SUPERIOR TRANSIT-ORIENTED DEVELOPMENT
AFFORDABLE HOUSING SITE
Case Study & Site Analysis Packet
4/18/2022
TOD Principles

Source: https://tod.itdp.org/what-is-tod/eight-principles-of-tod.html

**CYCLE**

**PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS**

**OBJECTIVE A.** The cycling network is safe and complete.

**OBJECTIVE B.** Cycle parking and storage is ample and secure.

**CONNECT**

**CREATE DENSE NETWORKS OF STREETS AND PATHS**

**OBJECTIVE A.** Walking and cycling routes are short, direct, and varied.

**OBJECTIVE B.** Walking and cycling routes are shorter than motor vehicle routes.

**TRANSIT**

**LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT**

**OBJECTIVE A.** High-quality transit is accessible by foot. (TOD Requirement)

**MIX**

**PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS**

**OBJECTIVE A.** Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.

**OBJECTIVE B.** Diverse demographics and income ranges are included among local residents.

**DENSIFY**

**OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY**

**OBJECTIVE A.** High residential and job densities support high-quality transit, local services, and public space activity.

**COMPACT**

**CREATE REGIONS WITH SHORT TRANSIT COMMUTES**

**OBJECTIVE A.** The development is in, or next to, an existing urban area.

**OBJECTIVE B.** Traveling through the city is convenient.

**SHIFT**

**INCREASE MOBILITY BY REGULATING PARKING AND ROAD USE**

**OBJECTIVE A.** The land occupied by motor vehicle is minimized.
TOD Impact


Environment
- Less reliance on cars reduces pollution and GHG emissions
- Less land consumption preserves habitats and resources
  * Up to 3x less CO2 emissions per capita in dense US city centers than their suburbs

Health
- Less air pollution
- Shorter commutes
- Promotes activity and social interaction via increased pedestrian connection

Inequity
- Equitable access to public transportation
- Pedestrian connectivity to services, activities, and amenities
- Potential for integration of affordable housing

Efficiency
- Increased ridership to support public transportation
- Reduction in public infrastructure costs
- Lower commute time for labor force

Pedestrian Safety and Connectivity
- Reduction in car use increases road safety
- Increased infrastructure for cycling and pedestrians

Source: TLCD Architecture
Source: TOD Scenario Report AECOM
"Case Studies for Transit Oriented Development" prepared by Reconnecting America

- TOD produces 43% less emissions than suburban developments (Study by Center for Transit-Oriented Development)
- TOD residents own 43% fewer cars than those in suburban neighborhoods (Center for Transit-Oriented Development's database of transit systems)
- TOD housing produces half as many car trips as typical suburban development (Transit Cooperative Research Program - PB PlaceMaking)
- TOD households spend about 16% less on transportation than suburban households (Center for Transit-Oriented Development)

Rosslyn Ballston Corridor in Arlington, VA TOD Study - 50% of residents take transit to work, 73% of which walk to stations


*AMI assumes a household with average median income, average number of people, average commute time

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**Table 1: Six National Transit Zone Types - Executive Summary**

<table>
<thead>
<tr>
<th>Name of Transit Zone Type</th>
<th>Average Residential Density (Households per Residential Acre)</th>
<th>Average Employment Proximity (Jobs/Sq Mile)</th>
<th>Average Block Size (Acres)</th>
<th>Average Transit Access (Walkable Transit Options)</th>
<th>AMI CO₂e/HH (Metric Tons)</th>
<th>Local CO₂e/HH (Metric Tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest Location</td>
<td>61.7</td>
<td>671,546</td>
<td>3.4</td>
<td>97.7</td>
<td>1.46</td>
<td>1.86</td>
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<td>Efficient Transit Zones</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>High Location</td>
<td>30.4</td>
<td>171,750</td>
<td>4.1</td>
<td>25.6</td>
<td>2.66</td>
<td>3.57</td>
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</tr>
<tr>
<td>High Medium Location</td>
<td>9.3</td>
<td>66,973</td>
<td>5.4</td>
<td>13.2</td>
<td>4.61</td>
<td>5.25</td>
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<td>Efficient Transit Zones</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium Location</td>
<td>3.8</td>
<td>46,086</td>
<td>12.6</td>
<td>6.4</td>
<td>6.06</td>
<td>6.29</td>
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<tr>
<td>Efficient Transit Zones</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Location Efficient</td>
<td>4.5</td>
<td>41,088</td>
<td>9.2</td>
<td>1.7</td>
<td>6.51</td>
<td>6.65</td>
</tr>
<tr>
<td>Transit Zones</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lowest Location</td>
<td>0.7</td>
<td>17,065</td>
<td>39.6</td>
<td>0.9</td>
<td>8.81</td>
<td>8.47</td>
</tr>
</tbody>
</table>

**Table 2: GHG Reductions by National Transit Zone Type - Executive Summary**

<table>
<thead>
<tr>
<th>Name of Transit Zone Type</th>
<th>Average Number of Households in Transit Zone</th>
<th>CO₂e/HH (Metric Tons)</th>
<th>Total CO₂e (Metric Tons)</th>
<th>CO₂e/HH for Average Census Block Group (Metric Tons)</th>
<th>Total CO₂ from an Average Census Block Group (Metric Tons)</th>
<th>Reduction (Metric Tons)</th>
<th>Percent Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest Location</td>
<td>17,668</td>
<td>1.46</td>
<td>25,765</td>
<td>6.7</td>
<td>118,373</td>
<td>92,578</td>
<td>78%</td>
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<tr>
<td>Efficient</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Location Efficient</td>
<td>9,938</td>
<td>2.66</td>
<td>28,434</td>
<td>8.7</td>
<td>66,583</td>
<td>40,148</td>
<td>60%</td>
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<tr>
<td>High Medium Location</td>
<td>3,434</td>
<td>4.61</td>
<td>15,830</td>
<td>8.7</td>
<td>23,007</td>
<td>7,177</td>
<td>31%</td>
</tr>
<tr>
<td>Efficient</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium Location</td>
<td>1,390</td>
<td>6.06</td>
<td>8,421</td>
<td>8.7</td>
<td>9,310</td>
<td>889</td>
<td>10%</td>
</tr>
<tr>
<td>Efficient</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Location Efficient</td>
<td>1,840</td>
<td>6.51</td>
<td>11,977</td>
<td>8.7</td>
<td>12,326</td>
<td>350</td>
<td>3%</td>
</tr>
<tr>
<td>Efficient</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lowest Location</td>
<td>251</td>
<td>8.81</td>
<td>2,208</td>
<td>8.7</td>
<td>1,679</td>
<td>-529</td>
<td>-31%</td>
</tr>
</tbody>
</table>
The relationship between population-weighted density and annual household CO₂ emissions.
**Complete Communities**
Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.
- BART’s TOD projects implement locally adopted plans and are developed with extensive community input.
- Construction of BART’s projects occurs under labor agreements with the local trades, using prevailing wages, and incorporates small business hiring goals.
- Every 100 units of housing built on BART property generates 450 direct and indirect local jobs.
- Residential and commercial development around transit generates more services and better livability for existing neighborhoods than parking lots.

**Sustainable Communities Strategy**
Leverage the delivery of the region’s land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- Locating housing and jobs near BART stations reduces per capita driving and its associated pollution and safety impacts compared with growth in auto-oriented areas.
- People living near BART drive 13 to 32% fewer miles each year than the countywide average.
- TOD produces 50% fewer auto trips than conventional development.
- Household greenhouse gas emissions from development near BART are at least 12% lower than the regional average. Coupled with BART’s new transportation demand management requirements, TOD can offset up to 30% of household greenhouse gas emissions.

**Value Creation and Value Capture**
Enhance the stability of BART’s financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.
- Residential property near BART commands a premium of 15 to 18% over property 5 miles or further from BART resulting in an estimated $17.3 billion added property value to residential properties that can be captured for public services by municipalities, BART and other agencies.
- BART station areas account for 13% of property tax base in the 4 counties served by BART but only 2% of the land area.
- BART has reinvested $80 million in land value into its TOD projects, fully leveraging over $200 million in public amenities including customer parking, station improvements and public places.

**Transportation Choice**
Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- TOD residents walk, bike and use transit or shared mobility at least 30% more often than non-TOD residents.
- Almost 60% of households living within ½ mile of a BART station own 1 or fewer cars.

**Affordability**
Serve households of all income levels by linking housing affordability with access to opportunity.
- Typical transportation costs are 24% lower for households near BART versus the regional average.
- Building housing – especially affordable housing – is an effective anti-displacement tool. BART is committed to ensuring at least 35% of its units are affordable, with an overall goal of building at least 7,000 affordable homes on its land by 2040.

**Ridership**
Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- TOD residents take BART for their daily needs 35 to 85% more often than those living further away.
- TOD residents are nearly twice as likely to commute to work on BART than non-TOD residents (63% vs 22%).

**Property Near Transit Has Higher Appreciation**
(2012-2016)

**Increased Home Values**

**Median Sales Price Increases Were**
4-24%

**Increased Value of Office Space**

HIGHEST GAINS
NEAR RAPID RAIL TRANSIT, BRT, AND COMMUTER RAIL

INCREASED DEMAND FOR RENTALS NEAR TRANSIT
RENT PRICE INCREASES WERE
2-14% HIGHER IN PUBLIC TRANSIT STATION AREAS

MORE IN PUBLIC TRANSIT STATION AREAS

EMPLOYERS PREFER TO LOCATE IN URBAN CORES TO ATTRACT TALENT

40,500 RENTAL UNITS ADDED ACROSS ALL 7 STUDY REGIONS

1 in 4 HOUSEHOLDS NEAR TRANSIT DOES NOT OWN A VEHICLE

THE REAL ESTATE MANDATE - LOCATE NEAR PUBLIC TRANSPORTATION

**Source:** http://www.njtod.org/the-real-estate-mantra/

**Source:** https://www.bart.gov/sites/default/files/docs/BART%20TOD_Workplan_FINAL_
RTD Transportation Survey
- Surveyed over 1,300 TOD residents and 100 property managers since 2016
- 61% of low-income households do not own a passenger vehicle, 93% of higher-income households own at least one

RTD Quality of Life Report 2020
- 3,300 affordable units within 1/2 mile of a rail or bus station (10% of total TOD units)
- 34,300 multi-family units within 1/2 mile of a rail or bus station built from 2000-2019
- 2.38 million tons of CO2 have been displaced by transit in Denver between 2010-2020
Sheridan Station Apartments

8 story, 133 unit apartment building in Lakewood
5330 West 11th Avenue Denver, CO
Serves low-income residents at 30-60% AMI
133 units on .7-acre site, 190 units/acre
Mile High Development and Brinshore Development
Johnson Nathan Strohe
$40 million
2021
Direct access to RTD's Sheridan Station (light rail), regional bike trail, RTD bus station, and Sheridan Boulevard
92 one bedroom units, 29 two bedroom units, 12 three bedroom units
.75 Ratio - 12 spaces in the building, 88 spaces leased in adjacent RTD parking garage

Source: https://milehighdevelopment.com/project/sheridan-station-apartments/
https://www.jns.design/blog/jns-designed-sheridan-station-apartments-bringing-new-affordable-housing-to-denver
TOD Case Study - Sheridan Station

Strategies Implemented:
• Shared Parking: Use of RTD's parking garage for residential parking to reduce additional construction costs and maximize residential space
• Density: 8-story building with 133 apartment units near Sheridan Station
• LIHTC: Tax credits to integrate affordable housing on the site
• Bike Connections: Lakewood Gulch Trail, bicycle improvements on 10th Avenue, bike storage provided to residents

Benefits
• Access: Direct access to RTD's Sheridan Station provides a <20 minute commute to Union Station via Light Rail, 25 minute bike ride to Union Station via Lakewood Gulch Trail
• Equity: Affordable housing provided for 30-60% AMI

Future development likely due to blighted designation

Source: https://milehighdevelopment.com/project/sheridan-station-apartments/
https://www.jns.design/blog/jns-designed-sheridan-station-apartments-bringing-new-affordable-housing-to-denver

Traverse Apts
281 units, 2022

Sheridan Station Apts
133 units, 2021

Axis West Flats
59 units, 2021

1000 Sheridan
42 units, 2023
TOD Case Study - Denizen

First participant in the Transit-Oriented Development Pilot Program in Denver

• Project: 4 Story building, 275 units on former RTD park n' ride lot
• Address: 415 S Cherokee St Denver, CO 80223
• Affordability: Market Rate residential
• Density: 275 units on 2.87 acre site, 95.8 units/acre
• Developer: D4 Urban
• Architect: Kephart
• Completion Date: 2015
• Unit Mix: 105 studios, 115 one bedroom units, 55 two bedroom units
• Transit: Direct access to Alameda Light Rail Station and 6 bus lines
• Parking: 1:1 for residential, no RTD parking provided (~180 spaces previously)

Source:
- https://kephart.com/architectural-portfolio/denizen
- https://www.rtd-denver.com/app/facilities

Denizen

RTD Light Rail C, D, E, F, and H Lines

Bike Share

Community Garden

Retail Space

Baker Neighborhood in Denver (Denver County)
Strategies Implemented

- **Car Sharing:** eGo Carshare program on site
- **Density:** Increased density with two 4-story buildings and 275 units near Alameda Station
- **Bike Sharing:** Denizen provides a bike sharing program on site
- **Community Garden:** Residents can grow food in the shared garden space
- **Sustainability:** LEED Platinum certified
- **Retail:** 713sf of retail space
- **Outdoor Amenities:** fountains, benches, landscaping, and art on site

**Awards Won**

- City of Denver Mayor's Design Award
- NAHB Multifamily Pillars Winner for Best Green Building Concepts
- NAHB Best in Green Winner Best Multifamily Project

**Transit**

- 25% of Denizen residents use the light rail daily, 90% of which own a car
- 15% never ride the light rail

**Related Projects**

- **Alta SoBo Station**
  - 187 units, 2019
- **Rye SoBo**
  - 354 units, 2021
- **Denizen**
  - 275 units, 2015
- **Mason at Alameda**
  - 338 units, 2014
- **AMLI Alameda**
  - 373 units, 2022
- **Alta SoBo Station**
  - 187 units, 2019

Source: https://www.rtd-denver.com/projects/tod/alameda-station
https://kephart.com/architectural-portfolio/denizen
TOD Case Study - Belleview Station

- **Project:** 5-story building, 325 units
- **Address:** 6950 E Chenango Avenue Denver, CO 80237
- **Affordability:** Market Rate residential
- **Developer:** Holland Partner Group and Front Range Land and Development Company
- **Architect:** Eisen Group, Civitas
- **Completion Date:** 2016
- **Transit:** Direct access to RTD's E, F, and R lines at Belleview Station, and bus route 73

- **Project:** 5-story building, 352 units
- **Address:** 6750 E Chenango Avenue, Denver 80237
- **Affordability:** Market Rate residential
- **Developer:** Holland Partner Group and Front Range Land and Development Company
- **Architect:** Shears Adkins Rockmore
- **Completion Date:** 2015
- **Transit:** Direct access to RTD's E, F, and R lines at Belleview Station, and bus route 73

- **Project:** Full masterplan development of 17.5 acres to include 1,800 residences, 200k sf of shopping and dining, 2.2m sf of office space, and a hotel.
- **Developer:** Holland Partner Group and Front Range Land and Development Company
- **Transit:** Direct access to RTD's E, F, and R lines at Belleview Station, and bus route 73

https://sararch.com/project/belleview-station-master-plan/
TOD Case Study - Belleview Station

Strategies Implemented

• Outdoor Amenities: 10% of land area set aside for parks and open space, public art from local artists.

• Community: Sunday farmer’s markets on Newport Street and Layton Avenue in the summer, dog park, live music on weekends.

• Bike: Provide bike racks and bike lockers at the light rail station platform.

• Pedestrian Connectivity: Public plazas, increased walking paths through development.

• Retail: 70k sf of retail space between Milehouse and The Den, 100k sf of retail total in Phase 1.

• Density: Phase I brought over 675 residential units in two 5-story buildings, 100k sf of retail, and 300k sf of office space to Belleview Station.

• Shared Parking: Public parking in office buildings after business hours and in residential during.

Public/ Gathering Space

Belleview Station

Camden
270 units, 2008

Vue West
392 units, 2021

Carillon
163 units, 2018

The Den
325 units, 2016

Milehouse
352 units, 2015

4602 S Syracuse
252 units, 2025

Carillon
163 units, 2018

Belleview Station

Camden
270 units, 2008

Vue West
392 units, 2021

Carillon
163 units, 2018

The Den
325 units, 2016

Milehouse
352 units, 2015

4602 S Syracuse
252 units, 2025
SUPERIOR TOD AFFORDABLE HOUSING SITE

39°57'25.9"N 105°10'06.6"W

TOD Case Study - 30PRL

- **Project:** 3-4 story buildings, 120 units
- **Address:** 3001 Spruce Street Boulder, CO 80301
- **Affordability:** 30-60% AMI
- **Density:** 62 units/acre
- **Developer:** Boulder Housing Partners
- **Architect:** Coburn
- **Completion Date:** 2021
- **Unit Mix:** 4 studios, 53 one bedrooms, 41 two bedrooms, 22 three bedrooms
- **Transit:** Direct access to four bus station (Boulder Junction at Depot Square, Boulder Junction at Depot Square Gate S2, Pearl & 30th, Pearl and Junction
- **Parking:** .83 parking ratio - 100 spaces for residents, 180 bike storage spaces for this Phase
Strategies Implemented

• Outdoor Amenities: Landscaped paths, public art walkway
• Bike: Provide bike storage for 180 bikes, connectivity to Goose Creek Path
• Pedestrian Connectivity: Increased pedestrian connection through site via north/south multi use path
• Sustainability: Solar incorporated to offset 5% of usage, projected to be higher on later phases
• Density: Completed phase included 120 residential units, with the total masterplan bringing 307 residential units
• Affordability: 120 units at 30-60% AMI
### Case Study Parking Ratios

<table>
<thead>
<tr>
<th>Project</th>
<th>Neighborhood</th>
<th>City</th>
<th>Transit Station</th>
<th>Residential Units</th>
<th>Parking Spaces</th>
<th>Parking Ratio</th>
<th>Affordability</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sheridan Station</td>
<td>Molholm/Two Creeks</td>
<td>Denver</td>
<td>Sheridan RTD Station</td>
<td>133</td>
<td>100</td>
<td>0.75</td>
<td>Affordable 30-60% AMI</td>
<td>12 in building, 88 leased from RTD garage</td>
</tr>
<tr>
<td>Traverse</td>
<td>Molholm/Two Creeks</td>
<td>Denver</td>
<td>Sheridan RTD Station</td>
<td>281</td>
<td>362</td>
<td>1.29</td>
<td>Market Rate</td>
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<tr>
<td>Denver</td>
<td>Baker</td>
<td>Denver</td>
<td>Alameda RTD Station</td>
<td>275</td>
<td>275</td>
<td>1.00</td>
<td>Market Rate</td>
<td>No additional RTD parking provided</td>
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<tr>
<td>30PRL</td>
<td>Transit Village</td>
<td>Boulder</td>
<td>Boulder Junction at Depot Square</td>
<td>120</td>
<td>100</td>
<td>0.83</td>
<td>Affordable 30-60% AMI</td>
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<tr>
<td>Arroyo Village</td>
<td>West Colfax</td>
<td>Denver</td>
<td>Knox Station</td>
<td>130</td>
<td>84</td>
<td>0.65</td>
<td>Affordable</td>
<td>Workforce housing, Permanent supportive housing</td>
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<tr>
<td>The Point Crossing</td>
<td>Dam East/West</td>
<td>Aurora</td>
<td>Nine Mile Station</td>
<td>68</td>
<td>48</td>
<td>0.76</td>
<td>Affordable 30-60% AMI</td>
<td></td>
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</table>

### Table 2: Parking Available and Utilized per Unit at Property by Resident Income

<table>
<thead>
<tr>
<th>Resident Income</th>
<th>Properties</th>
<th>Units</th>
<th>Parking Spaces</th>
<th>Spaces Available Per Unit</th>
<th>Spaces Utilized Per Unit</th>
<th>Percent Utilized</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Properties</td>
<td>86</td>
<td>25,333</td>
<td>30,478</td>
<td>1.20</td>
<td>0.70</td>
<td>58%</td>
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<tr>
<td>Market Rate</td>
<td>65</td>
<td>19,850</td>
<td>24,462</td>
<td>1.23</td>
<td>0.74</td>
<td>60%</td>
</tr>
<tr>
<td>Mixed Income</td>
<td>5</td>
<td>985</td>
<td>845</td>
<td>0.86</td>
<td>0.49</td>
<td>57%</td>
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<tr>
<td>Income Restricted</td>
<td>16</td>
<td>1,587</td>
<td>1,135</td>
<td>0.72</td>
<td>0.36</td>
<td>50%</td>
</tr>
</tbody>
</table>
Residential Units
• 281 Existing Transit-Oriented Developments in the Denver Metro Area (over 40,000 residential units)
• 105 Planned Transit-Oriented Developments in the Denver Metro Area

Affordability:
• Existing: 3,020 affordable residential units and 2,979 mixed income residential units created
• Planned: 909 affordable residential units and 1,167 mixed income residential units planned

Source: RTD Development Database
Fire Safety Criteria

- **Combustibility:** Categorized by Building Type (defined by IBC). Type I and II are completely noncombustible, and Types III and IV are a mix of noncombustible and limited-combustible materials. Typical single-family homes are wood-framed which is combustible.

- **Fire Resistance:** The degree of passive protection provided to the structure itself. Type I and II have wall fire-resistance rating of 3 hours, and Type III and IV have a 2-hour rating. Single-family homes typically have a wall fire-rating of 1 hour.

- **Fire Class:** Describes the flame spread and smoke index of the exposed material.

- **Fire Protection:** Active fire protection systems (sprinklers, fire/smoke alarms, etc.).

**Fire Safety Strategies for Superior TOD**

- **Combustibility:** Project to incorporate only noncombustible and/or limited-combustible elements for exterior materials (fiber-cement panel siding, brick masonry, metal panels, etc.).

- **Fire Resistance:** Project to maintain a minimum 2-hour wall fire rating.

- **Fire Class:** Materials with a high fire class rating (Class A or B) to be used. Prioritization of fire-resistant materials (metal sheeting, fiber cement, brick and stone veneer, etc.).

- **Fire Protection:** Building to be 100% sprinklered, with fire/smoke alarms provided in all code required areas.

**Noncombustible Exterior Materials**

- Metal Panels
- Brick Masonry
- Fiber Cement Panels
Transportation:
- Direct access to Denver Boulder Turnpike (US 36)
  - 12 minute drive to Boulder, 21 minute bus ride
  - 25 minute drive to Denver, 37 minute bus ride
- 35 minute drive to DIA, 46 minutes bus ride

Employment:
- Boulder Major Employers:
  - IBM, Google, Target, UC Boulder, Wells Fargo, Whole Foods, Boulder Community Health, etc.
- Superior Major Employers (within 10 minutes)
  - Avista Adventist Hospital (~500 employees)
  - Nexant (~550 employees)

Education:
- Monarch K-8 and High School (10 min. drive)
- Fireside Elementary (6 minute drive)
- UC Boulder (12 minute drive)

Amenities:
- Retailers (5-mile radius)
  - Target, Costco, Whole Foods, Home Depot, Lowe’s, T.J. Maxx, Starbucks, Michaels, T.J. Maxx, OfficeMax, Ulta Beauty, PetSmart
- Recreation:
  - Coal Creek Golf Course (5 minute drive)
  - Mayhoffer Singletree Trailhead (5 minute drive)
  - Dutch Creek Park (10 minute drive)
  - Warembourg Fishing Pond (8 minute drive)
  - The Spot Climbing Gym (11 minute drive)

Health:
- Avista Adventist Hospital (10 minute drive)
- Boulder Medical Center (10 minute drive)
SUPERIOR TOD AFFORDABLE HOUSING SITE

39°57'25.9"N 105°10'06.6"W

Superior TOD Affordable Housing Metrics

- 238,000sf of residential (100% affordable)
- 250-280 affordable dwelling units
- 5,000sf of amenity and commercial space
- 200,000sf of structured parking
- -0.3:1 residential ratio
- -1:1 replacement of 294 existing Park’n Ride spaces

Illustrative Site Plan