

From: [PATRICK B. CASTANEDA Owner](#)
To: [Memmer, Katelyn - CD](#)
Subject: Case #Z-984-22 Comment
Date: Monday, May 2, 2022 4:47:05 PM

Please verify this comment was received and added. Thanks, Patrick and Marianne Castaneda

I am writing to express my strong opposition to Case#Z-984-22, the proposed annexation zone change from ADCO A-1 to Commerce City R-3 (Multi-family Residential) for the development of a multi-family apartment complex. I urge you to disapprove this proposal.

The Adams City community is not trying to prevent development but feel the city needs to resolve the serious existing conditions before lurching recklessly into future plans that epitomizes strategic, political and environmental disinvestment in a long-standing residential neighborhood.

The zone change will not be consistent with surrounding uses of commercial and single family residential in the area.

The standardized duplication forms submitted for approval do not address the individualized weaknesses inherent to this specific location.

Traffic, safety problems, and utilities. Colorado Blvd. is a two-lane road that does not allow for passing. There are no sidewalks yet. Expansion cannot occur without destruction of homes largely owned by elderly individuals; all power and communication lines are above ground. The road is used as an extension of Highway 85 and has large industrial trucks and heavy equipment traveling at high speeds continually. Rush hours, when passenger vehicles are traveling at high speeds to downtown locations, (RTD rail system not used) adds to congestion. Excess traffic uses neighborhood streets for short cuts and blocks access for emergency services. All of our arterial streets are now used for overflow to accommodate industry. Suncor tanker trucks have a blast zone of four blocks. Other flammable/hot materials are transported daily. The speed zone is 35 MPH but is never enforced. Drag racing is a common occurrence. Small children will be forced to navigate an unmonitored dangerous roadway to reach the local school. Residents have put up concrete barriers and bumpers to prevent transportation encroachment.

<!--[endif]-->Multi-family dwellings create or exacerbates overcapacity school enrollment, generating even more problems for our struggling schools, already under the control of the state. Parents may elect to drive their children to a school outside the neighborhood since it is well publicized Commerce City's schools are failing. Bad schools lower property value by 22% or more. A small fee will not unravel the chaos the city functions under.

<!--[endif]-->A higher-than-average concentration of renters lower property values by 14% or more. A single bedroom apartment can be shared by more than the suggested number of individuals. One determination is the number of

standing individuals that can fit into a space. Therefore, instead of two to four individuals the capacity limit can increase to ten. Five large apartment buildings are inconsistent with the surrounding single-family neighborhood, lowering the property values of the existing community and increasing the service demand on the city.

<!--[endif]-->The area has the bare minimum of existing public services. The average effect of new multi-family complexes is increased violence and property crimes nearby.

<!--[endif]-->The Colorado Environmental Justice Act prioritized reducing environmental health disparities in disproportionately impacted communities; to participate in decisions that affect their environment, live free of dangerous levels of toxic pollution and have equal protection of environmental policies.

Adams City is less than a mile from Suncor, a power plant, two waste transfer stations, numerous blasting companies, and several concrete and asphalt companies. In addition, the interstate system completely wraps around the area. The proposed buildings would be built within feet of asphalt millings or grindings (RAP-Recycled Asphalt Pavement) and concrete dust mounds. The following toxic items saturate the area and there is no code enforcement, environmental committee investigating or reports on findings. Other toxic elements in the area include: Diesel particulate matter (PM, also abbreviated DPM) fly ash (flue-ash), catalyst dust, iron sulfide dust, fracking excess, abrasive dust, and vehicle exhaust pollutants (Particulate matter (PM), Volatile Organic Compounds (VOCs), Nitrogen oxides (NOx), Carbon monoxide (CO), Sulfur dioxide (SO₂), and Greenhouse gases.) The city will be negligent advocating for a permissive liability standard. Poor planning will interfere with future desirable development.

<!--[endif]-->The natural habitat of the nearby Platt River will be impacted as increased human population uses the area for recreation and disposal. The area is also an established area for the homeless. How will these two distinct groups be merged?

Prospect LLC is not on file with the Secretary of State and the information I could find about the company is convoluted and fragmented. The address on their letterhead is actually a unit with no identification and appears to be empty. If the company is deceptive with identification, do they use loopholes and other disguising tactics to hide other details?

The planning and zoning departments have a prevalent responsibility in gauging a proposals impact on the surrounding community, not the entire city. Codes were adopted to improve the health and safety of people living in those communities and have effectively segregated noxious and dangerous enterprises from residential areas when enforced. If urban blight and its associated human suffering is to be controlled, housing codes must consider both physical and mental health and must be administered uniformly throughout the community. Commerce City Comprehensive Plan map displays three of the four poor appearance markers, and one of two undesirable use markers are in Adams City. Before approving new projects, evaluate and regulate the type of development

that occurs in our area, align and support compatible uses within our boundaries.