

February 5, 2024

Liz Fuselier  
City of Aurora | Planning Services  
1515 E. Alameda Parkway, Suite 5200  
Aurora, CO 80012

**RE: King's Crossing Village #1633276 | 15660 E. 6<sup>th</sup> Avenue  
Letter of Intent and Conformance**

Dear Liz,

On behalf of Restoration Christian Fellowship and Community Development Partners, we are pleased to submit this Site Plan and Replat application for a new 179-unit affordable housing apartment complex comprised of three, 4-story residential buildings at 15660 E. 6<sup>th</sup> Avenue.

This application has been prepared by the following parties:

**Owner**

Restoration Christian Fellowship  
5660 E 6th Ave,  
Aurora, CO 80011  
Contact: Kotane Gilbert  
[Kotane.gilbert@rcfministries.org](mailto:Kotane.gilbert@rcfministries.org)

**Applicant/ Developer**

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**Architect/ Planner**

Shopworks Architecture  
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**Civil Engineer**

Ware Malcomb  
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**Landscape Architect**

Flow Design Collaborative  
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**Electrical Engineer**

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## PROJECT DESCRIPTION

The subject 9.34-acre property is located at 15660 E. 6<sup>th</sup> Avenue within the MU-C zone district within Subarea A. The site is in an infill location along the 6<sup>th</sup> Avenue corridor, with access to goods and services. According to the Aurora UDO, MU-C is intended to promote sustainable infill redevelopment of older commercial sites, while mitigating the impacts of redevelopment on surrounding areas.

We are proposing to develop three (3), 4-story affordable housing apartment buildings comprised of 179 total units for cost-burdened families, individuals and seniors known as "King's Crossing Village." The vision for King's Crossing Village is to be a "community for all ages" serving seniors, families, and individuals with children, together with intergenerational programming and services for households earning between 30%-80% AMI. According to the *Center for Aging Research and Education*, the benefits of intergenerational housing communities include:

- Building and strengthening a sense of belonging and community.
- Children demonstrate more interactive/cooperative play, with increased empathy and academic performance.
- Intergenerational housing is a model for improving older-adult health by combating loneliness.

This new affordable housing community is the realized vision of the late Pastor Felix Gilbert of Restoration Christian Fellowship. Pastor Felix envisioned this development as an extension of the church's ministry- to serve the church's unhoused neighbors by utilizing the vacant parking lots adjacent to the church's operation center to provide housing and services. Pastor Felix had a deep compassion and personal connection with those in the community experiencing homelessness, as he himself had experienced homelessness as a teenager growing up in the Caribbean. Pastor Felix worked tirelessly to provide safe parking and outdoor spaces for those experiencing homelessness while beginning plans for this affordable housing development. This future community honors his lived experience with homelessness and references a place where he received services and felt safe.

### Site Design

The site is organized with three (3) residential buildings facing two courtyards, with a promenade that leads to the church at the southwestern corner of the site. Building A is the northern building and will be comprised of 1-,2-,3- and 4-bedroom units for families. Building A's amenities include a courtyard with a children's playground, seating, and contemplative spaces.

A "woonerf" provides fire access to all buildings onsite and bisects the two courtyards. The second courtyard anchors Buildings B (east) and C (west), providing an outdoor kitchen and

barbeque area, community gardens, bandstand, seating, and a series of lawns and plazas for passive recreation, lounging and gathering. Terraced walls frame the onsite detention pond which will be landscaped as an amenity. The pond is engineered to connect with a series of rain gardens, moving stormwater west. A dog run with pet waste stations, and a separate “smoker’s hut” will be provided at the southeast corner of the site away from the courtyards.

Building B is comprised of 2- and 3- bedroom units, and Building C is a senior living building comprised entirely of 1-bedroom units. Each building contains a mix of onsite residential amenities that include community lounges, community rooms and fitness areas. A summary of the buildings is captured in the table below:

Building	Use(s)	# of 1-bed	# of 2-bed	# of 3-bed	# of 4-bed	Total # of Residential Units per bldg
A (north)	Family Residential	3	39	20	16	78
B (east)	Family Residential	0	16	34	0	50
C (west)	Senior Residential	51	0	0	0	51
<b>TOTAL</b>						<b>179</b>

We are complying with the parking requirement for affordable housing:

Use	Parking Ratio	# Units or GFA	Total
Affordable Housing	0.85 spaces/ unit	179	153
Affordable Housing	1 space/ 5 units guest parking		36
Total Required Parking Spaces			189
Total Minimum Number of Parking Spaces			189
Total # of Parking Spaces Provided			190

Unlike market-rate multifamily development that is often occupied by unrelated people cohabitating; with each renter (by bedroom) owning a personal vehicle- King’s Crossing Village will be occupied entirely by cost-burdened individuals and families, where it is atypical for non-related persons to occupy a unit, specifically because of the income qualification requirement (joint incomes are attributed to the household), and because full-time students are generally not allowed in LIHTC funded housing which further deters roommate occupancies. This means that on average, affordable housing developments generally park at less than a 1 space per unit (or household) ratio. Additionally, cost-burdened individuals and families who earn 60% AMI or below typically cannot afford more than one vehicle.

## Architecture

The architectural forms and materials for King's Crossing Village are intended to provide an interesting façade with a clear base, middle and cap seen from the neighborhood edges. The 4-story residential buildings will utilize high-quality, durable building materials that will provide a modern and pedestrian-scale design, enhancing the character of the neighborhood. The building design substantially complies with the vertical and horizontal articulation methods as described in Table 4.8-3 and Table 4.8-4 of the Aurora UDO in that a change in material, texture, patterning, or color extends the full height of the primary façade excluding the ground level. There is a change in fenestration pattern and wall notches, breaking up the mass of the buildings. Vertically, there is enhanced architectural detailing, material changes, horizontal offsets, and variation in window sizes.

The buildings will be designed to the National Green Building Standards and will participate in Xcel Energy's Energy Design Assistance Program. Energy conserving attributes include sub-metering of electricity, in-unit electrical consumption monitoring and programmable thermostats. Exterior insulation and window performances will meet International Energy Conservation Code (IECC) 2021 requirements.

As a LIHTC-funded development, this property will be affordable for a minimum of 30 years and subject to a 15-year compliance period. This is the time when the tax credits that have been given to Community Development Partners can be taken away or recaptured if the property fails to comply with LIHTC regulations. This proposed affordable housing development was awarded Low-Income Housing Tax Credits (LIHTC) from the Colorado Housing Finance Authority (CHFA) last year. We will need a building permit in hand by early December 2024.

## ADJUSTMENTS

As part of this site plan application, we are seeking the following adjustments:

1. Section 3.3.2.H- Multifamily dwelling unit structure shall be accessed from a public or private street. Affordable housing structures require one entry with frontage and direct access to the street.

We are seeking this adjustment due to the constraints of the site. The site is served only by 6<sup>th</sup> Avenue, which is a state highway. To maximize the density of the site while providing adequate parking and circulation, we have provided private drives around and within the site.

Per Section 4.8.4 Building Orientation and Spacing for primary structures in all mixed-

use zone districts: Each primary structure shall be arranged so that the primary façade and each façade with a main pedestrian entry, orients onto and provides direct pedestrian access onto b. *a public park, open space or common green* or c. *a plaza or courtyard*. We are complying with Section 4.8.4 in that the primary structures are common green or courtyard facing.

Additionally, the site design provides a 26' fire lane on all sides of the property, which does not create or result an unsafe or underserved site by fire and life-safety.

2. Section 4.7.5 Street Frontage Landscape Buffer.

The site is designed as an urban infill development. This LIHTC awarded project must deliver 179 total units on site. Due to the parking constraints, and stormwater management constraints, we are requesting a waiver from the street frontage landscape buffer requirement. The building will comply with the required ROW section per City code and CDOT standards, providing 15' of landscape buffer adjacent to 6<sup>th</sup> Avenue but does not comply with the required 20' buffer measured from back of the sidewalk.

3. Section 4.7.5 Non-Street Perimeter Buffers.

The site cannot comply with the non-street perimeter buffers and meet the parking and fire/life safety requirements. Due to LIHTC funding, this development cannot reduce the number of units, nor can it afford structured parking. Additionally, this existing infill site is home to a vacant parking lot. Perimeter landscape buffers would be required where the parking lots connect on the west and south of the site. The site is meant to feel like a campus with the adjacent existing church, so carving out perimeter landscaping to this parcel within a parcel would feel odd and create unnecessary parking lot navigation issues. Complying with the eastern landscape buffer requirement would significantly impact the required 189 parking spaces that are required onsite, along with interfering with the required access movements for fire/life-safety.

## CONFORMANCE WITH MAJOR SITE PLAN CRITERIA FOR APPROVAL

This site plan complies with the criteria for site plan approval through the following:

- A. The application complies with the applicable standards in this UDO, other adopted City regulations, any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property.

The site generally complies with the UDO with the exceptions listed above under "Adjustments."

The City's existing infrastructure and public improvements, including but not limited to its water, wastewater, street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable.

The subject property is in a well-served infill site, and the proposed development will not result in undue or unnecessary burden on the city's existing infrastructure. Please see enclosed site plan with adjustments and replat that accompany this letter. The design of buildings and site maximizes the efficiency of development and connection to its neighborhood context. This development provides excellent and safe pedestrian paths within the site and along the 6<sup>th</sup> Avenue right-of-way.

- B. Major Site Plans shall be designed to preserve and protect natural areas, ridgelines, swales, natural landforms, water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development and to integrate those areas into site design where practicable.

The site is in an infill location without any significant geographical features to preserve or highlight. Onsite detention is proposed as part of one of the interior courtyards and will be landscaped as an amenity.

- C. The application will improve or expand multi-modal connections with adjacent sites, neighborhoods, and urban centers.

The site is in an infill location immediately along the 6<sup>th</sup> Avenue corridor. The site is designed with sidewalks that lead to 6<sup>th</sup> Avenue and connect to existing infrastructure for residents to be able to safely traverse the site as a pedestrian.

- D. The application is compatible with surrounding uses in terms of size, scale and building façade materials.

The scale of the buildings will fit in with the scale of the neighborhood. The adjacent properties are primarily commercial properties with a smattering of single-family homes to the north across 6<sup>th</sup> Avenue. The buildings will be approximately 225 feet away from the nearest single-family home to the north.

- E. The application mitigates any adverse impacts on the surrounding area to the degree practicable.

This application mitigates adverse impacts to the best of its ability while complying with city code. Please see enclosed site plan application materials that accompany this letter.

We look forward to working with the City of Aurora to make this future intergenerational affordable housing community a success. Please feel free to contact us at any time if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Alisha Kwon Hammett". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Alisha Kwon Hammett  
Shopworks Architecture