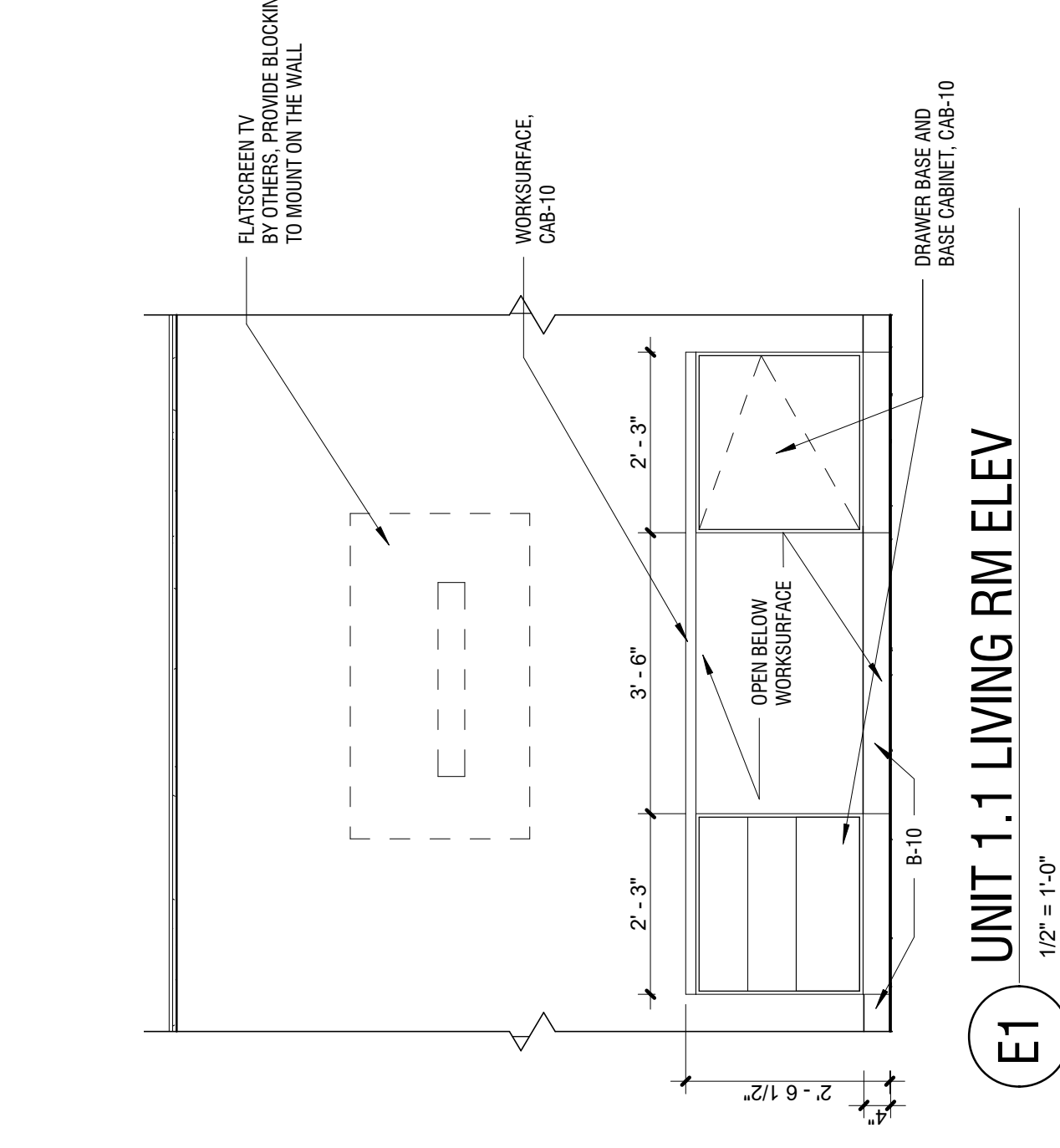
- PROVIDE PRIVACY DOOR HARDWARE AT BEDROOMS AND BATHROOMS
- RE: A6.10 FOR UNIT SCHEDULES
- RE: A6.10 FOR INTERIOR DETAILS
- PROVIDE BLOCKING IN WALLS AS REQUIRED BY IBC SECTION 501 AND 2009 IBC/ANSI A117.1 FOR THE PROPER INSTALLATION OF CABINETS, BATHROOM ACCESSORIES, CUBES, BARS, AND FINISHERS
- PROVIDE BLOCKING IN WALLS AS REQUIRED BY IBC SECTION 501 AND 2009 IBC/ANSI A117.1 FOR THE PROPER INSTALLATION OF CABINETS, BATHROOM ACCESSORIES, CUBES, BARS, AND FINISHERS
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- DOOR THRESHOLD SHALL HAVE A MAXIMUM HEIGHT OF 1/2" WITH 1/2" BEVEL AND SHALL COMPLY WITH 2009 IBC/ANSI A117.1 REQUIREMENTS
- DOOR THRESHOLD SHALL HAVE A MAXIMUM HEIGHT OF 1/2" WITH 1/2" BEVEL AND SHALL COMPLY WITH 2009 IBC/ANSI A117.1 REQUIREMENTS
- DOOR THRESHOLD SHALL HAVE A MAXIMUM HEIGHT OF 1/2" WITH 1/2" BEVEL AND SHALL COMPLY WITH 2009 IBC/ANSI A117.1 REQUIREMENTS
- PUSH GARAGE DISPOSAL OUT OF THE WAY OF REQUIRED TOE AND KNEE CLEARANCES AT SWIMS AT TYPE "A" UNITS
- REFER TO OVERALL PLANS FOR CORE AND SHELL DOOR AND WINDOW LOCATIONS
- REFER TO OVERALL PLANS FOR CORE AND SHELL DOOR AND WINDOW LOCATIONS
- REFER TO OVERALL PLANS FOR CORE AND SHELL DOOR AND WINDOW LOCATIONS
- DESIGNATED UNITS SHALL BE EQUIPPED FOR THE SENESORY IMPAIRED, PER THE UNIFORM FEDERAL ACCESSIBILITY STANDARDS (IFAS) SECTIONS 4.28 & 4.29
- REFER TO OVERALL PLANS FOR CORE AND SHELL DOOR AND WINDOW LOCATIONS
- REFER TO OVERALL PLANS FOR CORE AND SHELL DOOR AND WINDOW LOCATIONS

UNIT RCP NOTES

- CENTER LIGHT FIXTURES IN CENTERS OF ROOM UNO
- SOFFIT DIMENSIONS ARE TO FINISHED FACE OF GYP. BOARD
- CEILING SURFACES SHALL BE THE UNDERSIDE OF THE FLOOR-CEILING ASSEMBLY, UNO
- MOUNTED LIGHT TO BE CENTERED OVER SINK, AND RECESSED CAN LIGHT TO BE CENTERED OVER TUB SHOWER ENCLOSURE

UNIT FINISH NOTES

- REFER TO SHEET SERIES A6.10 FOR FINISH SCHEDULES AND LEGENDS
- PROVIDE FLOOR TILE 1/2" AT TYPE A UNIT BATHROOMS ONLY, PROVIDE WATER PROOFING MEMBRANE AND ANTI FRACTURE MEMBRANE
- REFER TO SHEET SERIES A6.10 FOR FINISH SCHEDULES AND LEGENDS
- REFER TO SHEET SERIES A6.10 FOR FINISH SCHEDULES AND LEGENDS
- KITCHEN COUNTERTOPS SHALL BE S5-10
- EXPOSED SIDES AND BACKS OF CABINETS SHALL BE FINISHED PANELS
- KITCHEN BASE CABINETS SHALL BE CAB-10, UPPER CABINETS SHALL BE CAB-11 UNO
- THE INTERIOR SIDE OF ENTRY DOORS SHALL BE PAINTED THE SAME AS THE EXTERIOR, RE: A6.10 - A6.08 FOR PAINT COLORS
- UNIT WINDOWS SHALL RECEIVE WINDOW COVERINGS, WH-10
- UNIT WALLS AND CEILINGS TO BE PAINTED P-10, UNO
- WALLS TO RECEIVE WALL BASE, B-10
- ALL GROUT TO BE SCALED
- PROVIDE 3X3" COLOR SAMPLE ON ONE WALL FOR ALL PAINTS SPECIFIED FOR OWNER AND ARCHITECT APPROVAL PRIOR TO PAINTING
- VERIFY FINISHING BASE TO BE AT SAME ELEVATION WHERE DISSIMILAR FLOOR MATERIALS MEET



UNIT 1.1 @ LVL 2-4

A3 UNIT TYPE 1.1 - FLOOR PLAN
1/4" = 1'-0"

A4 UNIT 1.1 RCP
1/4" = 1'-0"

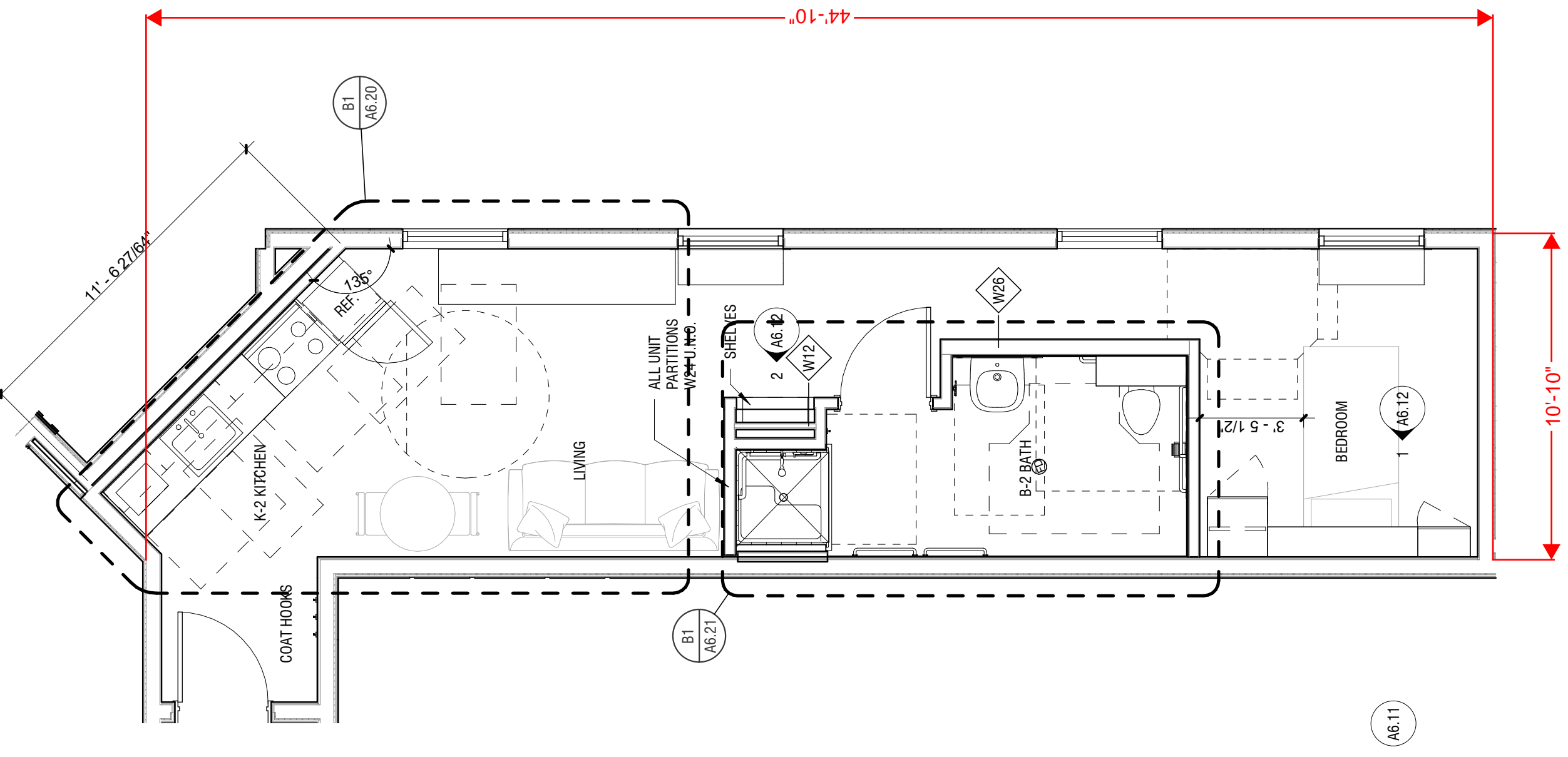
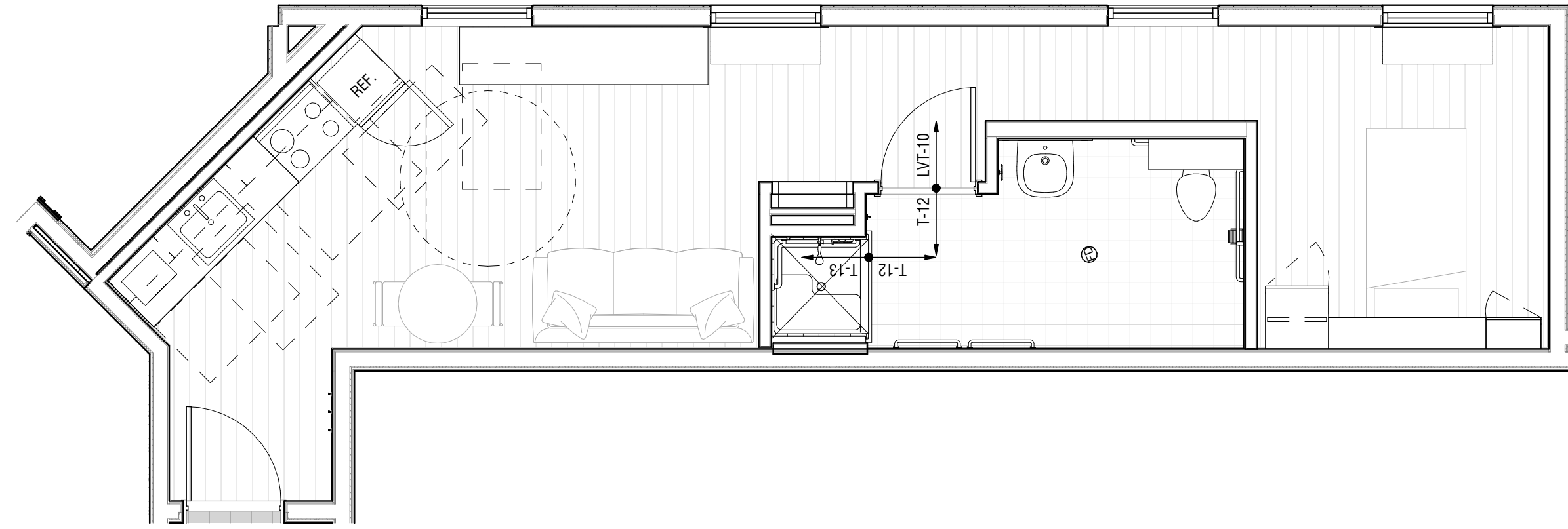
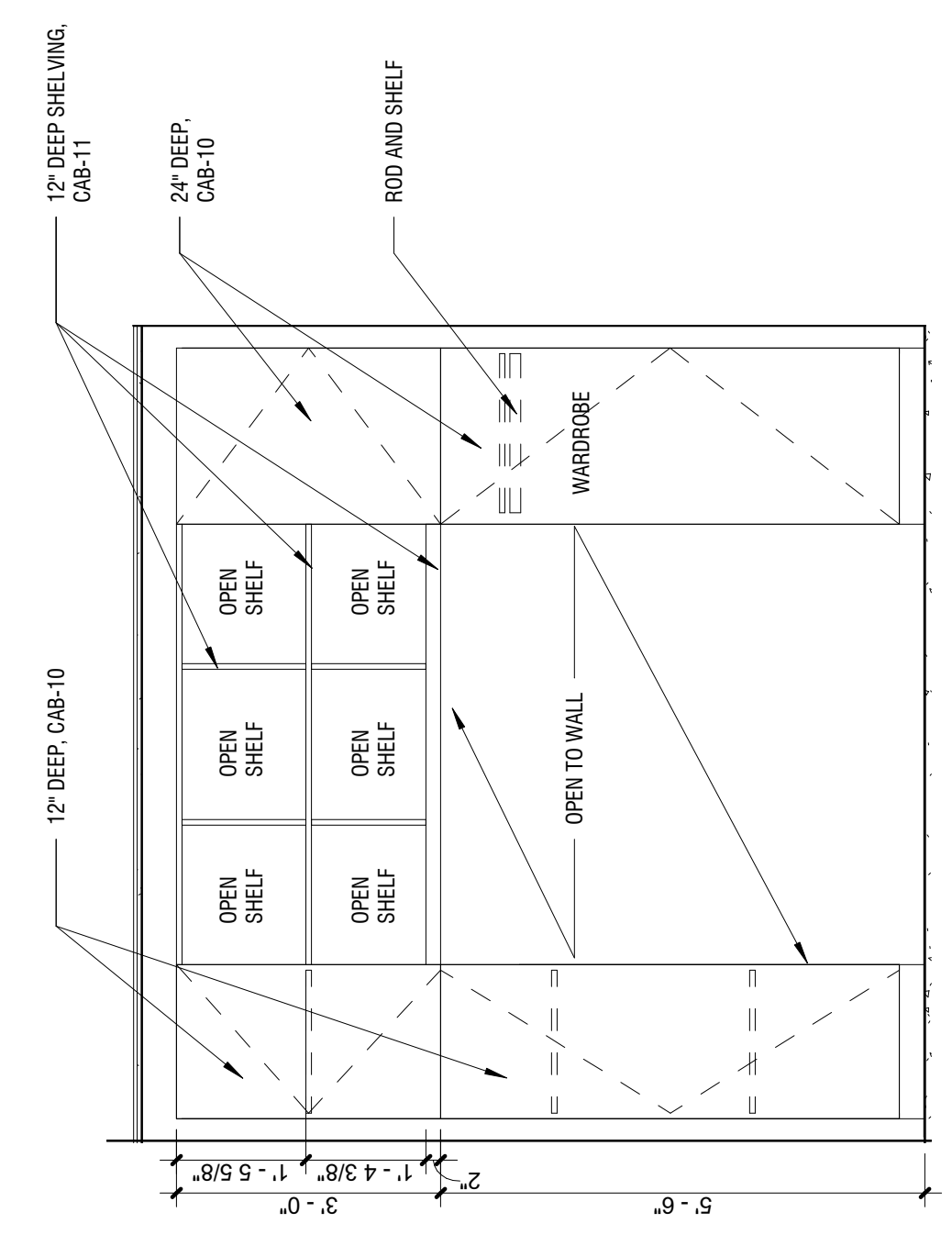
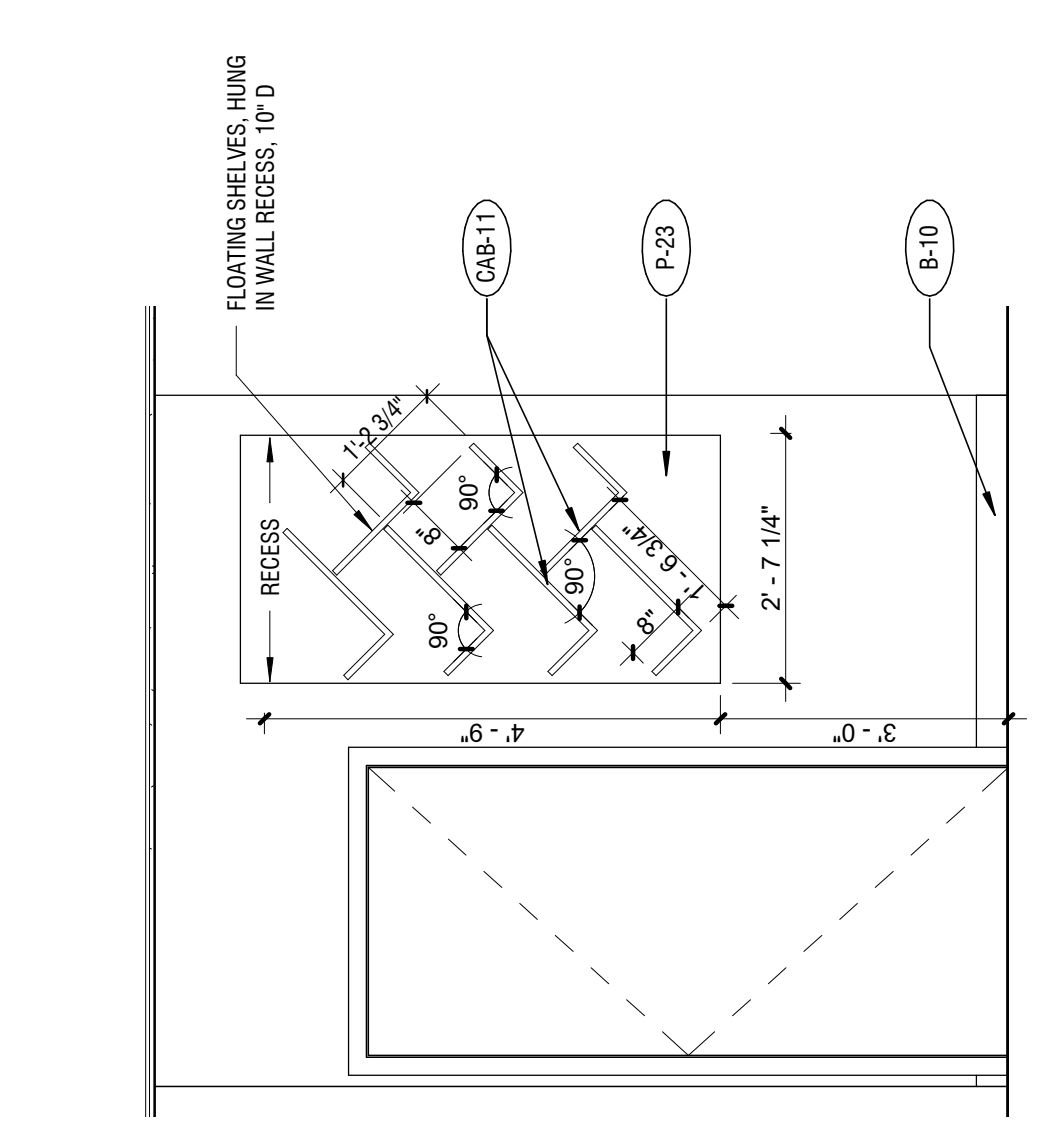
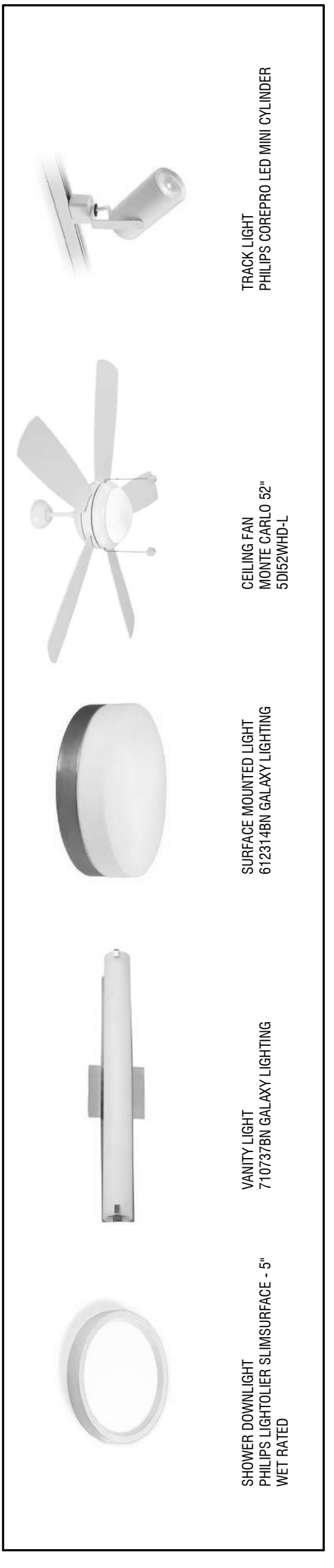
A6 UNIT TYPE 1.1 - FINISH PLAN
1/4" = 1'-0"

UNIT 1.1 @ LVL 2-4

A6 UNIT TYPE 1.1 - FINISH PLAN
1/4" = 1'-0"

UNIT DOOR SCHEDULE - UNIT 1.2A										
DOOR NUMBER	DOOR TYPE	WIDTH	HEIGHT	DOOR		FRAME		JAMB	HEAD	HARDWARE
				THICKNESS	MATERIAL	FINISH	MATERIAL			

UNIT LIGHTING



UNIT FINISH LEGEND

- VINYL (PLANK), RE. FINISH SCHEDULE
- CARPET, RE. FINISH SCHEDULE
- VINYL TILE, RE. FINISH SCHEDULE
- FLOOR CLEARANCES AS REQUIRED BY ICC/ANSI A117.1
- # OF CLOSET RODS
- # OF CLOSET SHELVES
- FLOOR TRANSITION RE. AS S1 FOR FLOOR TRANSITION DETAILS
- WINDOW COVERING

UNIT RCP LEGEND

- VANITY FIXTURE, RE. ELECTRICAL
- CEILING FAN WITH LIGHT, RE. ELECTRICAL
- EXHAUST FAN, RE. ELECTRICAL
- SURFACE MOUNTED FLUORESCENT FIXTURE, RE. ELECTRICAL
- SURFACE MOUNTED LIGHT, RE. ELECTRICAL
- SURFACE MOUNTED LED DOWNLIGHT, RE. ELECTRICAL
- WALL MOUNTED CLOSET SCIENCE, RE. ELECTRICAL
- RECESSED CAN, RE. ELECTRICAL
- WALL MOUNTED SCIENCE, RE. ELECTRICAL
- SMOKE DETECTOR, RE. ELECTRICAL
- DROPPED GYPSUM BOARD SOFFIT
- CROWN MOULDING, AS PART OF FLOOR / CEILING ASSEMBLY

UNIT PLAN NOTES

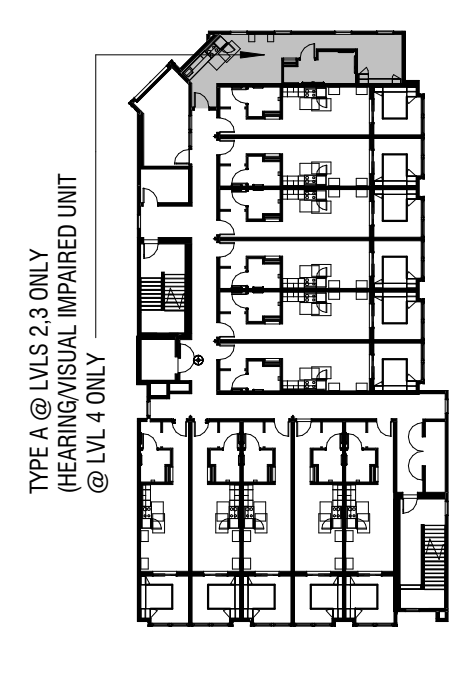
- PROVIDE PRIVACY DOOR HARDWARE AT BEDROOMS AND BATHROOMS
- RE. AS 10 FOR UNIT SCHEDULES
- RE. AS 10 FOR UNIT INTERIOR DETAILS
- OTHER MOUNTING HEIGHTS, AND CLEARANCE REQUIREMENTS AND INFORMATION AS DEFINED FOR ACCESSIBILITY
- PROVIDE BLOCKING IN WALLS AS REQUIRED BY IBCS SECTION 501 AND 2008 ICC/ANSI A117.1 FOR THE PROPER INSTALLATION OF CABINETS, BATHROOM ACCESSORIES, GRAB BARS, AND TRANSOMERS
- ALL SIZES AND TYPES SHALL COMPLY WITH APPLICABLE ACCESSIBILITY STANDARDS AS DERIVED BY IBCS SECTION 501 AND 2017 ICC/ANSI A117.1
- DIMENSION FROM INSIDE EDGE OF DOOR FRAME TO FACE OF ADJACENT PERPENDICULAR STUD SHALL BE 4" UNLESS NOTED OTHERWISE
- DOOR THRESHOLD SHALL HAVE A MAXIMUM HEIGHT OF 1/2" WITH 1/2" BEVEL, AND SHALL COMPLY WITH 2009 ICC/ANSI A117.1 REQUIREMENTS
- PUSH GRABBARGE DISPOSAL OUT OF THE WAY OF REQUIRED TOE AND KNEE CLEARANCES AT SWMS AT TYPE "A" UNITS
- REFER TO OVERALL PLANS FOR CORE AND SHELL DOOR AND WINDOW LOCATIONS
- RE. AS 2 FOR BATHROOM PLANS
- DESIGNATED UNITS SHALL BE EQUIPPED FOR THE SENSORY IMPAIRED, PER THE UNIFORM FEDERAL ACCESSIBILITY STANDARDS (IFAS) SECTIONS 4.28 & 4.29
- RE. AS 2 FOR WET ROOM DETAIL AT THE RATED PARTITION
- FOUR SPECIFIC

UNIT RCP NOTES

- CENTER LIGHT FIXTURES IN CENTER OF ROOM UNO
- SOFFIT DIMENSIONS ARE TO FINISHED FACE OF GYP. BOARD
- CEILING SURFACES SHALL BE THE UNDERSIDE OF THE FLOOR-CEILING ASSEMBLY, UNO
- MOUNTED LIGHT TO BE CENTERED OVER SINK, AND RECESSED CAN LIGHT TO BE CENTERED OVER TUB SHOWER ENCLOSURE

UNIT FINISH NOTES

- REFER TO SHEET SERIES A6.10 FOR FINISH SCHEDULES AND LEGENDS
- PROVIDE FLOOR TILE C-12 AT TYPE A UNIT BATHROOMS ONLY, PROVIDE WATER PROOFING MEMBRANE AND ANTI FRACTURE MEMBRANE UNDER TILE
- RE. AS 20 FOR COUNTERTOP EDGE DETAILS
- KITCHEN COUNTERTOPS SHALL BE S5-10
- EXPOSED SIDES AND BACKS OF CABINETS SHALL BE FINISHED PANELS
- KITCHEN BASE CABINETS SHALL BE CAB-10, UPPER CABINETS SHALL BE CAB-11 UNO
- THE INTERIOR SIDE OF ENTRY DOORS SHALL BE PAINTED THE SAME AS THE EXTERIOR, RE. A6.01 - A6.03 FOR PAINT COLORS
- UNIT WALLS AND CEILING TO BE PAINTED P-10, UNO
- WALLS TO RECEIVE WALL BASE, B-10
- ALL GROUT TO BE SCALED
- PROVIDE 3X3" COLOR SAMPLE ON ONE WALL FOR ALL PAINTS SPECIFIED FOR OWNER AND ARCHITECT APPROVAL PRIOR TO PAINTING
- VERIFY FINISHING BASE TO BE AT SAME ELEVATION WHERE DISSIMILAR FLOOR MATERIALS MEET



UNIT 1.2 @ LVL 2-4

Keithler, Austin E. - BAZ Administrator II

From: Peter Gage <peterlgage@gmail.com>
Sent: Monday, July 13, 2020 4:48 PM
To: BOA Contact
Subject: [EXTERNAL] Charity House Application

BOARD OF ADJUSTMENT	
CASE No.	32-20
DATE	7/14/20
EXHIBIT No.	16

TO: the Board of Adjustments
RE: Charity House Zoning Application at 3020 Welton Street
FROM: Peter Gage at 3033 Welton St.

I live across the street from the property in question. After listening to Blue Line Development and the community presentation, I am tentatively supportive of the project if the Welton Corridor RNO can approve a Good Neighbor Agreement with Charity House.

I believe that Charity House is asking for significant accommodation from the city and the neighborhood in asking for a variance for the allotted parking spaces, and that this building should only move forward if there is a commitment from the project that an agreement with the neighbors is finalized.

I have a list of items for discussion on the Good Neighbor Agreement that will be reviewed with the Welton Corridor RNO and presented to Charity House. I do hope that Charity House and the neighborhood can come to an understanding after which the Board of Adjustments could grant the variance. However if the variance is granted first, I would like a firm commitment from Charity House that they will work on a Good Neighbor Agreement in good faith.

Thank you,
Peter Gage