



# REZONING GUIDE

## Zone Map Amendment (Rezoning) - Application

PROPERTY OWNER INFORMATION*		PROPERTY OWNER(S) REPRESENTATIVE**	
<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION		<input type="checkbox"/> CHECK IF POINT OF CONTACT FOR APPLICATION	
Property Owner Name	C P BEDROCK LLC	Representative Name	Galloway & Company, Inc.
Address	610 W 26TH ST STE 910	Address	6162 S. Willow Dr., Suite 320
City, State, Zip	NEW YORK, NY 10001	City, State, Zip	Greenwood Village, CO 80111 <span style="border: 1px solid black; padding: 0 2px;">+</span>
Telephone	212.695.8090	Telephone	303-770-8884
Email	cflagg@northriverco.com	Email	tashabolivar@gallowayus.com
*All standard zone map amendment applications must be initiated by owners (or authorized representatives) of at least 51% of the total area of the zone lots subject to the rezoning. See page 4.		**Property owner shall provide a written letter authorizing the representative to act on his/her behalf.	
SUBJECT PROPERTY INFORMATION			
Location (address):	16298 GREEN VALLEY RANCH BLVD - SWC of Green Valley Ranch Blvd. & Airport Way		
Assessor's Parcel Numbers:	00201-00-014-000		
Area in Acres or Square Feet:	32.15 acres		
Current Zone District(s):	PUD		
PROPOSAL			
Proposed Zone District:	S-CC-3 and S-MX-3		
PRE-APPLICATION INFORMATION			
In addition to the required pre-application meeting with Planning Services, did you have a concept or a pre-application meeting with Development Services?	<input checked="" type="checkbox"/> <b>Yes - State the contact name &amp; meeting date</b> <u>Emily Collins 6/23/2020</u> <input type="checkbox"/> <b>No - Describe why not (in outreach attachment, see bottom of p. 3)</b>		
Did you contact the City Council District Office regarding this application ?	<input checked="" type="checkbox"/> <b>Yes - if yes, state date and method</b> <u>Numerous meetings and discussions facilitated by Susan Stanton</u> <input type="checkbox"/> <b>No - if no, describe why not (in outreach attachment, see bottom of p. 3)</b>		



REZONING REVIEW CRITERIA (ACKNOWLEDGE EACH SECTION)	
<p>General Review Criteria DZC Sec. 12.4.10.7.A</p> <p>Check box to affirm <b>and</b> include sections in the review criteria narrative attachment</p>	<p><input checked="" type="checkbox"/> <b>Consistency with Adopted Plans: The proposed official map amendment is consistent with the City's adopted plans, or the proposed rezoning is necessary to provide land for a community need that was not anticipated at the time of adoption of the City's Plan.</b></p> <p>Please provide a review criteria narrative attachment describing <b>how</b> the requested zone district is consistent with the policies and recommendations found in <b>each</b> of the adopted plans below. Each plan should have its' own subsection.</p> <p><b>1. Denver Comprehensive Plan 2040</b></p> <p>In this section of the attachment, describe <b>how</b> the proposed map amendment is consistent with <i>Denver Comprehensive Plan 2040's</i> a) equity goals, b) climate goals, and c) any other applicable goals/strategies.</p> <p><b>2. Blueprint Denver</b></p> <p>In this section of the attachment, describe <b>how</b> the proposed map amendment is consistent with: a) the neighborhood context, b) the future place type, c) the growth strategy, d) adjacent street types, e) plan policies and strategies, and f) equity concepts contained in <i>Blueprint Denver</i>.</p> <p>3. Neighborhood/ Small Area Plan and Other Plans (List all from pre-application meeting, if applicable):</p>
<p>General Review Criteria: DZC Sec. 12.4.10.7. B &amp; C</p> <p>Check boxes to the right to affirm <b>and</b> include a section in the review criteria for Public Health, Safety and General Welfare narrative attachment.</p>	<p><input checked="" type="checkbox"/> <b>Uniformity of District Regulations and Restrictions: The proposed official map amendment results in regulations and restrictions that are uniform for each kind of building throughout each district having the same classification and bearing the same symbol or designation on the official map, but the regulations in one district may differ from those in other districts.</b></p> <p><input checked="" type="checkbox"/> <b>Public Health, Safety and General Welfare: The proposed official map amendment furthers the public health, safety, and general welfare of the City.</b></p> <p>In the review criteria narrative attachment, please provide an additional section describing <b>how</b> the requested rezoning furthers the public health, safety and general welfare of the City.</p>
<p>Review Criteria for Non-Legislative Rezoning: DZC Sec. 12.4.10.8</p> <p>For Justifying Circumstances, check box and include a section in the review criteria narrative attachment.</p> <p>For Neighborhood Context, Purpose and Intent, check box <b>and</b> include a section in the review criteria narrative attachment.</p>	<p><b>Justifying Circumstances - One of the following circumstances exists:</b></p> <p><input type="checkbox"/> The existing zoning of the land was the result of an error;</p> <p><input type="checkbox"/> The existing zoning of the land was based on a mistake of fact;</p> <p><input type="checkbox"/> The existing zoning of the land failed to take into account the constraints of development created by the natural characteristics of the land, including, but not limited to , steep slopes, floodplain, unstable soils, and inadequate drainage;</p> <p><input checked="" type="checkbox"/> Since the date of the approval of the existing Zone District, there has been a change to such a degree that the proposed rezoning is in the public interest. Such change may include:</p> <p style="padding-left: 20px;">a. Changed or changing conditions in a particular area, or in the city generally; or</p> <p style="padding-left: 20px;">b. A City adopted plan; or</p> <p style="padding-left: 20px;">c. That the City adopted the Denver Zoning Code and the property retained Former Chapter 59 zoning.</p> <p><input type="checkbox"/> It is in the public interest to encourage a departure from the existing zoning through application of supplemental zoning regulations that are consistent with the intent and purpose of, and meet the specific criteria stated in, Article 9, Division 9.4 (overlay Zone Districts) of this Code.</p> <p>In the review criteria narrative attachment, please provide an additional section describing the selected justifying circumstance. If the changing conditions circumstance is selected, describe changes since the site was last zoned. Contact your pre-application case manager if you have questions.</p> <p><input checked="" type="checkbox"/> <b>The proposed official map amendment is consistent with the description of the applicable neighborhood context, and with the stated purpose and intent of the proposed Zone District.</b></p> <p>In the review criteria narrative attachment, please provide a separate section describing <b>how</b> the rezoning aligns with a) the proposed district neighborhood context description, b) the general purpose statement, and c) the specific intent statement found in the Denver Zoning Code.</p>

## REQUIRED ATTACHMENTS

Please check boxes below to affirm the following **required** attachments are submitted with this rezoning application:

- Legal Description of subject property(s).** **Submit as a separate Microsoft Word document.** View guidelines at: <https://www.denvergov.org/content/denvergov/en/transportation-infrastructure/programs-services/right-of-way-survey/guidelines-for-land-descriptions.html>
- Proof of ownership document for each property owner signing the application, such as (a) Assessor's Record, (b) Warranty deed, or (c) Title policy or commitment dated no earlier than 60 days prior to application date. If the owner is a corporate entity, proof of authorization for an individual to sign on behalf of the organization is required. This can include board resolutions authorizing the signer, bylaws, a Statement of Authority, or other legal documents as approved by the City Attorney's Office.**
- Review Criteria Narratives.** See page 2 for details.

## ADDITIONAL ATTACHMENTS (IF APPLICABLE)

Additional information may be needed and/or required. Please check boxes below identifying additional attachments provided with this application.

- Written narrative explaining reason for the request** (optional)
- Outreach documentation attachment(s).** Please describe any community outreach to City Council district office(s), Registered Neighborhood Organizations (RNOs) and surrounding neighbors. If outreach was via email- please include email chain. If the outreach was conducted by telephone or meeting, please include contact date(s), names and a description of feedback received. If you have not reached out to the City Council district office, please explain why not. (optional - encouraged )
- Letters of Support.** If surrounding neighbors or community members have provided letters in support of the rezoning request, please include them with the application as an attachment (optional).
- Written Authorization to Represent Property Owner(s)** (if applicable)
- Individual Authorization to Sign on Behalf of a Corporate Entity** (e.g. if the deed of the subject property lists a corporate entity such as an LLC as the owner, this is document is required.)
- Other Attachments.** Please describe below.

## PROPERTY OWNER OR PROPERTY OWNER(S) REPRESENTATIVE CERTIFICATION

We, the undersigned represent that we are the owner(s) of the property described opposite our names, or have the authorization to sign on behalf of the owner as evidenced by a Power of Attorney or other authorization attached, and that we do hereby request initiation of this application. I hereby certify that, to the best of my knowledge and belief, all information supplied with this application is true and accurate. I understand that without such owner consent, the requested official map amendment action cannot lawfully be accomplished.

Property Owner Name(s) (please type or print legibly)	Property Address City, State, Zip Phone Email	Property Owner Interest % of the Area of the Zone Lots to Be Rezoned	Please sign below as an indication of your consent to the above certification statement	Date	Indicate the type of ownership documentation provided: (A) Assessor's record, (B) warranty deed, (C) title policy or commitment, or (D) other as approved	Has the owner authorized a representative in writing? (YES/NO)
<b>EXAMPLE</b> John Alan Smith and Josie Q. Smith	123 Sesame Street Denver, CO 80202 (303) 555-5555 sample@sample.gov	100%	<i>John Alan Smith</i> <i>Josie Q. Smith</i>	01/12/20	(A)	YES
C P Bedrock LLC	610 West 26th St, Suite 910 New York, NY 10001 (212) 695-8090 cflagg@northriverco.com	100%	<i>Christopher S. Jagg</i>		A	YES
						YES
						YES
						YES

## MAP AMENDMENT DESCRIPTION

Development of the proposed site located at the southwest corner of Green Valley Ranch Blvd. and Airport Way was subject to the city's Large Development Review process. As a part of this process, the Large Development Framework for the site was completed and recorded on May 28, 2020. As outlined in the Large Development Framework, to accommodate for the development of retail shopping center called The Flyway, the subject site will need to be rezoned. The vision of the project is a full service retail center that will have variety of retail offerings, services and dining options. The principal large format anchor merchant will include fresh produce, meats and wide selection of other grocery, pharmacy, health services, general merchandise, and fuel that today, are in extremely limited availability in the Far North Area of the City of Denver. The projects design and operative components of the Town Center and restaurants are intended to create a place where visitors and customers will not only shop, but will stay and interact socially as a destination gathering place. The plaza area within the Town Center will provide this central gathering area within the center.

The requested map amendment will rezone the existing PUD area to S-CC-3 for the southern 16.074 acres, and to S-MX-3 for the northern 13.132 acres. Right-of-way dedication of approximately 2.86 acres is anticipated for extension of Airport Way along with development of the site, as well as an approximate 0.078 dedication along the north side of Bolling Drive.

## OFFICIAL MAP AMENDMENT GENERAL REVIEW CRITERIA

### DZC Sec. 12.4.10.7 – A. Consistency with Adopted Plans

The proposed map amendment is consistent with the City's adopted plans. Consistency with the following plans is discussed below:

Comprehensive Plan 2040  
Blueprint Denver  
Far North East Area Plan

#### **The proposed map amendment is consistent with the COMPREHENSIVE PLAN 2040.**

*The comprehensive plan is the vision for Denver and its people. Below are specific vision elements, goals and strategies from the plan that support the proposed map amendment.*

- Equitable, Affordable, Inclusive – Goal 1, ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities. (pg. 28)
  - Strategy C: Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts. (pg. 28)
- Strong & Authentic Neighborhoods – Goal 1, Create a city of complete neighborhoods. (pg. 34)
  - Strategy A: Build a network of well-connected, vibrant, mixed-use centers and corridors. (pg. 34)
  - Strategy C: Ensure neighborhoods are safe, accessible, and well connected for all modes. (pg. 34)
- Connected, Safe and Accessible Places – Goal 4, Create an equitable and connected multimodal network that improves access to opportunity and services. (pg. 41)
  - Strategy B: Use the multimodal network to connect vulnerable populations to employment, education, parks and health services. (pg. 41)
- Environmentally Resilient – Goal 1, Mitigate climate impact by significantly reducing greenhouse gas emissions.
  - Strategy C: Invest in multimodal transportation and support a clean, carbon-free transportation system.
- Healthy and Active – Goal 1, Create and enhance environments that support physical activity and healthy living. (pg. 58)
  - Strategy B: Promote walking, rolling and biking through the development of safe and interconnected multimodal network. (pg. 58)

*The proposed rezone will support a variety of retail/commercial uses that will allow the services and amenities desired and needed by the surrounding community. Commercial/retail uses are an important part of a complete neighborhood, and the proposed rezone will allow for convenient access to basic services for this area of Denver. Having these basic services located near the neighborhoods they serve will reduce the need for residents to travel outside the neighborhood for these services, thus reducing the impact on the climate.*

*Open space areas will be incorporated into the development in accordance with the applicable zoning code to enhance the neighborhood and pedestrian connections to and through the site. Having a variety of services and amenities in the neighborhood, will allow pedestrians to bike, roll or walk to the development which supports healthy living and physical activity. Additionally, the surrounding street network provides for easy vehicular access, as well as a bus stop along Green Valley Ranch Blvd., allowing for multimodal access the site.*

**The proposed map amendment is consistent with BLUEPRINT DENVER.**

Blueprint Denver provides the foundation for citywide policies and recommendations related to land use, transportation, design and growth. Below is guidance from Blueprint Denver that supports the proposed rezone to S-CC-3 and S-MX-3.

**Neighborhood Context**

- The site is located within the Suburban (S) neighborhood context. (pg. 139)

*The proposed map amendment is consistent with Blueprint Denver and would rezone the site to S-MX-3 and S-CC-3 which are zone districts within the Suburban Neighborhood Context.*

**Place**

- The future places map designates the site as a Community Center within the Suburban context. (pg. 143)
  - Blueprint Denver describes Centers as mixed-use places of varying scales. People go to centers to engage in social activities and entertainment, such as shopping and dining. Some centers are well-connected to the local neighborhood and supported by neighborhood residents; other centers are larger, attracting people from a wide geographic area, and may require residents to take a bus or a car to visit them. (pg. 145)
  - In the Suburban Context, Community Centers should have an active street level presence and provide a mix of uses, including retail and dining. They have a wide customer draw both of local residents from surrounding neighborhoods and from other parts of the city. A mix of larger and smaller scale buildings, some setback from the street to accommodate parking. (pg. 194)
  - Community Centers are accessible to a larger area of surrounding neighborhood users by a variety of transportation options including transit priority streets. Pedestrian priority areas are typical and cyclists have access with high or medium ease-of-use bicycle facilities (pg. 194)
  - Open spaces promote social interaction and respond to the distinct uses within the center. Spaces are flexible to benefit different types of users and daily activities throughout the year. (pg. 194)

*The Denver Zoning Code general intent of the Mixed Use (MX) zone districts is to promote safe, active, pedestrian-scaled, diverse areas and enhance the convenience and ease of walking, shopping and public gathering within and around the city's neighborhoods. The general intent of the Commercial Corridor (CC) zone district is to balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access. Consistent with Blueprint Denver, the proposed rezone will allow for a mix of uses, primarily retail and dining, and varying scales of buildings. Development within the S-MX-3 and S-CC-3 districts will create a sense of place and an area for the neighboring residents to gather, while providing a center that will serve the greater Far Northeast Area.*

**Growth Strategy**

- Denver's next evolution will strengthen our existing neighborhoods through carefully planned infill development that enhances the city's unique character. A strategic and intentional approach to direct most of our growth to key centers and corridors helps to achieve citywide equity goals to benefit all residents. (pg. 49-50)

*The proposed site is designated as a community center within a primarily residential area of the city. The unique character of the surrounding community will be enhanced with the proposed rezone and addition of the commercial/retail component. The addition of jobs to this area will help to meet the job growth projections within the "Community center and corridors" future growth area.*

### **Street Types**

- Blueprint Denver categorizes the aspirational nature of Denver's future streets by their future surrounding land use character and functional class. The site is bound by:
  - Green Valley Ranch Blvd. on the north, which is designated as a Mixed-Use Arterial along the property frontage; and
  - Bolling Dr. on the south, which is designated as a Mixed-Use Collector along the property frontage;(pg. 157)

*Development of the site will include dedication of ROW for the extension of Airport Way along the eastern property boundary, which is designated as a Mixed-Use Arterial to the north and south. The extension of Airport Way will complete the roadway network within the area to better serve the surrounding community.*

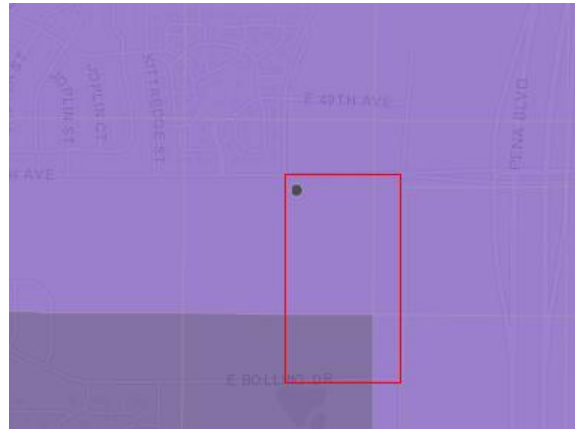
*The mixed-use street type designated for Green Valley Ranch Blvd., Bolling Drive, and Airport Way are supported by the variety of uses that are allowed in both the proposed S-MX-3 and S-CC-3 zone districts that are proposed for the Flyway development. Access points along these streets have been limited in order to provide adequate access to the Flyway development while also providing a welcoming environment for those people walking, rolling and cycling to and through the site. Installation of elements such as street trees, landscaping and benches along the street frontages will help create a streetscape that provides a buffer between vehicular traffic and the walking/rolling pedestrians in the area.*



## Equity Concept - Measuring Access to Opportunity (pg. 35)

### Where do we need to improve access to opportunity?

This map provides a current snapshot of the areas in Denver with more and less access to opportunity. The darker areas have the lowest access to opportunity. In those areas it is important to guide change in ways that increases access to basic goods, services and amenities to improve quality-of-life. Using this measurement is a good way to assess whether we are achieving the vision for every neighborhood in Denver to be complete.



Per Blueprint Denver, the basis for measuring access to opportunity is the neighborhood equity index developed by Denver's Department of Public Health and Environment. This index contains the following indicators: social determinants of health (including educational attainment and income level); access to parks and full-service grocery stores; access to first trimester health care; childhood obesity; and life expectancy. This measurement also includes access to centers and corridors (from the future places map in Chapter 4), where residents are most likely to access jobs, basic goods and services, entertainment and shopping. The darkest areas are those with the least access to opportunity. In these areas, it is important to guide change in ways that will improve access.

*"The area's low rates of access to commercial areas and high frequency transit exacerbate this equity issue, as most goods and services must be accessed by car." (Pg. 20)*

*"...creating new centers and corridors in undeveloped areas will help to bring more retail and services to the broader Far Northeast community." (Pg. 20)*

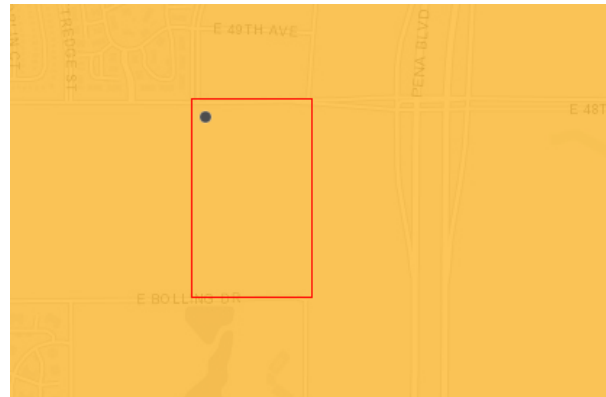
Access to opportunity is scored as approximately 2.5 out of 5 and is considered "average" for the proposed site. Rezoning to S-CC-3 and S-MX-3 will allow development of a retail shopping center, including a grocery store use, that will help to increase access to jobs and basic goods and services in the northeast area of Denver. Development of the proposed site will improve access to centers and corridors, and will improve the area by expanding the walk, bike and driveshed access within the northeast area. Sidewalks to and through the site will provide connectivity to the existing trails and walks that serve the existing residents of the surrounding neighborhoods. Additionally, the bus stop located at the northwest corner of the site along Green Valley Ranch Blvd. will provide additional access to the new jobs, good and services.

## Equity Concept - Reducing Vulnerability to Displacement (pg. 39)

### Where are the areas more vulnerable to involuntary displacement?

This map provides a current snapshot of the areas in Denver where existing populations are most vulnerable to involuntary displacement. Neighborhood planning and localized plans and investments should include more detailed analysis of an area to understand vulnerability to involuntary displacement and to shape the most effective strategies to mitigate negative impacts for that area.

  
More Vulnerable Less Vulnerable



Blueprint Denver measured vulnerability of involuntary displacement with Denver's Office of Economic Development's vulnerability to displacement index, which combines three main data points:

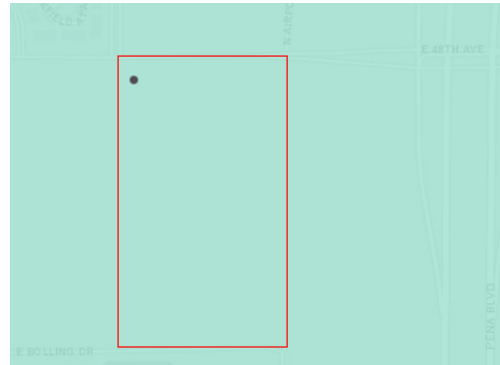
- *Median household income*
- *Percent of renters*
- *Percent of population with less than a college degree*

The proposed site is in an area considered "slightly more vulnerable" to displacement. The rezoning will allow residents in this area access to job opportunities that do not currently exist in their neighborhoods, helping to reduce involuntary displacement.

**Equity Concept - Housing Diversity (pg. 43)**

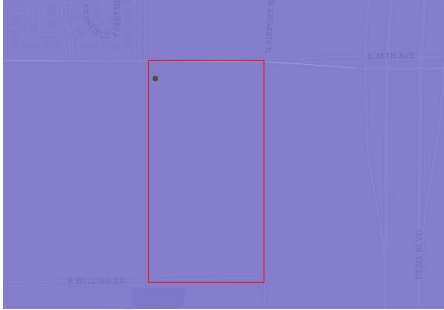
**Which areas in Denver need more housing options?**

This map provides a current snapshot of the areas in Denver where greater diversity of housing is needed. In the darker areas, change should include efforts to increase the range of housing options while respecting the existing context of that area.



The proposed site is in an area with a more diverse level of housing options. The proposed rezoning to mixed use and commercial zone districts will allow commercial/retail development that supports the surrounding community and the existing diverse housing options. Rezoning the proposed site is not anticipated to have an impact on this equity concept.

## Equity Concept - Job Diversity (pg. 45)



What is the pattern of jobs found throughout Denver?

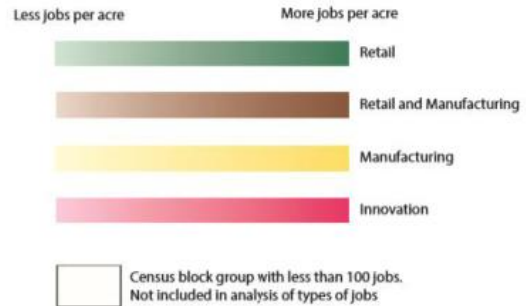
This map shows two key measurements

1. Jobs density: the amount of jobs in different parts of the city, depicted by intensity of color and measured as jobs per acre. The darker the color, the more jobs.
2. Jobs diversity: the mix of jobs in different parts of the city, depicted by different colors. The purple areas contain a mix of jobs similar to the city's overall mix. Areas with a color other than purple have a predominate job type(s). For example, areas that are green contain a higher proportion of retail jobs.

Areas with a mix of jobs similar to the city's overall mix of job types



Areas with a predominate type of job



The proposed site is in an area that has a job mix similar to the city overall. The proposed rezone will allow for the development of a variety of commercial/retail uses offering access to additional jobs within the northeast area of Denver, adding more jobs per acre to this part of the city.

**The proposed map amendment is consistent with the FAR NORTHEAST AREA PLAN**

The proposed development meets the needs cited by the Far Northeast residents. The **Far Northeast Area Plan** (“plan”) was adopted on June 10, 2019 and provides guidance on the desires of the community. Paramount throughout the document is the desire for additional retail services.

1. Retail is critical as part of the complete neighborhood strategy.

*“...there is a lack of destination and entertainment options within the neighborhoods, citing few community gathering spaces outside of parks, recreation centers and schools.” (pg. 30)*

2. The development of a retail shopping center at this site is appropriate and is consistent with:

*“LU-4: Create new community and regional centers in large undeveloped areas*

*Provide community-serving amenities such as retail, grocery stores and healthy food and beverage options.” (pg. 38)*

3. The proposed development advances the equity goals found in the FNE NPI:



*“...the Far Northeast currently has low overall access to essential facilities, services, and amenities” (pg.17)*

The proposed project brings access to opportunity and healthy food.



*“They are vulnerable to displacement in the categories of household income. This high level of vulnerability can be offset through improving equity and access to opportunities...” (pg. 21).*

Project helps increase incomes. By allowing a variety of uses that could include a necessity type use such as a large format retail/grocer to anchor the center, the proposed rezone could lead to better growth opportunities and longevity leading to higher salaries than the current average salary in the neighborhood. Additionally, the mix of uses that will be a part of the Flyway development will offer a variety of opportunities for workers.



*“The large amount of undeveloped land ...presents a strong opportunity to attract more jobs.” (pg. 24)*

The mix of uses permitted by the proposed rezoning provides the opportunity for many jobs to be added to the Far Northeast Community.

4. Land Use and Height Guidance - The plan identifies the site as appropriate for a community center up to 8 stories in height. The plan calls out to *“create new community centers...to create destination areas and introduce new retail, jobs and housing.” (pg. 163)*

5. Rezoning is encouraged. The plan designates the proposed site as a community center within the suburban context. The S-MX-3 and S-CC-3 zone districts proposed are suburban context and allow for the mix of uses that help create a community center. The site is further discussed as a part of the Pena Boulevard Area Centers, where the vision for the large amounts of undeveloped land is for greater densities and mixed-use and commercial development.

*Recommendation GVR-6. Pena Boulevard Area: community centers- land use (pg. 172)*

*6.1. Support a mixture of uses throughout this area including commercial, retail, office, employment, and residential.*

*6.2. Leverage the availability of undeveloped land in this area to attract desired uses.*

*6.3. Consider regulatory tools to achieve the denser development vision for the Gateway*

*a. Encourage properties with Former Chapter 59 zoning to rezone into the Denver Zoning Code as a strategy for promoting improved design outcomes.*

The plan identifies a strategy to encourage rezone, and states:

*“Provide relief from overly restrictive PUDs by making it easier for property owners to rezone into the new code, and support the use of negotiated outcomes, if necessary, to ensure that community benefits associated with the existing PUD are not lost.” (pg. 58)*

*Recommendation LU-16. Rezone Former Chapter 59 properties into the Denver Zoning Code. (pg. 59)*

The proposed site is currently vacant and zoned PUD under the Former Chapter 59 zoning regulations. Rezoning of the site to the S-MX-3 and S-CC-3 zone districts will bring the site into the current Denver Zoning Code

#### **DZC Sec. 12.4.10.7 – B. Uniformity of District Regulations and Restrictions**

The proposed site is currently zoned PUD under the Former Chapter 59 zoning regulations. Rezoning of the site to the S-MX-3 and S-CC-3 zone districts will bring the site into the current Denver Zoning Code and remove the custom zoning that is currently in place for the site. Regulations and requirements for the site will be consistent with the current Denver Zoning Code regulations for the proposed districts, and the uses that will be proposed within the site.

#### **DZC Sec. 12.4.10.7 – C. Public Health, Safety and General Welfare**

The proposed map amendment will further the public health, safety and general welfare of the city by creating new opportunities for basic good and services within the northeast area, as well as create opportunities for jobs and amenities for the residents of Denver. Located in a primarily residential area of the Far Northeast, the proposed rezone will bring more commercial and retail uses to the Green Valley Ranch and Montbello neighborhoods. This fulfills the concept of the Gateway-Green Valley Ranch to attract additional retail, services and employment to this area of Denver.

**OFFICIAL MAP AMENDMENT**  
**ADDITIONAL REVIEW CRITERIA FOR NON-LEGISLATIVE REZONINGS**

**DZC Sec. 12.4.10.8 – A. Justifying Circumstances**

4. *Since the date of approval of the existing Zone District, there has been a change to such a degree that the proposed rezoning is in the public interest. Such change may include:*

b. *A City adopted plan*

The original PUD 319 for the subject property was approved in 1992. In 2019, the City and County of Denver adopted Comprehensive Plan 2040, Denverright-Blueprint Denver, as well as the Far Northeast Area Plan. As outlined in this application, the proposed rezone is consistent with these newly adopted plans.

c. *That the City adopted the Denver Zoning Code and the property retained Former Chapter 59 zoning.*

The subject site is currently zoned PUD under the Former Chapter 59 zoning. The proposed rezoning would bring the site into the current Denver Zoning Code as S-MX-3 and S-CC-3.

**DZC Sec. 12.4.10.8 – B. Consistency with Neighborhood Context Description, Zone District Purpose and Intent Statements**

The requested map amendment will rezone the 32.15 acre property to S-CC-3 for the southern 16.15 acres, and to S-MX-3 for the northern 13.132 acres.

**Neighborhood Context Description**

The Suburban (S-) Neighborhood Context is proposed for the rezoning of the site. Below are the context description items consistent with the proposed rezoning:

- o DZC Sec. 3.1.1 General Character - The Suburban Neighborhood Context is characterized by single-unit and multi-unit residential, commercial strips and centers, and office parks.
- o DZC Sec. 3.1.2 Street and Block Patterns – Block shapes and sizes vary.
- o DZC Sec. 3.1.3 Building Placement and Location - Commercial buildings may have varying orientation & typically have deep front & side setbacks to accommodate landscaping & parking.
- o DZC Sec. 3.1.4 Building Height - The Suburban Neighborhood Context is characterized by low scale buildings except for some mid- & high-rise multi-unit residential & commercial structures, particularly along arterial streets.
- o DZC Sec. 3.1.5 Mobility - The Suburban Neighborhood Context has a higher reliance on the automobile with some access to pedestrian & bicycle facilities & the multi-modal transportation system.

**Commercial Corridor Districts (S-CC-3)**

**3.2.3.1 GENERAL PURPOSE**

- A. The Commercial Corridor zone districts are intended to balance the need for safe, active, & pedestrian-scaled, diverse areas with the need for convenient automobile access.
- B. The Commercial Corridor zone districts address development opportunities next to the city's most auto-dominated corridors.
- C. Commercial Corridor building form standards have minimum setbacks to allow flexibility in building, circulation & parking lot layout.
- D. The Commercial Corridor district standards are also intended to ensure new development contributes positively to established residential neighborhoods & character, & improves the transition between commercial development & adjacent residential neighborhoods.

**3.2.3.2 SPECIFIC INTENT**

- A. Commercial Corridor – 3 (S-CC-3) S-CC-3 applies primarily to auto-oriented arterial street corridors where a building scale of 1 to 3 stories is desired.

**Mixed Use Districts (S-MX-3)**

**3.2.4.1 GENERAL PURPOSE**

- A. The Mixed-Use zone districts are intended to promote safe, active, pedestrian-scaled, diverse areas & enhance the convenience & ease of walking, shopping & public gathering within & around the city's neighborhoods.
- B. The Mixed-Use districts are appropriate along corridors, for larger sites & at major intersections.
- C. The building form standards of the Mixed-Use zone districts balance the importance of street presence & provision of adequate parking through build-to requirements, Street Level activation & parking lot screening along the right-of-way. Standards offer predictable flexibility consistent with the variety of mixed-use development found in the Suburban Neighborhood Context.
- D. The Mixed-Use zone district standards are also intended to ensure new development contributes positively to established residential neighborhoods & character, & improves the transition between commercial development & adjacent residential neighborhoods.

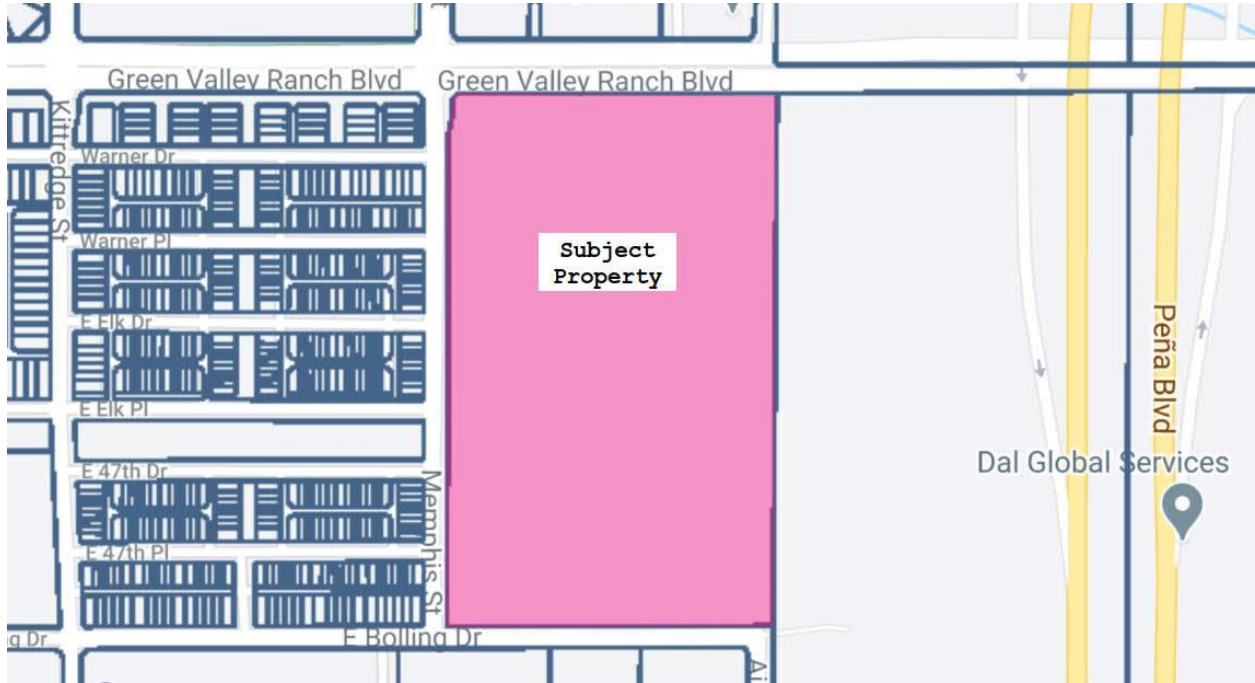
**3.2.4.2 SPECIFIC INTENT**

- D. Mixed Use – 3 (S-MX-3) S-MX-3 applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 3 stories is desired.

The proposed rezone including both the S-MX-3 and S-CC-3 zoning districts is consistent with the purpose and specific intents for both districts. The site is located along arterial streets and near the major intersection of Green Valley Ranch Blvd. and Pena Blvd. providing development opportunity next to these auto dominated corridors. The site is also located just east of the Avion development and near the Montbello and Parkfield neighborhoods. The proposed zone districts will enhance the neighborhood by creating convenience to basic services and added pedestrian activity for neighbors desiring to walk, roll or bike to the site.



**MAP AMENDMENT BOUNDARY**



## EXHIBIT A

A PARCEL OF LAND SITUATED IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 20 BEING MONUMENTED BY A 3/4 INCH REBAR WITH A 3-1/4 INCH ALUMINUM CAP STAMPED "CLARK & ASSOC. INC. 1993-LS 4842 IN A RANGE BOX, WHENCE THE NORTH ONE-QUARTER CORNER OF SAID SECTION 20 BEING MONUMENTED BY A 3/4 INCH REBAR WITH A 3-1/4 INCH ALUMINUM CAP STAMPED "1995-PLS 14592" IN A RANGE BOX BEARS SOUTH 89°54'15" WEST, SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION ;

THENCE SOUTH 89°54'15" WEST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 20, A DISTANCE OF 1907.63 FEET;

THENCE PERPENDICULAR FROM SAID NORTH LINE, SOUTH 00°05'45" EAST A DISTANCE OF 83.00 FEET TO THE NORTHEAST CORNER OF DENVER CONNECTION WEST FILING NO. 1 AS RECORDED UNDER RECEPTION NO. 2016106834, SAID POINT ALSO BEING THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY FOR GREEN VALLEY RANCH BOULEVARD AND THE EASTERLY RIGHT-OF-WAY FOR MEMPHIS STREET;

THENCE ALONG THE EASTERLY LINE OF SAID DENVER CONNECTION WEST FILING NO. 1 THE FOLLOWING FOUR (4) COURSES:

- 1: SOUTH 44°54'15" WEST A DISTANCE OF 21.35 FEET;
- 2: SOUTH 00°05'45" EAST A DISTANCE OF 48.14 FEET;
- 3: SOUTH 12°20'41" WEST A DISTANCE OF 60.34 FEET;
- 4: SOUTH 00°05'45" EAST A DISTANCE OF 553.26 FEET TO THE TRUE POINT OF BEGINNING;

THENCE DEPARTING SAID EASTERLY LINE, NORTH 89°55'21" EAST A DISTANCE OF 846.82 FEET;

THENCE SOUTH 00°12'30" WEST ALONG A LINE BEING PARALLEL TO AND 83.00 FEET WEST OF THE EASTERLY LINE OF A PARCEL OF LAND RECORDED UNDER RECEPTION NO. R-92-0059379, A DISTANCE OF 827.09 FEET TO A POINT 4.00 FEET NORTH OF THE NORTHERLY RIGHT-OF-WAY FOR BOLLING DRIVE AS DEDICATED BY GATEWAY PARK IV-DENVER FILING NO.5 RECORDED AT RECEPTION NO. 2000051305;

THENCE PARALLEL TO AND 4.00 FEET NORTH OF SAID NORTHERLY RIGHT-OF-WAY, SOUTH 89°39'33" WEST A DISTANCE OF 842.43 FEET TO A POINT ON THE EASTERLY BOUNDARY OF SAID DENVER CONNECTION WEST FILING NO.1, SAID POINT ALSO BEING ON THE EASTERLY RIGHT-OF-WAY FOR MEMPHIS STREET;

THENCE ALONG THE EASTERLY LINE OF SAID DENVER CONNECTION WEST FILING NO. 1 NORTH 00°05'45" WEST A DISTANCE OF 830.95 FEET TO THE POINT OF BEGINNING;

CONTAINING 700,197 SQUARE FEET OR 16.074 ACRES MORE OR LESS.

PREPARED BY: RY P. RUSK, PLS 38226

FORESIGHT WEST SURVEYING, INC.  
1285 W. BYERS PL., UNIT A  
DENVER, CO 80223



## EXHIBIT A

A PARCEL OF LAND SITUATED IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 20 BEING MONUMENTED BY A 3/4 INCH REBAR WITH A 3-1/4 INCH ALUMINUM CAP STAMPED "CLARK & ASSOC. INC. 1993-LS 4842 IN A RANGE BOX, WHENCE THE NORTH ONE-QUARTER CORNER OF SAID SECTION 20 BEING MONUMENTED BY A 3/4 INCH REBAR WITH A 3-1/4 INCH ALUMINUM CAP STAMPED "1995-PLS 14592" IN A RANGE BOX BEARS SOUTH 89°54'15" WEST, SAID LINE FORMING THE BASIS OF BEARING FOR THIS DESCRIPTION;

THENCE SOUTH 89°54'15" WEST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 20, A DISTANCE OF 1907.63 FEET;

THENCE PERPENDICULAR FROM SAID NORTH LINE, SOUTH 00°05'45" EAST A DISTANCE OF 83.00 FEET TO THE NORTHEAST CORNER OF DENVER CONNECTION WEST FILING NO. 1 AS RECORDED UNDER RECEPTION NO. 2016106834, SAID POINT ALSO BEING THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY FOR GREEN VALLEY RANCH BOULEVARD AND THE EASTERLY RIGHT-OF-WAY FOR MEMPHIS STREET, SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY FOR GREEN VALLEY RANCH BOULEVARD, NORTH 89°54'15" EAST A DISTANCE OF 823.35 FEET;

THENCE DEPARTING SAID SOUTHERLY RIGHT-OF-WAY ON A NON-TANGENT CURVE TO THE LEFT, SAID CURVE BEING PARALLEL TO AND 83.00 FEET WEST OF THE EAST LINE OF THAT PARCEL OF LAND RECORDED UNDER RECEPTION NO. R-92-0059379, HAVING A RADIUS OF 8723.00 FEET, AN ARC LENGTH OF 135.45 FEET, A DELTA ANGLE OF 00° 53' 23" AND WHOSE CHORD BEARS SOUTH 00° 39' 11" WEST A DISTANCE OF 135.45 FEET;

THENCE SOUTH 00°12'30" WEST ALONG A LINE BEING PARALLEL TO AND 83.00 FEET WEST OF THE EAST LINE OF THAT PARCEL OF LAND RECORDED UNDER RECEPTION NO. R-92-0059379 A DISTANCE OF 540.27 FEET;

TEHNCE SOUTH 89°55'21" WEST A DISTANCE OF 846.82 FEET TO A POINT ON THE EASTERLY LINE OF SAID DENVER CONNECTION WEST FILING NO.1, SAID LINE ALSO BEING THE EASTERLY RIGHT-OF-WAY FOR MEMPHIS STREET;

THENCE ALONG THE SAID EASTERLY LINE OF DENVER CONNECTION WEST FILING NO.1 THE FOLLOWING FOUR (4) COURSES:

1. NORTH 00°05'45" WEST, A DISTANCE OF 553.26 FEET;
2. NORTH 12°20'41" EAST, A DISTANCE OF 60.34 FEET;
3. NORTH 00°05'45" WEST, A DISTANCE OF 48.14 FEET;
4. NORTH 44°54'15" EAST, A DISTANCE OF 21.35 FEET TO THE POINT OF BEGINNING;

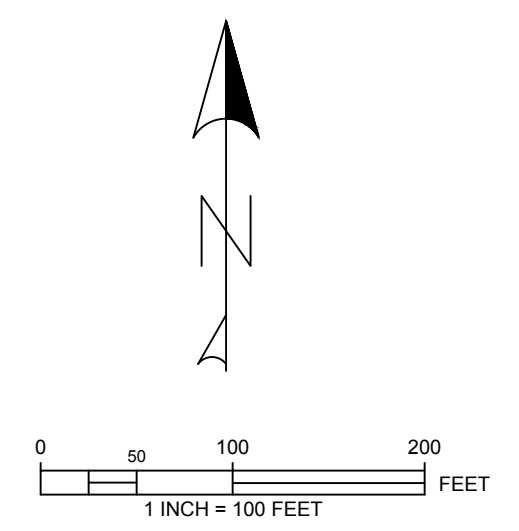
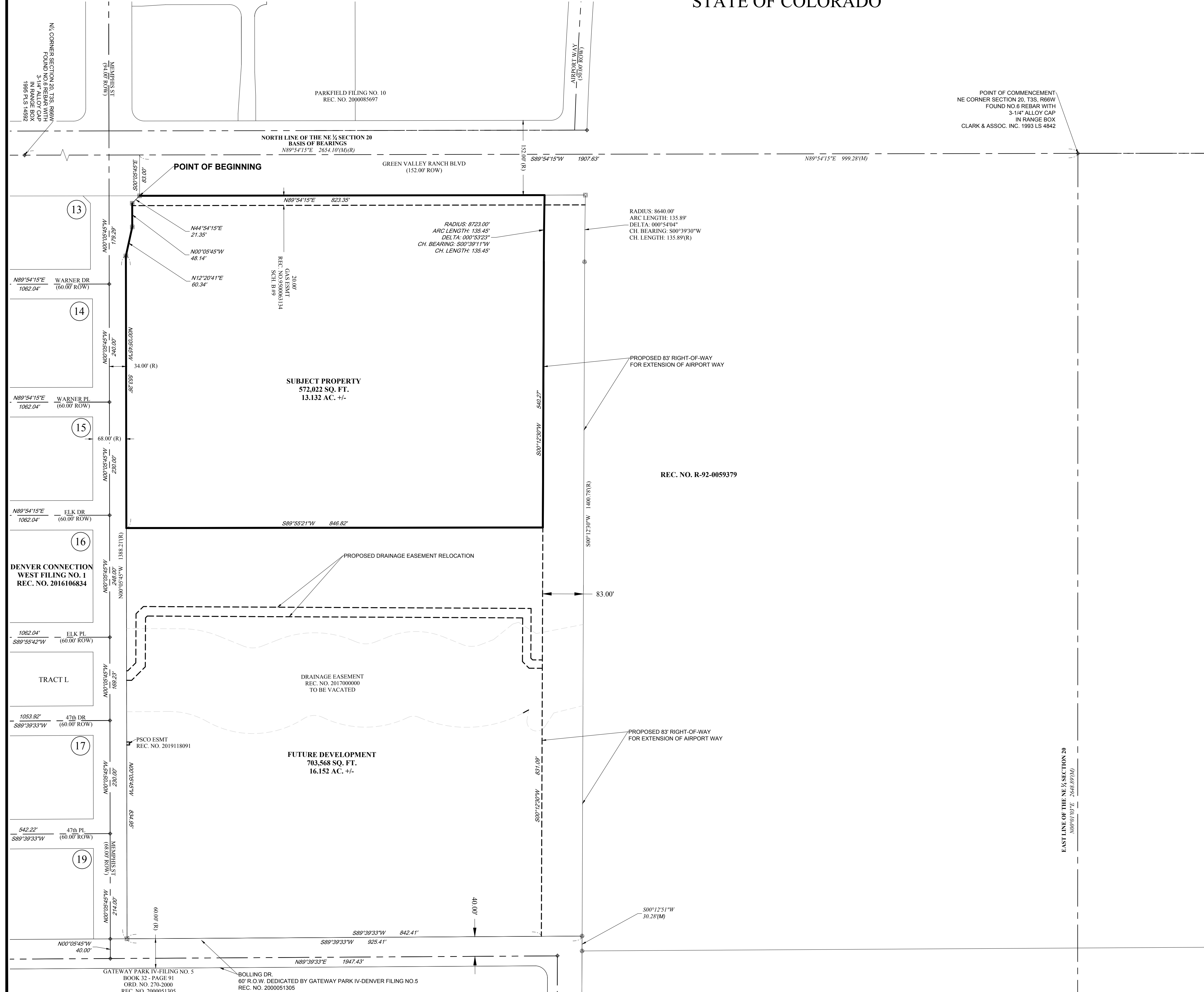
CONTAINING 572,022 SQUARE FEET OR 13.132 ACRES MORE OR LESS.

PREPARED BY: RY P. RUSK, PLS 38226

FORESIGHT WEST SURVEYING, INC.  
1285 W. BYERS PL., UNIT A  
DENVER, CO 80223

# ILLUSTRATION FOR EXHIBIT A

LOCATED IN THE NORTHEAST ONE-QUARTER OF SECTION 20, TOWNSHIP 3 SOUTH,  
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY AND COUNTY OF DENVER,  
STATE OF COLORADO



THIS ILLUSTRATION IS NOT A MONUMENTED LAND SURVEY PLAT AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION

Revision	Date
0	09.15.2020
1	12.15.2020

**FWS FORESIGHT WEST SURVEYING INC.**  
1285 W. Byers Pl., Unit A  
Denver, Colorado 80223  
303.504.4440

Compiled By: Rusk  
Scaled for 24" x 36" Job No.: 2020097 Sheet: 1 of 1

**PROOF OF OWNERSHIP**

# 16298 GREEN VALLEY RANCH BLVD

<b>Owner</b>	C P BEDROCK LLC 610 W 26TH ST 910 NEW YORK , NY 10001
<b>Schedule Number</b>	00201-00-014-000
<b>Legal Description</b>	T3 R66 S20 NE/4 BEG 83FT S OF NW COR OF NE/4 E 1652.55FT CV/L 135.89FT S 1400.78FT W 1644.18FT N 1542.60FT M/L POB EXC PT TO BOLLING DR ROW & EXCPT TO DENVER CONN WEST FLG 1
<b>Property Type</b>	VACANT LAND, PUD
<b>Tax District</b>	DENV

**Print Summary**

Property Description			
<b>Style:</b>	OTHER	<b>Building Sqr. Foot:</b>	0
<b>Bedrooms:</b>		<b>Baths Full/Half:</b>	0/0
<b>Effective Year Built:</b>	0000	<b>Basement/Finish:</b>	0/0
<b>Lot Size:</b>	1,400,415	<b>Zoned As:</b>	PUD

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

Current Year			
	Actual	Assessed	Exempt
Land		\$5,600	\$1,620 \$0
Improvements		\$0	\$0
<b>Total</b>		<b>\$5,600</b>	<b>\$1,620</b>

Prior Year			
	Actual	Assessed	Exempt
Land		\$5,600	\$1,620 \$0
Improvements		\$0	\$0
<b>Total</b>		<b>\$5,600</b>	<b>\$1,620</b>

**Real Estates Property Taxes for current tax year**

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

	<b>Installment 1 (Feb 28 Feb 29 in Leap Years)</b>	<b>Installment 2 (Jun 15)</b>	<b>Full Payment (Due Apr 30)</b>
<b>Date Paid</b>			3/12/2020
<b>Original Tax Levy</b>	\$58.42	\$58.41	\$116.83
<b>Liens/Fees</b>	\$0.00	\$0.00	\$0.00
<b>Interest</b>	\$0.00	\$0.00	\$0.00
<b>Paid</b>	\$58.42	\$58.41	\$116.83
<b>Due</b>	\$0.00	\$0.00	\$0.00

### Additional Information

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

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

Real estate property taxes paid for prior tax year: **\$134.61**

### Assessed Value for the current tax year

<b>Assessed Land</b>	\$1,620.00	<b>Assessed Improvements</b>	\$0.00
<b>Exemption</b>	\$0.00	<b>Total Assessed Value</b>	\$1,620.00

**STATEMENT OF AUTHORITY**



2020152430

Page: 1 of 2

09/18/2020 02:43 PM  
City & County of Denver  
Electronically Recorded

R \$18.00

MIS

D \$0.00

**STATEMENT OF AUTHORITY**  
(§38-30-172, C.R.S.)

- This Statement of Authority relates to an entity<sup>1</sup> named  
**C.P. BEDROCK LLC, A DELAWARE LIMITED LIABILITY COMPANY**
- The type of entity is a:
 

<input type="checkbox"/> Corporation <input type="checkbox"/> Nonprofit Corporation <input checked="" type="checkbox"/> Limited Liability Company <input type="checkbox"/> General Partnership <input type="checkbox"/> Limited Partnership	<input type="checkbox"/> Registered Limited Liability Partnership <input type="checkbox"/> Registered Limited Liability Limited Partnership <input type="checkbox"/> Limited Partnership Association <input type="checkbox"/> Government or Governmental Subdivision or Agency <input type="checkbox"/> Trust
---	---
- The entity is formed under the laws of **DELAWARE**
- The mailing address for the entity is **610 W. 26<sup>TH</sup> STREET, SUITE 910, NEW YORK, NY 10001-1005**
- The **X** name and **X** position of each person authorized to execute instruments conveying, encumbering or otherwise affecting title to real property on behalf of the entity is **COLEMAN P. BURKE AS MANAGER OF TICKLEY BENDER DEVELOPMENT, LLC AND CHRISTOPHER S. FLAGG, STEVEN I. HONIG AND CHRISTOPHER H. PACHIOS, EACH AS VICE-PRESIDENT OF TICKLEY BENDER DEVELOPMENT, L.L.C, a Delaware limited liability company, as MANAGER OF C.P. BEDROCK, LLC, a Delaware limited liability company**
- The authority of the foregoing person(s) to bind the entity:   **X**   is not limited        is limited as follows:
- Other matters concerning the manner in which the entity deals with interests in real property: **N/A**
- This Statement of Authority is executed on behalf of the entity pursuant to the provisions of §38-30-172, C.R.S.<sup>2</sup>
- This Statement of Authority amends and supersedes in all respects any and all prior dated Statements of Authority executed on behalf of the entity.

Executed this   **18**   day of   September  , 2020

<sup>1</sup> This form should not be used unless the entity is capable of holding title to real property.  
<sup>2</sup> The statement of authority must be recorded to obtain the benefits of the statute.

**C.P. BEDROCK LLC**, a Delaware limited liability company

By: Tickly Bender Development LLC, a Delaware limited liability company, its Manager

By: *C.P. Burke*  
Name: Coleman P. Burke  
Title: Manager

State of New York )  
County of New York )ss

The foregoing instrument was acknowledged before me this 17 day of September, 2020 by **Coleman P. Burke**, as Manager of Tickly Bender Development LLC, a Delaware limited liability company, as Manager of C.P. Bedrock LLC, a Delaware limited liability company.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

*Kathryn A. Gubista*  
Notary Public

WHEN RECORDED RETURN TO: **CHRISTOPHER S. FLAGG**  
**C.P. BEDROCK, LLC**  
**610 W. 26<sup>TH</sup> STREET, SUITE 910**  
**NEW YORK, NY 10001-1005**

**KATHRYN A. GUBISTA**  
Notary Public, State of New York  
No. 4822443  
Qualified in Nassau County 23  
Commission Expires June 30, 2023







July 27, 2020

Eric Hiraga  
Executive Director  
Denver Economic Development Office (DEDO)

On behalf of Montbello 2020, we are writing in support of the proposed Flyway project at the southeast corner of Green Valley Ranch and the planned Airport Boulevard just east of Montbello and west of Pena Boulevard. As community leaders, we felt it very important you hear why many of us across the neighborhood support this project. Montbello 2020 is The Registered Neighborhood Organization. We are governed by the City Charter with no political affiliations. We are a premier, relationship driven community organization. Our mission is to Inform, Educate and Empower community around issues that affect our Quality of Living, Health, Welfare and Aging in place. Montbello values education, safety, diversity and inclusiveness.

Montbello 2020, RNO believe it's a matter of equity, equality and transparency. This project represents many of the goals included in our Neighborhood Plan which was adopted in 2019. Montbello has been advocating for decades to have a project like the Flyway come into our community. We have watched as other neighborhoods around us and across the city get investments that help them reach their goals. We support that investment in those neighborhoods, and believe it is time for that same investment to be made in ours.

What are our neighborhood goals? They include full service quality grocery store, retail, restaurant options, that include healthy food options, family style dining, places for community to gather, areas for children and seniors, walkability. Good paying jobs with benefits that support a livable wage, and provides for home ownership. Open space, financial institution Easy and Safe access to the project. For many years we have gone outside the community to shop, This project provides the opportunity for residents to live, play, shop and keep our tax dollars in the community.

Added to support of these neighborhood goals, I understand this project also seeks to include a town center concept that is likely to be home to a community meeting space, something we desperately need in Montbello. While this is not central to our support for the project it represents an added benefit and reflects the desire of the developers to listen to community needs and respond where they can.

We know this project doesn't do everything for everyone, we believe it is a solid investment for the city in a critical investment in our neighborhood. It provides basic building blocks for the ongoing success of Montbello and all its residents. I ask you to consider our neighborhood goals and support the project.

Sincerely,

*Ann White* Director

Montbello 2020, RNO  
501 c (3)

Date: 24 July 2020

Eric Hiraga  
Executive Director  
Denver Economic Development Office (DEDO)

Dear Director, Hiraga,

On behalf of the Montbello Golden Age Club, I am writing in support of the proposed Flyway project at the southeast corner of Green Valley Ranch and the future Airport Boulevard just east of Montbello and west of Pena Boulevard. It is critical that you hear the community voice as you are making decisions about this project. It is also critical that you know many of us believe in this project and an investment from the city should move forward.

The Montbello Golden Age Club is a social outlet for seniors. The goal is to provide a warm and comfortable place for senior citizens to mingle and share experiences. The main hook is playing cards at the local Montbello Recreation Center twice a week. We also schedule trips for our members, and we provide vital information such as this proposal keeping them aware of public events that may impact them.

The proposed project is really a question of equity. Will the city invest in our community and help us reach our goals in the same way it has invested in other communities across the city? If the answer is yes, then you must support this project because it does move us closer to accomplishing many of our foundational neighborhood goals.

Specifically, this project accomplishes two important things. It provides high paying, good benefit jobs and puts quality grocery options in our backyard. For decades, we have been working toward these two goals because they anchor so much of our quality of life, and our ability to sustain the generations who call Montebello home.

It should also not be forgotten that many in our neighborhood would prefer their tax dollars support our neighborhood by being spent in our neighborhood. Currently, we drive many miles to shop and then see the tax dollars we pay support other communities.

The Montbello Golden Age Club supports senior members specifically. However, our membership also serves Green Valley Ranch, Gate Way, Park View and now Avion. The introduction of the Fly Way so close to our neighborhood would be a major weapon in fighting the food desert we have suffered for decades. In addition, the jobs and revenue remaining in our community is an added plus to its positive image.

Montebello is a diverse, inclusive, and proud neighborhood that deserves the city support and investment. This project does not solve all our challenges, but it is an answer to some and allows the city to show it believes we, like many other neighborhoods across our city, have a bright future worth supporting.

Sincerely,  
Lawrence Murray  
Montbello Golden Age Club, VP  
720-341-9953



P. O. Box 39634, Denver, CO 80239  
720-620-5735

August 4, 2020

Eric Hiraga  
Executive Director  
Denver Office of Economic Development (DEDO)

Dear Director Hiraga,

I am writing on behalf of Montbello Walks, a grassroots total community walking initiative that partners with approximately 25 organizations to promote and support walking, biking, developing and improving pedestrian infrastructure and safe access to public transit.

In conjunction with that initiative, Montbello Walks advocates for car-free open streets where possible, especially in relationship to community events. The opportunity for a Town Center as part of the proposed Flyway project in a key Montbello location, the southeast corner of Green Valley Ranch and the future Airport Boulevard, would unquestionably be a huge asset to the community-at-large, offering walkable and bikeable amenities, aligning beautifully with our organization's goals to help secure more community spaces. It is why we support the Flyway project and hope you will join us in that support.

Two long-standing, important challenges in our community include the lack of access to fresh grocery options and the ongoing challenges in creating living wage jobs with good benefits. This project helps with both of those challenges. By allowing all of us to shop in our own backyard, you would not only help us with mobility issues that make our current food desert particularly difficult for many, you would also help us invest in our community by keeping our tax dollars with us.

We all know that jobs must pay a living wage in order to be truly meaningful. We worked hard for many years to recruit these kinds of jobs with some success. But the opportunity to literally add hundreds more would be a major victory for us.

I sincerely hope the city sees the value of this investment in our community as it has been in so many communities around us and across all of Denver. It would seem a matter of simple

fairness and equity that when a project meets so many community goals and would help with two major community challenges, that the city would ensure the project moves forward.

As part of an organization that has worked hard to better Montbello, I hope you will take seriously Montbello Walks interest in having this project move forward and find a way to support the project yourself.

Sincerely,

*Pam Jiner*

Pam Jiner, Director  
Montebello Walks  
P.O. Box 39634  
Denver, CO 80239  
720-620-5735



July 22, 2020

Eric Hiraga  
Executive Director  
Denver Economic Development Office (DEDO)

Dear Director Hiraga,

On behalf of Families Against Violent Acts, I am writing in support of the proposed Flyway project at the southeast corner of Green Valley Ranch and the planned Airport Boulevard just east of Montbello and west of Pena Boulevard. As community leaders, we felt it was very important you hear why many of us across the neighborhood support this project. MONTBELLO 2020 is a RNO that collaborates with the many organizations like Families Against Violent Acts to keep us informed when a project like the Flyway is planning to be a part of the Far North East Community that will impact us all with many great opportunities FAVA consider this project a blessing.

This is about equity. Investment in our community on this new retail community center represents many of the goals for which we have been advocating for decades. While we watch other neighborhoods around us and across the city get investments that help them reach their goals, we continue to struggle with key issues such as the need for more high paying jobs and access to high-quality grocery in our community. While we support that investment in those neighborhoods, the time is now to make the same investment in ours.

We want to be able to buy high quality groceries close to our homes and in our own city. We have been working together as a community for years trying to attract a high-quality grocery that would help more of our residents get healthy food. We also want to shop and spend our tax dollars in our neighborhood, instead of driving miles only to see those dollars support someone else's community needs by helping their tax base grow at our expense.

We need more higher-paying jobs with good benefits for our residents and families. This project would advance those efforts by providing hundreds of the types of jobs that allow people a living wage as well as necessary health care and other benefits. Job stability supports family stability. We have not appreciated for many years not having a community gathering place like our former grocery store provided. These gathering places outside of city owned facilities help foster community contact.

This project doesn't solve all of the issues facing our community, but it is a strong investment for our community. Access to food and goods impacts everyone in our community; this will help to improve that access. I ask you to consider our neighborhood goals and support the project.

Sincerely,  
Dianne Cooks  
Executive Director (720) 276-4611  
Favafamilies@gmail.com



August 5, 2020

RE: Flyway Project

Dear Denver City Council:

Families Forward Resource Center is a full service resource center that provides family support services in areas of community health, youth development, family advocacy, and adult education. We are one of 32 family resource centers in the state of Colorado and one of four that is located in the Denver Metro area. Families Forward Resource Center serves families of Far Northeast Denver and North Aurora communities.

Because of this, I am writing in support of the proposed Flyway project at the southeast corner of Green Valley Ranch and the future Airport Boulevard near Montbello. It is important that you consider our community's voice and support us as this project moves forward.

This project meets two important community goals. The first is access to high-quality grocery items within our community. Currently, many of us drive several miles to shop in other communities for our grocery needs. Secondly, the goal of this project meets the addition of high paying jobs that offer good benefits in our community. For both of these reasons, we need this project to come to fruition. It is a real win for all of us.

The question now is, will the city of Denver invest in the Far Northeast Denver communities in the same way it has invested in so many communities across the city? I strongly hope the answer is yes. I believe our city leadership is willing to make equity investment a priority. Our ability to advance our neighborhoods and support our upcoming generations depend at least in part on our ability to receive fair investment in our goals from the city.

Montbello is home to Families Forward Resource Center and many other organizations that would benefit from this project. Nearly 18% of the residents in Aurora/Denver metro area were born outside of the United States, and a language other than English is spoken in 27% of households. The median income is \$56,258, with 49% of houses being rentals, and 14% of its residents with incomes below the federal poverty line. It is our hope that the city of Denver will lend its support and help move toward the future we seek to assist the families we serve.

Sincerely,

*Chanell R. Reed*

Chanell R. Reed, MPA  
Executive Director

MONTBELLO OFFICE  
FFRC MONTBELLO OFFICE  
12000 E. 47TH AVE. #113  
DENVER, CO 80239



[WWW.FAMILIESFORWARDRC.ORG](http://WWW.FAMILIESFORWARDRC.ORG)

GREEN VALLEY RANCH OFFICE  
EVIE GARRETT DENNIS CAMPUS  
4800 TELLURIDE ST. B5-162  
DENVER, CO 80249



(303) 307-0718

AURORA OFFICE  
ST. MARK'S LUTHERAN CHURCH  
111 DEL MAR CIRCLE  
AURORA, CO 80011



July 31, 2020

Eric Hiraga, Executive Director  
Denver Economic Development Office  
101 W Colfax Ave  
Denver, CO 80202

Dear Mr. Hiraga,

I am writing this letter on behalf of the Montbello Organizing Committee (MOC), an organization with which you have great familiarity. MOC's work is to develop leadership among the residents of Montbello and to advocate for our 36,000 residents and businesses around issues of individual and neighborhood health, wealth and well-being. To that end, MOC is stating its support of the Flyway project as it is currently proposed.

The Flyway project's adjacency to the neighborhood provides opportunity for nearby employment for Montbello residents and additional access to grocery items – two of MOC's highest priorities. In keeping with MOC's philosophy of all new development benefitting the community first, we strongly encourage Flyway's development team to continue to engage with the adjoining neighborhood representatives and follow Councilwoman Robin Kniech's lead regarding having Community Benefit Agreements in place prior to receiving City permits.

As we all know, the Greater Montbello Neighborhood has suffered from a historic lack of ongoing support from the City and County of Denver. In recent months we have begun to see a measured turn toward public sector investment. Your department in particular, Mr. Hiraga, has taken the lead in supporting a move toward neighborhood equity for Greater Montbello. The Flyway development could be another step toward the investment this community demands and deserves.

We hope that you will consider our suggestions and support for this project.

A handwritten signature in black ink that reads "Donna M. Garnett".

Donna Garnett  
Executive Director  
**Montbello Organizing Committee**  
**FreshLo Initiative Project Director**  
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