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August 9, 2023

**Response: August 31<sup>st</sup>, 2023**

Dayna Ashley-Oehm  
Aurora Housing Authority  
2280 S Xanadu Way  
Aurora, CO 80014

**Re: Initial Submission Review – Potomac Campus Aurora Housing Authority – Site Plan**  
Application Number: **DA-2322-02**  
Case Numbers: **2023-4013-00**

Dear Ms. Ashley-Oehm:

Thank you for your initial submission, which we started to process on July 17, 2023. We have reviewed your plans and attached our comments along with this cover letter. The first section of our review highlights our major comments. The following sections contain more specific comments, including those received from other city departments and community members.

Since several important issues remain, you will need to make another submission. Please revise your previous work and send us a new submission on or before August 31, 2023.

Note that all our comments are numbered. When you resubmit, include a cover letter specifically responding to each item. The Planning Department reserves the right to reject any resubmissions that fail to address these items. If you have made any other changes to your documents other than those requested, be sure to also list them specifically in your letter.

As always, if you have any comments or concerns, please let me know. I may be reached at 303-739-7450 or [efuselie@auroragov.org](mailto:efuselie@auroragov.org).

Sincerely,

Liz Fuselir, Planer II  
City of Aurora Planning Department

cc: Julie M. Eck, Davis Partnership Architects 2301 Blake St Suite 100, Denver, CO 80205  
Jacob Cox, ODA  
Filed: K:\SDA\2322-02Rev1



## *Initial Submission Review*

### **SUMMARY OF KEY COMMENTS FROM ALL DEPARTMENTS**

- External Referral Letter (Planning)
- Data Block Items (Planning)
- Title Block (Planning)
- Phasing Plan (Planning)
- Elevation Comments (Planning)
- Exterior Visual Interest (Planning)
- Lighting (Planning)
- Readability of Charts (Landscaping)
- Master Site Plan Requirements (Landscaping)
- Turning Radii (Public Works)
- Crosswalk Installation (Fire/Life Safety)
- Dimension Parking Spaces (Fire/Life Safety)
- FDC/Knox Box Locations (Fire/Life Safety)
- Preliminary Drainage Report (Aurora Water)
- Tree Mitigation (Forestry)
- Contract Real Property Directly (Real Property)
- PSCO Comment Letter (External Agencies)

### **PLANNING DEPARTMENT COMMENTS**

#### **1. Community Questions, Comments, and Concerns**

1A. Please Respond to the Public Service CO Letter within the Letter of Introduction with your next submittal.

**RESPONSE:** Xcel Energy comments were added to the LOI.

#### **2. Completeness and Clarity of the Application**

2A. Please provide a discussion in the Letter of Introduction on how the requirements of the Master Site Plan's phasing plan and this site plan are being met.

**RESPONSE:** The campus phasing has been added to the site plan context map. In addition, it is described in further detail in the Letter of Introduction.

2B. Letter of Introduction refers to EV charging spaces. Please include in data block and show on site Plan.

**RESPONSE:** EV Charging spaces have been added to the data block.

2C. Please see additional comments within the LOI.

**RESPONSE:** We did not see additional comments for the LOI, but have added further detail regarding the adjustment request and the tree mitigation and overall phasing.

2D. Adjustment not variance request. Please change to reflect current code.

**RESPONSE:** We have changed all references to Adjustments.

2E. Title Block: Add-"With Adjustments"

**RESPONSE:** Title block has been updated to add "With Adjustments"

2F. Vicinity Map-Add additional street names for better context.

**RESPONSE:** Additional street names have been added to the vicinity map.



2G. Add open space requirement coverage. Separate out the patio amount/percentage.

**RESPONSE:** Open space requirement coverage has been added to the data block, the patio has been separated from the open space number.

2H. Remove zero before the number for consistency throughout the plan set.

**RESPONSE:** zero has been removed from the sheets for consistency.

2I. Enlarge the site plan to fill the sheet.

**RESPONSE:** Site plan is currently at 1:20 through the set. Any larger for the site plan and it does not fit on the sheet.

2J. ADA path is difficult to locate. Please make the symbol darker.

**RESPONSE:** ADA path has been revised for better visibility on plan.

2K. Label as detention.

**RESPONSE:** Detention has been labelled.

2L. Show fencing and gating in elevations.

**RESPONSE:** Fencing and gate elevations are shown on detail sheet.

2M. Show elevations of seat wall/dimension.

**RESPONSE:** Site wall elevation has been added to sheet. Length of wall has been dimensioned on site plan.

2N. Please label the front entrance of the building.

**RESPONSE:** Front entrance of building has been labelled.

### **3. Streets and Pedestrian Comments**

3A. Show bike infrastructure/lane on Potomac Street.

**RESPONSE:** Bike lane is shown on Potomac Street.

3B. There is no sidewalk segment along the entrance/pond (North side) from Potomac Street into the development.  
Please confirm there is no expectation of a sidewalk at this location.

**RESPONSE:** You are correct. There will not be a sidewalk on the north side of the entry drive.

### **4. Parking Comments**

4A. Please highlight or differentiate the parking for this building versus parking for other uses.

**RESPONSE:** line work not included in this Phase has been screened back which makes this phase more readable, as well as dimensions added to parking.

4B. Please dimension all sidewalks and parking spaces.

**RESPONSE:** All sidewalks and parking spaces have been dimensioned.

4C. Where will the EV spaces be located? Please show on the site plan.

**RESPONSE:** EV spaces have been located on plan.

### **5. Architectural and Urban Design Comments**

5A. Please provide an elevation of the privacy wall with the next submission. Material, color, and height.

**RESPONSE:** Privacy wall is now shown on the elevations.

5B. Sheet 6-Consider adding another window in this space for symmetry.

**RESPONSE:** A window has been added where indicated



5C. Confirm colors with the next submission.

**RESPONSE:** Colors have been added to Material Legend on sheets

5D. Please review Table 4.8-6 in the UDO and provide an explanation in the Letter of Introduction on how exterior materials are meeting the code.

**RESPONSE:** This information has been added to the Zoning Compliance Legend on the elevation sheets as well as the Letter of Introduction.

5E. What is masonry %? What percentage of metal paneling is used?

**RESPONSE:** Masonry % = 24.3%; Metal Panel % = 16.2%; Stucco % = 16.1%

5F. Consider a different color that may be more in line with the cooler tones of the other products.

**RESPONSE:** In reviewing our color samples and planned materials for the other building on the campus, it is our opinion that the blue teal paint harmonizes well with the gray brick tones, white board and batten as well as the dark gray metal panel.

5G. Sheet 7-Consider adding some additional visual interest.

**RESPONSE:** WS\_MAS1b brick will have horizontal alternating courses protruding 3/4" to add visual interest and texture to these areas

5H. Sheet 8-please add some visual interest to this base section.

**RESPONSE:** WS\_MAS1b brick will have horizontal alternating courses protruding 3/4" to add visual interest and texture to these areas

5I. Please add some visual interest to this base section. Perhaps a mixture of different brick colors to avoid a back of-the-house look.

**RESPONSE:** WS\_MAS1b brick will have horizontal alternating courses protruding 3/4" to add visual interest and texture to these areas

5J. Sheet 9- please add some visual interest to this base section. Perhaps a mixture of different brick colors?

**RESPONSE:** WS\_MAS1b brick will have horizontal alternating courses protruding 3/4" to add visual interest and texture to these areas

5K. Sheet 10- Please label lighting heights with the next submission.

**RESPONSE:** This request has been addressed Wall mounted lighting fixtures also added..

5L. The lighting needs to be a full cutoff. Where will these be located?

**RESPONSE:** The W1A, W2A, and W2B are full cutoff with a 0 uplight rating. See architectural elevations for location on building.

5M. Sheet 11- It is difficult to understand where the 2 different fencing types will be located. Please clarify on the site plan sheet with the next submittal.

**RESPONSE:** Fencing has been modified to be one single style. Refer to detail sheet for elevation.

5N. Show the exterior sides of the trash enclosure and add visual interest with the next submittal.

**RESPONSE:** Exterior side of trash enclosure elevation has been added to the detail sheet. Visual interest has been achieved through the offset of the brick coursing to match the building.

## **6. Signage & Lighting Comments**

6A. There is no proposed signage for the building. Please confirm.



RESPONSE: Signage areas are shown as rectangles at this time with approximate signage areas. Final signage is to be determined.

6B. Will there be any monument signage? If so, please show on site plan.

RESPONSE: There is no monument signage for this building. There will be 1 overall campus monument sign that is shown in the ISP package.

**7. Landscaping Issues (Kelly Bish / 303-739-7189 / [kbish@auroragov.org](mailto:kbish@auroragov.org) / Comments in bright teal)**

7A. Sheet 6-Add the proposed fence symbology to the legend and make sure it is legible on the plan set.

RESPONSE: Proposed fence has been added to the legend.

7B. Turn the interior of the building off.

RESPONSE: Interior of building has been turned off.

7C. Do not hatch the shrub beds to indicate mulch. Just handle it with a note.

RESPONSE: Shrub hatch has been removed from plans.

7D. Gray back or turn off the hatching for the specialty paving. The actual landscape concept is hard to read due to a combination of the scale of the drawing and the hatching. The different surface types are already included and called out on Sheet 3, the Site Plan. They do not need to be included here.

RESPONSE: Specialty paving hatch has been turned off for drawing clarity.

7E. A parking lot tree is required at the ends of rows of parking. Is it possible to consider an alternative to the sidewalk connection to the street?

RESPONSE: Alternate sidewalk configuration is not possible due to multiple reasons. If the walk is shifted as drawn in the mark ups it will be too close to the signal along Potomac Street. It will also be moving into a slope and would require the construction of retaining walls. This walk is also designed as is to be part of the detention access.

7F. According to the Master Plan all deciduous trees are to be 2.5" caliper.

RESPONSE: All deciduous trees have been revised to be 2.5" caliper.

7G. The legend indicates that one mulch type is proposed. This note states wood mulch and two types of rock mulch. Please just update this note to list the anticipated places the different mulch types will be used in the landscape concept.

RESPONSE: Note has been revised to reflect the one mulch type on site.

**8. Addressing (Phil Turner / 303-739-7357 / [pcturner@auroragov.org](mailto:pcturner@auroragov.org))**

8A. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

RESPONSE: Comment Noted, we will include these once we have received the second round of comments and the first round of the AHMR (DA-2322-03) to ensure we have no major changes to the project.

**REFFERAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES**

**9. Civil Engineering (Kendra Hanagami / 303-739-7295 / [KHanagam@auroragov.org](mailto:KHanagam@auroragov.org) / Comments in green)**

9A. Cover Sheet- Should this be 1, per the subdivision plat? Please revise if so.

RESPONSE: Filing no 2 is correct. The Filing no 2 Plat will be recorded before the Site Plan is approved.

9B. Sheet 2- Label Potomac St classification, typ. (all sheets).



**RESPONSE: Added**

9C. Sheet 3- Please label private turn around radii. Per Section 4.04.1.06 dead-end streets (public or private) shall have a turnaround at the end within a minimum property line radius of 58 feet and a minimum flow line radius of 48 feet. Please also extend the public access easement to include the full turnaround.

**RESPONSE: This is not a public or private street. This is a parking lot with a drop off. Life Safety has confirmed that this is not a turn around for emergency vehicles as it is less than 150' from the loop drive.**

9D. Advisory comment: This cannot be the ADA route, because of these stairs.

**RESPONSE: Agreed.**

9E. Please add the following note on this sheet: "Proposed street light locations are conceptual. Final locations will be determined with photometric analysis submitted with the street lighting plans in the civil plan submittal."

**RESPONSE: Note added on the Site Plan.**

9F. Please provide lighter linetypes and linework for phases that are outside of the scope of this site plan, typ. ALL.

**RESPONSE: Comment noted and linework adjusted.**

9G. Sheet 4- Add an asterisk or callout to note (i.e. See Note 1 callout) stating something like: "These improvements are a requirement prior to Certificate of Occupancy for this phase and are included as part of the Infrastructure Site Plan, DA 2322-01, RSN 1721007 for this site." Please verify the DA and RSN numbers.

**RESPONSE: Call out added and reference notes 1 and 5 on this sheet.**

9H. Sheet 14- Per the table for Short-Arm Luminaire Requirements, in Section 4.10.4.07.1, the pedestrian luminaire mounting height shall be 14'.

**RESPONSE: Comment Noted.**

**10. Traffic Engineering (Dean Kaiser / 303-739-7584/ [DJKaiser@auroragov.org](mailto:DJKaiser@auroragov.org)/ Comments in amber)**

10A. Sheet 3-Identify crosswalk installation.

**RESPONSE: Crosswalk installation has been identified.**

10B. Call out parking stall sizing and pavement markings.

**RESPONSE: Parking Stall sizing and pavement markings have been called out on site plan.**

10C. Sheet 6-Tree will cause significant blockage of pedestrian vs motorist sight visual, any option to relocate tree would be beneficial.

**RESPONSE: There is limited locations for this tree to move to due to the fire hydrant location and the requirement to have a tree in every parking island. We have selected a smaller canopy tree and relocated it slightly so canopy will not block the drive lane.**

**11. Fire/Life Safety (Steve Kirchner / 303-739-7489 / [stkirchn@auroragov.org](mailto:stkirchn@auroragov.org) / Comments in blue)**

11A. Site Plan Comments

**11B. Sheet 1**

- Remove this note.  
**RESPONSE: Note has been removed from Cover Sheet**
- Replace note 9 with the one below.  
**RESPONSE: Note has been replaced**
- Replace note 4 with the one provided to the right.  
**RESPONSE: Note has been replaced**
- Add these notes.  
**RESPONSE: Note has been added to the cover sheet**



- Please add the 2021 ICC for code year and list the construction type in the data block.  
**RESPONSE: 2021 ICC for code year and construction type has been added to the data block.**
- What is the total square footage of this building?  
**RESPONSE: Total square footage of building has been added to the data block.**

#### 11C. Sheet 2

- Off-site fire lane dedication will be needed to interconnect to the existing fire lane of the north or south property. Standard width is 23'.  
**RESPONSE: The fire lane is part of the ISP submittal and further detail will be included in that package as needed. As agreed upon during the master plan phase it was determined that two points of access are not needed. The master plan caps the allowed development size to under the trigger of a second access point.**
- Show fire lane easements on abutting sites.  
**RESPONSE: This is part of the plat and the ISP submittal.**
- Use the examples provided to show an Emergency Access gate with adjacent property. The details of the actual gate to be installed must be shown on detail page.  
**RESPONSE: There is not an access gate to the adjacent properties.**
- Place a sign here that states the Fire lane ends 110 feet. No turnaround.  
**RESPONSE: Shown on the plans and is part of the ISP package for further details.**
- Place a sign here that states End of the fire lane.  
**RESPONSE: Shown on the plans. The fire lane is part of the ISP submittal and further detail will be included in that package as needed.**
- Provide a narrative of the different phases that addresses the information provided to the right.  
**RESPONSE: This has been included in the LOI.**
- The entire fire lane, looped water supply, and fire hydrants need to be shown in the first phase of construction.  
**RESPONSE: These are part of the ISP package and will be constructed first. We have added an overall Utility plan for reference.**
- A phasing plan must be provided with the Planning Departments Site Plan and the Public Works Departments  
**RESPONSE: We have shown the phasing and added a description of the phases to the submittal set.**
- Civil Plans submittal. The details and descriptions of the phasing plan reflected on both the site plan and civil plans must match.  
**RESPONSE: Noted.**
- Off-Site Improvements. The phasing plan must reflect two distinct points of emergency access to the overall site. The developer is responsible for the construction of any off-site roadway(s) or crossings needed to facilitate emergency apparatus access to the overall site.  
**RESPONSE: As agreed upon during the master plan phase it was determined that two points of access are not needed. The master plan caps the allowed development size to under the trigger of a second access point.**
- Prior to the issuance of the first certificate of occupancy each phase of construction must have the required number of emergency access points and approved water supply.  
**RESPONSE: understood.**
- Looped road needs to be a 26' fire lane easement.  
**RESPONSE: The fire lane meets this requirement and is part of the ISP submittal.**

#### 11D. Sheet 3

- Show and label all fire lane easements on this sheet.  
**RESPONSE: All fire lane easements have been labelled on site plan.**
- Show location of Knox box at main entrance.  
**RESPONSE: Knox box location has been labelled on the site plan.**





- If this is a secured gate, a knox box will need to be provided.  
**RESPONSE: Knox box location has been labelled on the site plan. The pedestrian gates are not secured.**
- Provide detail of gate to be installed on detail sheet. Include information provided in example.  
**RESPONSE: Gate detail has been added to the detail sheet. The pedestrian gates are not secured. There is no fire lane gate installed as fire access to adjacent properties were determined not needed as part of the approval for the AUMHC Safety Net Campus Master Plan. The amount of development is capped so additional access is not required.**
- Relocate FDC to this position.  
**RESPONSE: FDC has been relocated.**
- Will there be electric vehicle parking on this site?  
**RESPONSE: EV parking stations have been added to site plan.**
- Accessible route needs to show which entrance(s) they serve and extend to the end of the accessible parking loading aisles. See notes provided.  
**RESPONSE: Accessible routes are shown on site plan.**

#### 11E. Sheet 4

- Provide fire lane sign stating end of fire lane at this location.  
**RESPONSE: Call out added to signage.**
- Shaded section of fire lane easement can be removed.  
**RESPONSE: Noted. There is no harm leaving this additional 14 feet of fire lane. As such, we will keep it as it is.**

#### 11F. Sheet 5

- Show connections with existing water lines to meet looped water line requirement.  
**RESPONSE: An Overall Utility Schematic for the Overall Development has been added to the plan set. Ref: Sheet 6.**
- Provide a utility sheet of the entire site.  
**RESPONSE: An Overall Utility Schematic for the Overall Development has been added to the plan set. Ref: Sheet 6.**
- Show and label FDC using the following example: FDC w/app'd lockable Knox Caps.  
**RESPONSE: Call out added.**
- Please include symbol and label within the legend.  
**RESPONSE: Symbol and label added to the plan and legend.**
- Show and label Knox boxes, fire riser room, and FDC using the descriptions provided above.  
**RESPONSE: Labels have been added.**
- Show and label all hydrants as existing or proposed. Provide information requested above.  
**RESPONSE: All hydrants are part of the Infrastructure Site Plan and labeled as by others.**
- Show and label fire riser room.  
**RESPONSE: Fire riser room has been labeled.**
- Provide a looped water line around the site.  
**RESPONSE: It is. An Overall Utility Schematic for the Overall Development has been added to the plan set showing the loop. Ref: Sheet 6.**

#### 11G. Sheet 6

- Show riser room, FDC, Knox boxes .  
**RESPONSE: Riser room, FDC, and Knox box has been labelled on plan.**
- Provide a 3' wide concrete path to the FDC.  
**RESPONSE: 3' wide concrete path to the FDC has been added to the site plan.**
- Provide a concrete walkway for access to FDC from street.  
**RESPONSE: 3' wide concrete path to the FDC has been added to the site plan.**





**11I. Sheet 8**

- Show location of Knox box and main entrance. Use information provided to show mounting location.

**RESPONSE:** Knox box location is shown and labeled

**11J. Sheet 10**

- Show and label relocated FDC.

**RESPONSE:** FDC is shown and labeled

- Show and label fire riser room and Knox box.

**RESPONSE:** Fire riser room and knox box shown and labeled

**11K. Sheet 13**

- Add these details.

**RESPONSE:** Details have been added to the sheet, However the condition at the Accessible parking spaces is a flush curb and not a curb ramp, therefore those proposed details are not needed. Label has been added to site plan to call out flush curb condition.

**11L. Sheet 14**

- Show accessible route on photometric plan.

**RESPONSE:** Accessible route is shown on the plans.

**12. Aurora Water (Daniel Pershing / 303-739-7490 / [ddpershi@auroragov.org](mailto:ddpershi@auroragov.org) / Comments in red)**

12A. The site plan will not be approved by Aurora Water until the preliminary drainage report is approved.

**RESPONSE:** Comment noted.

12B. Please provide EDN or RSN to reference existing plans.

**RESPONSE:** The Infrastructure Site Plan has not been approved yet. The RSN number has been added.

12C. Sheet 5-Clearly delineate utilities proposed with this site plan versus existing utilities installed.

**RESPONSE:** Everything noted (by others) on the plans are part of the Infrastructure. All of the utility lines within the lot are proposed with the exception of the Fire Service Line. It will be constructed with the Infrastructure for the development. The water service line for the building will be part of this package.

12D. Dimension width of easement for meter.

**RESPONSE:** It is dimensioned at 16'.

**13. Forestry (Rebecca Lamphear / 303-739-7177 / [RLamphea@auroragov.org](mailto:RLamphea@auroragov.org) / Comments in purple)**

13A. There are trees impacted by this project. Due to the location, size, and condition of trees on the site, relocation is not an option. Tree mitigation is always above and beyond the Landscape Code requirements. Any tree that is removed from this site will either require replacement within the landscape or be mitigated through payment to the Community Tree Fund. .

**RESPONSE:** As part of the demolition and the AUMHC Safety Net Campus Master Plan a tree inventory and appraisal were provided that noted campus wide trees that were removed, including their mitigation inches. Each subsequent site plan submittal provides a chart of the required mitigation, the tree count provided above the code required tree count, and a new mitigation number after the subtraction of the tree caliper provided. As each site plan is submitted, the calculations will be updated in a comprehensive chart and the mitigation map will be included in the site plan for reference. At the end of the campus approved site plans a cash in lieu can be determined for the campus.

13B. As discussed, tree mitigation will be addressed for each site plan submitted within the ISP. Please show and label all existing trees on a separate sheet called Tree Mitigation Plan and indicate which existing trees will



be preserved or removed. There will be a running total of required tree mitigation within the ISP. Please included a tree mitigation chart which includes trees to be removed and that will be planted for mitigation. This should be included on the Tree Mitigation Plan.

**RESPONSE:** Tree mitigation plan has been added to the set and this chart has been added to the plan.

13C. Any trees that are preserved on the site during construction activities shall follow the standard details for Tree Protection per the current Parks, Recreation & Open Space Dedication and Development Criteria manual. The Tree Protection notes shall be included on the plan. The link for the manual can be found at:

<https://auroraver2.hosted.civicle.com/cms/One.aspx?portalId=16242704&pageId=16529352>.

**RESPONSE:** Tree protection notes have been added to sheet 8 – Landscape notes and Schedules

14. **PROS (Curtis Bish / 303-739-7131 / [cbish@auroragov.org](mailto:cbish@auroragov.org) / Comments in mauve)**

14A. Approved.

**RESPONSE:** Approval noted.

15. **Land Development Services (Maurice Brooks / 303-739-7294 / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / Comments in magenta)**

15A. Please contact the reviewer directly for any and all comments prior to the next submittal.

**RESPONSE:** Communication with Maurice Brooks resulted in comments were picked up by other departments and if we address those comments we are addressing his concerns.



June 30, 2023  
Revised August 31, 2023

**Re: Aurora Housing Authority – Potomac Campus Housing Letter of Introduction**

**Project Name:** AHA – Potomac Campus Housing (AHA-PCH) DA-2322-02

**Owner Contact/Applicant:**

Dayna Ashley-Oehm, Housing Development Director  
Aurora Housing Authority  
[dashleyoehm@aurorahousing.org](mailto:dashleyoehm@aurorahousing.org)  
(720) 251-2068

**Consultants:**

**Entitlement/Landscape Architect/Applicant Representative:**

Julie M. Meenan Eck, Associate Principal  
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2901 Blake Street, Suite 100  
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**PROJECT DESCRIPTION:**

This project is identified as the third phase of a 3 phase AUMHC Safety Net Campus Master Plan that was approved by the Planning Commission on April 12, 2023. This project is a 43-unit Multifamily Residential Building to be located at 1290 South Potomac Street in Aurora. It is located on the Potomac Care Campus where an acute care mental health facility and community health clinic will also be built. The approved master plan breaks the site into 3 development phases as follows:

PHASE 1: DEVELOPMENT OF PLANNING AREA 1 WHICH INCLUDES THE OVERALL SITE INFRASTRUCTURE AND AMHR BUILDING DEVELOPMENT. PLANNING AREA 1 HAS BEEN DIVIDED INTO AN ISP (DA-2322-01) AND AMHR SITE PLAN (DA-2322-03)

Phase 1 ISP includes the following information per the approved master plan:

- SITE ENTRANCE AND FIRE LANE AND LOOP ROAD THROUGH DEVELOPMENT
- POTOMAC STREET SIDEWALK IMPROVEMENTS
- SIDEWALK ACCESS INTO SITE
- PERIMETER LANDSCAPING ENTIRE DEVELOPMENT
- STORMWATER DETENTION FACILITIES AND STORM SEWER TO SERVE THE DEVELOPMENT
- WATER MAIN CONSTRUCTION
- SANITARY SEWER MAIN CONSTRUCTION

Phase 1 AMHR includes the following information per the master plan:

- COMMON QUAD/COURTYARD AMENITY AREA
- PARKING AND BUILDING FOR PLANNING AREA 1

#### PHASE 2: DEVELOPMENT OF PLANNING AREA 2 (Future)

- PARKING AND BUILDING PLANNING AREA 2
- WATER AND SANITARY SEWER SERVICES TO SERVE THE PROPOSED BUILDING
- STORM SEWER EXTENSION TO SERVE THE PARKING LOT EAST OF THE PROPOSED BUILDING

#### PHASE 3: DEVELOPMENT OF PLANNING AREA 3

Phase 3 AHA-PCH (DA-2322-02) includes the following information per the approved master plan:

- PARKING AND BUILDING FOR PLANNING AREA 3
- AMENITY AREAS FOR PROPOSED BUILDING
- WATER AND SANITARY SEWER SERVICES TO SERVE THE PROPOSED BUILDING

The Phase 3 project is supportive housing, based on the housing first model and targets chronically homeless individuals. Due to the nature and history of the residents, the project is required to be safe and protective, yet light, bright, and open, with direct access to nature. The design should create a healing and nurturing environment following the principles of Trauma informed design (TID). See following section on TID for further information.

The use of wider than typical hallways with views to the exterior, giving space to meet, talk and contemplate is one of the multiple design strategies to create a healing environment.

There shall be 4 stories of type V-A residential construction. Surface parking for 27 vehicles is located to the West, North, and East of the building adjacent to the site. 10% are required by CHFA to be EV Ready, therefore, 3 onsite parking spaces are required

but 4 are provided on the site plan. 45 parking spaces are required by code. The remaining 18 spaces will be shared campus wide when full build out is completed. There are 7 additional spaces being constructed in the northwest corner that can be used for this site as well. The Site Plan consists of an amendment request for the remaining 11 spaces to be constructed with the Aurora Mental Health and Recover building project, Phase 1 of the master plan and the future Phase 3 site. The adjustment is described further below.

The main pedestrian entry will be located on the South side of the building.

Demolition of an existing building is under a separate demolition permit that is already secured. There are design guidelines for the campus as part of the master plan with Aurora Mental Health & Recovery serving as review for a consistent campus feel. The AHA – PCH will adhere to the guidelines with approvals from AMHR. Landscaping will adhere to the building perimeter landscaping, as buffer locations are handled through the infrastructure site plan phase 1A development on the outer edges of the overall master plan property. Any further tree mitigation identified as part of this specific lot will be identified as part of this site plan, however Phase 1B will include the site tree mitigation for the overall campus.

#### Tree Mitigation

As part of the demolition and the AUMHC Safety Net Campus Master Plan a tree inventory and appraisal were provided that noted campus wide trees that were removed, including their mitigation inches. Each subsequent site plan submittal provides a chart of the required mitigation, the tree count provided above the code required tree count, and a new mitigation number after the subtraction of the tree caliper provided. As each site plan is submitted, the calculations will be updated in a comprehensive chart and the mitigation map will be included in the site plan for reference. At the end of the campus approved site plans a cash in lieu can be determined for the campus.

#### Xcel Energy:

Natural gas and underground electrical distribution facilities along the north and west property lines will go through all applications and coordination with Xcel Energy as part of the ISP submittal. All new natural gas or electrical service will be addressed with each individual application as required.

#### Project Program

##### Project Size

- 37,663 square foot residential building on slab on grade.
- 1<sup>st</sup> Floor: 10,450SF; consists of lobby/reception with administration and office areas, community room, wellness room, 4 dwelling units and rooms for primary building services. The safe courtyard is also located on this level (fully enclosed, open to the sky, outdoor courtyard)
- 2<sup>nd</sup> Floor: 9,071 SF; consists of 13 residential units, Laundry, Elec, and Storage Rooms.
- 3<sup>rd</sup> Floor: 9,071 SF; consists of 13 residential units, Laundry, Elec, and Storage Rooms.

- 4<sup>th</sup> Floor: 9,071 SF; consists of 13 residential units, Laundry, Elec, and Storage Rooms.

#### Site Program

- 28,819 SF (0.68 AC) Site
- Planning Area 3 will construct 27 spaces and do a parking share for the remainder 19 spaces required by zoning for a total of 46 parking spaces.
- Planning area 3 will drain to campus on site detention pond with water quality.
- Fence around south facing portion of building; see landscape plans for scope.
- The South Courtyard includes raised planting beds, a sodded lawn, hardscape plaza with site furnishings and therapy garden with seating.

#### **TRAUMA INFORMED DESIGN:**

##### Principles of Trauma Informed Design:

- De-institutionalization
  - homelike – may not always be aesthetic, can be a feeling
- Open Sight Lines
- Create Sense of Community
- Fluid And Open Spaces
- Look and Feel Open but at the same time be Secure
- Colorful
- Maximize Daylight
- Access to Nature – Physical and Visual
- Nothing to Create Feeling of Confinement
- Clear Circulation and Wayfinding
- Mix Of Seating – Variety of Arrangements
- Variety of Space Types and Feelings
- Accommodate Individuals, Small Groups and Large Groups
- Spaces that are Conducive to Autonomy and Spontaneity
- The Housing First Model

The project is incorporating principles of Trauma Informed Design (TID) for the Campus, the Building, and the Site.

Campus – This is a safety net campus consisting of 3 buildings Aurora Mental Health and Recovery Center, the Potomac Campus Housing and future Health clinics to help support those specific needs of individuals. All the buildings front a central green way to provide clear and safe pedestrian access, while the loop road provides vehicle and service access. The single point campus entrance from S. Potomac Street provides a level of safety for the users and visitors to the campus. (See Diagram 1 below)

Site (specific to the House project area) – The main building entrance faces south to the open healing and wellness gardens, while also gesturing towards S. Potomac St to the west. The front porch creates a homelike feel to the project but wraps to the west to give the building a more focused and residential presence towards S. Potomac St and campus entrance. (See Diagram 1 and 2 below)

Building – The heart of the building is the reception desk area that is staffed 24/7. Centered on the first floor it allows direct visual access to all egress points of the building. Staff and residents will enter through the main and secondary entrances. The exits at the ends of the hallway are exit only for safety/TID reasons but are full-lite glass doors for natural light and to maintain sightlines in and out of the building. (See Diagram 2 below)

Staff and residential common spaces are all located on the first floor, organized around the reception area, and contain interior windows to facilitate open sightlines to all the spaces. (See Diagram 2 below)

The safe courtyard is a space open to the sky but protected by the walls of the building that surround it. It is directly connected to the community and event rooms but purposely does not have any access/doors to the surrounding site. As people transition from unhoused to housed, the change can be jarring. Evidence supports a safe space open to the weather and sky where residents can sleep and gradually become accommodated to their new living situation. (See Diagram 2 below)

Overall, the building has a boomerang shape as becomes more evident on the 2nd, 3RD, and 4TH floors. The elevator provides access to the center of the floor areas and exit stairs at each end of the hallway. This allows security to peek out of the elevator in both directions to confirm all is safe on the floor without having to traffic up and down the hallways. (See Diagram 3 below)

With Trauma Informed Design as the driver, thoughtful consideration has been given to all aspects of this project in both the macro and micro scales to provide comfortable, safe, and secure spaces to 43 individuals.

#### Building Exterior Materials

Per Table 4.8-6, exterior materials on the project meet requirements of affordable housing by providing 40% combination of stucco and brick. The project has 24.3% brick and 16.1% stucco on the building, which equals a total of 40.4% of net façade area.





DIAGRAM 1

OVERALL CAMPUS SITE PLAN

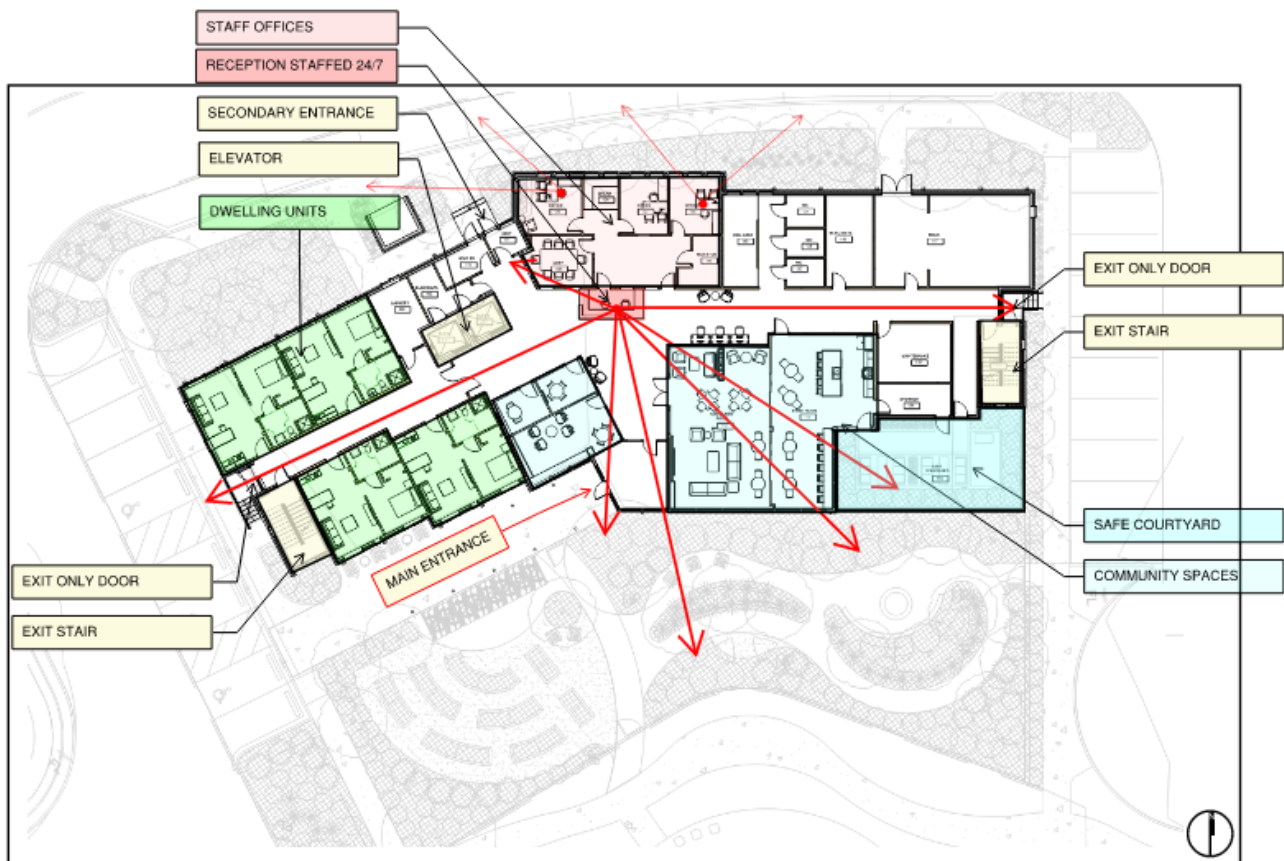


DIAGRAM 2

SIGHTLINES - FIRST FLOOR/SITE PLAN



DIAGRAM 3

SIGHTLINES - FLOOR PLAN FLOORS 2-4

#### GENERAL BUILDING INFORMATION:

Zoning:	MU-OI (PLANNING AREA 3)
Site Area:	0.68 Acres
Building Occupancy:	R-2 with non-separated use B, A-3 and S-2
Construction Type:	V-A with ratings per IBC table 601, fully sprinklered
Number of Stories:	4
Dwelling Units:	43; (per Accessible Guidelines: 5% (3 Units) Type A, remainder Type B)
Building Size:	37,663 sf
AHJ:	City of Aurora
Other Requirements:	National Green Building Standards

#### Applicable Codes:

2021 International Building Code (IBC)  
 2021International Plumbing Code (IPC)  
 2021International Mechanical Code (IMC)  
 2021International Fuel Gas Code

2021 International Fire Code (IFC)  
2021 International Energy Conservation Code (IECC)  
2020 National Electric Code (NEC)

2017 Accessibility ANSI A117.1  
2010 ADA Standards for Accessible Design  
Federal Fair Housing Act Guidelines and Standards

**Adjustment Request:**

Parking: The applicant is requesting an adjustment to the city's Off-street Parking requirement. Off-street parking is required by Section 146-4.6. and based on the information provided, a 43-unit affordable housing development would require 37 spaces, 8 guest spaces and includes a minimum of 2 accessible parking space(s) for a total of 45 spaces. There are 27 spaces provided in this site plan adjacent to the site, 4 of which are accessible. A campus wide shared parking arrangement is planned for the entire AUMHC Safety Net Campus. 7 spaces will be constructed as part of the AMHR Infrastructure Site Plan (DA-2322-01) currently under review and additional spaces will be constructed with the AMHR Site Plan (DA-2322-03). This parking request is to delay the construction of the additional required parking until the AMHR Site Plan is constructed and a shared parking agreement can be established.

This adjustment request to delay construction of the full parking required (45 spaces) and only construct 27 spaces with this site plan. The remaining 18 spaces will be shared campus wide when full build out is completed. There are 7 additional spaces being constructed as part of the ISP in the northwest corner that can be used for this parking as well. Constructing additional spaces outside the project limits will interfere with the construction of the AMHR project and cause unnecessary construction burdens to both Aurora Housing Authority and Aurora Mental Health & Recovery, the property owner.

The Site Plan consists of an amendment request for the remaining 11 spaces to be constructed with the Aurora Mental Health and Recover building project, Phase 1 of the master plan and the future Phase 3 site. There are additional things to consider justifying this request. Although the code states 0.85 cars per unit, an attached parking study provided by Fox Tuttle is provided that national data suggests a parking demand for low-income affordable housing near transit (Florida Station) is closer to 0.29 to 0.43 per unit. We are also seeing reduced numbers in surrounding cities in Colorado for this type of housing. In addition, we are providing double the amount of bike parking required for this project, providing 4 EV Stations, and a series of sidewalk connections from the existing street network bus stops and light rail station into the site. The reality is low-income housing, specifically permanent supportive housing for the chronically homeless individuals, does not generate the need for residence parking, limited visitor parking, and provides parking typically for staff only. Per the parking study, based on local data for similar housing options, it is estimated the project would have an average parking demand of 25, and we are providing 27 adjacent to the site. We are not suggesting reducing the quantity per code at full campus build out but requesting

delaying construction of the remaining 11 parking spaces while demonstrating we believe we have sufficient quantities to cover this delayed approach.

**Operations Plan:**

As a residential building, the hours of operation will be 24-7.

Staffing of the PCH will include:

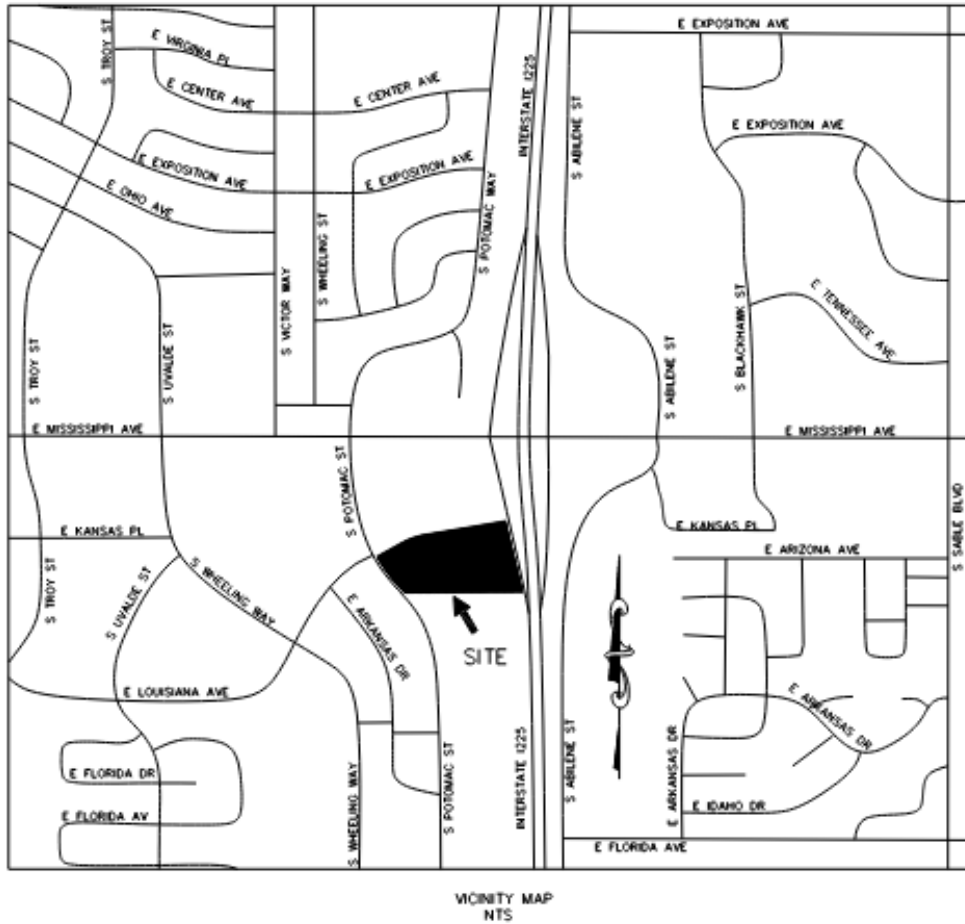
Property Manager	1.0 FTE (8 am – 5 pm, Mon – Fri)
Maintenance staff	1.0 FTE (8 am – 5 pm, Mon – Fri)
Community Builder	1.0 FTE (10 am – 4 pm, Mon – Fri)
Res Svc Coordinator	1.0 FTE (7 am – 7 pm, Mon – Fri)

Contracted Services:

On-site security after business hours and during weekends. (One person)

Contracted cleaning services three times per week (one person) during regular business hours.

**Vicinity Map:**



**Site Plan:**

The site plan is attached to this submittal. The comment response letter and parking report are included in this LOI.

## MEMORANDUM

**To:** Nazan Wolfe, Aurora Mental Health Center  
**From:** Cassie Slade, PE, PTOE  
**Date:** June 30, 2022  
**Project:** Potomac Mental Health Facility and Housing  
**Subject:** Parking Analysis

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The Fox Tuttle Transportation Group has completed a review of the proposed Potomac Mental Health Facility and Housing project with respect to peak parking demand and feasibility of sharing parking spaces with the proposed mix of land uses that will have varied peak parking periods. Potomac Mental Health Facility and Housing is located in Aurora, CO with Potomac Street to the west, I-225 to the east, and Mississippi Avenue to the north, and the I-225 Medical and Business Plaza to the south, as shown to the right. The most current land plan includes 30,000± square feet of space for a medical clinic, 50,000± square feet of space for a behavioral health facility, and up to 40 affordable housing units. This memorandum summarizes our analysis and findings related to parking.



## City of Aurora Requirements

Parking supply for projects within the City of Aurora are based on the guidelines set for in the Unified Development Ordinance (Chapter 146, Section 4.6.3). **Table 1** summarizes the anticipated land use types, sizes and required off-street parking supply rate.

**Table 1. City of Aurora Off-Street Parking Supply Requirements**

Land Use Type	Size	Aurora Code	
		Requirement	Spaces
Medical Clinic	30,000 sq. ft.	2.5 per 1,000 sq. ft.	75
Behavioral Health	50,000 sq. ft.	2.5 per 1,000 sq. ft.	125
Affordable Housing	40 units	0.85 per 1 unit + 1 per 5 units	42
<b>Total</b>			<b>242</b>

Directly applying the City parking rates to the anticipated land use types and sizes equates to a parking supply requirement of 242 spaces.

## Estimated Peak Parking Demand – Medical Facility

One of leading industry parking resources was reviewed within the context of this project and discussed in this memorandum: Institute of Transportation Engineers' (ITE) Parking Generation, 5<sup>th</sup> Edition (2019). ITE publishes parking generation data for various land uses based on numerous studies and empirical data calculating average peak parking demand. For majority of land uses, ITE provides both urban and suburban parking formulas, near and not near rail transit, to predict peak parking demand.

The Potomac Mental Health Facility and Housing is within an urban/suburban environment where rail transit is located within ½ mile walking distance. ITE does not have parking rates for mental health facilities or the specific services that will be provided at the proposed project. Therefore, the parking rate for “ITE 610 – Hospital” was utilized.

Based on discussions with similar existing facilities that provide behavioral health services, patients are usually driven to the site by another person or shuttle service and the driver does not typically park and stay. It is understood that patients have limited visitors as well. Therefore, the parking needs at mental health center is typically for employees that serve and treat the patients.



The applicable ITE rates were multiplied by the square footage to calculate the peak parking demand as shown in **Table 2** (weekday) to estimate the accumulative parking demand for the medical clinic and behavioral health center.

**Table 2. ITE Parking Demand - Weekday**

Land Use Type	Size	ITE		Parking Demand
		Code	Rate	
Medical Clinic / Behavioral Health	80,000 sq. ft.	610	2.25	180

Based on the national parking demand rates, the average parking demand for the Potomac Mental Health Facility was calculated to be 180 spaces. This is 20 fewer spaces than required by the City of Aurora.

### **Estimated Peak Parking Demand – Low-Income Housing**

It is generally agreed that affordable housing generates 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 local field studies conducted at similar projects in Front Range communities. Unfortunately, there is no industry standard for how to reduce typical residential trip generation and parking rates for lower-income residential projects. The reduction of auto trips and parking demand for low-income 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.

### **National Data – Institute of Transportation Engineers**

ITE published a Parking Generation report (5<sup>th</sup> Edition) that summarizes data obtained from research and experience by transportation engineering and planning professionals. This publication contains peak parking demand data and parking rates based on field studies at specific land use categories. The Parking Generation report provides parking demand for “Multifamily Housing (Mid-Rise)” housing type. This residential land use type is defined in ITE as:

*Mid-rise multifamily housing includes apartments, townhouses, and condominiums*

*located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).*

The ITE data for “Multifamily Housing (Mid-Rise)” within ½ mile of a transit station was based on 27 sites which had an average parking demand of 1.12 space per dwelling unit with the lowest demand at 0.55 spaces per dwelling unit. Note that these rates are for market-rate housing projects and not necessarily low-income or workforce housing.

**Applying the ITE average rate of  $P = 1.12x$  for this land use, the housing at the Potomac Mental Health site is anticipated to generate a peak parking demand of 45 parking spaces for 40 apartment units if it were located in a suburban area and be market-rate.**

### ***National Data – LADOT and San Diego***

LADOT Measuring the Miles<sup>1</sup>. 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, low-income and supportive housing was found to have a parking demand between 0.29 to 0.43 per unit depending on the proximity to the transit area. The Potomac Mental Health site is located near the Florida Station that provides light rail and bus services to local and regional destinations, including the airport, downtown Denver, and surrounding communities. Using the LADOT rates for low-income, supportive housing, the **projected parking demand is between 12 to 18 spaces**. This includes parking spaces for residents, visitors, and staff.

The San Diego Affordable Housing Parking Study<sup>2</sup> 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

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<sup>1</sup> LADOT Measuring the Miles Study. Portland State University. 2015.

<sup>2</sup> San Diego Affordable Housing Parking Study. Wilbur Smith Associates. December 2011.

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 Potomac Mental Health site would scores “medium” walkability/transit site per the San Diego study criteria.

Applying the San Diego model for the “studio/1-bed room” housing type, with a “medium” transit and walkability factor, yields the results shown in **Table 3**.

**Table 3: Parking Requirement based on San Diego Affordable Housing Parking Study**

Unit Type	# DU	Parking Type (Rate)	Parking Demand
			“Med” Walkability/ Transit
1-bed	40	Base Rate (0.5)	40 x 0.5 = 20
		Visitor (0.15)	40 x 0.15 = 6
		Staff (0.05)	40 x 0.05 = 2
		<b>Total</b>	<b>28</b>

As shown on **Table 3** above, using the San Diego criteria and incorporating parking spaces for visitors and staff parking, the projected **parking demand is 28 parking spaces**. This would correspond to an effective parking rate of 0.70 spaces per unit for a “medium” walkability/transit housing type. This includes parking spaces for residents, visitors, and staff. These values demonstrate that majority of residents do not own or have access to a vehicle and do not need a parking space.

### ***Local Data – Low-Income Housing***

To further understand the parking demand for the housing portion of Potomac Mental Health site, local data of similar low-income housing properties was collected, evaluated, and applied. Surveys on parking supply, vehicle ownership, property AMI, and parking utilization have been compiled by various sources and at several sites throughout the Front Range.

The local parking utilization data for existing affordable housing complexes is listed in **Table 4** and includes the number of dwelling units, number of parking spaces on-site, number of observed spaces occupied in early morning hours, and the calculated parking demand.

Based on the available local data for similar housing options, it was estimated that the **project is anticipated to have an average parking demand of 25 spaces** to accommodate residents, staff, and visitors [40 units x 0.61].

**Table 4: Local Parking Demand Data at Low-Income Housing**

#	Property Name and City	AMI	Existing Data			Parking Calculations		
			Number of Dwelling Units	Number of Parking Spaces	Occupied Spaces	Supply Ratio	Occupancy Rate	Demand Rate
Broomfield								
1	Village Square Apartment Homes	60%	108	146	86	1.35 /unit	59%	0.80 /unit
Westminster								
2	Walnut Creek	60%	220	374	304	1.70 /unit	81%	1.38 /unit
3	St. Marks Village	60%	216	264	247	1.22 /unit	94%	1.14 /unit
4	Alto at Westminster (Maiker)	50%-60%	70	112	77	1.6 /unit	69%	1.10 /unit
5	Eaton Street Apartments	60%	118	118	74	1 /unit	63%	0.63 /unit
Arvada								
6	Parkview Village	50%	130	133	79	1.02 /unit	59%	0.61 /unit
Lakewood								
7	Lamar Station Crossing	60%	175	102	71	0.58 /unit	70%	0.41 /unit
8	Flats at Two Creeks	30%-60%	78	78	40	1.00 /unit	51%	0.51 /unit
9	40 West	30%-60%	60	60	25	1.00 /unit	42%	0.42 /unit
Pueblo								
10	Mountain View / Uplands Townhomes	50%	51	115	95	2.25 /unit	83%	1.86 /unit
11	Bethlehem Square Apts.	30%-60%	130	157	81	1.21 /unit	52%	0.62 /unit
12	Pueblo Village Apts	30%-60%	128	184	142	1.44 /unit	77%	1.11 /unit
13	Oakshire Trails	60%	45	95	48	2.11 /unit	51%	1.07 /unit
Greeley								
14	Guadalupe Apts Archdiocesan Housing	30%-60%	47	77	20	1.64 /unit	26%	0.43 /unit
Aurora								
15	Second Chance Center: PATH	30%	50	42	21	0.84 /unit	50%	0.42 /unit
Boulder								
16	Attention Homes	30%	40	68	4	1.70 /unit	6%	0.10 /unit
17	Lee Hill	30%	31	14	3	0.45 /unit	21%	0.10 /unit
Denver								
18	CCH: Renaissance West End Flats	30%-60%	101	53	41	0.52 /unit	77%	0.41 /unit
19	CCH: Renaissance Stout Street Lofts	30%-60%	78	102	15	1.31 /unit	15%	0.19 /unit
20	CCH: Renaissance at N. Colorado Station	30%-60%	103	63	17	0.61 /unit	27%	0.17 /unit
21	CCH: Reniassance Riverfront Lofts	30%-60%	100	60	52	0.6 /unit	87%	0.52 /unit
22	CCH: Reniassance Uptown Lofts	30%-60%	98	22	15	0.22 /unit	68%	0.15 /unit
23	Brandon Apartments	30%-60%	103	70	42	0.68 /unit	60%	0.41 /unit
24	Arroyo Village - Workforce	50%	95	78	75	0.82 /unit	96%	0.79 /unit
25	Arroyo Village - The Delores Project	30%	35	8	6	0.23 /unit	75%	0.17 /unit
26	St. Francis Center's Cathedral Square	30%	49	13	2	0.27 /unit	15%	0.04 /unit
			Overall Average			1.06 /unit	58%	0.61 /unit
			Overall AMI <60%			1.15 /unit	64%	0.73 /unit
			Overall AMI <30%			0.70 /unit	33%	0.17 /unit

### Comparison of Parking Data for Housing

**Table 5** summarizes the parking demand rates and calculations based on the city requirements, national studies, and localized studies. Based on the data and characteristics of low-income housing and proximity to transit, it is recommended that the parking supply for the housing on the Potomac Mental Health site be 0.65 space per unit.

**Table 5: Parking Analysis Comparison for Housing**

Source	Parking Rate	Parking Demand
City of Aurora Requirements	0.85 + 0.20	42 spaces
ITE Parking Generation – Market Rate	1.12	45 spaces
LADOT Study – Low-Income	0.43	18 spaces
San Diego Study – Low-Income	0.70	28 spaces
Local Data – Low-Income (Front Range)	0.61	25 spaces
<b>Recommended Parking Supply for Housing</b>	<b>0.65 per unit</b>	<b>26 spaces</b>

### Maximum Parking Demand

In summary, the evaluation based on local and national data estimated that the site will have a maximum parking demand of 206 spaces [26 residential + 180 medical] without reductions for proximity to transit or alternative transportation modes or shared parking. The national and local data is an accumulative parking demand and does not consider the ability for parking spaces to be shared between land uses throughout the day based on the fluctuation in parking needs.

### Shared Parking

The complementary land uses found in mixed-use developments allow for the required number of parking spaces to be reduced. The mix of residential and medical office uses on the Potomac Mental Health site allow for shared parking to occur because most parking spaces are only used part time by an individual user, and the highest parking demand for the two land use types occur at different times of the day. Most land uses have parking demand that accumulates at specific, predictable times of the day and week. It is anticipated that the residential parking spaces will

be mostly utilized during the evening and late-night hours when residents are home for the day. These spaces can be shared with medical office employees, patients, and staff that typically need parking during the daytime when residents are most likely away from home. When business hours are over, then medical parking spaces will not be needed and can be occupied by the residents.

Per the City of Aurora's Unified Development Code:

*A reduction to the required parking may be granted by complying with any one or combination of the parking alternatives listed in this Section provided that the total reduction is not greater than 25 percent below the parking requirements in Section 146-4.6.3.C (Minimum Required Parking), and that the applicant provides a parking analysis and the Planning Director determines that the analysis provides adequate documentation of reduced parking demand and demonstrates that the reduction will not create significant adverse impacts on surrounding properties. Without limiting the generality of the previous sentence, parking alternatives may be applied to vertical mixed-use developments.*

The Potomac Mental Health Facility and Housing project is located within ½ mile walking distance of transit (Florida Station); however, the City does not allow a reduction for sites above ¼ mile away from a transit station. There are other credits that are associated with shared transportation, electrical vehicle charging stations, bicycle parking, on-street parking, shared parking and transportation demand management. Several of the reduction credits cannot be applied to multi-family housing; however, the housing in this project is affordable housing and would benefit significantly from the listed amenities to reduce the need for vehicle ownership or parking. Table 4.6-3 of the Aurora Unified Development Code provides shared reduction factors based on land use types. **Table 6** summarizes the shared parking calculations.



**Table 6. Shared Parking Calculation**

Land Use Classification	City Parking Supply Requirement	City Shared Parking Reduction Factor	Parking Spaces
Medical Clinic/ Behavioral Health	200	1.3	154
Affordable Housing	42	1.0	42
<b>Total Parking Supply with Shared Model</b>			<b>196</b>
<b>Reduction</b>			<b>19%</b>

Land Use Classification	Parking Demand	City Shared Parking Reduction Factor	Parking Spaces
Medical Clinic/ Behavioral Health	180	1.3	139
Affordable Housing	26	1.0	26
<b>Total Parking Supply with Shared Model</b>			<b>165</b>
<b>Reduction</b>			<b>31%</b>

<b>Recommended Parking Supply</b>			<b>182</b>
<b>Reduction</b>			<b>25%</b>

Applying the City’s shared parking percentages to the City’s required parking supply, it was estimated that the project would need to provide 196 parking spaces. If the same methodology is applied to the calculated parking demand, then it is anticipated that the project site will need approximately 165 parking spaces to accommodate the demand. **Since the City will only grant a maximum of 25% reduction, then the total number of parking spaces would be 182 which would accommodate the estimated parking demand with anticipated excess parking spaces.**

## **Summary and Recommendations**

The Potomac Mental Health Facility and Housing project is proposing to construct a medical clinic, behavioral health facility, and affordable housing on property located on the east side of Potomac Street, north of the I-225 Medical and Business Plaza. City of Aurora's Unified Development Code requires 196 parking spaces for this project (baseline with applied shared calculation); however, the parking demand was calculated to be up to 166 spaces (32% reduction). **It is recommended that the allowable 25% reduction be applied to reduce the City's off-street parking requirement, which would equate to 182 parking spaces. Based on the data, analysis, and proposed facility type, it is anticipated this parking supply would adequately accommodate the estimated parking demand for the proposed land uses.**

/CRS