



24 July 2017

Re: rezoning of Filing 51 from CMU-20 to MRX-5A

Dear Councilman Chris Herndon and other members of Denver City Council,

Thank you for your service across our city.

Denver's ability to absorb the influx of people eager to relocate to this wonderful city requires greater density of development and placement of amenities and other retail options in communities. As density and more opportunities for retail increase, it is important to prioritize safety and environmental concerns. Making new development as pedestrian friendly as possible accomplishes both. In considering the proposed rezoning of Filing 51, at the southeast corner of Martin Luther King and Central Park Boulevards, board members with Stapleton United Neighbors (SUN) have noted a reoccurring theme for in-fill projects in the community that are discordant to retaining community character and pedestrian safety. Higher density and retail development require entry from residential streets, rather than via curb cuts on main roads, because of city requirements preventing traffic entrance from main arteries. Residential streets must then absorb additional traffic as it passes through to access parking lots.

Please consider three attached figures:

- A. Another recent example in Denver in the Stapleton community, where a curb cut to a parking lot has been placed on a residential street (Geneva Ct) rather than along the main corridor (Martin Luther King Blvd).
- B. An example in Arvada of parking lot entrances near a corner.
- C. The existing residential area around the currently undeveloped land.

As City Council considers any stipulations on land as it is rezoned (e.g. in addition to the 3 story maximum height on buildings facing residential streets that has been added to this conversation), keeping a high volume of traffic from residential streets should be incentivized. Allowing parking entrance and egress from the main road will permit residents to live peacefully near higher density development and will allow Denver residents to feel fewer growing pains as the city grows.

SUN does not take a position on the proposed rezoning, but hopes that this issue can be incorporated into the conversation. Thank you for your consideration.

Sincerely,

Amanda Allshouse
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Figure A. Example of a residential street faced with a curb cut to a parking lot (yellow):

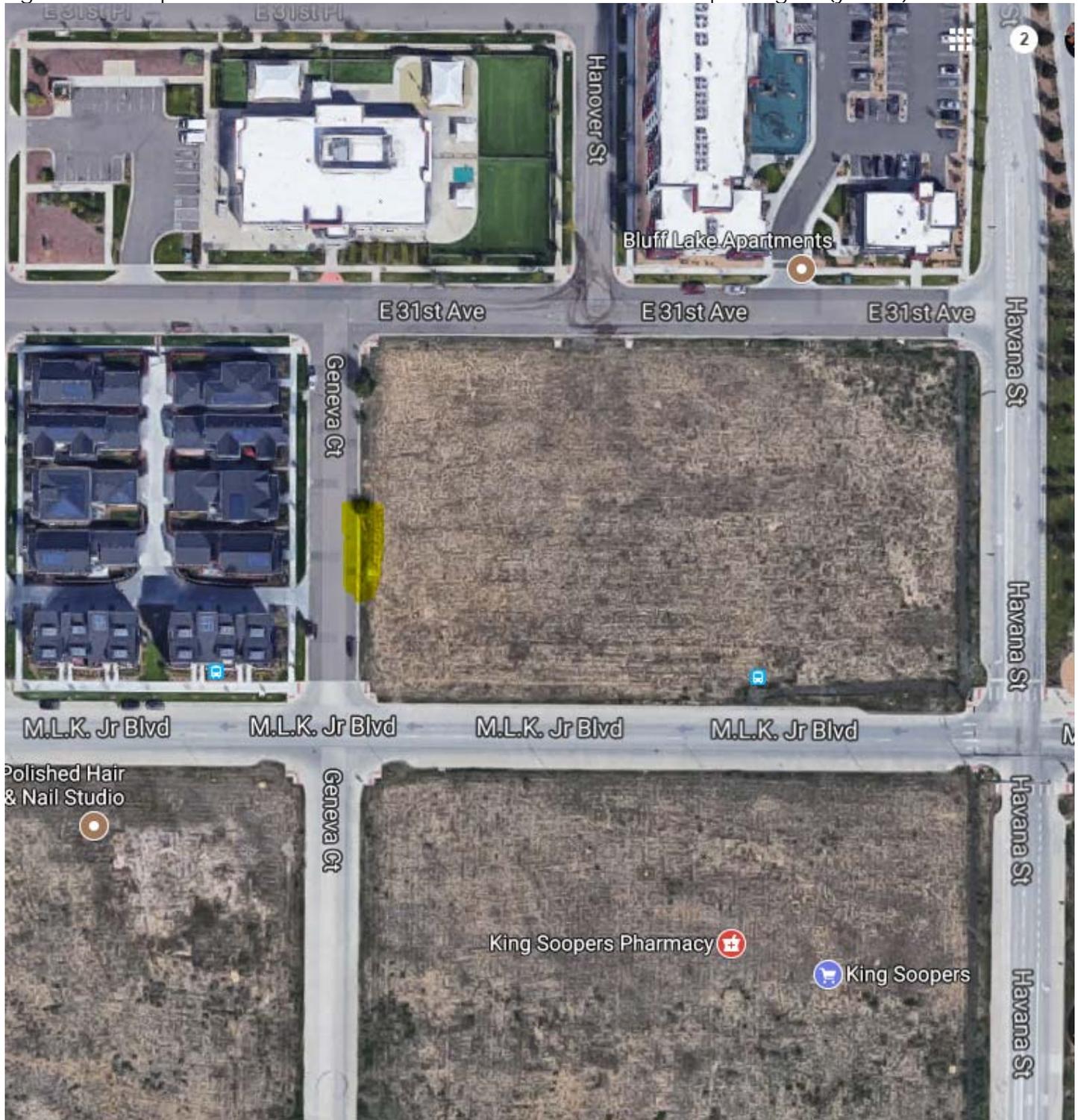


Figure B. Example of a curb cut near a corner:

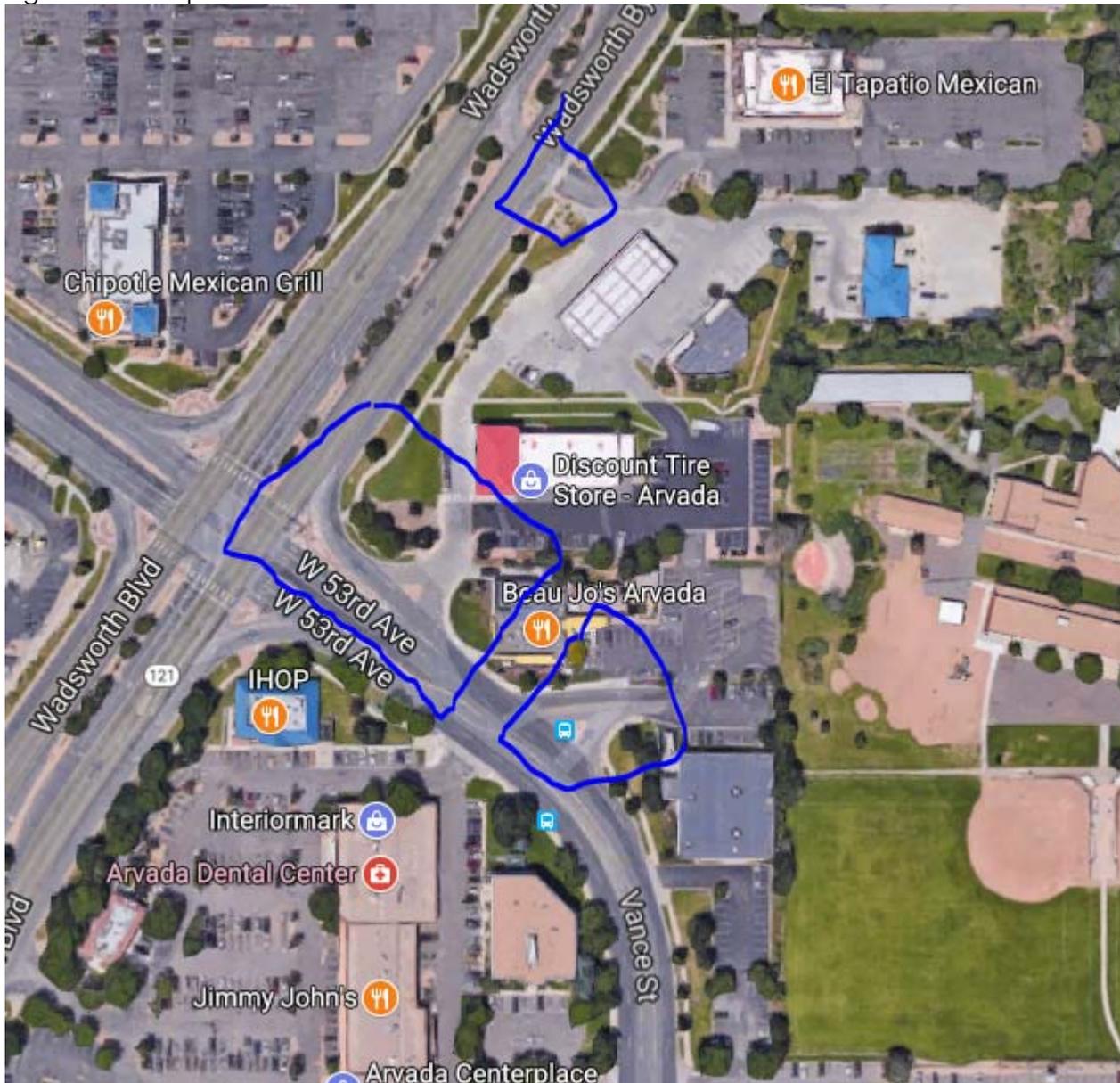


Figure C. Existing residential area around filing 51:

