

Planning Commission Agenda

Regular Meeting

Tuesday September 26, 2023 at 1:15 p.m.

City Council Chambers-City Center South
1001 11th Ave, Greeley, CO 80631 Zoom

Webinar Link:

<https://greeleygov.zoom.us/j/84570760786>

NOTICE:

Planning Commission meetings are held on the 2nd and 4th Tuesdays of each month. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in-person meeting in Council Chambers. Members of the public may participate in Planning Commission meetings in the manner that works best for them.

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Meetings are open to the public and can be attended in person by anyone.



Meetings are livestreamed on YouTube at youtube.com/CityofGreeley

Comment in Real Time:



Join the Zoom webinar (link above). During the public hearing, members of the public may address the Commission.

Submit Written Comments:



Email comments about any item on the agenda to cd_admin_team@greeleygov.com



Written comments can be mailed or dropped off at the Planning office at 1100 10th Street, Greeley, CO 80631. Written comments received prior to the meeting will be read into the record in real time.

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September 26, 2023 at 1:15 PM
1001 11th Avenue, City Center South, Greeley, CO 80631

Agenda

1. Call to Order
 2. Roll Call
 3. Approval of the Agenda
 4. Approval of the September 12, 2023 Planning Commission Meeting Minutes
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EXPEDITED AGENDA

The following items are routine in nature, fully described in the accompanying reports, and therefore staff summary presentations will be suspended unless requested by the Commission or member of the public in attendance at the meeting.

5. A public hearing to consider a request to rezone approximately 11.2 acres located at 2118 N. 47th Avenue from Holding Agriculture (H-A) to Residential Estate (R-E). (ZON2022-0023).
 6. A Public Hearing to consider a Planned Unit Development (PUD) request to rezone approximately 42.64 acres of property located at 10494, 10800, and 10892 Hwy 257 Spur from R-L (Residential Low Density), PUD (Planned Unit Development), and C-H (Commercial High Intensity) to PUD (Planned Unit Development). (Project: PUD2023-0005)
 7. A Public Hearing to consider a Use by Special Review (USR) request for a Parking Lot in the C-L (Commercial Light Intensity) Zone District west of 71st Avenue, north of 29th Street, South of Highway 34 (USR2023-0010).
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END OF EXPEDITED AGENDA

8. A continuation of a public hearing (continued from September 12, 2023) to consider an application to rezone a property 11.08 acres in size from Residential Low Density (RL) to a Planned Unit Development (PUD). The PUD would allow various Residential and Institutional uses with specific zoning standards (PUD2022-0007).
9. Staff Report
10. Adjournment
11. Workshop: At Home in Greeley: 10th Street Area Concept Plan presentation

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS

September 12, 2023

Video Recording of the Meeting can be found at:

<https://www.youtube.com/live/gEFXELDFcXM?si=YeVB1oEUKa0-sYnf>

1. Call to Order

Chair Yeater called the meeting to order at 1:15 PM.

2. Roll Call

The hearing clerk called the roll.

PRESENT

Chair Justin Yeater

Commissioner Louisa Andersen

Commissioner Briscoe

Commissioner Brian Franzen

Commissioner Larry Modlin

ABSENT

Commissioner Jeff Carlson

Commissioner Christian Schulte

3. Approval of Agenda

Brian McBroom, Community Development Director stated that there are not any changes to the agenda but did want to announce that with only 5 Commissioners present for today's meeting it does still allow a quorum and it requires for the Commission to act on an item it will require 3 votes. He also shared that there is a time constraint for today's meeting, and it will need to adjourn by 4:00 p.m. to allow for the next scheduled meeting in the Chamber to start. With that, Chair Yeater will limit comments to 3 Minutes for the Public Hearings.

4. Approval of August 22, 2023, Minutes

Commissioner Andersen moved to approve the minutes dated August 22, 2023. Commissioner Franzen seconded the motion. Motion carried 5-0.

5. A public hearing to consider a request for a Planned Unit Development for commercial, multi-family, single-family, and parks on approximately 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue (PUD2022-0006).

Chair Yeater introduced the item, asking if the commission or anyone in attendance wished to see a presentation, seeing none the Public Hearing opened at 1:20 p.m. and closed at 1:20 p.m. Chair Yeater asked if anyone had any further questions or comments. Commissioner Andersen asked when 83rd Avenue is proposed to be improved to improve traffic. Don Kirby, City Engineer came to the podium and responded that it would be dependent approval of the PUD, but also subdivision plans concurrent with the development the frontage improvements would have to be completed. Commissioner Briscoe asked how far 4th street would be extended and Mr. Kirby replied that it would be extended to the western line of the development.

With no further comment Commissioner Andersen motioned, based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore, recommends City Council approval. Franzen seconded the motion.

Motion Carried 5-0.

6. A public hearing to consider a Planned Unit Development (PUD) request to rezone approximately 4.23 acres located directly north of 7025 8th Street from R-H (Residential High Density) to PUD (Planned Unit Development). (PUD2023-0001).

Chair Yeater introduced the item, asking if the commission or anyone in attendance wished to see a presentation, seeing none the Public Hearing opened 1:25 and closed at 1:25. Chair Yeater asked if anyone had any further questions or comments. Commissioner Andersen verified that this was the item that was continued from the previous meeting.

With no further comment, Commissioner Andersen motioned, based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from R-H (Residential High Density) Zone District to PUD (Planned Unit Development) meets the Development Code criteria, Section 24-204, and Section 24-205 and therefore, recommends approval of the Rezone and Planned Unit Development to the City Council. Commissioner Franzen seconded the motion. Chair Yeater asked if there was any further discussion.

Commissioner Briscoe added that for the record he is concerned that these types of applications that begin work before approval have increased. He believes the application meets the intent of the code but would like to see it presented before construction starts. Chair Yeater asked staff if there is any consequence to work starting prior to approval. Brian McBroom responded that depending on the nature of the work there could be consequences. He shared that there is background on this case and rather than take time out of this meeting he would send some additional information out to the commission.

With no further discussion, Chair Yeater called for the vote.

Motion Carried 5-0

7. A public hearing to consider an application to rezone a property 11.083 ± acres in size from Residential Low Density (RL) to a Planned Unit Development (PUD). The PUD would allow various Residential and Institutional uses with specific zoning standards (PUD2022-0007).

Chair Yeater introduced the item. Jeff Woeber, Planner III, began his presentation. This is a proposed rezone from R-L (Residential Low Density) to PUD (Planned Unit Development). The parcel is just over 11 acres and currently has one residence that was built in 1961. The developable area is just over 10 acres. The property is located ¼ mile south of the southeast corner of 47th Avenue and 10th Street. Surrounding zoning and land uses to the parcel include;

- North: R-L (Residential-Low) and the land use is a Country Club/Golf Course
- East: PUD (Planned Unit Development) and the land use is Single-Family Residential
- South: PUD (Planned Unit Development), R-M (Residential-Medium) and the land use is Single-Family Residential
- West: R-L and the land use is a Country Club/Golf Course

The proposed application would allow certain Residential High-Density zoning with limitations. The applicant intends to establish a facility for seniors living under one parcel under single ownership. No other lots are proposed currently. A subdivision process is required to bring the property into compliance with city subdivision regulations. Mr. Woeber shared the land use table that applies to this kind of use. The senior facility would include such uses as assisted living, independent living, memory care, group home and institutional which are all under the residential care category in the Greeley code. Within this, up to 210 units would be allowed. He shared per the land use table that height of the structures is limited to single story along the perimeter adjacent to the residential developments to the east and the south as shown on the proposed site plan. Two story structures would be allowed on the interior of the property. Mr. Woeber continued, sharing the differences in what other uses would be allowed in accordance with the land use code if this was proposed as R-H zoning opposed to the PUD zoning that is being proposed. R-H zoning would allow for much higher density and much higher structure height. The proposed PUD will limit the density and the use of the parcel.

Mr. Woeber shared that the application meets the criteria set forth in the code and proper notification was made including a neighborhood meeting, web notice posted, signs posted at the site and 295 mailed notices were sent to property owners within 1000 feet of the parcel. Staff received 10 emails with the primary concern being:

- R-H Zoning uses such as the assisted living facilities and multifamily residential density.
- Increased traffic
- Privacy concerns
- Affecting property values

Staff does find that the application complies with Sections 24-204(b) and 24-205(c) and staff recommends approval. Mr. Woeber indicated that is the conclusion of his presentation and the applicant has a presentation and each of them is available for questions.

Chair Yeater thanked Mr. Woeber for his presentation and asked if the commission had any questions for him. Commissioner Modlin asked if the current R-L zoning would allow patio homes, duplexes, and single-family residents. Mr. Woeber indicated that was true. Commissioner Briscoe asked if a turn lane would be installed in the right of way. Mr. Woeber replied that they are improving 47th avenue and installing a median and that was agreed to with the developer. For specific access questions he would need to defer to engineering staff, but he does know they are making access improvements. Chair Yeater asked Mr. Woeber to explain what a PUD is as there seemed to be some confusion about that with this case. Mr. Woeber responded that a PUD is a Planned Unit Development with custom tailored zoning with specific zoning standards built in. In this case they have the base of the R-H zoning the PUD would allow some flexibility with various zoning standards because they want to limit the height, density, and location of the structures. Those things are required in the text of PUD documents which is different than the R-H zoning. Chair Yeater asked for clarification that at this point the designs are conceptual because at this point all that is being approved is the zoning. Mr. Woeber indicated that is true and the site plan that is included in the documents is a concept plan, however the specifics that are in the zoning table would be official. Chair Yeater asked if the brick wall that is shown on the site plan would be required or if it was just conceptual, Mr. Woeber replied it is not specified in the PUD and it is conceptual.

Chair Yeater asked if engineering was able to answer the question regarding the roadway. Thomas Gilbert, Engineering Development Review came to the podium. Regarding the question on a deceleration lane along 47th Avenue, an analysis was done, and it showed that a deceleration lane was not warranted for the number of trips proposed. He shared it is an arterial roadway, signage preventing illegal turns as well as the site access having right in and right out will be required.

With no further questions for staff, Chair Yeater invited the applicant to provide a presentation if they would like to.

The applicant, Ian Percey, 2130 62nd Avenue Court, Greeley, Colorado. He apologized to the commission and asked the commission for an extension because they would like to present it to the full commission. His team believes this project is important and this is a great location. His team would appreciate consideration for a continuance and apologized for any inconvenience this may cause.

Chair Yeater asked the commission if there would be any issues with tabling this item until a later date when a full commission is available. Seeing none, Commissioner Andersen moved that the agenda item be continued to a date in the future when all Commissioner's are present. Commissioner Franzen seconded the motion. Commissioner Andersen asked if there was a date in the future to set this item for. Brian McBroom, Community Development Director, stated that unless otherwise directed by the commission, it would be the next regular meeting. He also shared that there is a quorum however another action they could take would be to conduct the public hearing, take testimony from those present today and then continue the item to the next meeting.

Chair Yeater indicated that they would hold the Public Hearing to take testimony from those in attendance. He will then ask the commission to vote on the motion that was proposed.

The Public Hearing opened at 1:40 p.m. Don Threewitt, Interim Community Development Director, shared he would call those who signed up to speak in the order of the signup sheet.

Gaile Todd- no one came to the podium when called.

Nick Frances- no one came to the podium when called.

William Eastwood, 4515 West 14th Street, Greeley. Came to the podium and stated he had one question for Jeff, on the plan it shows that there is not a building on the east triangle of the plan, is it possible for them to build on this later? Chair Yeater responded, sharing that comments be kept to testimony and for questions to be asked to the commission and he can address them with staff at the conclusion of the Public Hearing. Chair Yeater confirmed what he understood to be the question. Mr. Eastwood thanked him and left the podium.

Carol Riggs, 4519 West 14th Street, Greeley. Shared she submitted some comments already but after studying the plans last night she had one additional comment. She is in the section just behind the proposed development and they have shallow back yards. She shared that there were 2 fence types proposed in the site plan, one being a brick wall and the other being rod iron. She hopes they would choose the rod iron option to keep the open feel and not the feeling of being locked behind a wall.

H. Michael Croissant, 4718 West 13th Street, Greeley. He lives right in the center of the whole operation. He shared that he and all his neighbors right their own all their homes, these are million-dollar homes and one hundred percent quiet residents. They are parachuting for a business right in the middle of that. His next comment is he disagrees with the City Engineer on traffic counts. He feels a third-party traffic engineer needs to come in and do a traffic count. Even with a feeder lane, there is a high-density feeder street right there going to 10th Street, which is a State Highway, so there is already a lot of traffic. He wants a traffic count of what is going on there now and of what his proposed business is as well and to make the applicant pay for the third-party count. That is what he wants to propose. They have not put any cables out there; he lives there, and they have not. He thinks this is a safety issue, 10th Street already gets backed up to that property. He owns agricultural equipment, and he would not want his crews to drive in that, construction traffic is just going to be sitting there. He wants a third-party count and for residents to not have to pay for it, the applicant

needs to pay for it. He wants to have a third-party showing how many cars will be going into this business.

Amye Croissant was called, next on the list, and indicated she did not want to testify.

Giselle Croissant was called, next on the list, and indicated she did not want to testify.

Don Threewitt indicated that that concluded those who signed up to speak for this item. Chair Yeater asked if there were any additional people in attendance who wished to speak on this item.

Gina Holzmeister, 1907 81st Avenue, Greeley. Started by saying she will be right across the street from this development. She liked what Mr. Croissant stated and she completely agrees, there are already many instances where she is waiting through 3 or 4 red lights just trying to get through on 83rd Avenue. Sometimes people even just pass through and run it because they have waited for so long. She does not see how this will benefit our area directly or even neighboring communities. There are many multi-family units like townhouses and duplexes, there are even some that are already on the agenda for future hearings. The sheep draw development is coming up and she assumes it will be for multi family units also. However the traffic system cannot hold all that and with this being in the middle of her residential area she does not agree with having temporary residents within her community because (a) she does not know them, they are coming in and out and it cannot be safe for her family and (2) they will be cutting thru her residential area to get to the other side of 20th because of all this traffic, there is no traffic slowing in her neighborhood and there is not any distinctive separation between that plot and their private homes. She has read the Comprehensive Plan thoroughly and she understood that the plan was to utilize abandoned buildings, buildings that are not being used anymore in eastern Greeley not west Greeley. When she bought her home, she was under the assumption that that plot was agricultural. She does not see how it is going to benefit them when it's causing so much emotion. She had no further comments.

Don Threewitt commented to the commission that he believed Ms. Holzmeister was speaking to the next case that they will be hearing and that her testimony did not apply to the case they just heard.

Chair Yeater asked if anyone else cared to speak at this time. He shared he was not closing the public hearing but if anyone wishes to speak when the case is heard again, they will have that opportunity. He turned the item back to the commission for discussion. He shared he did not have any concerns to vote on the item when a full commission is present. Commissioner Franzen saw no issues in tabling the item. Commissioner Modlin shared he would have liked to see the item removed from the agenda if they were going to continue it and saved time in this meeting and thinks they should vote.

With no further discussion, Chair Yeater called for the vote on the motion that was already provided earlier in the meeting.

Motion carried 5-0

8. A request from Crow Creek Construction, LLC, to rezone a 7.43-acre parcel from HA – Holding Agriculture to PUD – Planned Unit Development located North of W. 19th Street Road, east of 82nd Avenue (PUD2022-0008).

Doug May, Planner III began his presentation by providing background information on the site. The request is to Rezone 7.43 acres from H-A (Holding Agriculture) to PUD (Planned Unit Development). The site was originally annexed and zoned in 1982. It was part of the Mountain Vista filing in 2002. It is located east of 82nd Avenue, north of 20th Street. The surrounding zoning and land uses include:

- North: C-L (Commercial Low Intensity, R-L, (Residential Low Density), Vacant land and

stormwater detention are the land use.

- South: R-L (Residential Low Density) single-family residential is the land use.
- East: R-L (Residential Low Density), the land use is single-family residential.
- West: C-L (Commercial Low Intensity) the land use is a professional office.

The proposal is a multi-family development that consists of 14 buildings. 6 of the buildings are proposed to be 6-unit buildings and 8 are proposed to be 8-unit buildings. The proposal includes 2 planning areas, Planning Area 1 is on the eastern portion of the property, and it contains 6, 6-unit buildings. It consists of 3.610 areas and the density is 9.97 units per acre. Planning Area 2 is on the further west and north portions of the parcel, and it contains the 8, 8-unit buildings. It consists of 3.820 acres of the parcel with a density of 16.76 units per acre. The remaining 1.079 acres of the parcel will be utilized as Right-of-Way. Mr. May shared that to be considered for approval this application met the nine criteria used to evaluate rezoning applications, the four criteria used to evaluate PUD applications. Proper notification was made, and the mineral notice was completed. A 1000-foot buffer was used to send 350 notice letters, signs were posted on the property, a web notice was published, and a neighborhood meeting was held on June 12, 2023, and it had 50 people in attendance. Staff received comments from 5 neighbors as well as a petition with 299 signatures in opposition of the proposed application. Below is some of the outlined concerns the city heard from neighbors and the city's response to those concerns:

- Property Values
 - A city can't speculate on property values.
- Conformance with the Comprehensive Plan (i.e., missing middle housing)
 - Staff has found it meets the goals of the Comprehensive Plan
- Traffic
 - 3rd party traffic impact study completed with the proposal.
- Number of multi-family projects
 - Multi-family housing is a growing trend in Greeley.
- Spot Zoning
 - Staff finds that this is not what is considered spot zoning and it meets requirements for rezoning and PUD.
- Infrastructure/Services
 - The application has been reviewed by Water, Sewer, Fire Department, School District, Transportation and Stormwater.
- Open Space
 - The parcel is private property, it is vacant land currently and not open space.
- Maintenance
 - Code Compliance inspects within 2-5 days of a complaint.
- Renters
 - Staff finds that the proposal meets the safe and attractive rental housing goals of the comprehensive plan.

Community Development does recommend approval for this item. Mr. May indicated that was the end of his presentation and he was open to questions. Chair Yeater invited the commission to ask questions to staff. Commissioner Andersen asked how this meets middle housing because it does not include single-family housing (tiny homes, duplexes, etc.). Mr. May shared because it is lower density for apartments this does fill in the gaps for middle housing in this area. Commissioner Briscoe asked why the applicant did not choose R-H instead of PUD zoning for this property and Mr. May responded that he would allow the applicant to address those concerns. With no further questions for staff, Chair Yeater invited the applicant to present if they wished.

The applicant, Larry Buckendorf 1751 West 17th Street, Greeley came to the podium. He began his remarks by introducing Joel Hemesath, the project manager on the project. He began his presentation

sharing the location of the project near 18th Street and 83rd Avenue. He shared that there was an oil and gas site on the site over the last 20 years and it has always been the intent to develop the parcel once that well was capped. His firm has owned the parcel since Mountain Vista was initially developed. He shared the overall site plan including the existing detention pond was built with the capacity for this parcel to be developed in the future. He shared the following site statistics:

- 7.43-acre site
- 100 Units
- 14 Buildings: Six 6-Plexes; Eight 8-Plexes
- Office/Maintenance Building
- Provided additional setback of 50' vs 25' near existing homes.
 - 100% increase in setback requirement
- Enhanced Landscape buffers adjacent to existing homes
 - Adding 39 additional trees above minimum requirements
- Project will be built in within a 1-year period.
 - Minimum nuisance to surrounding neighborhood.

Regarding the Utility and Street Connections Mr. Buckendorf shared the following details:

- Potable Water – Connections in 82nd Avenue, 19th Street & 18th Street
- Non potable – Main to be constructed in 18th Street.
- Sanitary Sewer – Connection to existing sanitary sewer main on east side of property.
- Stormwater – Existing detention pond has adequate capacity.
- Streets – Public roads exist on the west and south sides.
 - Extension of 18th St (collector) along frontage of north side
 - Traffic Calming added to 19th St & 82nd Avenue.

Mr. Buckendorf continued, sharing that the total site density is 11.75 units per acre. Buildings with lower density have been positioned adjacent to existing homes and the area adjacent to existing neighborhood meets the Comprehensive Plan Suburban Neighborhood density criteria. They have added additional landscaping to help buffer the proposed development from the existing single-family units. Mr. Buckendorf shared examples of the product that they are proposing and showed how the facades meet the character of the neighborhood. He continued, showing the variety of site amenities that will be available. These include a playground, picnic area, dog park, fire pit and benches and seating thought the community. They have expanded the available parking spaces; the code requires 186 parking spaces, and they will provide 228 onsite parking spaces. Parking will not be allowed on the west side of 82nd Avenue, it will be allowed on the east side of 82nd Avenue. They will support traffic calming by adding bump outs on the 82nd avenue entrance and by adding a raised crosswalk on 19th Street & 81st Avenue Court.

To conclude, Mr. Buckendorf shared the proposed rezone is consistent with the Greeley Comprehensive Plan and the rezone follows the applicable city codes, regulations, and requirements. If approved, the rezone will meet the needs of the community by providing diverse multifamily housing and is consistent with practical and prudent transitional land use planning practices. The developer will work with city staff to receive approvals on all engineering and technical documents prior to proceeding to site plan approval. Mr. Buckendorf shared he feels they have addressed the concerns they heard in the neighborhood meeting. Additionally, he noted that there were 299 signatures in the petition of opposition submitted to the commission, of those 299 signatures there were 166 properties represented. Of those 166 properties, only 95 were in the notification buffer area and only 79 were in the residential area. He understands the concern but wants the commission to understand the data that belongs to the signatures obtained. He thinks this product and development would be a benefit to west Greeley. With that he offered to answer any questions of the commission.

Chair Yeater opened it up for the commission to answer any questions to the applicant. Commissioner Modlin asked if the 8-Unit buildings had any architectural differentiation like the 6-plex building he showed. Mr. Buckendorf indicated that they do have some of the same architectural differentiations as the 6-plex, not as many but they blend well. He included they generally have 2 paint color schemes, adding more than that becomes too much, and it starts to look a little brash. Commissioner Modlin encouraged the 8-plex units to look like the 6-plex units that the examples showed, they have a good appearance and are a good fit.

Chair Yeater opened the Public Hearing at 2:19 p.m. Don Threewitt, Interim Community Development Director, shared he would call those who signed up to speak in the order of the signup sheet.

Lynn Huos, 17304 West 18th Street Road, Greeley. She shared that she is close but not right next to the parcel. She thinks the developer has made a lot of changes since the neighborhood meeting in June of 2023, she is still concerned about the traffic pattern on 83rd Avenue between 20th Street and 10th Street, it is a very old road, and it needs to be widened and repaired. It serves both single family and multifamily both and have seen the bad effects from it. From consensus at the other meeting, they would prefer it not be renters in these units as they tend to provide less care for property compared to owners who tend to be more responsible. They wanted it to be more of an ownership area. They understand the need for housing and in this area, they are surrounded by multifamily housing already. They would like to see it have buffers to keep it from spilling into the residential neighborhood. They do not want a lot of traffic coming in and out. Many people bought it here because it was quiet and safe, they don't want a bunch of traffic speeding through.

Robert Maffei was on the sign-up sheet but did not wish to speak.

Kandy Wolf, 1929 South 79th Avenue, Greeley. She wants to know what kind of guarantee there is that the well on the site is capped. She also wanted to share that 83rd Avenue is going to be bogged down when they add 400 or 300 cars to the road. They are going to route to 79th Avenue and that's going to be bogged down.

Mona Maffei was called and did not want to speak.

Rick and Sherry Gerner were called and did not wish to speak.

Jim and Sylvia Peterson were called and declined speaking.

Pam Zimmerman, 1917 80th Avenue, Greeley. Donated 3 minutes to Brynne Gant.

Robert Maize, 1917 80th Avenue, Greeley. Donated his 3 minutes to Brynne Gant.

Cindy Leerssen, 81st Avenue, Greeley. She donates her time to Brynne Gant.

Shelly Remley, 1921 80th Avenue, Greeley. Donated her time to Brynne Gant.

With no further names on the signup sheet, Chair Yeater asked Brynne Gant to come to the podium to speak. Brynne Gant, 1816 80th Avenue, Greeley, she shared she also owns a law firm in the Moutian Vista Business Park. She is here as a concerned resident in the matter and does not represent any party in the matter. She is the one who drafted the petition with 299 signatures. She started her presentation with:

- Should have started with fit; instead started with profit.
- Started as big as it could be, without regard for surrounding character.
- Started as request for R-H then "scaled back" to PUD (but is still effectively R-H)

- Final submission purported to scale back units, but number of units is unchanged.

She continued sharing that PUD and Rezoning standards. For section 24-205(c) PUD applications must reflect greater consistency with IGCP (Imagine Greeley Comprehensive Plan) than general zoning. Per section 24-205(a) PUD Applications are a type of rezoning and must follow the rezoning process. Section 24-204(b) for Rezoning several review criteria is not met. She shared the review criteria and what she finds to meet and not meet the criteria. She shared that the proposal is to place 100 units in the area, and it exceeds the code requirements of 10 units per acre. She shared a clip from the comments between the city and the applicant and indicated that the city addressed this with the applicant, and they responded by switching buildings around to manipulate the area and that they did not remove any units and how they split the project into 2 separate parcels, however if it were one parcel, it would fall under R-H zoning. Ms. Gant continued sharing the intent of a PUD is to address development that has a higher degree of planning, due to scale and complexity, improving relationship of the project to the context. It will then better meet the purpose, intent, and objectives of the code. It is not intended to zone deviations for single projects. Ms. Gant continued sharing her interpretation of “Spot Zoning” as when the rezoning process starts with a purpose of PROFIT over FIT. If it didn’t start from a place of enhancing the comprehensive plan and seeks to rezone a relatively small parcel, it’s spot-zoning. She provided legal examples of court cases that this has applied to (in other jurisdictions).

Ms. Gant moved forward with her presentation, sharing a table showing the criteria required to consider rezoning. She shared this project does not meet the goals of IGCP, it does not fulfill the intent of the zoning district considering the relationship between nearby areas. She continued with sharing a parcel map of the area. She shared that to the north, east and south the surrounding area is R-L zoning and to the west it C-L zoning, continuing she shared the buffering areas to be as follows:

- To the North R-L buffers to C-D
- To the East R-L buffers to C-L
- To the South R-L buffers to 20th Street
- To the West C-L buffers to 83rd Avenue

In other words, right now, the buffering makes sense, going from hot to warm to cold. This project would change it from hot to warm back to hot and then to cold. She continued to share, there are three overarching goals: to prevent over-concentration of affordable housing in specific areas, to encourage a range of creative housing options, and to maintain the quality of existing low-cost units. This proposal meets none of this. There is already an over-concentration in this area for these low-quality, high-density units, she feels there should be cottages, patio homes, rowhouses, and condominiums. This project also fails to enable development in character with the surrounding area, considering streets, pattern, scale, format of buildings and the like, and there are not truly appropriate services and facilities. Regarding the development in character with surrounding areas, the proposal is to tuck this away right in the middle of a developed residential area with upscale homes. These are homes in the \$600,000’s and above. The proposal does not match the price range of the neighborhood, has no covered parking, the bare minimum setbacks, bare minimum open spaces, and will use the same level of quality that is already falling into disrepair in the neighboring apartment complexes, created by the same developer.

Ms. Gant continued with sharing the proposal is lacking public services. It would not be suitable for development without new fire stations being built. She shared the developer knows this is not truly suitable for fire safety, which is why they were forced to include the “Emergency fire access,” you see in Plan 5. The proposal is for this fire entrance to be accessible but chained off. Regarding streets, the existing streets are not prepared for this development, the traffic impact studies provided have a narrow scope. She shared that drainage is an additional issue, stating that the developer’s notes that the offsite existing drainage pond will need to be improved to provide additional storage and water quality.

Ms. Gant shared that the developer would need to contact the HOA to obtain approval to drain to the

previously discussed drainage pond and indicated he was working with Becky Stewart. Becky Stewart has not managed this property for multiple years. Lisa Daigle of One-way does. She has not been contacted by the developer with any request for drainage. Mr. Buckendorf did contact her to offer to aid in making the ponds complaint, but nothing further.

Ms. Gant continued with sharing concerns that there is not adequate police, school, or park availability to support this development. She feels that this parcel should be considered zoning for C-L or R-L to better fit the area. She indicated that Residents have a right to rely on existing zoning when they purchase. Here, many of our residents purchased from this very developer, who told them that this would be an open space or a park, and they knew when they purchased that it was zoned Holding-Ag. The development considerations should have started from there, but they didn't. She asked the commission to avoid doing what the Colorado Supreme Court has already ruled is illegal: you cannot rezone a relatively small parcel in the middle of an existing neighborhood to allow a developer to choose profit over fit. To conclude she asked the commission to deny the application or require modifications to create a better fit for the area.

Marty Neibauer, 1910 81st Avenue Court, Greeley. This is the cull-da-sac that is adjacent to the proposal. He is asking the commission to deny this application. It does not make sense to take an apartment building and center it in the middle of a reasonably high-end neighborhood. He stated that this proposal does not meet the missing middle of the development. This does not provide middle housing. He has concerns about setbacks, the developer stated he would provide 50-foot setbacks, but it only provides that on one side of the development. He asked the commission to look at how these fits into the plan for Greeley and shared examples of where new apartments are near colleges, the mall and near large intersections, not in the middle of established neighborhoods. He and his neighbors feel this is a money grab, this proposal does not make sense.

Clyde Andersen, 1906 81st Avenue Court. He has lived here for 18 years. Traffic is just getting worse and worse. 83rd Avenue needs to be re-built. He shared he was sitting at the light on 83rd Avenue the other day and traffic was backed up to 4th Avenue. He used to be a police officer in Minnesota, and they had a lot of apartment buildings scattered throughout the community and it was a problem, they were constantly running from one side of town to the other. He wanted to bring up that City Officials work for the people, and no one has it up. What the people who already live here want matters. Traffic is an issue and there is already many apartment and multifamily complexes near here. He asked them to deny the application and the developer to put single family homes in this area.

Mary Lynn Thomspson, 7413 18th Street, Greeley. She lives in filing number one. She has been to all the meetings and asked them to listen to the requests. She heard that changes had been made but what she saw today was just one building moving. She asked the commission to deny the proposal.

Ally Anderson, 1906 81st Avenue Court, Greeley. She thinks that everyone needs to remember that they bought their home because it was a good subdivision and good people. She is not saying that apartments will bring in bad people but more transient people who do not have a buy in to the area that they know it to be. Her street is going to look at the emergency access for the fire department with a chain hanging on it. She said that if they have been the owners for so long, they are not good custodians, they have not mowed, removed trash and it is a dumping spot. People have voted the commission in, and she wants them to take into consideration they live there, her grandkids play there, and they are not going to be safe. Traffic and parking is going to be an issue. People go to the park where they want to.

Barry Harding, 1819 80th Avenue. He has lived there for 18 years. He bought the property he is at because he was told it was going to stay zoned as agricultural. He wants the commission to be accountable and consider how they would feel if it were them. He wants someone to challenge the applicant and stated there is a lot of inaccuracies in the submission. He served in the Navy and is bread on integrity and

accountability and they are not doing that. It comes down to accountability, keeping your word and begs the council to consider what they would do if it were them.

Gina Holzmeister, 1907 81st Avenue, Greeley. She stated that she wanted to redact her statement from the previous public hearing and apply it to this case. Chair Yeater confirmed that she was stating she spoke on the incorrect case and her testimony that she shared previously applied to this case not the one she spoke on earlier in the meeting. She apologized to the commission for her mistake. She shared the builder stated that he went above and beyond to accommodate for this subdivision, and he is not. Ms. Holzmeister shared that she is a Substitute Teacher, she finds it hard to believe that the schools would approve this development because they are already overpopulated and short on teachers and substitute teachers. The ratio is already 32 students to 1 teacher and sometimes that increases if they do not have enough Substitute Teachers, they must combine classes, making it 40 or 50 students to one teacher and that is hard. She also wanted to state that around the area there are no bike lanes, and the sidewalks are inadequate, there is not a safe way for students to get around or anyone else.

Mark McIntire, 1906 80th Avenue, Greeley. He lives right down the street from this, and he was the second house built in this filing. The developer is a very good friend of his and he has been for many years. When he built this home almost 20 years ago Larry (the developer) told him this lot would be a park, he believes at the time he really did mean that. His concerns are that they have 101 custom homes in this neighborhood, and they are not track homes. He shared that when his wife and himself started out they needed the kind of housing proposed but they worked 40 years to have the house they do, if this development is approved, they lose all control. They have a very good HOA. Their neighborhood is under control. When he looks at this plan it disturbs him. When you go to 83rd Avenue and consider adding 200 cars, no one will be able to get out of the neighborhood. The city is not planned for additional traffic. The city needs to take into consideration how people and emergency services get in and out of the neighborhood. The developer owns this lot, and he has a right to build something on it, we also have the right as the City to plan properly to accommodate the neighborhood. Thank you for your time.

With no further public comment, Chair Yeater closed the Public Hearing at 2:59 p.m. and asked the applicant to step forward if he would like to have the opportunity to provide a rebuttal.

Larry Buckendorf came to the podium. He shared that there are many, many valid points made by the residents. Many of them do not fall to a specific development at a specific point in time such as schools, traffic on 83rd, police and parks. Those are the types of things that follow development and development pays impact fees for. It happens with every development and if it is taken as face value all development would stop. There are people who live in this community and have for years and years without a housing option. This is the way the system is set up. He is uncertain if it is the best system but is what they have. Impact fees and other obligations are made according to the rules set by the Council.

Moving forward, Mr. Buckendorf proceeded to address some of the specific issues.

- This is not Spot Zoning. The legal argument and case that this was compared to is dramatically different regarding facts and circumstances. It does not have any bearing on what is going on here in any way.
- This does support good land use and planning. It is transitional zoning from low density single family to medium/higher density than to commercial. The argument is that commercial density could go on this parcel. They did develop commercial lots just to the west and after 20 years there are still 2 vacant lots there. It is not viable to add more commercial lots in this area. There is a suggestion to make this parcel single family lots, he can assure them that a parcel of this size does not make suitable single-family lots. There is not enough space to get any kind of density there to make it practical, regardless of profit or not. He would surmise that if they brought anything other than custom housing to the parcel they would vilify as well for bringing in lower income or

entry level housing to a custom neighborhood. What they have proposed is a well thought out plan to address a housing need that is a good transition and works in the overall setting of this site. It creates a housing option that is not available in this area.

- The arguments on existing sanitary, storm, water and roads are not valid. They are already there and there is no additional impact that would come from those services.
- Regarding traffic, there will be 64 p.m. trips and 54 a.m. trips. This is in the traffic study, from the traffic engineers. This is not a number he made up or that the city made up. It was found by a third-party traffic engineer. It is objective not subjective. He acknowledged that it would add traffic on 83rd Avenue. However, to solve that problem is not the responsibility of this development. The impact fees will contribute to a solution to the traffic issues on 83rd Avenue but it is not the sole responsibility of this development.
- The representation that this lot would stay zoned as H-A zoning, or a park is just not accurate. He developed Mountain Vista. He does not believe that there has ever been a representation that this would be a park nor has there ever been any intent in it being a park. It has been a well head for almost 30 years. The intent has always been to cap the well and develop the lot.
- He takes issue with the comments regarding maintenance. He agrees that there has been a lot of dumping on this parcel, and he did not know where it came from, however when he is notified, they come in and clean it up.

He continued sharing he understands the emotion regarding the project, but it does meet every criterion of the Comprehensive Plan and that is demonstrated in the Staff Report. There is staff support and not even one criterion that is in question. The community must meet a set of rules, regulations and expectations set by the code and this application meets those.

With no further comment from Mr. Buckendorf, Chair Yeater asked the commission if they had any questions for the applicant.

Chair Yeater commented that one of the questions that was raised during the public hearing was about appropriate capping of the well, he asked Mr. Buckendorf if he has any involvement in that or if he can speak to what appropriate capping of a well would be. Mr. Buckendorf replied that they do not have any control over that, it is something that is run by the State, it was capped by the oil and gas operator. He has confirmed with the state that it was done per state regulation, and it meets all requirements that the state requires.

Chair Yeater continued, sharing that another concern was the emergency fire access would have a chain across the access and he wanted to know if Mr. Buckendorf would be amenable to an alternative option. Mr. Buckendorf said he would be open to it; the chain is a general standard that the Fire Department requests. It is a breakaway chain with a Knox box, because it keeps the public out of the area but is also something a fire truck can get through in the case of an emergency.

Chair Yeater inquired about it being mentioned that they would bring the pond into compliance, and what that means. Mr. Buckendorf shared that his understanding right now is that according to the City there are some issues with the pond complying that include some earthwork and they will do what is required to bring the pond up to compliance. Additionally, he shared that the HOA let him know that they will not discuss the pond access need until the application has been approved by the city. He continued to share that Becky is not the HOA contact, and he did learn that as well as who the correct contact is and has personally been in contact with her at least twice.

Continuing, Chair Yeater commented that the development showed an extra 45 parking spaces above the minimum parking standard and Mr. Buckendorf replied that 186 parking space required by the code and the proposal includes 228 parking spaces which is over 25% over the minimum. The ratio is 2.28 parking spaces per unit.

Commissioner Anderson asked if the applicant felt that he had addressed the city's concerns about density. Mr. Buckendorf responded that he does feel that he has addressed the concern. He feels that it is a bit of a misrepresentation to say that they just moved around the 6 plex buildings. He considers this good planning, and they moved these buildings to the west side of the parcel because they are a good buffer and a more residential looking unit. It provides a good transition from the single-family homes, to the 6 plex units into the 8 plex units. When the concepts for this parcel first started, it was going to have 120 or 130 units, but they did listen to the comments and concerns of the neighborhood and addressed that it would be too many.

Without further questions for the applicant, Chair Yeater asked if someone from the city could come to the podium to answer questions about the process. Doug May returned to the podium. Commissioner Andersen asked what the plan is for 83rd Avenue between 10th Street and 20th Street. Mr. May deferred to city engineering to answer this question. Dylan Belanger, on behalf of David Harold with Engineering Development Review came to the podium to respond. He shared that 83rd Avenue is classified as a major arterial street and sometime in the future will be upgraded to meet the current major arterial standards. It will coincide with the timing of development along the corridor and the city is monitoring this constantly as they work on CIP (Capital Improvement Projects). Commissioner Andersen stated that the developer for this project said they were on a one-year timeline, and she wanted to know if the timeline for improvements on 83rd Avenue was planned for the next one to two years. Mr. Belanger replied that Public Works sets up a list of CIP projects, they rank them based on priority related to funds, severity, and volume in the area. This process is completed yearly. They take a growth approach and if growth happens unexpectedly or more rapidly than projected it would then be addressed.

Chair Yeater asked Mr. Belanger when his department reviews these cases if it considers potential volume from other proposed developments (not yet approved) in the same area to get an accurate picture. He replied that the study looks at several factors including what the volume of traffic is now, what it would be with this development in 2023 and what it would be if this is the only project that occurs. In this case it raised the level of service need from a C to D and a turning lane would be added.

Chair Yeater asked staff about the setbacks that have changed, stating that there was an original set back and the developer has now updated that. Mr. May responded sharing his understanding is that after the neighborhood meeting the setbacks were increased from 25 feet to 50 feet where the proposed development is adjacent to the single-family residential neighborhood. Chair Yeater wanted to know if approved today, would there be future public hearings on the architectural review or would that be part of an administrative review process moving forward. Mr. May responded that there is a site plan review process, and that it is an administrative review process.

Commissioner Modlin asked if it has been taken into consideration the number of 18-wheeler trucks that travel the 83rd Avenue corridor traveling to the industrial uses on O Street and the traffic issues that this causes when they are backed up on 83rd Avenue near 4th Street, he would like to know how that is accounted for in the traffic study. Mr. Belanger replied that this development would not look at traffic issues that far away from it but indicated that they could bring that to the attention of the Public Works department. Commissioner Modlin said that is part of the issue and he does not understand how the city is dealing with it and would like to understand how it contributes to the traffic and traffic study for 83rd Avenue. Chair Yeater commented that right now they are hearing the case for this PUD and what traffic further North on 83rd Avenue is a broader topic for another time.

Without further questions for staff Chair Yeater turned the item back to the commission for action. Commissioner Andersen moved that based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development follows Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval.

Commissioner Franzen seconded the motion. Chair Yeater opened the item up for discussion by the commission.

Commissioner Andersen commented that she is not sure that this meets the missing middle concept, she feels bad for the developer because of all the approvals for multi-family development for so long and he is now being the last one standing in a cake walk when the music stops, and he doesn't have a chair. Her feeling is that this does not meet the missing middle because there is not anything that will be for sale in this development, and it will only provide rentals. She does not feel that this meets her criteria for multifamily development or for the missing middle. She would not approve of this.

Chair Yeater stated that he looks at this from the other perspective and they cannot hold the developer accountable for other mistakes that have been made. Traffic is already an issue, and the city needs to address it. He appreciates the concerns of the HOA and feels that some of them can be addressed by the city regarding the architectural components. He thinks the developer has done a good job with the smaller units and the setbacks. One of the things he thinks needs to be addressed is that the property is going to be developed in some way and the developer has the right to do that with both his intentions and the community's intentions in mind. With that he will support the project.

Commissioner Modlin confirmed that this project would only go through administrative review for the site plan review process. Brian McBroom confirmed that to be true and stated that should this PUD be approved, the next step would be the Site Plan review process. Commissioner Modlin stated that means that it would be up to the Planning Department and the developer to make any changes and approve the building landscaping and facades based on the requirements of the code. Mr. McBroom confirmed that to be true and stated that staff would also consider the comments heard today. Chair Yeater asked how they could encourage city staff to elevate those standards to meet the needs that the community is asking for. Mr. McBroom replied that he thinks that they have already done that, he does not think that there is anything against the Planning Commission making a specific motion to provide direction to staff. It would be advisory but any application for Site Plan would be required to meet the requirements of the code and any direction the Planning Commission provides would be considered regarding the Site Plan approval.

Chair Yeater asked if there is a specific time that a parcel can stay in the H-A zoning before it is required to be rezoned. Mr. McBroom stated he does not feel that there is any timeline that would expire for the H-A zoning.

Commissioner Franzen commented that if you look at the area around the proposed development, he has a hard time allowing high density in this location. He thinks that this is a very creative way to do this kind of project, but he does not believe that making application for a PUD rather than a higher density zoning is the way to do it and he thinks that it is extreme. He will not be in support of this.

Commissioner Modlin added that he hopes that because the developer is willing to change the concept of the development and he may have waited too long however the parcel needs to be developed. Part of the proposal he agrees with, the 6 Plex is very nice and buffers in well but the 8 plex buildings were not designed the same way and give more of a high rise look opposed to a residential look.

Chair Yeater called for the vote.

1-4 Motion is Denied.

A second motion was made by Commissioner Andersen, based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development is

not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial. Commissioner Franzen seconded the motion.

Motion Carries 5-0

9. Staff Report

No Staff Report

10. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 3:29 PM.

Justin Yeater, Chair

Don Threewitt, Interim Community Development Director



Planning Commission Agenda Summary

September 26, 2023

Key Staff Contact: Michael Franke, Planner III

Title:

A public hearing to consider a request to rezone approximately 11.2 acres located at 2118 N. 47th Avenue from Holding Agriculture (H-A) to Residential Estate (R-E). (ZON2022-0023).

Summary:

The subject site was annexed into the City of Greeley in 1982 as part of the North Poudre Third Annexation (1893287). The land has remained as a single-family residence with farmland since the time of annexation. In 2001, the land was subdivided and became Lot 1 of Block 2 of the Payne Subdivision (2838290). The intention of the current rezone request is to provide adequate zoning to subdivide the current property into three lots to keep the existing single-family home on future Lot 1A and build a new single-family home on future Lot 1B. The rezone is required because the current H-A zoning only allows land to be subdivided if the new lots will result in 40 + acres in area. The subdivision is required because the City Development Code only allows one single-family detached home per lot. Rezoning and subdividing the land will allow the applicant to avoid demolishing their existing house while building a new single-family home on the property.

Recommended Action:

Approval

Attachments:

1. Staff Report_2118 N 47th Avenue Rezone
2. Attachment A_Vicinity_Zoning_Map
3. Attachment B_Project Narrative
4. Attachment C_Rezone_Boundary
5. Attachment D_Notice_Boundary_Map
6. Attachment E_Rezone Plan Details
7. Staff Presentation 2118 N 47th Avenue Rezone Planning Commission

PLANNING COMMISSION SUMMARY

ITEMS: Rezone property from H-A (Holding Agriculture) to R-E (Residential Estate) zoning district

FILE NUMBER: ZON2022-0023

PROJECT: 2118 N. 47th Avenue Rezone H-A to R-E

LOCATION: 2118 N. 47th Avenue. East of N. 47th Avenue, and approximately ½ mile north of O Street.

APPLICANT: Kevin Gray (Property Owner) and Loren Shanks (Uintah Group)

CASE PLANNER: Michael Franke, Planner II

PLANNING COMMISSION HEARING DATE: September 26, 2023

PLANNING COMMISSION FUNCTION:

The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a recommendation to the City Council regarding the application in the form of a finding based on the review criteria in Section 24-204 of the Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering a request from property owner Kevin Gray to rezone 11.2 acres of land located at 2118 N. 47th Avenue from H-A (Holding Agriculture) to R-E (Residential Estate) zoning district.

A. REQUEST

The applicant is requesting approval of a rezone (see Attachment C).

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning:

North: R-E (Residential Estate) and I-M (Industrial Medium Intensity).

South: H-A (Holding Agriculture).

East: H-A (Holding Agriculture).

West: H-A (Holding Agriculture).

Surrounding Land Uses:

North: Residential and Farmland.

South: Residential and Farmland.

East: Residential and Farmland.

West: Residential and Farmland.

Site Characteristics:

The site consists of a single-family house, accessory structures for agriculture, and farmland. The property is relatively flat land and an existing ditch that runs from northwest to southeast near the east-central portion of the property. The ditch has a 30' access easement that will remain. Overall, the site has characteristics of standard farmland with a single-family home abutting N. 47th Avenue.

D. BACKGROUND

The subject site was annexed into the City of Greeley in 1982 as part of the North Poudre Third Annexation (1893287). The land has remained as a single-family residence with farmland since the time of annexation. In 2001, the land was subdivided and became Lot 1 of Block 2 of the Payne Subdivision (2838290). The intention of the current rezone request is to provide adequate zoning to subdivide the current property into three lots to keep the existing single-family home on future Lot 1A and build a new single-family home on future Lot 1B. The rezone is required because the current H-A zoning only allows land to be subdivided if the new lots will result in 40+ acres in area. The subdivision is required because the City Development Code only allows one single-family detached home per lot. Rezoning and subdividing the land will allow the applicant to avoid demolishing their existing house while building a new single-family home on the property.

E. APPROVAL CRITERIA

Development Code Section 24-204 Rezoning Criteria

The review criteria found in Section 24-204(b) of the Development Code shall be used to evaluate the zoning amendment application.

1. The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.

The Imagine Greeley Comprehensive Plan's Land Use Guidance Map designates the subject property as a "Urban Reserve". The Urban Reserve is designated for areas of land within the Long Range Expected Growth area (LREGA) that are typically rural with little to no existing development. No specific development plans or designated uses are stated for Urban Reserve due to the broadness of development potential the area has. Specific development areas will be assigned as the city develops north of O Street. The Urban Reserve areas supported a variety of development, including a mixture of residential housing uses, commercial uses, and industrial uses. Most of the Urban Reserve land has H-A zoning and will require rezoning for development in the future. Rezoning this land allows a wider variety of permitted lower density uses (single-family detached residential) and aligns with the intent of the comprehensive plan for this area of the city.

Goal HO-2: Encourage a broad diversity of housing options.

Objective HO-2.1 Diversity in New Development - Encourage a variety of housing types, sizes, styles, and price-points of housing units within new residential projects or subdivisions. Ensure that Greeley has neighborhoods and/or development sites available and attractive to its desired workforce, including higher-end housing for executives and other high-paid workers.

Objective HO-2.2 Rental Housing - Foster the development of attractive, safe, and well-maintained rental properties for those who do not qualify for or desire to own property.

Staff Comment: This proposal is in accordance with Housing Goal 2 of the Imagine Greeley Comprehensive Plan, “Encourage a broad diversity of housing options.” Ultimate approval of this rezoning request would enable construction of single-family homes, either for rent or purchase, which broadens the diversity of housing types within Greeley. The current zoning would not allow for any new development.

The proposal complies with this criterion.

Additionally, the following specific goals and objectives of the Imagine Greeley Comprehensive Plan support the proposed rezone:

Growth and City Form:

- GC-1.2 Form of Growth: Encourage compact urban form over sprawl development.
- GC-2.1 Land Use Guidance Map: Maintain a land use guidance map as a guide for land use, zoning, and development within the City of Greeley and its Long Range Expected Growth Area (LREGA).
- CG-2.2 Jobs/Housing Balance: Support zoning and development patterns that expand opportunities for people who live in Greeley to also work in Greeley (and vice-versa).
- GC-4.3 Infill Compatibility: Promote the use of site design and building architecture that is sympathetic to the surrounding area and enhances the desirable character and form of the neighborhood or area.

Housing:

- HO-1.6 Universal Design and Visitability: Encourage the development of new housing units that incorporate design elements to accommodate the specific needs of the elderly and others who might have limited mobility.

2. The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.

Staff Comment: The R-E district is intended for very low-density residential living with detached houses on larger lots or in rural patterns. The district permits limited institutional uses and less intense rural uses that are compatible with low density living. Due to the dispersed development intensity, this

area receives lower levels of infrastructure and public service and should have limited application unless mixed with an overall pattern of housing options. The proposed rezone would allow for further development of low-intensity residential types, low intensity civic uses (Assembly, Golf Course, school), and farming. The intension of the rezone is to be able to subdivide the property into three lots and build a new single-family home on one of the new lots. This directly aligns with the intent of the R-E zoning district as development will remain low-intensity residential while maintaining rural characteristics. The surrounding land uses are rural single-family residential and farmland, so the rezone of this land to build a new single-family home directly aligns with surrounding land uses and creates no impact on adjacent properties.

The proposal complies with this criterion.

3. Whether the area changed, or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area

Staff Comment: Development within this area has been residential. This area of the city is primarily rural and has remained stagnant with new development since annexation for the most part. Development is slowly making its way towards this area of the city with the primary uses being residential estate housing. The Svetlov Subdivision is directly to the north of the subject property. The Svetlov Subdivision contains residential estate development in the form of single-family detached houses on large lots with farming activity. This rezone would align with the intensions and development of the Svetlov Subdivision, making development patterns in the area more consistent with current land uses and potential future land uses. The property is currently zoned H-A, so any development of this property in the future would need to go through a rezone for development. This rezone to R-E complements the changes in this area of the city and is within the public interest to rezone to R-E zoning to ensure any future development will not negatively impact the surrounding properties and land uses. Planning staff concludes that it is in the public's interest to rezone the subject site to allow for residential estate format housing options, while maintaining the rural and farming characteristics of the area.

The proposal complies with this criterion.

4. Whether the existing zoning been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.

Staff Comment: The existing zoning has been in place since 1982, with no development occurring on site since the establishment of zoning at the time of annexation. The existing zoning of H-A is not necessarily inappropriate for the area since much of the surrounding land is farmland with single-family houses zoned H-A. However, the H-A zoning is inappropriate because it limits the uses and land area of properties. Changing the zoning to R-E maintains the rural characteristics of the land, restricts permitted uses to very low-intensity residential, limited civic/institutional uses, and farmland. As mentioned in previous sections, most of the land to the north of the subject site is already zoned R-E and has single-family residential with farmland, which is what the applicant is proposing for this rezone. The surrounding area to the north is anticipated to be developed into large estate lots with single-family detached housing. This rezone would continue that development pattern, apart from only developing one single-family detached structure, rather than an estate neighborhood. Rezoning the site would provide better development options to be cohesive with uses in the surrounding areas of the subject site.

The proposal complies with this criterion.

5. The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.

Staff Comment: The proposed rezoning would provide development options complimentary to the surrounding zoning and existing uses by continuing the consistency of residential and rural character in the area. Rezoning would enable a more complete residential property with farmland availability and appropriate transition from Greeley to Weld County to the north.

The proposal complies with this criterion.

6. The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.

Staff Comment: The subject site is served by the City of Greeley and North Weld Water. Any proposed development or redevelopment of the site would be reviewed for compliance with City standards and subject to infrastructure improvements required at that time. Additional information regarding City services can be found in this report in Sections F, G, and H.

The proposal complies with this criterion.

- 7. The change will serve a community need, provide an amenity or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.**

Staff Comment: The current zoning has existed since 1982 without successful development. The proposed rezoning would allow more development options if the site were rezoned to R-E, allowing for more flexibility in single-family detached estate housing, making the rezone more appropriate than the current zoning district. The current H-A zoning only allows new lots of 40+ acres to be created and the Development Code only permits one single-family detach home per lot. Changing the zoning to R-E allows the applicant to subdivide his current property into three different lots. Creating the three different lots allows the applicant to build a new single-family detached house on their property while being able to keep (not demolish) their current single-family detached house which holds great historic and sentimental value to the applicant. The applicant's proposal would be impossible under the current H-A zoning district, so R-E zoning is the most appropriate given the applicant proposal and surrounding zoning and land use conditions.

The proposal complies with this criterion.

- 8. Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.**

Staff Comment: Any reasonably anticipated negative impacts on this area resulting from this rezoning would be mitigated as part of the development review process by the consistent enforcement of Municipal Code and Development Code requirements regarding landscaping buffers, architectural features, setbacks, and other relevant codes and policies. All supplemental documentation for development of the subject site has been submitted with the corresponding minor subdivision (SUB2022-0030) to the city. All professional staff and advisory review bodies have been assigned to corresponding development cases as appropriate.

The proposal complies with this criterion.

- 9. The recommendations of professional staff or advisory review bodies.**

Staff Comment: City staff recommends approval of this rezoning request.

F. SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The property was originally platted as Lot 1 of Block 2 part of the Payne Subdivision, recorded in 2001. The applicant currently has a minor subdivision case (SUB2022-0030) under review with the City to subdivide Lot 1 into three different lots: Lot 1A, Lot 1B, and Lot 1C. The purpose of the subdivision is to keep the existing single-family home the applicant currently lives in on proposed Lot 1A and build a new single-family home on the proposed Lot 1B. Minor subdivisions are reviewed and approved administratively by City staff.

2. HAZARDS

Staff is unaware of any potential hazards that presently exist on the subject site.

3. WILDLIFE

The subject site is not located in an area of ecological significance according to the City of Greeley Area of Ecological Significance Map. The Colorado District of Wildlife Department conducted a full review of the proposed 2118 N. 47th Avenue rezone and accepted the review as proposed. There are no known impacts that would occur to wildlife if the site were rezoned.

4. FLOODPLAIN

The proposed rezone is not located within the floodplain or floodway.

5. DRAINAGE AND EROSION

This rezone will not affect the existing drainage for the site. Any proposed development of the site would require the documentation and review by City staff of all drainage, detention, water quality, and erosion mitigation as a condition of the development of the site.

6. TRANSPORTATION

The City's Public Works and Engineering Development Review staff have reviewed the traffic impact analysis with the proposed concept plan and found that additional traffic would not create a significant impact on existing roadway systems. No additional improvements were warranted based on projected traffic.

G. SERVICES

1. WATER

Current water services are provided by North Weld County Water District (NWCWD). Until the area is transitioned to City of Greeley water service all changes and additions to water services must be approved by NWCWD. Additionally, any proposed construction on these parcels must be in compliance with all City of Greeley Criteria as a condition of acceptance, including waterline construction, services, meters, etc.

2. SANITARY SEWER

This property is not currently served by or adjacent to City of Greeley sewer infrastructure. Therefore, septic systems would be allowed for single family residences. Septic permits would be reviewed and issued by Weld County in accordance with county standards and regulations.

3. EMERGENCY SERVICES

Emergency services are available and can adequately serve the subject property.

4. PARKS/OPEN SPACES

No public parks or public open space areas are proposed with this request and the request would not create any private parks or open space. The proposed rezone will have little to no impact on parks or open space in the community due to the request being for building a single-family home on the owner's property. Open space requirements for R-E lots will be met.

5. SCHOOLS

No schools are proposed or located within the site.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

No visual impacts are anticipated with the rezone request. Any development plan application for the property would be reviewed for compliance with the City's Development Code requirements regarding visual impacts.

2. NOISE

No noise impacts are anticipated with the rezone request. Any potential noise created by future development will be regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Neighborhood notices for this meeting were mailed to surrounding property owners on September 8th, 2023, per Development Code requirements. A total of 24 notice letters were mailed out to surrounding property owners and tenants within 1,000 feet of the subject site. A sign was also posted on the site on September 11th, 2023. No opposition from the public was received regarding the rezone from H-A to R-E.

J. MINERAL ESTATE OWNER NOTIFICATION

Mineral notice is not required for a rezone request.

K. PLANNING COMMISSION RECOMMENDED MOTION

Approval -

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone from H-A (Holding Agriculture) and zoning district to R-E (Residential Estate) zoning district meets the Development Code criteria, Sections 24-204 and therefore, recommends approval of the rezone to City Council.

Denial-

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone from H-A (Holding Agriculture) zoning district to R-E (Residential Estate) zoning district does not meet the Development Code criteria, Sections 24-204 and therefore, recommends denial of the rezone to City Council.

ATTACHMENTS

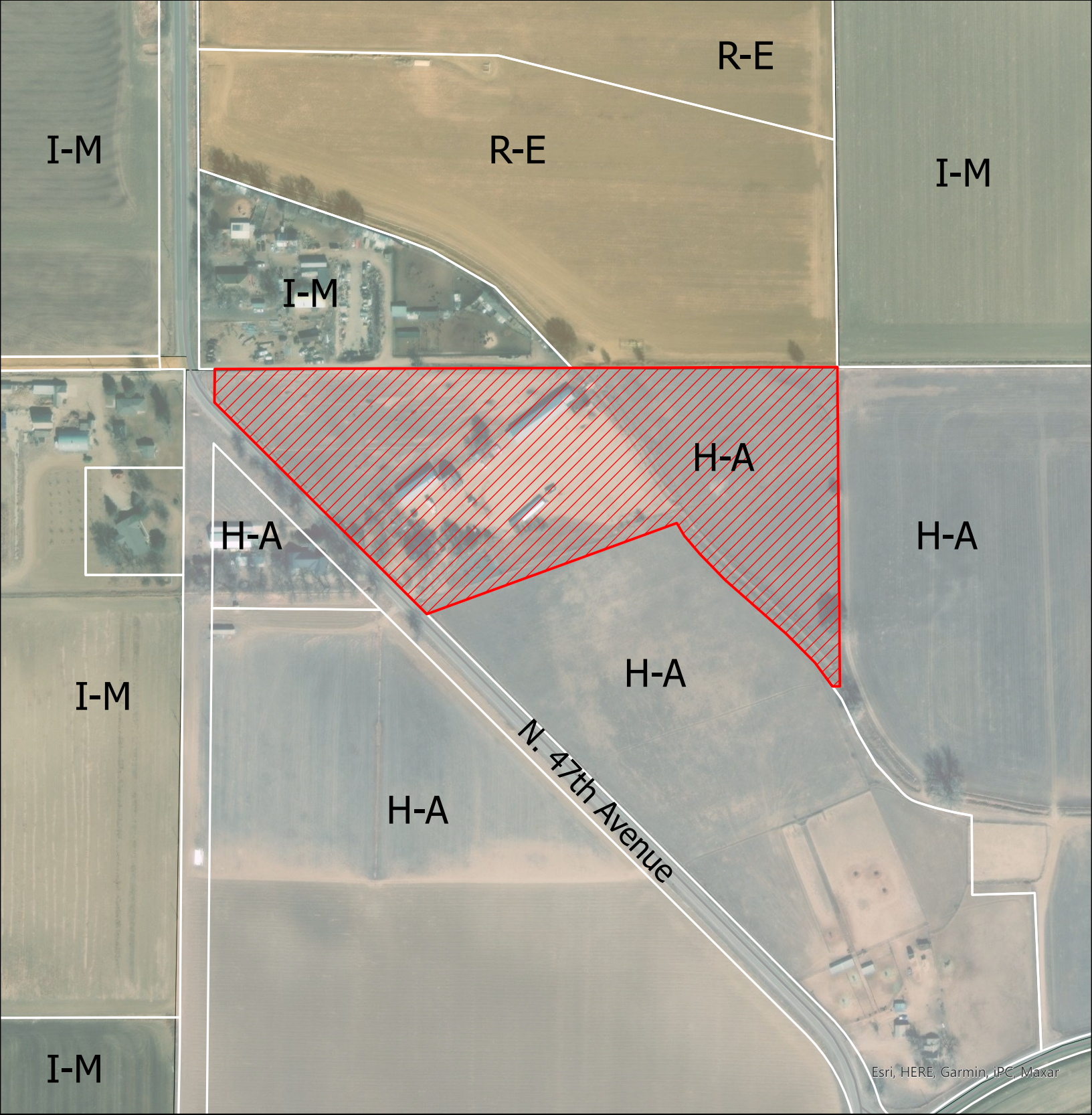
Attachment A – Zoning & Vicinity Map

Attachment B – Project Narrative

Attachment C – Rezone Boundary

Attachment D – Notification Boundary Map

Attachment E – Rezone Plan Details



Legend

- | | | | |
|---------------------------------|-----------------------------------|----------------------------------|-------------------------------|
| Conservation District (C-D) | Industrial Low Intensity (I-L) | Residential Estate (R-E) | Residential Mobile Home (RMH) |
| Commercial Low Intensity (C-L) | Industrial Medium Intensity (I-M) | Residential Low Density (R-L) | Subject Site Greeley Parcels |
| Commercial High Intensity (C-H) | Industrial High Intensity (I-H) | Residential Medium Density (R-M) | |
| Holding Agriculture (H-A) | Planned Unit Development (PUD) | Residential High Density (R-H) | |



PROJECT NARRATIVE

Rezone and Replat - 2118 N. 47th Ave, Greeley CO 80631

Applicant: Kevin Gray - sole property owner of 2118 N. 47th Ave in Greeley, Lot 1, Block 2, Payne Subdivision, containing 10.801 Acres. This property is currently zoned Ag Holding (A-H)

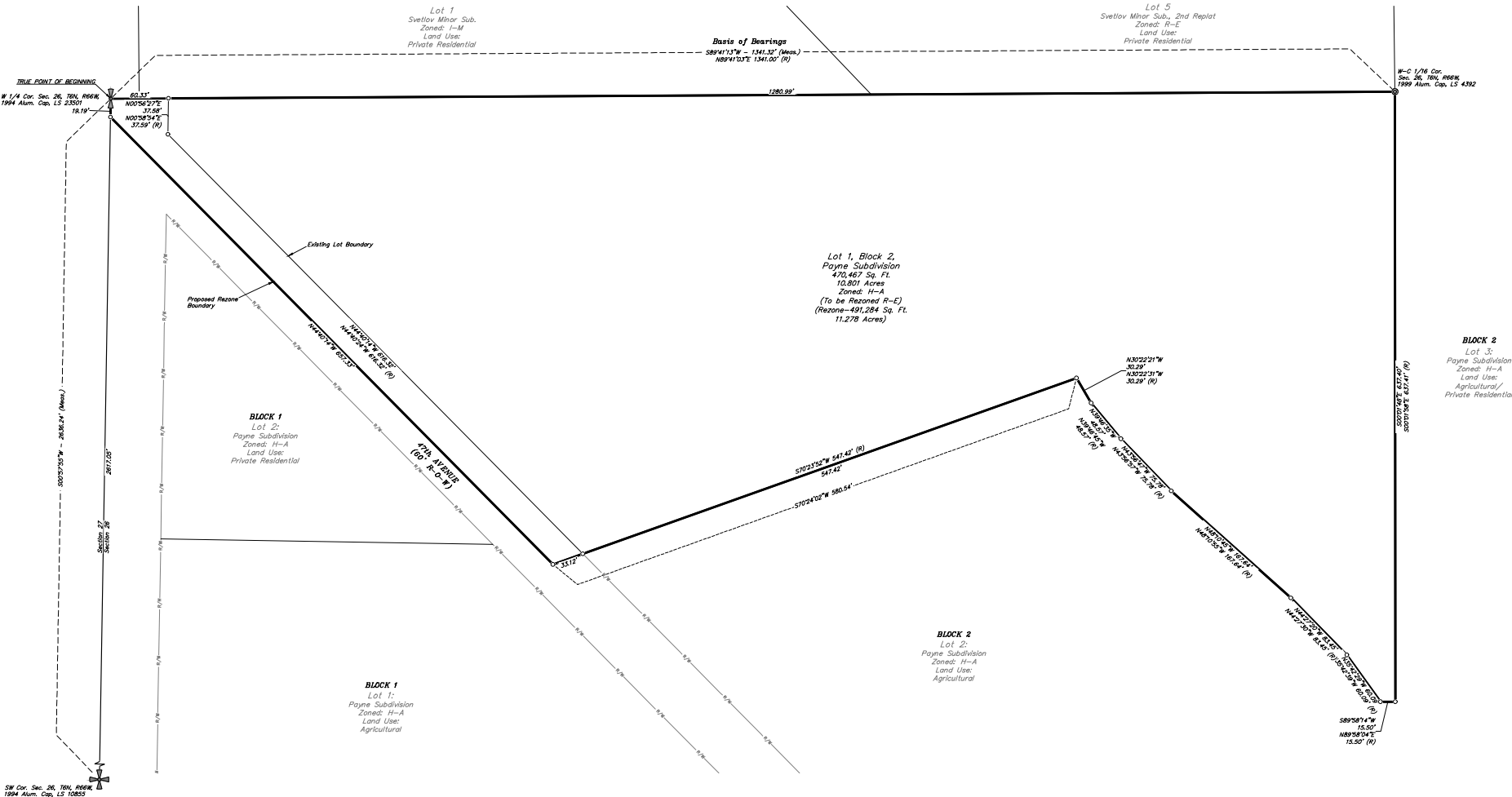
Based on the pre-application meeting with the Planning Department on November 10th, the goals and aspirations for the property are as follows:

- 1) The first goal is to build a new single-family residence on the property.
- 2) Secondly, Applicant desires to keep the existing home on the property.
 - a. Reasons for this are the following:
 - i. Applicant needs to live in the current home during the construction of the new home.
 - ii. Applicant is the only family that has lived in the home outside of the original homestead family, it is very important to Applicant to honor that family by maintaining the home. In addition, the home was built in the 1870's so we value the historical significance.
 - iii. The home is in good condition and Applicant feels that it would be a waste to remove it.
- 3) Applicant's proposal is to rezone the property to Residential - Estate (R-E) while congruently replatting the current Lot 1 into 3 lots, one for the existing home, one for the new home and an additional lot on our north pasture.

Applicant understands that under the current zoning, the current house would not be allowed, and therefore Applicant agrees that in the event the rezoning process is not approved prior to the new house being completed that a Certificate of Occupancy for the new home will not be issued unless the existing home is removed.

Applicant is confident that they can achieve the rezone, the replat and build the new home within the given time frames. Applicant is also confident that the overall project will meet the guidelines of the City and improve the overall area.

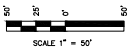
2118 NORTH 47th AVENUE REZONING
LOT 1, BLOCK 2, PAYNE SUBDIVISION
LOCATED IN THE SW1/4 OF SECTION 26,
TOWNSHIP 6 NORTH, RANGE 66 WEST, OF THE 6th P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
PROJECT ACRES: 11.278
PROJECT NUMBER: ZON2022-0023



LEGEND OF SYMBOLS & ABBREVIATIONS

	REZONE BOUNDARY LINE
	EXISTING LOT LINES
	PROPOSED LOT LINES
	EXISTING RIGHT-OF-WAY LINE

- US PUBLIC LAND SURVEY SECTION CORNER
- US PUBLIC LAND SURVEY QUARTER SECTION CORNER
- US PUBLIC LAND SURVEY 1/16 SECTION CORNER
- DIMENSION CORNER ONLY
- SEPTIC TANK LID
- PAYNE SUBDIVISION - RECEPTION NO. 2838290



SURVEYED BY:	DRAWN BY:	PROJECT:	FILE:	SCALE:	SHEET:
J.C.	L.K.	GRAM-24001	Gr1719	1"=60'	4 OF 7

UWELLS, LLC
Regional Office * 3313 35th Avenue, Suite B
Evans, Co 80620 * (970) 506-1544
Corporate Office * 85 South 200 East
Vernal, UT 84078 * (435) 789-1017

UWELLS
PROJECT BOUNDARY MAP

2118 NORTH 47th AVENUE
REZONING

ALL DISTANCES SHOWN ARE BASED
UPON U.S. SURVEY FEET
REV. 3 07-1-23 L.K. (ADDRESS CITY COMMENTS)



Esri, HERE, Garmin, iPC, Maxar

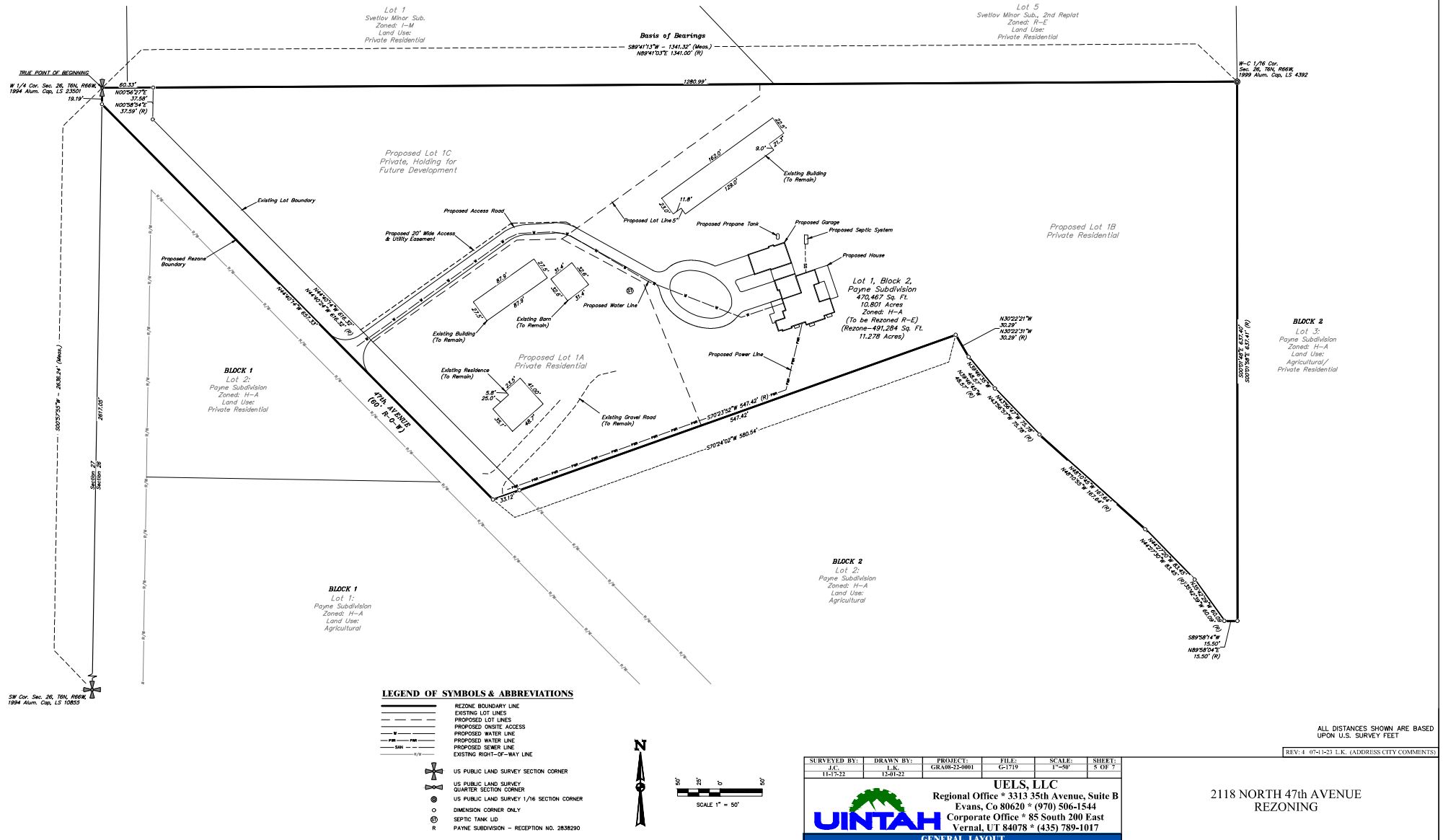
Legend

-  Subject Site
-  Greeley Parcels
-  Mailed Notice Properties
-  1000' Buffer



Attachment E - Rezone Plan Details

2118 NORTH 47th AVENUE REZONING LOT 1, BLOCK 2, PAYNE SUBDIVISION LOCATED IN THE SW1/4 OF SECTION 26, TOWNSHIP 6 NORTH, RANGE 66 WEST, OF THE 6th P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO PROJECT ACRES: 11.278 PROJECT NUMBER: ZON2022-0023





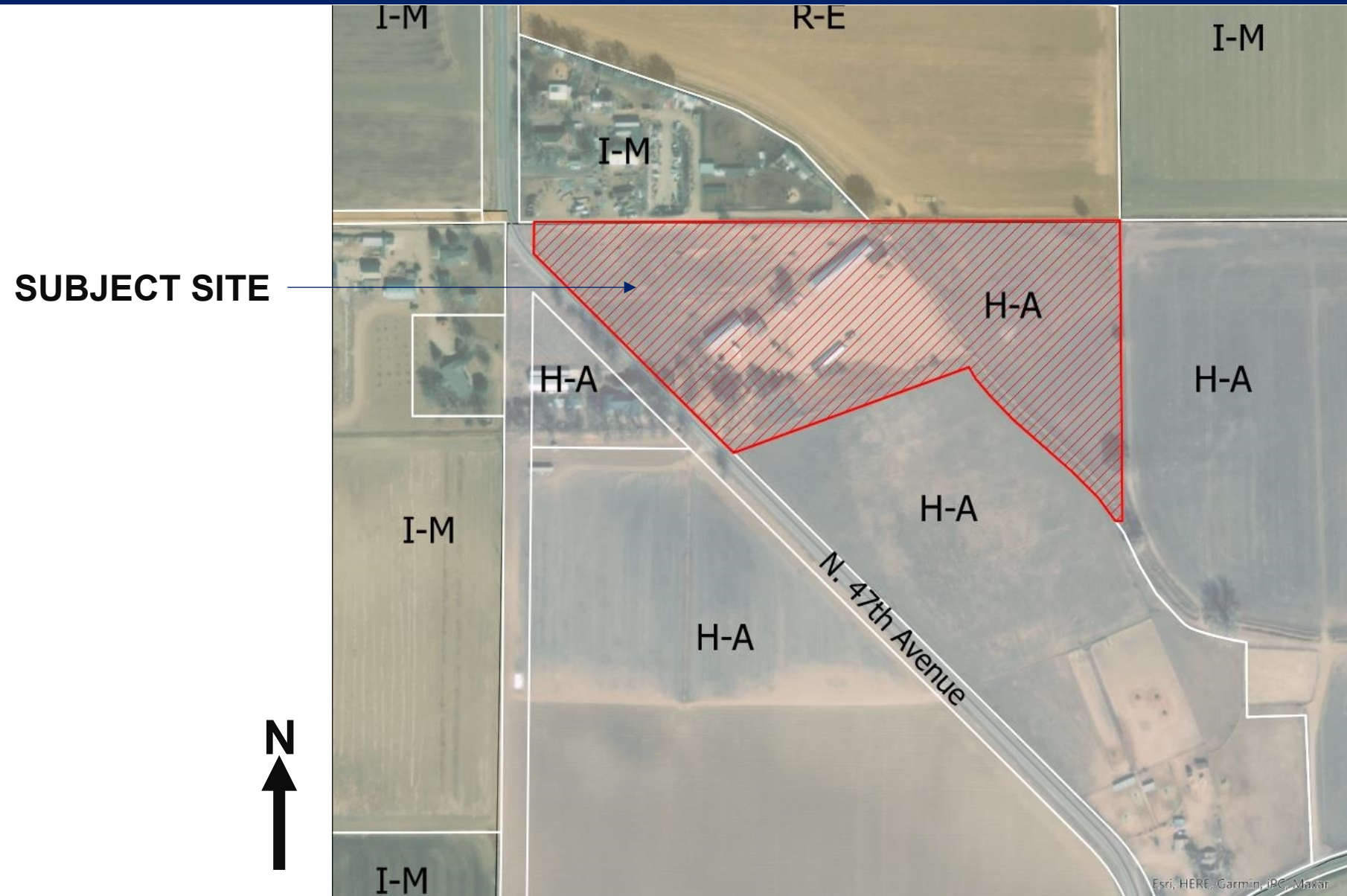
2118 N. 47th Ave Rezone ZON2022-0023

Planning Commission
September 26, 2023
Michael Franke, Planner II

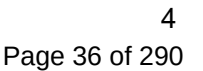
Request & Site Background

- Request:
 - Rezone 11.2 acres from H-A (Holding Agriculture) to R-E (Residential Estate)
- Background:
 - North Poudre Third Annexation (1982)
 - Established today under the Payne Subdivision (Lot 1, Block 2) (2001)

Location



Attachment C - Rezone Boundary



Land Uses Comparison

Holding Agriculture

- Single-family Dwelling
- Established Residential
- Farming
- Lodging – Short Term Rental
- Animal Care – Stables (> 5 boarded animals) (Special Review)
- Utilities – Lines over 33 KVA, overhead (Special Review)

Residential Estate - Proposed

- Single-family Dwelling
- Established Residential
- Farming
- Lodging – Short Term Rental
- Residential Care – Group Home
- Assembly (up to 499 people)
- Golf Course & Country Club (no lights)
- Schools
- Utilities – Limited (towers under heights permitted by zoning and accessory structures and cabinets)

Considerations

Approval Criteria

- ✓ Rezoning Criteria, 24-204(b)

Notification

- 24 notice letters
- 1,000 ft notice boundary
- Signs posted on the property
- Web notice
- No objection

Recommendation

- Staff recommends approval of the Rezone.

Recommended Motion



Rezoning Criteria, Section 24-204(b)

- Approval

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone from H-A (Holding Agriculture) and zoning district to R-E (Residential Estate) zoning district **meets** the Development Code criteria, Sections 24-204 and therefore, recommends **approval** of the rezone to City Council.



Alternative Motion



Rezoning Criteria, Section 24-204(b)

- Denial

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone from H-A (Holding Agriculture) zoning district to R-E (Residential Estate) zoning district **does not meet** the Development Code criteria, Sections 24-204 and therefore, recommends **denial** of the rezone to City Council.

Review Criteria



Rezone Criteria – Section 24-204(b)

1)	The proposal is in <u>accordance</u> with the <u>goals and objectives</u> of the <u>Comprehensive Plan</u> and any other plan, policy, or guidance adopted pursuant to that plan <i>Comprehensive Plan HO-2.1 (Diversity in New Development)</i> <i>Comprehensive Plan HO- 2.2 (Rental Housing)</i> <i>In addition- GC-1.2, GC-2.1, GC-4.3, HO-1.6 (Form of Growth, Land Use Guidance Map, Infill Compatibility, and Universal Design and Visitability)</i>
2)	The proposal can <u>fulfill the intent</u> of the <u>zoning district</u> considering the relationship to the surrounding areas <i>Rezoning would allow for development of single-family estate homes with other low intensity uses that are compatible with the existing surrounding land uses. The proposal to develop a new single-family estate home on the site aligns directly with the intent of the R-E zoning district</i>
3)	The <u>area changed</u> or is it changing to such a degree that it is in the public interest to rezone the subject property to <u>encourage development or redevelopment</u> of the area? <i>Surrounding area has been primarily single-family detached homes with farmland</i> <i>Current zoning allows limited future development options and is intended to be rezoned</i> <i>Rezoning allows for more development options that align with existing development</i>

Review Criteria



Rezone Criteria – Section 24-204(b)

- | | |
|----|--|
| 4) | <p>The existing zoning has been in place for a substantial time without development, and if this indicates the <u>existing zoning is inappropriate given development trends in the vicinity</u></p> <ul style="list-style-type: none"><i>Current zoning and use has been in place since 1980s</i><i>No development since annexation and establishment of zoning</i><i>Current zoning is meant to be temporary upon annexation and intended to be changed when development is proposed</i><i>Rezoning to R-E would allow for more development options and lot configurations without impact</i> |
| 5) | <p>The <u>proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and site; and the compatibility and transitions with other complimentary uses and development</u></p> <ul style="list-style-type: none"><i>Would provide complimentary development to surrounding land uses</i><i>This would be a reasonable transition of zoning</i><i>Any new development application would be reviewed for compliance with the City's Development Code</i> |

Review Criteria



Rezone Criteria – Section 24-204(b)

- | | |
|----|---|
| 6) | <p>The City or other agencies have the <u>ability to provide services</u> or facilities that may be necessary for anticipated uses in the proposed district</p> <ul style="list-style-type: none"><i>Greeley can provide services to the site in the future once Greeley takes over North Weld Water service. Any services to the site shall meet city standards</i><i>City staff is working with the applicant on providing adequate services to the site</i> |
| 7) | <p>The change <u>will serve a community need</u>, provide an amenity, or <u>accommodate development</u> that is <u>not possible under the current zoning</u> or that was not anticipated at the time of the initial zoning or the property, making the proposed zoning more appropriate than the current zoning.</p> <ul style="list-style-type: none"><i>The proposed zoning would allow for more development options</i><i>Allows for more potential services for the community not possible under current zoning</i> |
| 8) | <p>Any reasonable anticipated negative <u>impacts</u> on the area or adjacent property either <u>are mitigated</u> by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community</p> <ul style="list-style-type: none"><i>Any impacts resulting from the rezone would be mitigated as part of the development review process. No impacts are anticipated with the rezone proposal, minor subdivision, or single-family home</i><i>All professional staff and advisory review bodies have been assigned to corresponding development</i> |

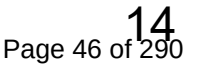
Review Criteria



Rezone Criteria – Section 24-204(b)

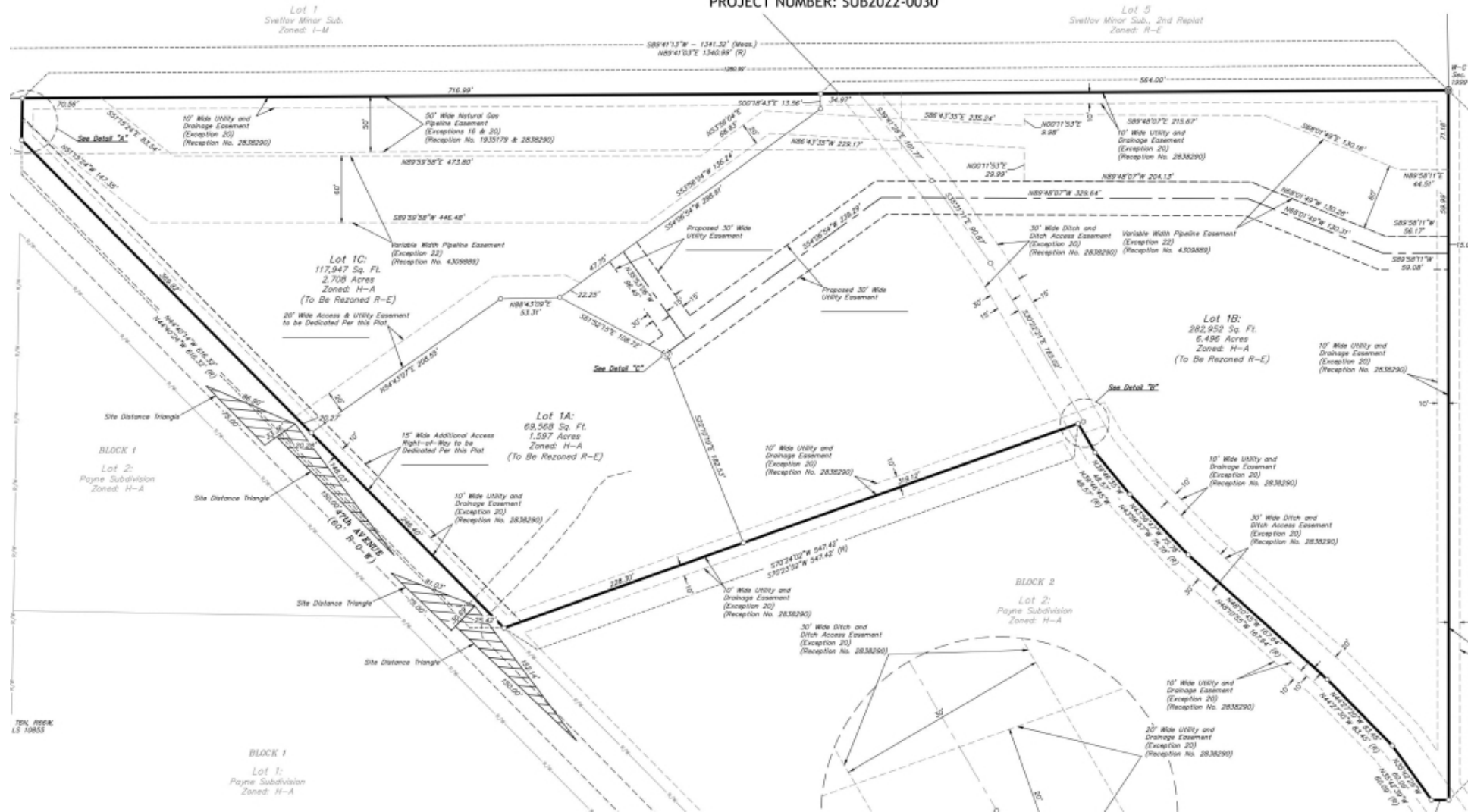
- | | |
|----|---|
| 9) | The <u>recommendations</u> of professional staff or advisory review bodies |
| | <ul style="list-style-type: none">• <i>Staff recommends approval of this rezoning request</i> |

Attachment E - Rezone Plan Details



2118 N. 47th Ave Subdivision Plat

PAYNE SUBDIVISION, FIRST REPLAT
BEING A REPLAT OF LOT 1, BLOCK 2, PAYNE SUBDIVISION
LOCATED IN THE SW1/4 OF SECTION 26, TOWNSHIP 6 NORTH, RANGE 66 WEST, OF THE 6th P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
PROJECT ACRES: 10.801
PROJECT NUMBER: SUB2022-0030





Planning Commission Agenda Summary

September 26, 2023

Key Staff Contact: Meghan Oren, Planner III

Title:

257 Spur Planned Unit Development (PUD2023-0005)

Summary:

A Public Hearing to consider a Planned Unit Development (PUD) request to rezone approximately 42.64 acres of property located at 10494, 10800, and 10892 Hwy 257 Spur from R-L (Residential Low Density), PUD (Planned Unit Development), and C-H (Commercial High Intensity) to PUD (Planned Unit Development). (Project: PUD2023-0005)

Recommended Action:

Planning staff and the Administrative Review Team recommend approval.

Attachments:

1. PUD2023-0005_257 Spur PUD_PC Staff Report_FinalPC
2. Attachment A_PUD2023-0005_257 Spur PUD_Vicinity Map
3. Attachment B_PUD2023-0005_257 Spur PUD_Project Narrative (2)
4. Attachment C_PUD2023-0005_257 Spur PUD_Plan Set (1)
5. Attachment D_PUD2023-0005_257 Spur PUD_Neighborhood Notification Boundary Map
6. Attachment E_257 Spur PUD PUD2023-0005_PC Presentation (1)

PLANNING COMMISSION SUMMARY

ITEM: Rezone from R-L (Residential Low Density), PUD (Planned Unit Development), and C-H (Commercial High Intensity) to PUD (Planned Unit Development) for approximately 42.64 acres of property.

FILE NUMBER: PUD2023-0005

PROJECT: 257 Spur Planned Unit Development

LOCATION: 10494, 10800, and 10892 Hwy 257 Spur

APPLICANT: STAR Enterprise LLC and Northern Colorado RV & Boat Storage LLC

CASE PLANNER: Meg Oren, Planner III

PLANNING COMMISSION HEARING DATE: September 26, 2023

PLANNING COMMISSION FUNCTION:

The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a recommendation to the City Council regarding the application in the form of a finding based on the review criteria in Section 24-205(c) and 24-204(b) of the Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering a request to rezone approximately 42.64 acres located at 10494, 10800, and 10892 Hwy 257 Spur from R-L (Residential Low Density), PUD (Planned Unit Development), and C-H (Commercial High Intensity) to PUD (Planned Unit Development).

A. REQUEST

The applicant proposes rezoning approximately 42.64 acres located at 10494, 10800, and 10892 Hwy 257 Spur from R-L (Residential Low Density), PUD (Planned Unit Development), and C-H (Commercial High Intensity) to PUD (Planned Unit Development).

The PUD proposes three planning areas. The first planning area proposes all uses listed as permitted in the I-L (Industrial Light Intensity) zoning district. The second and third planning areas propose uses listed as permitted in the C-H zoning district, as well as RV/Boat/Vehicle storage (Outdoor/Indoor) and Warehouse/Storage (Outdoor General (1.0+ acre)). The proposed development does list prohibited uses in planning area one quite extensively, such as all Residential uses, all Public and Civic uses, Automobile, Lodging, Medical, Recreation, Mortuary and Funeral Homes, and Child Care (accessory and center/pre-school). Planning areas two and

three prohibits Automobile (Gas Station Large, Repair/Service Large, and Sales/Rental Large) land uses.

Development is proposed to follow Development Code standards for the I-L (Industrial Low Intensity) zoning district in planning area one, and planning areas two and three to follow C-H (Commercial High Intensity) zoning district to ensure that the site maintains adequate screening, buffering, landscaping, open space, and setbacks. Existing oil and gas wells have been plugged and abandoned. See Attachments A, B, and C for more information.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: PUD (Planned Unit Development)

Northwest: C-H (Commercial High Intensity)

South: PUD (Planned Unit Development)

Southwest: I-M (Industrial Medium Intensity)

East: PUD (Planned Unit Development)

West: C-H (Commercial High Intensity), PUD (Planned Unit Development)

Abutting Land Uses

North: Trucking company and Agriculture

South: Residential

East: Residential

West: CDOT Facility

Site Characteristics:

Two of the three parcels are currently vacant. An existing outdoor RV/Boat/Vehicle storage business is in operation at the 10800 site address. There are existing oil and gas wells located on the northern half of the site, however they have been plugged and abandoned. There are no major topographical changes, and the site does not contain any major environmental areas of interest.

D. BACKGROUND

The proposed PUD is made up of three parcels - 10494, 10800, and 10892 Hwy 257 Spur. All three parcels were originally a part of the Golden Triangle PUD (Z:2:85) and was annexed into the city in 1985.

10494: The site was a part of the Stanley Subdivision, Second Replat (SUB2021-0030; Recordation No. 4806909) and Lot 2 was sold in October 2022, to the applicant, STAR Enterprises, LLC. The parcel is vacant.

10800: The site was purchased by the applicant, Northern Colorado RV and Boat Storage, LLC in August 2017, and has held the existing outdoor storage business on this property since then.

10892: The site was purchased by the applicant, Northern Colorado RV and Boat Storage, LLC in March 2023. The parcel is vacant.

The applicant seeks to expand the existing outdoor storage business to allow for outdoor storage on the eastern parcel, which requires rezoning the site.

E. APPROVAL CRITERIA

Rezoning Review Criteria, Section 24-204(b):

1. The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.

Staff Comment: The subject area is identified as a Mixed Use Neighborhood on the Land Use Guidance Map in the Imagine Greeley Comprehensive Plan which supports a mix of land uses. Additionally, the following comprehensive plan goals support the subject application:

Objective GC-1.2 Form of Growth Encourage a compact urban form over sprawl or leap-frog development.

Objective GC-4.3 Infill Compatibility Promote the use of site design and building architecture that is sympathetic to the surrounding area and enhances the desirable character and form of the neighborhood or area.

The request complies with this criterion.

2. The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.

Staff Comment: The intent of the Planned Unit Development is to provide additional use of the property in ways that are compatible with the area. The proposed land uses provide opportunities for outdoor storage which are relatively low-impact and low-intensity uses.

The request complies with this criterion.

3. Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.

Staff Comment: The area continues to see infill sites developed with a mix of residential and nonresidential uses. Recent development includes mainly residential to the east and south, however, there are existing light industrial uses to the north and south, as well as possible future commercial to the south.

The request complies with this criterion.

4. Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.

Staff Comment: The existing zoning was established in 1985 with the Golden Triangle PUD (Z:2:85), the PUD was amended into six individual PUDs in 1997 (PUD 11-97), and significant areas of the site remain undeveloped.

The request complies with this criterion.

5. The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.

Staff Comment: The proposal is an extension of an established business. The outdoor storage company is wanting to expand their operations. Design criteria within the PUD has been proposed to continue within the established parameters of City of Greeley development code. The proposal is congruent with existing land uses adjacent to the property, such as the trucking company to the north and the CDOT Storage Facility to the southwest.

The request complies with this criterion.

6. The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.

Staff Comment: Existing services are present in the vicinity to support development of the site as proposed. The Water and Sewer Department has agreed to allow a septic system as an interim condition if the parcel develops prior to sewer being available. Water is available to be extended to the site

and looping may be required depending on site use and to be determined with a Site Plan Review land use process.

The request complies with this criterion.

- 7. The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.**

Staff Comment: The proposed Planned Unit Development would accommodate the community's need for outdoor storage, and expansion of local businesses. The existing RV/Boat/Vehicle storage business would like to expand, and the proposed allowed use is not allowed under the existing zoning to this extent. The proposed zoning is more appropriate than the existing zoning to allow development of the site and to serve community needs. The third development area is intended as the corporate headquarters for Landmark Builders, INC. therefore providing local employment.

The request complies with this criterion.

- 8. Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.**

Staff Comment: The only anticipated negative impact of the proposal would be visual, which will be mitigated by the landscape buffering standards established in the PUD.

The request complies with this criterion.

- 9. The recommendations of professional staff or advisory review bodies.**

Staff Comment: Planning staff and the Administrative Review Team recommend approval.

The request complies with this criterion.

Planned Unit Development Review Criteria, Section 24-205(c):

- 1. The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.**

The proposal allows nonresidential uses to be incorporated into the area in a way that achieves greater consistency and more specificity than standard zones would allow. The proposed uses are enumerated, and the proposal does not allow uses that could be incompatible with the area that would be allowed using standard zones.

The request complies with this criterion.

2. The benefits from any flexibility in the proposed plan:

- (1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;**
- (2) involves innovative concepts that were not anticipated by the development code; or**
- (3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.**

The proposed development standards generally follow Development Code standards for C-H (Commercial High Intensity) and I-L (Industrial Low Intensity) areas with the inclusion of outdoor RV/boat/vehicle storage.

The request complies with this criterion.

3. The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area.

The request is consistent with planning and design principles and the Comprehensive Plan.

The request complies with this criterion.

4. The plan meets all the review criteria for zoning map amendments in Section 24-204.

The request complies with Section 24-204, Review Criteria for Rezoning as detailed above.

The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The proposed PUD is made up of three parcels - 10494, 10800, and 10892 Hwy 257 Spur. All three parcels were originally a part of the Golden Triangle PUD (Z:2:85) and was annexed into the City of Greeley in 1985. The PUD was amended into six independent PUDs in 1997 (PUD11-97).

10494: The site was a part of the Stanley Subdivision, Second Replat (SUB2021-0030; Recordation No. 4806909) and Lot 2 was sold in October 2022, to the applicant, STAR Enterprises, LLC. The parcel is vacant.

10800: The site was purchased by the applicant, Northern Colorado RV and Boat Storage, LLC in August 2017, and has held the existing outdoor storage business on this property since then.

10892: The site was purchased by the applicant, Northern Colorado RV and Boat Storage, LLC in March 2023. The parcel is vacant.

No additional land division is proposed at this time.

2. HAZARDS

A portion of the site is within 500 feet of the nearby abandoned and plugged oil and gas operation. Any development of the site must comply with setbacks from oil and gas operations.

3. WILDLIFE

No ecologically sensitive areas have been identified on the site. Colorado Parks and Wildlife did not provide comments impacting the application.

4. FLOODPLAIN

The property is not located within the 100-year floodplain or floodway, according to the adopted Federal Emergency Management Administration (FEMA) flood data.

5. DRAINAGE AND EROSION

Existing drainage facilities serve the site. Drainage and erosion would be further reviewed with future development of the site in concert with a Site Plan Review.

6. TRANSPORTATION

The proposed PUD does not signify issues with Transportation; however it may require additional analysis based on future proposed development with a Site Plan Review.

G. SERVICES

1. WATER

Existing water infrastructure is present and adequate to serve the site. Looping may be required depending on site use proposed with development established with a Site Plan Review.

2. SANITATION

The Water and Sewer Department has agreed to allow a septic system as an interim condition if the parcel develops prior to sewer being available.

3. EMERGENCY SERVICES

Existing emergency services are adequate to serve the site. No known issues.

4. PARKS AND OPEN SPACES

No known issues.

5. SCHOOLS

No known issues.

6. METROPOLITAN DISTRICT

No known issues.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

Maintaining a generous buffer from existing residential uses and the Highway 34 Business Loop as a gateway to the city are anticipated to adequately address visual impacts.

2. NOISE

Significant noise impacts are not anticipated. Any noise created by future development is regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Public notices were completed as follows:

- Notice was placed on the City of Greeley's website on September 11, 2023.
- Six signs were posted on the property on September 8, 2023.
- Notice was mailed to 24 property owners or current residents within 1,000 feet of the site on September 11, 2023.

No comments have been received.

J. MINERAL ESTATE OWNER NOTIFICATION

The applicant satisfied the mineral owner notification requirements. No feedback from mineral owners has been received.

K. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommended (Approval)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval.

Alternative (Denial)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial.

ATTACHMENTS

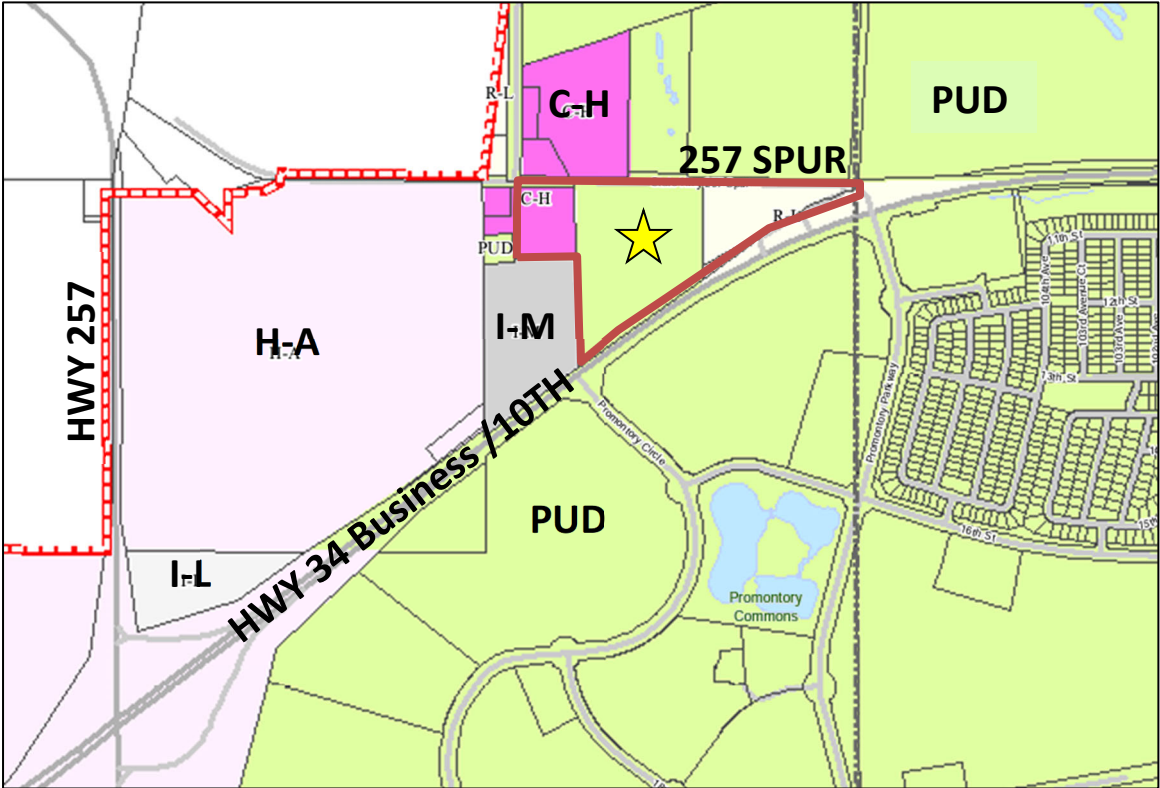
Attachment A – Vicinity Map

Attachment B – Project Narrative

Attachment C – PUD Plan Set

Attachment D – Neighborhood Notification Boundary Map

Attachment E – Staff Slides



September 6, 2023

Planning & Zoning Department

1100 10th Street - 2nd Floor

Greeley, CO 80631

Re: 10494 & 10800 HWY 257 SPUR PUD -Project Narrative

1. Project Background

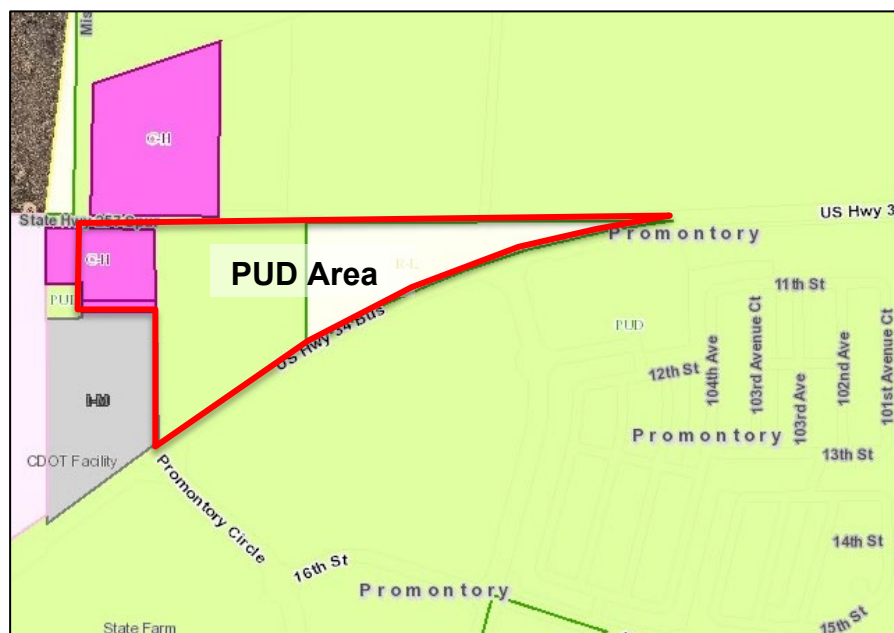
Please note that this site was formerly under review for a standard rezone under project number ZON2022-0018. The application was withdrawn and is now being submitted as a PUD application following directions from City staff.

Star Enterprises, LLC (a sister company to Landmark Builders INC) has recently purchased the property at 10494 Hwy 257 Spur. Landmark Builders INC (LBI) will be leasing the property from Star Enterprises, LLC and is proposing to occupy the site for their Corporate Headquarters. Landmark Builders is an experienced and qualified, full-service contractor for commercial, industrial and agricultural clients including retail and educational centers as well as water drainage systems and smaller scale projects similar to pole barns and other agricultural-type buildings in the Colorado and Wyoming territories. Their services include design-build, general constructions, renovation/remodel and pre-engineered metal buildings. The LBI business structure and operations require indoor and outdoor storage of construction materials, primarily metal parts associated with the pre-engineered metal buildings they construct.

Anchor Point storage is a family owned and operated outdoor storage facility established in 2018. This property was originally part of the Golden Triangle PUD but was amended in 2018 to become the Northern Colorado RV and Boat Storage PUD.

The rezoning request to PUD includes the following properties:

- 10494 Hwy 257 Spur, owned by STAR Enterprises LLC – 5.15 Acres. Currently zoned C-H.
- 10800 Hwy 257 Spur, owned by Northern Colorado RV & Boat Storage LLC – 17.87 Acres. Currently zoned PUD.
- 10892 Hwy 257 Spur, owned by Northern Colorado RV & Boat Storage LLC - 6.77 Acres. Currently zoned R-L.



The property at 10494 Hwy 257 Spur is currently zoned C-H *Commercial High Intensity* and is vacant, the proposed use will be similar to that of a commercial and light industrial land use.

The property at 10800 Hwy 257 Spur is currently zoned PUD and contains the existing RV and Boat storage facility. No changes to this site are proposed or associated with the development applications.

The property at 10892 Hwy 257 Spur is zoned R-L and is currently vacant, the proposed use will be a future commercial/industrial development.

2. Review Criteria - 24-201

- **Applicant's vision and understanding of the market for the proposed project.** The necessity to relocate the LBI business is based on growth, the construction demand, and market trends of the area given the amount of new development in northern Colorado. In addition to the demand on construction, is the necessity for new home owners to look for nearby options to accommodate their storage needs. The applicant believes there is a market to support this business.
- **Proposed uses.** The proposed uses primarily include commercial and light industrial, including Boat/RV/Vehicle storage.
- **How the project will fit in and contribute to the area and further the intent of the existing or proposed zoning district.** The existing land uses in the area are commercial and industrial towards the western and southern areas, while residential land uses appear to be developing in the eastern area. Agricultural uses are occurring on the northern areas. The RV/Boat/Vehicle storage business contributes to the residential growth and residential storage needs. The LBI site continues to provide employment opportunities for the area while ensuring compatibility with the adjacent southern land use of the CDOT facility.
- **Planning and infrastructure impacts, including timing, phasing, or the need for any technical studies or outside agency coordination and review.** We do not foresee any negative infrastructure impacts or technical studies outside of the standard zoning review process and requirements.
- **Any special public information and outreach or specific agency or department reviews are necessary.** We are not aware of any outreach or specific agency review at this time.
- **Opportunities to improve designs or coordinate the preliminary concepts with other private or public investments in the area.** Other than refining the zoning to a PUD, there has not been a need to further refine or coordinate.

3. Consistency with the goals, policies, and strategies in the City's Comprehensive Plan.

The subject properties appear to be located within the *Mixed Use* Neighborhood area as outlined by the Comprehensive Plan. A residential community is located east (across Promontory Pkwy) of the site, the proposed land use and other similar commercial and industrial land uses can help accomplish the intent of the Mixed Use vision by providing for a variety of land uses that can support surrounding neighborhoods.

The proposed PUD site is located across a highway and separated from the developing residential area. However, the PUD zoning could allow for a more customized approach in establishing design standards in terms of screening, landscaping and architecture, to create a thoughtful transition between the developing residential along the eastern portion of the site.

The PUD promotes a healthy, progressive, and competitive local economy. Providing services and products to the local area, one of the goals as set forth in Economic Health & Diversification (ED-1) of the Comprehensive Plan. Additionally, the PUD and proposed land use expand on the City's goal to provide growth and maintain City Form by providing a commercial node at an intersection near future residential subdivisions.

The properties are surrounded by PUD and C-H zoning as well as an Industrial overlay outlined by the Comprehensive Plan, the land uses and zoning in the area support the opportunity for a rezone. The requested PUD zoning provides an appropriate land use opportunity for this parcel located adjacent to the Highway 257 Spur.

4. Compatibility with Surrounding Area.

The proposed zoning is consistent with the area and existing land uses and zoning. The property immediately to the south (of the LBI Lot) is zoned I-M and is of a similar land use with outdoor storage (CDOT Storage facility). The entire PUD site is bordered by a highway along the south and eastern edge. The property that is immediately adjacent to the Hwy 34 Business Route appears to be vacant, although zoned PUD and owned by Banner Health, it could be assumed that this will develop in a commercial manner. Residential is being developed further east, across Promontory Pkwy. The properties located north of the highway are zoned C-H and PUD, a residence that contains a commercial/light industrial use and agricultural farming are located here. Property to the west includes a residential land use and an industrial land use.

- **North:** Zoned C-H and PUD.
- **South:** Zoned I-M and PUD.
- **East:** Properties to the east are zoned PUD.
- **West:** Zoned PUD and H-A.



5. Review Criteria - 24-205.c

- **The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.**

PUD zoning is a more appropriate zone district as the C-H zoning could not accommodate the existing and proposed RV storage needs. The PUD zoning can also be considered more appropriate in terms of its adjacency to other PUD zoning.

- **The benefits from any flexibility in the proposed plan:**

The direction to pursue a PUD zone was recommended by City staff as a means to allow the storage needs and provide a more consistent zoning overlay within this area. The PUD plan will also provide a more intentional buffering design between surrounding future residential land uses which add to the safety and welfare of the community.

- **The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area.**

The PUD aligns with the Comprehensive plan goals and objectives to encourage mixed-uses as determined by the *Mixed-Use Neighborhood* future land use designation. The PUD plan can also provide support to the goals of the Comprehensive plan in providing employment opportunities to surrounding Greeley neighborhoods and further the balance of housing and jobs (GC-2.2), as well as support growth within the long range expected growth areas (GC-1.4).

- **The plan meets all of the review criteria for zoning map amendments in section 24-204 shown below.**

These have been outlined below.

6. Review Criteria - 24-204.b

- **The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.**

The PUD is compatible with the vision of the Comprehensive Plan for this Mixed Use area and has been determined to be a more appropriate zone district as the C-H zoning could not accommodate for the storage needs of the site.

- **The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.**

The requested PUD zone is compatible with the area as it can potentially allow for a variety of commercial, and industrial uses, similar to existing land uses in the area. The property immediately southwest is zoned I-M with a land use of outdoor storage, the parcel located north of Hwy 257 Spur is zoned C-H and PUD. The PUD document will provide for higher standards that can accommodate a level of compatibility with the surrounding land uses in terms of buffering and landscaping.

- **Whether the area changed, or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.**

The PUD zone will encourage future development in the area and allow the property owner to ultimately develop the property and provide employment opportunities. The southern portion of the site (south of W. 10th Street) is currently vacant, approval of this requested PUD and future development on this site could promote investment in this far west area of Greeley.

- **Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.**

The LBI property appears to have been rezoned to C-H in 2014 from a PUD zoning, since then the property has remained undeveloped possibly indicating that the commercial zoning was not appropriate for this area. The existing RV and Boat Storage site was originally zoned to PUD in 1986 as part of the Golden Triangle PUD. The RV and Boat Storage use was approved in 2018.

The 10892 site is zoned R-L, currently the property is vacant but seems to have housed a variety of mobile homes in the early 2000's. The comprehensive plan designated this area as Mixed-Used neighborhood like much of the area north of Hwy 34. Given its location in-between 2 major roads, a residential zoning may not have been seen as appropriate. The requested PUD zoning can allow for the expansion of the RV/Boat storage or commercial development to support the nearby residential development.

- **The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.**

The proposed PUD will promote a thoughtful transition between the existing and future commercial/industrial development and the existing and future residential development in the area. Additionally, the PUD zone can encourage development along this corridor that is compatible in scale and pattern with existing land uses that appear to be of a commercial and industrial nature. The PUD zone along the highway can encourage a more appropriate scale of building and streetscape that fits into the vision of the comprehensive plan and corridor design.

- **The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.**

The ability to provide adequate services has been initially determined to be feasible for this project.

- **The change will serve a community need, provide an amenity or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.**

The location of the property being within the western edge of City limits lends itself to an industrial/commercial land use under a PUD zone. The proposed zoning and future development provides employment opportunities for Greeley residents.

- **Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.**

Land within the general area is currently vacant while immediate adjacent properties are of a similar land use as what is proposed on the site. The PUD zone outlines development standards that will further mitigate any potential impacts to adjacent properties.

Please feel free to reach out with any questions,

Emily Tarantini

tarantini.emily@gmail.com

303-585-1055

HWY 257 SPUR PLANNED UNIT DEVELOPMENT
BEING A PART OF THE NW 1/4 OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
42.64 ACRES
PUD2023-0005

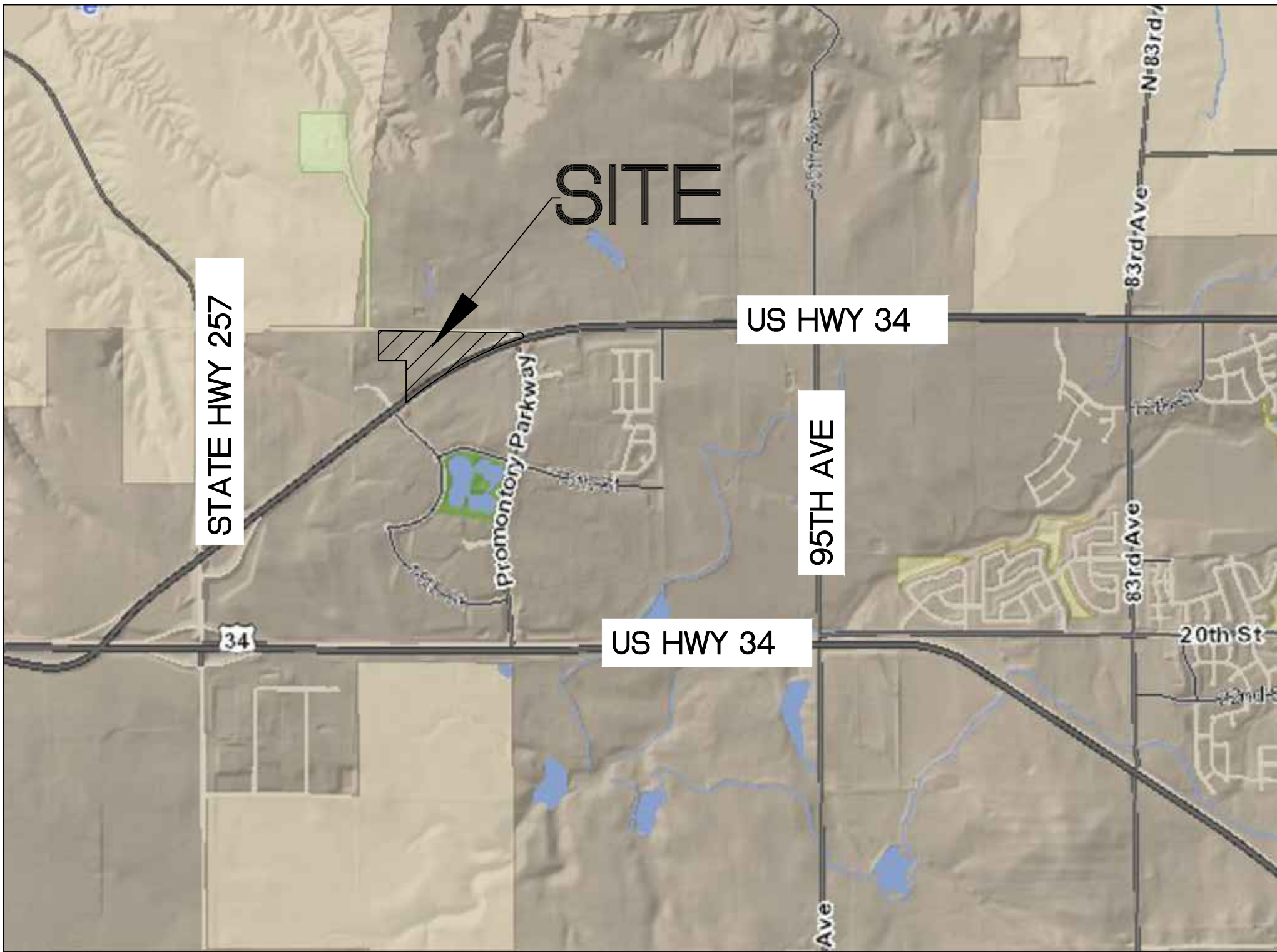
Attachment C

Zoning:

1. Development Standards to generally follow City of Greeley Standards for C-H (Commercial High Intensity) and I-L (Industrial Low Intensity) zone districts.

General notes:

1. Approval of site construction plans by the City of Greeley shall be required (as applicable) prior to issuance of building permits.
2. All existing and proposed utilities shall be installed underground.
3. No building permit shall be issued for the construction of a new building or structure unless the property has been platted in accordance with the City's Subdivision Regulations (Chapter 3).
4. All elevations shown on these plans are tied to NAVD 88 datum.



Vicinity Map
N.T.S.

The purpose of the PUD zoning is to allow for the future development of a commercial/industrial site. Planning Area 2 of this PUD is part of the Golden Triangle PUD, which allows for the existing Northern Colorado RV and Boat Storage use. The proposed PUD intends to preserve the existing Northern Colorado RV and Boat Storage use as well as allow for the future development of Planning Area 3 as a commercial/industrial site.

The existing zoning designation on the property are Commercial High Intensity, PUD and Residential Low Density.

CERTIFICATE OF OWNERSHIP

STAR Enterprises, LLC and Northern Colorado RV and Boat Storage, LLC, being the sole owners in fee of Lot 2, Stanley Subdivision, Second Replat and the metes and bounds parcels described hereon being a part of the northeast quarter of section 11, Township 5N, Range 67W of the 6th P.M., City of Greeley, County of Weld, State of Colorado.

1. All conditions, terms, and specifications designated or described on this document shall be binding upon the Owner(s), their heirs, successors and/or assigns.

In witness whereof, we have hereunto set our hand and seals this ____ day of ____, 2023.

STAR Enterprises, LLC
BY: Thomas Smerud

Northern Colorado RV and Boat Storage, LLC
BY: Kevin Moore

Approved this ____ day of ____, 2023, by the Community Development Director of the City of Greeley, Colorado.

Director of Community Development Date

PLANNING COMMISSION RECOMMENDATION:

Recommended / not recommended by the City of Greeley Planning Commission, this ____ day of ____, 2023.

CITY COUNCIL APPROVAL:

Approved by the Greeley City Council on ____ day of ____, 2023.

CITY COUNCIL

OWNER

STAR Enterprises, LLC	Northern Colorado RV and Boat Storage, LLC
Thomas Smerud	Kevin Moore
3812 Carson Ave.	2981 Wahupa Ranch Rd.
Evans, CO 80620	Escondido, CA 92029

LANDSCAPE ARCHITECT

Planscapes
Rob Molloy
980 Norway Maple Drive
Loveland, CO
970-988-5301

CIVIL ENGINEER

Wernsman Engineering and Land Development, LLC
Eric Wernsman
LaSalle, CO 80640
970-539-2656

SURVEYOR

Thomas Land Surveying, LLC
Robert Thomas, PLS
2619 West 11th Street Road,
Suite 24
Greeley, CO 80634
970-22-3311

SITE SUMMARY

AREA	USE	ACRES	% OF SITE
PA-1	Commercial/Light Industrial	5.15	12%
PA-2	Existing outdoor RV/Boat/Vehicle Storage	17.87	42%
PA-3	Commercial /Industrial	6.77	16%
Right-of-Way		12.85	30%
TOTALS		42.64	100%

INDEX

- COVER SHEET
- EXISTING CONDITIONS MAP
- MASTER DEVELOPMENT PLAN & GENERAL LAYOUT
- DEVELOPMENT STANDARDS
- BOUNDARY MAP
- LEGAL DESCRIPTIONS



PLANSCAPES
DESIGN GROUP
LAND PLANNING | LANDSCAPE ARCHITECTURE

980 Norway Maple Drive
Loveland, CO 80538
970-988-5301

PROJECT NAME:

Hwy 257 Spur PUD

DRAWING TITLE:

COVER SHEET

DRAWN BY:

ET

CHECKED BY:

RM

APPROVED BY:

-

DATE:

5.9.2023

CLIENT

STAR Enterprises, LLC

Thomas Smerud
3812 Carson Ave.
Evans, CO 80620

COVER PAGE

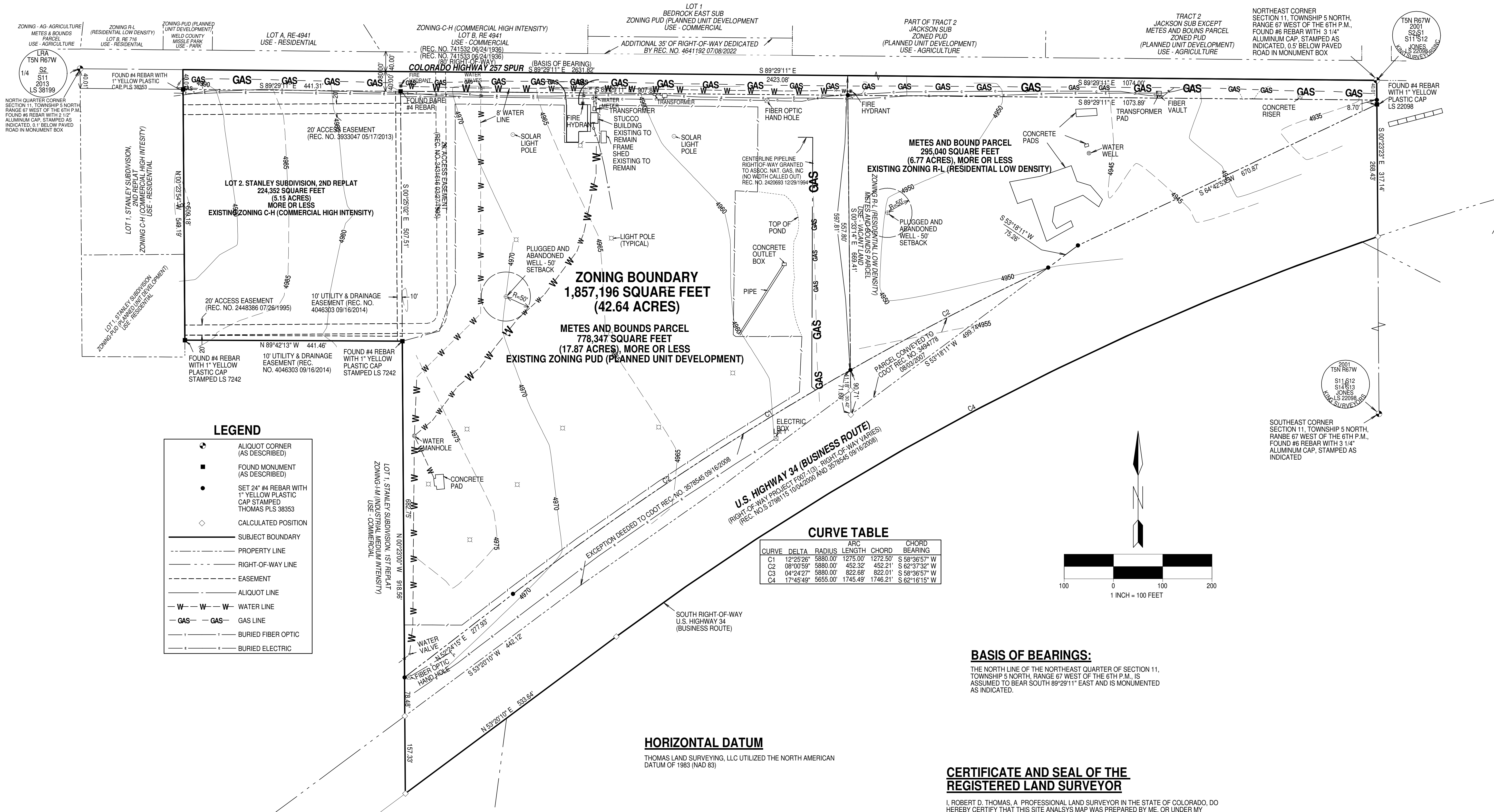
REV	DESCRIPTION	DATE
	Submittal 1	5.9.23
	Submittal 2	9.6.23

SHEET NO:

1 OF 6

HWY 257 SPUR PLANNED UNIT DEVELOPMENT EXISTING CONDITIONS MAP

BEING A PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.64 ACRES
PUD2023-0005



BASIS OF BEARINGS:

THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M., IS ASSUMED TO BEAR SOUTH 89°29'11\"/>

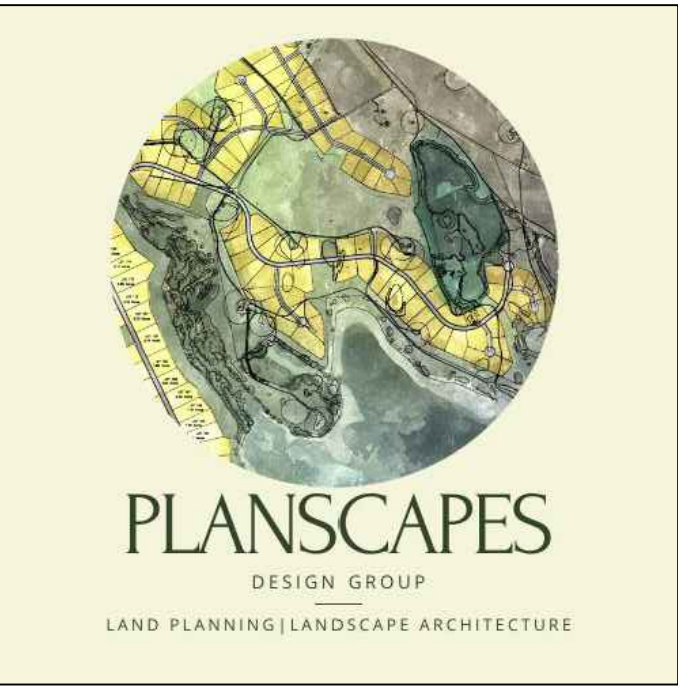
CERTIFICATE AND SEAL OF THE REGISTERED LAND SURVEYOR

I, ROBERT D. THOMAS, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS SITE ANALYSIS MAP WAS PREPARED BY ME, OR UNDER MY PERSONAL SUPERVISION, AND THAT THIS PLAT IS AN ACCURATE REPRESENTATION THEREOF, BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF. I FURTHER CERTIFY THAT THE SURVEY AND THIS PLAT COMPLY WITH ALL APPLICABLE RULES, REGULATIONS, AND LAWS OF THE STATE OF COLORADO, STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS, AND THE CITY OF GREELEY, AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESS OR IMPLIED.

ROBERT D. THOMAS
COLORADO PROFESSIONAL LAND SURVEYOR #38353

DATE

HWY 257 SPUR PLANNED UNIT DEVELOPMENT
BEING A PART OF THE NW ¼ OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
42.64 ACRES
PUD2023-0005



980 Norway Maple Drive
Loveland, CO 80538
970-988-5301

PROJECT NAME:
Hwy 257 Spur PUD

DRAWING TITLE:
MASTER DEVELOPMENT
PLAN/GENERAL LAYOUT

DRAWN BY:
ET

CHECKED BY:
RM

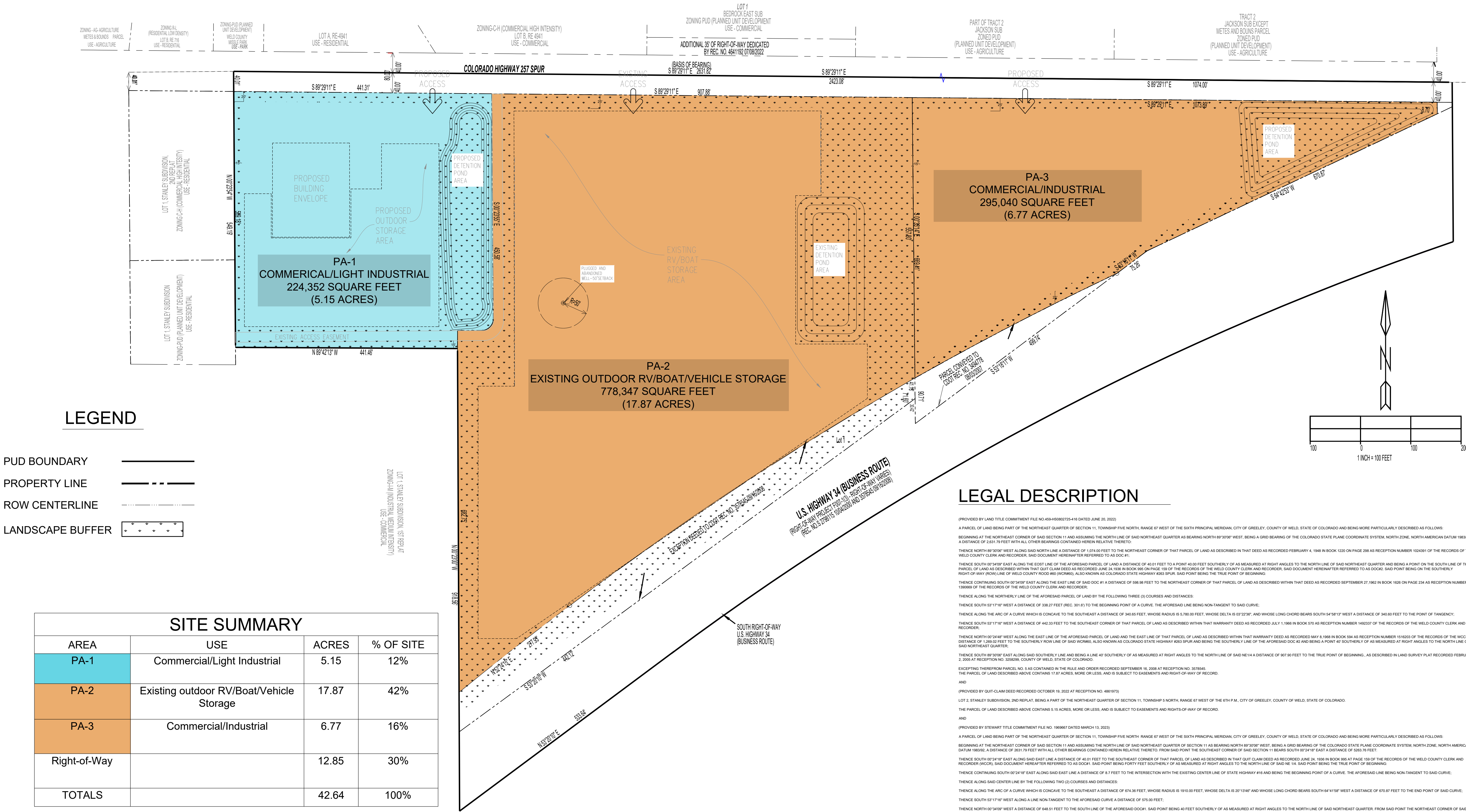
APPROVED BY:
-

DATE:
5.9.2023

CLIENT
STAR Enterprises, LLC
Thomas Smerud
3812 Carson Ave.
Evans, CO 80620

REV	DESCRIPTION	
	Submittal 1	5.9.23
	Submittal 2	9.6.23

SHEET NO:
3 OF 6



PUD MASTER DEVELOPMENT PLAN & GENERAL LAYOUT

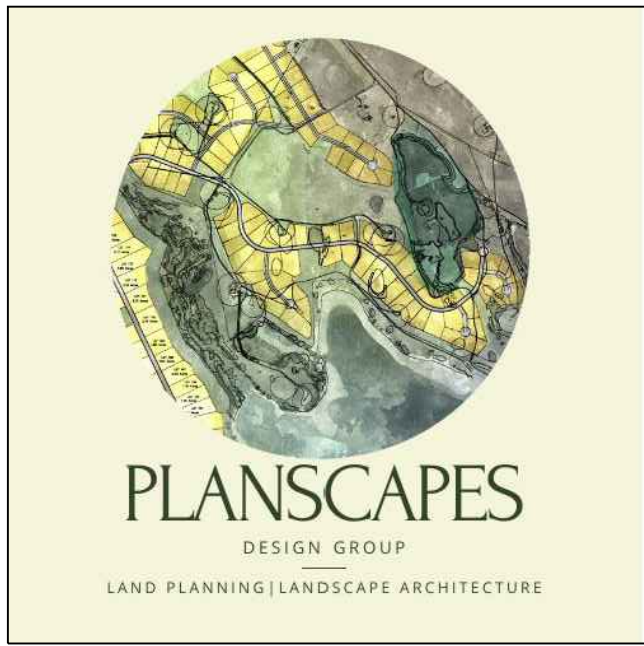
HWY 257 SPUR PLANNED UNIT DEVELOPMENT

BEING A PART OF THE NW $\frac{1}{4}$ OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.

42.64 ACRES

PUD2023-0005



980 Norway Maple Drive
Loveland, CO 80538
970-988-5301

SITE SUMMARY			
AREA	USE	ACRES	% OF SITE
PA-1	Commercial/Light Industrial	5.15	12%
PA-2	Existing outdoor RV/Boat/Vehicle Storage	17.87	42%
PA-3	Commercial/Industrial	6.77	16%
Right-of-Way		12.85	30%
TOTALS		42.64	100%

COMMITMENTS MATRIX						
PANNING AREA	IMPROVEMENT OR COMMITMENT	PLAN PREPARATION & APPROVAL	CONSTRUCTION TIMING	CONSTRUCTION RESPONSIBILITY	MAINTENANCE RESPONSIBILITY	OWNER SHIP
PA-1	Landscape bufferyards & detention	Landscape bufferyards & Detention areas to be designed and reviewed with submittal of a Site Plan Review & associated Civil Construction Plans.	After issuance of a Building Permit.	Lot owner of record.	Lot owner of record.	STAR Enterprises, LLC
PA-2 & PA-3	Landscape bufferyards & detention	Landscape bufferyards & Detention areas within PA-2 are existing. Landscape bufferyards & Detention areas within PA-3 are to be designed and reviewed with submittal of a Site Plan Review & associated Civil Construction Plans.	Existing within PA-2. After issuance of a Building Permit within PA-3.	Lot owner of record.	Lot owner of record.	Northern Colorado RV & Boat Storage, LLC

DEVELOPMENT STANDARDS	
DESCRIPTION	PROPOSED
PLANNING AREA	PA-1
Minimum Lot Area	Per the City of Greeley's I-L Development Standards, as amended.
Density	Not applicable
Building Coverage	Per the City of Greeley's I-L Development Standards, as amended.
Drive, Parking and Walks	Per the City of Greeley's I-L Development Standards, as amended.
Open Space/Landscaping	20%
Max Lot Coverage	Per the City of Greeley's I-L Development Standards, as amended.
Parking	Per the City of Greeley's I-L Development Standards, as amended.
Minimum Setbacks	Per the City of Greeley's I-L Development Standards, as amended.
Accessory Structure Setbacks	Per the City of Greeley's I-L Development Standards, as amended.
Encroachments	Per the City of Greeley's I-L Development Standards, as amended.
Building Height	Per the City of Greeley's I-L Development Standards, as amended.
Sign Standards	Per the City of Greeley's I-L Development Standards, as amended.
Lighting	Per the City of Greeley's I-L Development Standards, as amended.
Other	Gravel surfaces permitted within outdoor storage areas.
PLANNING AREA	PA-2 & PA-3
Minimum Lot Area	Per the City of Greeley's C-H Development Standards, as amended.
Density	Not applicable
Building Coverage	Per the City of Greeley's C-H Development Standards, as amended.
Drive, Parking and Walks	Per the City of Greeley's C-H Development Standards, as amended.
Open Space/Landscaping	10% in PA-2 & 20% in PA-3.
Max Lot Coverage	Per the City of Greeley's C-H Development Standards, as amended.
Parking	Per the City of Greeley's C-H Development Standards, as amended.
Minimum Setbacks	Adjacent to Street: 25' Interior property lines: 0'
Accessory Structure Setbacks	Per the City of Greeley's C-H Development Standards, as amended.
Encroachments	Structures shall be allowed to encroach into the entirety of the minimum setback areas as long as said structures are part of a comprehensive screening plan for a proposed development. For example, covered boat and RV storage structures shall be allowed to encroach into the entirety of the minimum setback areas if they are also being used to screen uncovered boats and RVs stored on the interior portion of the lot.
Building Height	Per the City of Greeley's C-H Development Standards, as amended.
Sign Standards	Per the City of Greeley's C-H Development Standards, as amended.
Lighting	Per the City of Greeley's C-H Development Standards, as amended.
Other	Gravel surfaces permitted within outdoor storage areas.

DEVELOPMENT SUMMARY		
PLANNING AREAS	USES PERMITTED BY RIGHT	PROHIBITED USES
PA-1	All uses listed as permitted in the I-L zoning district, as amended.	All uses listed as prohibited in the I-L zoning district in addition to the following uses: • Adult Businesses • All Residential Uses • All Public & Civic Uses • Automobile – Gas Station Large (21+ pumps) • Automobile – Repair/Service Large (7+ service bays; >1 acre) • Automobile – Sales/Rental Large (>1.0 acre) • Lodging – Short Term Rental • Lodging – Bed & Breakfast (up to 5 rooms) • Lodging – Inn (6 to 40 rooms) • Lodging – Hotel/Motel Small (41+ rooms) • Medical – Limited (<5K GLA; no emergency service) • Medical – General (5K – 20K GLA; no emergency service) • Medical – Large (>20K GLA; emergency service) • Medical – Hospitals • Mortuaries and Funeral Homes • Child Care (accessory) • Recreation – Outdoor Limited (no lights; <0.5 acre) • Recreation – Outdoor General (no lights; 0.5 – 1.0 acre) • Child Care Center/Pre-School • Drive-Through Services – Accessory • Recreation – Outdoor Large (lights or >1.0 acre) • Recreation – RV and Travel Trailer Park
PA-2 & PA-3	All uses listed as permitted in the C-H zoning district, as amended and the uses listed below: • RV/Boat/Vehicle storage (Outdoor/Indoor). • Warehouse/Storage — Outdoor General (1.0 + acre)	All uses listed as prohibited in the C-H zoning district, except those listed as permitted by this PUD. The additional land uses below will be prohibited: • Automobile – Gas Station Large (21+ pumps) • Automobile – Repair/Service Large (7+ service bays; >1 acre) • Automobile – Sales/Rental Large (>1.0 acre)

PUD DEVELOPMENT STANDARDS

PROJECT NAME:
Hwy 257 Spur PUD

DRAWING TITLE:
DEVELOPMENT STANDARDS

DRAWN BY:
ET

CHECKED BY:
RM

APPROVED BY:
-

DATE:
5.9.2023

CLIENT
STAR Enterprises, LLC
Thomas Smerud
3812 Carson Ave.
Evans, CO 80620

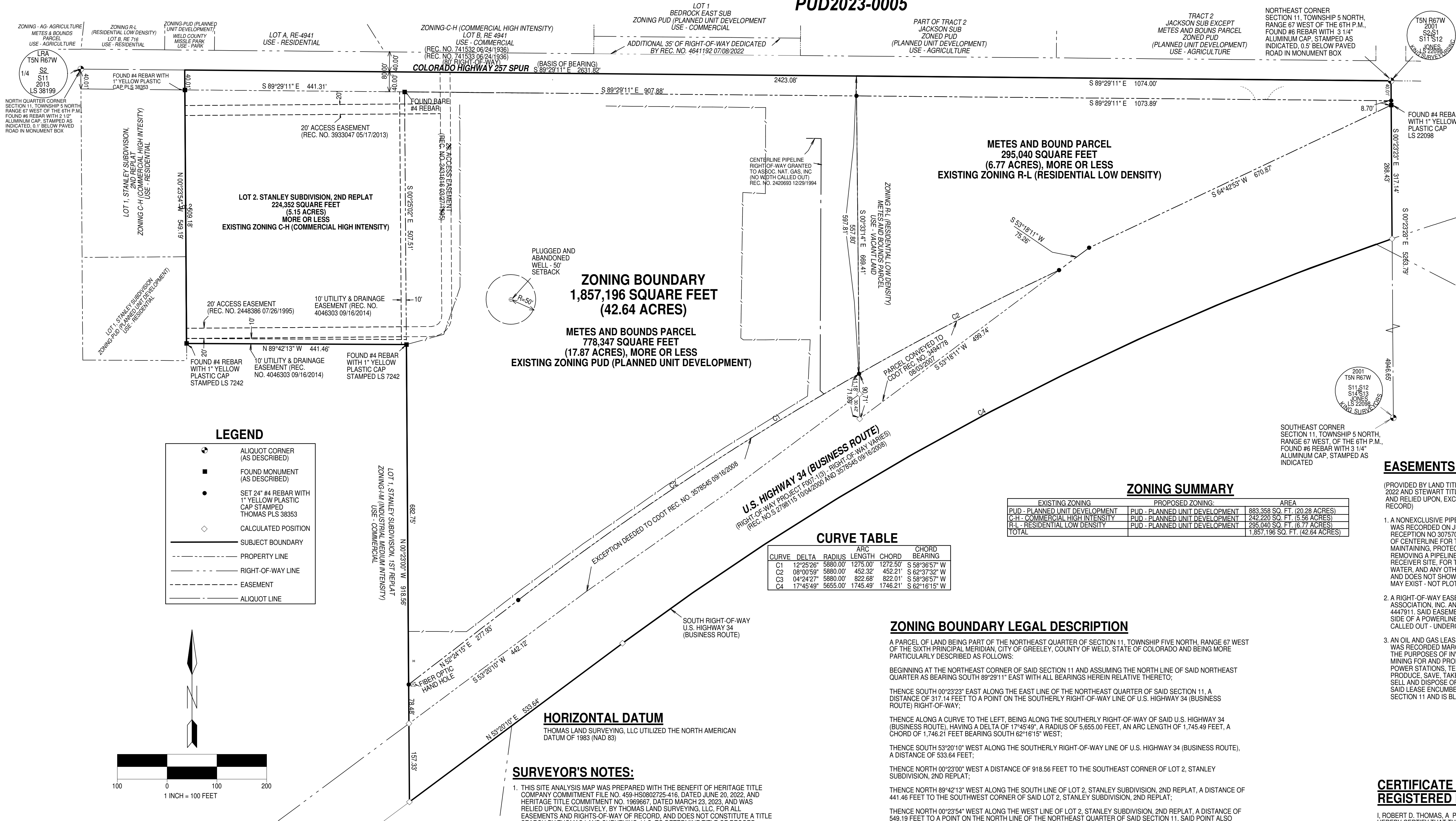
REV	DESCRIPTION	DATE
	Submittal 1	5.9.23
	Submittal 2	9.6.23

SHEET NO:

4 OF 6

HWY 257 SPUR PLANNED UNIT DEVELOPMENT PROPERTY BOUNDARY MAP

BEING A PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.64 ACRES
PUD2023-0005



BASIS OF BEARINGS:

THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M., IS ASSUMED TO BEAR SOUTH 89°29'11" EAST AND IS MONUMENTED AS INDICATED.

EASEMENTS AND RIGHTS-OF-WAY NOTES:

(PROVIDED BY LAND TITLE COMMITMENT FILE NO. 459-HS0802725-416 DATED JUNE 20, 2022 AND STEWART TITLE COMMITMENT FILE NO. 10969667 DATED MARCH 13, 2023, AND RELIED UPON, EXCLUSIVELY, FOR ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD)

- A NONEXCLUSIVE PIPELINE EASEMENT WAS GRANTED TO PRIMA OIL & GAS COMPANY WAS RECORDED ON JUNE 2, 2003 AT RECEPTION NO. 306821 AND RE-RECORDED AT RECEPTION NO 3075705. SAID EASEMENT IS 20 FEET IN WIDTH, TEN FEET EACH SIDE OF CENTERLINE FOR THE PURPOSE OF CONSTRUCTING, OPERATING, INSPECTING, MAINTAINING, PROTECTING, REPAIRING, REPLACING, CHANGING THE SIZE OF, AND REMOVING A PIPELINE, OR OTHER APPURTENANCES INCLUDING ABOVE GROUND RECEIVER SITE, FOR THE TRANSPORTATION OF OIL, GAS, PETROLEUM PRODUCTS, WATER, AND ANY OTHER SUBSTANCES. THE RECORDED DOCUMENT IS ILLEGIBLE AND DOES NOT SHOW THE LOCATION OF THE EASEMENT - UNDERGROUND FACILITIES MAY EXIST - NOT PLOTTED.
- A RIGHT-OF-WAY EASEMENT WAS GRANTED TO POUDDRE VALLEY RURAL ELECTRIC ASSOCIATION, INC. AND WAS RECORDED ON NOVEMBER 20, 2018 AT RECEPTION NO. 4447911. SAID EASEMENT IS FOR AN UNDERGROUND EASEMENT BEING 5 FEET EACH SIDE OF A POWERLINE CENTERLINE. SAID POWERLINE CENTERLINE LOCATION IS NOT CALLED OUT - UNDERGROUND FACILITIES MAY EXIST - NOT PLOTTED.
- AN OIL AND GAS LEASE WAS GRANTED TO UNION PACIFIC RESOURCES COMPANY AND WAS RECORDED MARCH 1, 1995 AT RECEPTION NO. 2428516. SAID LEASE GRANTS FOR THE PURPOSES OF INVESTIGATING, EXPLORING, PROSPECTING, DRILLING AND MINING FOR AND PRODUCING OIL AND GAS, LAYING PIPELINES, BUILDING TANKS, POWER STATIONS, TELEPHONE LINES AND OTHER STRUCTURES THEREON TO PRODUCE, SAVE, TAKE CARE OF, TREAT, REFINING, PROCESS, STORE, TRANSPORT, OWN, SELL AND DISPOSE OF SAID OIL, GAS, AND ASSOCIATED LIQUID HYDROCARBONS. SAID LEASE ENCUMBERS THE EAST HALF OF THE NORTHEAST QUARTER OF SUBJECT SECTION 11 AND IS BLANKET IN NATURE - NOT PLOTTED.

CERTIFICATE AND SEAL OF THE REGISTERED LAND SURVEYOR

I, ROBERT D. THOMAS, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS SITE ANALYSIS MAP WAS PREPARED BY ME, OR UNDER MY PERSONAL SUPERVISION, AND THAT THIS PLAT IS AN ACCURATE REPRESENTATION THEREOF, BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF. I FURTHER CERTIFY THAT THE SURVEY AND THIS PLAT COMPLY WITH ALL APPLICABLE RULES, REGULATIONS, AND LAWS OF THE STATE OF COLORADO, STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS, AND THE CITY OF GREELEY, AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESS OR IMPLIED.

ROBERT D. THOMAS
COLORADO PROFESSIONAL LAND SURVEYOR #38353

DATE

HWY 257 SPUR PLANNED UNIT DEVELOPMENT
LEGAL DESCRIPTIONS
BEING A PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.64 ACRES
PUD2023-0005

LEGAL DESCRIPTIONS - PROVIDED

(PROVIDED BY LAND TITLE COMMITMENT FILE NO.459-HS0802725-416 DATED JUNE 20, 2022)

A PARCEL OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP FIVE NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 11 AND ASSUMING THE NORTH LINE OF SAID NORTHEAST QUARTER AS BEARING NORTH 89°30'06" WEST, BEING A GRID BEARING OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983/92, A DISTANCE OF 2,631.79 FEET WITH ALL OTHER BEARINGS CONTAINED HEREIN RELATIVE THERETO:

THENCE NORTH 89°30'06" WEST ALONG SAID NORTH LINE A DISTANCE OF 1,074.00 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND AS DESCRIBED IN THAT DEED AS RECORDED FEBRUARY 4, 1948 IN BOOK 1220 ON PAGE 238 AS RECEPTION NUMBER 1024391 OF THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER, SAID DOCUMENT HEREINAFTER REFERRED TO AS DOC #1;

THENCE SOUTH 00°34'09" EAST ALONG THE EAST LINE OF THE AFORESAID PARCEL OF LAND A DISTANCE OF 40.01 FEET TO A POINT 40.00 FEET SOUTHERLY OF AS MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID NORTHEAST QUARTER AND BEING A POINT ON THE SOUTH LINE OF THAT PARCEL OF LAND AS DESCRIBED WITHIN THAT QUIT CLAIM DEED AS RECORDED JUNE 24, 1936 IN BOOK 995 ON PAGE 159 OF THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER, SAID DOCUMENT HEREINAFTER REFERRED TO AS DOC#2. SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY (ROW) LINE OF WELD COUNTY ROAD #60 (WCR#60), ALSO KNOWN AS COLORADO STATE HIGHWAY #263 SPUR. SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00°34'09" EAST ALONG THE EAST LINE OF SAID DOC #1 A DISTANCE OF 588.98 FEET TO THE NORTHEAST CORNER OF THAT PARCEL OF LAND AS DESCRIBED WITHIN THAT DEED AS RECORDED SEPTEMBER 27, 1962 IN BOOK 1626 ON PAGE 234 AS RECEPTION NUMBER 1390669 OF THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE NORTHERLY LINE OF THE AFORESAID PARCEL OF LAND BY THE FOLLOWING THREE (3) COURSES AND DISTANCES:

THENCE SOUTH 53°17'16" WEST A DISTANCE OF 338.27 FEET (REC. 301.6') TO THE BEGINNING POINT OF A CURVE. THE AFORESAID LINE BEING NON-TANGENT TO SAID CURVE;

THENCE ALONG THE ARC OF A CURVE WHICH IS CONCAVE TO THE SOUTHEAST A DISTANCE OF 340.65 FEET, WHOSE RADIUS IS 5,780.00 FEET, WHOSE DELTA IS 03°22'36", AND WHOSE LONG CHORD BEARS SOUTH 54°58'13" WEST A DISTANCE OF 340.60 FEET TO THE POINT OF TANGENCY;

THENCE SOUTH 53°17'16" WEST A DISTANCE OF 442.33 FEET TO THE SOUTHEAST CORNER OF THAT PARCEL OF LAND AS DESCRIBED WITHIN THAT WARRANTY DEED AS RECORDED JULY 1, 1966 IN BOOK 570 AS RECEPTION NUMBER 1492337 OF THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER;

THENCE NORTH 00°24'48" WEST ALONG THE EAST LINE OF THE AFORESAID PARCEL OF LAND AND THE EAST LINE OF THAT PARCEL OF LAND AS DESCRIBED WITHIN THAT WARRANTY DEED AS RECORDED MAY 8, 1968 IN BOOK 594 AS RECEPTION NUMBER 1518203 OF THE RECORDS OF THE WCDR A DISTANCE OF 1,289.02 FEET TO THE SOUTHERLY ROW LINE OF SAID WCR#60, ALSO KNOWN AS COLORADO STATE HIGHWAY #263 SPUR AND BEING THE SOUTHERLY LINE OF THE AFORESAID DOC #2 AND BEING A POINT 40' SOUTHERLY OF AS MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID NORTHEAST QUARTER;

THENCE SOUTH 89°30'06" EAST ALONG SAID SOUTHERLY LINE AND BEING A LINE 40' SOUTHERLY OF AS MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID NE1/4 A DISTANCE OF 907.90 FEET TO THE TRUE POINT OF BEGINNING, AS DESCRIBED IN LAND SURVEY PLAT RECORDED FEBRUARY 2, 2005 AT RECEPTION NO. 3258299, COUNTY OF WELD, STATE OF COLORADO.

EXCEPTING THEREFROM PARCEL NO. 5 AS CONTAINED IN THE RULE AND ORDER RECORDED SEPTEMBER 16, 2008 AT RECEPTION NO. 3578545.

THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 17.87 ACRES, MORE OR LESS, AND IS SUBJECT TO EASEMENTS AND RIGHT-OF-WAY OF RECORD.

AND

(PROVIDED BY QUIT-CLAIM DEED RECORDED OCTOBER 19, 2022 AT RECEPTION NO. 4861973)

LOT 2, STANLEY SUBDIVISION, 2ND REPLAT, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.

THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 5.15 ACRES, MORE OR LESS, AND IS SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

AND

(PROVIDED BY STEWART TITLE COMMITMENT FILE NO. 1969667 DATED MARCH 13, 2023)

A PARCEL OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP FIVE NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 11 AND ASSUMING THE NORTH LINE OF SAID NORTHEAST QUARTER OF SECTION 11 AS BEARING NORTH 89°30'06" WEST, BEING A GRID BEARING OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983/92, A DISTANCE OF 2631.79 FEET WITH ALL OTHER BEARINGS CONTAINED HEREIN RELATIVE THERETO, FROM SAID POINT THE SOUTHEAST CORNER OF SAID SECTION 11 BEARS SOUTH 00°24'18" EAST A DISTANCE OF 5263.76 FEET;

THENCE SOUTH 00°24'18" EAST ALONG SAID EAST LINE A DISTANCE OF 40.01 FEET TO THE SOUTHEAST CORNER OF THAT PARCEL OF LAND AS DESCRIBED IN THAT QUIT CLAIM DEED AS RECORDED JUNE 24, 1936 IN BOOK 995 AT PAGE 159 OF THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER (WCDR), SAID DOCUMENT HEREATER REFERRED TO AS DOC#1. SAID POINT BEING FORTY FEET SOUTHERLY OF AS MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID NE 1/4. SAID POINT BEING THE TRUE POINT OF BEGINNING:

THENCE CONTINUING SOUTH 00°24'18" EAST ALONG SAID EAST LINE A DISTANCE OF 8.7 FEET TO THE INTERSECTION WITH THE EXISTING CENTER LINE OF STATE HIGHWAY #16 AND BEING THE BEGINNING POINT OF A CURVE. THE AFORESAID LINE BEING NON-TANGENT TO SAID CURVE;

THENCE ALONG SAID CENTER LINE BY THE FOLLOWING TWO (2) COURSES AND DISTANCES:

THENCE ALONG THE ARC OF A CURVE WHICH IS CONCAVE TO THE SOUTHEAST A DISTANCE OF 674.36 FEET, WHOSE RADIUS IS 1910.00 FEET, WHOSE DELTA IS 20°13'46" AND WHOSE LONG CHORD BEARS SOUTH 64°41'58" WEST A DISTANCE OF 670.67 FEET TO THE END POINT OF SAID CURVE;

THENCE SOUTH 53°17'16" WEST ALONG A LINE NON-TANGENT TO THE AFORESAID CURVE A DISTANCE OF 575.00 FEET;

THENCE NORTH 00°34'09" WEST A DISTANCE OF 648.51 FEET TO THE SOUTH LINE OF THE AFORESAID DOC#1. SAID POINT BEING 40 FEET SOUTHERLY OF AS MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID NORTHEAST QUARTER. FROM SAID POINT THE NORTHEAST CORNER OF SAID SECTION 11 BEARS NORTH 00°34'09" WEST A DISTANCE OF 40.01 FEET TO THE NORTH LINE OF SAID SECTION 11, THENCE SOUTH 89°30'06" EAST ALONG SAID NORTH LINE A DISTANCE OF 1074.00 FEET;

THENCE SOUTH 89°30'06" EAST ALONG A LINE 40' SOUTHERLY OF AS MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE NORTH LINE OF SAID NORTHEAST QUARTER A DISTANCE OF 1073.89 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THAT PORTION CONVEYED TO THE DEPARTMENT OF TRANSPORTATION, STATE OF COLORADO IN WARRANTY DEED RECORDED AUGUST 3, 2007 AT RECEPTION NO. 3494778.

THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 6.77 ACRES, MORE OR LESS, AND IS SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

PLANNED UNIT DEVELOPMENT LEGAL DESCRIPTION AS SURVEYED

A PARCEL OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP FIVE NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 11 AND ASSUMING THE NORTH LINE OF SAID NORTHEAST QUARTER AS BEARING SOUTH 89°29'11" EAST WITH ALL BEARINGS HEREIN RELATIVE THERETO;

THENCE SOUTH 00°23'23" EAST ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11, A DISTANCE OF 317.14 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 34 (BUSINESS ROUTE) RIGHT-OF-WAY;

THENCE ALONG A CURVE TO THE LEFT, BEING ALONG THE SOUTHERLY RIGHT-OF-WAY OF SAID U.S. HIGHWAY 34 (BUSINESS ROUTE), HAVING A DELTA OF 17°45'49", A RADIUS OF 5,655.00 FEET, AN ARC LENGTH OF 1,745.49 FEET, A CHORD OF 1,746.21 FEET BEARING SOUTH 62°16'15" WEST;

THENCE SOUTH 53°20'10" WEST ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 34 (BUSINESS ROUTE), A DISTANCE OF 533.64 FEET;

THENCE NORTH 00°23'00" WEST A DISTANCE OF 918.56 FEET TO THE SOUTHEAST CORNER OF LOT 2, STANLEY SUBDIVISION, 2ND REPLAT;

THENCE NORTH 89°42'13" WEST ALONG THE SOUTH LINE OF LOT 2, STANLEY SUBDIVISION, 2ND REPLAT, A DISTANCE OF 441.46 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2, STANLEY SUBDIVISION, 2ND REPLAT;

THENCE NORTH 00°23'54" WEST ALONG THE WEST LINE OF LOT 2, STANLEY SUBDIVISION, 2ND REPLAT, A DISTANCE OF 549.19 FEET TO A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11, SAID POINT ALSO BEING THE CENTERLINE OF COLORADO HIGHWAY 257 SPUR;

THENCE SOUTH 89°29'11" EAST ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11, SAID LINE ALSO BEING THE CENTERLINE OF SAID COLORADO HIGHWAY 257 SPUR, A DISTANCE OF XXXX, TO THE POINT OF BEGINNING.

THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 1,125,577 SQUARE FEET, 25.84 ACRES, MORE OR LESS, AND IS SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

SURVEYOR NOTES:

1. THIS SITE ANALYSIS MAP WAS PREPARED WITH THE BENEFIT OF HERITAGE TITLE COMPANY COMMITMENT FILE NO. 459-HS0802725-416, DATED JUNE 20, 2022, AND HERITAGE TITLE COMMITMENT NO. 1969667, DATED MARCH 23, 2023, AND WAS RELIED UPON, EXCLUSIVELY, BY THOMAS LAND SURVEYING, LLC, FOR ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD, AND DOES NOT CONSTITUTE A TITLE SEARCH BY THOMAS LAND SURVEYING, LLC, TO DETERMINE TITLE OF RECORD. THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: BUILDING SETBACK LINES, RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS; AND ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
2. ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
3. THIS SURVEY IS VALID ONLY IF PRINT HAS ORIGINAL SEAL AND SIGNATURE OF SURVEYOR.
4. THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.

EASEMENTS AND RIGHTS-OF-WAY NOTES:

(PROVIDED BY LAND TITLE COMMITMENT FILE NO. 459-HS0802725-416 DATED JUNE 20, 2022 AND STEWART TITLE COMMITMENT FILE NO. 10969667 DATED MARCH 13, 2023, AND RELIED UPON, EXCLUSIVELY, FOR ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD)

1. A NONEXCLUSIVE PIPELINE EASEMENT WAS GRANTED TO PRIMA OIL & GAS COMPANY WAS RECORDED ON JUNE 2, 2003 AT RECEPTION NO. 3068211 AND RE-RECORDED AT RECEPTION NO 3075705. SAID EASEMENT IS 20 FEET IN WIDTH, TEN FEET EACH SIDE OF CENTERLINE, FOR THE PURPOSE OF CONSTRUCTING, OPERATING, INSPECTING, MAINTAINING, PROTECTING, REPAIRING, REPLACING, CHANGING THE SIZE OF, AND REMOVING A PIPELINE, OR OTHER APPURTENANCES INCLUDING ABOVE GROUND RECEIVER SITE, FOR THE TRANSPORTATION OF OIL, GAS, PETROLEUM PRODUCTS, WATER, AND ANY OTHER SUBSTANCES. THE RECORDED DOCUMENT IS ILLEGIBLE AND DOES NOT SHOW THE LOCATION OF THE EASEMENT - UNDERGROUND FACILITIES MAY EXIST - NOT PLOTTED.
2. A RIGHT-OF-WAY EASEMENT WAS GRANTED TO POUDRE VALLEY RURAL ELECTRIC ASSOCIATION, INC. AND WAS RECORDED ON NOVEMBER 20, 2018 AT RECEPTION NO. 4447911. SAID EASEMENT IS FOR AN UNDERGROUND EASEMENT BEING 5 FEET EACH SIDE OF A POWERLINE CENTERLINE. SAID POWERLINE CENTERLINE LOCATION IS NOT CALLED OUT - UNDERGROUND FACILITIES MAY EXIST - NOT PLOTTED.
3. AN OIL AND GAS LEASE WAS GRANTED TO UNION PACIFIC RESOURCES COMPANY AND WAS RECORDED MARCH 1, 1995 AT RECEPTION NO. 2428516. SAID LEASE GRANTS FOR THE PURPOSES OF INVESTIGATING, EXPLORING, PROSPECTING, DRILLING AND MINING FOR AND PRODUCING OIL AND GAS, LAYING PIPELINES, BUILDING TANKS, POWER STATIONS, TELEPHONE LINES AND OTHER STRUCTURES THEREON TO PRODUCE, SAVE, TAKE CARE OF, TREAT, REFINER, PROCESS, STORE, TRANSPORT, OWN, SELL AND DISPOSE OF SAID OIL, GAS, AND ASSOCIATED LIQUID HYDROCARBONS. SAID LEASE ENCUMBERS THE EAST HALF OF THE NORTHEAST QUARTER OF SUBJECT SECTION 11 AND IS BLANKET IN NATURE - NOT PLOTTED.

Attachment D – Neighborhood Notification Boundary Map

Project Location: ★
Notice Boundary: 





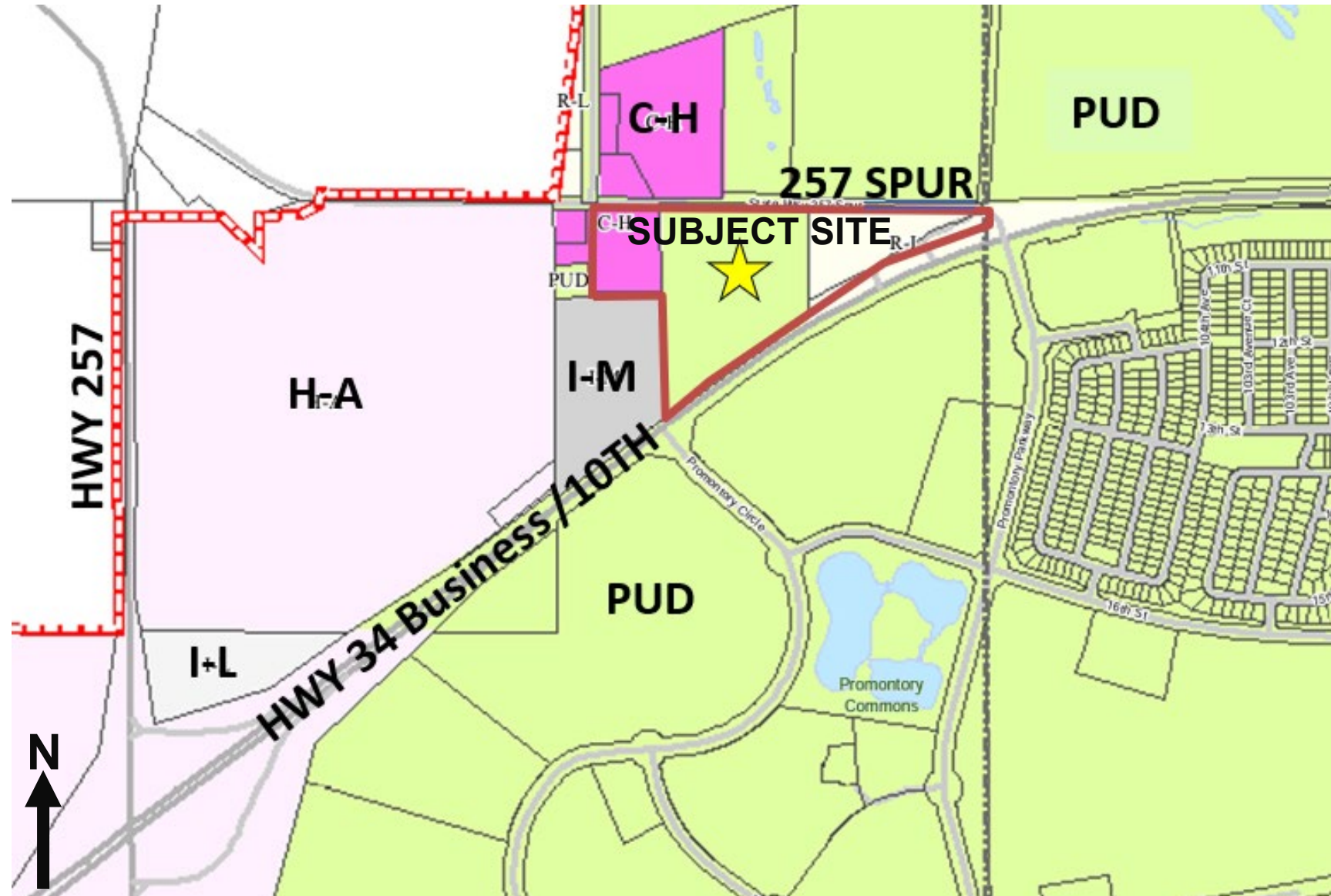
257 Spur PUD PUD2023-0005

Planning Commission
September 26, 2023
Meg Oren, Planner III

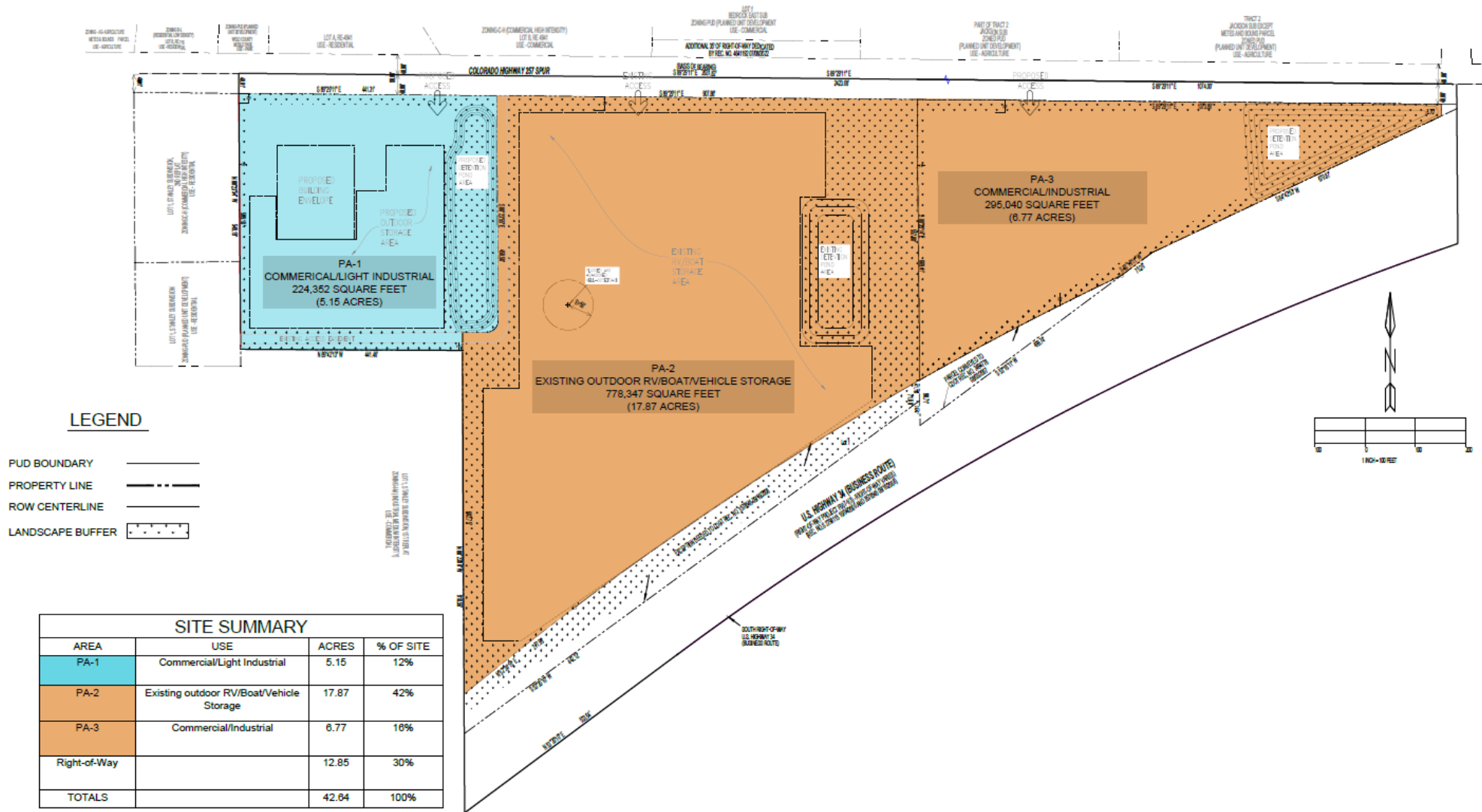
Request & Site Background

- Request:
 - Rezone 42.64 acres from R-L (Residential Low Density), C-H (Commercial High Intensity), PUD (Planned Unit Development) to PUD (Planned Unit Development)
- Background:
 - Annexed in 1985
 - Golden Triangle PUD (Z:2:85)
 - Stanley Subdivision, Second Replat (SUB2021-0030)

Location



257 Spur PUD



Land Uses Comparison

Residential Low Density

- Single-family Dwelling
- Farming
- Residential Care
- Child Care – Home Occupation
- Lodging/Short-term Rental

Planned Unit Development - Proposed

- **Planning Area 1:**

- Industrial Low Intensity
 - Animal Care
 - Food/Beverage
 - Office
 - Retail

- **Planning Areas 2 & 3:**

- Commercial High Intensity
 - RV/Boat/Vehicle Outdoor and Indoor Storage
 - Warehouse/Storage
 - Retail

Considerations

Approval Criteria

- ✓ Rezoning Criteria, 24-204(b)
- ✓ PUD Criteria, 24-205(c)

Notification

- 24 notice letters
- Signs posted on the property
- Web notice
- Mineral notice completed
- No objection/support

Recommendation

- Staff recommends approval of the Planned Unit Development and Rezone.

Recommended Motion



Rezoning Criteria, Section 24-204(b) & PUD Criteria, Section 24-205(c)

- Approval

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from R-H (Residential High Density) Zone District to PUD (Planned Unit Development) **meets** the Development Code criteria, Section 24-204 and Section 24-205 and therefore, recommends **approval** of the Rezone and Planned Unit Development to the City Council.



Alternative Motion



Rezoning Criteria, Section 24-204(b) & PUD Criteria, Section 24-205(c)

- Denial

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from R-H (Residential High Density) Zone District to PUD (Planned Unit Development) **does not meet** the Development Code criteria, Section 24-204 and Section 24-205 and therefore, recommends **denial** of the Rezone and Planned Unit Development to the City Council.

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 1) | <p>The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.</p> <ul style="list-style-type: none">• <i>Land Use Guidance Map – Mixed Use.</i>• <i>Objective GC-1.2 Form of Growth</i>, compact urban form over sprawl or leap-frog development.• <i>Objective GC-4.3 Infill Compatibility</i>, compatible site design and building architecture. |
| 2) | <p>The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.</p> <ul style="list-style-type: none">• <i>The intent of the Planned Unit Development is to provide additional use of the property in ways that are compatible with the area. The proposed land uses provide opportunities for outdoor storage which are relatively low-impact and low-intensity uses.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 3) | Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area. |
| | <ul style="list-style-type: none"><i>The area continues to see infill sites developed with a mix of residential and nonresidential uses. Recent development includes mainly residential to the east and south, however, there are existing light industrial uses to the north and south, as well as possible future commercial to the south.</i> |
| 4) | Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity. |
| | <ul style="list-style-type: none"><i>The existing zoning was established in 1985 with the Golden Triangle PUD (Z:2:85), the PUD was amended into six individual PUDs in 1997 (PUD 11-97), and significant areas of the site remain undeveloped.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 5) | <p>The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.</p> |
| | <ul style="list-style-type: none"><i>The proposal is an extension of an established business. The outdoor storage company is wanting to expand their operations. Design criteria within the PUD has been proposed to continue within the established parameters of City of Greeley development code. The proposal is congruent with existing land uses adjacent to the property, such as the trucking company to the north and the CDOT Storage Facility to the southwest.</i> |
| 6) | <p>The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.</p> |
| | <ul style="list-style-type: none"><i>Existing services are present in the vicinity to support development of the site as proposed. The Water and Sewer Department has agreed to allow a septic system as an interim condition if the parcel develops prior to sewer being available. Water is available to be extended to the site and looping may be required depending on site use and to be determined with a Site Plan Review land use process.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|---|
| 7) | <p>The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.</p> |
| | <ul style="list-style-type: none"><i>The proposed Planned Unit Development would accommodate the community's need for outdoor storage, and expansion of local businesses. The existing RV/Boat/Vehicle storage business would like to expand, and the proposed allowed use is not allowed under the existing zoning to this extent. The proposed zoning is more appropriate than the existing zoning to allow development of the site and to serve community needs. The third development area will be utilized as the corporate headquarters for Landmark Builders, INC. therefore providing local employment.</i> |
| 8) | <p>Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.</p> |
| | <ul style="list-style-type: none"><i>The only anticipated negative impact of the proposal would be visual, which will be mitigated by the landscape buffering standards established in the PUD.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 9) | The recommendations of professional staff or advisory review bodies. |
| | <ul style="list-style-type: none"><i>Staff and Planning Commission recommend approval.</i> |

Planned Unit Development Review Criteria, Section 24-205(c)

- | | |
|----|--|
| 1) | The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards. |
| | <ul style="list-style-type: none"><i>The proposal allows nonresidential uses to be incorporated into the area in a way that achieves greater consistency and more specificity than standard zones would allow. The proposed uses are enumerated, and the proposal does not allow uses that could be incompatible with the area that would be allowed using standard zones.</i> |

Review Criteria



Planned Unit Development Review Criteria, Section 24-205(c)

- | | |
|----|--|
| 2) | <p>The benefits from any flexibility in the proposed plan:</p> <ul style="list-style-type: none">(1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;(2) involves innovative concepts that were not anticipated by the development code; or(3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards. |
| | <ul style="list-style-type: none"><i>The proposed development standards generally follow Development Code standards for C-H (Commercial High Intensity) and I-L (Industrial Low Intensity) areas with the inclusion of outdoor RV/boat/vehicle storage. .</i> |

Review Criteria



Planned Unit Development Review Criteria, Section 24-205(c)

- | | |
|----|---|
| 3) | The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area. |
| | <i>• The request is consistent with planning and design principles and the Comprehensive Plan.</i> |
| 4) | The plan meets all the review criteria for zoning map amendments in Section 24-204. |
| | <i>• The request complies with Section 24-204, Review Criteria for Rezoning as detailed above.</i> |

257 Spur PUD

DEVELOPMENT SUMMARY		
PLANNING AREAS	USES PERMITTED BY RIGHT	PROHIBITED USES
PA-1	All uses listed as permitted in the I-L zoning district, as amended.	All uses listed as prohibited in the I-L zoning district in addition to the following uses: • Adult Businesses • All Residential Uses • All Public & Civic Uses • Automobile – Gas Station Large (21+ pumps) • Automobile – Repair/Service Large (7+ service bays; >1 acre) • Automobile – Sales/Rental Large (>1.0 acre) • Lodging – Short Term Rental • Lodging – Bed & Breakfast (up to 5 rooms) • Lodging – Inn (6 to 40 rooms) • Lodging – Hotel/Motel Small (41+ rooms) • Medical – Limited (<5K GLA; no emergency service) • Medical – General (5K – 20K GLA; no emergency service) • Medical – Large (>20K GLA; emergency service) • Medical – Hospitals • Mortuaries and Funeral Homes • Child Care (accessory) • Recreation – Outdoor Limited (no lights; <0.5 acre) • Recreation – Outdoor General (no lights; 0.5 – 1.0 acre) • Child Care Center/Pre-School • Drive-Through Services – Accessory • Recreation – Outdoor Large (lights or >1.0 acre) • Recreation – RV and Travel Trailer Park
PA-2 & PA-3	All uses listed as permitted in the C-H zoning district, as amended and the uses listed below: • RV/Boat/Vehicle storage (Outdoor/Indoor). • Warehouse/Storage — Outdoor General (1.0 + acre)	All uses listed as prohibited in the C-H zoning district, except those listed as permitted by this PUD. The additional land uses below will be prohibited: • Automobile – Gas Station Large (21+ pumps) • Automobile – Repair/Service Large (7+ service bays; >1 acre) • Automobile – Sales/Rental Large (>1.0 acre)



Planning Commission Agenda Summary

September 26, 2023

Key Staff Contact: Meghan Oren, Planner III

Title:

A Public Hearing to consider a Use by Special Revi

Summary:

A Public Hearing to consider a Use by Special Review (USR) request for a Parking Lot in the C-L (Commercial Light Intensity) Zone District West of 71st Avenue, North of 29th Street, South of Highway 34 (USR2023-0010).

Recommended Action:

Planning staff and the Administrative Review Team recommend approval.

Attachments:

1. PC Report - UCHealth West Parking Lot USR2023-0010_FinalPC
2. USR2023-0010 - UCHealth West Parking Lot_Attachment A_Zoning Vicinity Map
3. USR2023-0010 - UCHealth West Parking Lot_Attachment B_Project Narrative
4. USR2023-0010 - UCHealth West Parking Lot_Attachment C_Site Landscape Plan
5. USR2023-0010 - UCHealth West Parking Lot_Attachment D_Neighborhood Notification Boundary Map
6. USR2023-0010 - UCHealth West Parking Lot_Attachment E_Staff Presentation

PLANNING COMMISSION SUMMARY

ITEM: Use by Special Review (USR) for a Parking Lot in the C-L (Commercial Light Intensity) Zone District.

FILE NUMBER: USR2023-0010

PROJECT: UCHealth West Parking Lot USR

LOCATION: West of 71st Avenue, North of 29th Street, South of Highway 34

APPLICANT: Angela Milewski, BHA Design, on behalf of University of Colorado Health

CASE PLANNER: Meg Oren, Planner III

PLANNING COMMISSION HEARING DATE: September 26, 2023

PLANNING COMMISSION FUNCTION:

Review the proposal for compliance with Section 24-480(a)1-5, Review Criteria/Uses by Special Review, of the City of Greeley Development Code and either approve, approve with conditions, deny, or table the consideration for future consideration.

EXECUTIVE SUMMARY

The City of Greeley is considering a request by the applicant, Angela Milewski, BHA Design, on behalf of University of Colorado Health, for approval of a USR (Use by Special Review) to allow for a parking lot in the C-L (Commercial Low Intensity) zone district (see Attachments A, B, and C).

A. REQUEST

The Applicant is requesting approval of a USR for a parking lot (see Attachment C).

B. STAFF RECOMMENDATION

Approval

C. LOCATION

The subject request is located west of 71st Avenue, north of 29th Street, south of Highway 34 (see Attachment A).

Current Zoning:

C-L (Commercial Low Intensity)

Abutting Zoning:

North: C-H
South: R-L, R-H
East: R-H
West: C-H

Surrounding Land Uses:

North: Highway 34, Residential
South: Residential
East: Commercial
West: Residential (future)

Site Characteristics:

The site currently is being utilized as a temporary parking lot for construction projects at the hospital. There are also oil and gas wells that have recently been plugged and abandoned. One access point exists off 71st Avenue from the former oil and gas wells and will be utilized in the proposal.

D. BACKGROUND

The subject site is part of the St. Michaels Subdivision, First Replat, completed in 2003, as Tract 1 (Recordation No. 3068112). The parcel is currently zoned Commercial Low Intensity. The parcel is presently undergoing a Subdivision (SUB2023-0013) land use process concurrently with the Use by Special Review application. Minor subdivisions are reviewed and approved administratively.

The applicant intends to demolish the existing temporary parking lot and construct a 150-stall asphalt parking lot. The lot is proposed to handle overflow parking for employees of UCHHealth Greeley West Hospital. In addition to the parking lot, a pedestrian pathway and bridge constructed over the Boomerang Ditch would be provided as well, to allow users a safe passage to the hospital. The applicant has been working closely with the ditch company, as well as the oil and gas company, throughout the design and land use application processes. The oil and gas wells were recently plugged and abandoned in August 2023.

Hours of operation are anticipated to be 24 hours a day, seven days a week. The site is approximately 8.51 acres in size, with roughly 1.4 acres for drive, parking lot and walkways, 1.7 acres for Open Space, and 5.35 acres dedicated to future development. The City of Greeley Development Code states that public parking, primarily due to the parking lot supporting a business on an adjacent lot, require a USR approval in the Commercial Low Intensity zone.

E. APPROVAL CRITERIA

Uses by Special Review: Uses by Special Review possess characteristics which require a public hearing to determine if a proposed use has the potential to adversely affect other land uses, transportation systems, public facilities, or the like in the surrounding

neighborhood. The Planning Commission may require conditions of approval necessary to eliminate or mitigate, to an acceptable level, any potentially adverse effects of the proposed use.

Section 24-206.b of the Development Code contains eight criteria that are used to evaluate Uses by Special Review:

1. All criteria for site plan review in Section 24-207

Staff Comment: The proposed project satisfies the requirements of Section 24-207 of the Development Code. The applicant has addressed all staff comments and included all required materials for the Use by Special Review criteria. Staff is satisfied with the Use by Special Review submitted for the proposed project.

The proposal complies with this criterion

2. The application furthers the intent of the proposed zoning district, does not conflict with the intent of any abutting districts, and is otherwise determined to be consistent with the Comprehensive Plan.

The following Imagine Greeley Comprehensive Plan policies apply to this request:

▪ **EH-1.3 Cooperation with Partners**

Cooperate with community partners to create a healthy environment where residents are able to practice healthy living, are well-nourished, and have access to affordable health care.

Staff Comment: UCHealth West Greeley Hospital has made every effort to be a partner with its surrounding neighbors in St. Michaels and is aware of the parking issues. The proposed project will hopefully mitigate those issues, resolve parking issues for individuals seeking medical care, and assist with employees having a safe area to park.

This request complies with the Comprehensive Plan Policies.

The proposal complies with this criterion.

3. **Any associated site development or construction complies with requirements of this code, including any conditions or additional requirements identified for the particular use.**

Staff Comment: The proposed project complies with all development code requirements for site development and construction standards. Various city departments and external agencies have reviewed the project proposal and are satisfied with the proposal as it meets all requirements for site design and site construction.

The proposal complies with this criterion.

4. **Compatibility with the area in terms of operating characteristics such as hours of operation, visible and audible impacts, traffic patterns, intensity of use, and other potential impacts on adjacent property. The cumulative impact of a concentration of similar existing uses may be considered as part of the impact of a particular use.**

Staff Comment: The operating characteristics of the proposed project are within normal standards for the site location and abutting properties.

The proposal complies with this criterion.

5. **The site is physically suitable for the proposed use, and whether any additional site specific conditions are necessary for the use to be appropriate and meet these criteria.**

Staff Comment: The 8.51-acre site is currently a temporary parking lot with plugged and abandoned oil and gas wells. The site is adjacent to unoccupied parcels to the west.

The proposal complies with this criterion

6. **Whether a limited time period for the permit is reasonably necessary to either limit the duration of the use, assess the use against changing conditions in the area, or ensure periodic reporting and ongoing enforcement of the permit.**

Staff Comment: It is not necessary to make those limitations. The proposal is the beginning step to meet the parking needs of the hospital, and will

eventually have possible office buildings associated with the hospital at the site.

The proposal complies with this criterion.

7. The long-range plans for the surrounding area are not negatively impacted considering the permanence of the proposed use, the permanence of existing uses in the area, and any changes in character occurring in the area.

Staff Comment: According to Greeley's Land Use Guidance Map within the Imagine Greeley Comprehensive Plan, the subject area is proposed as a Mixed Use Neighborhood.

The UCHHealth West Greeley Hospital is adjacent to the property to the east, as well as an existing parking lot. There are several commercial businesses throughout St. Michaels, as well as single-family residential, duplexes, and multi-family residential.

The proposal complies with this criterion.

8. The recommendations of professional staff or other technical reviews associated with the application.

Staff Comment: Staff completed a thorough review of the proposed project, in conjunction with the Boomerang Ditch, CDOT, Fire, Forestry, Natural Areas and Parks, MS4, Stormwater, Traffic, Water and Sewer, and Water Conservation.

The proposal complies with this criterion

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The three existing lots are part of the Greeley Industrial Park Subdivision (File No. S 18:3) (Recording Number 1437000). Currently, the applicant is proposing to combine the three lots into one for the purpose of developing the lot with a convenience store with gas sales. The Minor Subdivision has been submitted and is being reviewed concurrently with this USR request (File No. SUB2021-0011). Minor subdivisions are reviewed and approved administratively.

2. HAZARDS

Staff is unaware of any potential hazards that presently exist on the site.

3. WILDLIFE

The subject site is not located in an area identified for moderate or high wildlife impacts. There are no known impacts that would occur to wildlife if the site is rezoned.

4. FLOODPLAIN

The proposed project is not located within the 100-year floodplain or floodway, according to the adopted Federal Emergency Management Administration (FEMA) flood data.

5. DRAINAGE AND EROSION

On-site grading, including curb and gutter/valley pans, will be used to convey all stormwater runoff to a water quality and detention pond to the east of the parking lot. A Drainage Report was included with this land use submittal that was reviewed and accepted by both Community Development staff and the City of Greeley Stormwater Division.

6. TRANSPORTATION

Site access for this development consists of one full movement access along 71st Avenue on the southwest side of the property. Traffic impacts have been accounted for through the preparation of a Transportation Impact Study (TIS) that was included with the land use submittal. Community Development staff, as well as the City of Greeley Traffic Division and the Colorado Department of Transportation have reviewed the Transportation Impact Study and accepted it.

G. SERVICES

1. WATER

The City of Greeley provides water service to the area.

2. SANITATION

The City of Greeley provides sanitation service to the area.

3. EMERGENCY SERVICES

The subject site is serviced by the City of Greeley Fire and Police. The closest fire station, Fire Station #5, is located approximately 2.73 miles to the northeast of the subject site.

4. PARKS/OPEN SPACES

No public parks or open space areas are proposed with this request and it would not be creating any private parks or open space. The proposed request should have little to no impact on parks or open space in the community.

5. SCHOOLS

No public or private schools are proposed or located within the site. The proposed use would not create any impacts on a school district.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

Any development plan application for the property would be reviewed for compliance with the City's Development Code requirements regarding visual impacts. The applicant provided a landscape plan as part of the submittal which shows a variety of landscaping that is proposed to be installed to mitigate any visual impact to surrounding properties and rights-of-way. Landscaping will consist of a mixture of shade, ornamental, and evergreen trees, as well as a mixture of ornamental grasses and shrubs.

2. NOISE

No noise impacts are anticipated with the USR request. Any potential noise created by future development will be regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Neighborhood notices were mailed to surrounding property owners within 500 feet of the subject site on September 11, 2023, per Development Code requirements. A sign was posted on the site on September 11, 2023. No comments have been received.

J. PLANNING COMMISSION RECOMMENDED MOTION

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for a Parking Lot in the C-L (Commercial Light Intensity) Zone District is consistent with the Development Code criteria of Section 24-206 (a-d), and therefore, approve the Use by Special Review as submitted.

ATTACHMENTS

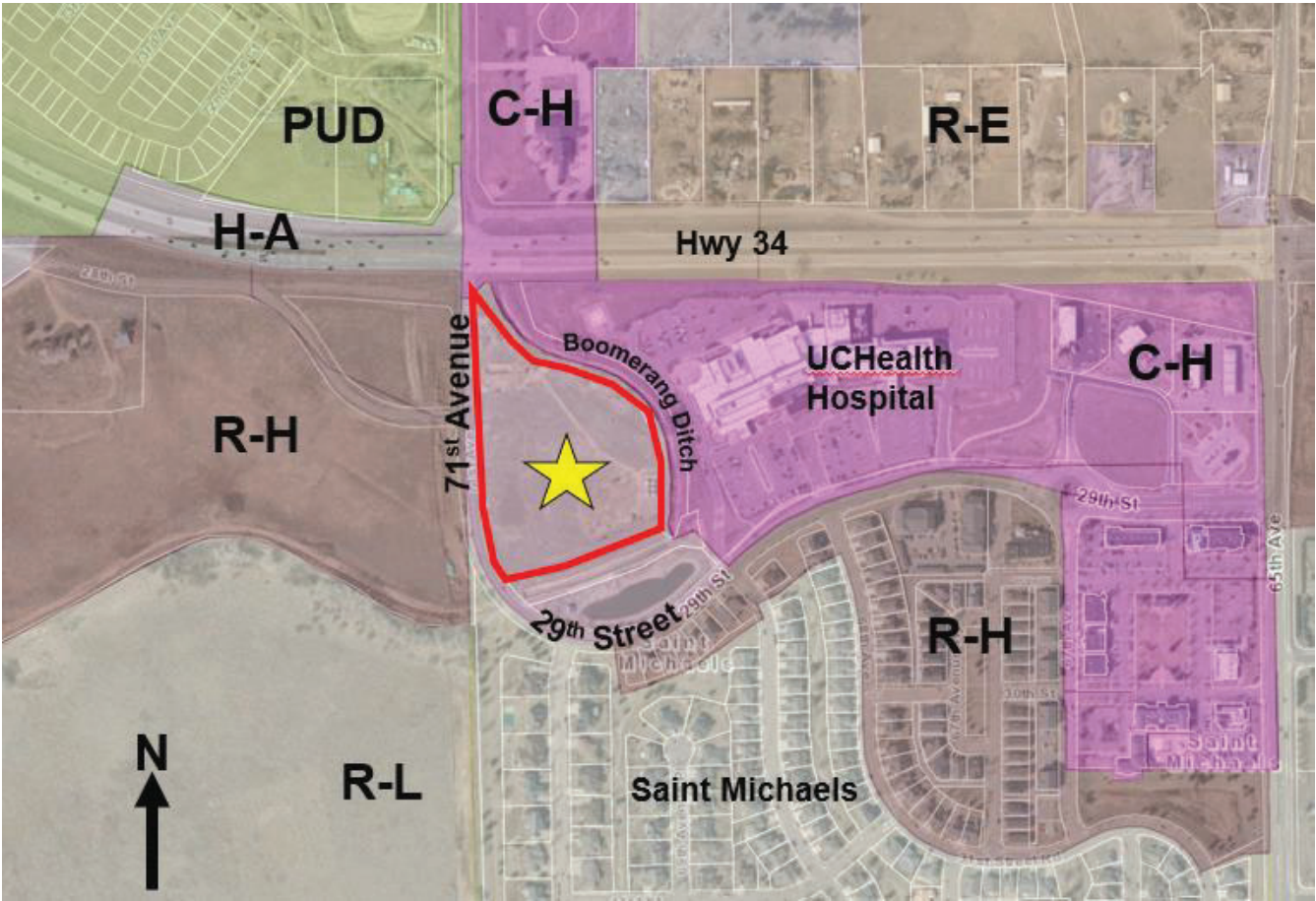
Attachment A – Zoning/Vicinity Map

Attachment B – Project Narrative

Attachment C – Site/Landscape Plan

Attachment D – Neighborhood Notification Boundary Area

Attachment E – Staff Presentation



UCHealth Greeley Hospital – West Parking Lot

Project Narrative

UCHealth has purchased the parcel immediately west of its Greeley Hospital Campus to provide an area for additional staff parking and to allow for future expansion or development to support future needs of the hospital. One active well remains on the property which will eventually be capped and abandoned allowing for development of the property.

To help with the immediate needs for parking, UCHealth plans to initially construct a 150-space parking lot for their staff including a pedestrian bridge and sidewalk connection to the staff entrance to the hospital. The remainder of the property is expected to be developed at some point in the future with a separate review process through the City of Greeley. The temporary contractor parking lot would be removed prior to the construction of the planned staff parking lot. There is only one existing tree within the development area which will be removed. This tree is located within the ditch easement and the Boomerang Lateral Ditch Co has requested UCHealth remove trees near the ditch with development. Based on our Pre-Application meeting and subsequent discussions with staff, we are submitting the plans for this staff parking lot as a Site Plan Review and Minor Subdivision Plat. In addition, the City has determined that the parking lot use requires approval of a Use by Special Review. We are submitting each of these applications concurrently for review.

Use by Special Review

The property is zoned C-L. Since there is no building planned with this development proposal, the closest use in the Development Code has been determined to be ‘Transportation – Public Parking’. This use is allowed in the C-L zone district as a Use by Special Review. We submit the following criteria for this review:

1. All criteria for site plan review in Section 24-207 (Site Plan) are met.

Drawings and Reports have been submitted for consideration demonstrating compliance with Section 24-207

2. The application furthers the intent of the proposed zoning district, does not conflict with the intent of any abutting districts, and is otherwise determined to be consistent with the Comprehensive Plan.

The C-L district is intended to provide wide range retail, service and employment uses at a scale, intensity or in a format that requires a high level of vehicle accessibility and visibility, typically along corridors or major intersections, and is not easily integrated with other land uses or development patterns. The planned parking lot meets this intent, supports the needs of the existing hospital which is a Permitted Use in the C-L district, and does not preclude the future development of this property for other uses envisioned by the Comprehensive Plan.

June 2, 2023

3. Any associated site development or construction complies with requirements of this code, including any conditions or additional requirements identified for the particular use.

Drawings and Reports have been submitted for consideration demonstrating compliance with the code.

4. Compatibility with the area in terms of operating characteristics such as hours of operation, visible and audible impacts, traffic patterns, intensity of use, and other potential impacts on adjacent property. The cumulative impact of a concentration of similar existing uses may be considered as part of the impact of a particular use.

The planned staff parking lot is compatible with the area and will help alleviate parking needs. Drawings and Reports have been submitted for consideration demonstrating compliance with

the code.

5. The site is physically suitable for the proposed use, and whether any additional sitespecific conditions are necessary for the use to be appropriate and meet these criteria.

UCHealth has agreements in place with both the oil/gas operator and the Boomerang Lateral Ditch Company and have been in cooperation with these groups on the parking lot plans. The parking lot has been located outside the setbacks related to oil and gas operations.

6. Whether a limited time period for the permit is reasonably necessary to either limit the duration of the use, assess the use against changing conditions in the area, or ensure periodic reporting and ongoing enforcement of the permit.

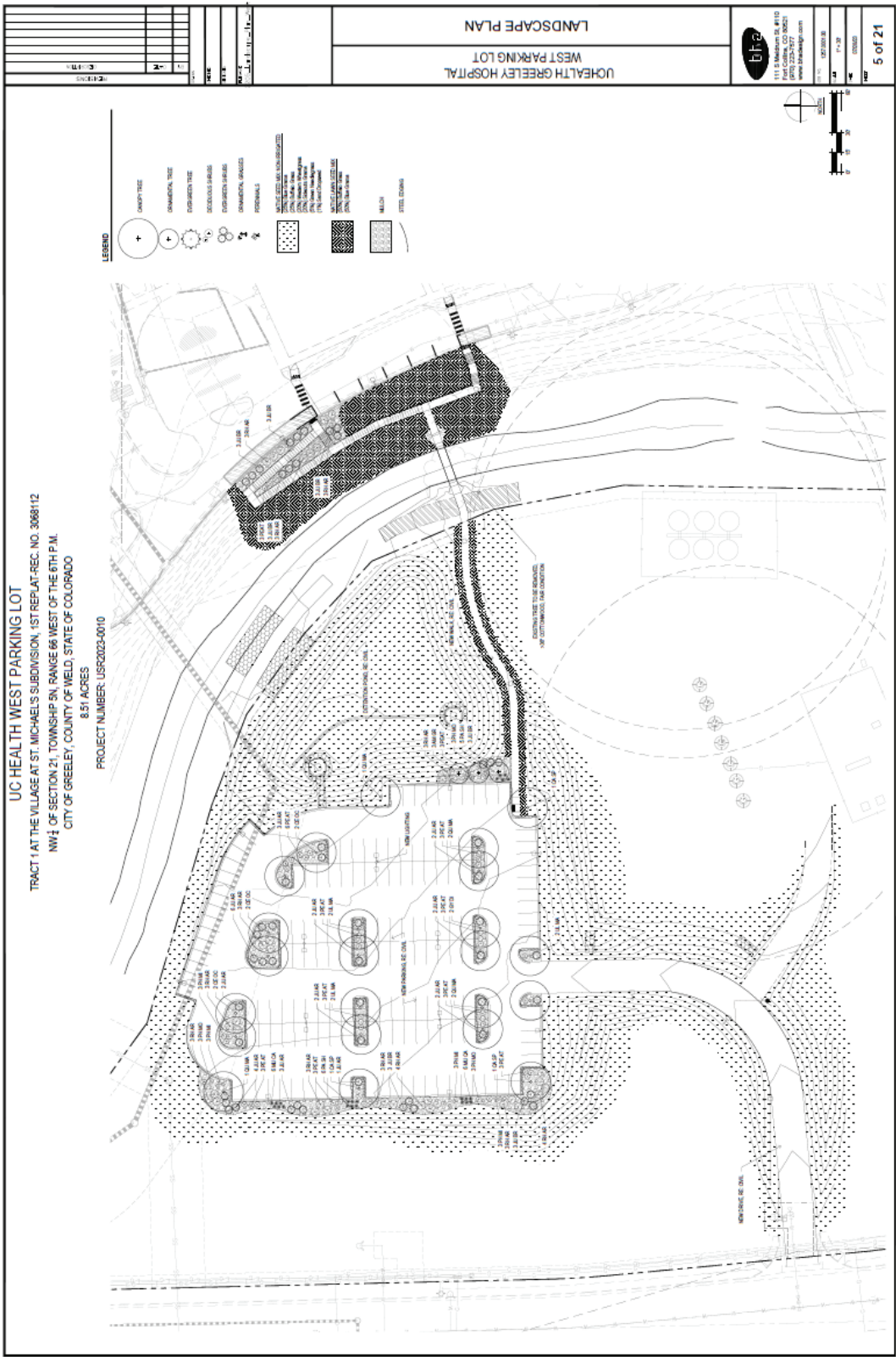
The proposed use as a parking lot is similar to other surface parking in the area and should not require a limit on its duration of use.

7. The long-range plans for the surrounding area are not negatively impacted considering the permanence of the proposed use, the permanence of existing uses in the area, and any changes in character occurring in the area.

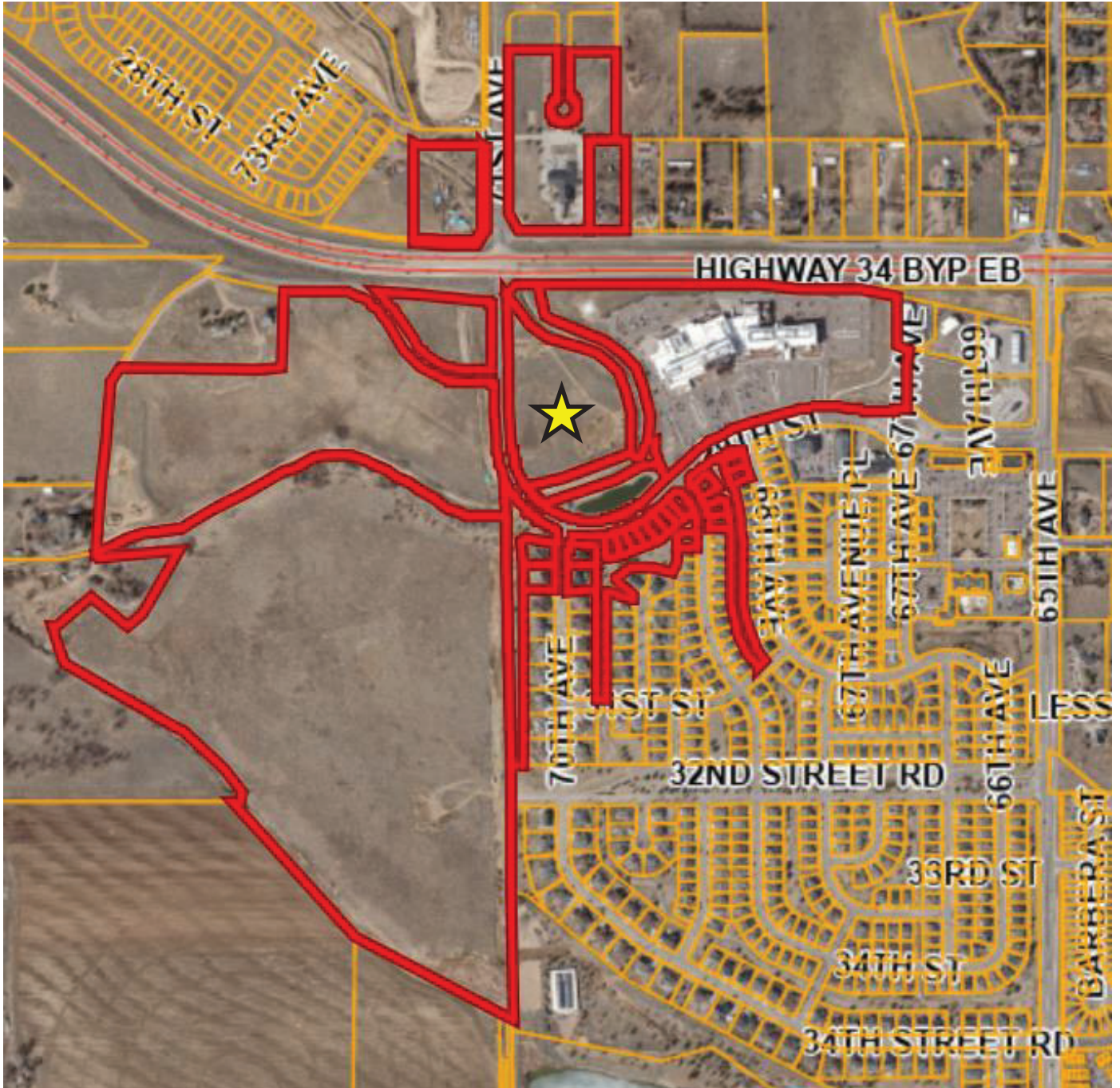
The parking lot on a portion of the property does not preclude the future development of the property for other uses or long-range plans to support the hospital and surrounding neighborhood.

8. The recommendations of professional staff or other technical reviews associated with the application.

We look forward to your review and request staff recommendation for approval of the parking use.



Attachment D – Neighborhood Notification Boundary Map





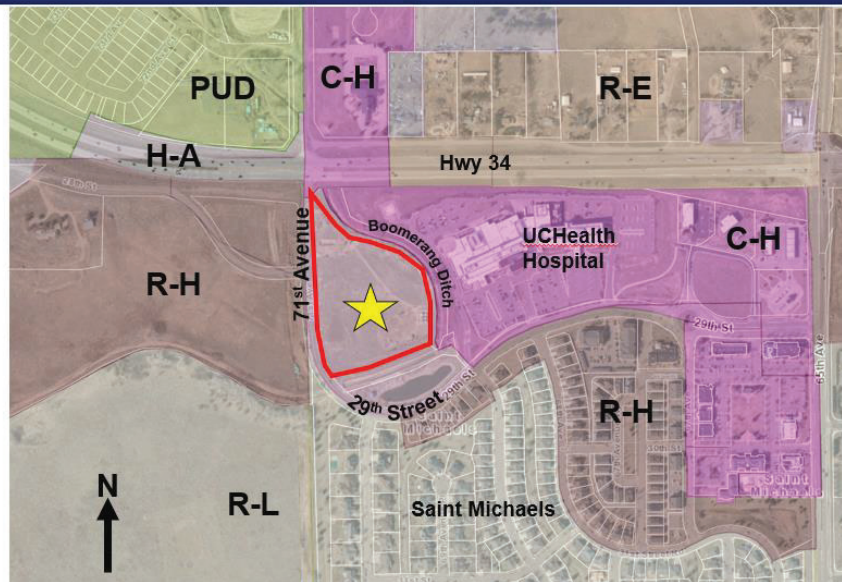
UHealth West Parking Lot USR2023-0010

**Planning Commission
September 26, 2023
Meg Oren, Planner III**

Request & Site Background

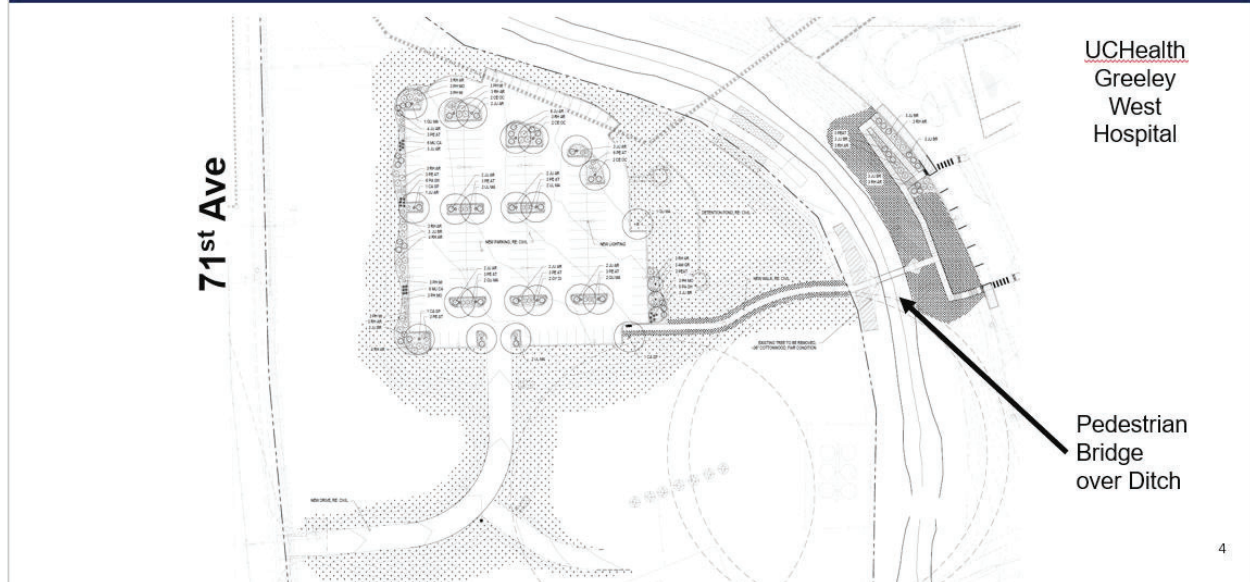
- **Request:**
 - Parking Lot in the C-L zone district
- **Background:**
 - St. Michael's Subdivision, First Replat (S:49-02)

Location



3

UCHealth West Parking Lot USR



4

Considerations

Approval Criteria

- ✓ Use by Special Review Criteria, 24-206(b)

Notification

- 33 notice letters
- 500 ft Notice boundary
- Sign posted on the property
- Web notice
- Mineral notice completed
- No objection/support

Recommendation

- Staff recommends approval of the Use by Special Review.

5

Recommended Motion



Use by Special Review Criteria, Section 24-206(b)

- Approval

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed parking lot located in the Commercial Low Intensity Zone District **meets** the Development Code criteria, Section 24-206 and therefore, **approves** the Use by Special Review.

6



Planning Commission Agenda Summary

September 26, 2023

Key Staff Contact:

Title:

A continuation of a public hearing (continued from

Summary:

A continuation of a public hearing (continued from September 12, 2023) to consider an application to rezone a property 11.08 acres in size from Residential Low Density (RL) to a Planned Unit Development (PUD). The PUD would allow various Residential and Institutional uses with specific zoning standards (PUD2022-0007).

Recommended Action:

Attachments:

1. Attachment A PUD2022-0007VicMapb
2. Attachment B 2023.9.1 revised Greeley Senior Living - PUD Narrative
3. Attachment C PUD Plan Set 1318 47th Ave PUD
4. Attachment D Traffic Letter_2022-11-30
5. Attachment E NoticedPropertiesMap
6. Attachment F CombinedComments 9-5-2023
7. Attachment G Staff Slides - PC 1318 47th Avenue PUD PUD2022-0007 9.12.2023 B
8. Attachment H Applicants Slides

PLANNING COMMISSION SUMMARY

ITEM: Rezone from R-L (Residential Low Density) to PUD (Planned Unit Development)

FILE NUMBER: PUD2022-0007

PROJECT: 1318 47th Avenue PUD

LOCATION: 1318 47th Avenue

APPLICANT: 1318 Bridgeforth Acquisitions LLC

CASE PLANNER: Jeffrey Woeber | Planner III

PLANNING COMMISSION HEARING DATE: September 12, 2023 (Continued to September 26, 2023)

PLANNING COMMISSION FUNCTION:

The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a recommendation to the City Council regarding the application in the form of a finding based on the review criteria in Section 24-205(c) and 24-204(b) of the Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering a request to rezone approximately 11.083 acres located at 1318 47th Avenue from R-L (Residential Low Density) to PUD (Planned Unit Development).

A. REQUEST

The applicant proposes rezoning approximately 11.08 acres located at 1318 47th Avenue from R-L (Residential Low Density) to PUD (Planned Unit Development).

The developable area of the project is approximately 10.5 acres (this is less than the 11.08 acres being rezoned due to the inclusion of right-of-way area for 47th Avenue). No further subdivision or separate ownership of units is proposed, although a Minor Subdivision will be necessary to legally establish the property. If the PUD receives City Council approval, review and approval of a Minor Subdivision and a Site Plan Review application would be required to move forward with the project.

The uses allowed by the proposed PUD are Residential Care, Group Home, Assisted Living, Senior Independent Living, Memory General, Institutional, and permitted uses in the R-H (Residential High Density) Zoning District including Single-Family, Two-Family, Row Houses, Multi-Family and Accessory Dwellings. The applicant proposes development standards that

specify only single-story dwellings up to 21 feet in height are allowable along the perimeter of the property adjacent to the existing residential subdivision to the east and south of the subject property. A two-story structure is allowable in the interior portion of the property. The Development Standards for the PUD do not allow Commercial or Industrial uses. Other Development Standards are in a table on page 6 of the attached PUD plan set.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: R-L (Residential Low Density)

South: PUD (Planned Unit Development) and R-M (Residential Medium Density)

East: PUD (Planned Unit Development)

West: R-L (Residential Low Density)

Abutting Land Uses

North: Country Club/Golf Course

South: Single-Family Dwellings

East: Single-Family Dwellings

West: Country Club/Golf Course

Site Characteristics:

The site is fairly open with no waterbodies or steep slopes. Native (unirrigated) grasses cover the majority of the site, with mature trees on portions of the property. The property contains one single-family residence that would be demolished prior to moving forward with the proposed development. 47th Avenue is a busy arterial that borders the property to the west. Currently there is one residential driveway access to the residence from 47th Avenue.

D. BACKGROUND

The 10.5± acre property is a “metes and bounds” parcel and has not been through a subdivision review and approval process. There is a single-family residence on the property, established in 1961 according to Weld County Assessor’s records. The property to the north, as well as to the west (across 47th Avenue) is the Greeley Country Club property and golf course. The Greeley Country Club was established in 1920. The existing single-family residential areas to the east and south of the subject property are within the Cambridge Glen Subdivision and PUD. The residences in this subdivision were constructed mostly in the mid/late 1990s.

E. APPROVAL CRITERIA

Rezoning Review Criteria, Section 24-204(b):

1. The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.

Staff Comment: The subject property is identified as “Suburban Neighborhood” on the Land Use Guidance Map in the Imagine Greeley Comprehensive Plan. The PUD would allow residential development, which is the primary land use envisioned for Suburban Neighborhoods. Additionally, the following comprehensive plan goals support the subject application:

Objective GC-1.2 Form of Growth Encourage a compact urban form over sprawl or leap-frog development.

The development allowed by the proposed PUD would allow development of property within the interior of the City and would not be sprawl or leap-frog development. The request complies with this criterion.

The “Introduction and Perspective” for the Housing (HO) Section of the Plan’s Goals & Objectives Chapter begins, “This element focuses on encouraging the development of a diversity of housing options that adequately serve the needs of all Greeley residents.”

The PUD would allow Senior Independent Living, Residential Care and Assisted Living, as well as options for other residential uses and is consistent with the perspective above.

Objective HO-2.2 Rental Housing Foster the development of attractive, safe, and well-maintained rental properties for those who do not qualify for or desire to own property.

The PUD would provide options to develop rental properties that conform to the recommendations in this Objective. The request complies with this criterion.

The request complies with this criterion.
The applicant has provided an additional detailed overview of the proposal’s compliance with the Imagine Greeley Comprehensive Plan, see attached Project Narrative.

2. The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.

Staff Comment: The intent of the proposed Planned Unit Development is to establish various types of residential uses, which are consistent with the surrounding area. The applicant proposes limiting the height of structures that are near the existing single-family residential uses. This approach takes the surrounding area into consideration in site design.

The request complies with this criterion.

3. Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.

Staff Comment: The 10.5± acre property and residence have existed for approximately 60 years. The residence was constructed in 1961 according to Weld County Assessor's records. The residential areas in the general vicinity of the subject property were developed mostly in the 1990s, which has been a major change to this area. It is in the public interest to rezone the property and encourage development.

The request complies with this criterion.

4. Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.

Staff Comment: The existing zoning has been in place for a substantial time without development (other than the one residence). The development in this general area has been residential, which is consistent with the proposed PUD.

The request complies with this criterion.

- 5. The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.**

Staff Comment: The PUD's proposed uses and development standards specify percentage of open space, scale of buildings, and compatibility with other complementary uses. The required Site Plan Review to develop the site as proposed will ensure that design of streets is in character with existing/adjacent development in this area of Greeley.

The request complies with this criterion.

- 6. The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.**

Staff Comment: Existing services are present in the vicinity to support development of the site as proposed.

The request complies with this criterion.

- 7. The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.**

Staff Comment: The applicant intends to establish Senior Independent Living, Assisted Living and possibly other residential uses allowable in the R-H (Residential High Density) Zoning District, while limiting certain R-H Development Standards. This includes allowing only single-story structures to the east and south of the site, as well as significantly limiting the density that may be allowable were the property zoned R-H with no PUD. This development is not allowed under the current zoning, and the PUD is more appropriate than the current zoning.

The request complies with this criterion.

- 8. Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.**

Staff Comment: The development of the subject property as proposed by the PUD would have impacts to the surrounding area, primarily increased traffic and visual impacts. As mentioned above, the PUD requires single story structures along the east and south of the property, as well as

limitations on density, which will significantly reduce any impacts. The required Site Plan Review will ensure the site is developed under Greeley Development Code standards that ensure sound design and engineering practices. This will minimize traffic and drainage impacts.

The request complies with this criterion.

9. The recommendations of professional staff or advisory review bodies.

Staff Comment: Planning staff and the Administrative Review Team recommend approval.

The request complies with this criterion.

Planned Unit Development Review Criteria, Section 24-205(c):

1. The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.

The proposed PUD allows specific R-H uses with Development Standards that allow specified uses and limited density. This provides for more specificity than applying a general zoning district such as R-H.

The request complies with this criterion.

2. The benefits from any flexibility in the proposed plan:

- (1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;**
- (2) involves innovative concepts that were not anticipated by the development code; or**
- (3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.**

The proposal for allowing various senior and institutional related uses, as well as rental properties does promote the general health, safety and welfare of the community, filling an identified need in the City of Greeley overall. The limitation on height for structures near existing residences is innovative and is good planning practice. The proposal does apply to a specific context that can meet the intent of the R-H Zoning District, while providing for site specific design for this fairly unique property.

The request complies with this criterion.

3. The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area.

The request is generally consistent with planning and design principles and the Comprehensive Plan.

The request complies with this criterion.

4. The plan meets all of the review criteria for zoning map amendments in Section 24-204.

The request complies with Section 24-204, Review Criteria for Rezoning as detailed above.

The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The property is a “metes and bounds” property that has not been through a subdivision process. Review and approval of a Minor Subdivision will be required to move forward with the project.

2. HAZARDS

There are no natural hazards or ecologically sensitive areas according to resources and maps reviewed by staff.

3. WILDLIFE

The site does not provide significant wildlife habitat and is not identified as an ecologically sensitive area, according to resources and maps reviewed by staff.

4. FLOODPLAIN

The property is not located within the 100-year floodplain or floodway, according to the adopted Federal Emergency Management Administration (FEMA) flood data.

5. DRAINAGE AND EROSION

Site drainage has been considered by Engineering staff. A drainage study/drainage plan will be required to be reviewed and approved with Site Plan review.

6. TRANSPORTATION

The applicant’s Commitment Matrix, on page 6 of the PUD document, commits to building a median in 47th Avenue as part of the development. The development will be

required to meet all City of Greeley criteria concerning roadway levels of service at the time of Site Plan Review. A Traffic Impact Study is attached.

G. SERVICES

1. WATER

Existing water infrastructure is present and adequate to serve the site. The potable water system will connect to an existing 8-inch stub on the northwest corner of the property which will be looped through the property and back to the southwest corner of the site to an 8-inch main that runs parallel to 47th Avenue in this area. Non-potable water will be required to provide irrigation water to the site if there are 2.0 acres or greater of irrigated landscape area. If during final design there is less than 2.0 acres of irrigated landscaping, then domestic water shall be used and a separate irrigation tap will be required.

2. SANITATION

Existing sewer infrastructure is present and adequate to serve the site. The conceptual hydraulic report proposes to discharge sanitary sewer flows from the entire property to the existing sanitary sewer stub on the southeast corner of the property. Downstream impacts to the public system were evaluated with and without the proposed site flows. Note that any necessary improvements to the public system will be determined at the time of Site Plan Review; the applicant has acknowledged the requirement for a fair-share contribution to a future Capital Improvement Project on page 6 (Statement of Commitments) of the proposed PUD, once development occurs.

3. EMERGENCY SERVICES

Existing emergency services are adequate to serve the site. Greeley Fire Station #7 is located at 6623 10th Street, with Greeley Fire Station #5 at 4701 47th Avenue, approximately 1.3 miles south of the site.

4. PARKS AND OPEN SPACES

Existing parks and open spaces are present in the area. No parks are proposed or required through this PUD process.

5. SCHOOLS

The subject property is located within Greeley-Evans School District 6. The proposed senior facilities would not involve school-age children.

6. METROPOLITAN DISTRICT

No metropolitan district is intended for the site.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

The development allowed by this PUD does have Development Standards requiring single story structures along the east and south of the property which will significantly

reduce any impacts. Access and drainage improvements will be required to be constructed through Site Plan review, if the PUD is approved and the project moves forward. Code standards for appropriate buffer yards, setbacks and parking standards will be applied with review of a Site Plan Review application. Applying these standards will significantly reduce impacts to adjacent properties.

2. NOISE

Significant noise impacts are not anticipated.

I. PUBLIC NOTICE AND COMMENT

Public notices were completed as follows:

- A neighborhood meeting was held on April 20, 2023, with general discussion of the project, possible uses allowed, R-H zoning concerns, and density and traffic concerns.
- Notice was placed on the City of Greeley's website on August 28, 2023.
- A sign was posted on the property on August 23, 2023.
- There were 295 notices mailed to property owners or current residents on August 28, 2023. These were properties within 1000 feet of the outer boundary of the subject property.
- There have been ten emailed public comments received at this writing, with the majority received shortly after the neighborhood meeting last April and two more recently. The general focus of these comments are concerns with R-H Zoning uses such as the assisted living facilities and multi-family residential, as well as increased traffic, privacy concerns, and affecting property values.

J. MINERAL ESTATE OWNER NOTIFICATION

The applicant and their legal counsel determined the statutory requirement for mineral notices does not apply if no additional lots are being created, which is the case with this PUD. Staff concurs with this determination.

K. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommended (Approval)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval.

Alternative (Denial)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial.

ATTACHMENTS

Attachment A – Vicinity Map

Attachment B – Project Narrative

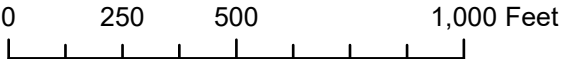
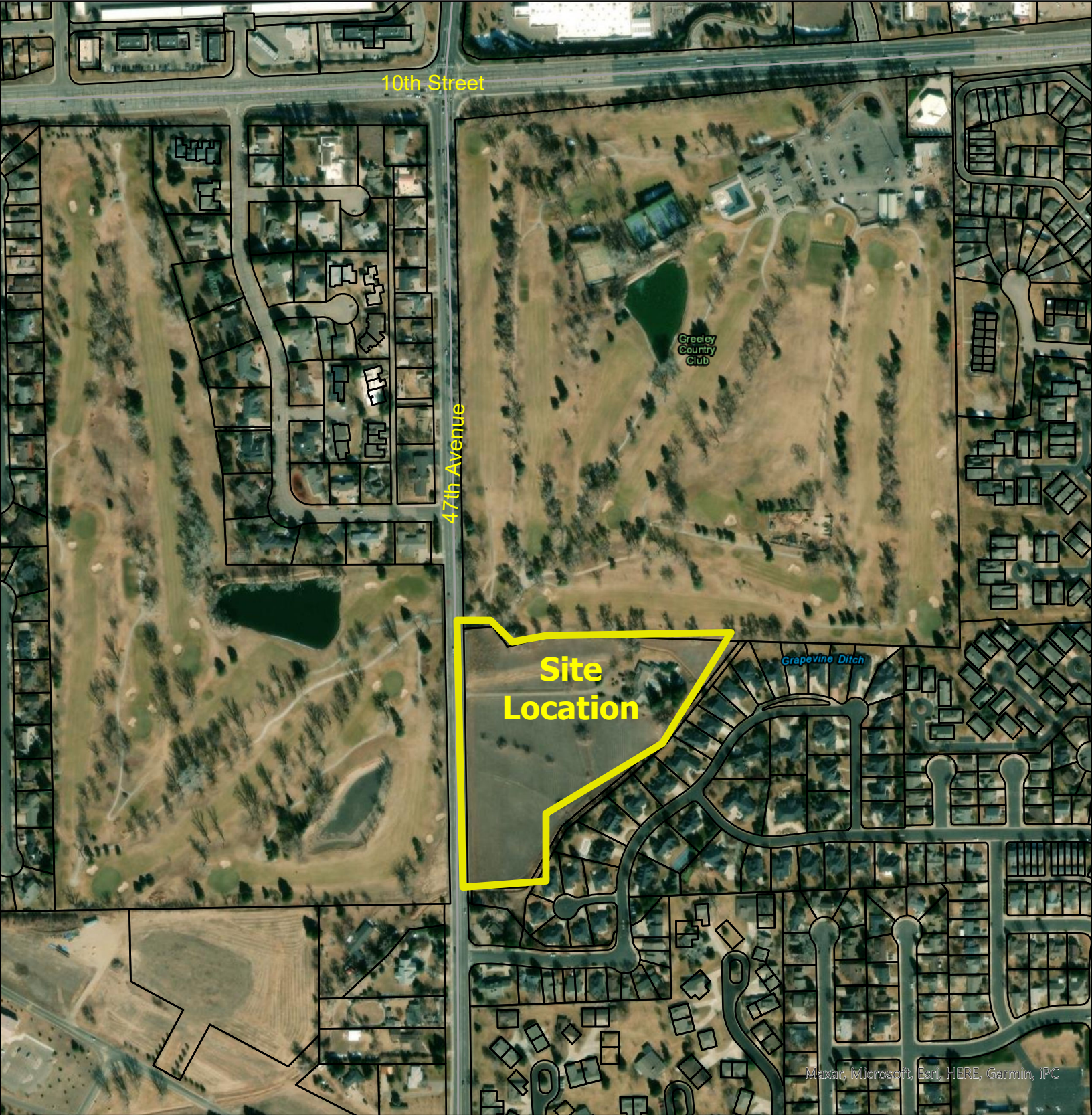
Attachment C – PUD Plan Set

Attachment D – Traffic Impact Study

Attachment E – Neighborhood Notification Boundary Map

Attachment F – Emailed Public Comments

Attachment G – Staff Slides



PROJECT INTENT NARRATIVE

INTRODUCTION

Size:

1318 47th Avenue project proposed at 1318 47th Avenue is intended to be approximately 200 residential units distributed over 10.5 acres, as proposed with the conceptual layout provided the building covers not less than 25% of the buildable area of the site. These residential units are supplemented by both indoor and outdoor amenities such as dining, lounges, activity spaces and fitness areas. Depending on the level of resident care, there are additional functions and offices throughout the plan.

Scale:

The buildings are intended to be one-and two-story massing, with stepping, undulation, and architectural interest. The one-story portions, seen in the Memory Care wing and the Duplex/Casitas are laid out along the Cambridge Glen subdivision adjacencies to mitigate visual impact and preserve sunlight and views for those neighbors.

Density:

The density of the project is intended to adhere to the City of Greeley Residential Development Code for R-H Zoning designation, and as amended.

Design:

The anticipated architectural character of the project uses residential-scale architectural details and familiar character to align with the residential and recreational character of adjacent buildings seen in the single-family homes and country club structures. The intent is to use materials and color palettes that center around wood, metal and shingles, with stone accents. Walking paths and sidewalks in soft surfaces are distributed around the site to encourage seniors to mingle and exercise. The landscaping design will be natural in character with a sensitivity to indigenous plant materials and methods.

Meeting the Intent or Design Objectives of review criteria found in section 24-204.b and 24-205.c of the Development Code:

Sec. 24-204.b Rezoning

b. Review Criteria

1. The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.
2. The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.

Response for b.1 and b.2: The proposed plan for the Residential project at 1318 47th Avenue meets the review criteria for zoning map amendments found in [Section 24-204. Rezoning in the City of Greeley Development Code](#). It provides for review of a zoning change to reflect a change in policies with respect to future development.

The PUD is in accordance with the Comprehensive Plan through the following points:

- *The proposed PUD fulfills the intent of the zoning district R-H, where we proposed a mixture of permitted uses, along with Independent, Assisted Living, and Memory Care on site.*

- *The proposed uses are complementary to the adjacent and surrounding existing uses.*
- *The proposed plan enables development similar in scale, format, and size with the neighboring areas which make it a complementary and compatible plan. The layout of the streetscape, character of the building, use of the outdoor areas, and circulation through the site is complementary to adjacent uses.*
- *The City of Greeley and other agencies will be able to provide all the services and facilities necessary for the anticipated uses in this PUD.*
- *The proposed use will provide an amenity to the neighborhood by fulfilling a much-needed service of senior housing that would not be possible to achieve under the current zoning.*

The project is an infill location, being a great neighbor to both adjacent single family condo neighborhood and country club, being a lower-profile structure that houses a quiet use. This 10+-acre site housed a single-story homestead built in the early 60s that has sat somewhat neglected for many years; the community design is conscious of its location, grouping the two-story portion against the golf course edge, and placing one and two-story massing along the subdivision edge and 47th Avenue.

The anticipated architectural character of the project is to use residential-scale architectural details and familiar character to align with the residential and recreational character of adjacent buildings seen in the single-family homes and country club structures. The intent is to use materials and color palettes that center around wood, metal, asphalt shingles and accented with stone. Walking paths in the form of sidewalks and soft surfaces are distributed around the site to encourage seniors to exercise. The landscaping design will be sensitive to indigenous plant materials and methods.

3. Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.

This project will assist in filling services currently needed for the community's population and facilitate future economic growth potential. The development will create jobs for Greeley workers, service trades and other support teams needed to operate the facility at a high level of service. Residents of Greeley and Northern Colorado will receive all the continuing levels of care provided by this project, which will be a leader in emerging trends of physical and mental wellness, comfort, and security for housing.

4. Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.

For over 50 years, this 10+-acre site was home to a single-family home. It has fallen under neglect and is very outdated. It is not in keeping with the current massing, pattern and character of the adjacent neighborhood and its uses.

5. The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.

The concept site plan is established to maintain one-story uses along the Cambridge Glen subdivision to be subtle in transition and to provide common, quieter uses adjacent to similar single-family homes with a smaller footprint. The building increases to two-stories along the Greeley Country Club, allowing for many residential units to view the country club and golf course. Landscaping to the site will provide an ample buffer to the

adjacent neighborhood and 47th Ave. by locating building massing well outside the setbacks. The frontage along 47th Avenue was brought back to offer a more pastoral frontage to frame the grand entry.

The site is designed with extensive walkable areas, pathways, and areas where residents can exercise, visit their friends, and enjoy nature. The site is developed to bring nature into the site and engage the buildings. The building interfaces with formal courtyards for dining, quieter courtyards for restive lounging, and areas for outdoor activity ranging from pickleball, bocce, and resident gardening.

6. The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.

This project is a much-needed asset in the Greeley community to provide various levels of care in residential, memory care, assisted living and independent living resident needs.

7. The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.

The City of Greeley has recognized that it needs additional living communities, including, but not limited to: residential, independent living, assisted living and memory care to meet its present and future needs for their residents. This project is positioned to provide residents the latest trends in dining, physical and mental wellness, comfort, and security for residents. By locating this project among established residential and recreational neighbors, it is designed to complement these adjacent uses while thinking forward to meet demands.

8. Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.

As mentioned above, the location of the buildings, their respective heights and scale at just two stories has been handled in a sensitive way. As the R-H zoning allows for 60' in height, the proposed development will be close to half of that height in just a 2-story mass. The casitas, located along 47th Avenue and the Cambridge Glen border, are all one-story in height. The setbacks are generous, exceeding what is required, particularly along the Cambridge Glen residential area.

9. The recommendation of professional staff or advisory review bodies.

1318 Bridgeforth Acquisitions LLC, the developer of this community, upholds strong and steady financial principles and is seeking potential sites in areas where facilities are needed assets in the community. Residents expectations are for a high quality of life, and the benefits of living in a thriving, financially stable city like Greeley are clear to them and their families. Northern Colorado, particularly Greeley, is an area poised for the future. It will have sustained growth with its population and housing demands increasing thus providing jobs and service careers.

24-205.c Planned Unit Development

c. Review Criteria

1. Generally. Review, recommendations, and decisions for new PUDs shall be based on the following criteria:

(a) The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.

(b) The benefits from any flexibility in the proposed plan:

(1) Promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;

(2) Involves innovative concepts that were not anticipated by the Development Code; or

(3) Apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.

Response to (b.1), (b.2), and (b.3): The site is adjacent to the Greeley Country Club, which is a great asset for a senior living campus. While not walkable for residents it does provide a pleasant open space with the buildings sited to take advantage of the views and setback for enough to be respectful of the golfers on the fairway and green and keep the building and residents from harm. The building provides setbacks and materials similar to a club house with great golf-course facing courtyards and outdoor areas so there is not a monotonous facade but a thoughtful transition from the site to the golf course. The existing irrigation ditch that ribbons through the southeastern border of the site and irrigates the golf course will be treated as an amenity, reminding residents of the site's farming history.

The residential campus includes a system paths and benches with low-height path lighting and directional signage. These site accessories are typical for such a campus, and will be designed and laid out in a way that establishes a well-proportioned streetscape against the one-and two-story buildings.

Because of the frail nature of the typical resident, the streetscape must meet accessible design standards and be maintained to mitigate any accidents by residents and visitors. Staff are on campus at all times, and residents can be monitored by staffmembers who are trained and know them by name, to make residents feel familiarized.

(c) The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan in the area.

(d) The plan meets all the review criteria for zoning map amendments in section 24-204.

Response to (1)c and (1)d: Please refer to responses above in the section 24-204.b Review Criteria outline.

2. Minor Amendments to the PUD. Minor amendments to PUDs may be approved by the Director, providing it meets all the criteria for the initial approval of the PUD, and is limited to the following:

(a) Any change in the number of housing units, change in lot sizes or dimensions, or increase in the land of non-residential uses is less than five percent.

Acknowledged.

(b) There is no decrease in the amount of open space or other reduction of amenities from the approved plan.

This PUD complies with R-H Standards.

(c) Any change in a building location is no more than ten percent of the approved distance to adjacent property lines.

We acknowledge this standard.

(d) Any change in the height or square footage of buildings is no more than ten percent of the approved measurements.

Acknowledged.

(e) Any change in a design standard meets the criteria for alternative compliance in section 24-204.

Acknowledged.

(f) Changes to the boundaries of any planning areas do not change the boundaries of the PUD, do not later the mix of uses by more than ten percent in land area or square footage, and otherwise reflect a similar land use plan.

Acknowledged.

(g) The proposed change is consistent with concept plans in the previously approved planned unit development.

Acknowledged.

(h) the development meets all the review criteria for site plans in section 24-207.

Acknowledged.

3. Major Amendments to the PUDs. Changes to previously approved PUDs that exceed allowances for minor amendments may be proposed for a portion of the area under the following criteria:

(a) The proposed change does not create potential impacts on other property in the PUD that are greater than would typically occur in similar zoning districts or contexts; and

Acknowledged.

(b) The process and criteria for the initial approval of a PUD are met.

Acknowledged.

1318 47TH AVENUE PLANNED UNIT DEVELOPMENT

SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
1318 47TH AVENUE, GREELEY, COLORADO

PROJECT NUMBER: PUD2022-0007 (11.083 ACRES)



LOCATION MAP

INTENT STATEMENT

THE INTENT OF THE PUD IS TO ALLOW THE OPERATION OF A SENIOR CONTINUUM OF CARE OR A RESIDENTIAL SUBURBAN DESIGN ON LAND THAT HAS BEEN ECONOMICALLY UNDERUTILIZED FOR THE PAST 20 YEARS. THE DESIGN WILL RESPECT THE ADJACENT NEIGHBORS WITH LIMITED BUILDING HEIGHTS, PATHS, AND QUALITY LANDSCAPING. THE PROJECT WILL HAVE LOWER TRAFFIC IMPACT AND THE RESIDENTIAL USE IS QUIET AND SUBURBAN IN NATURE. IT COULD PROVIDE MUCH NEEDED SENIOR LIVING SPACE, INCREASED TAX REVENUES, JOBS FOR PROFESSIONAL CARE GIVERS, JOBS FOR MANAGEMENT, AND TRAINING OPPORTUNITIES FOR LOCAL UNIVERSITY AND COLLEGE STUDENTS. THE PUD IS INTENDED TO ALLOW FOR R-H ZONING USES IN ACCORDANCE WITH THE CITY OF GREELEY'S DEVELOPMENT CODE, SEE DEVELOPMENT STANDARDS ON SHEET 6 FOR ADDITIONAL REQUIREMENTS AND LIMITATIONS.

CONTACT LIST

OWNER/CLIENT	PILSNER DEVELOPMENT GROUP, LLC. JEFFERY MARTIN 280 DETROIT STREET DENVER, CO 80206
CIVIL ENGINEER/SURVEYOR	LAMP RYNEARSON TROY SPRAKER 4715 INNOVATION DRIVE TROY SPRAKER, PE OFFICE: 970-226-0342
ARCHITECT	HORD COPLAN MACHT LIZ PETERSON 1800 WAZEE STREET, SUITE 450 DENVER, CO 80202 303.222.0217 WWW.HCM2.COM

PLANNED UNIT DEVELOPMENT STANDARD NOTES

- 1.APPROVAL OF SITE CONSTRUCTION PLANS BY THE CITY OF GREELEY SHALL BE REQUIRED (AS APPLICABLE) PRIOR TO ISSUANCE OF BUILDING PERMITS.
- 2.SIGNAGE SHOWN ON THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. A SEPARATE SIGN PERMIT SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
- 3.ALL EXISTING AND PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
- 4.NO BUILDING PERMIT SHALL BE ISSUED FOR THE CONSTRUCTION OF A NEW BUILDING OR STRUCTURE UNLESS THE PROPERTY HAS BEEN PLATTED IN ACCORDANCE WITH THE CITY'S SUBDIVISION REGULATIONS (CHAPTER 3).
- 5.ALL ELEVATIONS SHOWN ON THESE PLANS ARE TIED TO NAVD 88 DATUM.

PLANNED UNIT DEVELOPMENT CERTIFICATION BLOCK

THIS PLANNED UNIT DEVELOPMENT (PUD) HAS BEEN REVIEWED AND FOUND TO BE COMPLETE AND IN ACCORDANCE WITH THE CITY OF GREELEY DEVELOPMENT CODE REGULATIONS.

BRIDGEFORTH ACQUISITIONS LLC.

BY: _____
(SIGNATURE)

TITLE: _____

DATE: _____

CITY COUNCIL APPROVAL

APPROVED BY THE GREELEY CITY COUNCIL ON THIS _____ DAY OF _____, 20_____.

PLANNING COMMISSION RECOMMENDATION

RECOMMENDED / NOT RECOMMENDED BY THE CITY OF GREELEY PLANNING COMMISSION, THIS _____DAY OF _____, 20_____.

COMMUNITY DEVELOPMENT DIRECTOR

BY: _____
(SIGNATURE)

DIRECTOR OF COMMUNITY DEVELOPMENT

DATE: _____

LAMP
RYNEARSON

OMAHA, NEBRASKA
14710 W. DODGE RD., STE. 100 (402)496.2498
FORT COLLINS, COLORADO
4715 INNOVATION DR., STE. 100 (970)226.0342
KANSAS CITY, MISSOURI
9001 STATE LINE RD., STE. 200 (816)361.0440
LAMPRYNEARSON.COM

SHEET NUMBER	SHEET TITLE
1	COVER
2	EXISTING CONDITIONS MAP
3	MASTER DEVELOPEMENT PLAN AND GENERAL LAYOUT
4	DETAILED PLANS
5	DETAILS
6	STATEMENTS OF COMMITMENTS

LEGAL DESCRIPTION

REFERENCED FROM: FIDELITY NATIONAL TITLE INSURANCE COMPANY, A FLORIDA CORPORATION, FILE NUMBER 100--N0038557--020--JY, AMENDMENT NO. 2, DATED OCTOBER 31, 2022. THE DESCRIPTION IS SHOWN BELOW:

ALL THE LAND CONTAINED WITHIN TWO (2) DEEDS RECORDED ON OCTOBER 1, 1951 AS RECEPTION #1115211 AND JUNE 17, 1960 AS RECEPTION #1332327 SITUATED IN THE WEST HALF (W1/2) OF THE NORTHWEST QUARTER (NW1/4) OF SECTION ELEVEN (11), TOWNSHIP FIVE NORTH (T5N), RANGE SIXTY-SIX WEST (R66W), OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), CITY OF GREELEY, COUNTY OF WELD, AND THE STATE OF COLORADO. THE BOUNDARY LINE AGREEMENT CONTAINED IN A DOCUMENT RECORDED ON FEBRUARY 9, 1990 AS RECEPTION #2205006 CLARIFIES THE NORTH BOUNDARY LINE OF SAID PARCEL.

EXCEPTING THEREFROM A PARCEL OF LAND CONVEYED IN WARRANTY DEED RECORDED ON AUGUST 30, 1994 AS RECEPTION #2404645.

SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND TO BE USED AS A PLANNED UNIT DEVELOPMENT BEING SITUATED IN THE WEST HALF (W1/2) OF THE NORTHWEST QUARTER (NW1/4) OF SECTION ELEVEN (11), TOWNSHIP FIVE NORTH (T5N), RANGE SIXTY-SIX WEST (R66W), OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), CITY OF GREELEY, COUNTY OF WELD, AND THE STATE OF COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SECTION ELEVEN (11), TOWNSHIP FIVE NORTH (T5N), RANGE SIXTY-SIX WEST (R66W), OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.) AND ASSUMING THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 BEARS NORTH 00°29'18" WEST FOR A DISTANCE OF 2610.33 FEET, BEING MONUMENTED AT THE WEST QUARTER CORNER BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 7242 - 1994" IN A RANGE BOX, AND AT THE NORTHWEST CORNER OF SAID SECTION 11 BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 10855 - 1998" IN A RANGE BOX, AND WITH ALL BEARINGS HEREIN RELATIVE THERETO;

THENCE ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 NORTH 00°29'18" WEST FOR A DISTANCE OF 44.67 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 NORTH 00°29'18" WEST FOR A DISTANCE OF 856.77 FEET;
THENCE LEAVING THE SAID WEST LINE NORTH 89°30'42" EAST FOR A DISTANCE OF 50.00 FEET TO THE EAST RIGHT-OF-WAY OF 47TH AVENUE PER GRANT OF RIGHT-OF-WAY DOCUMENT RECORDED ON OCTOBER 15, 1991 AS RECEPTION NO. 2269430, SAID POINT ALSO BEING ON THE NORTH LINE OF A PARCEL DESCRIBED IN A DEED RECORDED ON JUNE 17, 1960 AS RECEPTION #1332327 OF THE WELD COUNTY RECORDS;

THENCE ON THE NORTH BOUNDARY LINE OF SAID DEED THE FOLLOWING SIX (6) COURSES;

1. THENCE NORTH 84°58'34" EAST FOR A DISTANCE OF 84.98 FEET;
2. THENCE SOUTH 35°10'14" EAST FOR A DISTANCE OF 80.96 FEET;
3. THENCE NORTH 76°42'08" EAST FOR A DISTANCE OF 161.92 FEET;
4. THENCE SOUTH 86°03'39" EAST FOR A DISTANCE OF 220.68 FEET;
5. THENCE SOUTH 88°10'49" EAST FOR A DISTANCE OF 382.28 FEET TO THE NORTH-WESTERLY CORNER OF THE CAMBRIDGE GLEN SUBDIVISION RECORDED ON JULY 18, 1995 AS RECEPTION #2447056;

THENCE ON THE WESTERLY BOUNDARY LINE OF THE SAID CAMBRIDGE GLEN SUBDIVISION FOR THE FOLLOWING FIVE (5) COURSES;

1. THENCE SOUTH 38°23'42" WEST FOR A DISTANCE OF 409.53 FEET.
2. THENCE SOUTH 47°55'52" WEST FOR A DISTANCE OF 174.21 FEET;
3. THENCE SOUTH 50°33'26" WEST FOR A DISTANCE OF 262.17 FEET;
4. THENCE SOUTH 30°04'38" WEST FOR A DISTANCE OF 232.42 FEET;
5. THENCE SOUTH 89°11'19" WEST FOR A DISTANCE OF 181.22 FEET TO THE EAST RIGHT-OF-WAY OF 47TH AVENUE;

THENCE SOUTH 89°30'42" WEST FOR A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING.
SAID DESCRIBED PARCEL OF LAND CONTAINS A TOTAL OF 482,783 SQ. FT. OR 11.083 ACRES, MORE OR LESS, AND IS SUBJECT TO ANY EXISTING EASEMENTS AND RIGHTS OF WAYS OF RECORD OR AS NOW EXISTING ON SAID DESCRIBED PARCEL OF LAND.

PROJECT CONTROL

CONTROL POINT #39: 5/8" X 24" REBAR WITH A 1 1/4" ORANGE PLASTIC CAP, STAMPED: "CONTROL POINT"
N: 460492.443 LAT: 40°24'57.504467"N
E: 575080.281 LONG: 104°45'22.096083"W
EL: 4848.796

HORIZONTAL DATUM
NORTH AMERICAN DATUM OF 1983 (2011);

THIS PROJECT IS IN A CUSTOM LOW-DISTORTION PROJECTION, THE PARAMETERS OF THE PROJECTION ARE SHOWN BELOW:

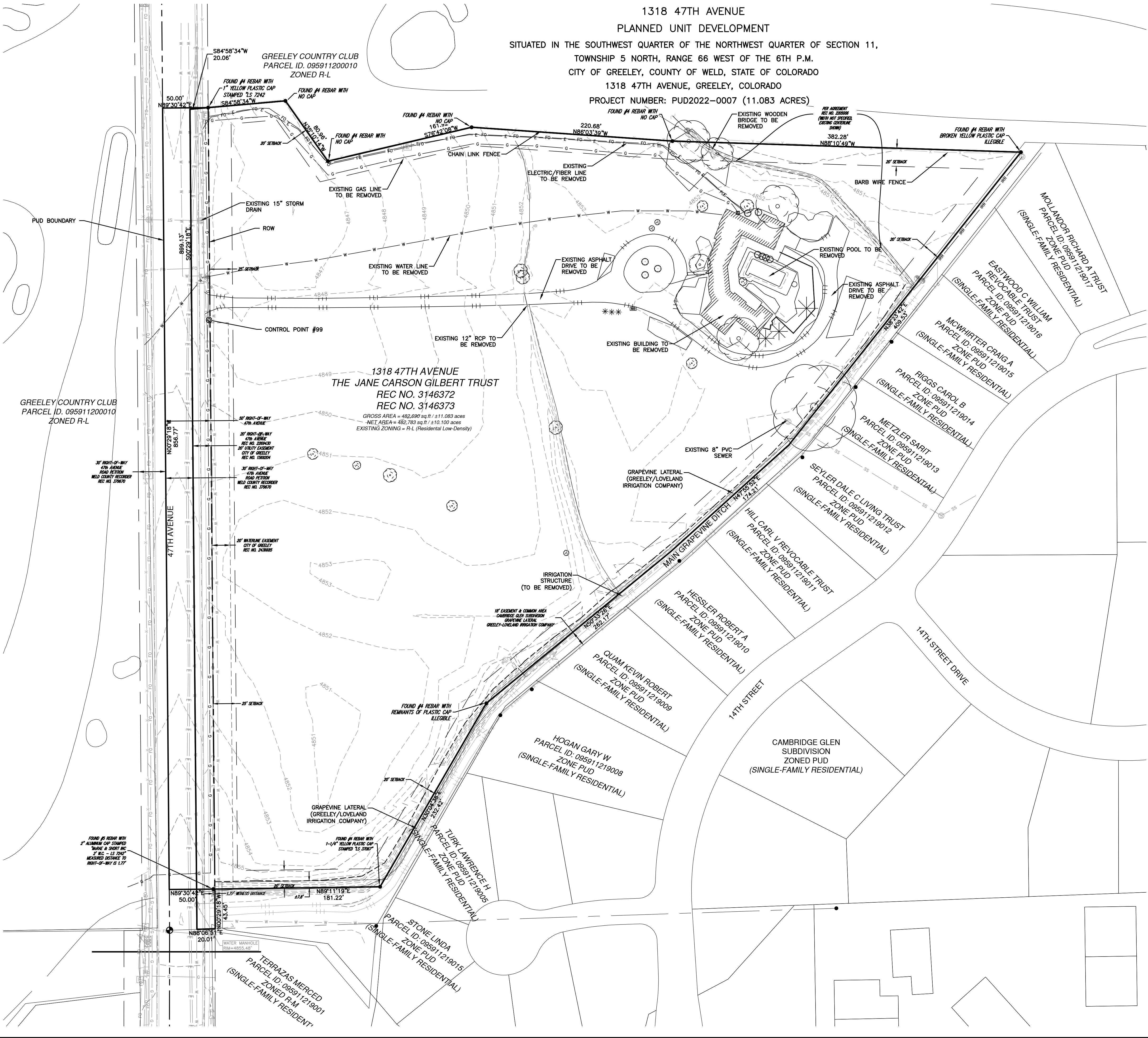
PROJECTION TYPE: TRANSVERSE MERCATOR
LATITUDE AT ORIGIN: 40°15'00"N
CENTRAL MERIDIAN: 104°40'00"W
FALSE NORTING: 400000.000 USF
FALSE EASTING: 600000.000 USF
GRID SCALE FACTOR: 1.00024000266

VERTICAL DATUM
NORTH AMERICAN VERTICAL DATUM OF 1988,
ELEVATIONS ARE ESTABLISHED THROUGH GNSS MEASUREMENTS USING GEOID MODEL 18, AND THE GREELEY VERTICAL CONTROL NETWORK.

BENCHMARKS:
GREELEY BENCHMARK REFERENCE NO. 10, PUBLISHED EL=4796.89
GREELEY BENCHMARK REFERENCE NO. 22, PUBLISHED EL=4804.89

1318 47TH AVENUE
PLANNED UNIT DEVELOPMENT

SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
1318 47TH AVENUE, GREELEY, COLORADO
PROJECT NUMBER: PUD2022-0007 (11.083 ACRES)



SITE LEGEND:

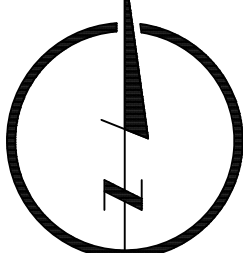
- FO EXISTING FIBER OPTIC LINE
- W EXISTING WATER LINE
- E EXISTING ELECTRICAL LINE
- G EXISTING GAS LINE
- OHP EXISTING OVERHEAD POWER LINES
- X EXISTING FENCE
- 101 EXISTING CONTOUR
- RIGHT OF WAY
- PUD BOUNDARY

BASIS OF BEARING: AT THE WEST QUARTER CORNER OF SECTION ELEVEN (11), TOWNSHIP FIVE NORTH (5N), RANGE SIXTY-SIX WEST (R66W), OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), AND ASSUMING THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 BEARS NORTH 00°29'18" WEST FOR A DISTANCE OF 2610.33 FEET, BEING MONUMENTED AT THE WEST QUARTER CORNER BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED 'LS 7242 - 1994' IN A RANGE BOX, AND AT THE NORTHWEST CORNER OF SAID SECTION 11 BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED 'LS 10855 - 1998' IN A RANGE BOX, AND WITH ALL BEARINGS HEREIN RELATIVE THERETO.

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RYNEARSON

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9001 STATE LINE RD., STE. 200 (816)351.0440



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EXISTING CONDITIONS MAP

1318 47TH AVENUE PUD
GREELEY, COLORADO



ALL UTILITIES ARE SHOWN BASED ON THE INFORMATION AVAILABLE TO THE ENGINEER. THERE IS NO GUARANTEE ALL UTILITIES ARE SHOWN OR THAT THE LOCATION, DEPTH, AND SIZE OF EACH FACILITY IS CORRECT. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES AND SERVICE LINES PRIOR TO CONSTRUCTION.

REVISIONS

SUB 1 - 2/7/2023
SUB 2 - 3/30/2023
SUB 3 - 6/30/2023
SUB 4 - 7/21/2023
SUB 5 - 8/21/2023

DESIGNER / DRAFTER

JPM

DATE

08/21/2023

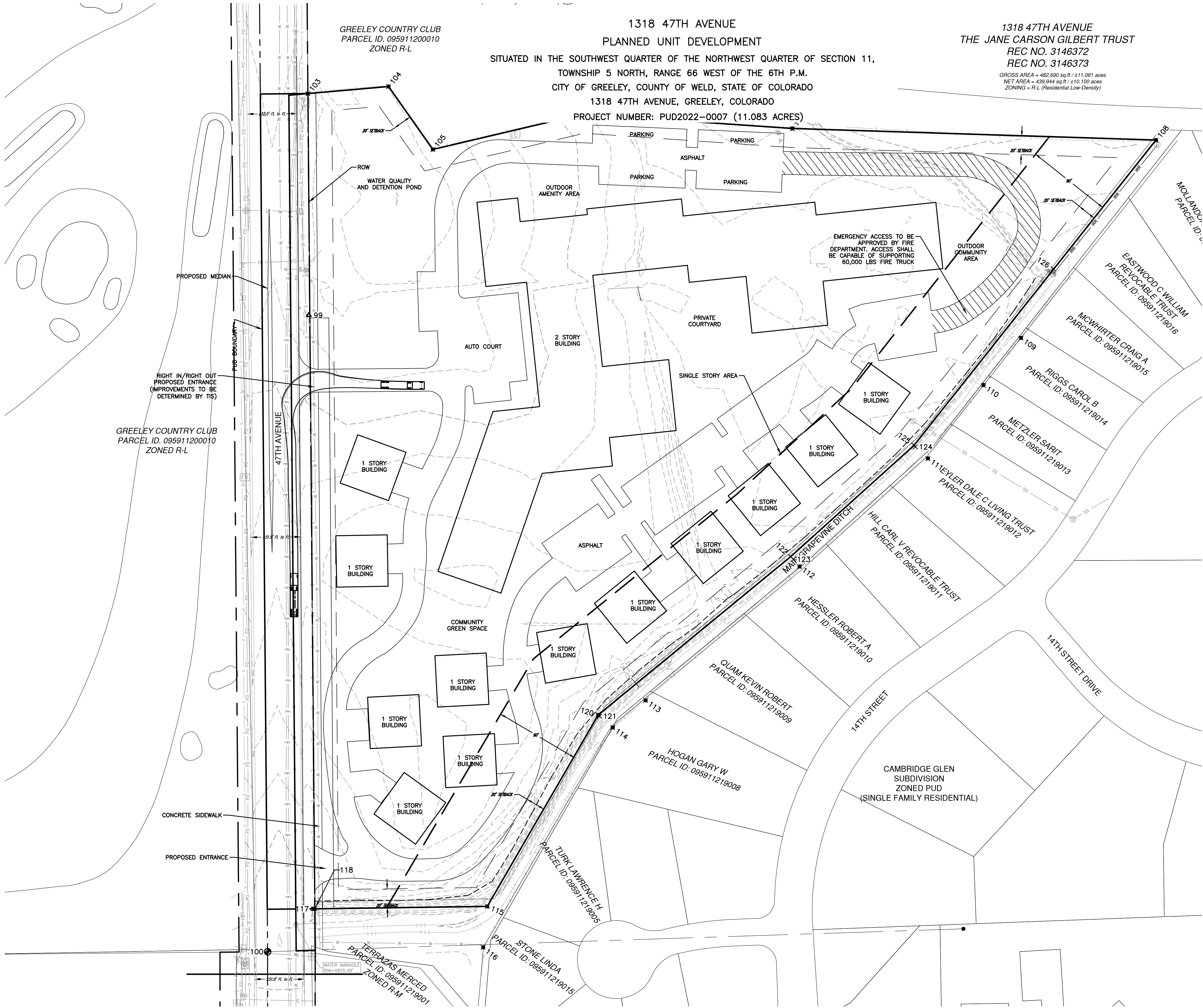
PROJECT NUMBER

0222029

BOOK AND PAGE

SHEET

U:\Engineering\02220209 - EBERT - Homebased\DRAWINGS\CONSTRUCTION - DRAWINGS\02220209 - SITE - 01.dwg, 8/27/2023, 8:50:04 AM, HEIDMAN REISHER, LAMP RYNEARSON



SITE SUMMARY					
	USE	ACRES	COMBINED TOTAL UNITS	DENSITY/FAR	% OF ACREAGE
PERMITTED USE	RESIDENTIAL HIGH (R-H) AND INDEPENDENT LIVING/ ASSISTED LIVING/ MEMORY CARE USES AND ALLOWANCES IN ACCORDANCE WITH THE CITY OF GREELEY'S DEVELOPMENT CODE, AND AS AMENDED	TOTAL ACRES 11.083	UP TO 200 UNITS	0.31 FAR	100%

SITE LEGEND:

- FO EXISTING FIBER OPTIC LINE
- W-W EXISTING WATER LINE
- E-E EXISTING ELECTRICAL LINE
- G-G EXISTING GAS LINE
- OHP EXISTING OVERHEAD POWER LINES
- X-X EXISTING FENCE
- G-G PROPOSED GAS LINE (APPROXIMATE LOCATION)
- W-W PROPOSED WATER LINE
- SS PROPOSED SANITARY SEWER LINE
- E-E PROPOSED ELECTRIC LINE (APPROXIMATE LOCATION)

NOTES:

- LAYOUT SHOWN IS FOR CONCEPT ONLY
- INTERNAL ACCESS ROAD SHALL BE IN ACCORDANCE TO THE CITY OF GREELEY DETAIL S-1, (LOCAL LOW VOLUME)

BASIS OF BEARING

COMMENCING AT THE WEST QUARTER CORNER OF SECTION ELEVEN (11), TOWNSHIP FIVE NORTH (T5N), RANGE SIXTY-SIX WEST (R66W), OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.) AND ASSUMING THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 BEARS NORTH 00°29'18" WEST FOR A DISTANCE OF 2610.33 FEET, BEING MONUMENTED AT THE WEST QUARTER CORNER BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 7242 - 1994" IN A RANGE BOX, AND AT THE NORTHWEST CORNER OF SAID SECTION 11 BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 10855 - 1998" IN A RANGE BOX, AND WITH ALL BEARINGS HEREIN RELATIVE THERETO;

PROJECT CONTROL

CONTROL POINT #99: 5/8" X 24" REBAR WITH A 1 1/4" ORANGE PLASTIC CAP, STAMPED: "CONTROL POINT"
N: 460492.443 LAT: 40°24'57.504467"N
E: 575080.281 LONG: 104°45'22.096083"W
EL: 4848.796

HORIZONTAL DATUM
NORTH AMERICAN DATUM OF 1983 (2011);

THIS PROJECT IS IN A CUSTOM LOW-DISTORTION PROJECTION, THE PARAMETERS OF THE PROJECTION ARE SHOWN BELOW:

PROJECTION TYPE: TRANSVERSE MERCATOR
LATITUDE AT ORIGIN: 40°15'00"N
CENTRAL MERIDIAN: 104°40'00"W
FALSE NORTHING: 400000.000 USFT
FALSE EASTING: 600000.000 USFT
GRID SCALE FACTOR: 1.0002400266

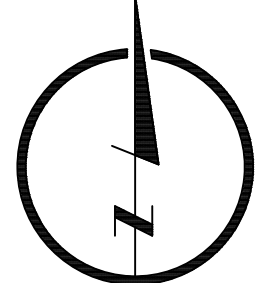
VERTICAL DATUM
NORTH AMERICAN VERTICAL DATUM OF 1988.
ELEVATIONS ARE ESTABLISHED THROUGH GNSS MEASUREMENTS USING GEOID MODEL 18, AND THE GREELEY VERTICAL CONTROL NETWORK.

BENCHMARKS:
GREELEY BENCHMARK REFERENCE NO. 10, PUBLISHED EL=4796.89
GREELEY BENCHMARK REFERENCE NO. 22, PUBLISHED EL=4804.89

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MASTER DEVELOPMENT PLAN AND GENERAL LAYOUT

1318 47TH AVENUE PUD
GREELEY, COLORADO



Know what's below.
Call before you dig.

REVISIONS

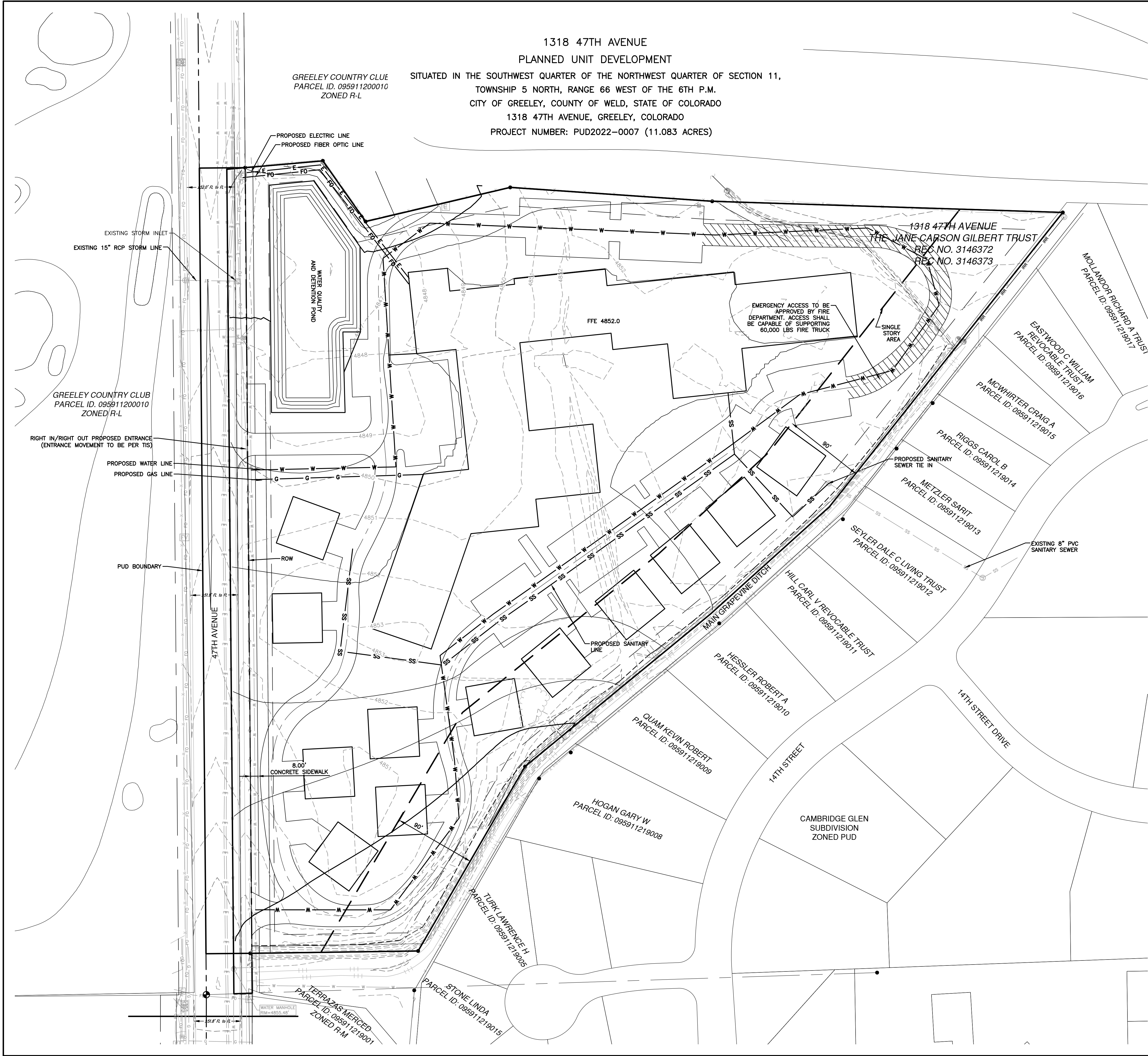
- SUB 1 - 2/7/2023
- SUB 2 - 3/30/2023
- SUB 3 - 6/30/2023
- SUB 4 - 7/27/2023
- SUB 5 - 8/21/2023

DESIGNER / DRAFTER

JPM
DATE
08/21/2023
PROJECT NUMBER
02220209
BOOK AND PAGE

SHEET

3 OF 6



SITE LEGEND:

- FO ——— EXISTING FIBER OPTIC LINE
- W ——— EXISTING WATER LINE
- E ——— EXISTING ELECTRICAL LINE
- G ——— EXISTING GAS LINE
- GHP ——— EXISTING OVERHEAD POWER LINES
- X ——— EXISTING FENCE
- G ——— PROPOSED GAS LINE (APPROXIMATE LOCATION)
- W ——— PROPOSED WATER LINE
- SS ——— PROPOSED SANITARY SEWER LINE
- E ——— PROPOSED ELECTRIC LINE (APPROXIMATE LOCATION)
- FO ——— PROPOSED FIBER OPTIC LINE (APPROXIMATE LOCATION)
- 1101- EXISTING CONTOUR
- 1100- EXISTING CONTOUR

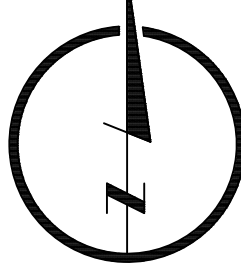
NOTES:

1. LAYOUT SHOWN IS FOR CONCEPT ONLY
2. FIRE HYDRANTS TO BE PROVIDED AS REQUIRED PER FIRE CODE
3. SEWER LINES SHALL BE SDR 35 PVC, GREEN IN COLOR.
4. WATER MAINS SHALL BE C900 PVC, BLUE IN COLOR.
5. 4. NON-POTABLE SHALL BE C900 PVC, PURPLE IN COLOR, IF REQUIRED.

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DETAILED PLANS

1318 47TH AVENUE PUD
GREELEY, COLORADO



Know what's below.
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REVISIONS

SUB 1 - 2/7/2023
SUB 2 - 3/30/2023
SUB 3 - 6/30/2023
SUB 4 - 7/21/2023
SUB 5 - 8/21/2023

DESIGNER / DRAFTER

JPM

DATE

08/21/2023

PROJECT NUMBER

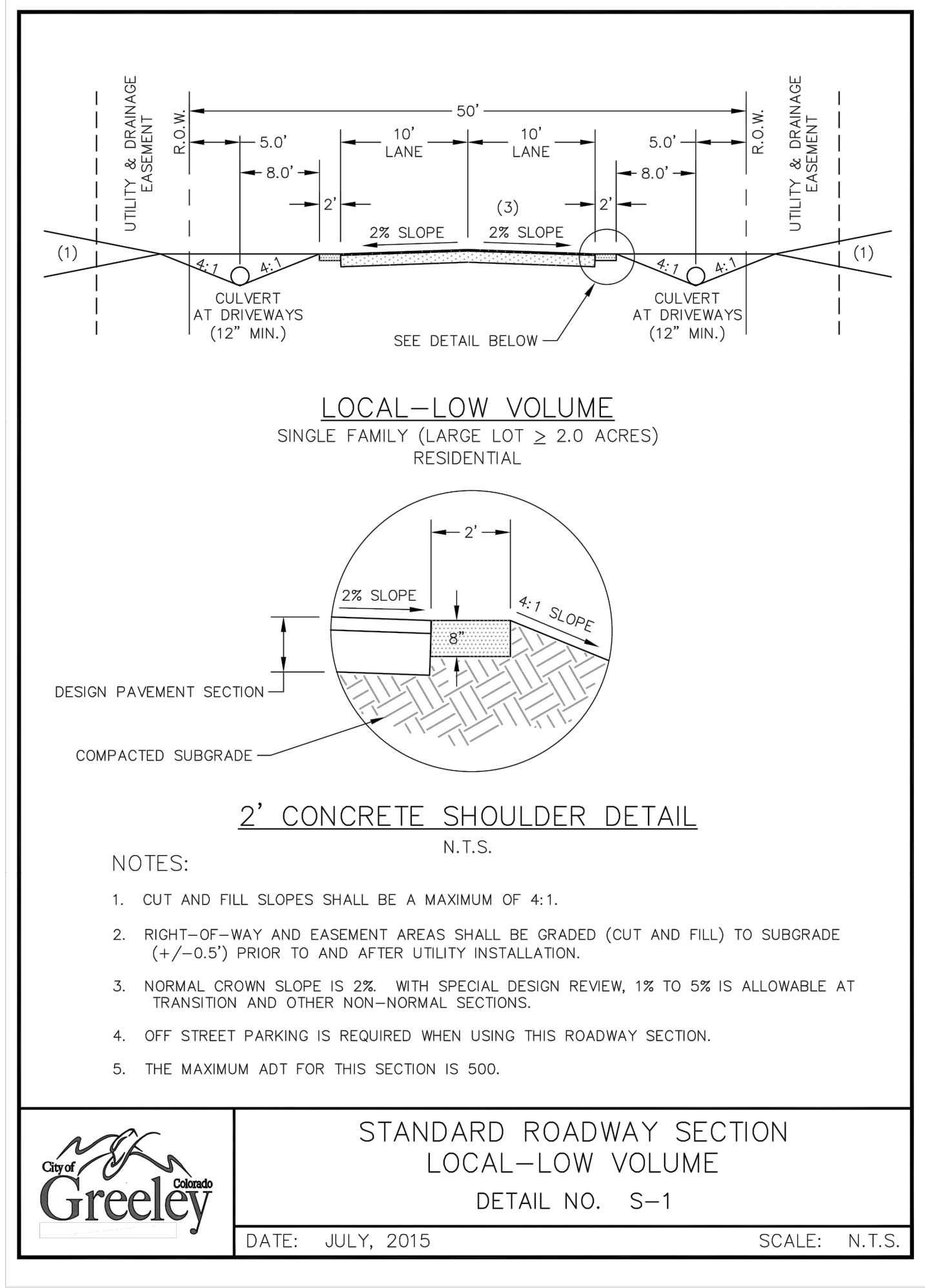
0222029

BOOK AND PAGE

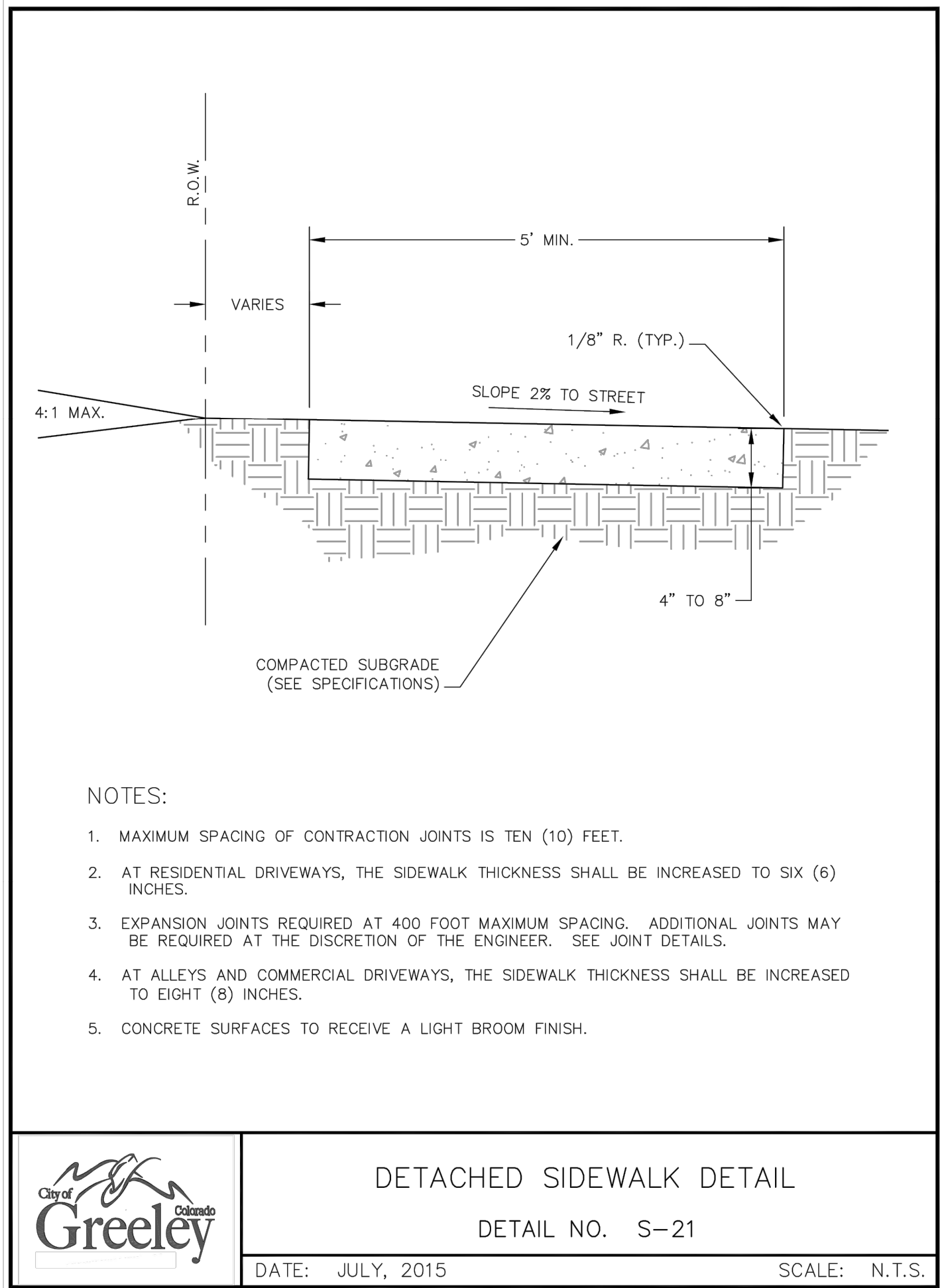
SHEET

4 OF 6

U:\Engineering\0222029 EBert - Homestead\DRAWINGS\CONSTRUCTION DRAWINGS\0222029-JTL-51.dwg, 8/7/2023 8:50:30 AM, HEIDMAN REISSNER, LAMP RYNEARSON



Page 137



Page 162

1318 47TH AVENUE
PLANNED UNIT DEVELOPMENT
SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
1318 47TH AVENUE, GREELEY, COLORADO
PROJECT NUMBER: PUD2022-0007 (11.083 ACRES)

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DETAILS

1318 47TH AVENUE PUD
GREELEY, COLORADO

811

ALL UTILITIES ARE SHOWN
BASED ON THE INFORMATION
AVAILABLE TO THE ENGINEER.
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UTILITIES ARE SHOWN OR THAT
THE LOCATION, DEPTH, AND
SIZE OF EACH FACILITY IS
CORRECT. THE CONTRACTOR IS
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ALL UTILITIES AND SERVICE
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REVISIONS

SUB 1 - 2/7/2023

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SUB 5 - 8/21/2023

DESIGNER / DRAFTER

JPM

DATE

08/21/2023

PROJECT NUMBER

0222029

BOOK AND PAGE

SHEET

5 OF 6

Page 126 of 290

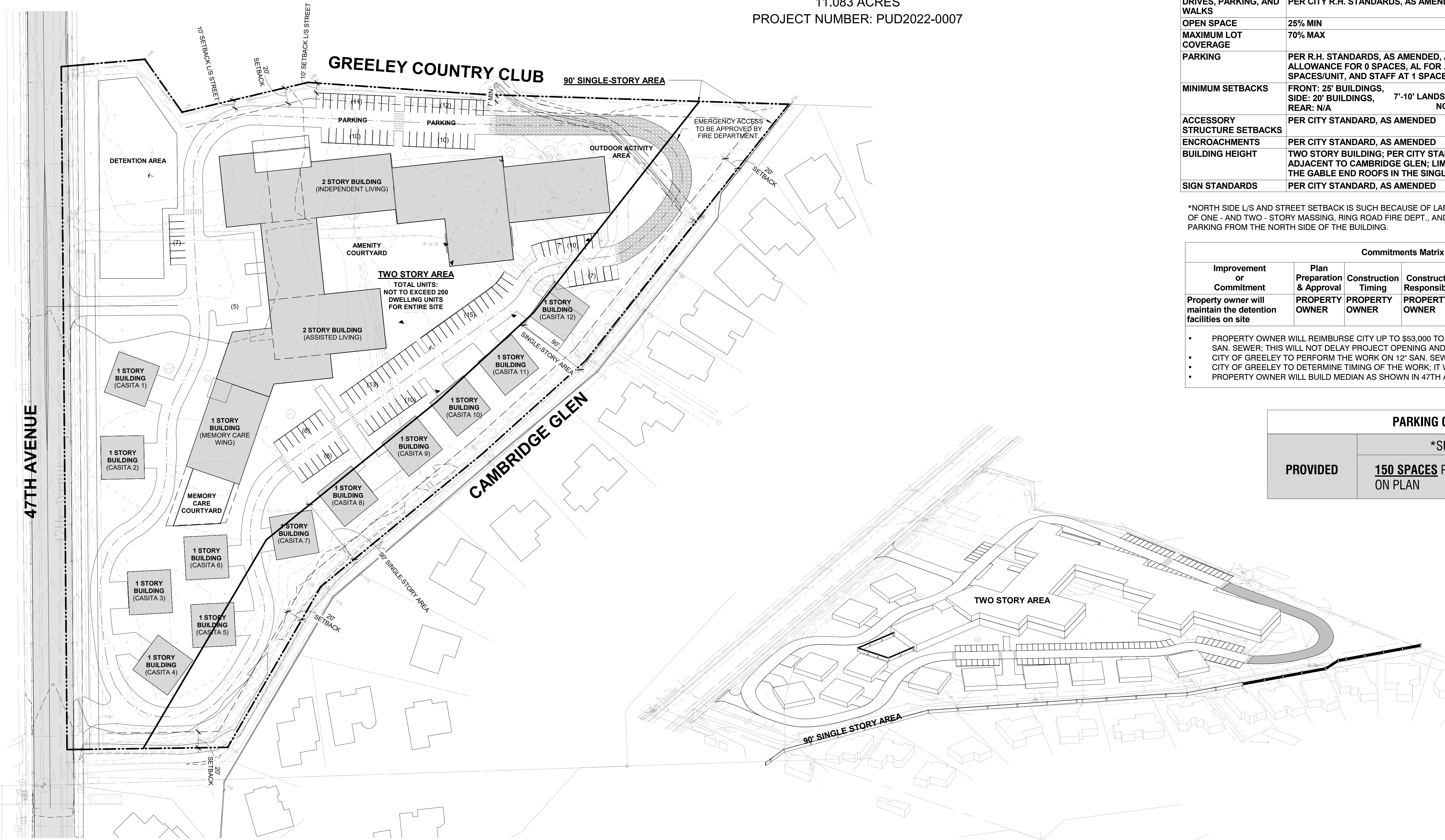
1318 47TH AVENUE
PLANNED UNIT DEVELOPMENT

SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

1318 47TH AVENUE, GREELEY, COLORADO

11.083 ACRES

PROJECT NUMBER: PUD2022-0007



CONCEPTUAL SITE PLAN FOR AREA REFERENCES

SCALE: 1" = 60'

3D AXONOMETRIC

*LAYOUT SHOWN IS FOR CONCEPT ONLY

Development Standards	
DESCRIPTION	PROPOSED
PLANNING AREA	11.083 ACRES
PERMITTED USES	PER CITY R.H. STANDARDS, AS AMENDED, RESIDENTIAL CARE - GROUP HOME, ASSISTED LIVING, SENIOR INDEPENDANT LIVING, MEMORY GENERAL, INSTITUTIONAL, AND PERMITTED USES IN THE R.H. (RESIDENTIAL HIGH-DENSITY) ZONING DISTRICT FOR SINGLE-FAMILY, TWO-FAMILY, ROW HOUSES, MULTI-FAMILY AND ACCESSORY DWELLINGS.
USES NOT ALLOWED	COMMERCIAL/ INDUSTRIAL
MINIMUM LOT AREA	PER CITY R.H. STANDARDS, AS AMENDED
DENSITY	MAXIMUM TWENTY (20) DWELLING UNITS/ACRE
BUILDING COVERAGE	PER CITY R.H. STANDARDS, AS AMENDED
DRIVES, PARKING, AND WALKS	PER CITY R.H. STANDARDS, AS AMENDED
OPEN SPACE	25% MIN
MAXIMUM LOT COVERAGE	70% MAX
PARKING	PER R.H. STANDARDS, AS AMENDED, AND WITH EXCEPTION OF MEMORY CARE ALLOWANCE FOR 0 SPACES, AL FOR .70/SPACES PER UNIT, IL FOR 1.15 SPACES/UNIT, AND STAFF AT 1 SPACE/10 UNITS
MINIMUM SETBACKS	FRONT: 25' BUILDINGS, 7'-10' LANDSCAPE AT DRIVES AND PARKING AT SIDE: 20' BUILDINGS, NORTH SIDE (SEE PLANS)* REAR: N/A
ACCESSORY STRUCTURE SETBACKS	PER CITY STANDARD, AS AMENDED
ENCROACHMENTS	PER CITY STANDARD, AS AMENDED
BUILDING HEIGHT	TWO STORY BUILDING; PER CITY STANDARD, AS AMENDED - SINGLE STORY ADJACENT TO CAMBRIDGE GLEN; LIMIT ROOF HEIGHTS TO THE MID-LINE OF THE GABLE END ROOFS IN THE SINGLE STORY TO 21'.
SIGN STANDARDS	PER CITY STANDARD, AS AMENDED

*NORTH SIDE L/S AND STREET SETBACK IS SUCH BECAUSE OF LARGE FOOTPRINT DUE TO CONSIDERATION OF ONE - AND TWO - STORY MASSING, RING ROAD FIRE DEPT., AND FOR EASE OF SENIORS' ACCESS TO PARKING FROM THE NORTH SIDE OF THE BUILDING.

Commitments Matrix					
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility	Property Ownership
Property owner will maintain the detention facilities on site	PROPERTY OWNER	PROPERTY OWNER	PROPERTY OWNER	PROPERTY OWNER	PER PROPERTY DEED
- PROPERTY OWNER WILL REIMBURSE CITY UP TO \$53,000 TO A LARGER CIP FUND FOR UPGRADING 12" SAN. SEWER; THIS WILL NOT DELAY PROJECT OPENING AND WILL BE PAID AT BLDG. PERMIT. - CITY OF GREELEY TO PERFORM THE WORK ON 12" SAN. SEWER MAIN. - CITY OF GREELEY TO DETERMINE TIMING OF THE WORK; IT WILL NOT DELAY THE PROJECT. - PROPERTY OWNER WILL BUILD MEDIAN AS SHOWN IN 47TH AVENUE PRIOR TO PROJECT OPENING.					

PARKING COUNT	
PROVIDED	*SURFACE PARKING
	150 SPACES PER 152 UNITS AS SHOWN ON PLAN

hord | coplan | macht

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Denver, CO 80202

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STATEMENT OF COMMITMENTS

SHEET 6 OF 6

A1.06

PUD2022-0007

Memorandum

To: Brittany Hathaway, Development Review and Civil Inspection Manager

From: Jeff Vasquez
Matt Brown PE, PTOE

Date: November 4, 2022

Re: 1318 47th Ave, Greeley - Senior Living Facility
Traffic Impact Study

Stolfus & Associates has conducted a traffic analysis to determine the Level of Service that would result from adding a right in right out access point on 47th Avenue for the proposed Senior Living Facility located at 1318 47th Avenue. As currently envisioned, the facility will be a senior living community that provides assisted living, independent living, and memory care living as well as duplexes for separated independent living. Surface parking will be incorporated within the facility; 136 general spaces and an additional 24 spaces for the duplexes.

Traffic Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition was used to estimate the number of vehicles that will result from the proposed senior living facility. ITE land uses 251 (Senior Adult Housing – Detached), 252 (Senior Adult Housing – Attached), and 254 (Assisted Living) were used to estimate trip generations.

In total, the development can be expected to generate 43 trips (19 inbound and 24 outbound) in the weekday a.m. peak hour, and 54 trips (27 inbound and 27 outbound) in the weekday p.m. peak hour. The total number of trips generated over the course of a typical weekday is estimated to be 628.

Land Use	ITE Code	Units	Beds	Trips Generated		
				Daily	AM Peak Hr (In / Out)	PM Peak Hr (In / Out)
Memory Care / Assisted Living	254	56	66*	172	8 / 5	6 / 11
Independent Living – Attached	252	80*	N/A	296	6 / 10	11 / 10
Independent Living - Detached	251	24*	N/A	160	5 / 9	10 / 6
Total		160		628	19 / 24	27 / 27

*Independent variable used to estimate trips generated

Given that access to the site is proposed as a right-in, right-out, the assignment of traffic volumes to the access was straightforward (for example, during the weekday a.m. peak hour, there would be 19 right turns into the site and 24 right turns out of the site).

Level of Service Analysis

Traffic operations using the vehicle counts and trip generations were evaluated using the Highway Capacity Manual, 6th Edition (HCM6) methods as applied in the Highway Capacity Software. The table below shows the traffic operation at the proposed stop-controlled intersection.

AM			PM		
Movement	LOS	V/C	Movement	LOS	V/C
WBR	A	0.03	WBR	B	0.05

The stop-controlled intersection at 47th Ave and the proposed Greeley Senior Living Facility is expected to operate at a LOS A in the AM peak and LOS B in the PM peak, indicating that the intersection will operate well with minimum delays.

Auxiliary Lane Analysis

The City of Greeley *Design Criteria and Construction Specifications* manual indicates that the need for deceleration lanes will be determined by a traffic impact study and the City Engineer.

Weld County provides auxiliary lane criteria in their *Weld County Engineering and Construction Criteria* manual that is based upon the Colorado Department of Transportation's *State Highway Access Code*. However, the County's criteria are for rural highways. The subject property is located within the City of Greeley in an urbanized environment.

For this reason, State Highway Access Code criteria for NR-B (non-rural arterial) highways was used to determine whether auxiliary lane warrants are met at the access. For NR-B highways, Section 311.4(b) of the Code states:

"A right turn lane with storage length plus taper is required for any access with a projected peak hour right ingress turning volume greater than 50 vph. If the posted speed is greater than 40 mph, a right turn deceleration lane and taper is required for any access with a projected peak hour right ingress turning volume greater than 25 vph."

As the posted speed limit along 47th Avenue is 40 mph, and the number of right-turning vehicles at the access is estimated to be less than 50 vph, a right-turn deceleration lane is not warranted.

Attachments

Attachments to this memorandum include existing traffic volume data and highway capacity worksheets.

Site Code: 1
Station ID: 1
47TH AVE N/O 16TH ST

Start Time	28-Sep-22	NB	SB							Total
	Wed									
12:00 AM		20	30							50
01:00		15	16							31
02:00		8	10							18
03:00		19	17							36
04:00		45	50							95
05:00		104	148							252
06:00		233	273							506
07:00		396	626							1022
08:00		379	570							949
09:00		350	494							844
10:00		438	599							1037
11:00		560	597							1157
12:00 PM		511	517							1028
01:00		468	517							985
02:00		556	561							1117
03:00		642	713							1355
04:00		626	595							1221
05:00		676	663							1339
06:00		454	488							942
07:00		411	309							720
08:00		299	213							512
09:00		185	135							320
10:00		89	70							159
11:00		50	31							81
Total		7534	8242							15776
Percent		47.8%	52.2%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	11:00
Vol.	-	560	626	-	-	-	-	-	-	1157
PM Peak	-	17:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	676	713	-	-	-	-	-	-	1355
Grand Total		7534	8242							15776
Percent		47.8%	52.2%							
ADT		ADT 15,776	AADT 15,776							

HCS Two-Way Stop-Control Report

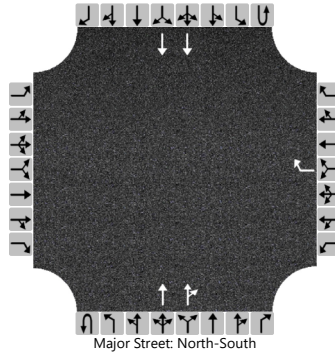
General Information

Analyst	
Agency/Co.	
Date Performed	10/18/2022
Analysis Year	2022
Time Analyzed	
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	47th Ave and Greeley Country Club
Jurisdiction	
East/West Street	Greeley Country Club
North/South Street	47th Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	0	0	0	2	0
Configuration								R			T	TR			T	
Volume (veh/h)								24			411	19			684	
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9								
Critical Headway (sec)								6.96								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								26								
Capacity, c (veh/h)								765								
v/c Ratio								0.03								
95% Queue Length, Q ₉₅ (veh)								0.1								
Control Delay (s/veh)								9.9								
Level of Service (LOS)								A								
Approach Delay (s/veh)					9.9											
Approach LOS					A											

HCS Two-Way Stop-Control Report

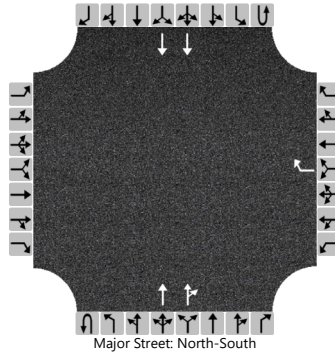
General Information

Analyst	
Agency/Co.	
Date Performed	10/18/2022
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	47th Ave and Greeley Country Club
Jurisdiction	
East/West Street	Greeley Country Club
North/South Street	47th Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	0	0	0	2	0
Configuration								R			T	TR			T	
Volume (veh/h)								27			699	27			685	
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

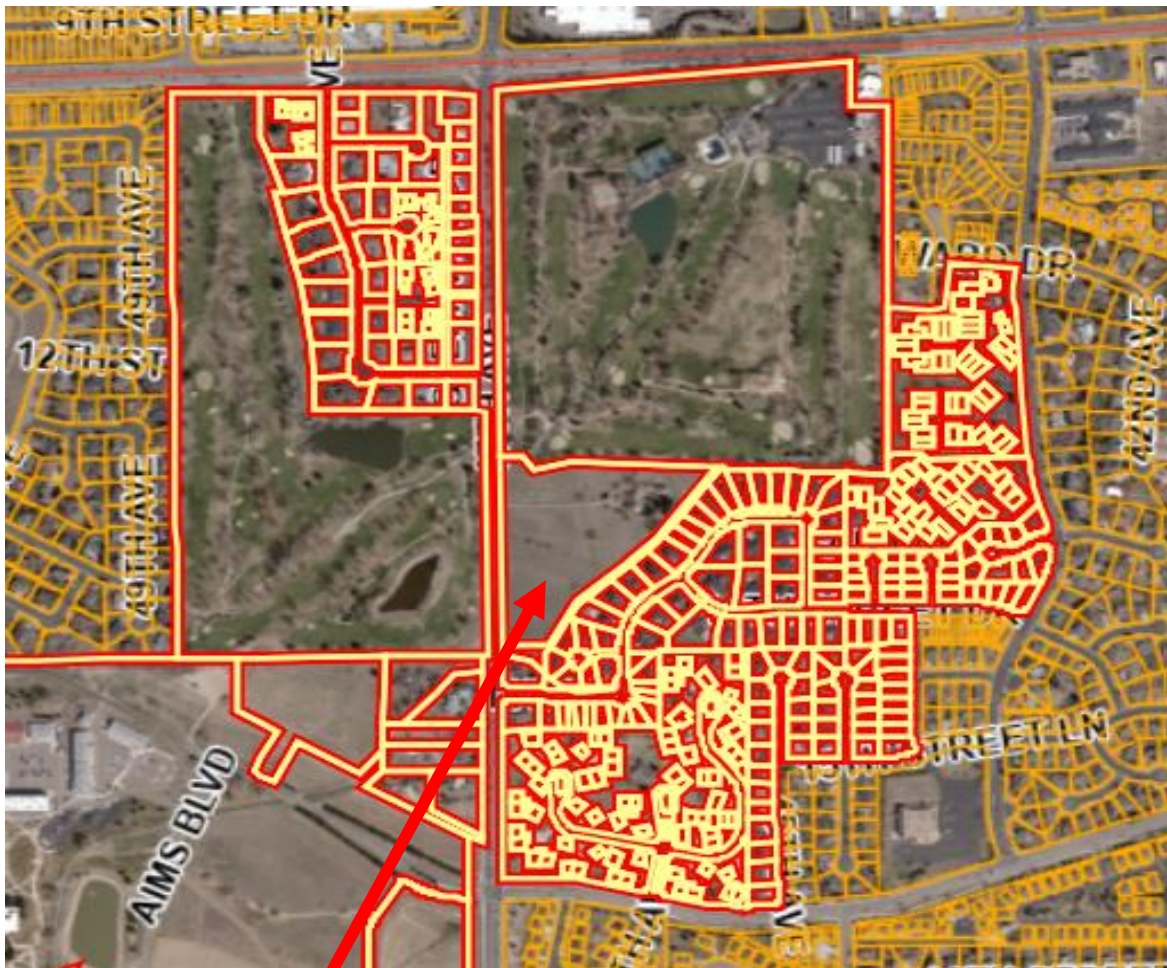
Critical and Follow-up Headways

Base Critical Headway (sec)								6.9								
Critical Headway (sec)								6.96								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								29								
Capacity, c (veh/h)								602								
v/c Ratio								0.05								
95% Queue Length, Q ₉₅ (veh)								0.2								
Control Delay (s/veh)								11.3								
Level of Service (LOS)								B								
Approach Delay (s/veh)					11.3											
Approach LOS					B											

PUD2022-0007 1318 47th Avenue, Neighborhood Notification Boundary Map



PUD
Site Location

From: [Lucille M. Mantelli](#)
To: [Caleb Jackson](#)
Subject: [EXTERNAL] 1318 - 47th Avenue PUD
Date: Sunday, April 23, 2023 10:29:12 AM

Caleb, the following are my comments regarding the PUD and rezoning request for the above mentioned property.

I believe that the "right in/right out" turning proposal is very reasonable. With the current traffic on 47th Avenue, that would be one way to try to avoid additional accidents that occur on that street. If this area does end up being zoned RH, I would think a new traffic study would be required.

I personally do not have any objections to the proposed development of a Senior Living Facility, however I do object to the RH zoning request. I am confused after the meeting that was held at the Country Club because I was of the understanding (and I am probably wrong) that the PUD would enable the appropriate zoning for such a facility and that RH was not required.

If RH is required, would the City be willing to develop a special zoning designation for such a facility if they don't already have one? With the need in Greeley, this might come up again in the future.

We really didn't see any landscaping plans, but perhaps the landscaping requirements could hide any areas such as trash collection/removal, deliveries, and to blend in with the current Country Club golf course landscaping.

I would encourage a mandatory public hearing and review of the City Council and would appreciate some type of notice when these meetings are scheduled.

Thanks, Caleb for your time and consideration.

CAUTION: This email is from an **external** source. Ensure you trust this sender before clicking on any links or attachments.

From: [Ginny Hogan](#)
To: [Caleb Jackson](#); [Thomas Gilbert](#)
Cc: garyhoganremax@gmail.com
Subject: [EXTERNAL] 1318 47th Ave Project
Date: Friday, April 21, 2023 10:11:07 AM
Attachments: [Outlook-iwfngpss.png](#)
Importance: High

Good morning gents,

I wanted to thank you for taking the time last evening to speak with us all. I am sure these meetings are always very unusual!

My name is Ginny Hogan, my husband Gary is attached to this email as well. Gary and I live in Cambridge Glen. We are the house with the pool along the concrete fence. Recently, Gary and I have invested a large amount of money into our backyard and remodel of our home. We both are real estate agents, and both know the market and how "things" affect the value of a home.

My husband made mention that we are not opposed to this site plan AS IS but like all others in the room, we have a very strong feeling that an approval of an R-H zone will have an adverse effect not only on the ability to build up higher than 2 stories, but also because currently, it has been stated that any changes more than 30% will allow it to go back to "us" for a meeting, which we feel is way too high of a percentage and a lot can go under the radar without our knowledge. What does that 30% mean? If they decide to add a third story, will that be a 30% change because of that AND capacity changes? What are the criteria for that 30% change? Are there things that could change under the radar and then I have people in a high rise looking into my backyard should this deal fall through? When we purchased this place, we knew this would be our home until retirement. We are the youngest couple in our neighborhood and still have young children (youngest being 5 years old). As I am sure you have heard, building an apartment complex or anything over one story could lower our value. If it won't lower our value, I would like hard proof that it will not affect our property value.

We respectfully request that it stay in the R-L and PUD as well as ANY changes, even if that percentage is anything changing over 1%, be brought back to the community.

We also heard that all this will be taken into consideration when the design comes into play. What is sad is Gary and I enjoy a view of the mountains from our home. Which adds value and this will take that away. We enjoy seeing stars at night, this will take it away because of the lights that are required for such a build, we enjoy the privacy, this will take it away. Privacy will be an issue that I believe can be resolved with required landscape. If they are taking my view of the mountains away, the least they can do is put in privacy hedges so that we have blockage from noise and lights. You cannot say there won't be noise.

I respectfully request that you make considerations of all that is in this email. I know your task is not an easy one but WE are the ones living in the community mostly affected.

I thank you for your time and consideration.

Ginny Hogan
Partner-Broker

5H Properties & Grand K LLC
4533 W 14th Street
Greeley, CO 80634
(970) 978-6574



CAUTION: This email is from an **external** source. Ensure you trust this sender before clicking on any links or attachments.

From: [David Kejr](#)
To: [Caleb Jackson](#)
Subject: [EXTERNAL] 1318 47th Avenue Planned Unit Development
Date: Friday, April 21, 2023 10:03:42 AM

Caleb,

Thank you for sharing planning process at Neighborhood meeting last night.

I do have concerns about project. We live at 1218 48th Avenue. First is traffic on 47th Avenue. It is already at capacity and even if you only add 27 vehicles an hour during busy time, it will be much busier. On top of that, if project grows by 30% as was stated last night, now you're talking 36 vehicles into an already busy street. I think traffic impact is way underestimated if project goes through.

A bigger concern I have is longer term. I see around town nice neighborhoods that used to be very desirable but with growth and sprawl, streets become so busy that the neighborhood then becomes undesirable.

Why not leave it open space or a park? I know with rezoning you increase property taxes to city and county. Money seems to be driving this forward from all sides.

It looks like the PUD is one step in the process to change zoning into R-H.

I strongly suggest you do not do that.

Thanks,

David Kejr

--

David kejr

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From: [Robert Kuznik](#)
To: [Caleb Jackson](#)
Cc: [Cambridge Glen Owners Association](#)
Subject: [EXTERNAL] 1318 47th Avenue PUD (PUD2022-0007)
Date: Friday, April 21, 2023 2:29:12 PM

Caleb.....thank you for the opportunity to comment further on the matter of PUD2022-0007.

As residents of Cambridge Glen, Joyce and I received notice and attended the Neighborhood Meeting on April 20. Upon reflection we wish to provide the following comments and ask that they be added to the meeting notes.

1.) Traffic.

~ The Project was described as permitting only right-hand turn movements in and out of the site. We think that is a good approach.

~ The Conceptual Plan displayed two points of ingress/egress for the Project: (1) A 'main entrance' at the approximate center of the Project's 47th Avenue frontage; and, (2) A 'service entrance' at the southern end of the 47th Ave. frontage. We suggest the following two additional adjustments for mitigating traffic issues:

(1) That the two entrances be combined into a single ingress/egress point at the approximate center of the 47th Ave. boundary.

(Comment: The Applicant offered that the number of service vehicles to the Project would be minimal, therefore restricting service vehicles to a single main entrance should not have a material adverse impact on the Project.)

(2) That the Project provide a deceleration lane and an acceleration lane along the entire length of the 47th Ave. frontage.

(Comment: A project of this nature will host a disproportionate number of vehicle trips by senior drivers, by non-emergent medical transport vehicles, and by fire/ambulance emergency response vehicles [all disproportionately high compared to other residential uses] . Although the traffic volumes of the Project may not warrant additional safety lanes, the senior drivers, medical transport vehicles, emergency vehicles, and the general driving public will all derive long-term benefit from the added safety afforded by a deceleration/acceleration lane along a substantial portion of the 47th Ave. frontage. Such a feature would also undoubtedly be noticed and appreciated by prospective residents and their family members. As a concession to the developer, perhaps the land area of these safety lanes could be included in Project's open space/density calculations since they otherwise would not be required.)

~ With regard to the majority of the concerns expressed at the Neighborhood Meeting regarding traffic, those concerns were largely unrelated to the Project and instead are a reflection of the level of frustration and concern about increasing traffic along major corridors of a growing community. Perhaps those concerns should be addressed as part

of a larger community survey/traffic mitigation study and remediation program brought to the neighborhood level throughout the community by City Staff.

2.) Mitigation Measures.

Overall, the applicant did a good job anticipating and mitigating impacts on the Cambridge Glen neighborhood. The following mitigation measures should be part of the conditions of the City's approval:

~ Onsite Parking. All parking should be buffered from adjacent single family homes by a structure.

~ Lighting. All exterior lighting within the Project should be directed downward without any 'spill-over effect' impacting neighboring residences.

~ Trash. (1) Solid waste area to be fully enclosed and screened from view. (2) Trash enclosures to be located in the center of the project no closer than <insert appropriate number> feet of any residence adjacent to the project. (3) Weekly waste and recycling collections to be limited to one each per week and occurring on the same day of the week between the hours of 7 AM and 4 PM from a single collection point within the project.

(Comment. From a solid waste perspective, this is a mixed use proposal in which the assisted living and memory care portions of the project would typically receive 'commercial-type' waste services at a centralized collection point while the twelve duplex residences would typically receive 'residential-type' collections utilizing individual carts/cans. If left unrestricted, waste collection services to the project could potentially occur 4 or more days each week. The restriction of just one waste collection service day per week could mean that the project may need to use industry standard stationary compactors (either bin-type or roll-off-type). This restriction would limit the solid waste collections to two visits per week (one for waste and one for recycling) and would place responsibility on the Project operator to either collect waste and recycling from the duplex residences as a maintenance operation or require the residents of those duplex dwellings to bring their waste and recycling to the central waste collection point.)

~ Landscaping. With the Greeley Country Club as a neighbor, the Project's landscape plan should tie seamlessly into the golf course to give the appearance of resort-style continuity.

~ Access Road. The emergency vehicle access road located at the northeastern portion of the Project should feature a physical restriction allowing only the passage of emergency vehicles.

3.) Zoning.

Zoning appears to be the Project's achilles heel. There seemed to be a consensus among meeting attendees that the proposed use was a good one but there was an underlying fear and mistrust that rezoning to R-H with a P.U.D. may give way to the neighbors potentially battling the land owner or successor developer in attempts to amend the L-H P.U.D. to build high density multi-family structures incompatible with the adjoining R-L uses (should this original applicant/developer not proceed with the Project). This concern could give rise to opposition to the Project

We think that a possible solution to this concern might be for the City to amend the Development Code in one of two ways:

(1) New Zone District. Amend its Development Code to add a new zoning district 'R-S — Residential Senior', intended for mixed use development of detached housing, attached housing, and group housing for independent living, assisted living and advanced care living (memory care) and used as a buffer use when adjacent to R-E, R-L, and R-M Districts.

(2) New R-L Special Review Use. Amend the Development Code to permit the following Special Uses in the R-L District, individually or in combination, by way of a Planned Unit Development application requiring approval of the Planning Commission and the City Council: (1) Residential Care— Group Home (up to 50 occupancy; 2-story limit); (2) Residential Care — Assisted Living (up to 100 occupancy; 2-story limit); (3) Two-Family Dwellings (single story only). *(Counts are suggestions based on this PUD application.)*

Although such an amendment might stretch the timeline somewhat, it also might enable the application to proceed more smoothly.

(Comment. It is generally acknowledged that there is currently a need for senior housing in Northern Colorado and that the need for senior housing will continue to grow far into the future. There may be a limited number of parcels in the community to which these alternative approaches are applicable, but higher sensitivities and standards may result from the City being the party initiating the solution rather than the motives of the developer being called into question. Creating a new Zone District or amending the Special Review Uses in the R-L Zone District may a better tool for protecting the integrity of neighborhoods than the R-H approach.)

4.) City Council Review.

We believe that this Project warrants a mandatory public hearing and review before the City Council.

Thank you for your consideration.

Respectfully submitted,

Bob Kuznik & Joyce Hirano-Kuznik

Bob Kuznik
303-434-4135 (cell)

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From: [Thomas Gilbert](#)
To: [Caleb Jackson](#)
Subject: FW: [EXTERNAL] RE: 1318 47th Ave PUD
Date: Monday, April 24, 2023 8:13:30 AM

FYI for the public record.

Thanks!

Thomas W. Gilbert, Jr., P.E.

Engineer III
Community Development | Engineering Development Review
1100 10th Street
Greeley, CO 80631
970-350-9278 | thomas.gilbert@greeleygov.com
www.greeleygov.com

From: Brian Bartels <brian@waltelcos.com>
Sent: Sunday, April 23, 2023 11:20 PM
To: Thomas Gilbert <Thomas.Gilbert@Greeleygov.com>
Subject: Re: [EXTERNAL] RE: 1318 47th Ave PUD

Thomas

Thanks for getting back to me. I am also going to check on the sewer stub from Cambridge Glen to the old Gilbert home. I built Cambridge Glen and my memory was that we only extended a 3/4 residential line to the house we did not extend the 8". I am going to get hold of Northern (previously KBN) and see if they can research the as builts.

I think the request for RH while talking about a PUD is causing a lot of confusion and from how I see the code they can develop their project under a PUD with out the need for the RH zoning. Also, I feel engineering wise a 30% cushion could cause real issues with water, sewer and storm.

Thanks,

Sent from my iPhone

On Apr 23, 2023, at 9:38 PM, Thomas Gilbert <Thomas.Gilbert@greeleygov.com> wrote:

Hi Brian,

I think that these items got discussed in the neighborhood meeting, but just to reiterate: I have asked the applicant many times and the potable water stub that the

th

applicant proposed to connect to is an 8" stub off of the 12" potable line in 47 avenue. It is located on the northwest corner of the site. As for reports, since this is a zoning case, the applicant brought in a conceptual hydraulic report. A final hydraulic report, based off of what is actually proposed, will be required at a future land use case and will need to meet all City of Greeley Criteria. I hope that this helps.

Have a great night!

Thomas W. Gilbert, Jr., P.E.

Engineer III

Community Development | Engineering Development Review

1100 10th Street

Greeley, CO 80631

970-350-9278 | thomas.gilbert@greeleygov.com

www.greeleygov.com

From: Brian Bartels <brian@waltelcos.com>

Sent: Thursday, April 20, 2023 8:47 AM

To: Thomas Gilbert <Thomas.Gilbert@Greeleygov.com>

Subject: RE: [EXTERNAL] RE: 1318 47th Ave PUD

Hey Tom one more question.

I developed Cambridge Glen many years ago and my recollection is that the line running to the old Gilbert home was only a 3/4 in residential stub. Has the applicant pot holed that line or verified the size. Also, in this application where what they are really asking for is RH zoning they would have to make the assumption at the highest density allowed for RH and I cannot imagine a 8" sewer main will handle that flow especially since the 8" in Cambridge Glen does not loop in connects to the Gilbert property and flows north around the north end of the subdivision, but does not connect back the main until it reaches the East gate.

Have they provided any engineering studies for utilities yet ?

Thanks,

Brian

From: Thomas Gilbert [mailto:Thomas.Gilbert@Greeleygov.com]

Sent: Wednesday, April 19, 2023 4:22 PM

To: Caleb Jackson; Brian Bartels

Subject: RE: [EXTERNAL] RE: 1318 47th Ave PUD

Hi Brian/Caleb,

This is Thomas Gilbert in Engineering Development Review. Here is the information

that I can offer:

1 – The City will require modeling and flow monitoring on the sanitary sewer system to ensure that infrastructure can support the proposed zoning. Here is the current comment that we have given the applicant:

Offsite sanitary sewer flows must be modeled prior to zoning approval. The 8" main must be surveyed up to its connection with a 12" interceptor. Flow monitoring data must be used to inform the sanitary sewer model. The minimum period for flow monitoring is 2 weeks and a storm event must be modeled on top of the existing peak flows. Include this with the next submittal.

2 – I haven't heard any proposals to pipe the ditch (since this is a Zoning(PUD) case that doesn't propose construction), but that might be a good question for the applicant at the Community meeting. As far as the detention pond, the drainage report is still conceptual but will be required to convey all stormwater runoff in accordance with City of Greeley Design Criteria and Construction Specifications.

I hope that this helps. Let me know if you have further questions.

Thanks!

Thomas W. Gilbert, Jr., P.E.

Engineer III

Community Development | Engineering Development Review

1100 10th Street

Greeley, CO 80631

970-350-9278 | thomas.gilbert@greeleygov.com

www.greeleygov.com

From: Caleb Jackson <Caleb.Jackson@Greeleygov.com>

Sent: Monday, April 17, 2023 10:43 AM

To: Brian Bartels <brian@waltelcos.com>; Thomas Gilbert <Thomas.Gilbert@Greeleygov.com>

Subject: RE: [EXTERNAL] RE: 1318 47th Ave PUD

Brian,

Thank you for this update. We look forward to collecting more feedback at the neighborhood meeting this week.

Thomas – Would you be able to respond to the first paragraph below regarding 1318 47th Ave PUD?

<image001.jpg>

Caleb Jackson, AICP

Planner III

Community Development Department | Planning and Zoning

1100 10th Street, 2nd Floor

970-350-9276 | caleb.jackson@greeleygov.com

Website: <https://greeleygov.com/>

From: Brian Bartels <brian@waltelcos.com>

Sent: Monday, April 17, 2023 9:45 AM

To: Caleb Jackson <Caleb.Jackson@Greeleygov.com>

Subject: [EXTERNAL] RE: 1318 47th Ave PUD

Good morning Caleb,

I have looked over the plans and I see they are planning on tying into the existing sewer in Cambridge Glen. When we extended the service to the Gilbert residence it was a residential service line only. Has this line been engineered to be able to handle another 150 residential units ? I don't recall being required to size the main line to accommodate any future uses. Also, are they wanting to put the ditch in pipe or leave it open ? I see the detention pond in the NW corner and am wondering where that flow is ultimately going. All of Cambridge Glens water flows out the east gate and ends up in the large channel along 16th street.

We had a Cambridge Glen board meeting yesterday and I think that for the most part, they like this layout and feel it is a good use for the property. When we got into the discussion of the actual request of the RH zoning, they are not in favor of a straight zoning to RH. They asked me why if this is the applicants intent to build this project, why the request is not just PUD. I explained that the RH would be a option if this project went away and they are clear they do not like the option of a straight RH zoning that gives them no input for a project here. They are very clear that the parcel will be developed but want to be part of the approval and I explained to them that would only happen in the PUD process.

Thanks,
Brian

From: Caleb Jackson [<mailto:Caleb.Jackson@Greeleygov.com>]

Sent: Thursday, April 13, 2023 1:17 PM

To: brian@waltelcos.com

Subject: 1318 47th Ave PUD

Brian,

Attached is the proposed PUD. They do provide a concept for a residential care facility, but as long as the development proposal follows the Development Standards on page 6, there would not be requirements for further public process. I hope that this helps!

<image002.jpg>

Caleb Jackson, AICP

Planner III

Community Development Department | Planning and Zoning

1100 10th Street, 2nd Floor

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Website: <https://greeleygov.com/>

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I am a resident at 4519 14th Street, with my property directly adjacent to the proposed PUD at 1318 47th Ave. I have some thoughts and concerns I would like to share with you.

- I have lived in my home since 2004 and always anticipated the property to be developed. I believe a small scale senior housing project would be very appropriate. However I am very concerned about the R-H rezoning. If this particular project does not move forward what would stop a 5 story apartment complex being the next project?
- I do not understand the how an 8 inch sewer line will work for the additional use and still maintain its integrity for our homes?
- As demonstrated further down 47th Ave., at Lowes the right turn in/out only is not adhered to. Why would this idea work here? I do support the idea of the acceleration/deceleration lanes as proposed by a neighbor.
- I am concerned about the dumpster storage. I really do not want to sit on my patio and look at multiple dumpsters. Plus I do not understand how they will feed residents without delivery trucks accessing the project. And where will those deliveries be made?
- I am concerned about staff parking and shift changes. I would highly recommend that be placed next to the country club golf course on the northside of the property. An employee coming or going for an 11:00 pm shift with a loud truck or motorcycle would be difficult to sleep through for the homes along the property line.

I would like to be notified if this project moves forward and possible Planning Commission hearing on this project.

Thank you for your time and consideration of these items.

Carol Riggs

Caleb,

As residents of Cambridge Glen, we attended the neighborhood meeting April 20th, about the proposed development of the property located at 1318 47th Avenue (PUD2022-0007). We appreciate that you were there to share some insights as to the zoning process and city rules. After attending and having time to think about the plan that was shared, we have the following comments:

1. We are opposed to rezoning to R-H. We would request that this PUD be denied in its present form. We would prefer the applicant remove the request for R-H zoning and remove the language about a change of up to 30 percent without review. We would support a new PUD with these changes and the changes suggested below. If the current applicant should pull out of this proposed project, what would stop the current land-owner or another developer from building high density multi-family structures. These would be totally incompatible with the adjoining areas. Many are concerned with the impact on traffic on 47th Avenue with the current proposed project, we can't imagine what such a project would do.
2. The applicant is proposing two entrances with right in / right out only. We believe this is a good idea in theory but have concerns after watching other right in / right out areas in town. Unfortunately, many people do not obey these traffic rules. We also think some drivers that want to go South from the property would turn right, then immediately turn left into the Hilltop neighborhood, make a U-turn and turn South. We expect this would further frustrate the Hilltop residents. The applicant stated that the number of service vehicles to the project would be minimal, therefore one entrance should be sufficient. Perhaps having only one entrance near the center of the development with a deceleration lane and an acceleration lane along the length of the 47th Avenue frontage would be a better plan. Because this is a senior living project, maybe a city bus stop could be incorporated in these lanes to serve individuals that use public transportation, possibly including residents that do not drive.
3. Our home backs up to the project with open fencing so we are concerned about the noise and lights from the parking lot and property. We are also concerned about our views toward the property.
 - a. We would like all parking to be buffered from adjacent single-family homes by a single story structure.
 - b. All lighting should be directed downward to mitigate the effect on neighboring residences.
 - c. The solid waste area be located in the center of the project, enclosed and screened from view of any adjacent single-family homes with a limited number of trash pick-ups per week.
4. The emergency vehicle access road proposed would have a physical restriction so as to only allow its use by emergency vehicles. The developer made this statement twice at the neighborhood information meeting.
5. We are concerned about the capacity of and impact on our sewer system if a facility this large is connected to the sewer system serving our small residential neighborhood.

We are not opposed to development of the property or the prospect of a senior living facility next door to us. We do hope we will continue to have the opportunity to review plans, provide feedback and that our concerns and comments are considered.

Respectfully,

Denice and Craig McWhirter

4517 W 14th Street

Greeley CO 80634

970.356.3220

Denice315@gmail.com

From: criggs4935@aol.com
Sent: Friday, September 1, 2023 4:06 PM
To: Jeff Woeber
Subject: 1318 47th Ave.

You don't often get email from criggs4935@aol.com. Learn why this is important

Thank you for visiting with me on Thursday.

My written comments for the packet of materials is as follows:

The proposed site is to be used as a Senior Housing facility. The duplexes will be only 1 story built next to the existing homes in Cambridge Glen. In the interior portion of the property there will be a 2 story building. I can support this plan as long as the interior building is only 2 stories and not more.

If the PUD is approved no changes can be made, i.e. increase in the density.

I would like to have the employee parking be placed on the north side of the building. All of the Cambridge Glen homes bordering this proposal have bedrooms on the back side of their homes. Shift changes in the middle of the night would cause traffic starting and traveling outside bedroom windows. With this parking placement I can support this plan.

Thank you
Carol Riggs
4519 W. 14th Street
Greeley

From: David Kejr <dkejr53@gmail.com>
Sent: Monday, September 4, 2023 1:53 PM
To: Jeff Woeber
Subject: Project Name: 1318 47th Avenue PUD

You don't often get email from dkejr53@gmail.com. Learn why this is important

I live at 1218 48th Ave, Greeley, CO 80634. One of my concerns is increased traffic on 47th Avenue

when zoning is changed to PUD from the current RL zoning. 47th is at capacity now without the

increased traffic of a rezoning to PUD.

If property was left zoned RL and developed with a number of high end single family homes, property

tax base for city and county would be the same and would be a better fit for the neighborhoods around

property.

Rezoning to PUD so a commercial institution to be located in a residential neighborhood is of no benefit

to the neighborhood. Probably would even hurt home values near the institution and thus lower tax

base for city and county.

Everybody I know or talk to is against the rezoning and allowing a commercial institution into a residential neighborhood. Shouldn't the planning Commission and City Council be working more for the

neighborhood and people that live there and voted them into office instead of hoping to bring in a

commercial institution into a residential neighborhood.

Thank you, and I hope you make the right decision.

David Kejr



1318 47th Avenue PUD PUD2022-0007

**Planning Commission
September 12, 2023
Jeffrey Woerber, AICP | Planner III**

Request & Site Background

➤ Request:

- Rezone from R-L (Residential Low Density) to PUD (Planned Unit Development)

➤ Background:

- 10.5± acre parcel containing one residence, constructed in 1961

Location

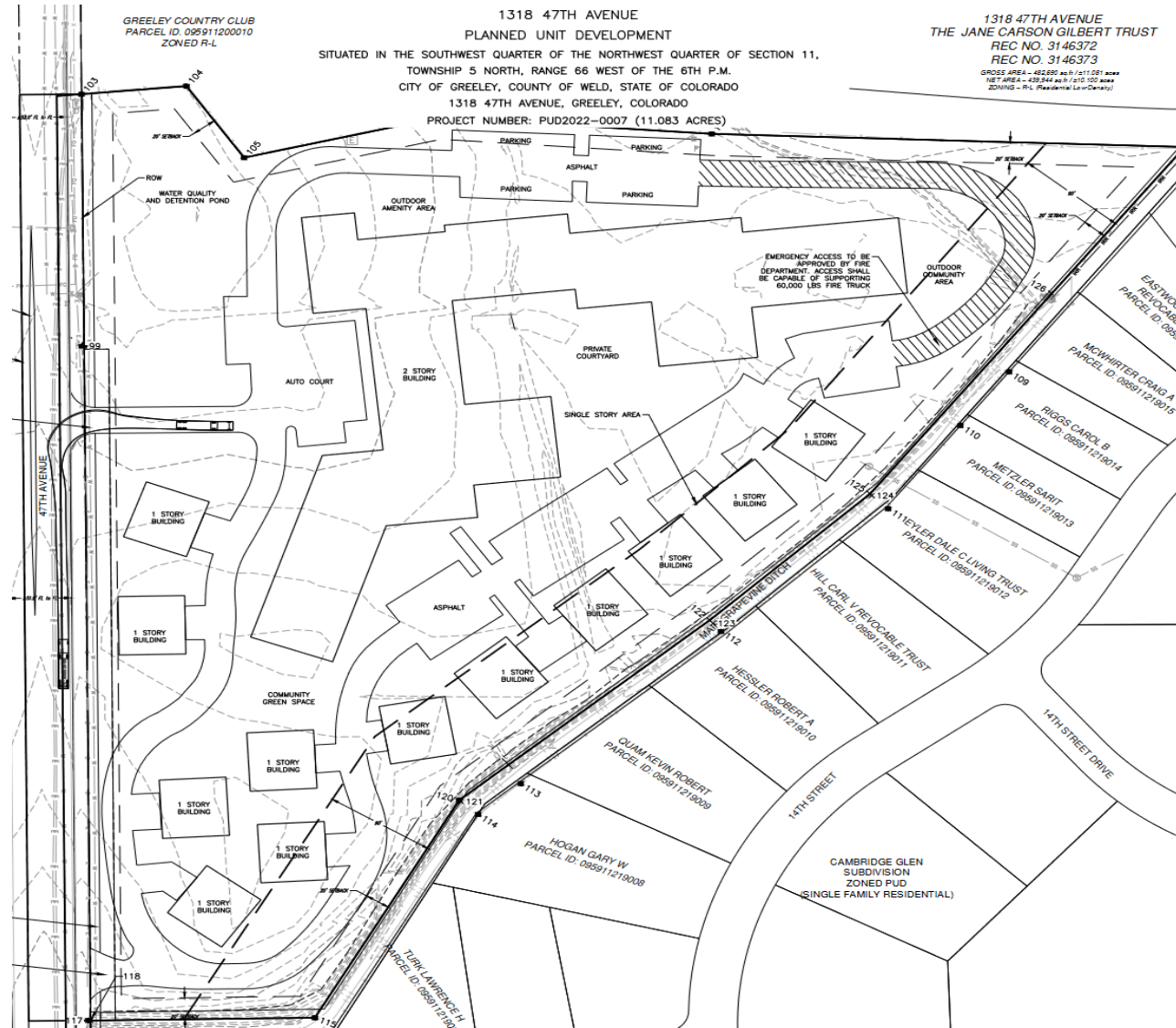


- 1318 47th Avenue
- Surrounding Zoning and Land Uses:
 - North: R-L | Country Club/Golf Course
 - East: PUD | Single-Family Residential
 - South: PUD, R-M | Single-Family Residential
 - West: R-L | Country Club/Golf Course

1318 47th Avenue PUD

Development Standards	
DESCRIPTION	PROPOSED
PLANNING AREA	11.083 ACRES
PERMITTED USES	PER CITY R.H. STANDARDS, AS AMENDED. RESIDENTIAL CARE - GROUP HOME, ASSISTED LIVING, SENIOR INDEPENDANT LIVING, MEMORY GENERAL, INSTITUTIONAL, AND PERMITTED USES IN THE R.H. (RESIDENTIAL HIGH-DENSITY) ZONING DISTRICT FOR SINGLE-FAMILY, TWO-FAMILY, ROW HOUSES, MULTI-FAMILY AND ACCESSORY DWELLINGS.
USES NOT ALLOWED	COMMERCIAL/ INDUSTRIAL
MINIMUM LOT AREA	PER CITY R.H. STANDARDS, AS AMENDED
DENSITY	MAXIMUM TWENTY (20) DWELLING UNIT S/ACRE
BUILDING COVERAGE	PER CITY R.H. STANDARDS, AS AMENDED
DRIVES, PARKING, AND WALKS	PER CITY R.H. STANDARDS, AS AMENDED
OPEN SPACE	25% MIN
MAXIMUM LOT COVERAGE	70% MAX
PARKING	PER R.H. STANDARDS, AS AMENDED, AND WITH EXCEPTION OF MEMORY CARE ALLOWANCE FOR 0 SPACES, AL FOR .70/SPACES PER UNIT, IL FOR 1.15 SPACES/UNIT, AND STAFF AT 1 SPACE/10 UNITS
MINIMUM SETBACKS	FRONT: 25' BUILDINGS, SIDE: 20' BUILDINGS, 7'-10' LANDSCAPE AT DRIVES AND PARKING AT REAR: N/A NORTH SIDE (SEE PLANS)*
ACCESSORY STRUCTURE SETBACKS	PER CITY STANDARD, AS AMENDED
ENCROACHMENTS	PER CITY STANDARD, AS AMENDED
BUILDING HEIGHT	TWO STORY BUILDING; PER CITY STANDARD, AS AMENDED - SINGLE STORY ADJACENT TO CAMBRIDGE GLEN; LIMIT ROOF HEIGHTS TO THE MID-LINE OF THE GABLE END ROOFS IN THE SINGLE STORY TO 21'.
SIGN STANDARDS	PER CITY STANDARD, AS AMENDED

1318 47th Avenue PUD



Comparison of Allowed Uses

R-H Residential High Density

- Residential Care – Group Home, Assisted Living, General, Institutional
- Single-family, Duplex
- Multi-Family
- Density up to 45 units/acre possible for “Apartment Complex, Large”

Proposed PUD

- Residential Care – Group Home, Assisted Living, General, Institutional
- Single-family, Duplex
- Multi-Family
- Density for all units limited to 20 units/acre

Considerations

Approval Criteria

- Rezoning Criteria, 24-204(b)
Nine Criteria Used to Evaluate Rezoning Applications
- PUD Criteria, 24-205(c)
Four Criteria Used to Evaluate PUD Applications
- The proposal is consistent with the criteria as outlined in your Summary

Notification

- Neighborhood meeting held on April 20, 2023 involved general discussion of the project, uses allowed, density and traffic concerns
- Mailed notification to within 1000 feet of property boundary
- 295 notice letters
- 10 emails received by staff, primarily concerned with R-H Zoning uses such as the assisted living facilities and multi-family residential density, as well as increased traffic, privacy concerns, and affecting property values
- Sign posted on the property
- Web notice

Recommendation

Recommendation

- Complies with Sections 24-204(b) and 24-205(c)
- Staff recommends approval

Motions

Recommended (Approval)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval.

Alternative (Denial)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial.

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

1) **The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.**

- *Land Use Guidance Map – Suburban Neighborhood.*
- “Introduction and Perspective” for the Housing (HO) Section of the Plan’s Goals & Objectives Chapter begins, “This element focuses on encouraging the development of a diversity of housing options that adequately serve the needs of all Greeley residents.”
- *Objective GC-1.2 Form of Growth*, compact urban form over sprawl or leap-frog development.
- *Objective HO-2.2* Foster the development of attractive, safe, and well-maintained rental properties for those who do not qualify for or desire to own property.

2) **The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.**

The intent of the proposed Planned Unit Development is to establish various types of residential uses, which are consistent with the surrounding area. The applicant proposes limiting the height of structures that are near the existing single-family residential uses. This approach takes the surrounding area into consideration in site design.

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

3) **Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.**

The 10.5± acre property and residence have existed for approximately 60 years. The residence was constructed in 1961 according to Weld County Assessor's records. The residential areas in the general vicinity of the subject property were developed mostly in the 1990s, which has been a major change to this area. It is in the public interest to rezone the property and encourage development.

4) **Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.**

The existing zoning has been in place for a substantial time without development (other than the one residence). The development in this general area has been residential, which is consistent with the proposed PUD.

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

5) **The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.**

The PUD's proposed uses and development standards specify percentage of open space, scale of buildings, and compatibility with other complementary uses. The required Site Plan Review to develop the site as proposed will ensure that design of streets is in character with existing/adjacent development in this area of Greeley.

6) **The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.**

Existing services are present in the vicinity to support development of the site as proposed.

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

7) **The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.**

The applicant intends to establish Senior Independent Living, Assisted Living and possibly other residential uses allowable in the R-H (Residential High Density) Zoning District, while limiting certain R-H Development Standards. This includes allowing only single-story structures to the east and south of the site, as well as significantly limiting the density that may be allowable were the property zoned R-H with no PUD. This development is not allowed under the current zoning, and the PUD is more appropriate than the current zoning.

8) **Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.**

The development of the subject property as proposed by the PUD would have impacts to the surrounding area, primarily increased traffic and visual impacts. As mentioned above, the PUD requires single story structures along the east and south of the property, as well as limitations on density, which will significantly reduce any impacts. The required Site Plan Review will ensure the site is developed under Greeley

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

9) **The recommendations of professional staff or advisory review bodies.**

Planning staff and the Administrative Review Team recommend approval.

Planned Unit Development Review Criteria, Section 24-205(c)

1) **The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.**

The proposed PUD allows specific R-H uses with Development Standards that allow specified uses and limited density. This provides for more specificity than applying a general zoning district such as R-H.

Review Criteria



Planned Unit Development Review Criteria, Section 24-205(c)

- | | |
|----|--|
| 2) | <p>The benefits from any flexibility in the proposed plan:</p> <ul style="list-style-type: none">(1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;(2) involves innovative concepts that were not anticipated by the development code; or(3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards. |
| | <p>The proposal for allowing various senior and institutional related uses, as well as rental properties does promote the general health, safety and welfare of the community, filling an identified need in the City of Greeley overall. The limitation on height for structures near existing residences is innovative and is good planning practice. The proposal does apply to a specific context that can meet the intent of the R-H Zoning District, while providing for site specific design for this fairly unique property.</p> |

Review Criteria



Planned Unit Development Review Criteria, Section 24-205(c)

- | | |
|----|---|
| 3) | The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area. |
| | <i>• The request is consistent with planning and design principles and the Comprehensive Plan.</i> |
| 4) | The plan meets all of the review criteria for zoning map amendments in Section 24-204. |
| | <i>• The request complies with Section 24-204, Review Criteria for Rezoning as detailed above.</i> |



SEPTEMBER 12, 2023

PLANNING COMMISSION HEARING

PLANNED UNIT DEVELOPMENT - 1318 47TH AVE, GREELEY, CO



SITE PLAN

SITE MASSING STUDY

PLANNING COMMISSION HEARING



BIRDS EYE (A)

SITE MASSING STUDY

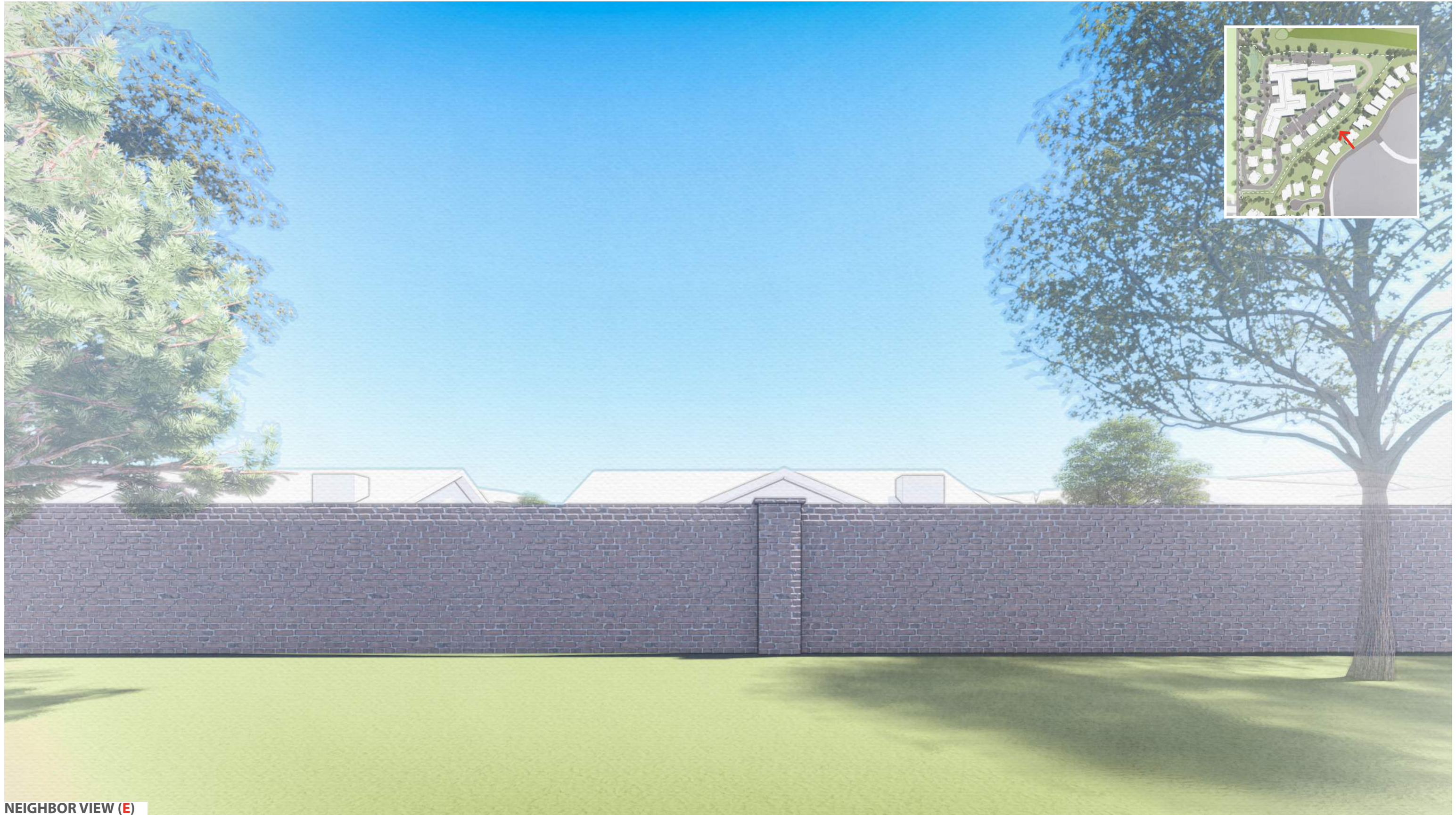
PLANNING COMMISSION HEARING



NEIGHBOR VIEW (D)

SITE MASSING STUDY

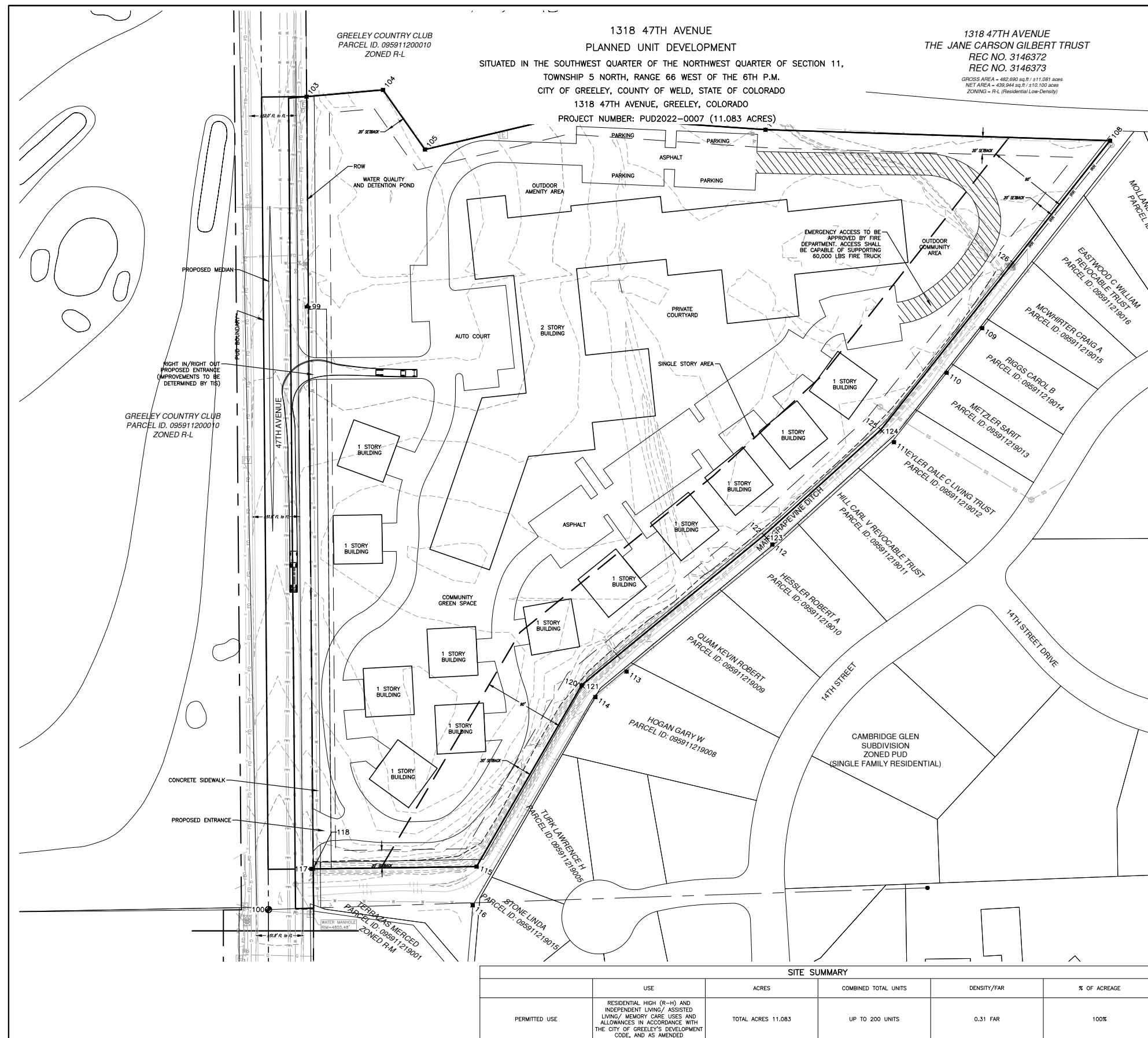
PLANNING COMMISSION HEARING



NEIGHBOR VIEW (E)

SITE MASSING STUDY

GREELEY SL | NEIGHBORHOOD MEETING



SITE LEGEND:

- | | |
|---|---|
|  | EXISTING FIBER OPTIC LINE |
|  | EXISTING WATER LINE |
|  | EXISTING ELECTRICAL LINE |
|  | EXISTING GAS LINE |
|  | EXISTING OVERHEAD POWER LINES |
|  | EXISTING FENCE |
|  | PROPOSED GAS LINE (APPROXIMATE LOCATION) |
|  | PROPOSED WATER LINE |
|  | PROPOSED SANITARY SEWER LINE |
|  | PROPOSED ELECTRIC LINE (APPROXIMATE LOCATION) |

NOTES:

1. LAYOUT SHOWN IS FOR CONCEPT ONLY
2. INTERNAL ACCESS ROAD SHALL BE IN ACCORDANCE TO THE CITY OF GREELEY DETAIL S-1, (LOCAL LOW VOLUME)

BASIS OF BEARING

COMMENCING AT THE WEST QUARTER CORNER OF SECTION ELEVEN (11), TOWNSHIP FIVE NORTH (5N), RANGE SIXTY-SIX WEST (86W), OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.) AND ASSUMING THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 BEARS NORTH 00°29'18" WEST FOR A DISTANCE OF 2610.33 FEET, BEING MONUMENTED AT THE WEST QUARTER CORNER BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 7242 - 1994" IN A RANGE BOX, AND AT THE NORTHWEST CORNER OF THE SECTION 11 BY A #6 REBAR WITH A 3-1/4" ALUMINUM CAP STAMPED "LS 10855 - 1998" IN A RANGE BOX, AND WITH ALL BEARINGS HEREIN RELATIVE THERETO;

PROJECT CONTROL

CONTROL POINT #99: 5/8" X 24" REBAR WITH A 1 1/4" ORANGE PLASTIC CAP, STAMPED: "CONTROL POINT"
N: 460492.443 LAT: 40°24'57.504467"N
E: 575080.281 LONG: 104°45'22.096083"W
EL: 4848.796

HORIZONTAL DATUM
NORTH AMERICAN DATUM OF 1983 (2011):

THIS PROJECT IS IN A CUSTOM LOW-DISTORTION PROJECTION, THE
PARAMETERS OF THE PROJECTION ARE SHOWN BELOW:

PROJECTION TYPE: TRANSVERSE MERCATOR

```
PROJECTION TYPE:      TRANSVERSE MERCATOR
LATITUDE AT ORIGIN:  40°15'00"N
CENTRAL MERIDIAN:    104°40'00"W
FALSE NORTHING:      400000.000 USft
FALSE EASTING:        600000.000 USft
GRID SCALE FACTOR:    1.00024000266
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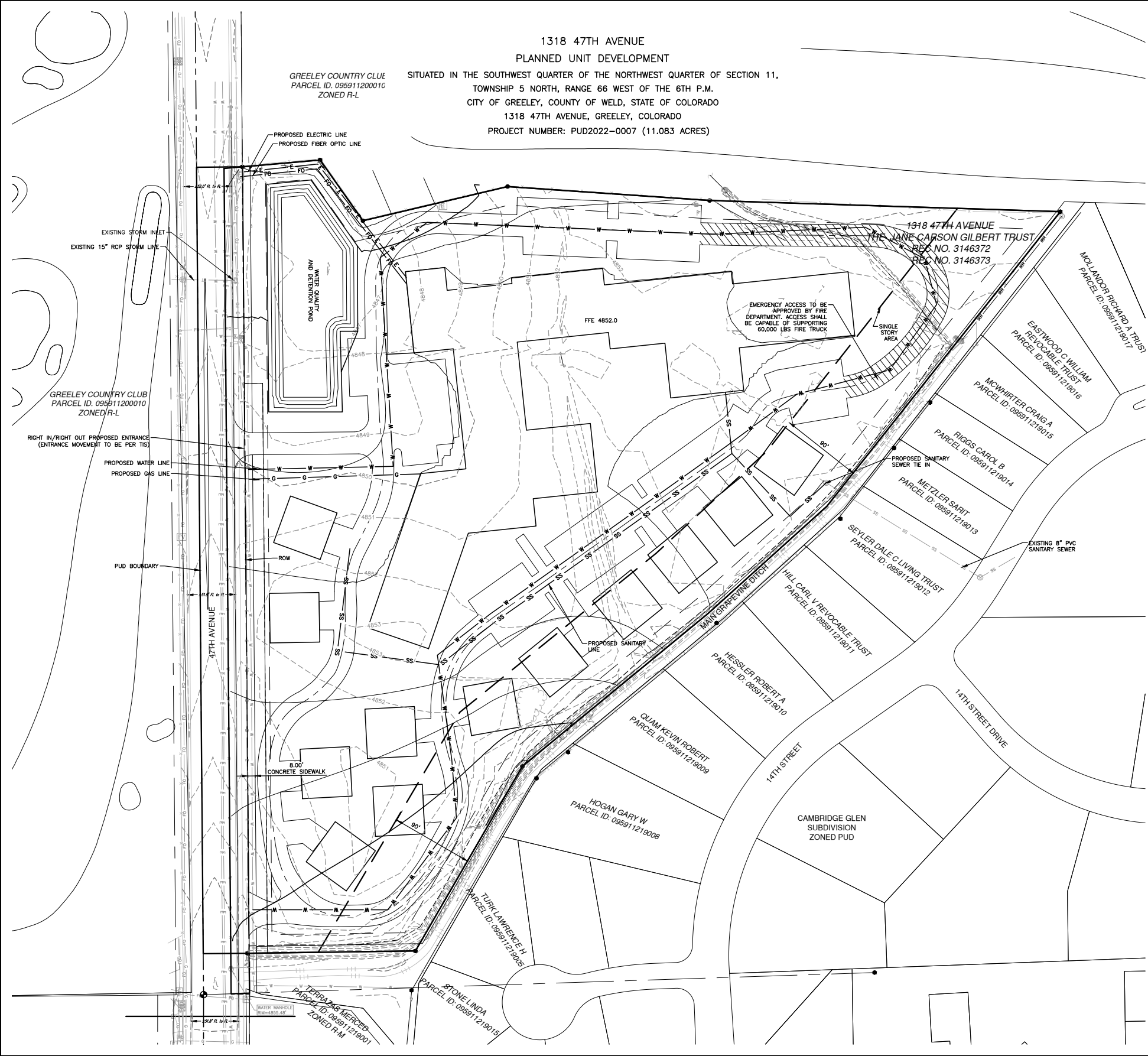
VERTICAL DATUM
NORTH AMERICAN VERTICAL DATUM OF 1988.
ELEVATIONS ARE ESTABLISHED THROUGH GNSS MEASUREMENTS USING
GEOID MODEL 18, AND THE GREELEY VERTICAL CONTROL NETWORK.

BENCHMARKS:
GREELEY BENCHMARK REFERENCE NO. 10, PUBLISHED EL=4796.89
GREELEY BENCHMARK REFERENCE NO. 22, PUBLISHED EL=4804.89

	
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OMAHA, NEBRASKA 14710 W. DODGE RD., STE. 100 (402)496.2498	
FORT COLLINS, COLORADO 4715 INNOVATION DR., STE. 100 (970)228.0342	
KANSAS CITY, MISSOURI 0001 STATE LINE RD., STE. 200 (816)361.0440	
	
----- NOT RELEASED FOR CONSTRUCTION	
MASTER DEVELOPEMENT PLAN AND GENERAL LAYOUT 1318 47TH AVENUE PUD GREELEY, COLORADO	
 ALL UTILITIES ARE SHOWN BASED ON THE INFORMATION AVAILABLE TO THE ENGINEER. THERE IS NO GUARANTEE AS TO THE LOCATION, DEPTH, AND SIZE OF EACH FACILITY. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES AND SERVICE LINES PRIOR TO CONSTRUCTION.	
Know what's below. Call before you dig.	
REVISIONS	
SUB. 1 - 2/7/2023	
SUB. 2 - 3/30/2023	
SUB. 3 - 6/30/2023	
SUB. 4 - 7/27/2023	
SUB. 5 - 8/21/2023	
DESIGNER / DRAFTER	
JPN	
DATE	
08/21/2023	
PROJECT NUMBER	
0222029	
BOOK AND PAGE	
SHEET	
3 of 6	

DEVELOPMENT PLAN

PLANNING COMMISSION HEARING



SITE LEGEND:	
	EXISTING FIBER OPTIC LINE
	EXISTING WATER LINE
	EXISTING ELECTRICAL LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD POWER LINES
	EXISTING FENCE
	PROPOSED GAS LINE (APPROXIMATE LOCATION)
	PROPOSED WATER LINE
	PROPOSED SANITARY SEWER LINE
	PROPOSED ELECTRIC LINE (APPROXIMATE LOCATION)
	PROPOSED FIBER OPTIC LINE (APPROXIMATE LOCATION)
	EXISTING CONTOUR
	EXISTING CONTOUR

- NOTES:
- LAYOUT SHOWN IS FOR CONCEPT ONLY
 - FIRE HYDRANTS TO BE PROVIDED AS REQUIRED PER FIRE CODE
 - SEWER LINES SHALL BE SDR 35 PVC, GREEN IN COLOR.
 - WATER MAINS SHALL BE C900 PVC, BLUE IN COLOR.
 - NON-POTABLE SHALL BE C900 PVC, PURPLE IN COLOR, IF REQUIRED.

LAMP
RYNEARSON

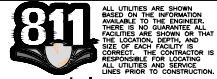
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DETAILED PLANS

1318 47TH AVENUE PUD
GREELEY, COLORADO



Know what's below.
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SUB 1 - 2/7/2023
SUB 2 - 3/30/2023
SUB 3 - 6/30/2023
SUB 4 - 7/27/2023
SUB 5 - 8/21/2023

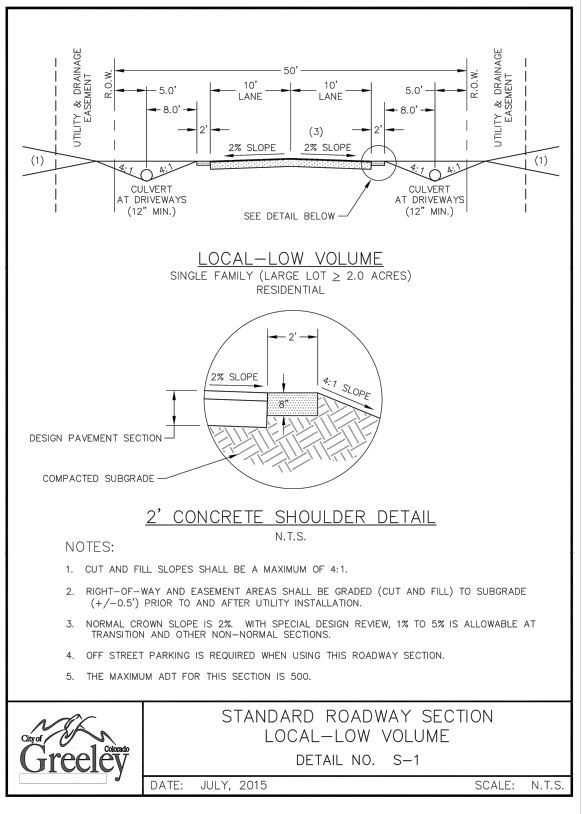
DESIGNER / DRAFTER
JPM
DATE
08/21/2023
PROJECT NUMBER
0222029
BOOK AND PAGE

SHEET

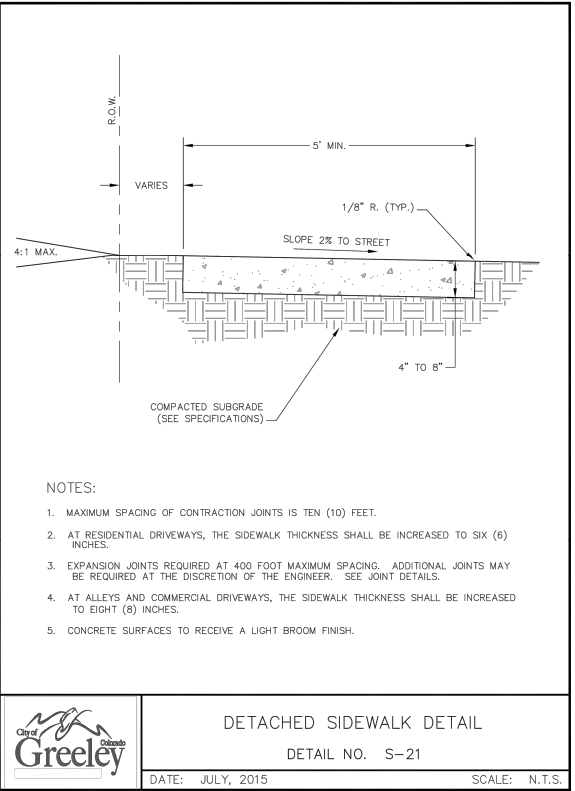
4 of 6

DETAILED PLANS

PLANNING COMMISSION HEARING



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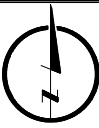
Page 162

1318 47TH AVENUE
PLANNED UNIT DEVELOPMENT
SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
1318 47TH AVENUE, GREELEY, COLORADO
PROJECT NUMBER: PUD2022-0007 (11.083 ACRES)

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9001 STATE LINE RD., STE. 200 (816)391.0440



NOT RELEASED FOR CONSTRUCTION

DETAILS

1318 47TH AVENUE PUD
GREELEY, COLORADO



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REVISIONS
SUB 1 - 2/7/2023
SUB 2 - 3/30/2023
SUB 3 - 6/30/2023
SUB 4 - 7/27/2023
SUB 5 - 8/21/2023

DESIGNER / DRAFTER
JPM
DATE
08/21/2023
PROJECT NUMBER
0222029
BOOK AND PAGE

SHEET

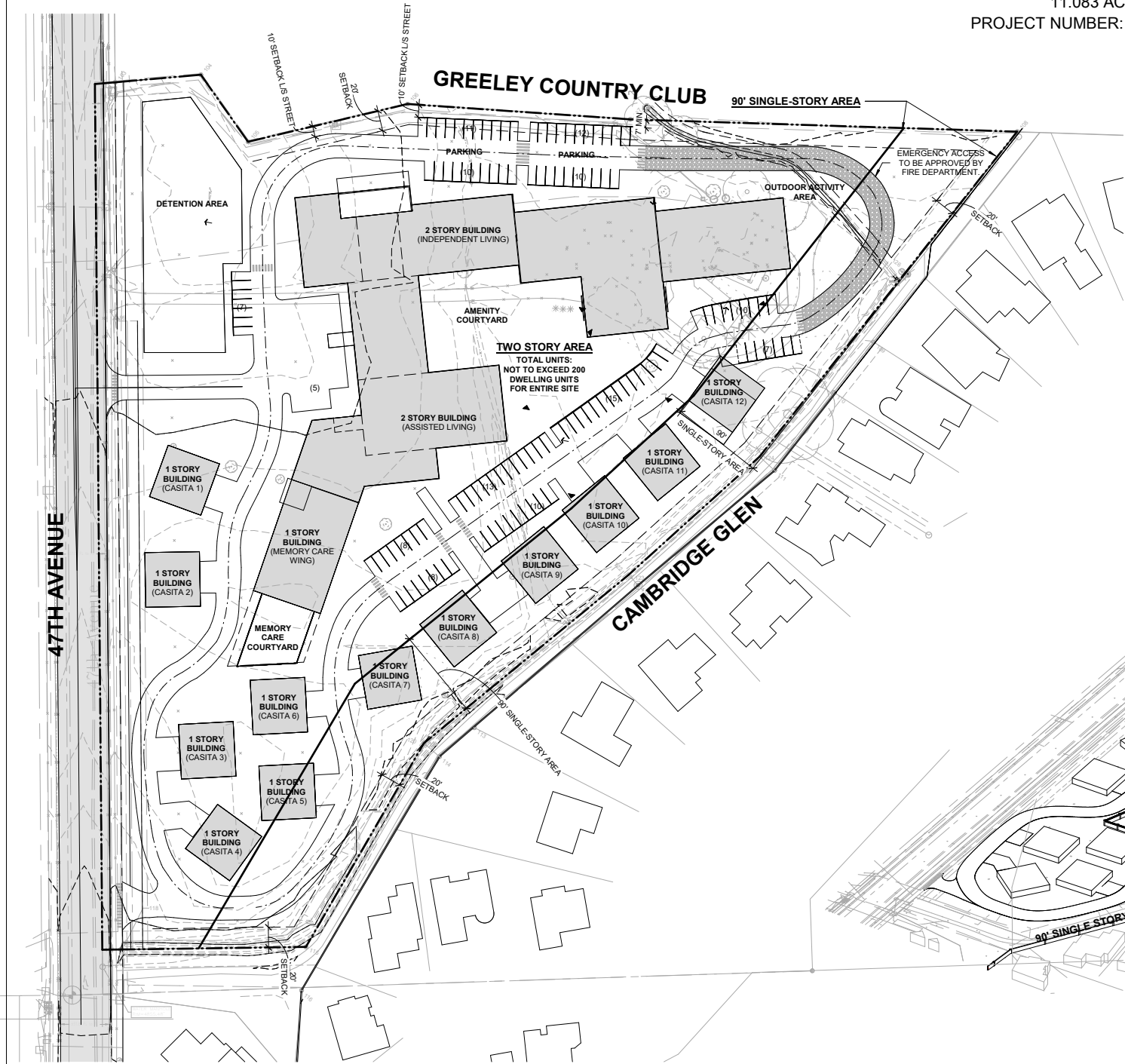
5 OF 6

DETAILS

PLANNING COMMISSION HEARING

1318 47TH AVENUE
PLANNED UNIT DEVELOPMENT
SITUATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

1318 47TH AVENUE, GREELEY, COLORADO
11.083 ACRES
PROJECT NUMBER: PUD2022-0007

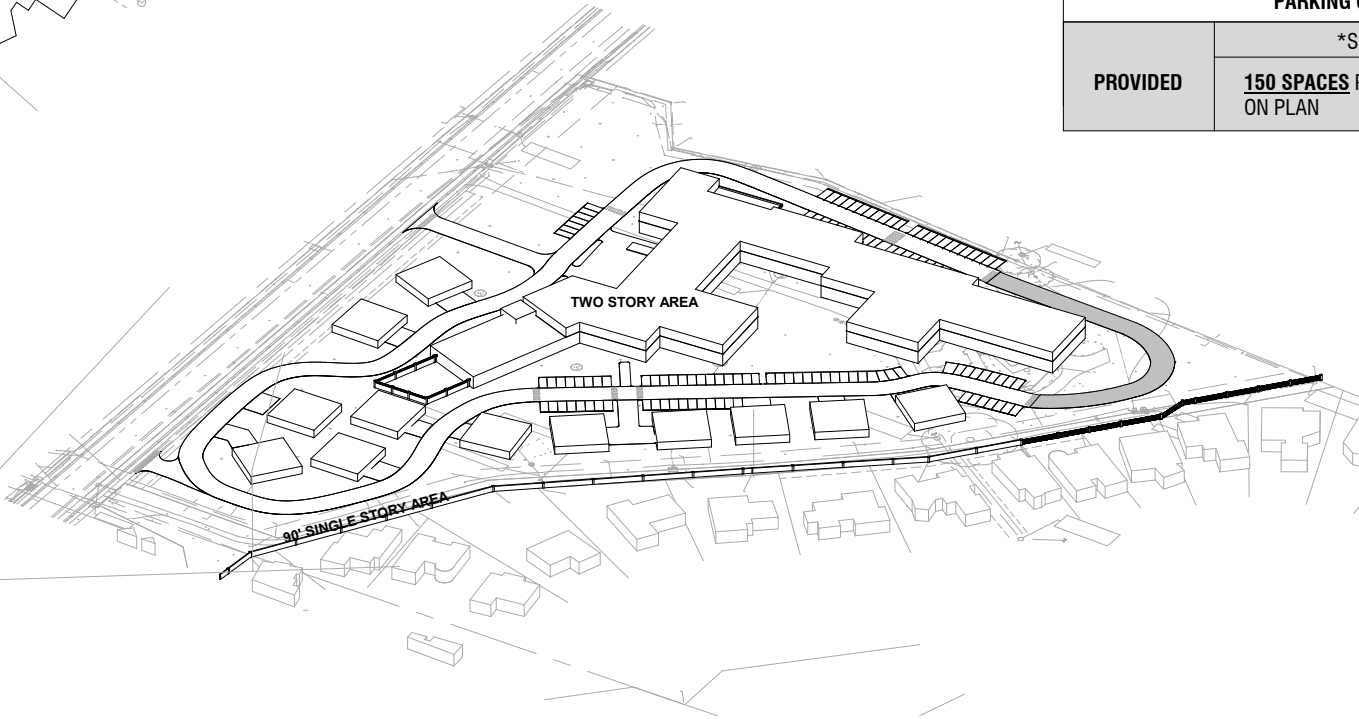


CONCEPTUAL SITE PLAN FOR AREA REFERENCES

SCALE: 1" = 60'

3D AXONOMETRIC

*LAYOUT SHOWN IS FOR CONCEPT ONLY



Development Standards	
DESCRIPTION	PROPOSED
PLANNING AREA	11.083 ACRES
PERMITTED USES	PER CITY R.H. STANDARDS, AS AMENDED. RESIDENTIAL CARE - GROUP HOME, ASSISTED LIVING, SENIOR INDEPENDANT LIVING, MEMORY GENERAL, INSTITUTIONAL, AND PERMITTED USES IN THE R.H. (RESIDENTIAL HIGH-DENSITY) ZONING DISTRICT FOR SINGLE-FAMILY, TWO-FAMILY, ROW HOUSES, MULTI-FAMILY AND ACCESSORY DWELLINGS.
USES NOT ALLOWED	COMMERCIAL/ INDUSTRIAL
MINIMUM LOT AREA	PER CITY R.H. STANDARDS, AS AMENDED
DENSITY	MAXIMUM TWENTY (20) DWELLING UNITS/ACRE
BUILDING COVERAGE	PER CITY R.H. STANDARDS, AS AMENDED
DRIVES, PARKING, AND WALKS	PER CITY R.H. STANDARDS, AS AMENDED
OPEN SPACE	25% MIN
MAXIMUM LOT COVERAGE	70% MAX
PARKING	PER R.H. STANDARDS, AS AMENDED, AND WITH EXCEPTION OF MEMORY CARE ALLOWANCE FOR 0 SPACES, AL FOR .70/SPACES PER UNIT, IL FOR 1.15 SPACES/UNIT, AND STAFF AT 1 SPACE/10 UNITS
MINIMUM SETBACKS	FRONT: 25' BUILDINGS, 7'-10' LANDSCAPE AT DRIVES AND PARKING AT NORTH SIDE (SEE PLANS)* SIDE: 20' BUILDINGS, REAR: N/A
ACCESSORY STRUCTURE SETBACKS	PER CITY STANDARD, AS AMENDED
ENCROACHMENTS	PER CITY STANDARD, AS AMENDED
BUILDING HEIGHT	TWO STORY BUILDING; PER CITY STANDARD, AS AMENDED - SINGLE STORY ADJACENT TO CAMBRIDGE GLEN; LIMIT ROOF HEIGHTS TO THE MID-LINE OF THE GABLE END ROOFS IN THE SINGLE STORY TO 21'.
SIGN STANDARDS	PER CITY STANDARD, AS AMENDED

*NORTH SIDE L/S AND STREET SETBACK IS SUCH BECAUSE OF LARGE FOOTPRINT DUE TO CONSIDERATION OF ONE - AND TWO - STORY MASSING, RING ROAD FIRE DEPT., AND FOR EASE OF SENIORS' ACCESS TO PARKING FROM THE NORTH SIDE OF THE BUILDING.

Commitments Matrix					
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility	Property Ownership
Property owner will maintain the detention facilities on site	PROPERTY OWNER	PROPERTY OWNER	PROPERTY OWNER	PROPERTY OWNER	PER PROPERTY DEED
- PROPERTY OWNER WILL REIMBURSE CITY UP TO \$53,000 TO A LARGER CIP FUND FOR UPGRADING 12" SAN. SEWER; THIS WILL NOT DELAY PROJECT OPENING AND WILL BE PAID AT BLDG. PERMIT. - CITY OF GREELEY TO PERFORM THE WORK ON 12" SAN. SEWER MAIN. - CITY OF GREELEY TO DETERMINE TIMING OF THE WORK; IT WILL NOT DELAY THE PROJECT. - PROPERTY OWNER WILL BUILD MEDIAN AS SHOWN IN 47TH AVENUE PRIOR TO PROJECT OPENING.					

PARKING COUNT	
PROVIDED	*SURFACE PARKING
	150 SPACES PER 152 UNITS AS SHOWN ON PLAN

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STATEMENT OF COMMITMENTS

SHEET 6 OF 6

A1.06

PUD

PLANNING COMMISSION HEARING

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9

Planning Commission Workshop

Agenda Summary

September 12, 2023

Key Staff Contact: Brian McBroom, Community Development Director, 970-350-9786; Don Threewitt, Deputy Community Development Director, 970-350-9802; Betsy Kellums, Planner III – Historic Preservation, 970-350-9222

Title:

At Home in Greeley: 10th Street Area Concept Plan

Summary:

The City hired Development Strategies (DS) to complete the city-wide Housing Needs Assessment and Concept Plan project, funded by a grant from the Department of Local Affairs. The first part of this two-part project is the Housing Needs Assessment, presented as an informational item at the July 11th Planning Commission meeting by Andy Pfister and Richa Singh of Development Strategies.

The second part of this two-part project is the 10th Street Area Concept Plan, which has been completed and is being presented by City Staff as an informational item. This concept plan includes an Executive Summary, Introduction, Development Goals, Concept Plan, Design Standards Framework, Implementation, and an Appendix.

This item is informational, and no action is needed by the Planning Commission.

Attachments:

At Home in Greeley: 10th Street Area Concept Plan

At Home in Greeley: 10th Street Area Concept Plan Presentation Slides



COLORADO
Department of Local Affairs



At Home in Greeley: 10th Street Area Plan

Greeley, Colorado

Prepared for
The City of Greeley
September 2023



Steering Committee

Jeff Carlson

Chief Executive Officer, Weld Trust

Christopher Carpio

Engineering Manager, Leprino Foods Company

Olivia Egen

Public Health Initiatives Supervisor and Healthy Eating & Active Living Coordinator, Weld County Department of Public Health & Environment

Michelle Francies

Public Health Communication Specialist II and Housing & Land Use Coordinator, Weld County Department of Public Health & Environment

Jodi Hartmann

Executive Director, High Plains Housing Development Corporation

Jaime Henning

President & CEO, Greeley Area Chamber of Commerce

Nathan Kinney

Senior Director of Strategy & Planning Program, Banner Health

Tonya (TJ) Jenkins

Mortgage Loan Originator, Home Team Lending

Julie Jensen

Chief Executive Officer, Greeley Area Realtor Association

Marilyn Schock

President, UCHHealth Greeley Hospital

Kelly Schramm

Executive Officer, The Home Builders Association of Northern Colorado

Shawn Walcott

Director of Household Stability, United Way of Weld County

Melissa Wheeler

Land Project Manager, Baessler Homes

Cheri Witt-Brown

Executive Director, Greeley-Weld County Habitat for Humanity

Tom Teixeira

Executive Director, Greeley-Weld Housing Authority

Project Sponsors

City of Greeley

Colorado Department of Local Affairs



Client Team

CITY OF GREELEY

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Planner III - Historic Preservation

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Interim Community Development Director (Retired)

Brian McBroom

Community Development Director

Don Threewitt

Planning Manager

Sherry Albertson-Clark

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Nelvis Alvarez

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Planner III

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Paulina Somosa Avalos

Planner I

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Jose (Pepe) Torres

Founder & CEO

Libet Ojeda

Community Outreach Director

Jorge Torres

Translator and Interpreter

Nuria Telles

Translator and Interpreter

WORKSHOP8

C. Joseph Vigil IV, AIA

Founding Partner and Architect

V. Brandy LeMae, LEED AP

CEO and Creative Director

This project is funded in part by a grant from the Colorado Department of Local Affairs.

Every plan is an opportunity for a city to identify its needs and how they have changed to determine a collective path forward. The changes occurring in Greeley consist of incredible growth in demand to live, work, and recreate in Northern Colorado; a decades-long trend—largely driven by younger generations—to live in more urban and walkable places; and local, national, and global forces that have put upward pressure on the cost of housing. Over the past half-decade, the City has accelerated its efforts to plan for the future of the community and determine how to **meet this moment** of unprecedented growth.

Honor the Past; Prepare for the Future

The best path forward is the one that takes the best of what has historically made the community special, while not being so rooted in the past that it fails to seize the opportunity to adapt, adjust, and meet the realities of the day. In the case of Greeley, the reality is that more and more people are going to seek to live here, and this will require a range of approaches and types of housing to meet the diverse needs of the community's people—present and future.

A Necessary and Impactful Key to a Broader Housing Strategy

The context of this plan is that it immediately follows the completion of the At Home In Greeley Housing Needs Assessment in 2023—a citywide study that evaluates the whole of Greeley and

the breadth of needs for housing—which points to a variety of approaches to housing policy, funding, and diversification of housing types (including single-family, tiny homes, microhousing, duplexes, fourplexes, and multi-family). This plan—and **this cannot be overstated**—picks up on **one major component** of what will need to be a far-reaching, holistic, and decades-long effort to diversify housing in Greeley: multi-family housing. This component that was chosen for detailed focus precisely because it is hard but necessary, the most ambitious and challenging undertaking, also holds the promise to be among the most rewarding and impactful.

Placing People Closer to Jobs and Services

While a holistic and citywide strategy for housing seeks to align all housing types with the full breadth of community demographics, **the most challenging efforts are almost always those that seek to place large amounts of housing close to jobs, transit, and services**—especially housing that serves a diversity of workforce and affordable levels (i.e., “missing middle”) that are not adequately present in the market. Such efforts place the least burden on city infrastructure because they use existing systems, provide great value to working households by reducing the cost and time of transportation, and provide an incredible opportunity to create livable districts that

are beloved by residents and catalyze value for the community.

Opportunity Hidden in Plain Sight

The challenge is finding existing sites within the community that will not involve displacing existing residents or reinventing a part of the city that has an established development pattern that is cherished by the community. Fortunately for Greeley, several of these **crucially important areas that hold the promise of providing quality mixed-income housing** in new livable, walkable, and transit-supporting communities are “hidden in plain sight”.

Community Through Reinvention

The 10th Street Area Plan, which focuses on the commercial parcels along 10th Street between 23rd Avenue and 30th Avenue, illustrates a realistic opportunity to create such a community and serve a key role within the citywide housing ecosystem by reinventing an area that today consists of older strip malls. These strip malls, which were never designed to last beyond 20 or 30 years, **offer the best opportunity to reinvent without displacement** and strategically solve a number of city problems in the process. It is important to underscore that while the buildings themselves are deteriorating, the businesses within them are strong, healthy, vibrant, and worthy of celebrating.

The Essence of this Plan

This Area Plan places existing businesses in new, higher quality buildings over time, with housing located on upper floors that is attainable to moderate- and middle-income households, in a walkable environment that is functional, transit-supporting, and rich in public space. It seeks to, as one area resident put it, *"Make the area better without pushing people out"*.



10th Street Area Focus: Commercial parcels along on 10th Street between 23rd Avenue and 30th Avenue

The Elements of this Plan

In the following chapters, this Area Plan demonstrates:

Why this area was selected, including:

- Current building conditions and underutilized land
- An opportunity to provide increased community services and housing to an area of need
- Availability of City tools with which to partner with the private sector on a reinvestment strategy
- An extraordinary opportunity to place people close to transit, jobs, and services

- Sufficient land area to create a true, authentic, and walkable community

How the community was engaged, including public workshops, surveys, stakeholder interviews, business canvassing, steering committee workshops, and multilingual presentations. The engagement philosophy is also described, in which the planners and community had a dialogue about goals, objectives, and the economic underpinnings of realistic development to create a plan that bridges community aspirations with practical realities.

What people said, including:

- Expressions of what the area could be in the future, including walkable, vibrant, safe, clean, open, inviting, and activated
- Summaries of how the place is perceived today, including busy, outdated, auto-oriented, old, and confusing

In any long-range plan, development concepts need to be adjusted to meet changing circumstances. This plan offers **goals and guiding principles that cannot change if the original intent of the plan is to be met**, including

- Expanding high-quality and inclusive housing options in Greeley
- Supporting small business, entrepreneurship, and access to employment

- Ensuring that residents live healthy lives and are cared for
- Prioritizing the movement of people first, by a diversity of transportation options, while still accommodating the automobile
- Encouraging high-quality and lasting development
- Creating beautiful and comfortable places for people

This Area Plan offers **realistic and practical design concepts for how development could be achieved**, creating whole blocks of walkable streets; ground floor spaces for storefronts and businesses; upper-floor units for market rate, workforce, and affordable housing; meaningful public space; transit access; and adequate parking for cars. Crucially, this plan includes different variations of these concepts, demonstrating that the guiding principles of this plan can be achieved in more than one way.

Because guiding principles and detailed concepts alone are not enough to ensure the successful execution of a great development—let alone meet the needs of an attainable spectrum of housing for the entire community—this plan offers a **breadth of infill housing types** that range from single unit to multi-family, as well as a **design standards framework**.

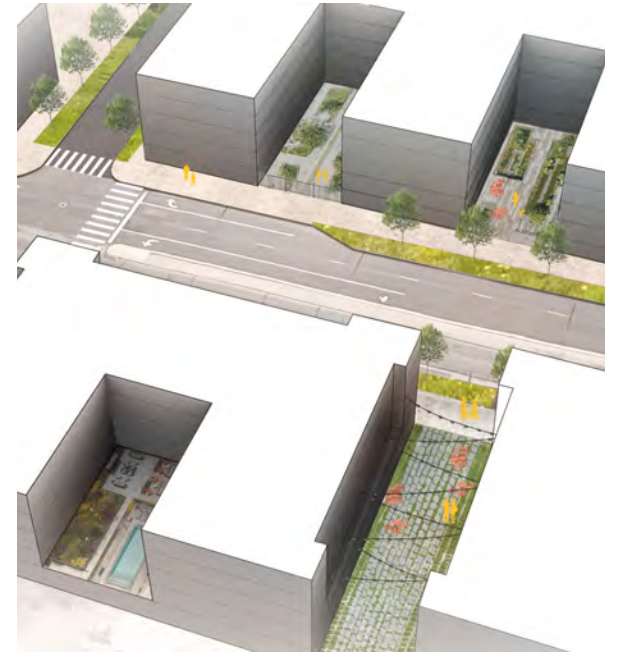
Finally, true community change that rises to and meets the moment of need takes courage, common goals, partnerships, and—above all—commitment and

hard work. The final chapter lays out a **framework for implementation** that will need to be further developed as part of a master development plan, and includes:

- Alignment of **funding** sources, including private funds, capture of future revenue increases, state and federal programs, capital improvements, and the creation/identification of new funding tools
- Establishment of a **governance** structure that identifies lead actor(s), partners, and future roles for the public sector that include regulation, coordination, and detailed planning
- Creation of a holistic **investment** strategy that includes public spaces, parking management, business district creation, retail activation, and small business support

This Area Plan provides workable development concepts that demonstrate how underutilized land can be re-purposed and reinvented to better meet current and future needs and play important roles in broader, citywide efforts in the areas of housing, economic development, community development, placemaking, transportation, and quality of life. It will require true partnerships between the public and private sectors and coordination among business owners, landowners, and the community. It will require a commitment of hard work and resources over the course of a decade, and the result will be a new district that is beloved by current and future generations.









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APPENDIX

The 10th Street Area Plan provides a vision for reinvention that would deliver needed housing while addressing a variety of additional community goals in the process. By seizing the opportunity in this area, the community can advance key priorities both for this site and Greeley as a whole.

A Two-Part Project

The City of Greeley received a grant from the Colorado Department of Local Affairs (DOLA) in 2022 to conduct a Housing Needs Assessment and Area Plan, with a focus on affordable housing. The City pursued the grant because it recognized that housing was becoming less attainable in the community for a wide range of residents and wanted to identify policies, strategies, and opportunity areas with which to bring much-needed affordable housing to the market.

The project has two parts:

- A citywide Housing Needs Assessment (HNA) to understand demand for all housing types in Greeley, with a focus on affordable housing.
- This Area Plan, which shows how different types of housing could be designed to fit within the community, with a priority on affordable housing.

Officially called the 10th Street Area Plan, this plan illustrates a development vision for the area that seeks to maximize community benefits within a realistic framework of economic viability.

Why this Area?

In partnership with the Client Team and the Steering Committee, the Consultant Team reviewed several proposed sites using the following selection criteria:

- **Demographic and social considerations:** A site in an area of need that could be reintegrated into a neighborhood and where redevelopment would not cause significant displacement of residents.
- **Site requirements:** A site that is sufficiently large (with or without assembly), underutilized, and capable of having an impact (near transit and jobs and well-located to provide services).
- **Fiscal considerations:** An area where gap financing tools are most eligible, where private investment can be attracted to support public investment, and in locations with City-owned parcels or where land can be procured at fair market value.

The Steering Committee, Client Team, and Consultant Team focused in on the east side of the city, particularly the northeast quadrant. Compared to the rest of Greeley, this area has a high share of households below the poverty line and higher unemployment levels, as well as lower median household incomes and median home values.

It is also in an area of the city that is close to transit access and job centers, and offers a rare opportunity in Greeley to provide infill development without

displacing existing residents and businesses.

This area of the city has a handful of undeveloped lots that are appropriate for the development of smaller, context-appropriate, infill housing types (e.g. rowhouses, multi-unit houses, etc.). As this Area Plan demonstrates, the 10th Street Area also has a series of underutilized commercial sites that could be assembled and developed into a true mixed-use district that provides better buildings and visibility for existing businesses and a diversity of housing to meet community needs.

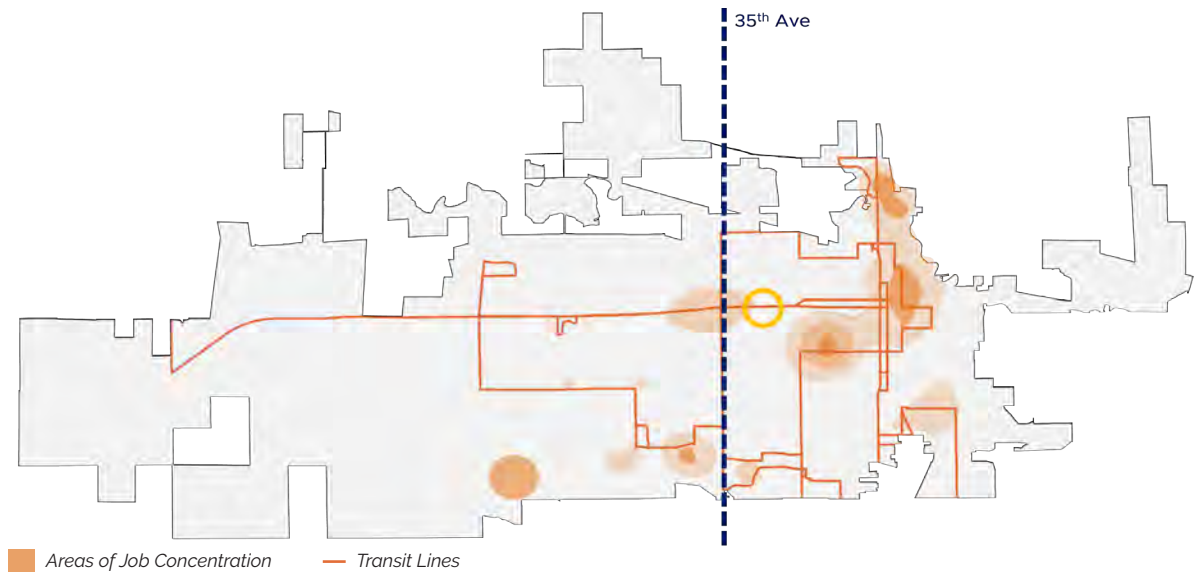
The 10th Street Area represents a high-need, but also high-potential area of the city for a catalytic mixed-use housing development.

What is the Goal of this Document?

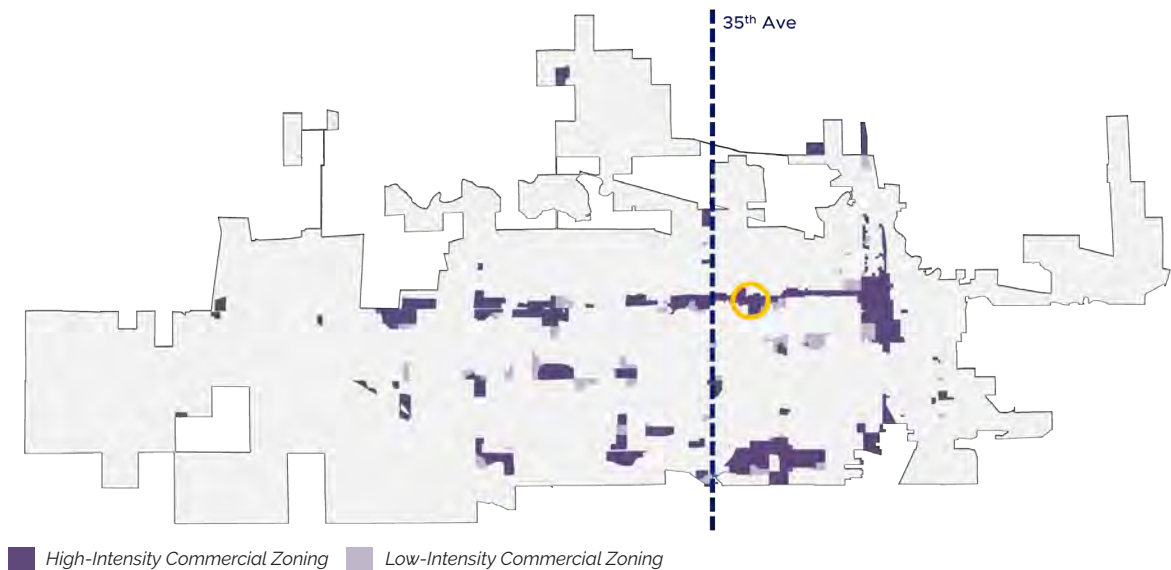
Future development proposals and development plans will likely differ somewhat from what is illustrated in this document because circumstances affecting development in the 10th Street Area are certain to change. However, this Area Plan document communicates the goals and priorities that future development must substantially achieve, sends a clear message to development partners about community priorities, and demonstrates what can be accomplished through coordinated development.



Key Greeley Demographics (Source: Esri 2022)



Jobs and Transit Proximity (Source: GIS data provided by City of Greeley, U.S. Census 2022)



Non-Residential Commercially Zoned Areas (Source: GIS parcel data provided by City of Greeley)

Existing Conditions

The 10th Street Area today is a familiar landscape seen in many American cities: a commercially-zoned area along a busy road composed primarily of 1960s- and 1970s-era low-rise shopping centers with large, often underutilized street-facing surface parking lots.

The area is dominated by auto-focused uses like fast food drive-throughs and streetscape conditions like narrow sidewalks directly adjacent to the street, curb cuts interrupting the pedestrian walking experience, and several long blocks (particularly south of 10th Street) that inhibit internal access.

The area's commercial properties are generally well-occupied, including by small and local businesses, and many provide valuable services to the immediate neighborhood that can continue to be accommodated as a part of future development. However, the buildings themselves are dated and generally show minimal signs of renovation.

The area is also well-situated, with transit access to Downtown and Greeley's job centers and proximity to existing parks and gardens. It is also an area that is eligible for multiple funding sources and has already been a focus for investment for the City. As a result, the 10th Street Area has a great deal of potential to be a catalytic redevelopment area.

Within a 1/2 mile radius:

6 parks or gardens
2 schools

#1

bus line running every 30 minutes, Monday-Friday

Between 8th and 35th Avenues, within a 1/2 mile of 10th Street:

850 businesses
8,800 jobs

Source: Esri 2022

3 EXISTING FUNDING SOURCES

10th Street TIF District
Urban Renewal Facade Grant Program
Greeley Homeownership Program for Employees

\$1.2 mil
in public investment

Source: City of Greeley Neighborhood Report Card 2017



Underutilized Parking Lots



Strip Mall Shopping Centers



Auto-Oriented Uses



Diverse Small Businesses



Transit Access



Narrow Sidewalks

About the Process

Process & Involvement

Development of the Area Plan followed a **five-phase process** that allowed for an iterative dialogue with the community. Each phase helped to inform the end target: an area plan that focuses on catalytic sites for redevelopment in a way that achieves the community's goals.

While some aspects of area plans are more technical, it is just as important to understand and capture the experiences of the people and organizations who live in,

work in, and visit the area. It is impossible to identify strategies best-suited to meet an area's needs without input from community members about their values, capacities, pain points, and priorities.

The Consultant Team employed the following methods to access the diversity of perspectives and experience present in the area community.

Steering Committee Work Sessions

The Consultant Team worked closely with a City of Greeley-appointed Steering Committee. This 15-member committee represented a broad cross-section of the Greeley community and brought expertise

in housing development, real estate, advocacy, human services, education, finance, and economic development. The group provided critical feedback throughout the process and is well-positioned to identify opportunities for collaboration as next steps unfold.

Stakeholder Conversations

The Client and Consultant Teams reached out to businesses and residents in the area to learn more about their experiences in the area and their hopes for the future. Conversations were held one-on-one and in small groups both virtually and in-person, and some on-site at local businesses.

Project Steps: A Five-Phase Process

Step 1: Project Kickoff

The project kicked off with a work session among the Client Team, Steering Committee, and Consultant Team and a tour of the Greeley area. It also included focused community outreach with older persons, people with disabilities, representatives of the local business community, and leaders in the Spanish-speaking and immigrant communities.

Step 2: Listen

During the Listen phase, the consultant team shared the goals of the Area Plan and gathered feedback from the community to

better understand how the plan can align with what the community needs. Given the project timeline, an area had to be selected early in the project process.

Step 3: Envision

This phase studied land use approaches in the context of the selected area. The Consultant Team crafted two scenarios for the selected development site that reflected feedback around land use, open space, height, density, and pedestrian and bike connectivity. They then invited community feedback again to identify elements of a preferred approach.

Step 4: Refine

Using the preferred approach selected during Step 3, the Consultant Team considered technical elements of implementation and a framework for updated land use regulations.

Step 5: Finalize

During this final phase, the Consultant Team shared a project summary that incorporated stakeholder conversations and outlined a community-driven plan.

Spanish-Speaking and Immigrant Community Outreach

Through the work of Culture Journey, an expert community engagement firm specializing in outreach among Spanish-speaking communities, the Consultant Team talked with Hispanic/Latino/Latinx and immigrant residents and business owners within the area to better understand their experiences in the area and perspectives on potential future plans. These insights were incorporated into the Area Plan's solutions.

Public Workshops

Three in-person public workshops were held throughout the project process:

- **Public Workshop #1** (held April 2023) shared an introduction to the project and gathered feedback about participants' housing experiences in Greeley.
- **Public Workshop #2** (held June 2023) presented land use and urban design concepts for the area alongside the pros, cons, and the limitations of each approach.
- **Public Meeting #3** (held September 2023) was a public meeting to present the Area Plan and allow for input.

Community Survey

The Consultant Team created two surveys. The first invited community input on their housing experiences and priorities and provided insight into the housing preferences and challenges of Greeley's population; it received more than 290 responses. The second survey received over 80 responses and invited community members that live in, work in, or visit the 10th Street Area to share input on what they wanted the future of the area to look like. Respondents provided feedback on the types of housing, businesses, and community amenities they believe the area needs. Both surveys were available online in English and Spanish.



Community Feedback

The 10th Street Area Plan used an online public survey to complement other community engagement. The purpose of the survey was to capture public input regarding key issues related to the 10th Street corridor. The online survey received 84 responses, while 34 residents shared their thoughts in person.

Respondents most commonly visit the corridor to patronize local retailers, eateries, and service providers. Preferred retailers in the corridor are discount, convenience, and auto-repair shops. Only 14 percent of respondents reported living in the corridor and many reported only venturing to the corridor out of necessity.

Respondents described the corridor as congested and oriented for automotive use, with dated buildings. Concerns regarding pedestrian and bicyclist safety were frequently echoed and the corridor was seen as unattractive for walking due to its lack of shade and narrow sidewalks.

Altogether, these factors contributed to a negative perception of the area. However, many reflected on the area's potential, valuing the diversity of locally-owned businesses in the corridor and wanting to see them thrive, confirming that future revitalization should preserve and strengthen existing small businesses.

When asked how they would like the corridor to change, respondents supported increasing the corridor's walkability, density, and cleanliness. They indicated the need for traffic calming measures coupled with wider sidewalks and more shade to make walking more pleasant. As part of this strategy, residents voiced a need for new multi-family housing, particularly that serves low-income residents.

When surveyed on potential future uses, consistent support was voiced for implementing placemaking strategies like planting trees and installing public art pieces. Respondents desired increased green space, ideally to replace parking lots that line the corridor. Many indicated a need for higher density while preserving Greeley's character and existing locally-owned businesses. Among potential uses, residents desired to see the development of sit-down restaurants, grocery stores, and public gathering spots. New affordable housing was seen as paramount to successful revitalization, with the greatest support for developing tiny homes and small-scale apartment communities.

Overall, residents voiced a consistent desire to restore vibrancy to the area—respondents wanted a thriving commercial corridor that would become an asset and destination of choice, rather than of necessity, for Greeley's residents and visitors.



Crosswalks and Safety Islands¹

Street and Sidewalk Lighting²



Streetscape Landscaping³

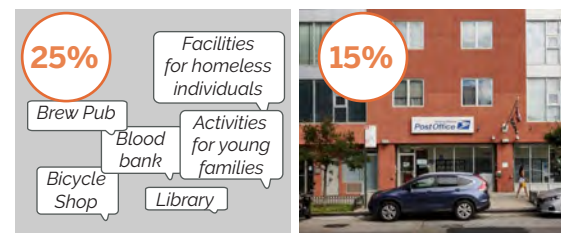
Improved Bus Stop Features⁴

Preferred Public Spaces
Top 4 choices (of 8 choices total)



Daycare/School⁵

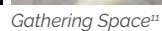
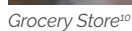
Health Clinic⁶



Other

Post Office⁷

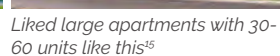
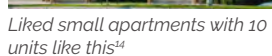
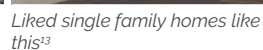
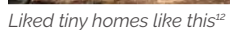
Preferred Community Resources
Top 4 choices (of 4 choices total)



Preferred Commercial and Shared Spaces
Top 4 choices (of 9 choices total)



How Would You Describe 10th Street Now?



Preferred Housing Types
Top 4 choices (of 4 choices total)



How Would You Like it to be in the Future?

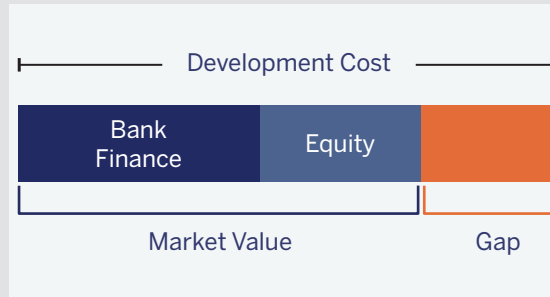
Feasibility Overview

In addition to engaging with the Greeley community to understand priorities for placemaking and policy, this Area Plan is based on a foundation of market and economic analysis that ensures the vision being presented can be realized. This Plan reflects the careful balancing act that is necessary to maximize community benefits within the constraints of what is economically possible for a project.

A critical component of a concept plan is to vet the design through a number of different lenses, such as economic viability and political support. Reviewing the potential project through these different criteria is often referred to as feasibility testing, and covers these four major components:

- **Economic Feasibility:** Compares revenues (typically rents or sale prices) with construction and operation costs to determine whether a project is economically viable.
- **Site Feasibility:** Tests how much development product (usually expressed in terms of housing units or commercial square footage) can reasonably fit onto a site.
- **Market Feasibility:** Determines the likely revenues from the different products (e.g. rents and lease rates) and the amount of demand that exists for different types of products.

Economic Feasibility

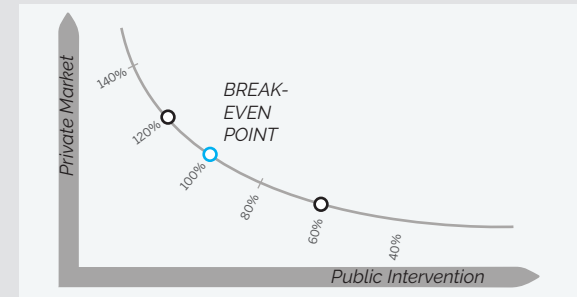


Economic (or financial) feasibility analysis evaluates and tests the financial viability of potential development options by determining their prospective development value (e.g. potential sale price) and comparing that to their development and operational costs (e.g. construction, acquisition, maintenance, etc).

Where development value is equal to or exceeds development costs, a project is likely to be viable and attractive to private investment. Where development value is less than development cost, a financial “gap” will exist and additional investment from public or institutional sectors will be needed to secure the necessary capital to make a project feasible.

- **Community Feasibility:** Gauges level of public support and assesses whether it accomplishes good policy goals.

A development concept evaluated through each of these four lenses has the potential to actually be realized rather than remain as a plan document on the shelf.



Break-Even Analysis

Break-even analysis is another way to visualize the relationship between development costs (construction and operation) and value (as determined by rents).

The break-even point is where costs and value are equal (value/costs = 100%). At that point, or anywhere above it (e.g. value/costs = 120%), a project can be undertaken by the private market. If the development costs are below the break-even point (e.g. value/costs = 60%), then public intervention is needed.

A discussion of community feasibility came from the feedback results discussed on the previous pages. Concepts from the other feasibility components are highlighted on this and the following page.

Site Feasibility

Current Site Capacity

- Area: 47 acres
- Retail: 247,000 SF
- 5,225 SF of retail/acre

Regional Comparison

Belmar in Lakewood, Colorado is a mixed-use retail district that was developed on the site of a former mall.

- 22 city blocks on 103 acres
- 777,000 square feet of retail space
- 5,000 parking spaces (garage, surface and street)
- 7,450 SF of retail/acre



Belmar District, Lakewood CO¹⁶

Market Feasibility

Current Market Metrics (CoStar Q3 2023)

Average Rent/Square Foot for Retail: \$13

Retail Vacancy Rate: 10%

Housing Demand

The Housing Needs Assessment (HNA) completed concurrently as a part of this project determined that in Greeley:

- There is demand for approximately **19,400 units of housing over the next 20 years** across the entire spectrum of affordability, including housing needs for low-income, middle-income, and high-income households.
- Housing is needed in Greeley across the affordability spectrum and

adding housing units of any type or affordability level will help the overall market.

- **Nearly half of the housing demand is for units at or below 80 percent of Area Median Income (AMI), or households earning at or below \$69,250, which are very difficult to develop without gap funding or incentives.**
- Greeley captured a significant share of the county's population growth over the past decade and has the potential to continue to do so in the future. **The city needs a broader diversity of housing to support this growth in an equitable way.**



Belmar District, Lakewood CO¹⁷



Greeley Plaza, 2700 W 10th Street - Average \$11/SF¹⁸

The first and most important rule in city planning is that everything is connected. When reinventing an area, careful attention to the different systems that make up a city is imperative. While this approach takes more work and coordination, the result can be the creation of a community that is beloved by its residents and is passed down and further enhanced by future generations.

The second rule of planning is to always avoid trying to accomplish every community goal on a single site or project. In the case of the 10th Street Area, through the assemblage and coordinated development of a larger area, a true district can be created, which means solutions at the intersection of economic viability and good policy can be explored in ways that no single project or piecemeal development ever could.

Based on community feedback, the 10th Street Area Plan establishes guiding principles in six key areas and, in doing so, addresses strategic policy objectives within the context of the broader citywide ecosystem. These elements are:

- **Livable and Inclusive:** expand high-quality and inclusive housing options in Greeley
- **Vibrant:** support small businesses, entrepreneurship, and access to employment
- **Healthy and Caring:** ensure that residents live healthy lives and are cared for

- **Comfortable and Connected:** prioritize the movement of people over car-centrism
- **Dynamic and Lasting:** encourage high-quality and lasting development
- **Walkable and Activated:** create beautiful and comfortable places for people

It is important to underscore that this Area Plan made every effort to arrive at truly workable solutions that accomplish the greatest public good within a practical and realistic economic and legal framework. A project that maximizes public support but has no economic reality isn't realistic, nor is one that maximizes private returns without putting forth an approvable concept to the community. This plan seeks to accomplish a variety of policy objectives while acknowledging that economic considerations must also be valued.

As a result, development is envisioned at a height and density that is realistic, but also accomplishes a variety of community goals, including: placing more people near transit; increasing foot traffic for businesses; adding beautiful public space for the community; providing opportunities for affordable and workforce housing; providing for improved walkability and safety by reducing vehicle conflicts; and ensuring ample parking is present to support business and residents. The following pages explore each goal and principle in greater detail.

Area Plan Goals



Expand High-Quality and Inclusive Housing Options in Greeley



Support Small Business, Entrepreneurship & Access to Employment



Ensure that Residents Live Healthy Lives and are Cared for



Prioritize the Movement of People Over Car-Centrism



Encourage High-Quality and Lasting Development



Create Beautiful and Comfortable Places for People

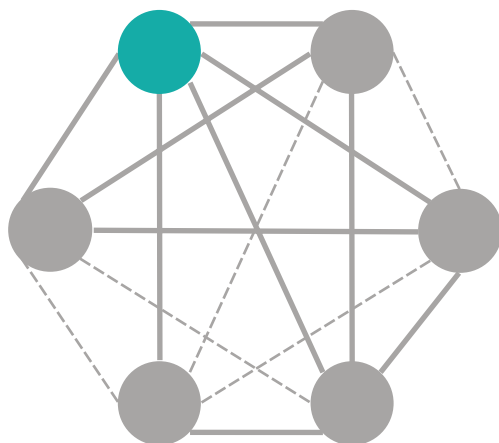




Livable and Inclusive Housing and Neighborhoods

The vision for a livable, inclusive 10th Street is one that adds a significant amount of housing as part of a truly mixed-use, mixed-income, walkable, transit-supporting community.

The 10th Street Area will have diverse and appealing architecture with lasting materials, and residents will enjoy pedestrian-scale architecture and design with walkable streets, storefront businesses, street trees and plantings, and greatly reduced pedestrian conflict with vehicles. Residents will have the



Multi-family Housing

opportunity to be part of a rich and socioeconomically diverse place, and most of the housing will be affordable to Greeley's workforce. A portion of the housing should be permanently affordable.

There are many reasons for focusing on mixed-use development in the 10th Street Area—not the least of which being that healthy citywide housing ecosystems offer a diversity of quality single-family and multi-family housing. Locating the latter near a city's center where access to jobs and transit are more plentiful accomplishes more community goals than almost any other land use decision the City can make.

- **Workforce:** The Housing Needs Assessment demonstrated that a market-rate apartment is attainable to a household making \$55,000 to \$65,000 annually, whereas the nearby single-family housing stock is affordable to a much smaller segment of Greeley's households—those who earn over \$100,000 annually.
- **Scale:** Site capacity analysis shows that mixed-use development could add roughly 10 percent of the projected 20,000 housing units that Greeley will need to add over the next 20 years. If 10



Mixed-Use Development

to 20 percent of the Area's housing units are set aside at below-market rents, this would translate into an additional 200 to 400 attainable units.

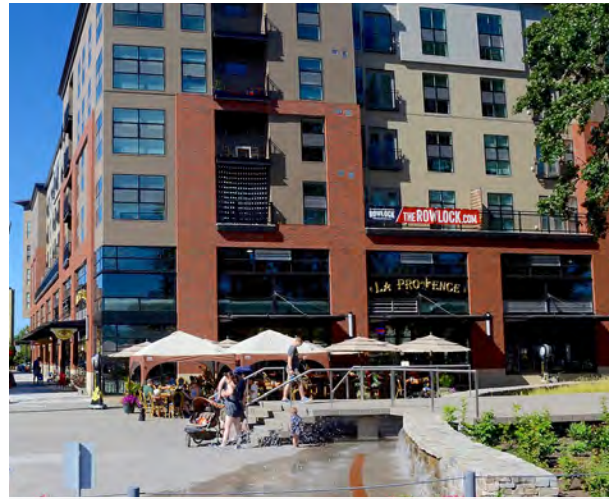
- **Demographics:** 36 percent of households in Greeley have children under the age of 18, while 64 percent of the housing stock is single-family. This means many singles and couples rent or own single-family housing rather than freeing it up for larger families (as they could if more quality multi-family options were provided).
- **Transit-Oriented:** Studies show most transit riders need to live within a five- to ten-minute walk from transit. Placing more housing near transit stations increases ridership, decreases car usage (and thus traffic), and frees up more household income.
- **Supports Business:** Mixed-income development provides more people, rooftops, and expendable income within walking distance of businesses, increasing customers and revenue for businesses.
- **Reinvention:** mixed-use development provides the economic conditions for private dollars to fund most of the effort to remake the Area into a district that



Mixed-Use next to Transit

serves more of the community in a greater diversity of ways.

- **Non-Displacement:** the 10th Street Area presents a rare opportunity to add housing without displacing any existing residents, while maintaining or even adding retail/storefront square footage.
- **Traffic Mitigation:** While all new housing adds traffic, multi-family housing—especially when it is situated near jobs and transit—adds far less than traditional single-family development does. With growth projected to continue in Greeley, devoting some areas to housing that has less traffic/environmental impact is prudent.



Mixed-Use with Plaza



Mixed-Use with Retail

Implementation

Avoiding displacement:

Intentionally select sites for redevelopment that currently do not have housing.

Including affordable housing:

Explore partnerships with the Weld County Housing Authority and others to use federal assistance and tax credits to provide permanently affordable housing.

Incentivizing affordability:

Offer developer incentives in exchange for additional workforce/affordable housing units.

Supporting transit:

Locate next to transit and jobs to reduce car reliance and household expenses.

Using new tools:

Explore new tools, such as a citywide housing fund, to ensure permanent affordability of a percentage of units.

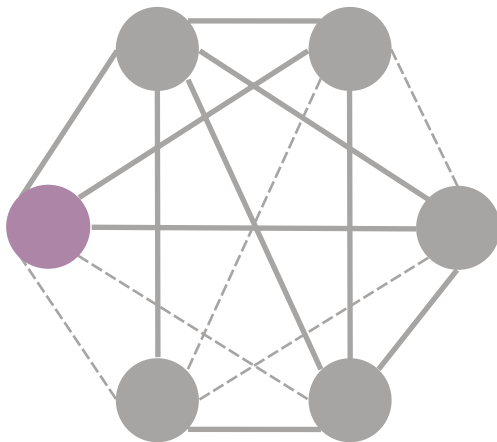


Vibrant Jobs and the Economy

Redevelopment and improved retail spaces are possible without displacing existing and beloved businesses.

The small businesses in the 10th Street Area, many of them local, are appreciated and used by Greeley's residents. However, many residents and even some business owners agree that the buildings themselves need to be upgraded or replaced.

Given the number of authentically local businesses in the Area, a great opportunity exists to collectively market the area



El Mero Mero

under a single brand that celebrates its unique character. Over time, intentional and phased development of the district could further enhance and nurture a small business ecosystem and create greater success and prosperity.

These enhancements could include:

- **Brand:** establish a name and brand that celebrates and unifies the 10th Street Area as one of Greeley's finest commercial districts.
- **Place:** develop a sense of place and foot traffic by creating a comfortable main street environment that encourages walking, promotes experience, and increases the volume and duration of visitation.
- **Upgrade:** through a phased approach, gradually move existing businesses into newer buildings.
- **Afford:** structure commercial storefront set-asides to ensure a portion of retail spaces remain affordable to local small businesses.
- **Curate and celebrate:** recruit and attract anchor tenants and complementary national brand storefronts to boost traffic and district



The Human Bean

revenue. Potential anchors could include a supermarket, brewery, or a food hall/mercado with a collection of smaller businesses. Existing anchors, such as El Mero Mero, should be retained and celebrated.

- **Parking:** plan for parking management and shared surface/garage parking. Over time and through redevelopment, establish areas with shared parking and a comfortable pedestrian environment so people only have to park once, and so surface parking lots can be put into productive use as development.
- **Incubate:** assist employers with employee skill development through incubation by partnering with local agencies to establish storefront opportunities in the district for on-the-job training.
- **Multilingual wayfinding:** ensure that new and frequent visitors can easily find their way to businesses, places, and transportation in multiple languages.
- **Uniform signage:** reinforce a brand through consistent banners and signage in the public realm; encourage uniform signage standards among businesses for a clean and clear look throughout the Area.



Murals and Art: Celebrate Local Culture

- **Murals and art:** celebrate local culture through public murals and art, while beautifying the area and reinforcing its authenticity and distinctiveness.

The concept of getting existing local businesses into upgraded spaces without displacing them from the Area emerged as a key theme during the process of public and business owner engagement. This will require financial structuring so that new, quality spaces are made available at below-market rents, which is imperative because small businesses often locate in older shopping centers precisely because they can afford their lower rents (relative to new space). Without intentional set-asides of space for local businesses, rents could be prohibitively expensive. This is why any master development plan should include some combination of grants, tax credits, tax incentives, and/or private financial structuring (i.e., balancing below-market space with higher-revenue tenants as part of an overall mix).



Retail Anchor: Grocery Store



Osage Cafe, Denver, CO: Social Enterprise Cafe



Multilingual Signage

Implementation

Improving without displacement:

Structure the economics of new development so spaces for existing small businesses are affordable.

Phasing development:

Develop new buildings in the corridor in phases so existing businesses can migrate into new buildings once they're completed.

Increasing customers:

Developing housing and investing in place will increase the number of residents and visitors to the business district.

Creating anchors:

Creating and activating public spaces with activities and recruiting retail anchors further increases the customer base for existing businesses.

Implementing a "Park it & Market it" strategy:

Providing clear wayfinding signage, easy-to-find parking, and a consistent brand supports business.

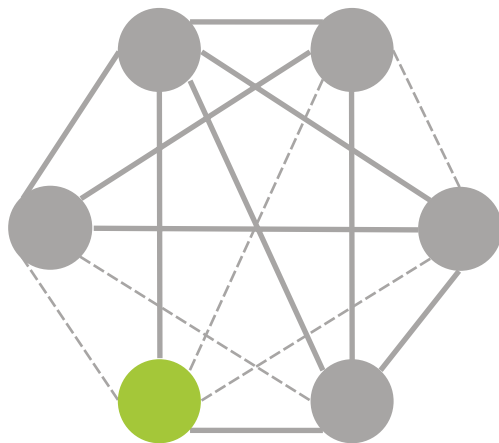


Healthy and Caring Wellness and Quality of Life

Healthy and caring communities provide a variety of forms of exercise and access to care so that all residents may live full and active lives.

Reinventing the 10th Street Area presents a number of opportunities to link recreational assets, while also adding care services that may not be available in the area.

With five city parks located within a half-mile of the 10th Street Area, a number of excellent opportunities exist to link the site



Safe Pedestrian Walkways

to existing city recreational assets, while adding new experiences within the Area itself. These could include:

- **Internal circulation:** by replacing asphalt parking lots and single-use auto-oriented destinations (i.e., strip malls) with walkable city blocks and human-scaled architecture, the Area can be re-stitched into the fabric of the community, making walkability to recreation more natural and intuitive.
- **Greenways and connectivity:** through the creation of usable greenways and protected bikeways and walkways, better connections can extend beyond the site in ways that make nearby parks more accessible and better connect surrounding neighborhoods to the amenities within the area.
- **Removal of barriers:** The inclusion of a city block system with shared parking would enable cars to park with far fewer driveways and curb cuts that conflict with bike/pedestrian mobility.
- **Trailheads:** trailheads and wayfinding typically help orient people to a city's non-motorized transportation system (i.e., greenways, sidewalks, protected bike lanes). Where greenways are



Internal Green Space

integrated with commercial districts, trailheads present an opportunity for commerce, while also creating valuable destinations for people enjoying a bike ride, long walk, run, or scooter.

- **Internal green space:** civic parks, squares, and public plazas can be beautiful expressions of public space, value-adding for community and the economics of a project, and serve as anchors that help increase visibility for nearby businesses.
- While recreation is a powerful contributor to health and wellness, other forms of care can be integrated with recreation infrastructure, or included in a real estate program in ways that create truly healthy communities:
- **Exercise programs:** increasingly, both city recreation programs and private organizations are making use of urban public space to offer group fitness programs such as yoga, Zumba, aerobics, and boot camps.
 - **Childcare:** frequently at or near the top of the list of desired community services, quality childcare enables households to increase their earning potential while also providing employers



Exercise Programs

access to a valuable segment of the workforce.

- **Healthcare:** increasingly, healthcare providers are seeking the visibility that traditional storefronts offer, and in doing so often make preventative health care services more accessible. Inclusion of healthcare services should be welcomed and encouraged in a redevelopment effort at the 10th Street Area.
- **Community Development Finance:** many credit unions and community development financial institutions (CDFIs) provide valuable lending services to small businesses, important non-predatory loans to households, and personal finance consulting. They also often seek centrally-located storefronts that serve a broader neighborhood.
- **Community Programs:** affordable space for local businesses should also be offered to important providers of human services, including non-profits aimed at providing care to community members.



Trail Wayfinding



Childcare



Community Development Financial Institution

Implementation

Creating safe bike and pedestrian paths:

Develop active paths and trails that encourage exercise and sociability.

Providing safe and appealing linkages:

Make connections to parks, schools, and other neighborhood assets.

Providing discounted space:

Allow for important human service and care providers to be a part of the neighborhood.

Curating and recruiting care providers:

Develop connections with childcare, daycare, after-school programs, etc.

Expanding partnerships with health care providers:

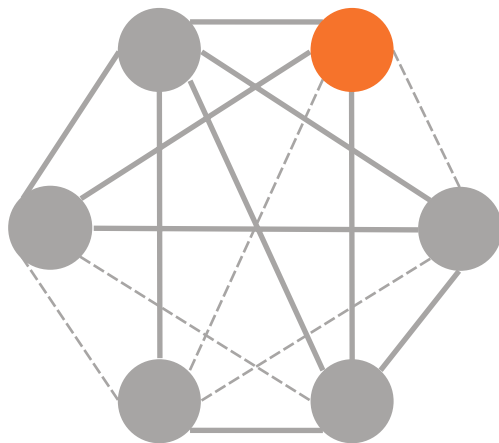
Provide more community-based health options.



Comfortable and Connected Transportation and Mobility

A comfortable and connected community is one that focuses on making amenities safe and accessible for people.

Focusing only on the most efficient way to move cars results in corridors that are good at only one thing: moving cars from point A to point B. However, facilitating multiple, comfortable ways to move around the 10th Street Area not only connects residents to resources, but also supports local businesses and quality of life within the neighborhood itself.



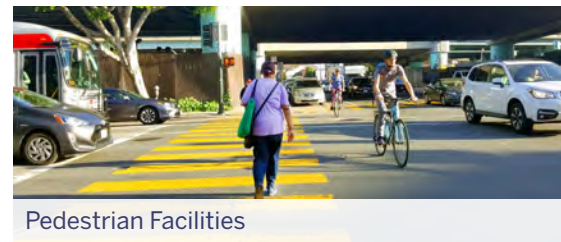
Easy-to-Find Parking

The Greeley on the Go Transportation Master Plan, released in March 2023, reiterates this point, noting the importance of “urban design geared towards vibrant and inviting neighborhoods with great **public spaces to go to and not just spaces to pass through**”.

The 10th Street Area Plan focuses on improving transportation and mobility in the 10th Street Area by reducing the number of curb cuts and drives along 10th Street and adjacent roads, introducing smaller, more manageable block sizes for visitors, and incorporating consolidated parking garages with easy access to nearby amenities.

Of course, improving transportation and mobility is a larger effort that goes beyond the scope of an area plan. Several existing or in-progress plans in Greeley impact the area and help further the goals of this plan:

- **The Greeley on the Go Transportation Master Plan** includes a long-term vision for 10th Street from CO-257 (west of Greeley) to 23rd Avenue to provide streetscape enhancements to reduce traffic speeds and add bike facilities.

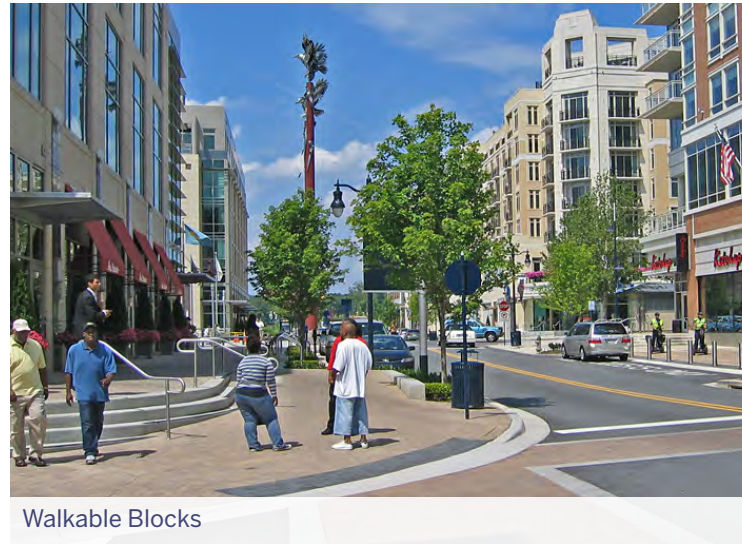


Pedestrian Facilities

- **The 9th & 10th Streets Corridor Project** focuses on 9th and 10th Street east of 23rd Avenue (just past the boundaries of this plan) and is looking at changing the configuration from one-way streets to two-way. All of the proposed alternatives look at improving the connection from 10th Street to Luther Park east of 23rd Avenue.



Bicycle Amenities



Walkable Blocks



Transit Access



Structured Parking with Liner Buildings



Bike and Ped Facilities

Implementation

Locating housing close to multimodal access:

Place people near transit, bike, and pedestrian links to reduce car dependence.

Consolidating parking and driveways:

Design reduced access points for cars to improve walkability.

Creating real, walkable blocks:

Encourage walking and take some traffic off of 10th Street.

Using a park once approach:

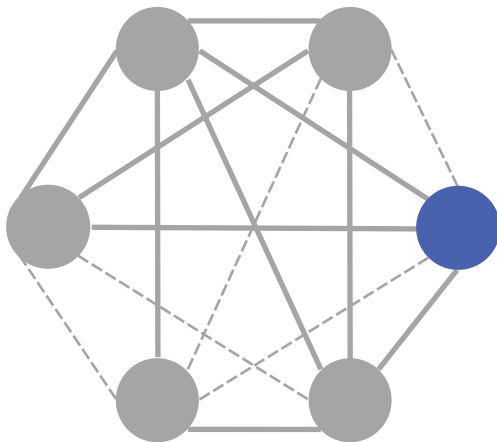
Provide easy-to-find parking and walkable streets so people only need to park once during their visit.



Dynamic and Lasting Development

A dynamic and lasting community is one that is built not just for people today, but with future generations in mind, using timeless urban design qualities and adaptive street grids that ensure a sense of permanence and community, while allowing for adaptation by the people who inhabit it.

This means creating the economic conditions that support investment in quality permanent materials, designing for humans first (automobiles second) with timeless characteristics of walkability and



Highlighting Storefronts

livability, and creating an authentic city block structure that encourages context-sensitive reinvestment as preferences and needs change over decades and generations.

While technological advances change our economies and sometimes disrupt community life, a number of elements of good community design never get old and, in fact, often grow in value over time. These key design elements include:

- generous street trees, plantings, and sidewalk environments;
- well-lit and safe spaces;
- architectural detail and interest, and storefronts/commerce at the pedestrian level;
- permanent materials such as glass, stone, and brick;
- interconnected city blocks offering endless variations of walking paths;
- spaces and places for interaction with neighbors;
- convenient places for cars to park that are out of view from daily life and activity; and



Shared neighborhood Spaces

- residential streets that are free from the excessive noise of fast-moving vehicles.

These characteristics, which are woven into this Area Plan for 10th Street, contrasts with the auto-oriented suburban strip malls that were constructed primarily in the 1960s, 70s, and 80s and were not intended by their builders to last more than a generation. The opportunity now is to reinvent the area, harnessing time-honored city building techniques with some learned approaches to accommodating cars in ways that don't deter from placemaking or community-building.

The engine that makes this reinvention possible is the convergence of renewed demand for living in mixed-use and walkable communities and a scale of development that creates the economic conditions for quality redevelopment. This means that development at a scale of four to five stories, with ground floor retail in places, is likely necessary to:

- motivate current property owners to sell;
- provide sufficient private returns to allow for use of quality permanent building materials; and



Generous Sidewalk with Trees

- create sufficient fiscal impact to allow for a public-private partnership for the investment in an authentic street grid, structured parking, and quality streetscape necessary to create something truly sustainable.

Mixed-use development in the 10th Street Area not only provides an opportunity for improved design, economic conditions, and community building—it is also good policy. Given the presence of transit and other nearby employment centers, mixed-use development presents an opportunity to provide mixed-income housing next to transit, improving affordability and access to community members who have few attainable housing choices today.



Human-Scaled Positive Experiences



Pedestrian-Centric Streets



Storefronts and Commercial: Pedestrian Level

Implementation

Developing at a height (four to five story) and density:

Encourage high-quality development over time.

Creating city blocks for pedestrians:

Develop great human-scaled positive experiences at the ground level.

Implementing shared parking in strategic locations:

Choose sites that serve housing and storefronts/retail.

Expanding and promoting facade renovation program(s):

Focus on areas where redevelopment isn't possible/needed.

Identifying sites with underutilized parking:

Explore candidates with potential for near-term redevelopment.

Developing a conceptual master plan:

Guide development in a planned, cohesive manner.



Walkable and Activated Place

Walkable and activated spaces are, in many ways, the element that physically unites all of the important systems that contribute to a great community or district.

Streets that have generous space devoted to walkability are livable and therefore marketable for housing (unlike, for example, housing located too close to a busy thoroughfare designed for speeding cars). They benefit businesses by increasing foot traffic, contributing to health and wellness by promoting walking,



Wide Sidewalks

are the very backbone (and often missing link) of a successful transit system, and are the focal element of a dynamic and lasting community in which many people freely trade the comfort and space of a large home in exchange for the walkability of a mixed-use environment.

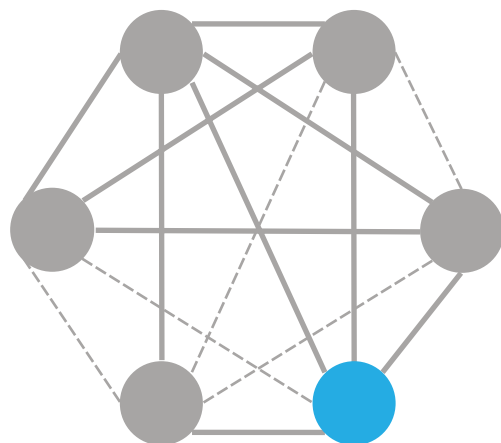
On a busy arterial like 10th Street, this means as many as 30 feet of streetside zone is needed to successfully provide a comfortable walking and biking environment that is buffered by trees and plantings. Streets that are internal to a new development could have sidewalk environments that are 12 to 16 feet in width—enough for pedestrians, plantings, and sidewalk cafes. Deciduous street trees are crucial for providing canopy shade on hot summer days and for shedding their leaves to allow for maximum sunlight on winter days in Northern Colorado.

Public spaces—plazas, courtyards, and lawns—can serve a variety of purposes, including passive recreation, commerce, programmed events, food truck and street vendor features, or simply a nice place to sit or meet friends.



Streets for Everyone

In summary, walkable, activated spaces should be incorporated throughout, to soften the harsh edge of 10th Street as a traffic corridor, and to enhance the livability and economic potential of interior streets.





Public Plaza



Community Recreation Space



Street Furniture



Sidewalk with Canopy



Urban Streetscape

Implementation

Building wide, buffered sidewalks:

Creating spaces that are safe and comfortable for pedestrians.

Providing multiple public gathering spaces:

Design areas that are easily accessed and enjoyable to be in.

Planting street trees and vegetation:

Provide shade, cooling, and native plant and animal habitat.

Integrating comfortable ways to walk, sit, and gather:

Utilize urban furniture like benches, lighting, and trash cans.

Denver Area Case Studies

In addition to much-needed housing, affordable projects can serve the community through engaging programming and resident services. The following examples from the Denver Housing Authority (DHA) engage multiple systems, from early learning and creative arts programming (healthy and caring) to job training and markets (vibrancy). These resources can transform developments from purely residential areas to vibrant neighborhood spaces.

One of DHA's recent programs is the **Decatur Fresh Market**, located at Gateway in Sun Valley. As a grocery market and community space, it offers local residents affordable, nutritious, and culturally relevant options and “serves almost 5,000 Sun Valley residents, local nonprofits, and the broader Denver community” (DHA). Decatur Fresh Market incorporates a workforce training program for young adults interested in the culinary and customer service industry as part of the Youth Employment Academy. They similarly operate **Osage Cafe** (Mariposa), which serves walk-in breakfast, lunch, and catering, and **Arts Streets** (Mariposa), which gives youth real-world opportunities to engage their creative talents through graphic design and art.

DHA also works closely with independent non-profits to provide programmed space

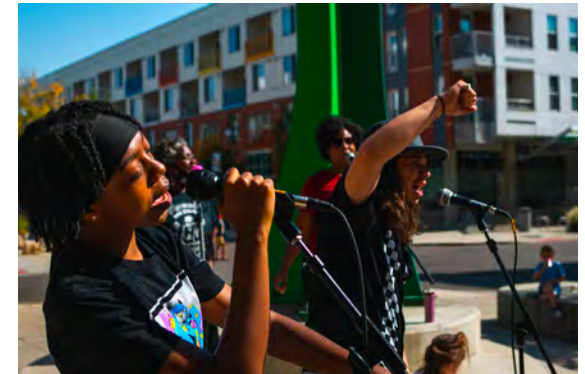


Arts Street



within new and existing developments. **Youth on Record (YoR)** offers music-centered opportunities to help young people thrive in their communities and develop skills. Following a needs assessment, DHA asked YoR to become an anchor tenant in their seven-phase mixed-use development of the Mariposa neighborhood, which entailed the construction of a new studio and educational space.

Bikes Together is another non-profit program occupying a storefront in the



Youth on Record



Mariposa neighborhood. It provides space for the community to purchase used bikes at reduced costs and to learn about bikes and the logistics of owning one.

For childhood education, DHA partners with and provides space for Catholic charities to operate **Head Start** in several of their neighborhoods. This incentivizes high-quality childcare to remain accessible and centrally located for residents and provides an especially valuable service for working and single parents.



Decatur Fresh



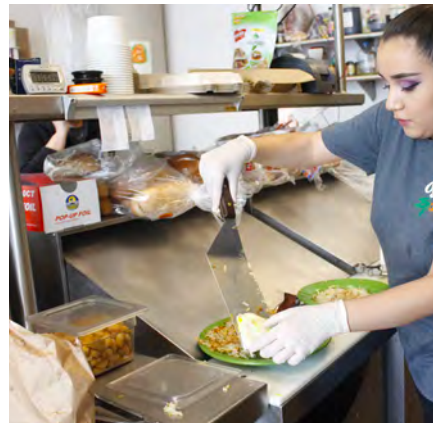
Osage Cafe



Bikes Together



Catholic Charities' Head Start



This chapter provides a concept plan that illustrates how good urban form can be achieved in the 10th Street Area, while aligning economic considerations, community and policy goals, and design.

These three elements should be viewed as “legs of a stool”—ignore one or take it away and the plan falls apart. Address all three and these images become much more than beautiful illustrations; they are the foundation for an attractive, functional, and community-enhancing development that can be practically and realistically achieved.

At various points, one or more variations or alternatives are presented to demonstrate how more than one approach could be taken while still adhering to the guiding principles of the previous chapter.

Two alternatives were shared with the community, each with unique merits. Alternative A, the **New 10th Street Town Center** concept, concentrates retail energy along a new main street just south of the existing 10th Street Corridor.

Alternative B, **Expanded 10th Street Retail**, continues to focus retail along 10th Street and also demonstrates how interim solutions like facade improvement and development on underutilized parking lots could mark the path for new development in the future.

In each alternative, additional multi-family housing provides an important consumer base for both supporting existing retail and attracting new tenants. Other key Development Goals are met through both plans, as highlighted below.

The following pages show these two plan alternatives in greater detail, with selected views and moments used to illustrate key ideas. These include:

- New Town Center internal street network with opportunities for public space
- Enhanced streetscape and public space opportunities along 10th Street
- Multiple options for shopping mall redevelopment
- Parking and signage opportunities
- Additional opportunities for public space

Avoiding Displacement



New development is concentrated on land zoned for commercial use, avoiding displacing existing residents.

Inclusion of Affordable Housing



If 10 to 20 percent of the Area’s housing units are set aside at below market rents, this would translate into an additional 200 to 400 attainable units.

District Branding



Context-specific and inclusive neighborhood branding designates the 10th Street Area as a distinct and welcoming area.

Small Business and Services Support



Space for local businesses and important community services is reserved in subsidized spaces within new development projects.

Thoughtful Parking Solutions



Sufficient parking for proposed residents as well as businesses is incorporated through a mix of structured, surface, and street parking.

Transit Support



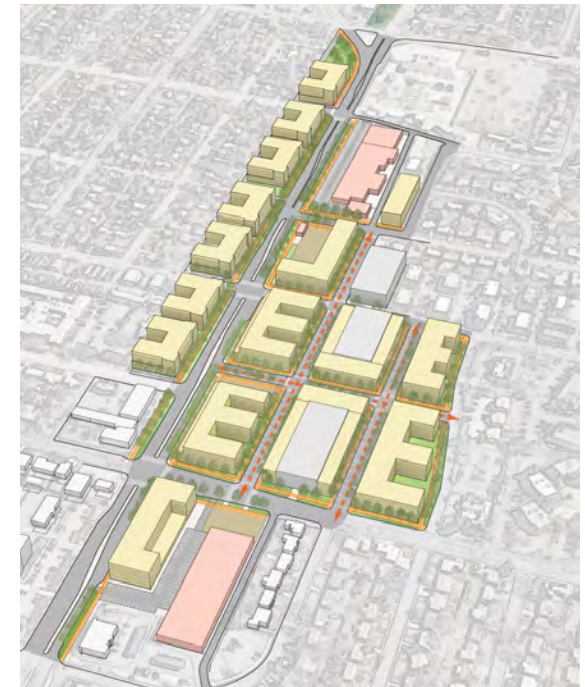
Housing and amenities are built along the 10th Street Corridor, home to the #1 bus line. Existing transit stops are enhanced with additional shade and seating.



10th Street Today



Alternative A: New 10th Street Town Center



Alternative B: Expanded 10th Street Retail

Real, Walkable Blocks



Interconnected city blocks offer endless varieties of walking paths.

Developing at a Height and Density



Development at four to five stories, with ground floor retail in places, is likely necessary to make the project economically viable.

Street Trees and Plantings



New development is fronted on the street by new street trees and planting beds with native and adapted species to provide shade, habitat and other ecological benefits.

Safe Bike and Pedestrian Paths



Generous sidewalks along 10th Street provide room for both cyclists and pedestrians, and reconnected street grids provide safer crossing linkages.

Comfortable Ways to Walk, Sit, & Gather



Elements like shade trees, comfortable seating, and street lighting enhance the user experience in public spaces.

Multiple Public Gathering Spaces



A range of public spaces at different sizes and with different types of programming provide amenities for many different users.

Creating Anchors



Recruit and attract anchor tenants and complementary national brand storefronts to boost traffic and district revenue.

By the Numbers: Alternative A

156,000 SF of retail

2.5 acres of public plaza and green space

1 mile of new high-quality streetscape

2,700 parking spaces

2,000 housing units

200 - 400 units are targeted as affordable/attainable



Alternative A: New 10th Street Town Center

Expanding Facade Renovation Programs



Where redevelopment is not possible or needed, facade renovation can help existing businesses upgrade their spaces.

By the Numbers: Alternative B

173,000 SF of retail

2.5 acres of public plaza and green space

1 mile of new high quality streetscape

2,800 parking spaces

1,900 housing units

200 - 400 units are targeted as affordable/ attainable



Alternative B: Expanded 10th Street Retail

New Town Center (Alternative A)

Current Conditions

The two shopping centers to the south of 10th Street, Wilshire Plaza and Greeley Plaza, are currently dominated by surface parking. They represent the largest and deepest development footprints in this area.

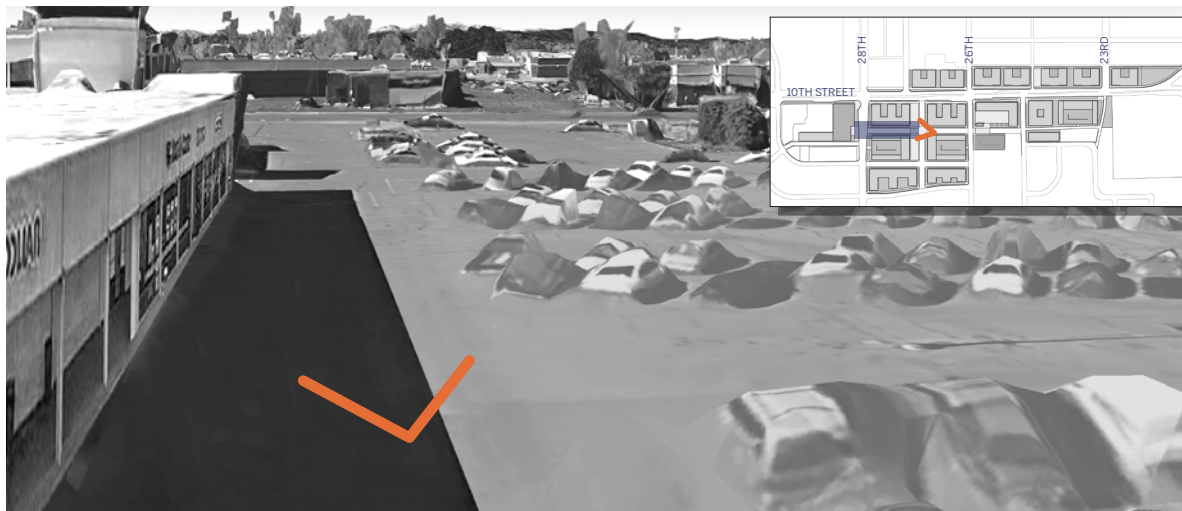
The Vision

Coordinating development on these parcels would allow for the creation of a walkable and inviting internal street network that reconnects the existing neighborhood street grid and provides meaningful public space.

Land Use

What is currently a surface parking lot in Greeley Plaza is envisioned as a new retail street with accessible street parking, shade from street trees, active and interesting stores on the ground level, beautiful plazas with public art, and homes with balconies and rooftop amenities above.

The street is bookended to the west by a new major retail anchor grocery store, which provides support for the whole ecosystem of small businesses in the area. Intentionally affordable spaces are reserved within the new retail ground floors for local and existing businesses to relocate and continue to thrive.



Current Conditions: Greeley Plaza Parking Lot, Looking West toward Wilshire Plaza





Shopping Mall Redevelopment (Alternative A)

Current Conditions

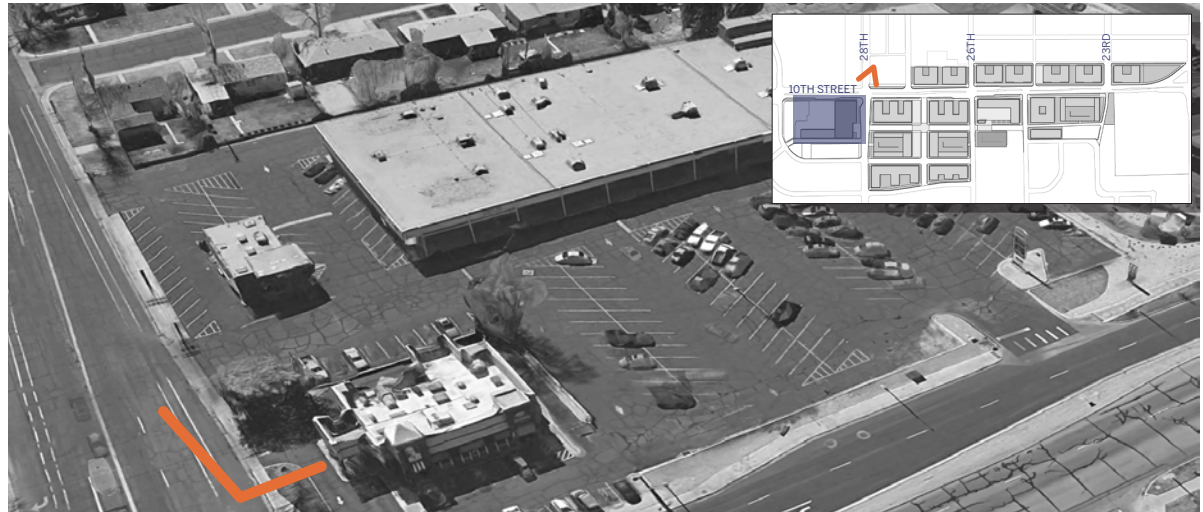
10th Street today is home to multiple strip mall retail centers fronted by large swathes of parking. This parking often sits empty, and could be re-purposed for new development.

The Vision

Wilshire Plaza is re-imagined as an important shopping node in the 10th Street Area, supported by a new anchor tenant that is a visible presence along 10th Street and that serves as a visual focus for the New Town Center Concept.

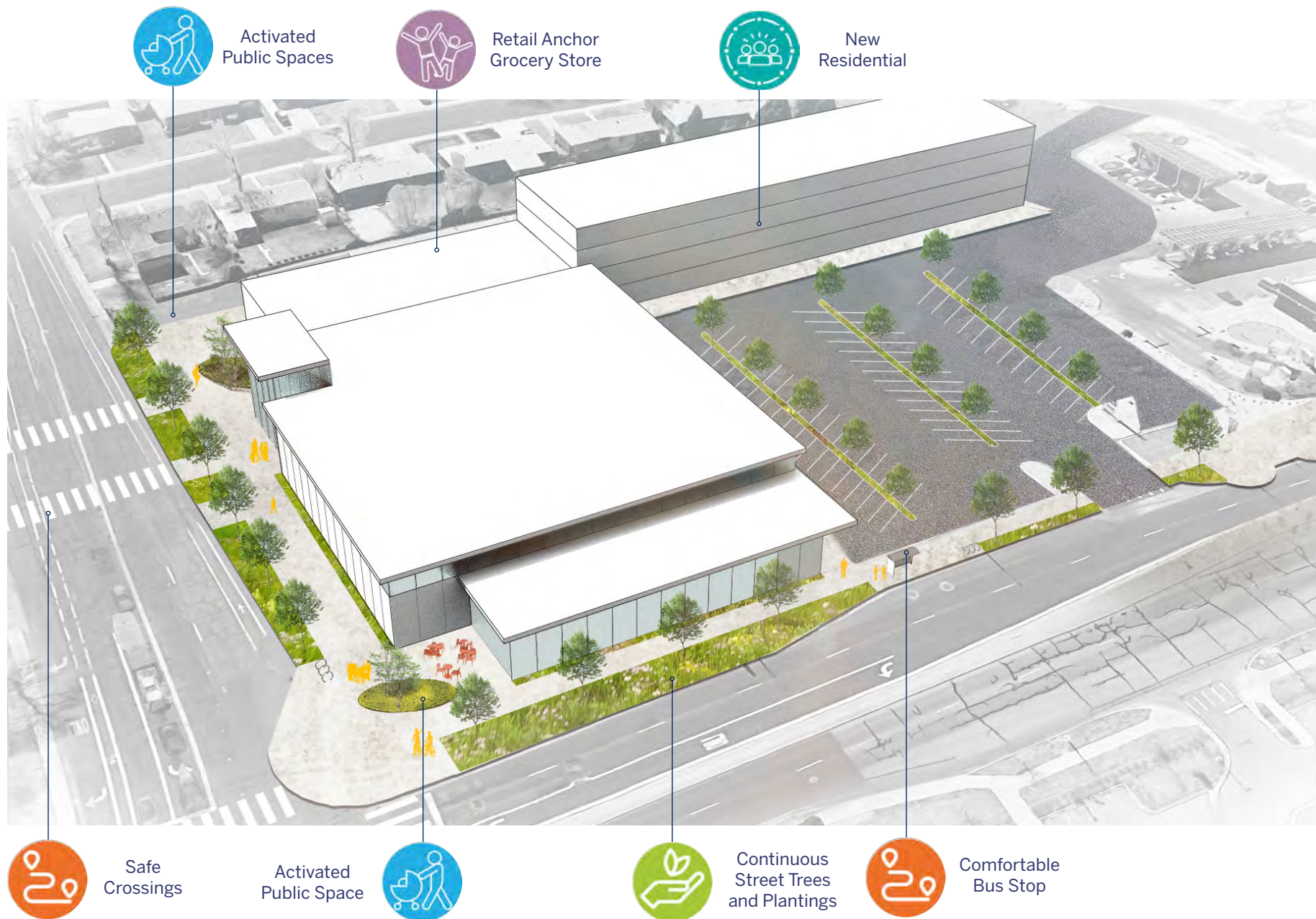
Land Use

In this first option for development, the east side of the parcel could be dedicated to a major retail anchor, like a grocery store. This tenant acts as a draw to the area, attracting a larger regional pool of customers to the 10th Street Area. The building itself acts as a gateway marker that frames the edge of new development while also providing space for gathering and activities.



Current Conditions: Wilshire Plaza, Looking South from 10th Street





Shopping Mall Redevelopment (Alternative B)

Current Conditions

10th Street today is home to multiple strip mall retail centers fronted by large swathes of parking. This parking often sits empty and could be re-purposed.

The Vision

Older strip malls are incorporated into new development and are revitalized with new housing, facade upgrades, and new public space.

Land Use

Under-used parking spaces and a car-oriented drive-through business are re-imagined as multi-family housing. The apartments have ground floor community amenities and a storefront design to respond to the urban environment of 10th Street and are served by parking on the ground floor.

The existing Wilshire Plaza shopping mall is retained with a facade upgrade that ties into the overall district branding. An inviting plaza creates a comfortable environment where visitors can relax, play, and enjoy various small business offerings, including outdoor dining.



Current Conditions: Wilshire Plaza, looking South from 10th Street





Enhanced Streetscape/Plaza (Alternative B)

Current Conditions

10th Street today feels unsafe for pedestrians and bicyclists. In some areas, such as this portion of the road near 25th Avenue, the narrow sidewalk is directly adjacent to the street, producing a very uncomfortable walking experience.

The Vision

Pedestrians and non-motorized users feel safe and comfortable walking along 10th Street and are able to enjoy opportunities for shade and seating.

Land Use

A high-quality, generous planted streetscape along 10th Street encourages walkability and contributes to creating a comfortable and human-scaled environment. Wherever the building frontages are set back is an opportunity for public space. In this envisioning of a plaza, a small retail kiosk grounds the corner, and a rain garden with native plantings provides access to the natural environment while also helping to manage stormwater.



Current Conditions: Looking East on 10th Street near 26th Avenue



Buffering Street Trees
and Planting Beds



Plaza Kiosk



Facade
Improvement
Program



First Floor
Commercial
Space



Comfortable
Seating



Park
Connections



Generous
Sidewalks



Rain Gardens
and Access
to Nature

Parking Options (Alternatives A and B)

Current Conditions

The 10th Street Area today as seen from the road is dominated by large expanses of surface parking.

The Vision

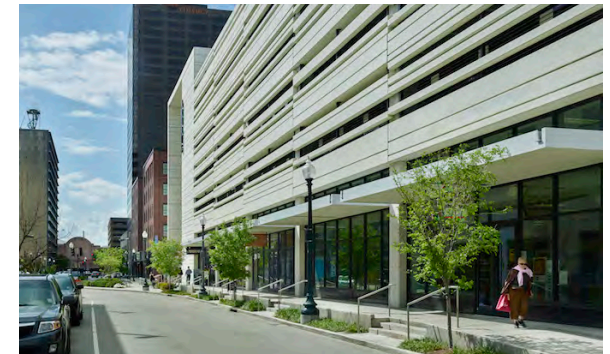
Structured parking with a shared parking strategy uses clear signage and wayfinding to guide visitors to where they want to go in the 10th Street Area. People will only have to park once and will feel comfortable going on foot to multiple destinations. The consolidation of parking allows surface parking lots to be put into productive use as developable parcels.

Land Use

Multiple options for successful parking garages exist. Garages lined with apartments are less obtrusive in the built environment and are also well-located for residents and area businesses. Models exist for parking structures built above an active first floor—a potential food hall with parking above it, for example. These models accommodate parking while also creating a more dynamic street presence.



Current Conditions: Looking Southwest on 26th Avenue





Public Art



Ground Floor Food Hall with Parking Above

Clearly Marked Shared Parking



Safe Crossings



Bike Amenities



Support for Micro-Entrepreneurs



Parking and Signage in Alternative A - similar elements exist in Alternative B

Area Lighting



Street Trees and Planting Beds



Shared Public Spaces (Alternatives A and B)

Current Conditions

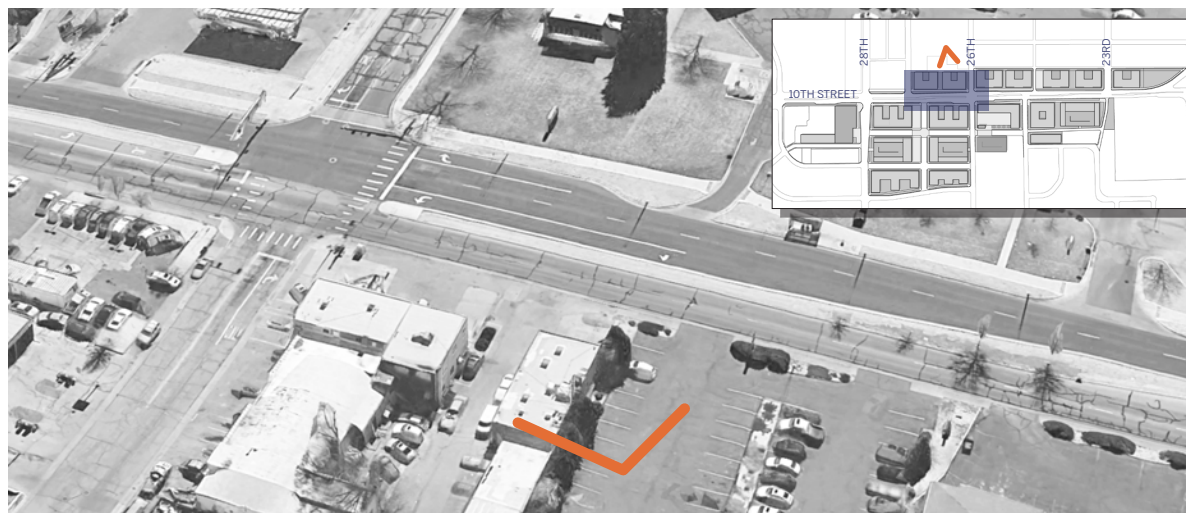
With a dearth of public space and placemaking elements in the 10th Street Area, there are limited opportunities for visitors and residents to truly relax and enjoy spending time in the area.

The Vision

By developing at a sufficient height and density, space can be set aside at different scales for meaningful public space that improves the pedestrian and visitor experience in the 10th Street Area.

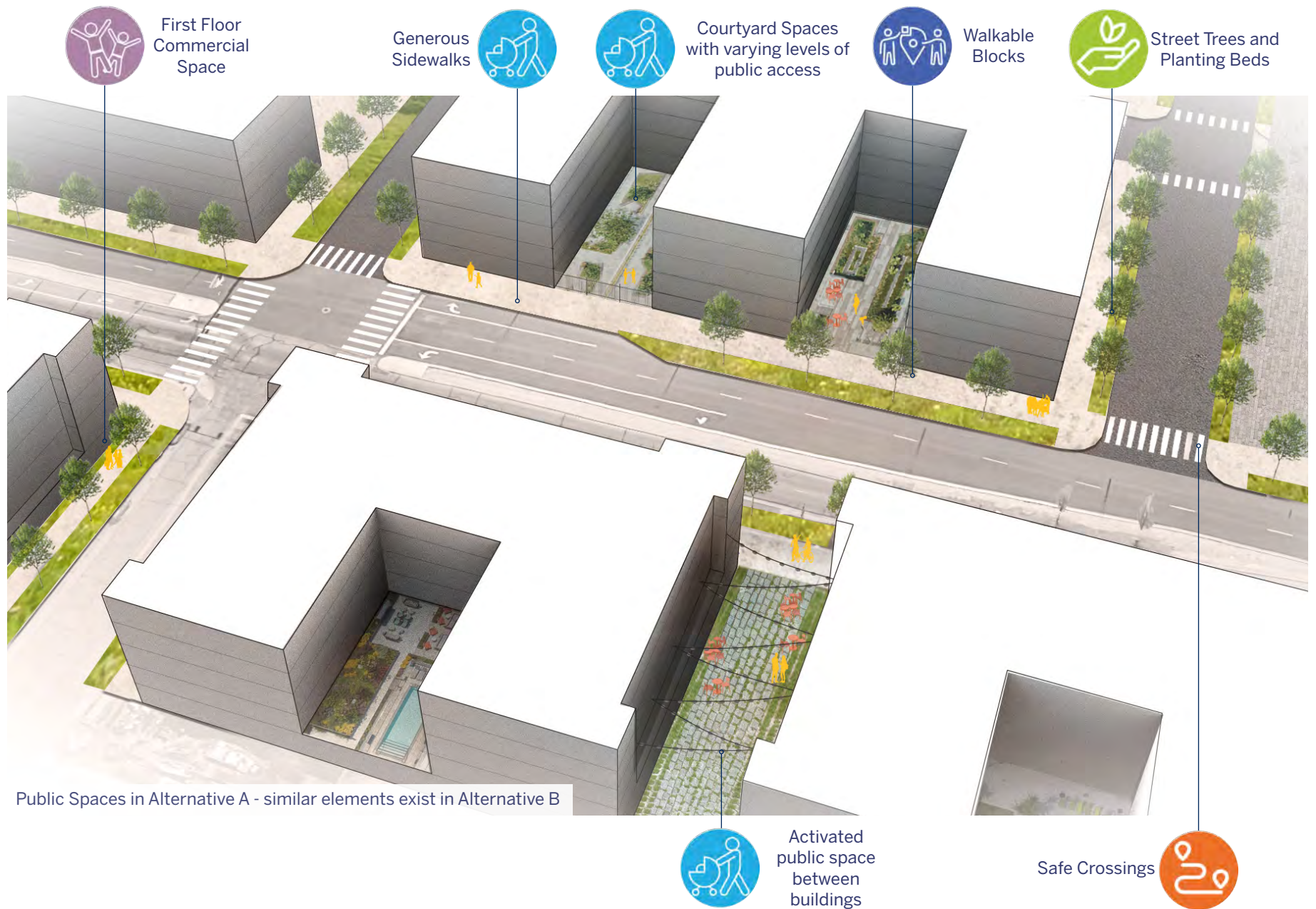
Land Use

A range of public spaces—from strategic larger plazas that are enclosed by buildings and activated with planting, furniture, and lighting to smaller spaces scattered more frequently throughout the development—provide multiple opportunities for respite and delight. These spaces may come in the form of building courtyards, which could have varying degrees of permeability to the public, serving as open building entrances or having a more secured entrance to allow for resident use. Spaces between buildings can also be activated as green alleys.



Current Conditions: Looking South on 10th Street near 26th Avenue





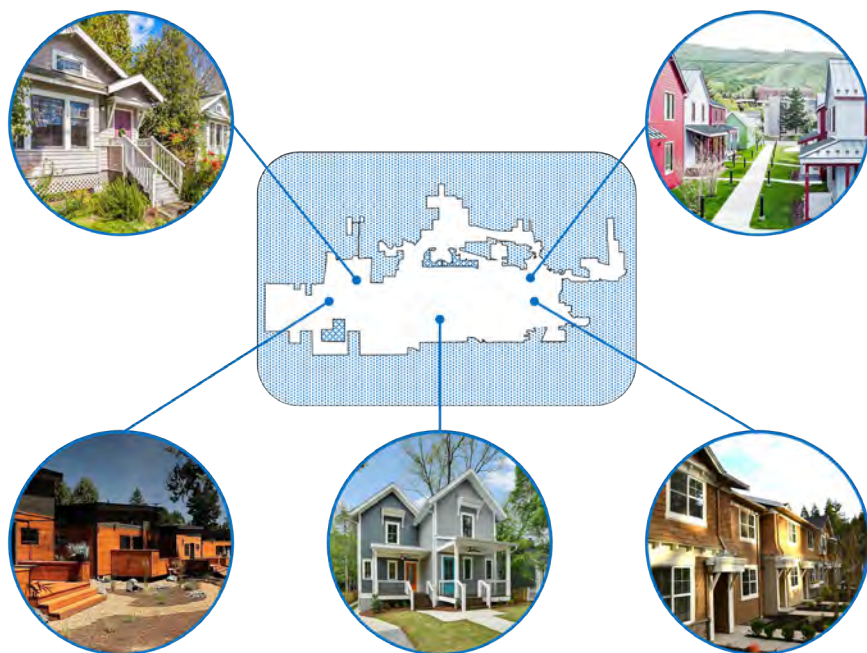
Effective design standards play an essential role in the implementation of urban infill and redevelopment and can assist in ensuring that both community and developer needs are met.

Such standards are created by directly engaging with a community to establish publicly-supported architectural styles that can be practically built (and are context sensitive) and documenting the results in a book of standards. Such a book can then be shared with developers, enabling them to move forward with approvable plans to build on vacant, obsolete, and underutilized land with the confidence that they are acting in the public interest.

When successfully done, design standards remove the “guesswork” from development; increase transparency; reduce risk, time, and cost for developers during the development approvals process; and empower the community to proactively indicate architectural styles that they prefer. Studies show that regulations like changes to the building code can impact overall development costs by over 10% (National Association of Home Builders and National Multifamily Housing Council, 2022). Design standards could streamline the approvals process and reduce some of this cost, which can translate into overall savings for the homebuyer or renter—

thereby playing a role in increasing housing affordability, while encouraging investment on urban land that can be made more productive.

The Client and Consultant Teams engaged with the public to understand design preferences on two broad kinds of infill types: small site infill on a residential lot (with a spectrum of housing that includes single-family housing, multi-unit dwellings, tiny homes, etc.) and architectural styles to inform larger-scale, mixed-use development in the 10th Street Area.



Citywide Housing Strategy: A Spectrum of Housing



10th Street Area: Larger-Scale, Mixed-Use Development

10th Street Area Design Standards Framework

Establishing a design language for the 10th Street Area Plan will guide the transition of existing buildings and future development into a more desirable and activated community. The 10th Street Area Design Standards will provide a distinct character while also providing a creative palette from which developers and architects can draw to create unique designs.

The existing character in the 10th Street Area is dominated by low-lying strip malls in conservative color palettes, modern national-chain remodels, and an eclectic mix of local businesses with a variety of architectural references from Colonial to Puebloan. This urban fabric is an auto-centric commercial corridor that favors vehicles. The 10th Street Area Plan seeks to redevelop this area into an inviting, walkable, safe mixed-use district.

As a transformative process, 10th Street Area Design Standards will differ from other guides such as Greeley's Mercado District or Downtown Design Guidelines. This document begins to explore necessary components for successful 10th Street Area Design Standards and what they might look like to set up future comprehensive standards for developers, architects, and the community. Finally, given that this is a redevelopment area, the 10th Street Design Standards should consider exceptions and recommendations for remodels of existing facades.

Site Design and Organization

Site design and organization sets the arrangement of buildings along vehicular circulation, pedestrian ways, and open space. It can define which street fronts should be active social promenades, quiet residential streets, or primary circulation routes.

Some of this layout is already defined within the area and more would likely be determined by a future development plan. When implemented, it should facilitate the development of the area into a walkable center that is comfortable and accessible as well as integrated with the surrounding neighborhoods and existing establishments.

Site design and organization standards can include setbacks, building footprints, and lot standards, which are also controlled by the Development Code (Code). Plans for future parking needs should also be considered with alternatives to the surface parking that currently encourages unwanted vehicle use.

Parking

In an urban context, traditional surface parking disrupts the rhythm of an active streetscape, uses up valuable land for development and public space, and negatively impacts the local ecology.

Structured parking—such as underground, podium, wrapped with a liner building, or a freestanding garage—is an attractive

solution; however, it adds significant cost to a project. Financial structuring will be critical during pre-development to ensure that shared garages are viable and financial gaps are accounted for. This is especially true for deeply affordable housing projects.

The 10th Street Area should prioritize alternative transportation and pursue parking reductions (or parking maximums) for Transit Oriented Development (TOD) and affordable housing to reduce these necessary costs. Guidelines can also improve surface lots through landscaping, permeable pavers, and alternative groundscape patterning and design.

Building Massing

“Massing” describes the three-dimensional blocks formed subconsciously by a building and is significant to both the human experience of the area and the programming of a building.

In tandem with a building's footprint and setbacks, massing is primarily controlled through building height and upper-level step-backs (see “Building Massing and Facade Diagram” on page 54). The building's mass can be controlled by defining a target height-width ratio. Step-backs help to create architectural interest, introduce more light into the street and building, and provide opportunities for rooftop decks. Special attention should also be paid to the perimeter of the 10th Street Area in order to taper out the more



Building Massing and Facade Diagram

dense urban core and blend into the surrounding single-story neighborhoods.

Roof Design

Additional considerations for massing include the roof design. Flat roofs may indicate a contemporary urban character while sloped roofs evoke a residential feel. Regardless of stylistic preference, design standards should support roofs to be solar-ready.

Street Level Considerations

Special attention should also be made to the street level. Design standards must accommodate priority differences among active commercial frontages (intriguing architectural elements and visibility), street-level residential units (privacy and safety), and back-of-house alleyways (function and cost-efficiency) to facilitate appropriate levels of animation and safety.

Building Height

While a maximum building height for the 10th Street Area can be set through the Code, it is also controlled by construction

type and cost. Building code regulates the maximum number of stories for different construction types, and where it triggers a new type, it makes the cost of adding just one more story more complicated. Affordable apartment construction is typically driven by costs and is typically limited to three to four stories of wood-framed construction. Massing guidelines should keep these nuances in consideration when defining maximum or minimum heights or future changes to the Code, such as for timber construction.

Facade Design and Materiality

The facade and materiality is the outward identity of the building and is one of its most impactful and identifiable components. Cohesive design standards create an overall neighborhood feel but must be flexible enough to enable street-front variety while not being cost-inhibitive.

A common material palette for the 10th Street Area could provide the starting point for more prescriptive facade standards. At present, the 10th Street



Modern Western Masonry

Area lacks a common palette, so one could be defined using cues from the greater Greeley landscape. Appropriate building articulation breaks up facades and creates a human-scaled experience. Changes to building plane, window composition, balconies, projections, etc. could be required to facilitate this. These changes can add cost and thermal inefficiency in buildings, so they should be defined carefully.



Greeley



Viva Greeley



Weld County Industrial



Building Signage at Gateway South, Denver (Workshop8)

Referencing its western heritage, brick has historically been a common material in Greeley, and its associative values of durability and stability are valuable for affordable housing projects. The Greeley Police Station on 10th Street provides a local precedent of the material. Another reference could be Greeley's rich Hispanic culture expressed architecturally through lively local mercados and restaurants, like the bright El Pueblito on 10th Street. It could be developed in the 10th Street Area through vibrant stucco and Southwest details. Or a nod to Weld County's

agricultural and industrial culture might include attractive metal siding and shed roofs.

Placemaking, Signage, and Branding

A final component to a well-planned district is signage and branding. Depending on the intent, it can be minimal and subordinate, or impactful and distinctive. Depending on execution, it can create a memorable brand or be distracting and confusing. Branding design standards should be set to complement the architectural palette and form a narrative of the 10th Street Area.

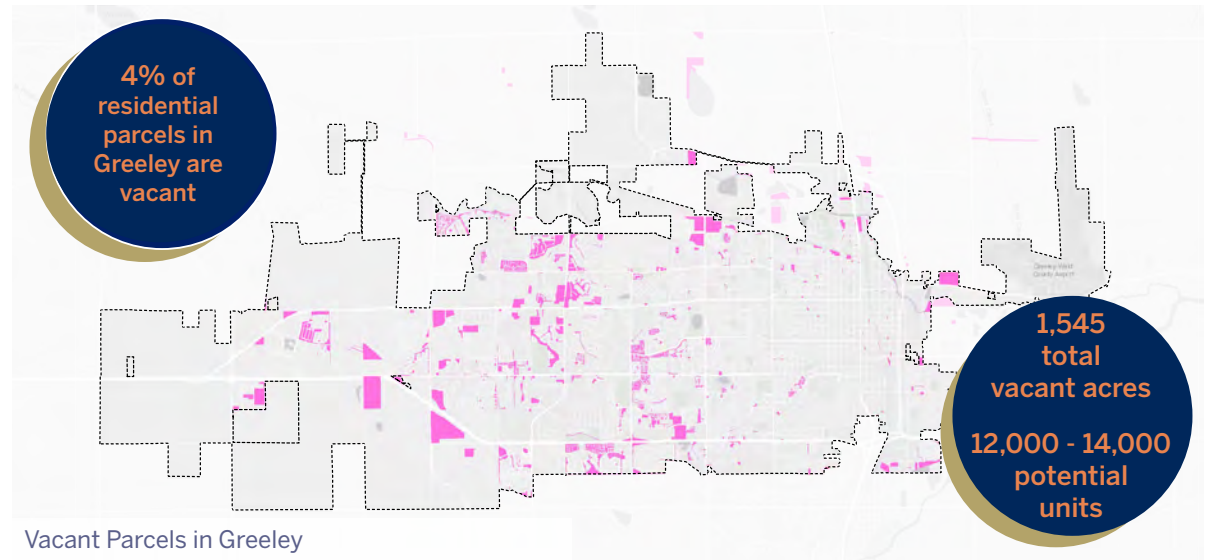
Graphics can be implemented on signage, wayfinding, and banners, while an overall aesthetic can be applied to site furnishings like benches and lighting, public spaces, or even architectural details. Prioritizing public art introduces variety and a local spirit (see Arts Street as an example on page 34). Signage is typically approved via separate permitting, which gives municipalities more control on a case-by-case basis.

Infill Types

Affordable infill housing comes in many sizes and forms, which in turn can contribute to a variety of neighborhood characters and scale. The 10th Street Area Plan contains primarily apartment (small and large) housing types, though other smaller types (detached houses, multi-unit houses, and row houses) may be applicable in limited locations or in adjacent neighborhoods.

On the whole, only four percent of parcels in Greeley are currently vacant, and most of them are in the western half of the city. Nevertheless, they represent an opportunity to explore a broader range of housing types to diversify Greeley's housing stock.

The following descriptions include both City of Greeley Code housing types as well as other commonly used terms.



Detached House Small Format

Tiny home/Accessory Dwelling Unit (ADU)

A special type of detached house, ranging in size from about 200 to 400 square feet, is a plausible option for affordable housing. Though limited in application, they are a contemporary variation on mobile homes and can be prefabricated or built on site.

Given the proposed density in the 10th Street Area, tiny homes have limited applicability, but could be implemented in the surrounding neighborhoods. Used in multiples within a planned community with shared amenities, tiny homes require project-specific zoning (Residential - Micro-Housing [R-MH]). Alternatively, tiny homes could be used on an individual basis as ADUs associated with an existing lot/owner.

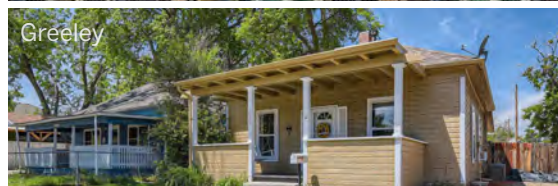


Detached House Small Format (tiny home/ADU)

Detached House or Single-Family Dwelling

Small Lot Single Family

The detached house is the most widely accepted residential housing type both culturally and by zoning. It is the prevailing housing type in Greeley, including in the neighborhoods surrounding 10th Street. However, for the 10th Street Area, detached homes are not conducive to the proposed density and character, nor are they permitted by current zoning.



Detached House | Single-Family Dwelling
(Small Lot Single Family)

Multi-Unit House or Multiplex - Two-Family Homes

A multi-unit house can include two to four units within one freestanding building and provide a slightly more efficient layout than a detached home, while maintaining a comfortable neighborhood scale. Multi-unit houses are considered attainable for “missing middle” or “gentle density” housing. The urban feel of the 10th Street core limits smaller-scale infill, but this housing type is applicable to the surrounding neighborhoods. Multi-unit houses provide an especially valuable transition from dense mixed-use to detached homes by providing incremental density increases while minimally impacting current lots.



Multi-Unit House | Multiplex

Row House Townhome

Row houses, also known as townhomes, share walls on either side, making them an efficient and orderly arrangement for affordable housing. Front porches and rear garages contribute to an attractive urban streetscape while providing independent living and ownership options for residents.

Row houses lend themselves to infill between existing buildings, either as a new cohesive residential block or in the transition area from the 10th Street area to the surrounding neighborhoods. Row houses are permitted within Mixed-Use and Residential Medium/High zoning, though they would require special review in the current commercial designation.



Row House | Townhome

Apartment - Small Lot and Medium Lot or Multi-Family Dwellings Smaller Apartments

Small (3 to 12 units) and medium (13 to 24 units) apartments provide efficiencies of scale compared to multi-unit and detached home types. These types of apartments include shared amenities and outdoor spaces for residents while fitting into a smaller-scale residential neighborhood. In the 10th Street Area, small and medium apartments could be dispersed on infill sites and in the transition toward the surrounding neighborhoods.

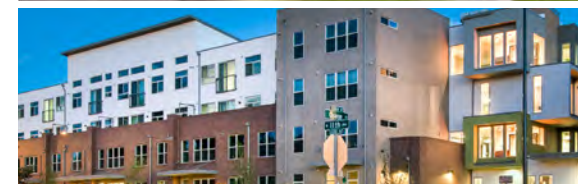


Apartment - Small Lot and Medium Lot | Multi-Family Dwelling (Smaller Apartment)

Apartment - Large Lot, Complex Medium, Complex Large, or Dwelling Mixed-Use / Dwelling Multi-Family

Large lot (25+ units) apartments are categorized as Complex Medium (29 dwelling units (DU/acre) or Complex Large (45 DU/acre) and permit the highest residential density as well as provide the opportunity for mixed-use commercial on the ground floor. Large apartments allow for a variety of building footprints, including blocks, L-shape wings, and U-shapes around central courtyards, to name a few. Parking can be provided on-grade (least costly), tuck under, or below-grade (most costly).

Apartments will be the primary housing type for the 10th Street Area Plan and are permitted by the current zoning. Partnering with an anchor tenant can create a transformative project that leads the redevelopment and has lasting impacts on the area.



Apartment - Large Lot, Complex Medium, and Complex Large | Dwelling Mixed-Use, Multi-Family

Zoning Recommendations

The current zoning around the 10th Street Area is **Commercial High Intensity (C-H)**, a classification that supports a range of retail, service, and employment uses at a high level of intensity and vehicular access.

While this zoning supports the current commercial and auto-oriented businesses located on 10th Street, it is considerably restrictive to a mixed-use and multimodal plan as envisioned thus far.

Under C-H, all applicable residential uses other than mixed-use dwellings require special review. Rezoning to a **Mixed Use District (MU-H)** would still permit many of the existing commercial uses while also allowing for residential uses, including multi-family and row house dwellings. MU-H also has different development standards that better support an urban environment.

Just off of 10th Street, the zoning abruptly changes to residential. While not technically

located within the 10th Street Area, these neighborhoods are closely tied to the plan as key user demographics, and zoning impacts the ability to integrate with and remain distinct from the 10th Street Area.

Currently, the neighborhood to the north is zoned as **Residential Low (R-L), Medium (R-M), and High Density (R-H)** and hosts primarily single-family dwellings with small multi-family. The neighborhood to the south is entirely R-L, which permits only single-family dwellings.

Upzoning to at least R-M a portion of these neighborhoods that are immediately adjacent to the commercially zoned area along 10th Street could help with achieving the objectives identified within the Greeley Comprehensive Plan, including “complete neighborhoods” (GC-6.1) and a more diverse housing stock (HO-1). R-M is intended to “transition to complimentary

and supporting non-residential uses” (Greeley Development Code, Table 24-4-1) and would allow for more “missing middle” housing like two-family and row house dwellings while maintaining the existing residential character of the neighborhood.

Another zoning district more applicable to the surrounding neighborhoods is **Residential Micro-Housing (R-MH)**, which are project-specific zoning applications intended for small-format housing (manufactured/mobile homes, tiny homes) in a planned community with shared amenities. There is currently a small mobile-home park just north of 10th Street that is grandfathered in under the previous Code as Residential-Mobile Home. Any new proposal for an affordable or market-rate tiny home village would need to meet current Code requirements for rezoning. Individual tiny homes are permitted as ADUs under R-M/H, C-L/H, and MU-L/H.



This Plan represents a true intersection of what is practically viable, fundable, and implementable, with genuine community benefits. These goals are within reach through public-private partnerships.

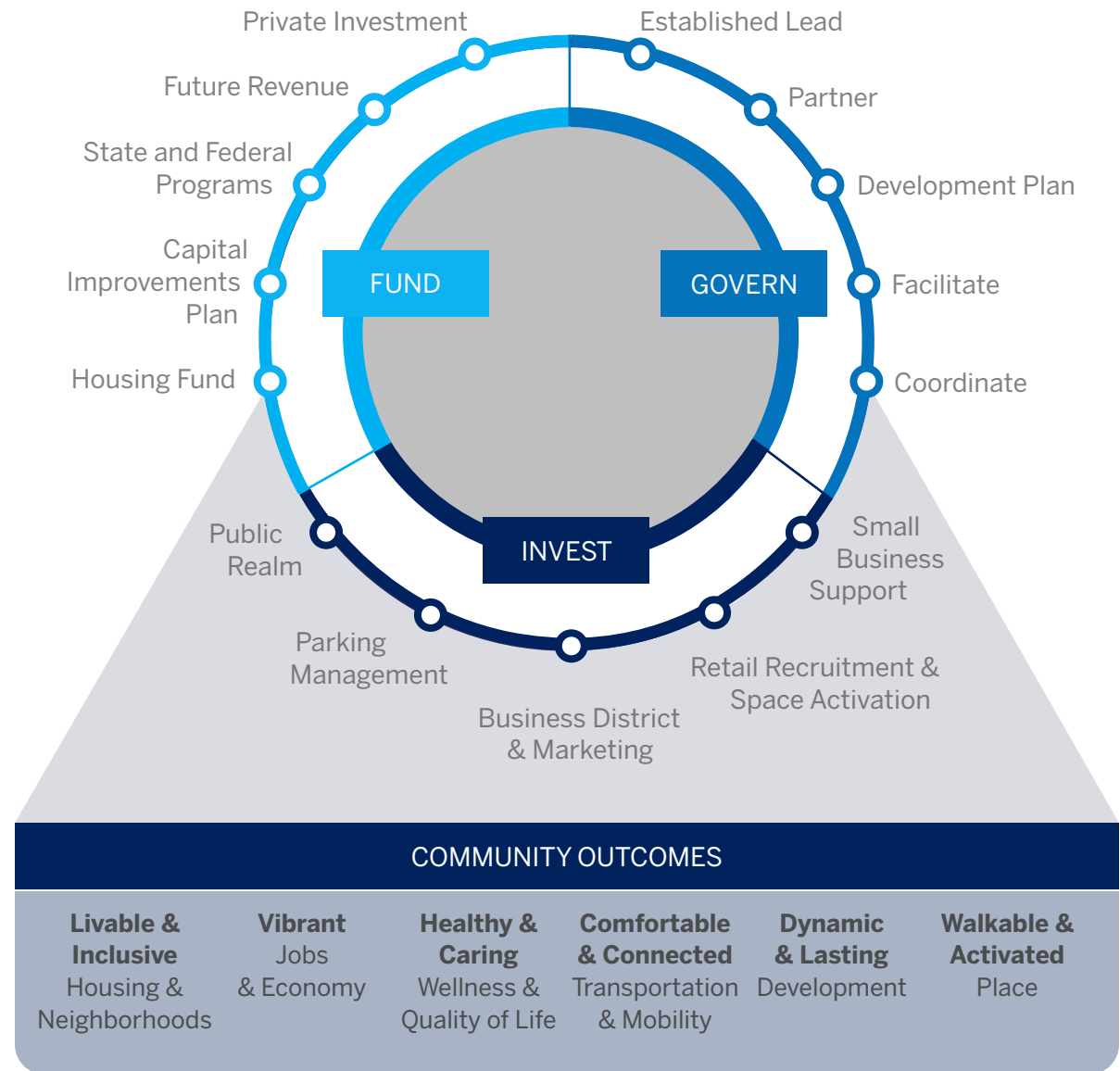
Development decisions such as height, unit mix, density, parking, and circulation have been envisioned in a way that would make them privately financeable. This, in turn, opens the door for public participation and contribution to ensure that policy goals such as housing attainability, transit access, small business development, and meaningful public space are integrated into the development, creating a vibrant and inclusive district near the heart of Greeley. Given the complexity of such an undertaking, implementation will require a healthy balance of funding, governance, and investments from a number of public, private, non-profit, and institutional entities.

An effective implementation strategy can help overcome barriers to development, resulting in a project that is viable, attracts private investment, and provides public benefits that are consistent with community goals. Such an undertaking will require more than the mere implementation of piecemeal projects—it will require a framework that incorporates three key actions: 1) Fund, 2) Govern, and 3) Invest. This implementation framework is intended to support investments in the public realm, real estate, small business,

and people in order to generate net positive community outcomes. It is critical that continual and consistent evaluation of community outcomes is undertaken and that systems are in place to ensure accountability and community feedback.

Setting up a framework of financial support, effective governance, and an investment in the future of Greeley is essential to the success of the 10th Street Area. These three elements are interdependent and not necessarily linear in their application. For example, in most cases, specific interventions such as the implementation of programs, policies, and projects cannot occur without funding or creating new organizational structures or partnerships. In other cases, funding sources may already be available (such as Low-Income Housing Tax Credits), but a specific project is needed to secure funding, such as a mixed-use development with affordable housing units.

Given the scale of the project, which includes many different commercial property owners, a number of incremental implementation steps will be necessary. Because this will require many years—likely a decade—of dedicated effort on the parts of both the public and private sectors, the strategic goals and objectives laid out in this report should be seen as adaptable to changing circumstances and periodically reevaluated.

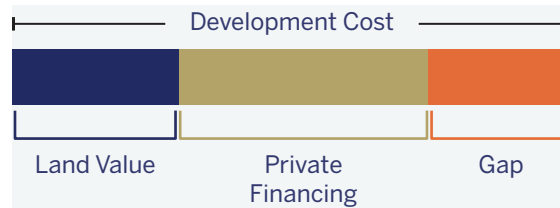


Fund

This development concept and vision is able to be developed primarily through private investment. It may be tailored to accommodate a variety of incentives and policies that accomplish affordable rental and ownership goals.

Such a combination of economic and policy goals requires true partnerships between the public and private sectors, as well as a variety of funding sources and strategies. Real estate market and economic feasibility analyses conducted to inform the concept plan yielded the incredibly positive conclusion that the area could receive significant amounts of private investment to improve the quality and functionality of the built environment. However, inclusion of affordable and attainable housing, accommodating existing businesses in higher-quality spaces, and ensuring a high-quality public realm that can be enjoyed by the entire community will also require gap financing and policy interventions.

There are a number of funding tools available that could help facilitate the redevelopment of the 10th Street Area into a vibrant, authentic, and inclusive district that would be among Greeley's greatest assets and points of pride. Such funding sources need to be planned for at the earliest stages of development implementation for the 10th Street Area.



Attract Private Investment

At the top of any list of contributors to development is private finance, which typically provides the majority of total dollars in even the most complex public/private partnerships. In many instances, a development initiated by the public sector seeks to provide public benefits that cannot be provided through private finance alone, so the public sector provides “gap” financing to fill any void that exists in a privately financed deal in order to maximize community benefit.

Generally, public dollars are limited, so the more economically viable a project is—that is, the less gap funding required—the further public dollars can be stretched to add to public benefit. The conceptual plan provided in this document has made every effort to provide development at a height and density that will optimize opportunities for public-private partnerships that maximize public dollars. As the development plan gets refined, close attention will need to be paid to how public-private financial gaps are impacted.



Estimate Future Revenue

The City has tools available to capture the future fiscal revenues driven by redevelopment, which can be used to serve the construction of infrastructure and other items that are necessary to facilitate real estate development. In certain instances, future taxes generated by real estate investments can be used to finance current costs of facilitating those improvements. This mechanism is referred to as Tax Increment Financing (TIF). The 10th Street Area is currently part of the existing 10th Street TIF District.

With TIF, the capture of taxes resulting from increased assessed value (the increment) is used to pay debt service on bonds issued to fund selected costs of development. Similarly, Public Infrastructure Financing (PIF) can be levied to provide additional sales tax revenue, which can be borrowed against to fund infrastructure. A logical early step for the City would be to complete a fiscal impact study to estimate future revenue streams that could be created by development in order to understand the scale of additional funding that could be contributed to actualize a development vision.



Leverage State and Federal Programs

While state and federal programs to facilitate urban redevelopment are in short supply, there are programs that, if focused on a small number of development areas within a city, can have an outsized impact. In most cases, tax credits represent the best available up-front funding resource to bridge the real estate development feasibility gap, particularly for affordable housing through the Low Income Housing Tax Credits (LIHTC) program.

In addition, New Markets Tax Credits (NMTC) is a federal program designed to create incentive and investment programs to support businesses in low-income communities. If leveraged properly, NMTC could contribute to a capital stack that helps underwrite ground floor retail spaces that are affordable to local businesses. Funds from the HOME Investment Partnerships Program (HOME) may also be used for affordable housing, although this program is extremely limited. Brownfield tax credits and grants may be sought to defray costs where land has been contaminated by previous uses.



Establish a Capital Improvements Plan

Every city allocates revenue to the development and maintenance of key infrastructure, including roads, utilities, and parks. The City should create a plan for the 10th Street Area that contemplates the development concept provided in this plan, identifying realistic contributions that it could make to city systems and infrastructure that would positively impact this site. In some instances, improvements may already be planned as replacements of dated infrastructure, or improvements—for example, to the stormwater system. Other agencies should be included to broaden the coordination of investment.

Capital improvements could facilitate the creation of new internal roads and circulation, greenway connections, infrastructure upgrades, and park development, programming and/or maintenance. Such contributions could be made as part of a public/private partnership in exchange for public benefits.



Initiate a Housing Fund

Given the intense need for affordable/attainable housing, and the shortage of state and federal tools to address the problem at scale, many cities and regions are creating new tools aimed at addressing affordable housing. One of the most common is a housing fund, which provides grants and/or low interest loans in exchange for the provision of permanent affordable housing.

While such programs have existed in the past, they have only recently attracted interest from residents, philanthropy, and business as an important tool to capitalize. Efforts are underway to seed a new housing fund in the City and partners will have to be identified to provide meaningful dollars (likely tens of millions) to have a large-scale impact. With its transit and job accessibility, the 10th Street Area would make a great pilot project for use of housing fund dollars as part of a capital stack to improve affordability.

Govern

The implementation of the strategic framework presented in this report will rely on strong leadership, strategic partnerships, and dedicated capacity to ensure that incremental investments are best positioned for long-term growth. In addition, policy and regulatory tools need to be put in place, existing businesses need coordination for new facilities or relocation, landowners need communication for timing and phasing, and more detailed development planning is required to ensure success.



Establish the Lead

It is critical that there is not only a steward of this plan, but that all interested parties are aligned. Without a central voice or entity that speaks for the collective interests of the community, there is a risk that individual efforts will have less of an impact or even conflicting outcomes. This leadership could take on a few different forms, two of which are listed here:

- **City of Greeley:** The Department of Housing and Homeless Solutions would coordinate development partnerships. This department includes dedicated, full-time staff with the ability to coordinate and communicate among developers, property owners, businesses, and residents, and works closely with other related City departments.
- **Community Development Corporation (CDC):** A dedicated CDC, a 501(c)3 organization, can often balance housing, economic development, and human service needs in a community, and also act as a conduit for public, private, and philanthropic funds. The CDC could pursue housing subsidy sources for new construction, rehabilitation, and homeowner assistance. The challenge is that CDCs take time to develop capacity.



Partner

Given the nature and ambition of the Area Plan presented in this document, numerous partnerships will be required to achieve community goals, including the community itself in the form of neighbors and resident groups. Within the City, it will also require strong interdepartmental alignment among several related departments. Potential partners include:

- **Housing Authority:** A key partner with whom strategic alignment is critical
- **Local Affordable Housing Developers:** Including for-profit, non-profit, and faith-based entities, such as Habitat for Humanity, High Plains HDC, and other valued contributors
- **Philanthropy/Institutions:** Identification of funding partners with whom affordable housing and small business development are aligned interests
- **State and Federal Agencies:** Through whom to seek grants and tax credits, in exchange for program compliance
- **Private Developers:** Developers with access to private capital to align these partners and optimize the mix of affordable and market rate development



Create a Master Redevelopment Plan

The Concept Plan alternatives in this document provide an economically realistic and community-supported vision for mixed-use and mixed-income redevelopment of the 10th Street Area. A more detailed effort is needed that aligns sources and uses; revises the development concept in ways that maintain the vision, guiding principles, and economic viability; and explores funding, design, partners, and regulatory policy in greater detail.

Such an effort, one that reconciles detailed economics with design, can be referred to as a Master Redevelopment Plan or, in its most detailed form, pre-development.

This type of effort would involve sufficient detail to increase the likelihood that the community-supported vision is realized, as opposed to a set of piecemeal development transactions that do not meet Greeley's goals.



Facilitate

In order to ensure quality development that achieves policy goals established by the community, the following facilitation and regulatory tools can be considered:

- **Overlay District:** A zoning category could be created to ensure development that is done with quality building materials, appropriately scaled, and linked by an excellent connectivity network of streets, sidewalks, and bike facilities. Such a zoning designation could also offer benefits, such as a relaxation of height requirements in exchange for a minimum assembly acreage.
- **Design Standards Framework:** While a formal part of a housing infill strategy, design regulations could be included as part of a zoning overlay to ensure that architecture reflects community values.
- **Set-Asides:** To ensure a truly mixed-income community, a developer of market-rate housing could be required to "set aside" between 10 and 20 percent of all housing units as permanently affordable. The amount and level of affordability could be further increased in a development agreement based on the City's contribution to infrastructure improvements.



Coordinate

Undertaking urban redevelopment over a period of years will span different phases and numerous property owners, business operators, political administrations, intergovernmental alignments, and public-private partnerships, as well as engaged residents. Full-time capacity will be required to stay in close communication with all of these entities.

Great energy will be required in the early phases of the project to share the intent and benefits of the plan with current businesses and land owners while simultaneously aligning the funding, expertise, and support that is necessary for such an undertaking. This requires multiple skill sets and almost certainly more than one dedicated and experienced full-time person employed with the City, or as part of a community development corporation.

Invest

Through a phased approach, this concept enables redevelopment opportunities without displacing a single business or resident. Improving the economic conditions for the 10th Street commercial corridor requires a blend of place-based investments, catalytic real estate development, and community-wide policies and programs to ensure that future growth is equitable and sustainable for current and future businesses and residents.

After decades of slow decline in the condition of older suburban strip malls in the area, changing the trajectory of 10th Street will require incremental and long-term interventions and involvement. At the same time, interest and investment in core urban neighborhoods that are close to jobs and transit have surged nationally in recent years, which offers renewed opportunity for the Area.

The common threads in urban redevelopment are investments in the public realm, real estate, small business, and people, including community-based services related to education, health, safety and quality of life. These investments will require alignment in funding and governance, as described previously. Using these approaches, there is a series of actions or projects over the short, medium, and long terms that are needed to implement the Area Plan.



Support the Public Realm

Whether it is streetscape, parks and plazas, greenways, or streets and utilities, the City must create a realistic plan for what it can contribute to the development and maintenance of newly created public spaces and infrastructure. Money could be budgeted as part of a capital improvements plan, or the City may pursue a public finance strategy that leverages anticipated increases in future revenue and/or anticipated increases in economic activity.

Sources and uses should consider what costs and financial gaps exist on the private side of the development, and how other requirements (such as heightened architectural quality or affordable housing set-asides) impact project viability. Because funding is finite and development is certain to be phased, a plan for phasing and prioritizing investments that is closely tied to the development concept and plan is essential.



Focus on Parking Management

Though key strategies include enhancing the pedestrian environment and investing in areas around transit, the development of new retail space and success of local businesses will be dependent on drawing from a broader customer base with the vast majority of customers arriving by automobile. Parking needs to be available, visible, and accessible, but appropriately placed to not create conflict with pedestrian activity.

A successful parking management plan would identify areas for shared parking and a limited number of high-turnover, on-street spaces for fast consumer activity. A successful phased approach would likely involve the creation of shared surface lots that are near businesses but not in full view, which would be converted into structured parking with liner buildings in the future. While market rate and workforce housing development can often fund the majority of needed parking through private finance, the portion of a garage that is intended to serve business will almost certainly require public finance for construction and ongoing management.



Implement a Business District and Marketing

Vibrant retail districts and corridors are most successful when they serve local residents while also drawing a customer base from outside of the community. A marketing and branding strategy that promotes locally-owned businesses and authentic culinary offerings could increase revenues for existing businesses and provide greater revenue for improvements.

A seamless integration of branding and wayfinding further helps businesses in welcoming new visitors by making it easy to find parking, park once, and find/identify the experiences they seek. The creation of a business district would help businesses communicate with a single voice, work toward a shared vision, and make collective contributions to the marketability of the public realm/common area.



Prioritize Retail Recruitment and Space Activation

Successful retail districts must maintain a healthy balance of organic small business growth and targeted recruitment of national retailers to diversify service offerings. Smaller-scale local businesses will need financing, resources, and technical assistance, while larger-scale retail development with anchors and in-line tenants can bring more customers and provide economic activity that can be captured and used to fund improvements to an area or district. Some anchors, such as a food hall or grocery store, can serve local residents and small businesses while also bringing in customers from a broader market area.

Programming and space activation can have a profound impact on the perceptions of a community and create a sense of vibrancy. Some of these interventions can include public markets, performance, public art, and other community gatherings that can occur in public spaces, serving as authentic expressions of culture while also benefiting businesses by increasing visibility and pedestrian traffic.



Provide Small Business Support

Development and placemaking alone are not sufficient to support local businesses. There is also a need to better harness local talent and ensure that existing local businesses and aspiring entrepreneurs have the resources to flourish. Programs that are necessary for upward economic mobility include workforce development, capacity building, and neighborhood-wide community development efforts:

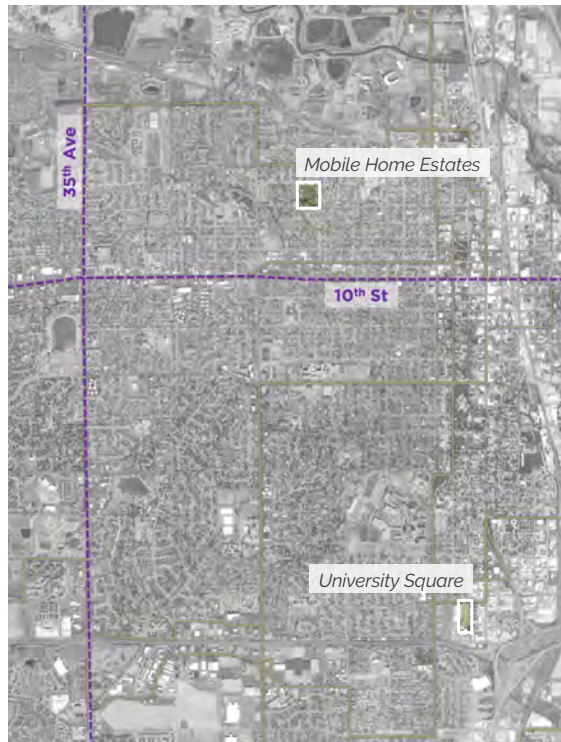
- **A business incubator/small business assistance center** supports a local entrepreneurial ecosystem and has a significant impact on the community's long-term economic growth.
- **A small business development liaison** can help link businesses to citywide resources or continue implementation of a broader district strategy.
- **Workforce development resources** ensure that area residents have the education and training necessary to fill emerging employment opportunities.
- **Resources for facade and signage upgrades** help businesses further integrate into a cohesive district brand to increase overall business activity in the district.

Infill Site Housing Types

The Steering Committee, Client Team, and Consultant Team focused in on the east side of the city, particularly the northeast quadrant.

This area of the city has a handful of undeveloped lots that are more appropriate for the development of smaller, context-appropriate, infill housing types (e.g. row houses, multi-unit houses, etc.) than for a catalytic area plan.

Two of the sites that were reviewed during the site selection process are highlighted here.



University Square

3.0 acres

Zoned Commercial High Intensity (C-H)

Recommended Housing Types

- Apartment - Small Lot and Medium Lot or Multi-Family Dwellings

Additional Recommended Uses

- Live-work units
- Townhomes (for ownership)
- Mixed-use (multiple sizes)



Mobile Home Estates

2.9 acres

Zoned Residential High Density (R-H)

Recommended Housing Types

- Detached House Small Format
- Detached House or Single-Family Dwelling
- Multi-Unit House or Multiplex
- Apartment - Small Lot & Medium Lot or Multi-Family Dwellings

Additional Recommended Uses

- Townhomes (for ownership)



Design Standards Examples

Downtown Urban Design Standards and Guidelines (Denver, CO 2021)

The urban design standards and guidelines for Downtown Denver were developed to bring forward the vision established previously by a number of neighborhood plans and to set expectations for the design quality of new development.

Topic areas include: Site Organization, Building Mass and Scale, Facade Design and Site Details, Private Streetscape Design, Neighborhood Specific Design, and Building Signs.

Each topic area follows a similar format that includes:

- **Intent Statements** that define the objectives for each topic
- **Design Standards**, which are criteria to meet the intent statements that use the term “shall” to indicate that compliance is expected
- **Design Guidelines**, which are additional suggestions on ways to meet the intent statements

Photographs and illustrations visually depict the topic, but are not intended to depict the only option(s). Early chapters focus on standards and guidelines that are applicable to the Downtown District as a whole, while additional chapters address specific neighborhoods.

How to Use This Document

Sample DSG Format

To increase clarity and ease-of-use, the individual design standards and guidelines pages in Chapters 1-6 use a typical format. Below is a sample page to indicate elements of the typical format.

Overview
Policy & Regulatory Foundation
How to Use This Document
Design Review Process
Submittal Requirements

Facade Articulation Windows & Transparency

Articulation and transparency of all faces of a building are important, but those facing streets, Public, and Open Space are most critical. Transparency in the building facade adds visual interest, contributes to a sense of liveliness on the street, and improves safety through natural surveillance. At a building's Lower Street, a series of clear and unobstructed views both into and out of buildings enriches the urban experience for pedestrians and building occupants alike.

Intent Statements

3.E To provide a minimum level of transparency on all facades

3.F To ensure that building activities are visible from the Public Realm and vice versa

3.G To ensure that building facades do not cause glare or negative impacts to the Public Realm

3.H To encourage well-detailed fenestration and curtain wall designs

DENVER ZONING CODE TRANSPARENCY REQUIREMENTS

The Denver Zoning Code requires a minimum percentage of Street Level transparency (the total area of all windows or permitted alternatives along the Street Level facade) to provide visual interest, and activate the street and sidewalk. The design standards and guidelines in this section are intended to build on Denver Zoning Code Street Level transparency requirements.

Design Standards

3.20 Street Level transparent facade areas shall be located to provide visibility into the Street Level Active Uses required by the Denver Zoning Code.

3.21 Street Level windows shall use transparent glass with a maximum visible light reflectance of approximately 0.15 to allow pedestrians to view the activity within the building.

a. Clear glass for wall openings, i.e., doors and windows, shall be used along all Street Level facades for maximum transparency, especially in conjunction with retail uses

b. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along Street Level facades

c. Required transparency at the Primary Street Facing Facades shall not be blocked by signage, landscaping, or displays

d. Highly Reflective or mirrored glazing shall not be allowed

Additional Information

Clear glass for wall openings, i.e., doors and windows, shall be used along all Street Level facades for maximum transparency, especially in conjunction with retail uses

Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along Street Level facades

Required transparency at the Primary Street Facing Facades shall not be blocked by signage, landscaping, or displays

Highly Reflective or mirrored glazing shall not be allowed

Photographs and Diagrams

40. Transparency alternatives vary for a Street Level Facade

41. Transparency alternatives vary for a Street Level Facade

42. Transparency alternatives vary for a Street Level Facade

A Topic or Subtopic is also identified in the heading.

B Location of topic or subtopic within the chapter.

C Narrative of the design goals for each topic or subtopic.

D Intent Statements establish the objectives to be achieved for each topic or subtopic and may also be used to determine the appropriateness of alternative or innovative approaches that do not meet specific design standards.

E Design Standards set prescriptive criteria for achieving the intent statements. They are numbered by chapter for reference and use the term “shall” to indicate that compliance is expected.

F Design Guidelines provide additional suggestions to achieve the intent statements. They are numbered by chapter for reference and use the term “should” or “consider.”

F Additional Information is provided as a bulleted list beneath some standards and guidelines to describe more detailed concepts or appropriate approaches and strategies, but is not intended to be an exhaustive list or set of requirements.

G Sidebars provide background information on the design topic or relationship to the Denver Zoning Code.

H Photographs and Diagrams visually describe the standards and guidelines.

I Underlined Text indicates cross references to related document topics and website hyperlinks (in PDF version). Capitalized Text indicates defined terms in the glossary..

DOWNTOWN URBAN DESIGN STANDARDS AND GUIDELINES

Introduction 11

Sample page: typical structure for a design standards and guidelines page

Facade Articulation

Thoughtful articulation that is coordinated with overall massing helps divide a large building into smaller modules that promote an engaging Human Scale pedestrian environment. Facades that incorporate changes in plane, materials, and rhythm add interest and texture, as opposed to long, repetitive or blank facades. Coordinating architectural details and articulation with interior uses further reinforces the clarity of the urban environment.

Intent Statements

- 3.A** To further refine building form, massing and proportions through facade articulation
- 3.B** To promote well-detailed Facade designs with texture and depth that provide a sense of Human Scale
- 3.C** To ensure a cohesive Facade design
- 3.D** To minimize blank or unarticulated Facades

Design Standards

- 3.01** All Primary Street-Facing Facades, Visible Facades, and Tower Facades shall incorporate articulation techniques that reinforce building massing techniques.
Appropriate articulation techniques include:
 - a. Vertical and horizontal projections/banding
 - b. Vertical and horizontal recesses
 - c. Window composition/design
 - d. Balconies or terraces
 - e. Continuing articulation techniques used on the Lower Story Facade onto the Upper Story Facade/Tower Facade that express a sense of depth
- 3.02** Articulation techniques used on a Lower Story Facade shall continue around the corner of an Alley or Private Access Drive for approximately 50 feet.

Facade Articulation
Windows & Transparency
Exterior Building Materials
Balconies
Design Details for Infill Development
Adaptive Reuse and Building Additions

Street Level Facade Design & Uses
Building Entries
Setback & Open Space Design
Awnings & Canopies
Structured Parking Facades
Building Rooftops
Fences, Walls, & Screens



56. Vertical projections, pilasters, columns, and other elements can create a rhythm on the facade.



57. Horizontal projections, material banding, color changes and other elements can create a rhythm on the facade.

Golden Triangle Pedestrian Lighting

The Golden Triangle uses consistent pedestrian lighting elements to establish a unifying streetscape appearance. While the original fixtures are no longer manufactured, the following standards and guidelines describe how contemporary approaches can maintain a similar design theme and visual characteristics.

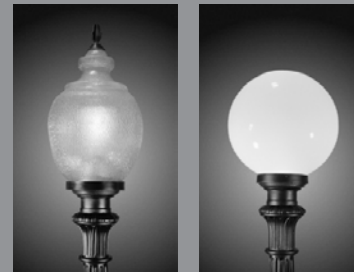
Intent Statements

- 5.AH** To establish uniform pedestrian lighting character
- 5.AI** To highlight specific areas with distinct features.

GLOBE AND ACORN FIXTURES

In lieu of a direct specification, acorn-style and globe-style pedestrian lighting should meet these general criteria:

- White or clear globe/acorn shape luminaire (note, luminaire shall incorporate internal refractors for Dark Sky compliance)
- A decorative luminaire base with an integral holder/ballast housing
- All hardware should be stainless steel and tamper resistant.
- The ballast and socket assembly should be furnished with a quick disconnect plug and mounted on a removable ballast plate.
- UL listed and labeled as suitable for exterior use and wet locations.



Golden Triangle Introduction
Acoma Street
Broadway & Lincoln Street
12th Avenue
11th Avenue & Bannock Street
Pedestrian Lighting

Design Standards

- 5.84** Acorn-style fixtures shall be used in most locations throughout the Golden Triangle, except as otherwise noted below.
- 5.85** Globe-style fixtures shall be used in the following locations:
 - a. Speer Boulevard
 - b. Acoma Street north of 9th Avenue
 - c. 14th Avenue
 - d. Denver Parks
- 5.86** Pedestrian light fixtures shall be Dark Sky compliant and designed to minimize light pollution.

Design Guidelines

- 5.87** Pedestrian lighting should be installed at least fifty feet (50') apart. Note, sixty to one hundred fifteen feet (60'-115') separation is recommended.
- 5.88** Post height for pedestrian light fixtures should be consistent with existing posts within one block. In the absence of other reference lighting, post height should reflect the width of the Right of Way and be taller as the Right of Way increases.
- 5.89** Post color should be consistent with existing posts within one block. In the absence of other reference lighting, post color should be black.

Design Guidelines for Retail and Other Ground-Floor Uses in Mixed-Use Affordable Housing Developments (New York, NY 2021)

This project is a codified set of guidelines for developers and design professionals that captures best practices for ground floor retail in mixed-use affordable housing developments.

While this document outlines guidelines and not standards, they are still envisioned to inform the criteria for requests for proposals, the evaluation of development proposals, and the review of architectural plans.

The document outlines a set of nine “critical success factors” (e.g. a well-defined retail presence, separate from residential entry). These factors are addressed by six key components of ground-floor design (e.g. Facade and Signage).

Each section focuses on a ground-floor component and outlines the key objectives for the topic area, the elements that contribute to effective high-quality design, and related references to explore further.

Laying the Groundwork

Design Guidelines for Retail and Other Ground-Floor Uses in Mixed-Use Affordable Housing Developments

ELEMENTS

1.1 Glazing/Fenestration

Making the facade as transparent as possible allows for a two-way visual exchange between the exterior and interior. Occupants in the retail space see what is happening on the street and pedestrians outside see the activity and offerings in the retail spaces. This symbiotic relationship benefits both patrons and retailers.

>
p 80-81 Appendices
When privacy is needed for specific uses, refer to the PRIVACY STRATEGY DIAGRAM in the TENANT LEASE CHECKLIST.

- 1 Provide continuous ground-to-ceiling glazing, with integral doors. Where ground-to-ceiling glazing is not possible, meet a target of 70% transparency between 2 feet and 10 feet above the sidewalk.
- 2 Coordinate glazing zones with the building's structure, louvers, and other base elements.
- 3 Design glazing to meet NYC code regulations as well as any State and Federal rules that apply. For projects located within Federal Emergency Management Agency (FEMA) flood zones, alternative approaches should be considered to maximize transparency while following building regulations.



MINIMUM 70% CLEAR GLAZING BETWEEN 2 AND 10 FEET

CASE STUDY

CRITICAL SUCCESS FACTOR 1 MAXIMUM FACADE TRANSPARENCY



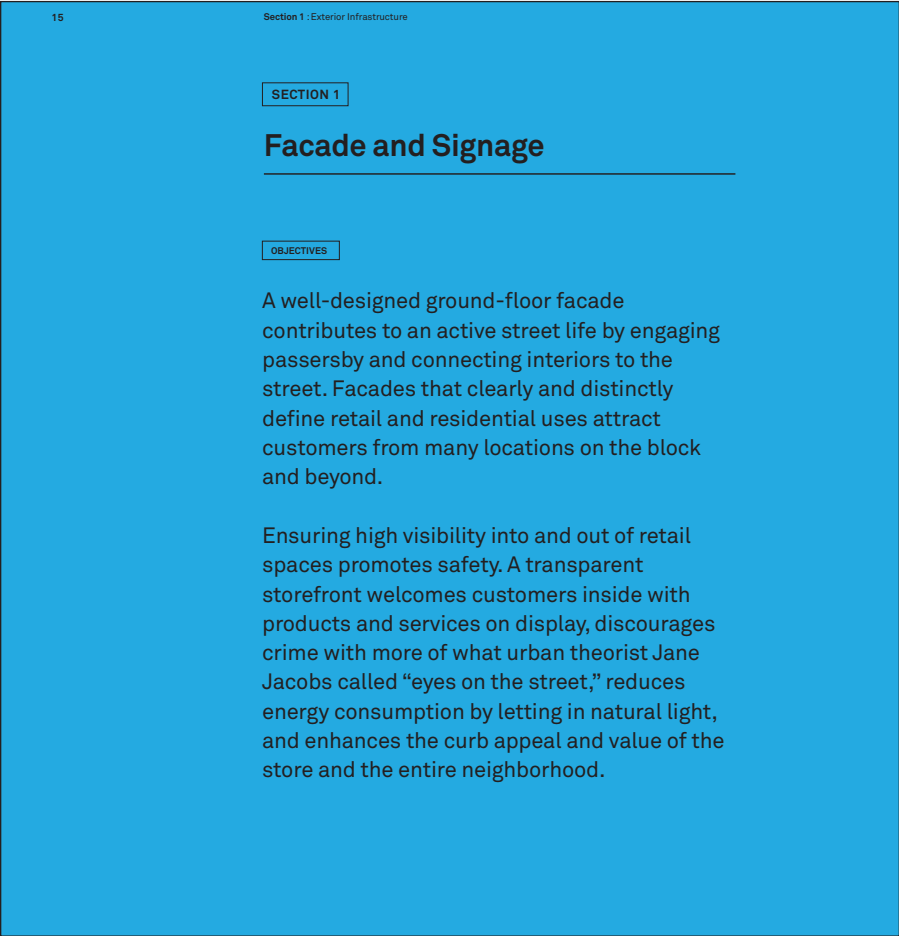
501 W. 51ST STREET
501 W. 51st Street provides 31 affordable units to long-term residents of New York's Clinton/Heil's Kitchen neighborhood. The project comprises two parts: a historic renovation and a new addition. The six-story building includes two small retail spaces, each occupied by a local business. The commercial spaces are glazed to the maximum extent allowed by the historic structure. To achieve transparency, the facade features two sets of windows above a 2-foot baseboard. The first set of windows is aligned with the top of the doorway. The second set of glazing is inserted between the door and cornice. Signage pasted onto the windows, while not ideal, is minimal and discreet. The result is two cheerful and modern retail spaces that blend old and new.

DEVELOPER
Clinton Housing Development Company (CHDC)
DESIGN ARCHITECT
Edelman, Sultan, Knox, Wood / Architects
LOCATION
New York, NY

Sample page: guidelines for glazing and fenestration with a case study example



Sample Page: Section Introduction visualizing key elements



Sample Page: Section Objectives

SUCCESS FACTORS																				
	FACADE AND SIGNAGE			EXTERIOR ACCESS AND STREETSCAPE			INTERIOR ARCHITECTURE		MECHANICAL	ELECTRICAL					PLUMBING AND FIRE PROTECTION					
SUCCESS FACTORS	FACTOR 1	FACTOR 2	FACTOR 3	FACTOR 4	FACTOR 5	FACTOR 6	FACTOR 7	FACTOR 8	FACTOR 9	FACTOR 9					FACTOR 9					
Elements	Clear glazing: 2' to 10' above sidewalk	Separate, well-defined retail entry	Blade signage in addition to signage band	Exterior building down-lighting	Slab at lowest access point for future on-grade entries	Peripheral amenities (bike racks, benches)	Ceiling height: floor to slab	Organized column grid for flexible layout	Ventilation System	Cooling	Heating	Normal Electrical Service	Tenant Disconnect Switch	Emergency Power	Fire Alarm	Domestic Water	Domestic Hot Water	Sanitary Waste and Ventilation	Grease Waste	Gas
Base Retail Space (un-programmed)	70%	✓	✓	✓	✓	✓	14'- 4"	✓	Minimum code fresh air, WC exhaust	✓	✓	✓	✓	Lighting only	✓	✓	Instantaneous	Tenant WC, equipment	✗	✗
Clothing & Accessories Store	70%	✓	✓	✓	✓	✓	14'- 4"	✓	Minimum code fresh air, WC exhaust	✓	✓	✓	✓	Lighting only	✓	✓	Instantaneous	Tenant WC, equipment	✗	✗

Sample page: matrix of design guidelines associated with critical success factors applied to different types of retail spaces

Glossary of Terms

Accessory Dwelling Unit (ADU)

A dwelling unit that is secondary and accessory to a principal dwelling unit and on the same lot. Accessory dwelling units may be in the same building as the principal dwelling unit (basement or attic apartments) or in a detached accessory structure (Greeley Development Code, Section 24-402.b).

Affordable Housing

According to the federal government, housing is affordable when rent or mortgage payments (principal, interest, taxes, and insurance) plus utilities are no more than 30 percent of the occupant's monthly income. For instance, an apartment unit for a retail sales worker earning an annual wage of \$32,000 needs to cost less than \$800/month for it to be considered affordable to them.

Area Median Income (AMI)

A metric calculated by the U.S. Department of Housing and Urban Development (HUD) to determine the income eligibility requirements of federal housing programs. Greeley's AMI is \$89,580 (adjusted for the city's average household size of 2.74 persons). This number differs from median household income, which is reported by the Census and related data sources. The current median household income in Greeley is \$65,000 (Esri 2022).

Attainable Housing

Attainable Housing is an umbrella term that reflects the many aspects of a home that make it suitable for a household. Attainable Housing is appropriate in:

- Size (bedroom count, square footage)
- Type (detached home, townhome, apartment)
- Quality (healthy, safe, in good repair)
- Affordability (within the price range for the household income)
- Tenure (rental, for-sale)
- Location (near jobs, school, services)

Generally, it is a more inclusive term to describe affordability at a range of different area median incomes.

Brownfield

A property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant (U.S. EPA).

Building Articulation

The detailing of the building facade to emphasize different architectural elements (like windows, balconies, entries, etc.) and help divide large buildings into smaller identifiable pieces. When employed on building levels closer to the ground floor, building articulation contributes to a more varied and human-scaled streetscape.

Building Step-Back

A design element that is typically applied to the upper story of a building where any portion of a building above a certain height is required to be pushed in toward the center of the property. This design element helps to reduce the overall mass of the building, emphasize the ground floor and lower story elements, and connects the building to smaller structures in the surrounding context.

Community Development Financial Institution (CDFI)

Lenders with a mission to provide fair, responsible financing to rural, urban, Native, and other communities that mainstream finance doesn't traditionally reach (Opportunity Finance Network).

Gentle Density

A gradual or slight increase in the number and variety of homes in existing single-family detached-home neighborhoods. Housing options like multiplexes and row houses can offer additional housing options without significantly changing the character of the neighborhood.

HOME Investment Partnerships Program (HOME)

A federal block grant to states and local governments to create affordable housing for low-income households. Funds can be used for a range of activities, including building, buying, or rehabilitating affordable housing for rent or

homeownership or providing direct rental assistance to low-income households (U.S. Dept. of Housing & Urban Development).

Liner Buildings

Residential or retail structures, generally narrow in depth, that are used to shield a more unsightly building or building use, such as a parking garage or building service area.

Low Income Housing Tax Credit (LIHTC)

The LIHTC program subsidizes the acquisition, construction, and rehabilitation of affordable rental housing for low- and moderate-income tenants. Since the mid-1990s, the LIHTC program has supported the construction or rehabilitation of about 110,000 affordable rental units each year—over 2 million units in all since its inception (Tax Policy Center Briefing Book).

Missing Middle

Missing middle refers to the range of housing types that fit between single-family detached homes and mid-to-high-rise apartment buildings. Examples include duplexes, triplexes, townhomes, and more. Used in this context, “middle” references the size and type of a home, relative to its location—in the middle—on a housing scale spectrum.

Live-Work Units

Properties that combine residential and non-residential uses in either commercial or residentially-zoned areas. Typically

the business owner is required to live in the property and vice versa (Sustainable Development Code).

New Markets Tax Credits (NMTC)

NMTCs incentivize investment in communities qualifying as low-income. The U.S. Department of the Treasury competitively allocates tax credit authority to community development entities that select investment projects. Investors get a tax credit against their federal income tax (Tax Policy Center Briefing Book).

Tax Increment Financing (TIF)

TIF calls for local taxing bodies to make a joint investment in the development or redevelopment of an area, with the intent that any short-term gains be reinvested and leveraged so that all taxing bodies will receive larger financial gains in the future. The funds for this investment come from future tax revenues that would not otherwise be expected to occur, unless generated by increased public and private investment in an identified underperforming area.

Transit Oriented Development (TOD)

Dense, walkable, and mixed-use spaces near transit that support vibrant, sustainable, and equitable communities. TOD projects include a mix of commercial, residential, office, and entertainment land uses (U.S. Department of Transportation).

Tuck Under Parking

Parking spaces on the ground floor of a structure, covered by the upper floor of the building, but otherwise open to the elements.

Upzoning

Changing the zoning to allow for higher-value (for example, from industrial to residential) or more dense uses, such as increasing building height restrictions (The World Bank).

Workforce Housing

Workforce housing is for the occupations needed in every community, including teachers, nurses, police officers, fire fighters, and many other critical workers. The families in need of workforce housing do not fall neatly into a single narrow income category. Employees in some industries (e.g. retail sales, food service, tourism) are likely to be in the lower income ranges. Seasoned workforce jobs with education or training requirements, such as teachers, police officers, nurses, etc., may fall into the middle income brackets but still find it difficult to afford homes in the community where they work.

Additional Glossary Sources:

1. www.charleston-sc.gov/DocumentCenter/View/25791/Housing-for-a-Fairer-Charleston-Report
2. <https://affordablehousingonline.com/glossaryHousehold>

At Home in Greeley 10th Street Area Plan Council Work Session

PREPARED FOR
The City of Greeley Planning Commission

September 26, 2023

[speakupgreeley.com/housing-needs
en-casa-en-greeley](https://speakupgreeley.com/housing-needs-en-casa-en-greeley)



DEVELOPMENT STRATEGIES



WORKSHOP8



COLORADO
Department of Local Affairs

This project is funded in part by a grant from the Colorado Department of Local Affairs

WHAT AND WHY

10TH STREET AREA PLAN



What is this Project?

Two Part Project: Grant from the Colorado Department of Local Affairs

- **Housing Needs Assessment** to understand demand for all housing types, citywide, in Greeley, with a focus on affordable housing
- **Area Plan** to show how infill housing could be designed to fit within the community, with an emphasis on affordable housing

Why this Site?

- Development without displacement
- Current building conditions and underutilized land
- An opportunity to provide increased community services and housing to an area of need
- Availability of city tools with which to partner with the private sector on a reinvestment strategy
- Extraordinary opportunity to place people close to transit, jobs, and services
- Sufficient land area to create a true, authentic, and walkable community

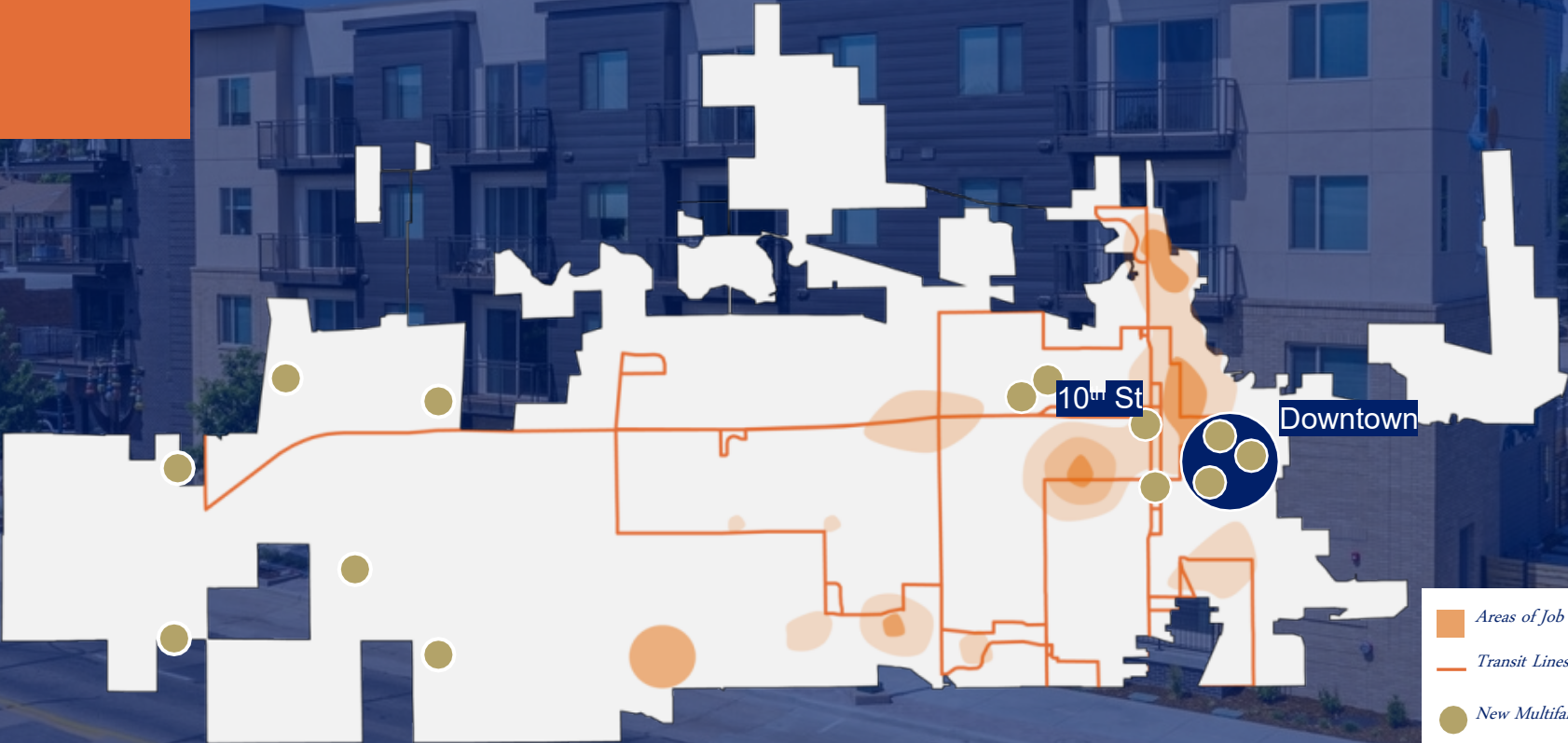
WHAT AND WHY

HOUSING NEEDS ASSESSMENT

Greeley Housing Needs Assessment:

20,000

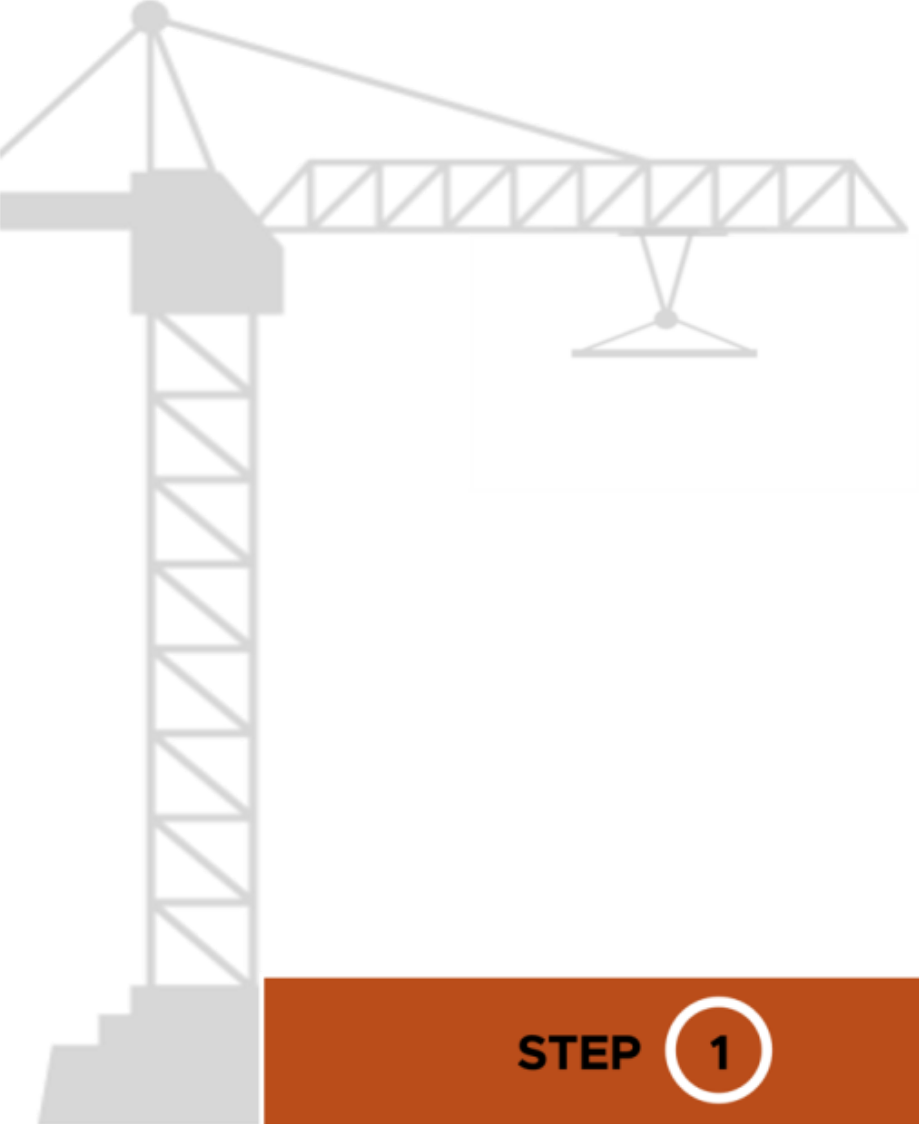
Housing units in the next 20 years



- Areas of Job Concentration
- Transit Lines
- New Multifamily Housing

PLAN PROCESS

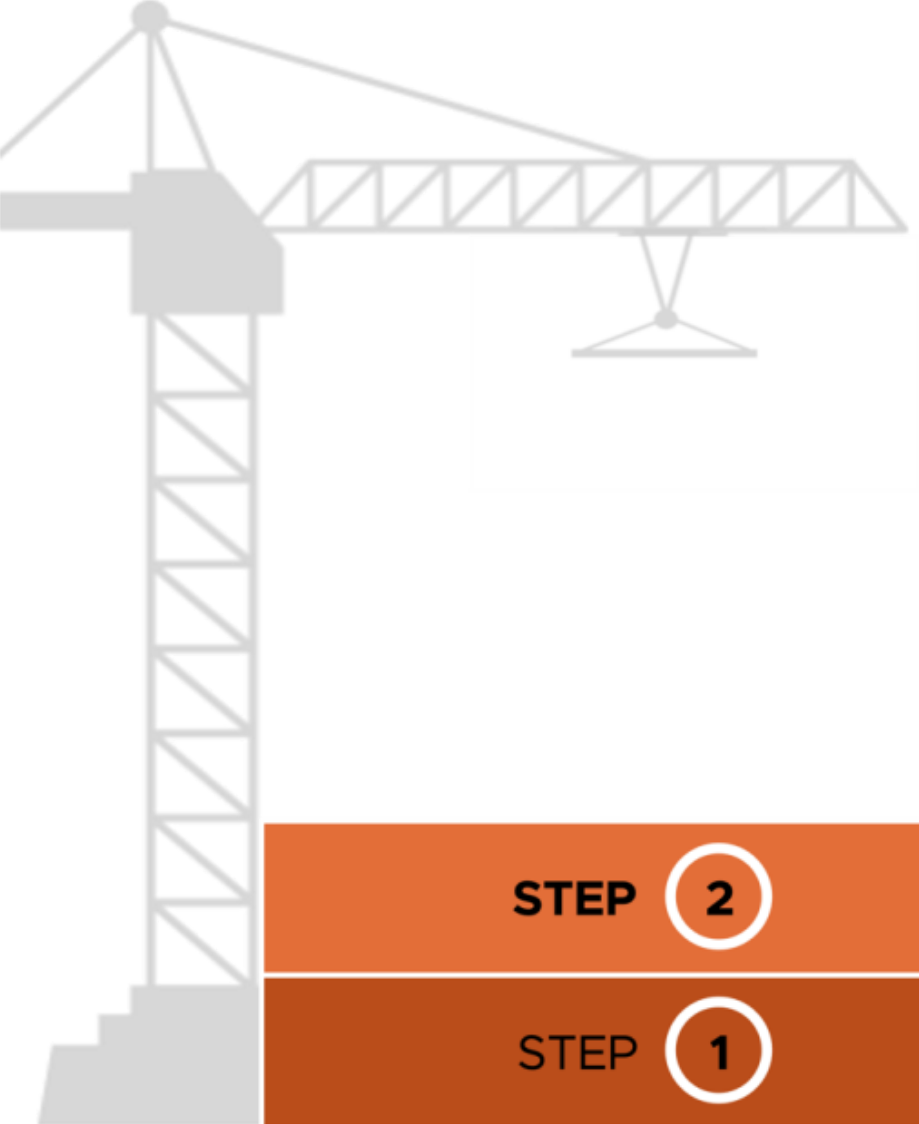
10TH STREET AREA PLAN



- What is a **market-based plan** that would revitalize the area with **private investment**?

PLAN PROCESS

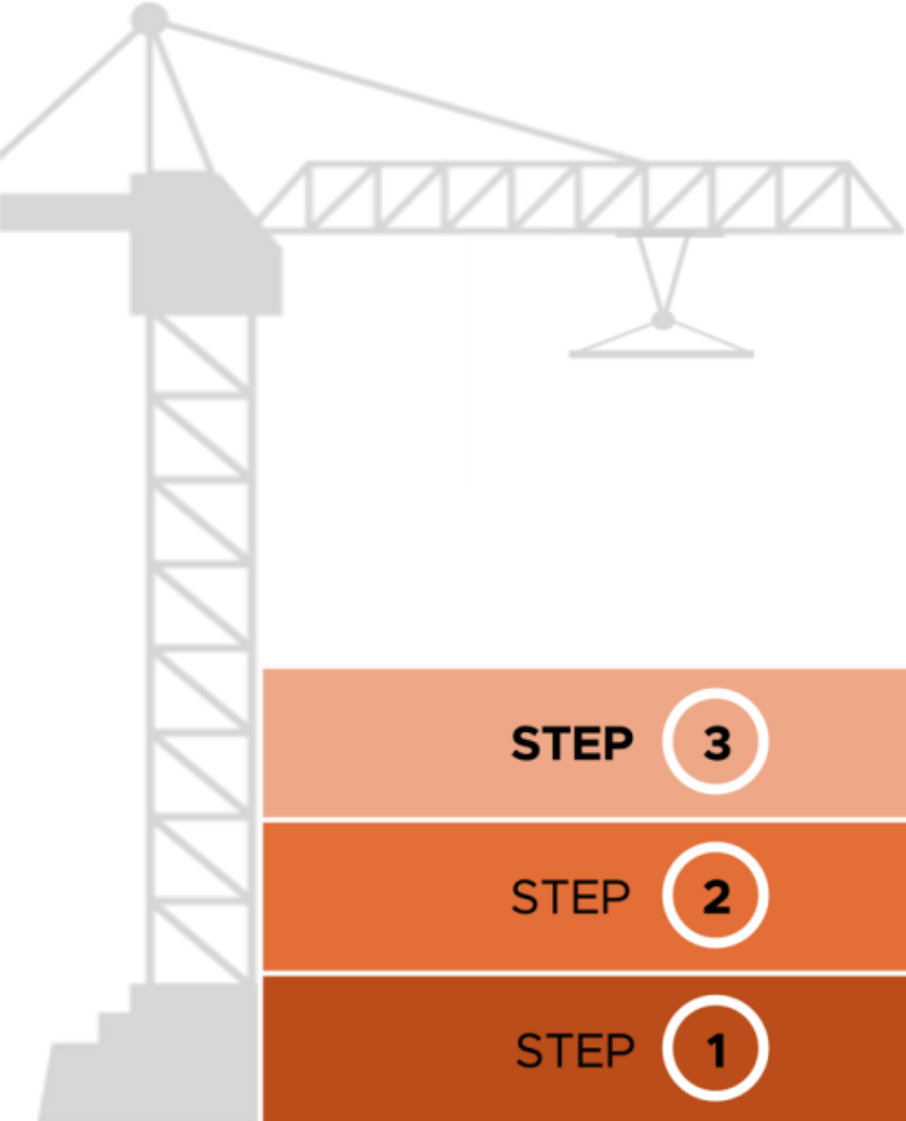
10TH STREET AREA PLAN



- What are the **community's goals**, and how can they be incorporated?
- What is a market-based plan that would revitalize the area with private investment?

PLAN PROCESS

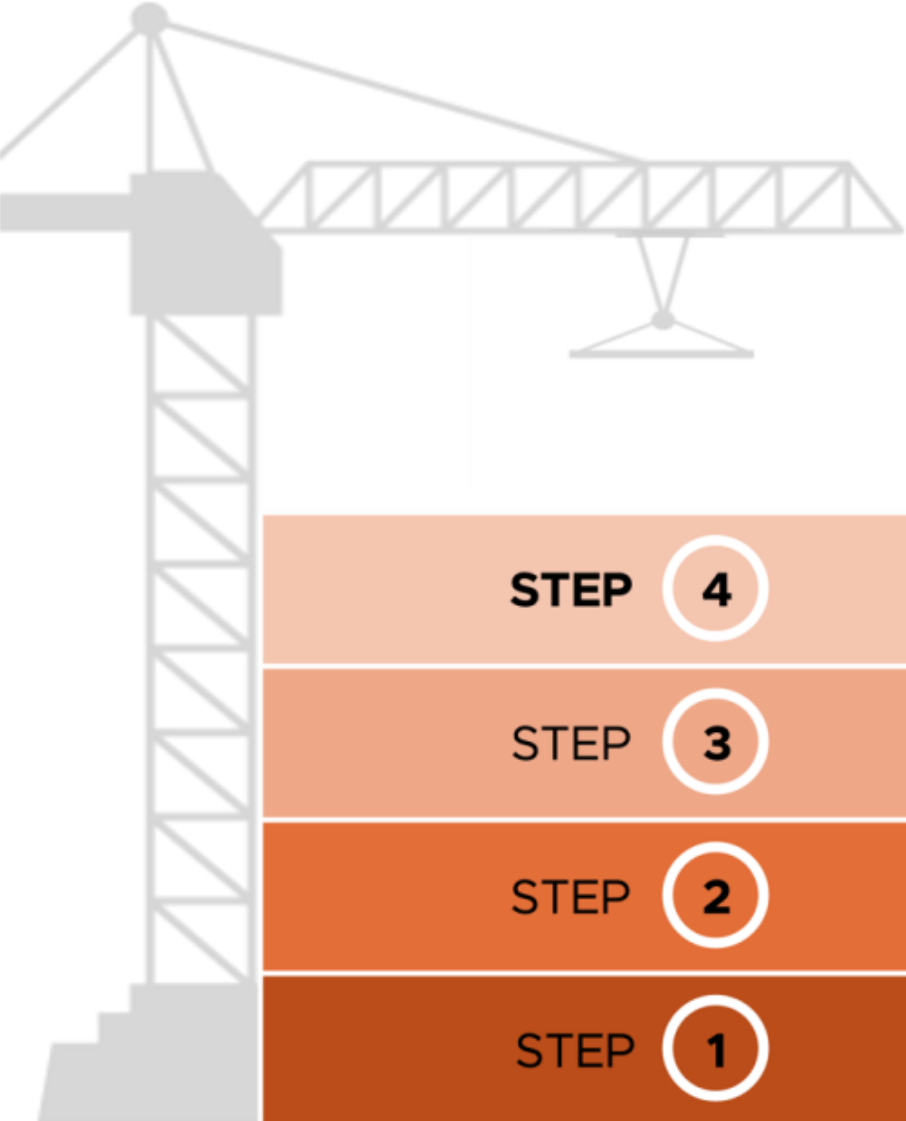
10TH STREET AREA PLAN



- How can **city policy** encourage more community goals?
- What are the community's goals, and how can they be incorporated?
- What is a market-based plan that would revitalize the area with private investment?

PLAN PROCESS

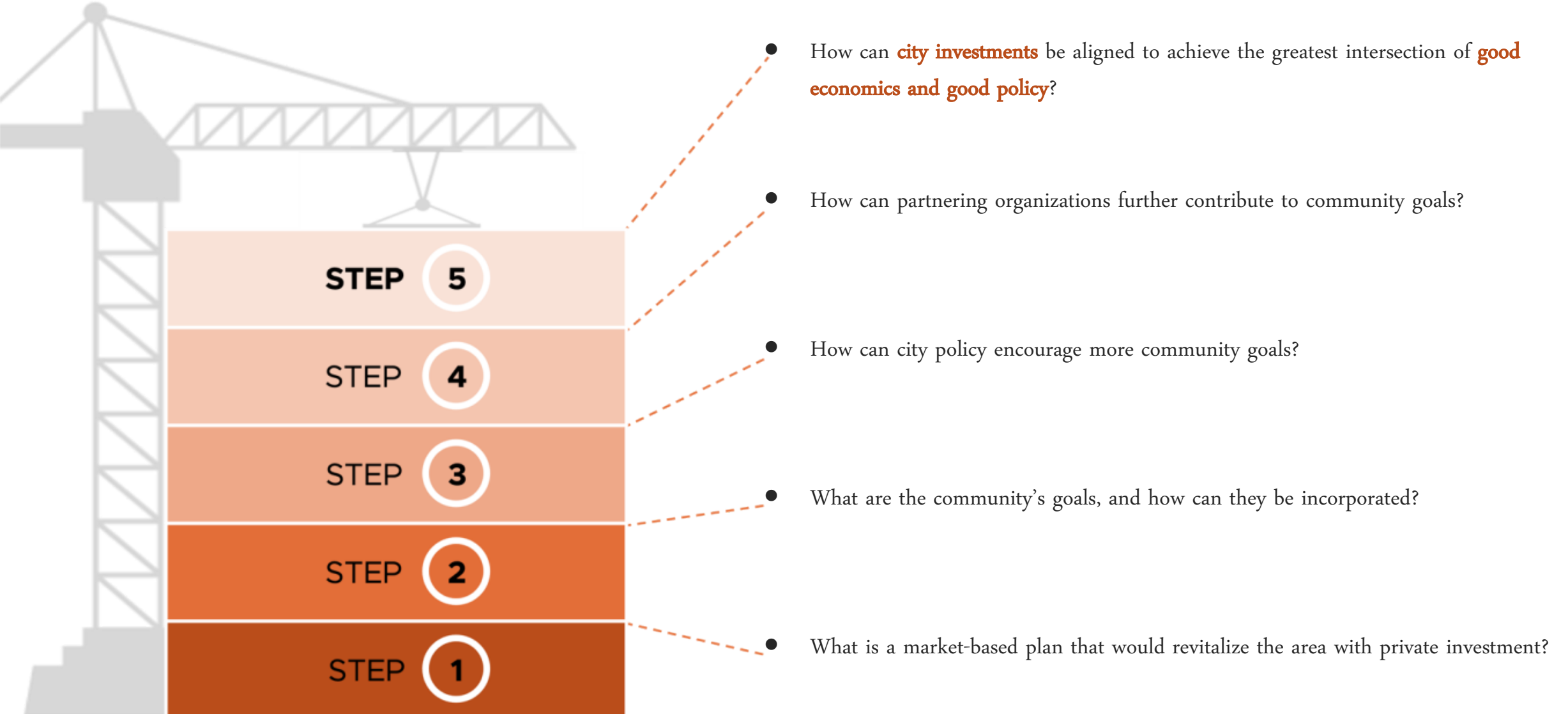
10TH STREET AREA PLAN



- How can **partnering organizations** further contribute to community goals?
- How can city policy encourage more community goals?
- What are the community's goals, and how can they be incorporated?
- What is a market-based plan that would revitalize the area with private investment?

PLAN PROCESS

10TH STREET AREA PLAN



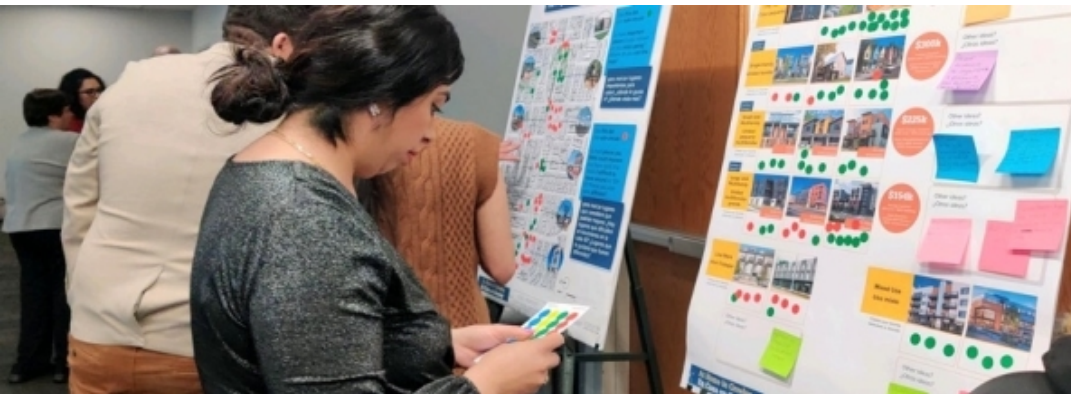
ENGAGEMENT

10TH STREET AREA PLAN



How Was the Community Engaged?

- 10 stakeholder meetings and 4 steering committee meetings
- 2 public workshops and 2 surveys
- 14 business visits and multilingual engagement throughout



What Did They Say?

- Expressions of what the area could be in the future, including: walkable, vibrant, safe, clean, open, inviting, and activated
- Summaries of how the place is perceived today, including: busy, outdated, auto-oriented, old, and confusing

The Essence Of The Plan

“Make the area better without pushing people out”.



PLAN PRINCIPLES



PLAN PRINCIPLES

POLICY SAFEGUARDS



LIVABLE &
Inclusive

vibrant

Healthy and
Caring

COMFORTABLE
& connected

Dynamic &
lasting

Walkable &
activated

Housing and Neighborhoods: Site selected because **no displacement** is required; partnerships, requirements, and new tools for **affordability**

Small Business & Jobs: Set aside a percent of **new retail space for existing businesses** at discounted rents; **phase moving** businesses to new buildings; attract anchors and manage parking to **increase sales**

Wellness & Quality of Life: Better links to **parks**; addition of **greenways**; **discounted space to care providers** including childcare, after school programs and healthcare; community-based **health programs**

Transportation and Mobility: Locate **housing close to transit**; **reduce driveways**; create real **walkable blocks**; **park-once** approach; provide **on-site jobs**; **bike and ped** facilities

Development: **human-scaled** architecture; city blocks; **lasting materials**; **shared parking**; redevelopment; development economics at **4-5 story height**; master development plan

Place: wide, buffered **sidewalks**; street **trees** and plantings; public **gathering spaces**; street **furniture**

THE 10TH STREET AREA PLAN CONCEPTS



THE 10TH STREET AREA PLAN CONCEPTS

ALTERNATIVE A: NEW 10TH STREET TOWN CENTER



Alternative A: New 10th Street Town Center

By the Numbers:

- 156,000 SF of retail
- 2.5 acres of public plaza and green space
- 1 mile of new high-quality streetscape
- 2,700 parking spaces
- 2,000 housing units
- 200 - 400 units are targeted as affordable/attainable

THE 10TH STREET AREA PLAN CONCEPTS

ALTERNATIVE B: EXPANDED 10TH STREET RETAIL



Alternative B: Expanded 10th Street Retail

By the Numbers:

- 173,000 SF of retail
- 2.5 acres of public plaza and green space
- 1 mile of new high quality streetscape
- 2,800 parking spaces
- 1,900 housing units
- 200 - 400 units are targeted as affordable/ attainable

NEW TOWN CENTER

ALTERNATIVE A



NEW TOWN CENTER

ALTERNATIVE A



SHOPPING MALL REDEVELOPMENT
ALTERNATIVE A



SHOPPING MALL REDEVELOPMENT

ALTERNATIVE A



SHOPPING MALL REDEVELOPMENT

ALTERNATIVE B



SHOPPING MALL REDEVELOPMENT

ALTERNATIVE B



ENHANCED STREETSCAPE/PLAZA
ALTERNATIVE B



ENHANCED STREETSCAPE/PLAZA

ALTERNATIVE B



PARKING OPTIONS

ALTERNATIVES A AND B

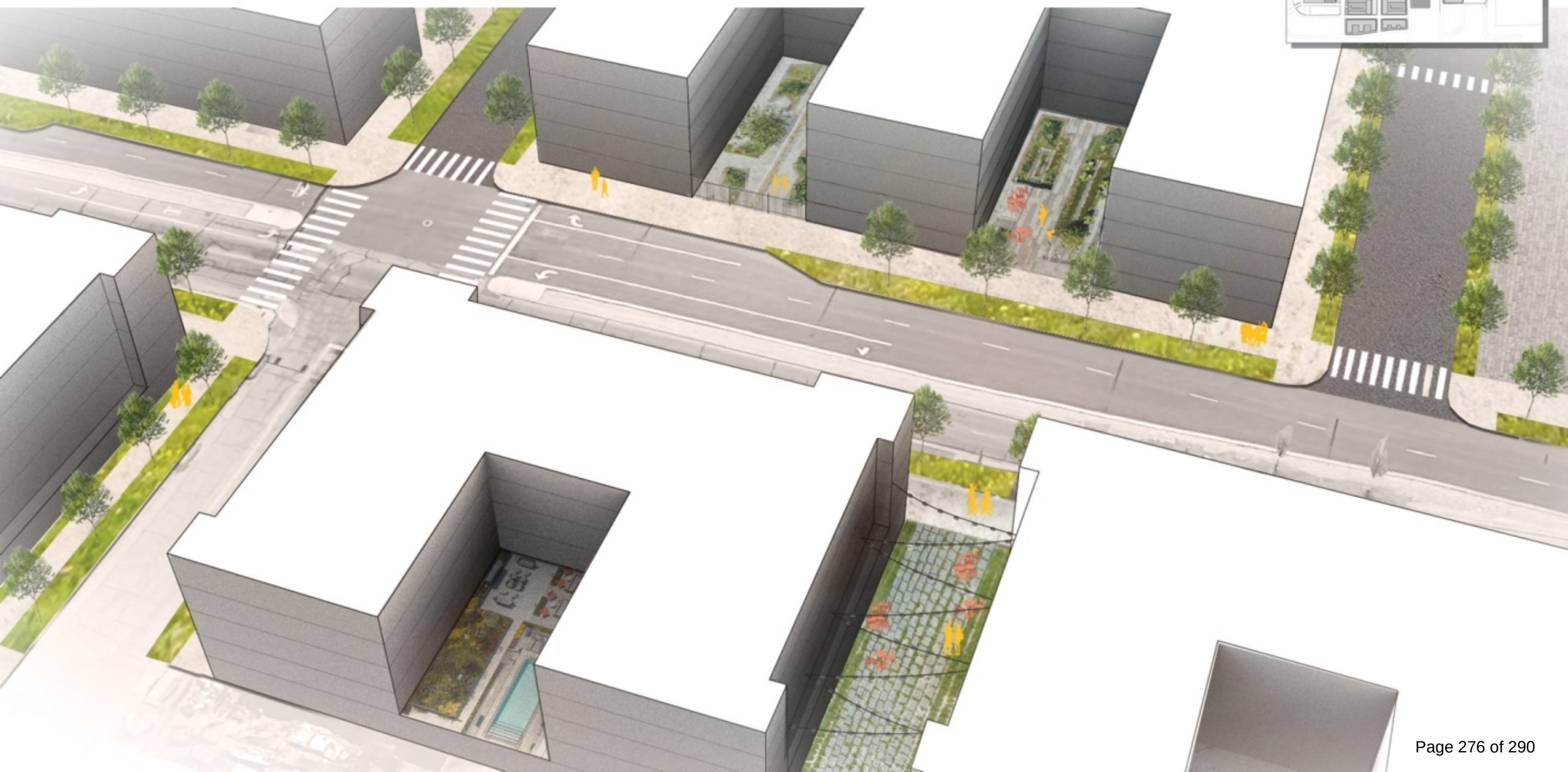


PARKING OPTIONS
ALTERNATIVES A AND B



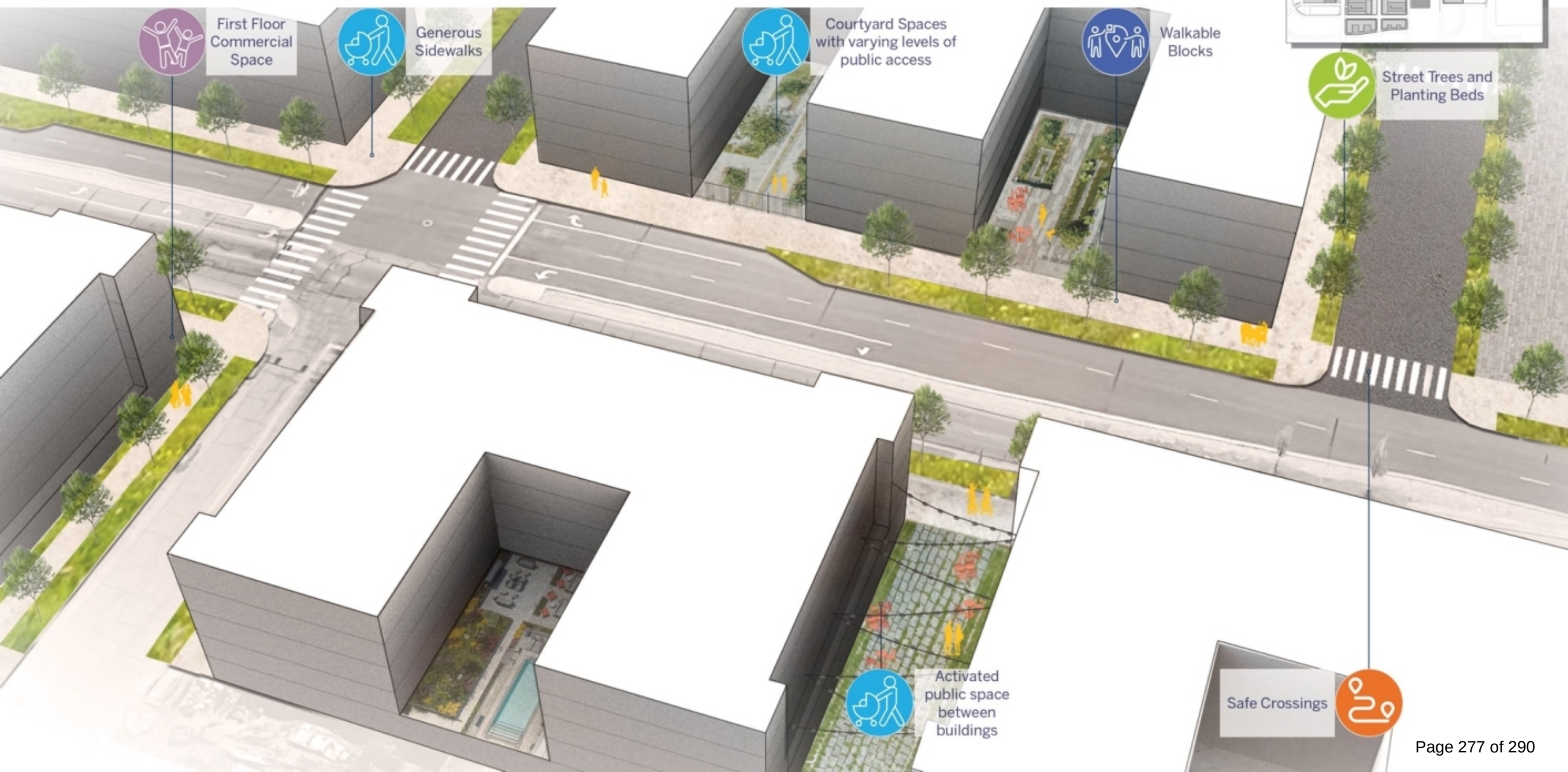
Bike
Amenities

SHARED PUBLIC SPACES
ALTERNATIVES A AND B



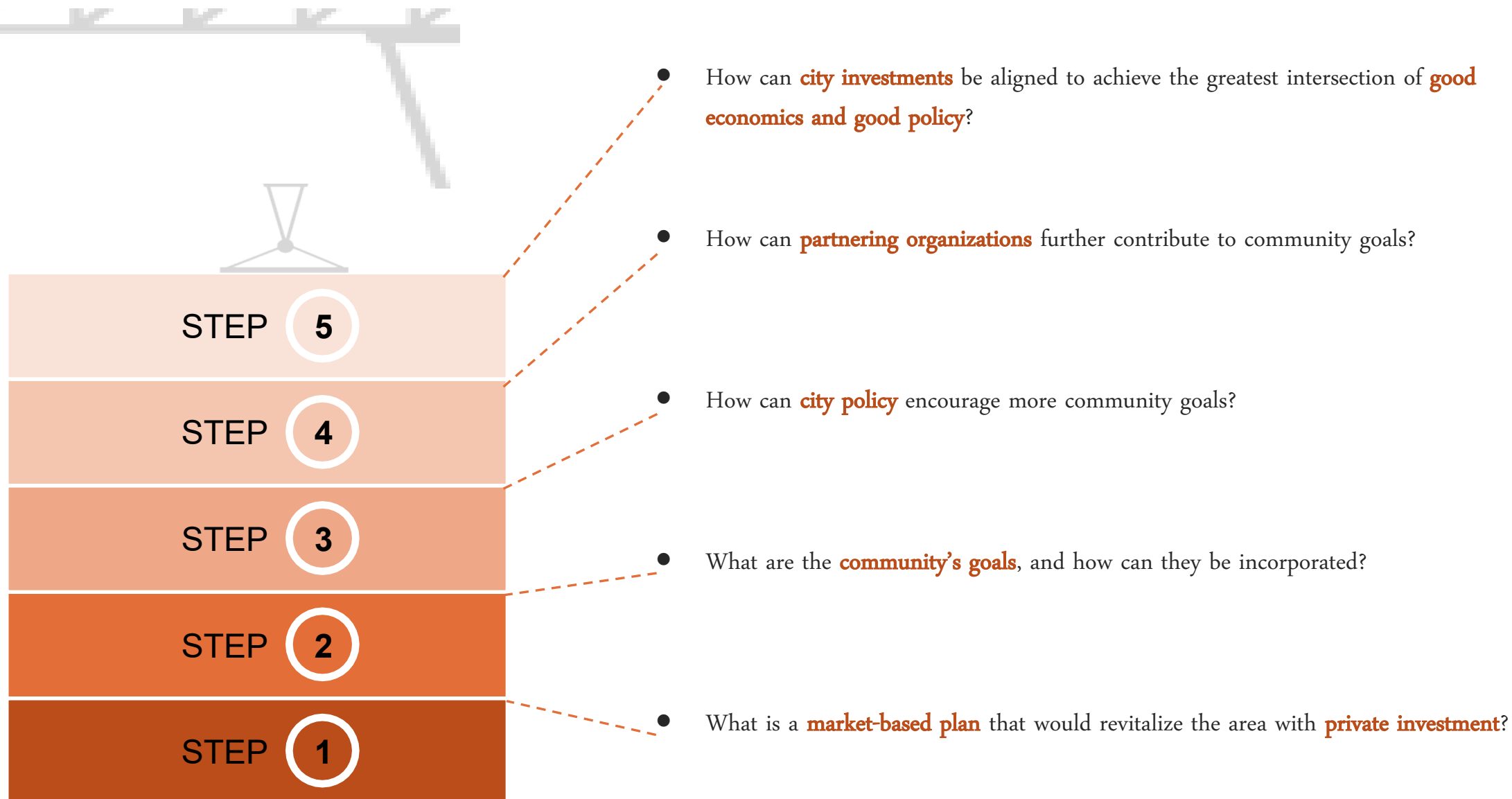
SHARED PUBLIC SPACES

ALTERNATIVES A AND B



IMPLEMENTATION

LAYERING THE PARTNERSHIPS



IMPLEMENTATION

NEXT STEPS

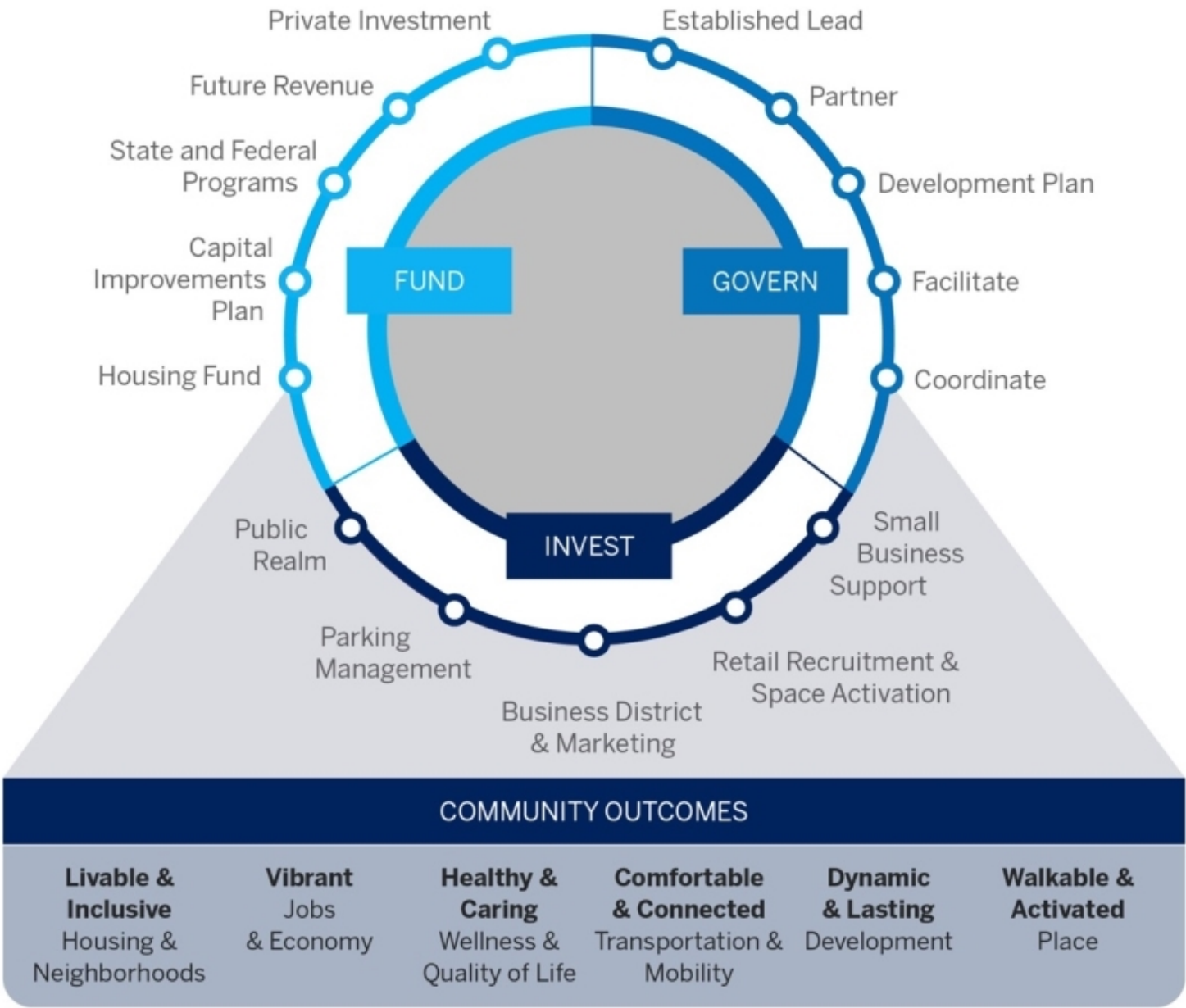


Potential Future Actions and Next Steps

- Undertake a Master Development Plan
- Apply for planning grants
- Put policies in place, such as zoning overlays
- Align economic incentives
- Apply for state and federal programs
- Identify partners
- Proactive site assembly
- Capital Improvements budget
- Create and utilize new affordable housing tools

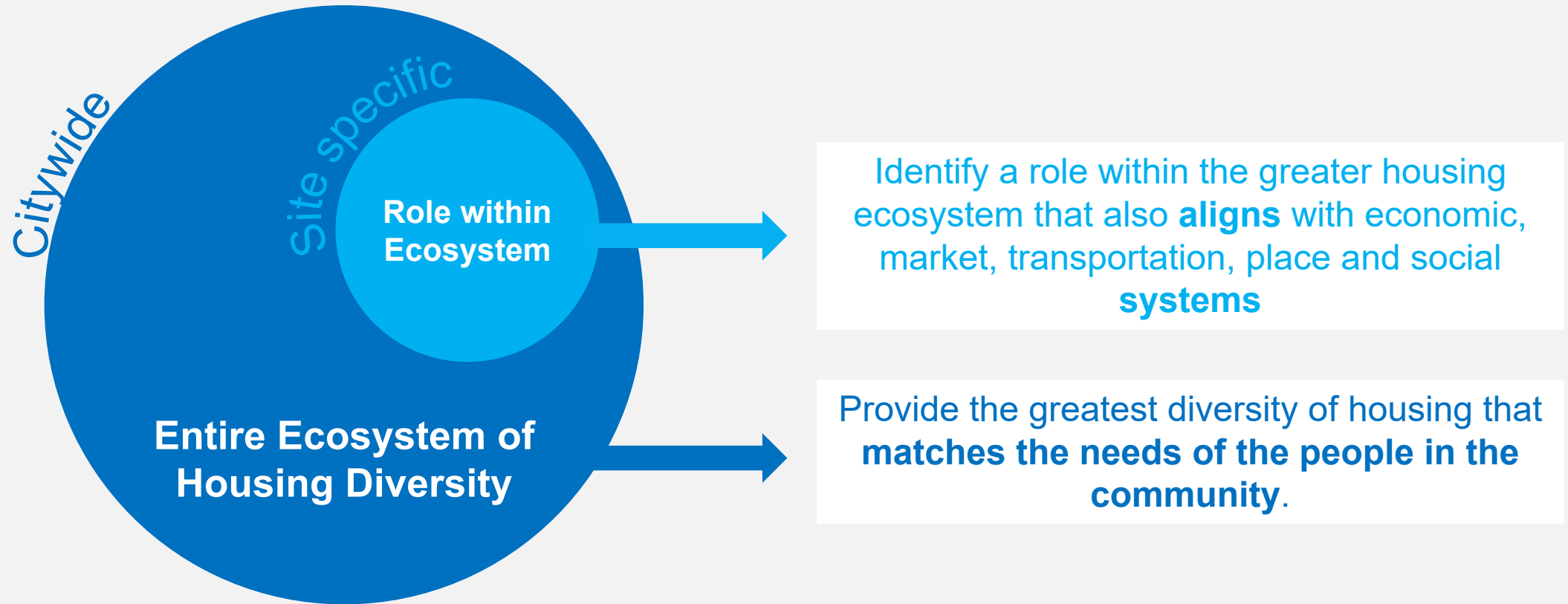
IMPLEMENTATION

NEXT STEPS



GOALS AND OBJECTIVES

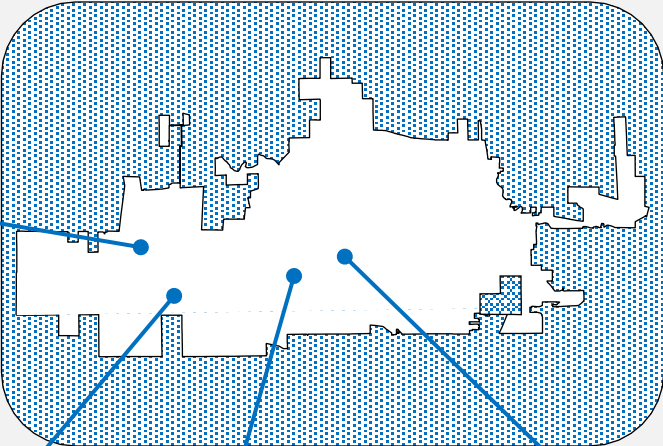
CITYWIDE VERSUS SITE SPECIFIC



APPENDIX

GOALS AND OBJECTIVES
CITYWIDE VERSUS SITE SPECIFIC

CITYWIDE HOUSING STRATEGY



Small-lot single family



Duplexes

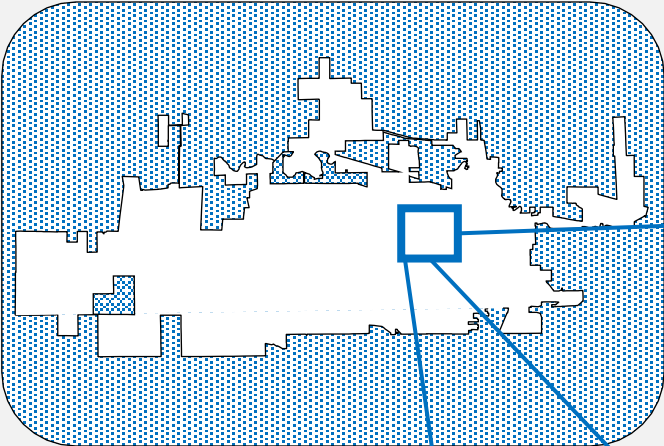


4-Unit Walkups



Affordable and workforce housing development

10th STREET AREA



LIVABLE AND INCLUSIVE



Implementing a **truly inclusive and livable** 10th Street Area requires:

Avoiding displacement: Intentionally select sites for redevelopment that currently do not have housing.

Including affordable housing: Explore partnerships with the Weld County Housing Authority and others to use federal assistance and tax credits to provide permanently affordable housing.

Incentivizing affordability: Offer developer incentives in exchange for additional workforce/affordable housing units.

Supporting transit: Locate next to transit and jobs to reduce car reliance and household expenses.

Using new tools: Explore new tools, such as a citywide housing fund, to ensure permanent affordability of a percentage of units.

VIBRANT



Enhancing a vibrant business district means:

Improving without displacement: Structure the economics of new development so spaces for existing small businesses are affordable.

Phasing development: Develop new buildings in the corridor in phases so existing businesses can migrate into new buildings once they're completed.

Increasing customers: Developing housing and investing in place will increase the number of residents and visitors to the business district.

Creating anchors: Creating and activating public spaces with activities and recruiting retail anchors further increases the customer base for existing businesses.

Implementing a “Park it & Market it” strategy: Providing clear wayfinding signage, easy to find parking, and a consistent brand supports business.

HEALTHY AND CARING

Healthy and
Caring



A **healthy and caring place** is one focused on:

Creating safe bike and pedestrian paths: Develop active paths and trails that encourage exercise and sociability.

Providing safe and appealing linkages: Make connections to parks, schools and other neighborhood assets.

Providing discounted space: Allow for important social service and care providers to be a part of the neighborhood.

Curating and recruiting care providers: Develop connections with childcare, daycare, after school programs, etc.

Expanding partnerships with health care providers: Provide more community-based health options.

COMFORTABLE AND CONNECTED



Promoting a **comfortable and connected neighborhood** requires:

Locating housing close to multimodal access: Place people near transit, bike, and pedestrian links to reduce car dependence.

Consolidating parking and driveways: Design reduced access points for cars to improve walkability.

Creating real, walkable blocks: Encourage walking and take some traffic off of 10th Street.

Using a park once approach: Provide easy-to-find parking and walkable streets so people only need to park once during their visit.

DYNAMIC AND LASTING



We want to encourage a **dynamic and lasting neighborhood** by:

Developing at a height (4-5 story) and density: Encourage high quality development over time.

Creating city blocks for pedestrians: Develop great human-scaled positive experiences at the ground level.

Implementing shared parking in strategic locations.

Expanding and promoting façade renovation program(s).

Identifying sites with underutilized parking: Explore candidates with potential for near-term redevelopment.

Developing a conceptual master plan: Guide development in a planned, cohesive manner.

WALKABLE AND ACTIVATED



Encouraging a **walkable and activated district** is made possible by:

Building wide, buffered sidewalks: Creating spaces that are safe and comfortable for pedestrians.

Providing multiple public gathering spaces: Design areas that are easily accessed and enjoyable to be in.

Planting street trees and vegetation: Provide shade, cooling and native plant and animal habitat.

Integrating comfortable ways to walk, sit, and gather: Utilize urban furniture like benches, lighting and trash cans.

NEXT STEPS PROCESS

	DESCRIPTION	PROS	CONS	OUTCOME
STATUS QUO	"Do Nothing" Option	Nothing Spent	Nothing Gained	City reacts to development submittals and changing economic conditions
CONCEPT PLAN	Design, Real Estate and Policy Focus Heavy Public Engagement	Publicly and Economically Supported Vision	More Work to be done in establishing partners and identifying detailed capital sources	Shared, Economically Supported Vision Predevelopment needed
MASTER PLAN	Heavily Design-Driven Very Detailed Design	Design as a process to work out the details Form and Function	Lack of underlying real estate economics means plan may be unworkable	Assumes design IS the solution; May not be economically viable
MASTER DEVELOPMENT PLAN	Real Estate and Implementation focused Public-Private Partnership	Action-oriented Harnesses private investment	Time and Cost	Clear, economically realistic plan that is ready for development
AGENCY LED DEVELOPMENT	CDC or City leads development effort	Greatest level of control and oversight	Few cities/agencies have the capacity	Phased Development over a period of years