

From: [Bill Hunter](#)
To: [Planningboard - CPD](#)
Subject: Buckley Annex parking - Map Amendment 20141-00012
Date: Wednesday, May 28, 2014 8:26:31 AM

Hello,

i live in the East Park neighborhood of Lowry and understand there will be a vote regarding parking for the rowhouses that are planned, and that currently the direction is to dismiss the recommendation to increase the requirement of two parking spaces per unit.

I urge you to keep this requirement in place. The LRA and zoning have already acted to blight our community in East Park by their actions at The Legends, and we now have unsafe, overly narrow streets with ~50-80 cars daily parking on our streets in front of single-family homes, as the high density units at The Legends do not have enough parking for their tenants.

it is an absolute myth to believe that Lowry is a "transit oriented development", bus routes and light rail are not convenient here, and people are not getting rid of their cars, they are parking them all over our neighborhood, making it look congested and cluttered, when it was deliberately designed to be the opposite.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Please do not allow this again, there is no remedy for residents once the damage is done by your decisions. I urge you to drive through our neighborhood during the early morning and evenings and experience how congested it becomes, and tell me that you really think the parking is adequate, and you hope to see the same in the Buckley Annex.

If you do go forward with minimal parking, then I further urge you to redesign your lovely artist drawings on the <http://lowryredevelopment.org/annex/> page to look more like the reality you are creating, since this is what you will be doing when you require so little parking.

Just to be clear, not one single car on this street belongs to a single-family home, homes that were designed with alley-loaded garages, but without a care at all, LRA and Denver Zoning have created a mess in East Park they have no intention of remedying. I would hate to see it done a second time at the Buckley Annex.



Bill Hunter

wfhunter@gmail.com

9577 E. 4th Ave.
Denver, CO 80230

From: [Leslie Stewart](#)
To: [Planningboard - CPD](#)
Subject: Lowry Parking Issues
Date: Tuesday, May 27, 2014 7:35:41 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can

be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Leslie Stewart, M.D.
185 South Poplar Street
Denver, CO 80230

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From: [Brad](#)
To: [Pyle, Michelle A. - Community Planning and Development](#)
Cc: [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Wednesday, May 28, 2014 7:50:31 AM

To the planning board:

I am writing to comment on the three proposed changes in zoning for the Buckley Annex property in the Lowry neighborhood that will come before you on June 4th. Specifically, I request that the Planning Board not adopt Proposed Zone District G-RH-3 in one of the zoning applications **unless a condition is put back into the application requiring an increase in required parking spaces to two spaces per unit for anything built in this location.**

- The applicable section of the Zoning Code for G-RH-3 only requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation in East Lowry where requiring 1.5 spaces per unit was insufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient parking and possibly illegal concessions granted by the Lowry Redevelopment Authority (LRA).
- **The Board of the LRA previously heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.**
- The LRA Board has now voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board decided to include a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid additional severe overcrowding situations that are currently occurring at Lowry.**

I have lived in Lowry for 15 years and have continuously tried to use public transportation for my commute to downtown. Unfortunately, Lowry does not come close to serving as a "transit-oriented development." The available and planned public transport services manage to bypass Lowry to the north and south. Light rail -- when completed -- will still be 5 or 6 miles away. Bus service to the downtown area requires an hour of travel (including walking to bus stops and waiting) in each direction. This is nearly **four times longer** than driving my own car and becomes overly burdensome. Lowry will remain an auto-dependent community. I would request that the Planning Board not make its decision based on the unlikely hope that people will give up their cars to live in Buckley. The public

transport services are simply insufficient for the neighborhood for this to be a reasonable expectation.

Since this area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant. **250 potential cars being parked on approximately 12 blocks of residential streets will completely destroy the character and livability of the new and existing surrounding neighborhoods.**

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well. We are also dismayed that the Board decided to remove this condition after previously voting to include the condition. **The LRA has previously overstepped its authority to provide concessions to developers in the neighborhood, greatly diminishing the quality of life in the neighborhood. The neighborhood is justifiably concerned with the Board's fidelity to the neighborhood. The Board's actions continue to indicate that it feels that the developers' desires are more important than the neighborhood's quality of life.**

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. **A recommendation alone will not serve to protect the nature of our neighborhood.**

Thank you for considering the needs of the existing neighborhood while listening to the requested zoning changes.

Thank you,
Brad Wellens
7015 E Bayaud Ave
Denver, CO 80230

From: [Matt Whitcomb](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 9:56:16 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Matthew Whitcomb - Yes I vote, and have a long memory
7406 East 10th Avenue
Denver, CO 80230

Below is further information:

[Zoning Application for 6801 E. 1st Avenue \(NW Corner Buckley Annex site\)](#)

[Zoning Application for Single Family Area \(7000-7300 E. Archer Place, just north of Park Heights\)](#)

[Zoning Application for 250 "Rowhouse" type units on Lowry Blvd. and Archer Place](#)

(See page 5 of third application for map covering this zoning application. Goes from Lowry Blvd. down thru center of Buckley Annex to south end. Does not include apartments, Denver Housing Authority portion, mixed-use portions or any commercial, retail areas.)

Previous survey by LUN showed reliance on automobile on Lowry.

From: [Don Esstman](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 4:40:30 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.

The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.

The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.

The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.

The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.

Zoning, adopted by City Council, is enforceable.

Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now

occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Don Esstman
225 South Poplar St
Denver 80230

Donald L. Esstman | E: don.esstman@rubinbrown.com | Partner
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From: [Michelle Sisk](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 4:37:01 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
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Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard

One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Michelle Sisk
116 S. Poplar Street
Denver, CO 80230
720-841-5388

From: [Steve Adams](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 4:24:24 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

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Steve Adams
110 S. Oneida Street
Denver, CO 80230

From: [Irit Bean](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Wednesday, May 28, 2014 9:15:07 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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Sincerely,
Irit Bean
184 S Pontiac St, Denver CO 80230

From: [Catherine Esstman](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Urgent -- Parking issue to Denver Planning Board
Date: Tuesday, May 27, 2014 5:09:44 PM

To the Planning Board:

Re: Map Amendment 20141-00012

We understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. We ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. We are writing about the third rezoning.

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We ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

We request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Catherine and Donald Esstman
225 S Poplar St.
Denver, CO 80230

From: [Chris Boller](#)
To: [Planningboard - CPD](#)
Subject: map amendment 20141-00012
Date: Wednesday, May 28, 2014 4:51:54 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

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Thank You,

Virginia Boller
210 Yosemite Way
Denver, CO 80230

From: [Marte Pendley](#)
To: [Planningboard - CPD](#)
Subject: Boulevard One Development Parking
Date: Tuesday, May 27, 2014 11:50:10 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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Marte Pendley, Ph.D.
234 Oneida Court
Denver, CO 80220

From: [Jim Kelly](#)
To: [Pyle, Michelle A. - Community Planning and Development](#)
Cc: [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: Buckley Annex Proposed Zone District of G-RH-3
Date: Tuesday, May 27, 2014 3:16:47 PM

To all concerned,

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
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Let's not make another Legends fiasco!

Jim Kelly
7482 E 8th Place
Denver, CO 80230

From: [French, Jason](#)
To: [Planningboard - CPD](#)
Subject: Buckley Annex Rezoning
Date: Tuesday, May 27, 2014 1:40:20 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are [three](#) distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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Jason French

9575 E 3rd Place (East Park)

Denver, CO 80230

CONFIDENTIALITY NOTICE: This e-mail, including any attachments, is for the sole use of the intended recipient and may contain confidential and privileged information. If you are not an intended recipient, or the person responsible for delivering this message to an intended recipient, you are hereby notified that reading, copying, using or distributing this message is prohibited. If you are not an intended recipient, please contact the sender by reply email and destroy all copies of the original message from your computer system.

From: [Marilee Hegarty](#)
To: [Planningboard - CPD](#)
Subject: Fwd: parking issue Denver Planning Board
Date: Tuesday, May 27, 2014 1:10:45 PM

Begin forwarded message:

From: Marilee Hegarty <marileekh@comcast.net>
Date: May 27, 2014 12:57:50 PM MDT
To: Michelle.Pyle@denvergov.org, planningboard@denvergov.org
Cc: MaryBeth.Susman@denvergov.org
Subject: parking issue Denver Planning Board

Partial Boulevard One Zonings go to Planning Board June 4

Previous Public Input Will Not Be Included in Staff Report to Planning Board

Urgent that you weigh in on parking requirements for the third application

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

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occurring at Lowry.

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Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well. I realize from listening to Brad Buchanan that high density development comes before infrastructure and that we are all supposed to stop driving and to walk or ride our bikes. But Lowry doesn't have mass transit anywhere near nor in the near future so we are dependent on cars for that last mile between it and our neighborhood. It would be foolish to repeat the mess made by the rezoning at Legends Condominiums yet that is what is being considered at Buckley Annex. Surely we can do better than repeat our mistakes, decrease property values and spoil an otherwise valuable location.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA. Marilee Hegarty, Lowry resident

From: [Erin Woodruff](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 1:45:15 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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I ask that the Planning Board listen to the existing community that surrounds Boulevard

One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Erin Woodruff
453 Alton Way
Denver, CO 80230

From: [Pat Horgan](#)
To: lowryunitedneighborhoods@gmail.com
Cc: [Pyle, Michelle A.- Community Planning and Development](#); [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: RE: Urgent -- Send email on parking issue to Denver Planning Board
Date: Tuesday, May 27, 2014 12:26:07 PM
Attachments: [image001.png](#)
Importance: High

I sold my townhome in Lowry last year because of the lack of concern and disregard of public input regarding IRG and Buckley by LRA, Denver City Council and Denver zoning. I was concerned if I waited much longer that I would not be able to sell my house once all the redevelopment started! I went to meetings where Marcia Johnson was present and boo-hooed what the residents had to say. What is happening to our local government is sad. They have their own agenda. You deserve an award for taking action as I would be really upset if I still lived in Lowry but you are letting everyone know what is going on and the repercussions if they don't respond. Traffic had gotten so bad in Denver and with the addition of IRG and the Buckley Annex development, it is only going to get worse. Monaco and Colorado Boulevard are particularly bad; every day it feels more and more like LA. The fact they are not even taking into account all of the past input from Lowry residents is inexcusable. I worked for Frontier until January and when I went to work in the early mornings around 7am, traffic going west on Alameda was bumper to bumper. Has Michelle ever driven along that corridor or anyone else from the planning board? I don't think so. Traffic is so backed up on Monaco and Florida some days it takes 4 light changes to turn onto Monaco. I can't even begin to imagine what Monaco and 1st Ave will look like with 250 townhomes and 1 parking space per unit. Even with 2 parking spaces traffic flow is going to be congested. So, good luck. I hope you get this included in the third zoning application. Regards, Pat Horgan. Address: 1465 S. Kearney St., Denver, CO 80224.

Pat Horgan Hegge

pathorgan@comcast.net

Home# 303-756-4779 c# 303-809-2182

www.pathorgan.nerium.com

Product Video: www.pathorgan.theneriumlook.com

Biz Video: www.pathorgan.arealbreakthrough.com

"GLOW FROM WITHIN" _



From: Lowry United Neighborhoods [mailto:lowryunitedneighborhoods@gmail.com]
Sent: Tuesday, May 27, 2014 10:31 AM
To: Christine O'Connor
Subject: Urgent -- Send email on parking issue to Denver Planning Board

Partial Boulevard One Zonings go to Planning Board June 4

Previous Public Input Will Not Be Included in Staff Report to Planning Board

Urgent that you weigh in on parking requirements for the third application

Extensive input over 7 years is in the record concerning the Buckley Annex Development. City Planner

Michelle Pyle reported Friday that no letters have been submitted regarding these three rezoning applications. The Staff Report she prepares for the Planning Board will not include prior input, such as survey results, public comments, etc. The Staff Report will only cover responses made specifically in response to these "notices of rezoning." Your input to date does not count. If you want to weigh in on parking, you must do it again, prior to June 4.

This email is lengthy so if you only have two minutes, please copy and paste either the entire letter or the last two paragraphs of the letter below, and send your email off to:

Michelle.Pyle@denvergov.org
planning.board@denvergov.org
MaryBeth.Susman@denvergov.org

Background: There are three separate zoning applications (links at end of email, which include maps embedded in links). These applications do not involve the town center areas of Buckley Annex with five story zoning. The first two applications submitted include two for the single family areas on the NW corner of the site and the SE corner of the site. While not perfect, there is no parking issue involved in these two applications since these are single family homes presumably with onsite parking.

It is the third application -- for the "rowhouse areas" of Buckley Annex -- which has insufficient parking requirements. Because the LRA Board removed its request for a waiver requiring two parking spaces per living unit, the parking requirement will revert to the Code requirement of ONE (1) parking space per living unit throughout this area which is the center portion from Lowry Blvd. to the south end of the site and planned for up to 250 units. Our suggestion is that the Planning Board incorporate the LRA Board's original language increasing the parking requirement from one space per unit to two spaces per unit.

The hearing at Planning Board will be at **3 pm on Wed. June 4th**, although the agenda is not posted yet. Click [here](#) over the next few days to see the agenda when it is posted. Some suggested language follows. Your own words are always preferable, but at this point, what matters most is that you submit something that relates specifically to this application. You can also contact City Planner Michelle Pyle at [\(720\) 865-2934](tel:7208652934).

To the Planning Board:

Re: [Map Amendment 20141-00012](#)

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[Your name and address]

Below is further information:

[Zoning Application for 6801 E. 1st Avenue \(NW Corner Buckley Annex site\)](#)

[Zoning Application for Single Family Area \(7000-7300 E. Archer Place, just north of Park Heights\)](#)

[Zoning Application for 250 "Rowhouse" type units on Lowry Blvd. and Archer Place](#)

(See page 5 of third application for map covering this zoning application. Goes from Lowry Blvd. down thru center of Buckley Annex to south end. Does not include apartments, Denver Housing Authority portion, mixed-use portions or any commercial, retail areas.)

Previous survey by LUN showed reliance on automobile on Lowry.

From: [Linda Mayer](#)
To: [Pyle, Michelle A.- Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#); [Pyle, Michelle A.- Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#); [Pyle, Michelle A.- Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#); [Pyle, Michelle A.- Community Planning and Development](#); [Planningboard - CPD](#)
Subject: Re-zoning in Boulevard One Developmentt.
Date: Tuesday, May 27, 2014 3:18:49 PM
Importance: High

To the Planning Board:

Re: [Map Amendment 20141-00012](#)

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I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the**

zoning to help avoid situations now occurring at Lowry.

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

[Your name and address

Linda Mayer

211 Oneida St.

Denver, Co. 80220

From: [Stephanie L. Green](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Rezoning in Buckley Annex
Date: Tuesday, May 27, 2014 11:50:41 AM

To Whom it May Concern:

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

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The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.

The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.

The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.

Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.

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Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

This issue is very near and dear to my heart. As a resident of East Park who has seen the affect of overflow parking, I would hope that we can learn from our mistakes and not repeat them. Overcrowded streets has become a real safety concern. Not only due the inscreased number of cars block oncoming traffic, but the streets have become

impassable to firetrucks at various times. In addition, my children go to Crestmoor Learning Center, on the west side of the Buckley Annex. Overflow parking will not only affect Quebec, but Monaco as well. Two already overcrowded and unsafe streets.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,
Stephanie Creen
470 Yosemite Way (East Park)
Denver, CO 80230

From: [Gail Hageman](#)
To: [Planningboard - CPD](#)
Subject: Zoning Boulevard One
Date: Tuesday, May 27, 2014 2:46:53 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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Gail Hageman
7371 E Ellsworth Ave
Denver CO *0230
To the Planning Board:

Re: Map Amendment 20141-00012

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Gail Hageman
7371 E Ellsworth Ave
Denver CO *0230
Gail Hageman
RE/MAX Momentum
Cell: 303 921-3057
Fax: 1 866-231-2237

Please remember, I am never too busy for your referrals!

From: [Pat and Ron Blumenthal/LaFollette](#)
To: [Planningboard - CPD](#)
Subject: Buckley Annex Parking
Date: Tuesday, May 27, 2014 11:03:54 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
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Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley. Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a

goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,

Ron LaFollette

950 Niagara St.

Denver, CO 80220

From: [Wendy Macklin](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Lowry Rezoning
Date: Tuesday, May 27, 2014 10:45:09 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I am writing with great concern over the Buckley project in Lowry and the rezoning that will shortly be voted on. This has major impact on the current residents of Lowry. I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

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- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can

be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sincerely,
Wendy B. Macklin
7722 East 8th Place
Denver, CO 80230

From: [Debby Kaufman](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Parking Issues in Lowry | Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 11:16:52 AM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. **I support the first two rezonings. I am writing about the third rezoning. This is both a quality of life issue and a safety issue.**

I request that the Planning Board **NOT ADOPT** Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring **TWO PARKING SPACES PER UNIT** for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- **The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.**
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
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Lowry does not come close to serving as a "transit oriented development." Light rail – when completed – will still be 5 or 6 miles away. This remains an **auto dependent community**.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board **listen to the existing community** that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested

by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new **requirement of two parking spaces per unit** for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Debby Kaufman
180 Roslyn St Unit 1203
Denver CO 80230
303.587.7909

From: [Andy Glockner](#)
To: [Planningboard - CPD](#); [Pyle, Michelle A. - Community Planning and Development](#); [Susman, Mary Beth - City Council](#)
Subject: Parking zoning for Buckley Annex/Boulevard One in Lowry
Date: Tuesday, May 27, 2014 11:13:45 AM

Ms. Susman, Ms. Pyle and others voting on these zoning applications,

I am writing you to strongly encourage the board members to require more parking spaces than are budgeted for the rowhouse portion of the planned development at Buckley Annex.

I live at the corner of 5th and Dallas in East Park, at the heart of the ongoing parking fiasco involving the Legends development and poorly planned or anticipated coding by those who approved it. Insufficient parking once the condo complex was converted in large part to apartment rentals has led to overflow parking on streets that were not designed for it, and has turned our immediate neighborhood into a nightly block party, causing both aesthetic and safety concerns in the area.

The proposed number of parking spots for these Buckley Annex rowhouses are well below sufficient for the number of cars that will be utilized by the residents of that area. The resulting spillover onto the streets surrounding likely it will create significant traffic and safety concerns for that area, as well. This is not, nor will it be going forward, a heavily used public transit area of the city.

Ms. Susman and the LRA board are well aware of what has happened (and remains happening) in East Park. Making the same mistakes again, with foresight available, would be even more inexcusable.

Regards,

Andy Glockner
9600 E. 5th Ave.

From: [J Evans](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Parking
Date: Tuesday, May 27, 2014 10:47:27 AM

I am sending this letter partly because I am appalled that all the previous input, meetings, calls and emails will be ignored on this new application
What does it take for the people who are supposed to be representing us to get the message that just because you decide that we shouldn't have more parking doesn't mean that we actually don't need it. East Park and the Schlessman Library are perfect examples of what happens when adequate parking is not adopted.

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

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Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

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I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

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Lowry Neighbor, Joyce Evans

From: [Jo Snell](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Cc: lowryunitedneighborhoods@gmail.com; dgilboa@mindspring.com
Subject: Proposed Zone District of G-RH-3 Buckley Annex
Date: Tuesday, May 27, 2014 11:12:39 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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Jo Snell and Allen Fears
9330 E 4th Pl
Denver CO 80230

From: [Jan Frame](#)
To: [Planningboard - CPD](#)
Subject: Re: Map Amendment 20141-00012
Date: Tuesday, May 27, 2014 11:20:44 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only.

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existing communities with the request by the LRA.

Jan and John Frame (Lowry resident)

8019 E. 5th Avenue

Denver, CO 80230

From: [Diane Gilboa](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Cc: lowryunitedneighborhoods@gmail.com; [Joan Troy](#)
Subject: Zoning for Boulevard One
Date: Tuesday, May 27, 2014 10:49:17 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
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Diane Gilboa
President, Friends of Lowry
East Park Lowry resident

From: [JoanTroy](#)
To: [Pyle, Michelle A. - Community Planning and Development](#)
Cc: [Planningboard - CPD](#)
Subject: zoning @ LRA
Date: Monday, May 26, 2014 9:29:02 PM

To the Planning Board

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations.

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If the Board takes this step, it can take the step of adding a parking waiver. This would eliminate the Code requirement of one parking space per unit and adopt a new requirement of two parking spaces per unit. This waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods."

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From: [Michelle Ku](#)
To: [Planningboard - CPD](#)
Subject: Boulevard 1 zoning
Date: Saturday, May 31, 2014 5:26:51 PM

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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Michelle Ku

212 S Olive St
Denver, CO 80230

From: [Andy Motz](#)
To: [Planningboard - CPD](#)
Subject: Boulevard 1
Date: Saturday, May 31, 2014 2:00:47 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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Sincerely

Cindy and Andy Motz

Sent from my iPhone

From: [JoanTroy](#)
To: [Planningboard - CPD](#)
Subject: Boulevard One @ Lowry
Date: Saturday, May 31, 2014 12:57:14 PM

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Joan Troy
183 So. Pontiac St

From: slgrm@comcast.net
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Lowry Amendments
Date: Monday, June 02, 2014 6:43:15 PM

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Re: Map Amendment 20141-00012

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The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by

applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Sherry Graham
303-332-5126
Promenade at Lowry Resident

From: [Ceuleers Lynn](#)
To: [Planningboard - CPD](#)
Subject: Lowry Annex Parking
Date: Friday, May 30, 2014 7:25:37 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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Sincerely,
Lynn Ceuleers
433 Alton Way
Denver, CO 80230

From: [The Pardos](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Sunday, June 01, 2014 7:55:11 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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Mateo and Lisa Pardo
6130 E. Cedar Ave.,
Denver, CO 80224

From: [Kathy Stollar](#)
To: [Planningboard - CPD](#)
Subject: Map Amendment 20141-00012
Date: Tuesday, June 03, 2014 11:16:44 AM

To the Planning Board:

Re: Map Amendment 20141-00012

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Kathleen Stollar
9660 E. 5th Avenue
Denver, CO 80230

From: [Kerstin Froyd](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map amendment 20141-00012
Date: Monday, June 02, 2014 4:16:45 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

We strongly support the below request. Inadequate parking as Lowry redevelopment nears completion is not tenable. This area is already taxed by inadequate parking across First Ave at the Schlessman library which spills over into the neighborhood and also makes driving in this area hazardous both for cars and pedestrians. This is the time to be proactive and learn from the mistakes in parking space requirements that have caused ongoing problems in other areas of Lowry.

We ask that you address each rezoning affecting the first areas of development on the Buckley Annex property separately, and not lump them together in your deliberations and your vote. We are writing about the third rezoning.

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Sincerely,
Kerstin and John Froyd
102 S Ulster St
Denver,CO 80230

From: [Helene Martin](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Parking at Buckley Annex
Date: Sunday, June 01, 2014 10:13:20 AM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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Helene Martin
182 S. Olive St
80230

From: [KRISTINA HASSELKUS](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Re: Map Amendment 20141-00012
Date: Sunday, June 01, 2014 10:56:46 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

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Kristina Hasselkus
9320 E. 4th Place
Denver 80230
Sent from my iPhone

From: j.breese@comcast.net
To: [Pyle, Michelle A.- Community Planning and Development](#); [Planningboard - CPD](#)
Subject: Buckley Annex zoning issues
Date: Friday, May 30, 2014 3:11:23 PM
Attachments: [Defects in Buckley Annex GDP.docx](#)
[buckley letter blueprint den8.doc](#)

James B. Breese
225 Kearney Street
Denver, CO 80220
May 30, 2014

Dear Members of the Planning Board

I am a resident of Crestmoor Park and am knowledgeable about the entire Buckley Annex project

and its history and development. I have read and studied the letter sent to you by Lowry United

Neighborhoods about the issues now before you and I am in full agreement with it. You should

be aware that residents of surrounding neighborhoods have consistently expressed significant

opposition to this project since it is at odds with the surrounding neighborhoods, which are

valuable areas of stability. There are literally thousands of pages of letters of opposition to this

entire proposal. I urge you, or at least one staff members, to study the history of this project and

read every comment submitted by surrounding neighbors.

According to Denver Traffic studies, Buckley Annex will generate 10,000 **new** daily traffic trips

through our neighborhoods. Its density is a multiple of 3 to 4 times that of surrounding neighborhoods.

A majority of its units will be rental apartments totally at odds with the surrounding area. Its density

is in direct opposition to almost every aspect of Blueprint Denver since it is not located near any

transportation hub. Its proposed 65 foot tall buildings adjacent to Crestmoor Park will degrade

the Park in violation of sound planning principles. I have attached several previous letters I have

written in protest to the Annex. I am frankly appalled at the way our Denver citizens have been

repeatedly ignored throughout this process. We have been told time after time, "Don't worry,

your voice will be heard" at his stage or that, but we have been ignored. I hope you will take

steps to alleviate these impacts through appropriate zoning protections.

Thank you for considering these comments and the attachments.

James B. Breese

**James B. Breese
225 Kearney Street
Denver, Colorado 80220**

December 28, 2012

Lowry Redevelopment Authority
7290 East First Avenue
Denver, CO 80230

Dear Lowry Redevelopment Authority:

I am a resident of Crestmoor Park. While I am a lawyer, I have no expertise in redevelopment projects. I have tried to learn about the GDP process, the purpose of a GDP, and what it should contain. I have found many glaring deficiencies in the GDP for Buckley Annex. I am respectfully asking that it either be withdrawn entirely or that a second GDP that complies with basic requirements be done. At the outset, I want to make it clear that I am appreciative of steps Councilwoman Susman has recently taken to improve the GDP. I am commenting on its present format.

It is very important to recognize that the Buckley Annex GDP is unique in several respects. Therefore there should be different requirements of it than of a typical GDP. First, unlike most GDP's there have been years of planning before the GDP's submission. Second, the developer is now known. Third, the developer has actually been the originator of these plans.

I understand a GDP provides a conceptual plan for integrating the anticipated land uses for a project. It must consider the effect the site will have on "adjacent properties" GDP R 1.2. (I have used this citation for the Rules that apply to a GDP.) It must ensure that public facilities and services such as roads "will have sufficient capacity to serve the proposed development" GDP R 1.2. Most importantly, I also understand that a final GDP "shall be binding upon the applicants . . . and approving City agencies, and shall limit and control the issuance of all zoning permits. . . ." GDP rules, (zoning section, page 12, GDPR)

The Buckley Annex GDP is deficient in these ways:

1. The GDP lacks sufficient specificity and detail. Although there are many technical defects in the GDP for Buckley Annex, its biggest fault is an utter lack of specificity and detail. For example, eight large parcels such as those across from Crestmoor Park describe extremely broad proposed land uses ranges from "commercial/SF attached/condo/apartment". This would permit construction of anything from a townhome to a 65 foot high (or higher) commercial building anywhere within the parcel and we could do nothing about it.

GDPR 4.2.B. Chart 1 at page 17 states a GDP is required to include a "preliminary concept of uses and ranges of square footage and general locational distribution" and a "parking concept". It should contain a diagram with "density ranges by total square feet, units per acre, people per acre (human density) and floor area ratios, "locations of shared parking, if any" among other things. The Buckley Annex GDP lacks each of these requirements.

GDPR 4.2.B. Chart 2 states a GDP may require inclusion of "proposed development standards (e. g. density, height, bulk, setbacks, open space) etc. This requirement is "triggered" (I assume

required) “if the GDP or a subarea within the GDP is adjacent to an Area of Stability (all surrounding adjacent neighborhoods are areas of stability). The GDP lacks this important requirement.

GDPR 4.2.B. Chart 4 at p. 21, states additional submittal requirements may include zone lots and building pad sites, building locations including setbacks, building area (gross floor area in square feet and floor area ratio), building elevations and materials, building orientation including entries, site parking location, and layout and many other aspects. Again, despite much planning for Buckley Annex, the GDP is silent in these areas.

In reading over the Buckley Annex Redevelopment Plan I noticed that there was initially reluctance to set forth detail within the GDP:

“If a GDP is to be initiated prior to a developer selection, the LRA believes the parameters such as unit count or density are better determined during the zoning process and should not be included in the GDP. . .” BARD, I.5.

This made some sense, since at the time, the developer was unknown and a new developer would need some flexibility in crafting its own plan. But the developer is now known. It is the LRA. Since the LRA has already thought through and created a plan, there is no reason to omit detail within the GDP. LRA has more knowledge, familiarity, and experience with this plan than any outside developer could rapidly acquire. (Also, there is no danger in including such details within the GDP since minor amendments can easily be made by the developer and only major amendments require a new public review process. GDPR 3.3.1 and 3.3.2)

Buckley Annex is a significant and substantial development of over 70 acres being inserted into midst of long established East Denver neighborhoods. Crestmoor Park, Marfair Park, George Washington, and Historic Montclair neighborhoods either adjoin, or are very close to, this proposed development. They will each be affected, as will the new residents of Lowry who were promised a certain product. There is no justification for having a GDP that lacks details and substance. GDP’s submitted for other projects have contained details such as those requested above, including estimates of the maximum number of square feet for commercial uses, density of residential units in each parcel, etc.

2. **The GDP is not constrained by the Buckley Annex Redevelopment Plan (BARD).** At public meetings the LRA sets out its future plans by portraying and describing the Buckley Annex Redevelopment Plan. The GDP states it has

“been created within the guiding principles and framework of the 2008 Buckley Annex Redevelopment Plan . . . Many of the notes . . . [in the GDP]. ..come directly from the Buckley Redevelopment Plan”.

While the Buckley plan provides a “guiding principle” for the GDP, it has not been incorporated into the GDP (and cannot be viewed on the GDP website). Most important, because the Buckley Redevelopment plan is merely a “guiding principle”, its terms are not legally binding and cannot be enforced. The GDP should expressly incorporate the Buckley Annex Redevelopment Plan if that is intended. Then, and only then, can there can be meaningful public comment. Right now the GDP document is a 12 sheet document that lacks any detail. Approving a GDP without details is akin to signing a blank check.

3. **Urban design and/or architectural standards and guidelines are not included in the GDP.**

Prior to the application, the applicant should include information about “previously approved design guidelines” GDPR 3.2.1.C.4, page 7. Sheet 4 of the GDP states

“Individual parcels will be designed in accordance with the Lowry Design Guidelines and applicable zoning regulations”

It is not at all clear whether the project will be bound by Lowry Design Guidelines. It either is so bound or it is not. The public, the City, and the applicant need to know. Also, the language is ambiguous. Are some parcels bound and others not bound? Which parcels are not bound? This language should be clarified.

Now that Lowry is the developer, Lowry Design Guidelines should apply. Years ago LRA asserted LRA design guidelines could not apply since LRA would not be the developer. Now that LRA is the developer, it should apply the same guidelines to Buckley Annex as to all other parts of Lowry. It should be noted that former Councilwoman Marcia Johnson appointed a committee of citizens to fill any gap between the LRA design guidelines then existing and standards that should be set for Buckley Annex. It worked for over two years and presented its recommendations. However, so far its work has been ignored.

4. Sufficient technical studies were not done before submission of the GDP. GDPR 4.2.B. Chart 4 states there must be a completed traffic study *accompanying* the GDP. GDPR 4.2.A.5 states “Technical studies shall be approved by the appropriate city departments *prior* to inclusion in the application (emphasis added).” Until the December 18th meeting, we were unaware of the results of any recent study. The Buckley Annex Plan asserts that 9,500 new traffic trips will be generated by the proposed development in an area that is already congested. It further states there will be 10,000 trips through the site on Lowy Boulevard alone. Neighborhood groups had repeatedly asked to have traffic studies done, to no avail. There was some information that such studies were underway, but until December 18th we had not seen them. (Sheet 1 of the GDP states separate . . . traffic studies are being submitted as {a} companion document to the GDP”) Traffic impact studies are supposed to be done *prior* to the submittal of the GDP, not after it has been submitted while the “clock” for public input is running. The first glance at the study revealed on December 18th, left us with glaring concerns about increased traffic.

5. There is insufficient evidence of public meetings about the GDP prior to its submission. At first glance, there has been broad public participation in developing the Buckley Annex Redevelopment Plan. Under Rule 3.2.1.B, before the GDP application is filed applicant there must be “public outreach” to explain the conceptual development proposal and solicit feedback about the anticipated benefits and impacts of the proposal *within the GDP*.

Evidence that public meetings have occurred on the redevelopment proposal must be presented with the application. GDP Rule 3.2.2.A. Until December 11th, there had been no public meeting specifically designed to get broad public input for over 5 years. At the last public meeting exclusively held for such a purpose, hundreds of neighbors appeared and there was 90% opposition to the plan. Although major (and many favorable) amendments were thereafter made to heights, mix of uses and density in that plan and there have been significant changes in its character, there have been no broad public meetings held to solicit public comment *on the proposed GDP* until December 11th.

While it is true that there have been numerous Buckley Annex committee meetings on specific topics which the public could attend, these were not held for the purpose of discussing the overall plan *or the GDP*. Most meetings were held on weeknights from 5-6:30 and on weekday mornings from 8:30- 10:00, making it difficult for working people to attend.

Finally, regular citizens were also very distressed and suspicious at the timing of the release of the GDP. The 45 day comment period encompassed Thanksgiving, Chanukah, and Christmas, the most distracting time of the year. Again, we are pleased that this comment period has been extended and there will be further public hearings.

6. There should be additional public meetings after this first draft of the GDP is corrected. I understand LRA wants to move forward as quickly as possible with the redevelopment process. However this project is a significant one with expected significant impacts. We should not blindly rush forward with it. Page I. 5 of the BARP states “the length of time to process a GDP is approximately 12 months.” LRA has stated as recently as the Buckley Annex Update of June 26, 2012 that *three* rounds of the GDP process were anticipated. There should be further meetings and opportunities for public comment after the current comment period as Councilwoman Susman has recently insisted upon.

In summary, I urge you to insist upon a GDP that meets legal requirements. I urge LRA to either incorporate, or not incorporate, the Buckley Annex Redevelopment Plan into the GDP. I urge the LRA to either adopt or not adopt the LRA Design Guidelines into the GDP. I urge the LRA to release more results from its traffic study prior to its next draft of the GDP. Then, and only then, can there be meaningful public discussion on the future of Buckley Annex. Only then will there be a document that the LRA, the City and the public can confidently rely upon. Once this is done, there should be other “rounds” held in the GDP process.

Thank you for considering these comments.

Sincerely,

James B . Breese

**James B. Breese
225 Kearney Street
Denver, Colorado 80220**

December 28, 2012

Lowry Redevelopment Authority
7290 East First Avenue; Denver, CO 80230

Denver Zoning Plan Administrator

Councilwoman Mary Beth Susman

Lowry Redevelopment Authority Board

Re: Buckley Annex GDP

Dear LRA, LRA Board, Denver Zoning Plan Administrator, Councilwoman
Mary Beth Susman:

My wife and I have been residents of the neighborhoods surrounding Lowry for twenty five years. We searched for many years to find a suitable home in Crestmoor, seeing it as an area of great stability and quality. We spent hundreds of thousands of dollars to tastefully remodel the home we bought in a manner consistent with the neighborhood's existing architecture. We invested our resources in reliance upon this stability. Others in surrounding neighborhoods, including new Lowry residents, made the same reasoned decision to live in this stable area.

This letter and comment will primarily assert that the Buckley Annex plan is at odds with the overall intent and purpose of Blueprint Denver. As you know, compliance with Blueprint Denver is a prerequisite for any GDP that promotes new development. Blueprint Denver is a document to guide Denver's future redevelopment. Blueprint Denver repeatedly states that areas of stability like our neighborhoods, are to be respected and preserved, and that any development nearby should be consistent with current housing and use patterns. Likewise, the stated goals of the redevelopment Task Force of Buckley Annex state that it should "respect adjacent land uses by mirroring existing land uses." The plan mirrors no existing land use on three of its four sides.

Buckley Annex is surrounded by three neighborhoods that consist almost entirely with detached single family homes. Each of these neighborhoods has densities less than 1/3rd the density of that proposed for Buckley Annex. The fourth neighborhood, now Berkshires, has higher

density, but contains no businesses at all. Buckley Annex, with its proposed commercial activity is inconsistent even with the character of Berkshires.

I realize that the Buckley Annex is shown as an “area of change” under Blueprint Denver. Areas of change are generally described as areas of stagnant commercial centers and other “areas where all would agree that the redevelopment would become an asset to and supportive of the surrounding community”. But Buckley Annex is atypical of most areas of change, like Stapleton. It is a small area, with little capability to gradually transition from single family homes into dense areas with tall buildings. It is nestled in the midst of areas of stability.

Blueprint Denver encourages “areas of change” to be located to shift development to areas near transportation corridors and to land around major transportation hubs like light rail stations. Unlike many other “areas of change” this area is *not* on a major transportation corridor and is *not* suitable for intensive densities. This redevelopment will increase transportation problems that are already of great concern. Blueprint Denver states that “adding density to areas that are single use, far from transit with a low density street pattern simply adds an equal number of auto trips.”

Blueprint Denver states that “forecasted growth is to occur in areas of change where it will be most beneficial and away from areas of stability where it may have negative consequences”. Buckley Annex is no such place. This redevelopment is surrounded by areas of stability and will have huge negative consequences to the neighborhoods around it. Areas of change are those “where most people would agree that development or redevelopment would be beneficial.” The people in surrounding neighborhoods do not agree the type of development proposed for Buckley Annex would be beneficial.

This project is at odds with several other major tenets of Blueprint Denver. The planning goals for Buckley Annex properly state that the redevelopment plan should balance the needs of the community, Air Force and future developers. It acknowledges that “a plan backed by broad community and political support has more value to a developer.” I submit there is no broad public support for this development. By contrast there is major opposition to this development. This makes it far less attractive and valuable to a developer. At the last truly public meeting five years ago on November 14, 2007 a straw poll showed 90% of participants opposed the Buckley Redevelopment Plan. Although the plan has been improved in many respects since that meeting, it does not mean the public now accepts it.

These are not subtle points. Any objective viewer would conclude the Buckley Annex plan is completely out of character and inconsistent with the surrounding stable communities in which we live. The Lowry Redevelopment Authority should drastically modify its plan to make it significantly more congruent with the surrounding neighborhoods' wishes and the City should insist upon such changes.

Blueprint Denver also specifically sets forth the necessity for meaningful public involvement in the planning process. The public is to “be heard and heeded”. Fortunately, Councilwoman Susman has decided the GDP process should not rush forward. Now hopefully there will be a better opportunity to educate and inform the public and to consider public comment. I realize, of course, there have been various task force meetings that were “open” to the public. These were not meetings to educate and inform the public. Instead they dealt with compartmentalized development issues without the opportunity of seeing the entire picture.

Throughout the Buckley Annex planning process those who differed with the plan have repeatedly been reassured that their objections can be raised and will be heard during the GDP process. That is the purpose of public involvement. Many cynically believe this is a “done deal” and the public will have no say in the outcome. I urge you to heed the concerns of the citizens who live nearby and make appropriate changes to the current plans.

Thank you for carefully considering these comments.

Sincerely,

James B. Breese

From: [Julie P](#)
To: [Susman, Mary Beth - City Council](#); [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#)
Subject: Boulevard One Parking
Date: Wednesday, May 28, 2014 9:19:27 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed - will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Julie Pellet
8082 E. 6th Place
Denver 80230

From: danielt.powell@comcast.net
To: [Planningboard - CPD](#)
Subject: Buckley Annex zoning
Date: Friday, May 30, 2014 12:24:27 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
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- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement (two parking spaces per unit).
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Sincerely,
Daniel T. Powell
132 So. Olive Street
Denver, CO 80230

From: [Brad Nieder M.D.](#)
To: [Pyle, Michelle A.- Community Planning and Development](#)
Cc: [Susman, Mary Beth - City Council](#); [Planningboard - CPD](#)
Subject: Buckley Annex
Date: Wednesday, May 28, 2014 9:56:20 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

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Brad Nieder

The Healthy Humorist

Brad Nieder, MD, CSP*
Doctor-Keynote Speaker-Comedian

7195 E. Bayaud Ave., Denver, CO 80230

303-364-9061, 303-364-9062 (Fax)

drbrad@healthyhumorist.com

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www.facebook.com/healthyhumorist

*CSP: Certified Speaking Professional

From: Radleigh@aol.com
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Buckley Parking - Imminent Disaster
Date: Thursday, May 29, 2014 10:47:15 AM

To the Planning Board:

Re: [Map Amendment 20141-00012](#)

Below you will find specific wording regarding the parking situation currently being debated for the Buckley addition to Lowry. I've included it in order to be assured that I said all the "technically correct" things.

However, here's my laymen's comments regarding this situation: this is a disaster waiting to happen driven solely by greed to build as much living space as possible, without concern for the quality of life in the area. The purpose is to maximize profit without concern for the long term property values of the people who innocently buy a home there without knowing the mess that will eventually fill their streets.

As a past resident of Stapleton, and a current resident of East Park in Lowry I can tell you that I purchased in East Park without knowledge of the parking problems caused by this same sort of shenanigans played with the parking codes. The quality of residency here in East Park is a distinct drop from what I experienced in Stapleton and it's purely due to the parking mess we have here.

As public servants, I am asking you to PLEASE do not repeat this fiasco. It's simply wrong.

Radleigh Valentine
9596 E. 4th Avenue
Denver, CO 80230

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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From: [Kent Lund](#)
To: [Planningboard - CPD](#)
Cc: [Elizabeth Lund](#); lowryunitedneighborhoods@gmail.com
Subject: Lowry Boulevard One: "Notices of Rezoning"; Map Amendment 20141-00012; Public Hearing before the Planning Board on June 4, 2014 @ 3PM
Date: Thursday, May 29, 2014 5:05:06 PM

Ladies and Gentlemen of the Planning Board:

My wife and I own a home, and since 1990 we have been full time residents, in the Lowry Park Heights neighborhood immediately south of the proposed Boulevard One development.

I will be brief:

- **I urge you to require that each housing/residential unit of whatever kind or type in Boulevard One (i.e., single family home, town home, condominium, apartment, whatever) be required to have at least two parking spaces.**
- **I oppose and I urge you to reject/deny any zoning action(s) of any kind (i.e., waiver, change, variance, relief, amendment, whatever) that would allow or permit fewer than two parking spaces for each and every housing/residential unit in Boulevard One.**

Respectfully submitted,

Kent J. Lund
203 S. Pontiac Street
Denver, CO 80230

From: [MacDonald, Elizabeth A.](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Cc: [MacDonald, Elizabeth A.](#)
Subject: Lowry Parking
Date: Thursday, May 29, 2014 10:25:26 AM

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

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Elizabeth A. MacDonald

Of Counsel

elizabeth.macdonald@FaegreBD.com

Direct: +1 303 607 3680

[FaegreBD.com](#) [Download vCard](#)

FAEGRE BAKER DANIELS LLP

3200 Wells Fargo Center
1700 Lincoln Street
Denver, CO 80203-4532, USA

Home Address:

**9597 E. 4th Avenue
Denver, CO 80230**

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To ensure compliance with Treasury Department regulations, we advise you that, unless otherwise expressly indicated, any federal tax advice contained in this message (including any attachments) was not intended or written to be used, and cannot be used, for the purpose of (i) avoiding tax-related penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any tax-related matters addressed herein.

From: [Joan Schwarz](#)
To: [Planningboard - CPD](#)
Cc: [MaryBeth.susman@denver.org](#)
Subject: Lowry Prking
Date: Wednesday, May 28, 2014 8:28:56 PM

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planning.board@denvergov.org
MaryBeth.Susman@denvergov.org

Include this text:

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

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JOAN SCHWARZ

From: pgyvgs@aol.com
To: [Pyle, Michelle A.- Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Map Amendment 20141-00012
Date: Wednesday, May 28, 2014 7:01:32 PM

To the Planning Board:

Re: Map Amendment 20141-00012

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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I ask that the Planning Board listen to the existing community that surrounds Boulevard

One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Lee & Peggy McGill
146 S. Poplar
Denver, CO

From: [Larry Halpern](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); [Planningboard - CPD](#); [Susman, Mary Beth - City Council](#)
Subject: Re: Map Amendment 20141-00012
Date: Thursday, May 29, 2014 2:10:05 PM

Dear Planning Board:

I am new to the Lowry area and am concerned about the redevelopment happening near our home. It is my understanding that there are three separate applications in place right now. I am concerned on how this will affect the quality of our neighborhood. I would ask that you separate these applications and look at them individually. My concern is related to one of these applications.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezoning's. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage than allowed by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

It is my request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.

<!--[if !supportLists]-->• <!--[endif]-->The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.

<!--[if !supportLists]-->• <!--[endif]-->The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.

<!--[if !supportLists]-->• <!--[endif]-->The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.

<!--[if !supportLists]-->• <!--[endif]-->The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.

<!--[if !supportLists]-->• <!--[endif]-->**Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now**

occurring at Lowry.

I do not believe that Lowry comes close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley. In reality I do not believe that people will give up their cars.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I feel it is reasonable to request that the Planning Board include a new requirement of **two parking** spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of wonderful Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

Thank you,

Larry Halpern
210 S. Oneida St.

From: [Sarah Arbess](#)
To: [Pyle, Michelle A. - Community Planning and Development](#); marybeth.sussman@denvergov.org; [Planningboard - CPD](#)
Subject: parking in lowry
Date: Thursday, May 29, 2014 2:09:34 PM

To the Planning Board:

Re: Map Amendment [20141-00012](#)

I understand there are [three](#) distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

The first two zoning applications address Single Family zoning in two areas. Single Family homes certainly fit the surrounding contexts of Park Heights, Lowry West, Mayfair Park, and Crestmoor, and I support the first two rezonings. While it is my understanding that the LRA proposes reduced setbacks, greater height and greater lot coverage [than allowed](#) by the Single Family designations chosen by the LRA, I am in favor of Single Family zoning for these first two parcels that will come before you on June 4th.

I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
- The LRA Board included a "recommendation" that developers provide two parking spaces per unit in townhomes, rowhouses, live/work situations as an "Addendum" to its Design Guidelines, but this will be left to the discretion of the Lowry Design Review Committee.
- **Zoning, adopted by City Council, is enforceable. Recommendations in Design Guidelines are subject to interpretation if market conditions change. The two parking space per unit requirement for this third zoning application must be included in the zoning to help avoid situations now occurring at Lowry.**

Lowry does not come close to serving as a "transit oriented development." Light rail -- when completed -- will still be 5 or 6 miles away. This remains an auto dependent community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

Since this third area in the heart of the new development could include up to 250 rowhouses or similar living units, the difference between requiring 500 parking spaces versus 250 (with the overflow going to the street) is significant.

I ask that the Planning Board listen to the existing community that surrounds Boulevard One. All three applications before you each contain at least three other waivers or conditions requested by the LRA. If the Board determines to apply some requested waivers/conditions, this additional parking condition can be included as well.

I request that the Planning Board include a new requirement of two parking spaces per unit for this third zoning application (G-RH-3) only. This parking condition/waiver is designed to "preserve and enhance the individuality, diversity and livability of [our existing] Denver neighborhoods" -- a goal cited by applicant Lowry Redevelopment Authority in its application. Thank you for balancing the needs of the existing communities with the request by the LRA.

sincerely,
Sarah Arbess

From: Betchey, Mark Christopher [<mailto:mbetchey@informatica.com>]
Sent: Tuesday, May 27, 2014 5:06 PM
To: michelle.pyle@denvergov.org
Cc: Monty Force; MaryBeth.Susman@denvergov.org; lowryunitedneighborhoods@gmail.com
Subject: Boulevard One hearing June 4th

Ms. Pyle-

This is an email to express my full support of the zoning before the Planning Board on June 4th, unfortunately I will be out of town on business or would be there to offer comments in person.

As a longtime Lowry resident and longtime member of the LRA Board, I am especially proud of the plan that will be in front of you on June 4th. It represents the best of what can happen when neighbors and representatives of all the local communities come together in the spirit of compromise and offer comments in good faith. The plan before you represents one of the most exhaustive, comprehensive and thoughtful plans I have seen in my 12 years in Lowry. Quite frankly, I was skeptical that we could create a plan that would blend the concerns of Mayfair, Park Heights, Legacy Lowry and Crestmoor – but this plan does so beautifully.

We, as a board, understand the intent of the relatively new zoning and this plan respects those parameters. We do have some citizens who have concerns over parking and density. We have listened to their concerns very carefully and they are reflected in our plans and indeed will be fully appreciated and incorporated into the final products with more than adequate parking and far less density than some would have wanted. We also have set backs and densities confined to the central core of the project to respect the neighboring views – literally and figuratively!

All my best and thank you for the ongoing support of this wonderful project.

Mark Betchey
Regional Alliance Director
State & Local Government

■ ■ ■ ■ ■ ■ ■ ■ ■ ■
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Put potential to work:

2100 Seaport Blvd.
Redwood City, CA 94063
Direct: +1 303-601-2172

informatica.com

June 4, 2014

Ms. Julie Underdahl, Chair
Denver Planning Board
201 W Colfax, Dept. 205
Denver, CO 80202

RE: Map Amendments
#2013I-00051
#2014I-00012
#2014I-00052

Ms. Underdahl:

My family and I have lived in the northwest neighborhood of Lowry for nearly ten years. I served on the Lowry Redevelopment Authority Board of Directors from 2003-2008. I also served as chair of the Buckley Annex Planning Task Force which led the initial community collaboration efforts to prepare and offer a plan to the Air Force which required their approval prior to transfer to the LRA. Over the past 6 years, LRA has worked collaboratively with the Lowry neighbors and surrounding neighborhoods in building on the original plan we presented to the Air Force. The plan as envisioned in 2008 has evolved, the plan has improved, has taken into account considerations and concerns of existing residents and has resulted in the basis by which these map amendments, rezoning applications are being advanced for your consideration today. The applications in many ways mirror the zoning of the surrounding Lowry development, using the updated nomenclature of the 2010 Zoning Code rewrite. The applications have also been able to improve upon the limitations of the previous zoning classification options by providing for the needs and desires of the citizens of Denver in the environments that best suit their lifestyle.

I have had a unique opportunity to watch each quadrant of Lowry develop. I worked for Denver City Council before the base was closed and worked then with the Air Force and the LRA in developing the community outreach process and plan which has made Lowry an example for not only base redevelopment but infill and city development in general.

I marvel when I hear that Lowry is too dense, or life at Lowry has become so onerous because of development. Those arguments were the same arguments made 20 years ago, by the neighborhoods surrounding Lowry, of which have grown and flourished right along with the masterful redevelopment at Lowry. I urge your support along with the support of your colleagues.

Sincerely,

Phil Workman (7523 E. 8th Place)

A handwritten signature in dark ink, appearing to read "Phil Workman", with a stylized, flowing script.

Denver Planning Board
201 W. Colfax Avenue
Denver, CO 80202

To Whom It May Concern:

In 1972, I bought my Crestmoor home at 475 Kearney St. and have continued to live there ever since. At that time the Crestmoor hub was 3rd & Holly. Big Wheel fixed every kid's bike; Aylard's drug store provided ice cream sodas and filled prescriptions; the Texaco station filled our gas tanks; Super Saver fed us; Bob's barber shop cut our hair; and, the book store kept us reading. The Crestmoor hub has been reinvented, however, it does not hold the magic it once had for some of we older Crestmoor natives. Imagine, my delight upon reviewing Lowry's development plan for Boulevard One! At long last, there will be a mixed use development on the edge of Crestmoor Park that has the potential to become a destination for young and old. Like many others I will be able to ride my bike or walk my dog to a hub that provides convenience, necessities, and pleasant interactions. In addition, the design of this project appears to be consistent with the character found in the bordering neighborhoods.

I strongly support the proposed rezoning of Boulevard One and I encourage you to do so as well. The time has come for Denver to expand the urban core in an intelligent and insightful manner.

Sharon Walsh
475 Kearney St.
Denver, CO 80220

-----Original Message-----

From: Elliott Simonberg [<mailto:esimonberg@icloud.com>]

Sent: Friday, May 30, 2014 1:24 PM

To: Michelle.Pyle@dengov.org

Cc: Monty Force

Subject: Rezoning at Boulevard One

I am writing this letter in support of the rezoning proposed for the Boulevard One development. As a 12 year resident of Officers' Row Lofts in the Lowry Town Center, I am strongly in favor of creating a vibrant, urban infill community on the site of the former Defense Department accounting center. Mixed uses will create a walkable community in which residential uses will fit well with commercial and other uses. The additional park and other green spaces enhance Lowry's recently developed open spaces. Overall Boulevard One will compliment and expand Lowry's multi use footprint.

The rezoning requested will allow for a mix of well designed single family and multi family residences in keeping with the existing zoning efforts at Lowry. The plan calls for moderate density and a range of dwelling units that will appeal to various urban lifestyles.

Sincerely, Elliott Simonberg
Lowry resident and CAC Committee member

Sent from my new iPad

June 1, 2014

Denver Planning Board
201 W Colfax Ave.
Denver, CO 80202

Dear Planning Board Members:

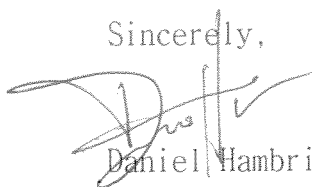
I am a business owner and resident in East Denver. I live at 415 Monaco Parkway in the Crestmoor neighborhood. Although I live just outside of Lowry, almost our entire life is spent at Lowry, our children go to school here, our business is here, and we very much enjoy shopping and recreating in Lowry.

On a business level the plan for the Boulevard One is exactly what is needed for this area of the City and Lowry. Density drives activity and amenities for its residents and more opportunities for the surrounding neighborhoods. On a personal level, the proposed mixes, densities and combinations of uses make the value of our lifestyle and property worth more. In my opinion, they saved the best for last as this is the best piece of real estate at Lowry.

I would also like to note that I received an email blast about concern over parking for the proposed single family and townhome development. Just like at my house, I am certain that each of these single-family homes will have at least a two car garage. Further, the townhomes will meet code and Lowry has already said that they will require more parking with their own requirements. There is not a parking problem in Lowry...

Please support of the rezoning applications submitted by LRA which are reflective of the GDP and future sustainability of Lowry and the surrounding neighborhoods. I have attended LRA neighborhood meetings on multiple occasions and fully understand the development plans. I support all three rezoning applications and ask that the Planning Board support as well.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Daniel Hambrick', with a stylized flourish extending from the end.

Daniel Hambrick
415 Monaco Parkway
Denver, CO 80220

From: Chuck Woodward [<mailto:chuck.woodward@comcast.net>]

Sent: Friday, May 30, 2014 2:13 PM

To: michelle.pyle@denvergov.org

Subject: Letter to the Denver Planning Board regarding the June 4 meeting and the Boulevard One development

Michelle, would you please share this with the Planning Board members before the meeting on Wednesday?

Sincere thanks,

Chuck Woodward

To the members of the Denver Planning Board:

As a Lowry resident since 1998 (at the very beginning of the redevelopment) and as a member of the Design Review committee since 1997, I would like to write in support of the plans for the development of Boulevard One and to this request for waivers on some of the areas. I feel these waivers are necessary to help implement the overall project in these specific locations.

It has been a good learning experience to see the plans and the reality for the residential and commercial areas as the earlier parts of Lowry developed. I believe this final area will be even better for the community and for Denver. The plans have gone through many meetings and modifications including lessening the density and the heights. The final design guidelines will achieve an excellent mix of multi-use for residential and commercial and show consideration for all the adjoining neighborhoods, including housing styles, open space, sustainability, parking concerns and traffic issues. As each new neighborhood developed in Lowry homes have become more energy efficient and achieved greater water conservation. This will be even more apparent at Boulevard One. As a member of the Building and Grounds committee of the Lowry Master Association, I know this is something the community has demonstrated they want. Waivers have been requested as needed and to reflect specific building issues. This has allowed Lowry to develop into an top mixed use community and one that melds well with the surrounding neighborhoods. The current request to the Planning Board fits with earlier waivers that helped make Lowry the cohesive redevelopment it is. I am in complete support for these waivers as they meet the needs of Boulevard One and of the city in those specific areas.

The meetings that have gone on about Boulevard One to this point have been many and varied but there have been good discussions and responses to the concerns and suggestions. This area is an urban, infill community and I think it will prove to be one of the best developments in Denver and the state. As someone that has enjoyed the many parks and walkability at Lowry, I am also very impressed with the plans for this area regarding green space and sustainability. I think Boulevard One will be a top achievement for Denver and a fitting project for this area.

Chuck Woodward

May 31, 2014

Denver Community Planning and Development
201 W Colfax Avenue
Denver, Colorado 80202

RE: Rezoning Application(s):
2013I-0051
2013I-00052
2014I-00012

Dear Ms. Pyle, Senior City Planner and Denver Planning Board

I am writing in support of the rezoning applications for the last remaining major parcel at Lowry, known as Boulevard One or formerly known as Buckley Annex. I have followed the redevelopment keenly as a resident of the Lowry Northwest neighborhood and a landlord of another Lowry property.

The redevelopment of Lowry has been a nationwide example and the plans for this final Denver phase is no exception. As a father of 3 small children, it is imperative that the community we choose to live in, Lowry is a sustainable community. The plan being offered by the Lowry Redevelopment Authority for approval by the Denver Planning Board is exactly what is needed to complement on the existing development at Lowry and the surrounding neighborhoods.

I have lived in Mayfair, Montclair and Hilltop as well as Park Hill and have appreciated the uniqueness of each neighborhood. I appreciate the uniqueness of Lowry and the differences offered by the Lowry lifestyle. Lowry is not a suburban neighborhood nor is its goal to be a neighborhood exactly like its surrounding neighbors. I am not the type of person that wants to close the door to prevent others from experiencing Lowry as my family does. I know that each successive neighborhood has learned lessons from what worked and what didn't and will create in Boulevard One the crowning jewel of what Lowry has to offer.

Please add my name to a list of supporters for this rezoning applications identified above.

Sincerely,

Steve Ziegler
803 Uinta Way

May 27, 2014

Denver Planning Board
201 W. Colfax
Dept. 2015
Denver, Colorado

Planning Board Members:

I am the property owner at 136 Magnolia Street which lies immediately north of the proposed Boulevard One development. I fully support the three proposed rezoning applications being proposed by the Lowry Redevelopment Authority.

I support these applications for a variety of reasons but primarily because of the 13 plus acres of open space and parks that will provide my family with a nearby oasis to enjoy our beautiful Colorado climate. Further, this neighborhood will be providing restaurants, retail and a mix of uses that my family will utilize. I look forward to walking the pedestrian trails, viewing the public art and boutique shopping. Further, I applaud Lowry's commitment to practice green building and energy efficiency standards and their focus on building a development that is consistent with the surrounding neighborhoods. There are numerous examples of sprawling growth and poorly thought out density in Denver, however, Boulevard One is all about smart growth with smart density. I live in a single family home just across 1st Avenue from this development. I appreciate how LRA has matched the edges of their site to the neighborhoods surrounding Boulevard One.

Far too often I hear about new developments and projects in Denver that do not reflect the character of the surrounding neighborhood. I strongly believe these three applications not only reflect the character but substantially enhance our neighborhood. Please support the LRA applications (Application 51 and 52 of 2013 & Application 12 of 2014) and help bring this development to fruition.

Thanks very much.

A handwritten signature in black ink, appearing to read 'Jason Hansen', with a stylized, flowing script.

Jason Hansen
136 Magnolia Street
Denver, CO 80220

June 4, 2014

Denver Planning Board
Denver Community Planning and Development
201 W Colfax Avenue
Denver, Colorado 80202

Dear Planning Board:

I have been a resident of Lowry for over 8 years and have chosen Lowry as home for my family and the location for my business. I urge your support this afternoon of the rezoning proposals submitted by the Lowry Redevelopment Authority.

I have been impressed by the significant community outreach and careful planning that has gone into making Lowry a model redevelopment project. The underlying zoning will provide the foundation by which the development on the property will occur. These applications are a mere reflection of the GDP, which was a product of the significant community collaboration and a continuation of a great community where we choose to live, learn work and play.

Sincerely,

Dr. Sheryl Gonzalez
Lowry Business Owner and Resident

Denver Planning Board
201 W Colfax Ave.
Denver, CO 80202

To Whom It May Concern:

I have lived in the Lowry neighborhood with my family for over ten years. First living in Officers Row, and now residing in the NW neighborhood. Our son attends school at Lowry, we enjoy living in Lowry and taking advantage of the all the amenities of a carefully planned community.

Our initial interest in Lowry was sparked when the former base was closed and we watched the Southeast neighborhood being built. Our initial hope was to move into the Southeast neighborhood but those lots were sold out, literally over night. We are fortunate to call the Northwest neighborhood our home as each successive neighborhood has built on the successes of the past and we are anxious to see the development of the last parcel, formerly known as Buckley Annex and now known as Boulevard One.

Previously, this property was occupied by a very large very unattractive government building with a mass of asphalt parking. It will be a great addition to have this land developed and added to the already successful mix of residential, commercial and recreational uses.

My family has chosen to live at Lowry because of its proximity to the center core of the city and the relatively low maintenance lifestyle. We like living in a city and not a suburb and our planning should reflect that preference.

I request your support of the 3 rezoning applications presented to you today and supported by city staff. It is time to finish Lowry with the best of the best.

Thank you for your sincere consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elaine Torres', with a date '10/2' written at the end.

Elaine Torres

7523 E 8th Pl

Denver, CO 80230

Denver Planning Board
201 W Colfax, Dept. 205
Denver, CO 80202

To Whom It May Concern:

My family and I recently purchased a home at 464 Poplar Street. We are located in what is called the Mayfair Park neighborhood; however, we refer to it as Lowry Far West Park. Our kids attend school in Lowry, we frequent the area businesses and we are fully entrenched in our wonderful neighborhood. We have chosen to live in this area because our mature neighborhood has emerged and increased in desirability along with and because of the Lowry redevelopment.

I sell residential real estate and I have watched each area of Lowry develop. Lowry is remarkably unique and has its own individual intrinsic quality not often found in infill development. The LRA in conjunction with an extensive neighborhood process has provided the overall planning that has created this quality— and I fully support the 3 rezonings submitted for your consideration.

Boulevard One provides an opportunity to “finish” Lowry. The plan has a great mix of residential and commercial uses. I hear so often in my work, that more density as well as commercial and retail is needed on Lowry. I look forward to supporting the new businesses. Although we live in a single-family home, we have chosen to live in the city and want density in our city rather than sprawl in our neighboring cities. In previous life, I lived in Henderson, Colorado and there is no comparison to the quality of life offered in a truly thoughtful residential community with urban commercial amenities.

For all the foregoing reasons, I would urge the Denver Planning Board to support the rezoning applications. Thanks!

Sincerely,

Maria Patabendi

(464 Poplar Street Denver, CO 80220)

Pyle, Michelle A.- Community Planning and Development

From: Michalek Patty 720 933 9241 [pattymichalek@yahoo.com]
Sent: Tuesday, June 03, 2014 5:26 PM
To: Pyle, Michelle A.- Community Planning and Development
Cc: Planningboard - CPD; Susman, Mary Beth - City Council
Subject: lowry development

Re: Map Amendment [20141-00012](#)

I understand there are three distinct rezoning applications affecting the first areas of development on the Buckley Annex property. I ask that you address each rezoning separately, and not lump them together in your deliberations and your vote. I am writing about the third rezoning.

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I request that the Planning Board not adopt Proposed Zone District of G-RH-3 in the third zoning application unless a waiver or condition is put back into the Application requiring two parking spaces per unit for anything built in this location. There are several reasons for this:

- The applicable section of the Zoning Code for G-RH-3 requires one (1) parking space per unit.
- The larger community has spoken out on the need to avoid a repeat of the situation on East Lowry where requiring 1.5 spaces per unit was sufficient at Legends, and continues to cause havoc in the surrounding area due to insufficient planning and zoning.
- The Board of the Lowry Redevelopment Authority heard parking concerns and voted to include in its initial zoning application a request for this additional parking requirement.
- The LRA Board later voted to remove this request from the above referenced zoning application because it believed City staff would not support this waiver.
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community. I request that the Planning Board not make its decision based on the hope that people will give up their cars to live on Buckley.

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[Your name and address]Bernie Michalek 6995 east bayaud ave denver
, co 80230

Below is further information:

[Zoning Application for 6801 E. 1st Avenue \(NW Corner Buckley Annex site\)](#)

[Zoning Application for Single Family Area \(7000-7300 E. Archer Place, just north of Park Heights\)](#)

[Zoning Application for 250 "Rowhouse" type units on Lowry Blvd. and Archer Place](#)

(See page 5 of third application for map covering this zoning application. Goes from Lowry Blvd. down thru center of Buckley Annex to south end. Does not include apartments, Denver Housing Authority portion, mixed-use portions or any commercial, retail areas.)

Previous survey by LUN showed reliance on automobile on Lowry.

Pyle, Michelle A.- Community Planning and Development

From: Paul Voilleque [pgv@mindspring.com]
Sent: Tuesday, June 03, 2014 10:35 PM
To: Planningboard - CPD
Cc: Pyle, Michelle A.- Community Planning and Development; Susman, Mary Beth - City Council
Subject: Boulevard One Zoning

We reside in Park Heights and believe that it is crucial for the Board to consider the effects of its actions regarding Boulevard One Zoning on existing neighborhoods, ours and others. The application for 250 row house units on Lowry Boulevard and Archer Place is designated G-RH-3, which requires only one parking space per unit. A visit to Lowry East will demonstrate the inadequacy of 1.5 spaces per unit at the Legends facility and the consequences for the adjacent neighbors. A wavier for the G-RH-3 designation that requires two spaces per unit is needed. This need was recognized, after substantial community input, by the Lowry Redevelopment Authority in (LRA) its initial zoning application. The LRA Board subsequently removed the requested wavier, but it must be reinstated to avoid effectively zoning our Park Heights neighborhood into Parkinglot Heights. This is not guesswork; the example of what happens when adequate parking spaces are not provided is already present in Lowry East. That mistake should not be repeated when zoning Boulevard One.

Thank you for your consideration of the future quality of life in our neighborhood and others that could be affected.

Paul Voilleque
7085 East Bayaud Avenue
Denver, CO 80230