

**From:** [Sharon](#)  
**To:** [dence - City Council](#)  
**Subject:** [EXTERNAL] Galilee Baptist Church sale  
**Date:** Friday, August 6, 2021 12:39:40 PM

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Dear Denver City Council,

I am writing this to strongly encourage you to vote no for the rezoning of the Galilee Baptist Church property. As a 33 year resident of the Hughes Mountain View community this rezoning attempt will ruin our neighborhood.

I have read through the Blueprint Denver material. Have any of you visited this area? The traffic on Parker Road near the intersection of this property and Mississippi is already very dangerous. There are numerous accidents. The infrastructure cannot handle more traffic on this part of Highway 83.

There are a few restaurants and shops but not enough to support the Blueprint Denver mission.

The people in this area will use Quebec Way and Quebec Way also cannot handle more traffic. This makes it very dangerous for the apartments and homes that line Quebec Way. The four way stop at Florida and Quebec Way backs up at rush hour as it is now. How many more cars can that intersection safely handle?

In the winter the hill down Florida to the west, is very slick. When there is an accident on Parker Rd/Hwy 83, people use Florida. I have seen numerous cars coming down that hill sideways during a snowstorm.

Denver's population is growing fast. The Blueprint Denver mission wants to support that growth. But at what cost to the communities and residents?

City Council is here to support our communities. We are Arapahoe County but have Denver addresses. We cannot vote for or against you as council members. But we would like your support in keeping our neighborhood safe and secure. Please keep the zoning for single family homes.

Thank you for your time,

Sharon Hertz  
1257 S. Quince Way  
Denver, Co. 80231  
720-318-5004

**From:** [CARYL S BUCKSTEIN](#)  
**To:** [dencc - City Council](#)  
**Subject:** [EXTERNAL] Public Comment CB21-0810: 2020i-00159  
**Date:** Friday, August 27, 2021 9:27:39 PM

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I am a resident of the City and County of Denver near the proposed area. I live in 80247 in Hiland Hills Townhomes where I serve on the board.

My issue in the rezoning is the proposed vast increase in density of the property without consideration to the transportation corridor that would serve it -- Parker Road. A November 2017 study estimated the average traffic volume on the corridor as 45,850, and with the construction of Highline Pointe it has undoubtedly increased. Frequently, traffic is stop and go, and an population increase will make matters worse. It could only serve to increase air pollution and decrease our quality of life in Denver.

Then there is the matter of health and safety. The intersection of Quebec and Parker Road is one of the most dangerous in the city due to frequent accidents

The lack of an acceleration/deceleration lane could well be a safety issue for both the residents of the high density development and drivers along Parker Road. It is questionable whether the limited proposed ingress and egress onto the proposed development will accommodate emergency equipment. Only one lane in and one lane out is proposed.

Parking is another issue. While proposing that the development would contain "affordable housing," MGL had proposed having tenants pay an additional \$150 fee to park in its garage. Where will the additional cars park?

The amount of affordable housing was a fraction of the number of units. As can be expected, the developer wants to maximize profit but knows the buzz-word that will seal the deal. Beware.

Please don't approve the change in zone to high density. Area residents generally accept that there will be some development: please choose a density that is lower

Thanks for your consideration.

Caryl Buckstein  
7995 E Mississippi Ave #A19  
Denver, CO 80247

**From:** [Carla Buckstein](#)  
**To:** [denc - City Council](#)  
**Cc:** [Brooks, Albus - CC](#); [Sandoval, Amanda P. - CC Member District 1 Denver City Council](#); [Sawyer, Amanda - CC Member District 5 Denver City Council](#); [CdeBaca, Candi - CC Member District 9 Denver City Council](#); [Herndon, Christopher J. - CC Member District 8 Denver City Council](#); [Hinds, Chris - CC Member District 10 Denver City Council](#); [Ortega, Deborah L. - CC Member At Large Denver City Council](#); [Torres, Jamie C. - CC Member District 3 Denver City Council](#); [Clark, Jolon M. - CC Member District 7 Denver City Council](#); [Black, Kendra A. - CC Member District 4 Denver City Council](#); [Flynn, Kevin J. - CC Member District 2 Denver City Council](#); [Susman, Mary Beth - CC](#); [Kashmann, Paul J. - CC Member District 6 Denver City Council](#); [Espinoza, Rafael G. - CC](#); [Kniech, Robin L. - CC Member At Large Denver City Council](#); [Gilmore, Stacie M. - CC XA1405 President Denver City Council](#); [New, Wayne C. - CC](#)  
**Subject:** [EXTERNAL] Public Comment: CB21-0810; Rezoning 2020i-00159  
**Date:** Thursday, August 26, 2021 11:19:12 AM

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City Council Members:

I write to you today to thank you and the City of Denver for including myself and my neighborhood in the process of rezoning for case 2020i-00159, which is bill CB21-0810, on August 30, 2021. We appreciate the opportunity to speak on our behalf.

We know that the City Council looks forward, as our neighborhood does also, to improvements to the process of Denver rezoning, namely:

- Traffic Studies prior to Rezoning approval or denial
- Improving community engagement and access to the rezoning process
- Improving how equity impacts are evaluated as part of the rezoning process
- Making requirements clearer for the applicant to commit to equitable development
- Modernizing rezoning criteria
- **Addressing the impacts of proposed rezonings on surrounding residents**
- Addressing how it affects climate goals

Our neighborhood was left to advocate for our concerns *without the assistance of the Councilwoman for District 5*, Amanda Sawyer, because an email from her office early in the process (April 2021, before the Planning Board meeting was even scheduled) stated she was recusing herself because the developer (MGL) was a neighbor of hers, and their children carpooled together. Even though this was the case, why is there no contingency for how a neighborhood moves forward through the rezoning process when the Councilperson for that district is MIA? Why is there no other Councilperson to act as advocate?

Our neighborhood was further aghast to find that no Traffic Study was necessary before the rezoning approval by Planning Board; We found this to be **inconsistent with the Vision Zero Action Plan, and Denver Comprehensive Plan 2040**. Speeds on CO State Hwy 83 (Parker Road) at this ingress/egress are 40 MPH; With no deceleration lane, and at one of the busiest intersections at Mississippi Avenue, how was it possible that the Planning Department and Planning Board didn't both seriously consider and report on the many written and oral statements from current residents regarding SAFETY concerns?

- **The Vision Zero Action Plan** is Denver's approach to reaching the goal of no traffic-related deaths or serious injuries by 2030. The likelihood of fatality or severe injury greatly increases with faster speeds; **73% likelihood of death or severe injury at 40 mph speed**
- **Denver Comprehensive Plan 2040, May 2019, Strong and Authentic Neighborhoods.**
  - Goal 1-C: Ensure neighborhoods are safe, accessible and well-connected

for all modes.

- Goal 2-B: Build streets that are safe for everyone, especially for the most vulnerable, including the elderly, those with disabilities and children.
- Goal 2-D: Use urban design to contribute to economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life.
- Goal 9-A: Encourage design and new development to improve public health and safety.

Our neighborhood was also very alarmed that the rezoning of the Denver parcels could be approved without ANY consideration or dialogue or approval of the entire land purchase that MGL will finalize (contingent on rezoning approval of merely the Denver parcels), which INCLUDES two parcels in unincorporated Arapahoe County, adjacent to the High Line Canal, and part of the Four Square Mile Sub-Area Plan. How is it in the best interest of Denver to not adhere to the NPI and Blueprint Denver, when these are intended as guides for how City Council decides these bills?

- **The NPI**
  - **Step 1 of the Planning Process:** Understand the Area. "The first step in the planning process is to gain an understanding of the area by learning about the community's history, demographics, and built environment. This is done by talking to people who know the area first-hand, hearing about their experiences, and learning about the existing assets and the challenges facing the community."
  - **Step 3, Focus the Plan Content.** "Focus areas are small areas that require special attention and plan guidance... [an] additional level of detail."
- **Blueprint Denver, updated April 2019**
  - Goal 8: Promote enduring and compatible design that responds to an evolving community while embracing historic assets and cultural heritage.
- **Arapahoe County, Four Square Mile Sub-Area Plan; Amendment to the Arapahoe County Comprehensive Plan, Amended March 2017.**
  - "The unincorporated Four Square Mile Area is a suburban island/ enclave surrounded on all sides by the Cities of Aurora and Denver. The City and County of Denver cannot annex any portion of the area based on a 1974 public vote (The Poundstone Amendment) changing the Colorado Constitution"

In short, we found irregularities with the Denver rezoning process that beset us at each step. We call for:

1. Improvements to the Planning Department reports,
2. Implementation of Traffic Studies prior to Planning Board
3. Requirements for inclusion
4. Green/climate goal consideration
5. Representation of the community by Council for all rezonings regardless of district recusal
6. No Certificate of Demolition issued without prior input from adjacent property owners
7. Site plan submission and approval needed across counties, so that Denver is not rezoned prior to the comprehensive agreement between adjacent counties for the most appropriate infill
8. **LUTI committee knowledge of Council recusals prior to any presentations of**

**rezonings in their districts** (Amanda Sawyer, while not stating she was recusing herself, presided and chose questions regarding this specific rezoning in the LUTI committee)

9. We also request that public support by those parties involved in the sale of the property to be limited (*for example, the Planning Board heard and accepted support testimony from an affordable housing loan officer who recommended the developer to the purchase opportunity, the realtor, the realtor's family, the property owner and another representative, and a construction affiliate*)

Thank you for the opportunity to participate in this process.

Carla Seashore Buckstein  
1254 S. Quince St.  
Denver, CO 80231  
Hughes Mountain View resident  
submitted: 11:25am on 8/26/2021

**From:** [Andrea Antico](#)  
**To:** [dencc - City Council](#)  
**Subject:** [EXTERNAL] Zoning change: S-SU-D to S-MU-3 & S-MU-5 Case number: 2020i-00159  
**Date:** Sunday, August 1, 2021 2:05:00 PM

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Dear City Council members:

The vast majority of the Candlewyck owners are against the above. It's not just the height of the proposed buildings (Owners from floors 1-6 will have their western views significantly decreased) but it's mostly about the TRAFFIC. Now, it is difficult to make a right turn and almost impossible to safely make a left turn at any time of the day. The way the proposal is written is that all apartment drivers will have the same exit and entrance. It will be impossible for them to head north on S. Parker RD. without turning right and turning left at the first turn-around on Parker that allows that, i.e., it is now dangerous at any time of the day to make a U-turn on Parker. Neighbors east on E. Mississippi Ave. and south and southwest of the proposal will all feel the squeeze of this dangerous change of policy. Please DON'T allow it. I applaud the medians recently installed on Parker/Leetsdale even though it requires extra driving for some residents in the "Fountain" and other buildings. It would be nice if you planted some trees on them to lessen noise and environmental pollution. Colorado Blvd. may still be the busiest street in Denver, but Leetsdale is probably a close second. Don't make it worse. I volunteer at the Leetsdale CopShop; our biggest challenge is trying to make traffic less of a challenge., not MORE, Thanks for reconsidering.

Andrea Antico #1505E at CW

Please share this with all City Council and Planning Board members..

**From:** [Fry, Logan M. - CC YA2245 City Council Aide](#)  
**To:** [denc - City Council](#)  
**Subject:** FW: [EXTERNAL] FW: Zoning Change Request Opposition - Just Posted  
**Date:** Monday, August 9, 2021 3:01:31 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Good afternoon Central Staff,

Just got this, hoping you all can field it and attach it to the record. Thanks!

Sincerely,  
Logan Fry

**Logan Fry | Senior Council Aide**  
Councilwoman Amanda Sawyer | District 5  
[Pronouns](#) | He/His/Him  
Phone 720-337-5555

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**From:** szier1@aol.com <szier1@aol.com>  
**Sent:** Monday, August 9, 2021 2:58 PM  
**To:** Fry, Logan M. - CC YA2245 City Council Aide <Logan.Fry@denvergov.org>  
**Cc:** rpallenmd@aol.com; 'Sharon' <skhertz@comcast.net>; 'Carla Buckstein' <cseabuck@gmail.com>; sandy@cstew.com  
**Subject:** [EXTERNAL] FW: Zoning Change Request Opposition - Just Posted

Hello again Logan,

Below is the Opposition Letter from Dr. Allen regarding **1091 S. Parker Road & 7400 E. Mississippi Avenue. Case # 2020i-00159.**

As you can see from the email, it was sent July 20<sup>th</sup> and although it was submitted after the 9 day prior staff report deadline, it certainly arrived before the second deadline of noon the day of the hearing.

We greatly appreciate you helping to include this with the other letters before it goes before the Council.

Please let me know if you need anything else and thanks again,  
Sharon Zier  
1247 S. Quince Way

----- Forwarded Message -----

**From:** "[rpallenmd@aol.com](mailto:rpallenmd@aol.com)" <[rpallenmd@aol.com](mailto:rpallenmd@aol.com)>

**To:** "[rpallenmd@aol.com](mailto:rpallenmd@aol.com)" <[rpallenmd@aol.com](mailto:rpallenmd@aol.com)>

**Cc:** "Sharon Zier" <[szier1@aol.com](mailto:szier1@aol.com)>, "Ronald Rubin" <[ron@rzpc.com](mailto:ron@rzpc.com)>, "[sandy@cstew.com](mailto:sandy@cstew.com)" <[sandy@cstew.com](mailto:sandy@cstew.com)>, "[cseabuck@gmail.com](mailto:cseabuck@gmail.com)" <[cseabuck@gmail.com](mailto:cseabuck@gmail.com)>

**Sent:** Tue, Jul 20, 2021 at 7:15 PM

**Subject:** Zoning Change Request Opposition - Just Posted

I am writing to express **STRONG OPPOSITION** to the Proposed Zoning Change Request for **1091 S. Parker Road & 7400 E. Mississippi Avenue. Case # 2020i-00159**

The requested zoning changes, from "S-SU-D" to "S-MU-3 & S-MU-5" are not consistent with historical or present use and fly in the face of both Denver and Arapahoe County mandates for neighborhood and open space preservation.

As a longstanding homeowner in the single family neighborhood, Hughes Mountain View Subdivision, immediately adjacent to the subject Parcels, I am greatly concerned about the density of the development that the proposed request for rezoning would allow. The impact of 300+ apartment units, with all of the associated vehicle traffic and congestion that such a project will create, are just not compatible with the character of our owner-occupied, single family neighborhood. The impact of such a development would unequivocally have an adverse impact on the unique and very special character of our neighborhood.

Specific concerns:

1. **Character of Existing Neighborhood:** Historically, this has been a low-density open area with highly desirable view corridors and ample wildlife in the immediate vicinity of our homes and buffer zones. It's not unusual to see foxes, and even deer in our yards from time-to-time. Hawks, geese and a variety of waterfowl can be found in our area year-round. A "rural feel in the city" is a rare commodity. Hughes Mountain View homeowners know the



value of this unique area, but anyone who walks, hikes or bikes along the stretch of the Highline Canal Trail that borders our neighborhood knows these things as well. They too enjoy the views and the rural feel in the middle of the city. As Denver becomes increasingly urban and congested, it's vitally important that we preserve areas, like Hughes Mountain View and the adjacent Parcels that are subject to the rezoning request, for the benefit of all.

2. **Pedestrian & Traffic Safety:** Highway 83 (Parker Road) is already dangerously congested. On any given day, it's challenging to exit our neighborhood safely onto Parker Road. Over the years, the Church has allowed Hughes Mountain View residents to use their driveway to enter and exit onto S Quebec Way, but SQW is only 2 lanes with a large amount of pedestrian foot traffic crossing the street. SQW is already congested and cannot accommodate a significant increase in vehicle traffic without substantive changes to the number of lanes and traffic control points. Adding 300-500 additional vehicles to the mix will make the situation untenable and, quite frankly, dangerous. We've already seen an increase in the number of traffic accidents at the Mississippi-Parker Road intersection in recent years. The proposal for rezoning and high-density development will only exacerbate the problem.
3. **View Corridors:** We have some of the best Front Range views in Denver. They rival those of Sun Dial Park in the Hilltop neighborhood. It's breathtaking to watch the sunset from the Highline Canal Trail and the Galilee Church parking lot. Many people do just that every evening. Denver needs to protect these assets and amenities. It's why people live here.
4. **Highline Canal Trail Project:** Denver is in the final stages of completing the Highline Canal Trail Underpass Project at the Mississippi-Parker Road intersection, and will have spent a large amount of money to improve access and safety for residents and visitors walking and biking on the Highline Trail. The proposed zoning change to allow for high-density development, will adversely affect the esthetics that this project hoped to achieve and will potentially create new pedestrian and biker safety hazards that don't currently exist.
5. **Historical Use & Zoning Precedence:** Current zoning supports low-density owner-occupied development and accurately reflects how we presently use and enjoy the area. The current zoning designations were, and still are, a major factor in each landowner and each homeowner's decision to purchase a home and/or a property in this area. Changing the existing zoning to allow for high-density, multi-story, multi-family apartment rental properties is not consistent with historical zoning precedents for this area. Approving such a zoning change violates the trust that each of us places in our Zoning and Planning Boards to protect our interests, our property values and the right to enjoy the area, the land and the amenities that the predicate zoning provided.

In view of the foregoing, I strongly urge the Planning Board to deny the petitioner's Zoning Change Request.

*Robert P Allen, MD*

*President*

*Director of Interventional Radiology*

*Radiology Specialists of Denver*

*720 941-7000 o*

*303 887-3939 c*