

transit-oriented communities credit application narrative



Project Name: **4745 N Federal Blvd**

Project Address: **4745 N Federal Blvd, Denver, CO 80211**

The Colorado Coalition for the Homeless is proud to submit a Transit-Oriented Communities (TOC) tax credit application to support 4745 N Federal Blvd, a D3 partnership with DHA proposing 109 units of permanently affordable housing paired with childcare and Bienvenidos Food Pantry market on-site. The TOC credit is essential to bringing this development to northwest Denver community.

4745 N Federal is located within the TOC boundary as confirmed by DOLA per HB24-1313. From the future homes, Denver's robust public transportation system will give residents easy access to jobs, educational opportunities, civic infrastructure, and basic needs including groceries and medical facilities. The #31 bus stops at the front door of the development, at Federal and 47th Ave, every 10 minutes during peak times. The #31 will also connect residents to the G-Line train at the Clear Creek – Federal Station. Federal Blvd is a Denver identified High Capacity Transit Corridor within Denver Blueprint, and planning efforts to bring a new Bus Rapid Transit (BRT) to this corridor are underway. Key locations along Federal and accessible via #31 include schools (Regis University, North Highschool), Safeway, McDonough Park, churches and places of faith, and healthcare centers.

Locating this project in an area so accessible to transit is critical for family success; offering connections to key job corridors in Denver and the western suburban cities. Given the proximity to transit and the likelihood that residents, guests and the community at large will access transit options by foot, wheelchair or bike, CCH is making improvements for pedestrian safety within the development, as well as the bus station at its front door. Within the development, plans include pedestrian walkways, exterior seating and ample exterior lighting, as well as bike storage, both interior and exterior, to make the pedestrian experience feel both comfortable and safe around the building.

Additional costs associated with this enhanced transit location include being budgeted to include N-ECO passes, free of charge, to all households using RTD's program and includes participation in Denver's TDM program to encourage use of multi-modal transportation options. Further, added right-of-way improvements adjacent to the property, including improvements to bus stop, will enhance accessibility to the frequent bus line for our residents and the community at-large. The additional equity that Transit-oriented Communities Tax Credits provides is a critical and needed subsidy to fill the project's capital stack and ensure the project is viable.

transit-oriented communities credit application narrative



Project Name: Alpine Balsam – Alpine (the “Project”)

Project Address: Alpine Avenue and 11th Street, Boulder, Colorado

Site, building design, amenities, or other features related to TOC location that increase costs.

Boulder Housing Partners (“BHP”) is pleased to submit this application to the Colorado Housing and Finance Authority for Alpine Balsam (Alpine), a new construction affordable rental housing community serving older adults aged 62+ in Boulder, Colorado. The Project consists of 55 age-restricted affordable housing units, including 52 one-bedroom units and 3 two-bedroom units. Twenty-five percent of the units will be reserved for seniors with disabilities, and BHP will partner with Imagine! to provide supportive services. Alpine is located within the larger Alpine Balsam redevelopment, a mixed-income, mixed-use community being developed on the former Boulder Community Hospital campus in central Boulder. The redevelopment supports the City of Boulder’s goals of creating a diverse, inclusive, and sustainable neighborhood while providing substantial new affordable housing opportunities.

The Project’s location within a Transit-Oriented Community contributes significantly to development costs. Alpine Balsam is being constructed as part of a highly planned urban infill redevelopment that transforms a former hospital campus into a walkable mixed-use neighborhood. The site includes substantial public infrastructure investments, flood mitigation improvements, utility relocations and upgrades, structured parking facilities, pedestrian connections, public open space, and extensive streetscape improvements that support transit use and active transportation.

Alpine is a four-story, all-electric building designed to meet the City of Boulder’s sustainability goals. The broader Alpine Balsam redevelopment will include solar photovoltaic systems, Net Zero Energy-ready design principles, enhanced natural lighting strategies, multimodal transportation infrastructure, and significant bicycle parking facilities. These sustainability and urban design features increase upfront construction costs but are critical to creating a high-quality transit-oriented community. Additionally, the constrained infill nature of the site requires careful coordination with adjacent development parcels, public improvements, and existing civic facilities, resulting in increased engineering, design, and

construction complexity compared to conventional suburban affordable housing development.

Impact of TOC location for economic mobility of residents.

The Project's location in central Boulder will provide residents with direct access to healthcare services, government offices, retail destinations, recreation, employment opportunities, and community amenities that would otherwise be difficult to access for many low-income seniors. By locating deeply affordable housing within one of Boulder's most amenity-rich neighborhoods, Alpine reduces transportation costs, increases housing stability, and allows residents to remain connected to essential services as they age.

The Alpine Balsam redevelopment was specifically envisioned by the City of Boulder as a mixed-income, inclusive community that promotes housing choice and long-term economic opportunity. Residents will benefit from proximity to grocery stores, pharmacies, medical providers, community services, parks, and civic facilities. The Project's affordability, combined with transit access and supportive services for seniors and residents with disabilities, will help residents preserve limited household income for healthcare, food, and other essential needs while maintaining independence and quality of life.

Description of transit options available, including proximity to the site location, frequency, and connection to employment centers and amenities accessible due to transit options.

Alpine Balsam is in one of Boulder's most transit-rich neighborhoods. The site is directly served by multiple RTD bus routes along Broadway and Alpine Avenue, both within a short walk of the Project. These routes provide frequent service throughout Boulder with connections to downtown Boulder, the University of Colorado Boulder, Boulder Junction, Longmont, Denver, and other major employment and activity centers.

Residents will also have direct access to Boulder's bicycle and multi-use path network, allowing convenient travel to healthcare providers, grocery stores, pharmacies, parks, libraries, community centers, city offices, and neighborhood commercial districts without relying on a personal vehicle

transit-oriented communities credit application narrative



Project Name: Bristlecone Apartments

Project Address: Approximately 225 Bristlecone Drive, Fort Collins, CO 80524 (Larimer County; Parcel #9701241001)

The Narrative provides an opportunity for the applicant to describe the impact of TOC Credit on the application including features related to cost or design.

The narrative should be no more than two pages.

The narrative should address the following:

- Site, building design, amenities, or other features related to TOC location that increase costs.

Bristlecone Apartments is a 112-unit, new construction affordable community on a 3.77-acre infill site one-half block east of North College Avenue, within the Transit-Oriented Communities Transit Area boundary designated by DOLA under HB24-1313, whose eligibility DOLA confirmed by memorandum dated June 24, 2026. Developing this site at the density the TOC framework calls for — 112 units on 3.77 acres, approximately 30 units per acre — requires a single four-story, elevator-served building rather than lower-cost garden-style walk-up construction. That density carries costs lower-density development would not: elevator service, the structural and life-safety systems that come with four-story construction, and interior circulation, organized around approximately 4,987 SF of ground-floor common area with the primary entry and covered patios oriented to Bristlecone Drive.

Developing within the established North College corridor also means absorbing infrastructure conditions that a comparable greenfield site would not carry. The project will construct approximately 3,055 linear feet of new and upsized stormwater pipe (24–54 inches) along Red Cedar Circle, Bristlecone Drive, and Conifer Street — approximately \$2.6 million of off-site improvements resolving a longstanding corridor deficiency and sized to serve roughly 23 surrounding acres of future redevelopment beyond the project itself. The project will also construct and dedicate to the City an extension of Red Cedar Circle north to

Bristlecone Drive (63-foot right-of-way, 37-foot roadway, attached sidewalks, and approximately 22 new on-street parking spaces), improving street and pedestrian connectivity within the corridor. These costs arise from the site's infill condition rather than from TOC design standards themselves, but they are costs the project bears as a direct consequence of locating in this transit-served corridor. The TOC Credit offsets these location-driven costs and is a necessary component of feasibility within the project's \$53,678,411 total development cost.

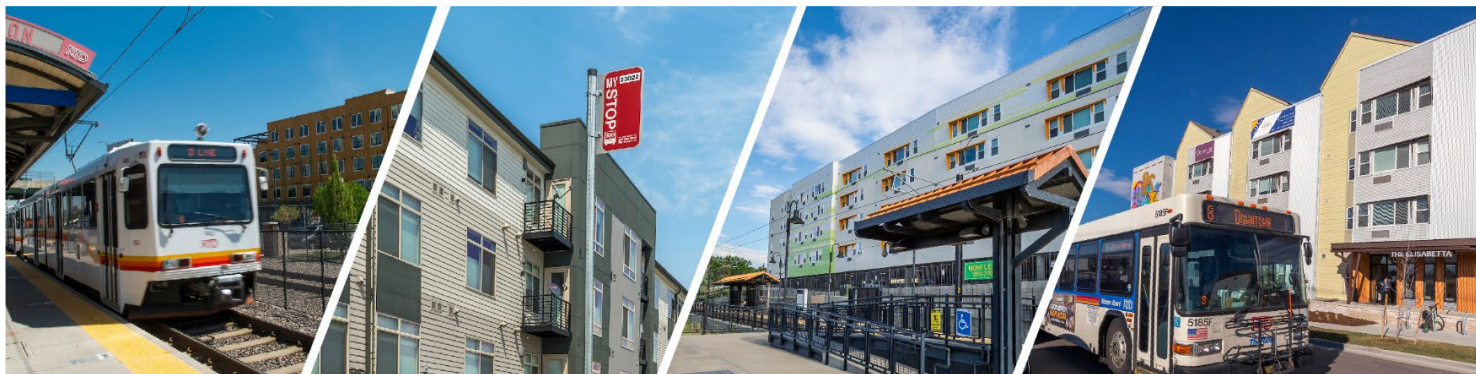
- Impact of TOC location for economic mobility of residents.

The defining economic mobility feature of this TOC location is that it places low-income households at the center of one of Fort Collins' most significant revitalization efforts rather than at its periphery. The site lies within a Qualified Census Tract and the North College Urban Renewal Area, where the City and URA are directing sustained public investment — including the URA's 2025 purchase of the former Albertson's at 1636 N. College for a forthcoming community center, the City's \$2.51 million stormwater reimbursement commitment and \$1 million direct contribution, and the URA's \$2 million commitment to this project. Residents will hold stable, deed-restricted housing in a corridor whose employment, services, and amenities are growing around them. The location also attacks the household budget directly: transportation is typically a household's second-largest expense after housing, and Bristlecone places 112 income-restricted homes 400 feet from fixed-route transit, allowing residents to reach employment, education, and healthcare without the cost of owning and operating a vehicle. Within walking distance are King Soopers (grocery, pharmacy, and walk-in clinic, approximately 0.2 miles), the Food Bank for Larimer County, the Larimer County Department of Human Services, the Murphy Center, and multiple parks and natural areas. Residents will also build credit through rent reporting via CHFA, and reduced utility burden (owner-paid hot water, solar-offset house meters, high-efficiency all-electric design) frees household income for savings and advancement.

- Description of transit options available, including proximity to the site location, frequency, and connection to employment centers and amenities accessible due to transit options.

Northbound and southbound Transfort Route 8 stops are located approximately 400 feet from the site on North College Avenue. Route 8 operates on 30-minute frequencies and provides a direct connection to the Downtown Transit Center, where transfers are timed to the full Transfort network — including the MAX Bus Rapid Transit line, which provides high-frequency service along the Mason Corridor to Colorado State University, Midtown employment and retail centers, and the South Transit Center. Through these connections residents reach the region's principal employment concentrations, higher education, medical services, and retail amenities. A MAX BRT extension to the North College corridor is anticipated, which would place the site on the region's premier high-frequency transit spine.

Transit-Oriented Communities Credit Application Narrative



Project Name: Canopē

Project Address: 428 S. Nevada Avenue, Colorado Springs, CO 80903

Narrate Holdings, in partnership with Trellis Housing Partners and Greccio Housing, respectfully submits this Transit-Oriented Communities ("TOC") credit application for Canopē, a 125-unit affordable housing development located at 428 S. Nevada Avenue in the Downtown Core of Colorado Springs. The development will serve households earning between 30% and 80% of the Area Median Income under an income averaging structure, with a 50-year affordability period. The site fronts S. Nevada Avenue, a high-visibility transit corridor located within the Downtown Development Authority boundary.

Site, building design, amenities, or other features related to TOC location that increase costs.

The most significant cost factor associated with developing a project with a high level of transit access is the location itself. Canopē will be constructed on an infill site occupying a compact downtown block within a dense urban environment. The factors contributing to the elevated cost of infill construction include the following:

- **Existing Conditions:** The building site comprises four parcels and requires the demolition of a vacant tavern building and a former used car lot prior to the commencement of construction, adding direct costs and time to the project budget.
- **Density:** Dense, land-use-efficient construction carries inherent cost premiums relative to lower-density product. The seven-story building consists of a two-level cast-in-place concrete podium with five wood-framed stories above, served by elevators. All 122 parking spaces are structured within the podium, as the site cannot accommodate surface parking. The podium, elevators, and structured parking represent significant cost premiums over a three-story surface-parked walk-up, and the compact downtown block provides limited area for construction staging, increasing general conditions costs.
- **Zoning Requirements:** The site is zoned FBZ-COR (Form-Based Zone, Corridor), which requires active, pedestrian-oriented ground-floor uses along Nevada Avenue in lieu of parking or blank wall conditions. The ground floor accordingly includes a 1,200 square foot Resident Resource Center and an 800 square foot retail bay, common-area square footage that a comparable suburban development would not carry, and satisfies a 60% street-level glazing standard through storefront glazing, canopies, and recessed entries.

- **Public Improvements:** Required public improvements along both frontages include new curb, gutter, and sidewalk constructed to downtown standards; street trees and planters; drainage improvements; and street lighting, each of which supports the pedestrian and transit environment.
- **Building Amenities:** The building includes secure bicycle storage, fitness studio, resident lounge, garden for tenants, a tot lot and is designed as an all-electric building to NGBS Silver certification standards.

The TOC credit will help offset these location-driven costs.

Impact of TOC location for economic mobility of residents.

The location of the site, and its proximity to downtown employment centers and public transportation, provides significant value to future residents. Downtown Colorado Springs, with its concentration of government, healthcare, and professional services employers, begins approximately one mile north of the site and is directly accessible by bus, free shuttle, foot, and bicycle. These sectors employ a substantial number of workers earning between 40% and 70% of AMI; however, the 2025 Regional Housing Needs Assessment identified eight low-income jobs for every one affordable unit in the area. Canopē will place 125 income-restricted units within walking and transit distance of this employment base. The ability to reduce or eliminate the costs of vehicle ownership, including insurance, fuel, and parking, represents a meaningful budgetary reduction for low-income households, allowing resources to be redirected toward rent, childcare, and savings.

Greccio Housing will provide resident services from the on-site Resident Resource Center beginning at lease-up, including financial education, employment assistance, and referrals through its established partner network. In addition, the six-tier income averaging structure allows residents whose incomes increase over time to remain in the building, supporting long-term household stability.

Description of transit options available, including proximity to the site location, frequency, and connection to employment centers and amenities accessible due to transit options.

The site is served by Mountain Metropolitan Transit ("MMT"), with multiple stops located within 0.25 miles of the site. Routes 10 and 11 operate on Nevada Avenue directly at the site, connecting south to the Pikes Peak State College campuses and the World Arena area, and north to the Downtown Terminal. The Downtown Terminal, the regional transit hub located approximately one-half mile (a three-minute ride) from the site, provides transfers to more than 30 local routes serving Colorado Springs, Manitou Springs, and Security-Widefield. Under MMT's Spring 2026 service changes, weekend daytime frequency on both routes will improve from 60-minute to 30-minute headways. THE ZEB, MMT's free downtown shuttle, operates on Tejon Street one block west of the site, with service every 7 to 10 minutes, seven days per week.

These transit options provide residents with direct access to downtown government offices, hospitals and medical facilities, Pikes Peak State College, and retail and service employment along the Nevada, Tejon, and Cimarron corridors. THE ZEB provides additional connections to the downtown core, Weidner Field, the U.S. Olympic & Paralympic Museum, and Colorado College. Grocery stores, pharmacies, medical offices, schools, parks, and the Pikes Peak Library District are located within walking distance of the site. The combination of bus service at the property's frontage, free shuttle service one block away, and the walkability of the surrounding blocks enables residents to meet commuting and daily needs without vehicle ownership.

transit-oriented communities credit application narrative



Project Name: **Cedar Gardens Apartments**

Project Address: **6990 West Cedar Avenue, Lakewood, CO 80226**

Site, building design, amenities, or other features related to TOC location that increase costs.

The property's transit-oriented characteristics are recognized by the State of Colorado, which designates the site as a Transit Service Area pursuant to HB24-1304. Cedar Gardens' design incorporates many features to maximize the benefits of its transit-oriented location to help residents reduce transportation costs and expand multi-modal mobility. Features include expansive secure indoor bicycle storage, a free resident electric bicycle lending library, EV charging infrastructure and designated parking spaces, and enhanced pedestrian connections throughout the site and to the surrounding neighborhood. Cedar Gardens will also provide free WiFi to residents throughout the property including common areas, reducing barriers to telework, education, and access to online transportation services such as RTD schedules, call-and-ride, and ride-sharing.

As an urban infill redevelopment, Cedar Gardens must address site constraints uncommon to greenfield development. Cedar Gardens' redevelopment requires demolition of aging buildings, replacement of obsolete infrastructure, integration with existing streets and utilities, resident relocation, environmental mitigation, and construction within a developed neighborhood while maintaining compatibility with surrounding residential uses. Specifically, at least 700 linear feet of aboveground powerlines will need to be buried underground to accommodate the City's street tree location urban design requirements, and nearly 3,300 square feet of new, ADA-compliant sidewalks must encircle the property along public right-of-way. The City of Lakewood also has significant design and sustainability standards that drive up costs including significant EV charging capability which impacts costs for on-site electrical capacity to accommodate EV loads, underground conduit, and charging stations. The City's design standards for new multi-family development require exterior ornamentation and use of durable, higher cost materials such as masonry, limiting options for lower cost exterior cladding materials.

Impact of TOC location for economic mobility of residents.

The transit-oriented location significantly enhances long-term economic mobility by reducing transportation costs while improving access to employment, education, healthcare, and essential services. Transportation represents one of the largest household expenses after housing, and Cedar Gardens enables many residents to own fewer vehicles, or potentially none at all, without sacrificing access to daily needs.

Residents will live one block from Belmar, providing walkable access to major employers, grocery stores, retail, restaurants, banking, healthcare providers, public services, and community amenities. Frequent RTD bus service on 2 routes less than 950' away from the property will connect residents to the W Line light rail system, downtown Denver, the Federal Center, Lakewood Civic Center, Kaiser Permanente Lakewood Offices, Denver Federal Center, St. Anthony Hospital, Red Rocks Community College, Colorado Christian University, and numerous employment centers throughout the west metro area.

The project further promotes economic mobility through on-site resident services, financial literacy programming, community space, high-speed internet access included with rent, and amenities that support education, workforce participation, and family stability. By combining permanently affordable housing with exceptional transit access and resident services, Cedar Gardens reduces household costs while expanding opportunities for employment, career advancement, and long-term financial stability.

Description of transit options available, including proximity to the site location, frequency, and connection to employment centers and amenities accessible due to transit options.

Cedar Gardens is located approximately one block from RTD Route 3, one of the Denver metropolitan area's highest-frequency bus routes. The route provides service approximately every 15 minutes during peak periods and every 30 minutes during evenings and weekends, offering convenient all-day access for residents without requiring automobile ownership. Route 3 also provides direct access to the many destinations outlined above.

Over the past decade, the City of Lakewood, the Lakewood Reinvestment Authority, and Alameda Connects Business Improvement District have made substantial investments to improve the safety, appearance, and multimodal function of the West Alameda Avenue corridor and surrounding areas. These investments include new and widened sidewalks, 10' wide multiuse paths, landscaped medians and greenways, trees, pedestrian-oriented placemaking features, public art, wayfinding, bicycle racks and repair stations, and ongoing pedestrian and cyclist safety programming. Cedar Gardens is positioned in the heart of this improved area and will leverage these public investments by constructing new public sidewalks along Cedar Avenue and Reed Street and an extensive internal accessible pedestrian network connecting residents to neighborhood destinations and employment. The site's highly walkable location allows residents to access many daily needs without driving. Belmar's employment, shopping, restaurants, entertainment, healthcare, and civic uses require a short walk and crossing one stop light to access. Multiple retail centers with essential services like urgent care, Walgreens, and Home Depot, as well as parks and an elementary school are walkable along public sidewalks without needing to cross any traffic lights.

Expansive on-site indoor, secure bicycle storage as well as the free electric bike library will allow residents to cost-effectively utilize the new extensive network of bike-friendly streets and designated bike lanes throughout the neighborhood. Alameda Avenue's network of bike-friendly paths runs from Sheridan Boulevard to Kipling Parkway. Recent bicycling infrastructure investments on Pierce Street, one block east of the site, allow safer and easier biking between W. 1st Avenue all the way south to Jewell Avenue. Half a mile north of Cedar Gardens, improvements along W. 1st Avenue extend dedicated bicycling lanes between Federal Boulevard and Kipling Parkway.

transit-oriented communities credit application narrative



Project Name: Centennial Valley Affordable Apartments

Project Address: Lot A, Centennial Valley Business Park Filing No. 8

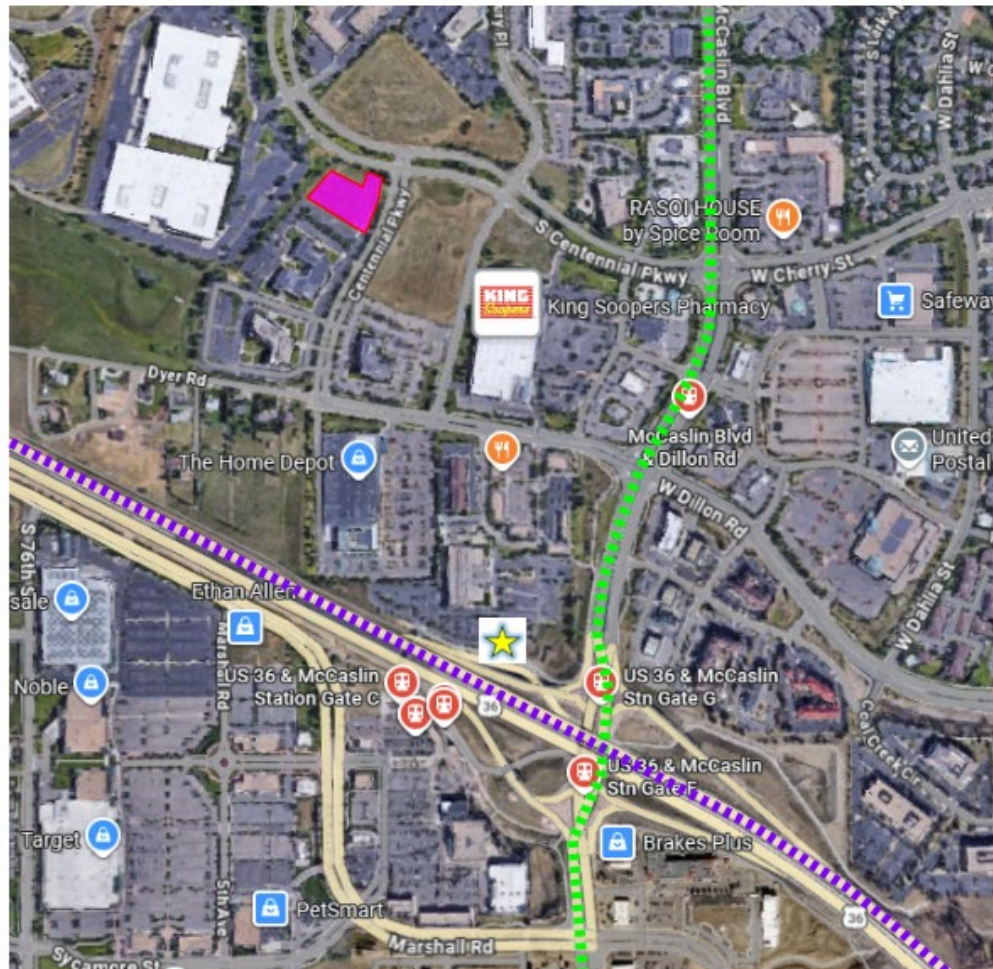
Site, building design, amenities, or other features related to TOC location that increase costs:

Centennial Valley Affordable Apartments (CVAA) is strategically located in a transit-oriented area adjacent to a King Soopers grocery store and within walking distance of a significant concentration of employment opportunities, providing substantial economic and quality-of-life benefits for residents. However, these location advantages also result in higher development costs. The project is subject to the City of Louisville's comparatively high water tap fees, will provide complimentary RTD Eco Passes to all residents to encourage transit use and reduce transportation costs, and is not located within a Qualified Census Tract (QCT) or Difficult Development Area (DDA), making it ineligible for the Low-Income Housing Tax Credit (LIHTC) basis boost available to many affordable housing developments.

Impact of TOC location for economic mobility of residents:

The community's transit-oriented location will provide a meaningful economic benefit to residents by reducing one of the largest household expenses outside of housing: transportation. For lower-income households in particular, transportation costs consume a disproportionate share of monthly income, making convenient access to reliable transit an important component of long-term housing affordability. Residents will benefit from exceptional multimodal connectivity, with the RTD Flatiron Flyer station located within one-half mile of the site, providing frequent regional transit service to major employment centers throughout the Denver-Boulder corridor. In addition, the community falls within the service area of Superior's FlexRide program, an on-demand microtransit shuttle service available in only a limited number of Colorado communities, offering residents flexible first- and last-mile connections to transit, shopping, healthcare, and other daily destinations. Complementing these transit options is the site's proximity to a high concentration of local employers within walking distance, creating opportunities for residents to access jobs without the need for a personal vehicle. Together, these transportation assets reduce commuting costs, expand employment opportunities, and enhance overall economic stability for community residents while supporting a more sustainable and connected neighborhood.

Description of transit options available, including proximity to the site location, frequency, and connection to employment centers and amenities accessible due to transit options: CVAA is located within the Centennial Valley Business Park, which is a high concentration employment center. Additionally, McCaslin Boulevard is lined on both sides with a high concentration of shops, banks, hotels, retailers and restaurants. Notable major retailers include, but are not limited to, Home Depot, King Soopers, Safeway, Marriot, and Wyndham. The community will provide free RTD Eco Passes to residents enable free use of the Flatiron Flyer, Superior FlexRide, and local RTD bus routes. The map below shows the relative proximity of transit stations to the project:



Property Location



RTD Flatiron Flyer - U.S. 36 & McCaslin Park and Ride



RTD Transit Stations



Local Bus Routes



RTD Flatiron Flyer - Bus Rapid Transit

transit-oriented communities credit application narrative



Project Name: Generations at Tapestry

Project Address: 1790 N Logan Street, Denver, CO

Gorman & Company, LLC, in partnership with the Colorado Health Foundation, is proud to submit a 4% LIHTC and **TOC credit** application for the 78-unit Generations at Tapestry project (“Generations”) in the Uptown / North Capitol Hill neighborhood of Denver, Colorado. This project is aligned with CHFA’s Guiding Principles, is ready to proceed with construction in 2027, offers significant leverage to the Credit request, and will be implemented by a development team that consistently delivers projects on time and on budget.

- **Site, building design, amenities, or other features related to TOC location that increase costs.**
 - The project is located at 18th and Logan, a highly desirable neighborhood in the Uptown neighborhood of Denver, Colorado. As an infill TOC site, there are several characteristics driving costs higher.
 - The site is more primed for market-rate development as a Highest and Best Use than affordable housing with community serving facility spaces. As such, Colorado Health Foundation purchased the site at a price that affordable housing cannot afford. They have then donated the site to the project to allow for affordable housing to be constructed without a land cost in this highly desirable location. The land is valued at more than \$13,056,000, which is a financial contribution from CHF to the project.
 - The existing buildings, foundations, and utilities were demolished to prepare the site.
 - The site’s downtown location is in an Urban Design district that has additional design requirements, such as more masonry for the exterior, that contribute to higher construction costs.
 - While the site has incredible access to bus, pedestrian paths, biking, and roll-able paths, we are building primarily three- and four-bedroom apartment homes to address the incredible demand for senior and family affordable housing, which are more costly to construct than smaller unit sizes.
 - To increase access to important services the project includes an on-site senior services through Eaton Communities and on-site service coordination through Hope Communities. These critical elements, which will bolster economic opportunity and overall wellbeing for our residents, add cost to the project that CHF is helping to cover through their subordinate loan.

- In an interesting twist, we are parking the site to our preferred marketable ratio, yet this exceeds the zoning standard for Denver, and thus triggers a Transit Demand Management (TDM) requirement by the City. The TDM requires fully subsidized NECO passes to encourage RTD ridership, additional wayfinding, and information and coordination for residents to access transportation services. These also add costs to the project.
- **Impact of TOC location for economic mobility of residents.**
 - The site location facilitates upward economic mobility because it reduces the barriers to accessing employment, education, transit, and other community services that are critical to ensure economic growth and success. Along with the project's ideal location, on-site services will be provided by Hope Communities along with an ECE and health clinic on campus in the adjacent building (Tapestry LIHTC) which will also promote economic mobility for our residents. Hope Communities will be our service provider at the site and will employ staffing at the site, which is illustrated in the Proforma, Income & Expense tab, in both cell B34 of the Annual Operating Expenses and Row 8 of the Proforma
 - Reliable and affordable transportation was identified as a top priority by respondents through community engagement efforts. Our free NECO Passes and connection to the existing multi-modality options will address this issue, which is often a barrier to economic mobility for lower-wage earning residents.
- **Describe the of transit options available**
 - The site has access to an impressive array of multimodal amenities and services, with immediate access to community services, an early learning center and health clinic (all within the building) and excellent access to employment, schools, grocery stores, restaurants, fitness studios, banks, and a recreation center. The location has a 96 Walk Score (very walkable), 79 Transit Score (excellent transit), and 97 Bike Score (biker's paradise).
The high frequency RTD Route 20 bus service on East 17th Ave and East 18th Ave, located approximately 700 feet from Generations at Tapestry, provides service every 15 minutes in addition to Denver Union Station among other high frequency stops in between. Also within walking distance is Civic Center Station, 0.5 miles away from the subject site, and contributes to the area's significant transportation amenities by providing access to an additional 18 routes. With access to 47 transit routes and more than 22,500 transit trips within one-half mile, future residents will have access to almost 500,000 jobs in a 15-30 minute transit trip.
Another future transit option being built by the City and County of Denver is the East Colfax Ave bus rapid transit line, which by 2027 will operate between Denver's Civic Center Station and Aurora's Colfax Station at Interstate 225 and will serve a new station at North Pennsylvania St less than 0.5 miles away.

transit-oriented communities credit application narrative



Project Name: Ironton Apartments

Project Address: 10660 E. Colfax, Aurora, CO 80010

Ironton Apartments (“the Project”) is in one of the Denver-metropolitan top connected transit corridors. Located in Aurora near the intersection of East Colfax and Havana Street, the location is in a QCT approximately one mile west of the Anschutz Medical Campus. East Colfax is a major thoroughfare that connects Aurora to Denver and provides access to a variety of high-frequency transportation options.

Location-Specific Costs

The subject site is a great opportunity to ensure permanently affordable units are developed in a swiftly redeveloping corridor that is very well connected by public transit. Location-specific cost is related to the cost of the land as well as the high cost of tap fees related to development of new housing in the City of Aurora.

Impact of TOC Location for Residents

Residents at the Project will benefit from direct access to one of the region’s most transit-rich corridors, supporting resident economic mobility through strong connections to employment and essential services. RTD Route 15 and 15L operate along East Colfax Avenue adjacent to the site, providing frequent, all-day service to Downtown Denver, Civic Center, and major employment and healthcare destinations, as well as east Aurora. The site also has convenient access to the Fitzsimons/Anschutz Medical Campus employment center, including UHealth University of Colorado Hospital, Children’s Hospital Colorado, and the Rocky Mountain Regional VA Medical Center, supporting thousands of healthcare, education, and research jobs. In addition, the planned East Colfax Bus Rapid Transit (BRT) project will improve travel times and reliability, further enhancing long-term access to jobs, education, healthcare, and neighborhood-serving retail that support resident economic mobility and reduce transportation cost burdens.

Transit Options Available and Connectivity to Jobs and Amenities

The Project is a 0.1-mile walk to the nearest bus on Colfax, along which the 15 and 15L buses run. The 15 bus runs eastbound from Union Station to Colfax-Tower from approximately 4:00 am to 2:00 am, 7 days per week. The 15 runs primarily east and west down Colfax between Aurora and downtown Denver with 15-minute frequencies. The 15L bus runs eastbound from Decatur-Federal Station (Gate D) to Aurora

Metro Center Station (Gate E) from approximately 5:00 am to 1:00 am, 7 days per week with 15-minute frequencies. The 15L bus runs a similar route to the 15 bus, however the 15 is a local route that makes all stops and the 15L bus is a limited-stop route which skips stops and allows passengers to have faster travel times. The 15 bus route is Denver's busiest bus route.

Other bus routes within a mile radius of the project include the 6, 10, 20, 105, and 121. The 6 bus runs eastbound from 11th and Larimer in Denver to the Aurora Metro Center Station (Gate H). The 6 bus runs seven days per week from approximately 5:00 am to midnight with 30-minute frequencies. The 10 route runs eastbound from Union Station to Colfax and Billings in Aurora. The 10 route runs seven days per week from approximately 6:00 am to 12:30 am with 30-minute frequencies. The 20 bus runs eastbound from the National Renewable Energy Lab (NREL) in Golden through the Auraria Campus in Denver to Union Station to Billings & Colfax near the Anschutz Medical Campus in Aurora with 30-minute frequencies. The 20 runs 7 days per week with full service from Union Station to Billings & Colfax and more limited service to NREL in Golden. The 105 bus southbound from Central Park Station to Southmoor Station. From Central Park Station riders can access the A light rail line or bus routes 28, 37, 42, 43, 65, 73, and 88. From Southmoor Station riders can access the E & H light rail lines or bus routes 35, 40, 46, and 65. The 121 bus route runs southbound along Peoria Street from 40th Ave & Airport Blvd Station to Peoria Station to Nine Mile Station. The 121 bus runs seven days per week from approximately 3:00 am to 1:00 am with primarily 30-minute frequencies. From 40th Ave & Airport Blvd Station, riders can connect with the A light rail line or the 37, 42, 45, or 169 bus routes. From Peoria Station, riders can connect with the A and R light rail lines or the 37, 45, or 153 bus routes. From Nine Mile Station, riders can connect with the H and R light rail lines and the 35, 83D, 83Ltd, 130, 131, 133, 135, 139, 483, and AT bus routes.

Bus Rapid Transit (BRT) is planned for the area. The East Colfax BRT project will introduce dedicated bus lanes and enhanced stations between I-225 and Union Station by 2027.

transit-oriented communities credit application narrative



Project Name: Irving Street Senior Residences and Early Childhood Education Center

Project Address: 3300 W. 72nd Ave, Westminster, CO 80030

Irving Street Senior Residences and Early Childhood Education facility (the “Project”) is located at the southwest corner of 72nd Avenue and Irving Street in the City of Westminster. The Project is located within the Westminster Station Plan Area of the City’s zoning code, and it is within 0.5 miles of the existing Westminster Station RTD Light Rail stop, which classifies the Project as a Transit Oriented Development (“TOD”). Due to the Project’s location, both within the existing TOD and the City of Westminster Station Area Plan zoning code, the site has unique features that relates to its cost and design. The following features impact the design and cost of the proposed project:

Station Area Mixed Use Requirement. With the goal of driving up density and creating a mixed use residential and retail neighborhood, the Westminster Station Area plan requires any multifamily project in the Station Area to also include another use (commercial or retail) in addition to the primary multifamily use. That additional use must be a minimum of 25% of the gross, conditioned floor space of the ground floor of the building. Additionally, there are minimum ceiling height and bay depth requirements for both commercial and retail spaces.

Cost Impact: Due to these requirements, any proposed building in the Westminster Station Area must be constructed of ground floor concrete podium or structural steel to satisfy the design and code requirements of the Station Area mixed use guidelines. A majority of the building will now need to be built atop of a first-floor concrete podium. This adds significant construction hard costs and design/engineering to the project.

Benefits/Unique Features: The Project includes a 4,000 square foot ground floor Early Childhood Education (ECE) facility. The ECE will help address a significant early childcare shortage in this zip code and provide numerous symbiotic volunteer and multi-generational interaction opportunities for both populations. Additionally, because of the concrete podium, there is an opportunity for around half of the resident parking spaces to be covered and weather protected.

Impact of TOC Location for Economic Mobility of Residents. Even though the residential portion of the Project is restricted to older adults aged 55+, it is anticipated that a portion of residents will continue to work part time or full time. The location of the Project, particularly along existing RTD bus transit linkages of 72nd Avenue and Irving Street, allows for easy bus transportation to many employment nodes. In addition, Westminster Station is approximately 3.5 blocks from the proposed project. This existing light rail stop provides a convenient option to access other employment

nodes. The ECE facility will also provide a cascading economic mobility benefit to the immediate neighborhood by allowing residents access to affordable childcare so that they can be active participants in labor force.

Transit Options Available Proximate to the Site. The nearest bus stop to the Project is located at the northeast corner of the site at Irving St. and W. 72nd Avenue where residents can access RTD's Route 72 bus. Route 72 provides hourly bus service at W 72nd Ave and Irving St from 8:50 AM to 5:50 PM Monday through Saturday. **Attachment #1** includes a map of Route 72. Residents can access RTD's Route 31 West 71st Avenue & Grove Street stop, 0.3 miles from the Project. Route 31 provides north and southbound service along Federal Boulevard. Route 31 operates about every 10 minutes during the weekday, with 15- or 30-minute intervals early in the morning or late at night, from 4:39 AM to 12:55 AM. On weekends, Route 31 generally runs at 15-minute intervals on Saturdays and 30-minute intervals on Sundays/Holidays from approximately 4:30 AM to 12:55 AM. **Attachment #2** includes a map of Route 31. Bus routes are located along most of the major arterials in the neighborhood including Pecos St., Federal Blvd., Sheridan Blvd., Wadsworth Blvd., W. 92nd Ave., W. 88th Ave., W. 80th Ave., and W. 72nd Avenue. These routes connect to the system as a whole and serves to connect this area with all of the Denver Metro area. The local market perceives public transportation as good compared to other areas in the region.

Light rail serves the southwestern portion of the Project neighborhood with both the Gold (G) Line and the Northwest Rail (B) Line. The Project is located 0.4 miles from the nearest light rail station (the Westminster Station on the Northwest Rail (B) Line). The B Line operates directly between Union Station and Westminster Station at 30-minute service intervals at peak hours and every 60 minutes on nights and weekends and holiday. On weekdays, the B Line runs from 5:13 AM to 10:58 PM. On weekends and holidays, the B Line runs from 5:42 AM to 10:58 PM. The B Line is the first six miles of the proposed 41-mile commuter rail line that will eventually go to Broomfield, Louisville, Boulder, and Longmont if funding is approved. The Clear Creek/Federal Station and the 60th & Sheridan/Arvada Gold Strike Station along this line are located within the Project's neighborhood. **Attachment #3** includes a map of the B Line and G Line.

Employment Node Access and Amenities. Major employers include retail/commercial establishments located throughout the neighborhood. There is very little office development in the Project's neighborhood; however, access to the Denver Central Business District ("CBD"), Denver West office complexes, as well as the technology corridor of the Denver-Boulder turnpike (U.S. Highway 36) is good. The Denver CBD as a whole is one of the city's primary employment centers. It is located approximately 10 miles south/southeast of the Project and can be easily accessed by public transportation or automobile. Employment in all categories can be found in the CBD, but primarily includes retail and financial services, transportation, communications, government, and utilities.

Retail establishments serving the area are located along the major arterials throughout the neighborhood. A Walgreens is located just northeast of the Project on the northwest corner of W. 72nd Ave. and Federal Blvd., while other retail/grocery stores are located along Sheridan Blvd. and Wadsworth Blvd. to the west of the Project and include a Target, Walmart, and King Soopers. Proximity to parks, open space and other passive recreation/entertainment is good. Located within a 3.25-mile radius of the Project are various entertainment/recreation areas including The MAC (directly northeast of the Project), the Westminster Swim & Fitness Center (½-mile north of the Project), the Lake Arbor Golf Course and Indian Tree Golf Course to the west/northwest of the Project, and the Arvada Center for the Arts and Humanities to the west of the Project. The MAC is the City of Westminster's hub for an active adult lifestyle. This recreation center is located directly northeast of the Project (on the northeast corner of Irving St. and W. 72nd Ave.) and contains a weight room, indoor walking track, aerobics and dance studio, billiards room, indoor pickleball courts, and a library kiosk. It also offers fitness and wellness activities, classes, educational seminars, and other programs.

transit-oriented communities credit application narrative



Project Name: Metro Caring Housing

Project Address: 1100 E 18th Avenue, 1726, 1728, and 1736 Downing Street, Denver, CO 80218

Metro Caring Housing is in an excellent site to provide residents with easy access to public transportation near downtown Denver. The transit score for the site (57) is well above the Denver average of 45 and the walkability and bike scores are very good with a score of 92 and 96 respectively, as noted in the market study.

Metro Caring Housing will have multiple bicycle storage spaces in the underground parking space as well as another storage/maintenance space on the main floor. If residents would like to take advantage of the surrounding bike lanes, they will have space within the building to store their bike. Within a half mile walk from the project site is a Safeway, St. Joseph Hospital and several other medical facilities, numerous restaurants, a host of small businesses.

The Metro Caring Housing building is located at 1100 E. 18th Avenue, Denver, CO 80218. There are two bus stops (Stop #10336 and #23074) on the opposite side of the intersection of 18th Avenue and Downing Street, each about a one-minute walk from the Project site. Bus Route 20 services Stop #10336. Bus Route 12 services Stop #23074. Stop #23408 is a 7-minute walk (0.3 mi.) north from the Project and provides access to Bus Route 28. Stop #35513 is a 9-minute walk (0.4 miles) southeast from the Project and is serviced by Bus Route 15.

Bus Route 20 provides east and westbound service along 18th and 17th Avenues. On the east end of the route, tenants of the Project will be able to access City Park, Presbyterian St. Luke's Medical Center and the University of Colorado Anschutz Medical Campus, with transit going out to Aurora. To the west, there is access to the 18th St & Stout light rail station (9 minute ride), Civic Center Station, Civic Center Park and the 16th Street Mall. There are free shuttles along the 16th Street Mall, stopping at every corner. Several restaurants, shops, and cultural areas line the 16th Street Mall, as well as financial institutions, and other places of business. The MallRide bus also connects to Union Station and the Civic Center Station. Between those two transportation hubs, there is access to all of Denver and Colorado. Bus Route 20 goes beyond downtown to the Auraria campus, past Sloan's Lake and ends in far west

Denver near NREL. Residents will be able to access jobs in retail, office buildings, schools, and services along 17th and 20th Avenues across Denver.

Bus Route 28 also runs east and westbound, however it provides a more northern access as it runs along 28th and 29th Avenue in the east and 26th Avenue in the west. It also runs down 17th St., providing similar access to downtown Denver as route 20. To the east, there is access to more than half a dozen schools from elementary to college and the route stops a few blocks short of Central Park. To the west, the bus stops in Lower Highland and along Sloan's Lake Park and Crown Hill Park. Residents will be able to access several types of jobs from this bus line, including office buildings, schools, and retail.

Bus Route 12 runs north and southbound, providing service along Downing Street. To the south, tenants of the Project will be able to access the Englewood Rail Station and the Englewood City Center. Along the route are stops at Swedish Hospital, Porter Adventist Hospital, and Washington Park. To the north, Bus Route 12 reaches Blake Station Platform and Downing Station. Bus Route 12 also goes past the Sun Market, a local grocery store. Residents will be able to access several types of jobs from this bus line, including retail, hospital, and schools.

Bus Route 15 runs east and west along Colfax Avenue between Denver's Union Station and Tower Road in Aurora. Residents can access downtown Denver and Capitol Hill to the west and East High School, National Jewish Health, and Anschutz Medical Campus to the east.

The 18th St & Stout Station, which is serviced by the D, H, and L lines, is located 1.0 mile (a 9 minute bus ride) from the Project.

D Line: The D line runs between downtown Denver and south of Littleton. Possible transfers include the L, H, and E lines. Some highlights accessed by the D line include downtown Denver, the Auraria Campus, Englewood, and Littleton.

E Line: The E line runs between Union Station in Denver to RidgeGate Parkway in Lone Tree. Possible transfers include the G, B, N, A, W, D, H, and R lines. Some highlights accessed by the E line include downtown Denver, the Auraria Campus, University of Denver, the Denver Tech Center, Centennial, Park Meadows, and Lone Tree.

H Line: The H line runs from downtown Denver southeast to Southmoor in Glendale and then northeast to Florida in Aurora. Possible transfers include the L, D, E, and R lines. Some highlights accessed by the H line include downtown Denver, the Auraria Campus, the University of Denver, the Denver Tech Center, and Cherry Creek State Park

Metro Caring Housing will take their mission of economic mobility and the services that they provide and implement them in a location that will help residents flourish fully. Owning a vehicle will not be a transportation barrier given the amount of walking, biking and transit options nearby. Residents have a multitude of employment options nearby if they are in between jobs and medical appointments can often be scheduled in facilities a stone's throw from one's home. Being able to live affordably and still be located in the heart of the City of Denver is an enormous blessing and will benefit all residents, regardless of their place in life.

transit-oriented communities credit application narrative



Project Name: Platte River Commons

Project Address: 501 W. Tennessee Avenue, Denver, CO 80223

As part of Archway Investment Corporation's commitment to supporting the goals of the Transit-Oriented Communities Credit, Platte River Commons will incorporate transportation-focused amenities and design features that enhance transit access and reduce residents' dependence on personal vehicles. These include:

1. EcoPasses for all residents, providing access to regional public transportation. The estimated annual cost is included in the operating budget at \$13,750.
2. Secure bicycle storage, which will be incorporated into the building to make bicycling a practical transportation option and support first- and last-mile connections. The 44-space interior bicycle storage will include secured fob access and cameras. The costs associated with both the interior and additional 11 exterior spaces are included in the development budget.
3. Bicycle repair stations, allowing residents to maintain their bicycles on-site and more easily use the surrounding bicycle and multimodal transportation network. These costs are included in the development budget.

The building will also be oriented to enhance connectivity to adjacent Vanderbilt Park, with the main building thoroughfare located on the north side near the park.

Platte River Commons is a 110-unit affordable housing community serving individuals and families earning between 30% and 80% of area median income. Nearly 60% of the apartments will be two- or three-bedroom homes designed to meet the needs of families. The Project's transit-oriented location will support resident economic mobility by expanding access to employment, education, healthcare, groceries, community resources, and recreation while reducing reliance on personal vehicles.

Vanderbilt Park is adjacent to the Project, and Sprouts is approximately 0.6 miles, or a 14-minute walk, from the site. Residents can also reach Ruby Hill Park, nearby schools, Athmar Park Branch Library, Washington Street Community Center, Mi Casa Resource Center, and medical services by walking or public transportation.

Several RTD bus stops are located within one-half mile of the Project:

- 0.2 miles from the site, or approximately a six-minute walk, is the West Mississippi Avenue and Cherokee Street stop, served by Routes 11 and 14.
- 0.3 miles from the site, or approximately a six-minute walk, is the West Mississippi Avenue and South Galapago Street stop, served by Routes 11 and 14.
- 0.4 miles from the site, or approximately a nine-minute walk, is the West Mississippi Avenue and South Jason Street stop, served by Routes 11 and 14.
- 0.5 miles from the site, or approximately a 13-minute walk, is the South Broadway and Mississippi Avenue stop, served by Routes 0, 11, and 14.

Bus Route 11 generally operates approximately every 30 minutes during much of the weekday. It provides east-west service along Mississippi Avenue and connects residents to I-25 & Broadway Station, Louisiana & Pearl Station, the University and Colorado Boulevard corridors, Aurora Metro Center, Federal Boulevard, Sheridan Boulevard, Wadsworth Boulevard, and Lakewood Commons.

Bus Route 14 also generally operates approximately every 30 minutes during weekday service. It connects residents to I-25 & Broadway Station to the east and Federal Boulevard, Sheridan Boulevard, Wadsworth Boulevard, and Lakewood Commons to the west.

Bus Route 0 generally operates approximately every 15 minutes during much of the weekday. It provides north-south service along Broadway, connecting residents to the Broadway commercial corridor, Downtown Denver, Civic Center, Union Station, I-25 & Broadway Station, and Englewood Station. These routes provide access to employment opportunities in healthcare, education, retail, food service, offices, and other commercial and service industries.

I-25 & Broadway Station is approximately 0.9 miles from the Project and can be reached using Route 14. The Broadway Station redevelopment project will provide access to the light rail station via the Kentucky bridge and South pedestrian bridge that together cross South Platte River Drive, the river and rail tracks, which will vastly improve connectivity across the area and to the benefit of the residence. The station is served by Bus Routes 0, OL, 11, and 14 and the C, E, and T rail lines, providing additional connections to Downtown Denver, the Auraria Campus, the University of Denver, Englewood, Littleton, the Denver Tech Center area, and Lone Tree.

Through its transportation amenities, nearby transit service, and access to employment centers and essential services, Platte River Commons will allow families to live affordably while reducing their dependence on personal vehicles.

transit-oriented communities credit application narrative



Project Name: The Ridge

Project Address: 4050 North Colorado Blvd., Denver, CO 80205

The Ridge at Park Hill (the “Project”) is a 140-unit, 100% income-restricted affordable family housing development located at 4050 N. Colorado Blvd. in Denver’s Northeast Park Hill neighborhood, a five-minute walk from RTD’s 40th and Colorado A-Line Station. The Project will be developed through a partnership between CrossPurpose, a Colorado nonprofit with eighteen years of community presence in Northeast Park Hill, and Elmington Affordable as turnkey developer. The Ridge will pair 140 deeply affordable homes restricted at 30% and 60% AMI with an adjacent CrossPurpose workforce development campus, the Basecamp Opportunity Center (“Basecamp”) creating an integrated model of housing stability and economic mobility that neither a traditional affordable housing development nor a standalone service provider could achieve on its own.

Site, Design, Amenities, and Cost Impacts of TOC Location

The Project’s Transit-Oriented Communities (“TOC”) location creates valuable opportunities for residents, but it also brings increased cost pressure. Development of The Ridge is subject to a city-approved Infrastructure Master Plan (“IMP”), which establishes binding requirements for sitewide infrastructure delivery. Phase 1 obligations include trunk infrastructure, stormwater facilities, a private roadway network, and a combined fire lane and bikeway with a trail connection to the Smith Road Trail and a public access easement. These improvements are required to support safe, multimodal connectivity to the 40th and Colorado RTD Station and represent non-discretionary capital costs that materially increase total development cost compared to a conventional, non-transit-oriented affordable housing site.

The site’s TOC context also requires a more robust building form, enhanced public connectivity, and expanded resident services than a conventional affordable project. Given the site’s proximity to rail and roadways, the Project includes upgraded window and wall assemblies to meet noise attenuation standards and improve resident comfort and quality of life. The residential building will be located on the northern portion of the site and will include 3,800 square feet of tenant service space intended for community-serving uses, including potential childcare and programming that complements CrossPurpose’s adjacent workforce development offerings at Basecamp. Basecamp will be located on the southwest portion of the site and will include classrooms, program space, and offices to support the CrossPurpose program.

Together, these components reflect the TOC expectation of a high-quality, connected community environment and go beyond what a comparable non-TOC affordable development would typically provide. While these requirements result in a higher-cost project, The Ridge is uniquely positioned to deliver lasting mobility benefits to families facing active displacement pressure.

Impact on Resident Economic Mobility

The Project is designed to address multiple economic barriers at once through its proximity to high-frequency transit and direct integration with workforce programming. The nearby 40th and Colorado A-Line Station connects residents to downtown Denver and Denver International Airport—one of the region’s largest single-site employers, with nearly 40,000 jobs—without requiring car ownership. This direct connection to major employment hubs expands residents’ potential employment reach across the Denver metro area. For families working to move out of poverty, The Ridge reduces the daily friction of accessing jobs, training, and services while opening doors to opportunities that may otherwise be difficult to reach.

The co-location with Basecamp places career training, job placement, and wealth-building programs within walking distance of residents’ front doors, eliminating the time and cost burden of navigating services scattered across the city. CrossPurpose’s three-stage model—Launch (job readiness), Leader (career placement at \$40,000 or more), and Legacy (wealth-building and homeownership)—has generated more than \$174 million in new wealth for program graduates and their families. Because the campus sits in a TOC, Basecamp will also function as a regional hub for economic mobility services, accessible to families across the Denver metro area and not only those who live at The Ridge.

Transit Options, Proximity, Frequency, and Connections

RTD’s 40th and Colorado Station is located within a five-minute walk of the Project. This connection is reinforced through IMP-required infrastructure, including a fire lane and bikeway, a trail link to the Smith Road Trail, and a public access easement that will provide a safe and direct path between the site and the regional transit network. The A-Line runs every 15 minutes during peak hours and connects residents to Union Station in downtown Denver in approximately nine minutes and to Denver International Airport in approximately 28 minutes, with no transfer. From Union Station, residents can connect to the broader RTD rail network, regional bus rapid transit, Amtrak, and CDOT Bustang intercity service. RTD bus service along Colorado Boulevard also provides additional north-south connectivity to employment, healthcare, and services along the corridor.

To support use of this system, CrossPurpose and Elmlington will provide unlimited RTD NECO Pass transit access to all residents, helping eliminate transportation cost barriers and expand residents’ employment reach. To extend this benefit beyond on-site residents, RTD Passes will also be provided to staff and a portion of CrossPurpose program participants, enabling the campus to draw participants from across the Denver metro area. These transit benefits will be supplemented by real-time transit information displays, indoor bicycle storage for 56 bikes, and direct connections to the planned 303 ArtWay, a community-driven multimodal corridor identified in the IMP. A 30-foot fire lane and bikeway will also run along the perimeter of the site, providing a direct connection to the Smith Road Trail and a dedicated bike connection along Albion Street to establish a safe first- and last-mile connection to transit.

No comparable 100% income-restricted family development in North Park Hill currently offers this combination of rail proximity, resident-subsidized transit, multimodal infrastructure, and on-site workforce development. The TOC Credit is the financing tool that makes this possible by allowing the Project to absorb the additional costs associated with required infrastructure, shared systems, and entitlement complexity while enabling deeply affordable housing to be delivered in a high-opportunity, transit-accessible location.

transit-oriented communities credit application narrative



Project Name: Vantage Pointe Residences

Project Address: 6731 Lowell Blvd., Denver, CO 80221

Northpointe Development II Corporation proposes to redevelop an underutilized infill property at West 68th Avenue and Lowell Boulevard in unincorporated Adams County into Vantage Pointe Residences, a 131-unit affordable housing community for individuals and families. Financing for the development will include 4% federal Low-Income Housing Tax Credits, Colorado Affordable Housing Tax Credits, and approximately \$1.31 million in State Transit-Oriented Communities credits, which are projected to generate \$1,034,900 in equity based on pricing of \$0.79 per credit. The approximately 5.3-acre site is located within a Qualified Census Tract and a Transit-Oriented Community area designated under HB24-1313, less than one-half mile from Westminster Station and near a range of neighborhood amenities. Redevelopment will replace three deteriorated single-family homes with new, transit-accessible affordable housing in an area experiencing continued growth.

Site, building design, amenities, or other features related to TOC location that increase costs.

Vantage Pointe Residences will consist of two five+-story, elevator-served, wood-frame buildings on an infill site overlooking Hidden Lake. The property is currently improved with three dilapidated single-family homes and is located in an area experiencing significant growth and redevelopment, including new market-rate housing, immediately adjacent to Westminster High School and Hidden Lake Park and near higher-value single-family neighborhoods. These site conditions require demolition, careful construction staging, and a higher-density building design appropriate for the Transit-Oriented Community location. The Project will also incur substantial water and sewer tap fees associated with replacing low-density residential uses with 131 new apartment homes. In addition, the significant need for family-sized housing in southwest Adams County (unincorporated) informed the Project's high proportion of two- and three-bedroom units, which are larger and more costly to construct than one-bedroom units and require additional building area, utility capacity, and supporting infrastructure.

Impact of TOC location for economic mobility of residents.

Vantage Pointe Residences' location within a designated Transit-Oriented Community will provide residents with improved access to employment, education, healthcare, shopping, and other essential services throughout the region. The site is less than one-half mile from Westminster Station, allowing residents to use regional transit while reducing reliance on personal vehicles and the associated costs of fuel, insurance, maintenance, and parking. Residents will also have convenient access to the Little Dry Creek Trail near Westminster Station, providing a safe bicycle and pedestrian connection to nearby neighborhoods, parks, recreational amenities, and the broader regional trail network. The Project's proximity to Westminster High School, Hidden Lake Park, and established neighborhood amenities will further support families' daily needs and quality of life. By pairing family-sized affordable housing with convenient transit and multimodal access in a growing, amenity-rich area, the Project will connect households with greater economic opportunities while helping them retain more of their income for housing, food, childcare, education, and other necessities.

Description of transit options available, including proximity to the site location, frequency, and connection to employment centers and amenities accessible due to transit options.

Vantage Pointe Residences is located within approximately one-half mile of Westminster Station and several RTD transit services. The station is within 0.5-mile or ~10-minute walk from the site and provides access to the B Line commuter rail and Route 31 bus service, while Route 72 stops near West 72nd Avenue and Lowell Boulevard, approximately one-half mile north of the property. The B Line provides a direct 15-minute trip to Denver Union Station, generally operating hourly with additional 30-minute service during portions of weekday commuting periods. At Union Station, residents can access downtown Denver's major employment, retail, dining, and entertainment districts, as well as transfer to the broader regional bus and rail network, including service to Denver International Airport. Route 31 provides frequent north-south service along Federal Boulevard, connecting residents to commercial corridors, schools, services, and additional rail stations, while Route 72 operates approximately hourly and provides east-west access to Olde Town Arvada, Commerce City, and employment and shopping destinations along the 72nd Avenue corridor. Westminster Station also provides access to the Little Dry Creek Trail, which connects to the Clear Creek Trail and South Platte River Trail and extends into Denver's larger regional trail system, creating additional bicycle and pedestrian access to parks, neighborhoods, employment areas, and downtown Denver. Together, these rail, bus, bicycle, and pedestrian connections provide residents with practical access to regional employment centers, education, shopping, healthcare, recreation, and other daily amenities without requiring a personal vehicle.

transit-oriented communities credit application narrative



Project Name: Villaggio St Carlo

Project Address: 801 S. Monaco Parkway Denver CO

Catholic Charities Housing is excited to present this TOC project for consideration. This infill site is located adjacent to or extremely close to several high frequency bus lines. As such we received confirmation from DOLA that we are located within the Transit Oriented Communities Transit Area boundary per HB24-1313.

The site will be developed at a density of about 500 units an acre. This will be made possible by constructing a 4-story building on the site, the highest allowable in this zone district. We will also limit on-site parking to 54 spots. Because the building exceeds three stories it will require an elevator. Compared to a more traditional suburban three-story walk-up product this adds costs. A bike storage room has also been included within the design, adding to the amount of common space square footage to be constructed.

Included in our operating budget is an allowance for the provision of RTD ECO passes for residents. The TOC credit investment will decrease our debt load, making this expense supportable.

We believe that the impact of our TOC location will significantly impact the economic mobility of our residents. The location of this project provides immediate access to a number of job opportunities in a variety of fields. Within walking distance of the site are any number of small businesses offering employment opportunities in food service, retail, and a variety of service oriented businesses (auto, personal care, etc.) A large high school is about 3 blocks north of the site. In addition to these immediately accessible jobs this location provides access to excellent public transit options which opens up opportunities throughout the city. Cherry Creek is just over a mile to the west, with hundreds of jobs in any number of professional office settings, retail, food service, and hospitality. The site's location provides a realistic opportunity for residents to access a variety of good employment opportunities

without having to own a private automobile, thereby creating an opportunity to save on both housing and transportation costs.

The specific transit opportunities accessible from this site include the following:

- Route #65 on Monaco Parkway with stops in both directions located within ½ block of the site. Between 5am and 9pm service runs every 30 minutes.
- Route #83 D and #83 L on Leetsdale 3 blocks north of the site with stops in both directions. Between 5am and 9pm service runs every 15 minutes.