

Greeley City Council Agenda

Regular Meeting
Tuesday, October 3, 2023 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631
via Zoom at: <https://greeleygov.zoom.us/j/86218464323>

NOTICE:

City Council Meetings are held on the 1st and 3rd Tuesdays of each month in the City Council Chambers. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in person meeting in Council Chambers.

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol.

Members of the public are also invited to choose how to participate in Council meetings in the manner that works best for them.

Watch Meetings:



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



Meetings are televised live on GTV8 on cable television.



Meetings are livestreamed on the City's website, Greeleygov.com as well as YouTube at [Youtube.com/CityofGreeley](https://www.youtube.com/CityofGreeley)

For more information about this meeting or to request reasonable accommodations, contact the City Clerk's Office at 970-350-9740 or by email at cityclerk@greeleygov.com.

Meeting agendas, minutes, and archived videos are available on the City's meeting portal at <https://greeleyco.portal.civicclerk.com/>

Comment in real time:

During the public input portion of the meeting and public hearings:



In person attendees can address the Council in the Chambers.



The public can join the Zoom Webinar and comment from the remote meeting.

Submit written comments:



Email comments about any item on the agenda before Noon on the day of the meeting to cityclerk@greeleygov.com



Written comments can be mailed or Dropped off at the City Clerk's office at City Hall, at 1000 10th St. Greeley, CO 80631



Mayor

John Gates

Councilmembers

Tommy Butler - Ward I

Deb DeBoutez - Ward II

Johnny Olson - Ward III

Dale Hall - Ward IV

Brett Payton - At-Large

Ed Clark - At-Large



City Council Regular Meeting Agenda

October 3, 2023 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631

via Zoom at: <https://greeleygov.zoom.us/j/86218464323>

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of the Agenda
5. Recognitions and Proclamations
6. University of Northern Colorado Update
7. Citizen Input
8. Reports from Mayor and Councilmembers
9. Initiatives from Mayor and Councilmembers

Consent Agenda

The Consent Agenda is a meeting management tool to allow the City Council to handle several routine items with one action.

Council Members may request an item be pulled off the Consent Agenda and considered separately under the next agenda item in the order they were listed.

10. A motion to approve the City Council Proceedings from the September 12, 2023 Work Session and the September 19, 2023 Regular Meeting
11. Consideration of a motion to approve the 2023 Maplewood Concrete Rehabilitation Change Order
12. Consideration of a motion to approve the Broadview Acres Trail HAWK Signal Change Order
13. Introduction and first reading of an ordinance changing the official zoning map of the City of Greeley, Colorado, to establish a Planned Unit Development (PUD) for approximately 170.573 acres located north of 10th Street and west of 83rd Avenue known as Schenider Farm PUD

14. Introduction and first reading of an ordinance appropriating additional sums to defray the expenses and liabilities of the City of Greeley for the balance of the fiscal year of 2023 (5th Appropriation)
15. Introduction and first reading of an ordinance adopting the 2024 Pay Plan Classification and Compensation

End of Consent Agenda

16. Pulled Consent Agenda Items
17. Public hearing and second reading of an ordinance changing the official zoning map of the City of Greeley, Colorado, from HA - Holding Agriculture to PUD (Planned Unit Development) changing the underlying land use designations for approximately 8.51 acres of property located on the parcel North of W. 19th Street Road, East of 82nd Avenue (Mountain Vista PUD)
18. Public hearing and introduction and first reading of an ordinance adopting the budget for 2024
19. Public hearing and second reading of an ordinance amending the boundaries of the Greeley Downtown Development Authority District
20. Scheduling of Meetings, Other Events
21. Consideration of a motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances
22. Adjournment



Council Agenda Summary

Title

Recognitions and Proclamations

Summary

Councilmember Clark will present the *What's Great about Greeley* Report

Mayor Gates will present the following proclamations:

Recognition of 45 Years of Domestic Violence Advocacy

UNC 100th Anniversary Homecoming

Attachments

What's Great about Greeley Report

Recognition of 45 Years of Domestic Violence Advocacy

UNC 100th Anniversary Homecoming



City Council Meeting
October 3, 2023

A Story Best Lived In.

An aerial photograph of a city, likely Denver, with a large white banner overlaid in the center. The banner has a torn, paper-like edge. The background shows a vast cityscape with green trees, some buildings, and a wide river or valley. In the far distance, a range of mountains with snow-capped peaks is visible under a clear blue sky with some light clouds. The text on the banner is in a bold, italicized, dark blue font.

***In all ways, we will transmit
this City not only, not less, but
greater and more beautiful than
it was transmitted to us.***

- Athenian Oath

Greeley Forestry Division Receiving \$689,134 from US Forest Service to Improve Tree Canopy

- Funds will be used to develop an Urban Forest Strategic Plan and boost tree planting effort through the 'Share the Shade' program.



A Story Best Lived In.

Greeley Ranked #2 on University Magazine's *Most Affordable Cities for Students in Colorado* List

- List highlights Greeley's affordable housing options, lower cost of living, and entertainment choices.



Greeley-Evans Transit Awarded Outstanding Coordination Initiative Award from Colorado Association of State Transit Agencies

- GET partnered with UC Health Greeley to transport youth with cognitive disabilities for job shadowing and work.



Colorado Association of Transit Agencies
2023 Outstanding Coordination Initiative
Greeley Evans Transit



Aims Students Accepted Into the Collegiate Recovery Leadership Academy

- Jennifer Daniel: Year-long fellowship to implement recovery-focused impact project on campus
- Danielle Irwin: Chosen to be a group leader for the program





A Story Best Lived In.



Recognition of 45 years of Domestic Violence Advocacy

WHEREAS, for forty-five years A Woman's Place has responded to community needs and advocated for survivors of domestic violence, building hope through community collaboration, and working to create a better community for all.

WHEREAS, A Woman's Place seeks to follow its mission "to shelter and help empower survivors of domestic violence to become safe, secure, and self-reliant, and to mobilize our community through education and collaboration to prevent domestic violence."; and

WHEREAS, A Woman's Place continues to work closely with the City of Greeley and Greeley Police Department offering resources through coordinated community response that provides hope to survivors and saves lives; and

WHEREAS, A Woman's Place helps domestic violence survivors and their children through 24/7 crisis line support, safe shelter, and confidential services completely free of charge. Providing crisis advocacy, case management, legal advocacy, employment advocacy, housing advocacy, and behavioral health support to the community in multiple languages.

WHEREAS, A Woman's Place served the needs of survivors in our community without interruption throughout the COVID-19 pandemic; and

NOW, THEREFORE, I, John Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby recognize and express gratitude to A Woman's Place for its ongoing efforts to strengthen our community and recognize A Woman's Place in honor of their 45th Anniversary.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, Colorado, this 3rd day of October 2023.

John Gates
Mayor



UNC 100th Homecoming

WHEREAS, the history and future growth of the University of Northern Colorado (UNC) and the City of Greeley are inextricably linked; and

WHEREAS, thousands of alumni remain in and near Greeley to build their careers and raise their families, thereby contributing to the City's high-quality of life; and

WHEREAS, these alumni serve the City as educators, health care practitioners, law enforcement officers, business owners, civic leaders, and community volunteers; and

WHEREAS, these alumni, along with the City and UNC, welcome home the thousands of non-resident alumni each fall for the university's Homecoming celebrations; and

WHEREAS, alumni have been formally welcomed home to UNC and Greeley each fall since 1923; and

WHEREAS, the collective impact of alumni living near and returning to UNC provides the university with a culturally, academically and artistically enriched campus; and

WHEREAS, the collective impact of alumni living near and returning to Greeley provides economic benefit to the City's hotel, restaurant and destination venues during Homecoming and throughout the year.

NOW, THEREFORE, I, John Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby proclaim the week of October 9 - 15, 2023, as the 100th University of Northern Colorado Homecoming in Greeley, Colorado.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, Colorado, this 3rd day of October 2023.

John Gates
Mayor

Council Agenda Summary

October 3, 2023

Key Staff Contact: Raymond Lee, City Manager

Title:

University of Northern Colorado Update

Summary:

University of Northern Colorado (UNC) President Andy Feinstein will be present to provide Council with an update on UNC's operations and programs.

Attachments:

None



Council Agenda Summary

Title

Citizen Input

Summary

During this 15-minute portion of the meeting, anyone may address the Council on any item of City Business appropriate for Council consideration that is not already listed as a public hearing on this evening's agenda.

As this meeting is being conducted in a hybrid format, citizen input will be accepted first from those in the City Council Chambers, and then from the virtual meeting audience via the meeting's webinar.

Written comments submitted for any item on the agenda will be placed in the public record and provided to the Council for their review and should include the name and city of residence of the person submitting the comments for the record.



Council Agenda Summary

Title

Reports from Mayor and Councilmembers

Summary

During this portion of the meeting any Councilmember may offer announcements or reports on recent events and happenings. These reports should be a summary of the Councilmember's attendance at assigned board/commission meetings and should include key highlights and points that may require additional decision and discussion by the full Council at a future time.



Council Agenda Summary

Title

Initiatives from Mayor and Councilmembers

Summary

During this portion of the meeting any Councilmember may bring before the Council any business that the member feels should be deliberated upon by the Council. These matters need not be specifically listed on the agenda, but formal action on such matters shall be deferred until a subsequent Council meeting.

Initiatives will generally fall into three categories:

- 1) A policy item for Council deliberation and direction for a future Worksession, Committee meeting, or regular/special Council meeting;
- 2) A request to the City Manager for information or research;
- 3) A request involving administrative processes or procedures.

At the close of this portion of the meeting, the Mayor will confirm Council's consensus that the individual requests be pursued.

Attachments

Status Report of Council Initiatives and Related Information



Council Agenda Summary

October 3, 2023

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

A motion to approve the City Council Proceedings from the September 12, 2023 Work Session and the September 19, 2023 Regular Meeting

Summary:

The City Council held the following meetings in Council Chambers: September 12, 2023 Work Session and September 19, 2023 Regular City Council Meeting. The draft proceedings of each meeting have been prepared and are being presented for the Council's review and approval.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
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Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

Strategic Focus Area:



High-Performance Government

Decision Options:

1. Approve the motion as presented.
2. Amend the motion and approve as amended.
3. Deny the motion

Council's Recommended Action:

A motion to approve the proceedings.

Attachments:

1. Council Work Session Minutes September 12, 2023 - draft
2. City Council Meeting - September 19, 2023 - draft

City of Greeley, Colorado
CITY COUNCIL WORK SESSION REPORT
September 12, 2023

1. Call to Order

Mayor John Gates called the meeting to order at 6:00 p.m. in the City Council Chambers at 1001 11th Ave, Greeley, Colorado, with hybrid participation available via the City's Zoom platform.

2. Pledge of Allegiance

Mayor Gates led the Pledge of Allegiance.

3. Roll Call

City Clerk Heidi Leatherwood called the roll.

The following members of Council were present:

Councilmember Tommy Butler - attended remotely via the City's Zoom platform

Councilmember Deb DeBoutez

Mayor Pro Tem Brett Payton

Councilmember Ed Clark

Councilmember Johnny Olson - attended remotely via the City's Zoom platform

Mayor John Gates

Councilmember Dale Hall – excused

4. Reports from Mayor and Council Members

Councilmember Olson provided an update from the North Front Range Metropolitan Planning Organization. They are asking for a signature from the City on a letter to the Environmental Protection Agency (EPA), they'd like signatures by the next meeting. Mayor Gates will send it to Council for review.

Councilmember Clark expressed two issues he's observed:

1. 1802 27th St. is a problem property; haven't done all we can do for these people
2. Email from Mr. Murphy; we need to communicate with the community

Mayor Gates asked Mr. Lee to follow-up on 27th St.

5. Planning Commission Interviews

Mayor Gates led this item at 6:07 p.m.

Planning Commission has two seats with terms that expire at the end of August 2023, and provided a summary of the applications received.

- Applications for these positions were accepted through September 4, 2023.
- Three applications were received.

- Appointments will be made next week, at the September 19, 2023, Council Meeting.

Mayor Gates called upon three candidates to join Council at the table:

Justin Yeater – present

Jeffrey Carlson - attended remotely via the City's Zoom platform

Anthony McCune - absent

Mayor Pro Tem Brett Payton – recused

Councilmember Deb DeBoutez surmised that previously when only two candidates were present, interviews were not conducted.

Mayor Gates consulted with City Attorney Doug Marek. Mr. Marek confirmed while voting will still need to occur at the next meeting, Council can dispense with the interviewing process.

Mayor Gates conferred with Council, and upon agreement to forgo interviews, he thanked the candidates.

6. Performance and Data Analytics Overview

Chief of Staff Kelli Johnson introduced the item at 6:11 p.m.

Ms. Johnson summarized the efforts of Performance and Data Analytics Director Kim Priddy. Over the last several months, Kim has worked to assess the organization's current state of performance and data integration as well as identify a strategic framework to ensure the City of Greeley is equipped to make data decisions.

Ms. Priddy presented remotely via the City's Zoom platform.

Councilmember Olson expressed the need for these data performance measures to be consistent with what the Council needs to see, and Council needs a consensus.

Ms. Priddy said she started with Council focus areas and will work with council members to build from there.

Councilmember DeBoutez discussed the importance of placing an emphasis on outcome versus output. The outcome and determining how citizens are affected are of utmost importance. Ms. Priddy said both are important and put a lot of emphasis on shifting the emphasis toward outcome.

Councilmember Clark shared the same concerns as Councilmember Olson and would like assurance the analytics are not used against the Council, as they need to be Council driven. Ms. Priddy replied her goal is to build a strong foundation and culture as well as establish supporting data which reflects what is happening in the City. Ms. Johnson added

we'll be looking at priorities and strategic planning along with what the measurement of success looks like. There will be a collaborative piece and Council will have an opportunity to set that measurement.

Councilmember Olson also supports analytic efforts and expressed there has to be some accountability for the Council which is evident in the data. We need to ensure what we do is aligning with what constituents want.

7. **City Manager's Fiscal Year 2024 Recommended Budget**

City Manager Raymond Lee introduced the item at 6:27 p.m.

This year the budget team reviewed over 300 requests totaling \$57.2 million in new budget requests from departments across the City, of that \$42.6 million in increases were approved. The budget was approached with a keen sense of responsibility assuring a well-balanced budget with resources to support daily operations, Council strategic plan and priorities. In addition to a capacity for building physical infrastructure and a strong human resource office to support our growing City.

Mr. Lee reviewed the key investment areas:

- Employees & Culture
- Economic Vitality
- Transportation & Facility Improvements
- Utility, Water, Sewer Improvements
- Technology Systems & Infrastructure
- Public Safety
- Housing and Homelessness Solutions
- Public Engagement

Interim Budget Manager Robert Miller presented.

Mr. Miller led the presentation on the first of four scheduled Council sessions related to the Fiscal Year 2024 budget:

- Provide a high-level overview of the 2024 proposed budget with highlights on the budget process, enhancements to budget materials, and recommendations for key investments in the 2024 Budget.
- The budget transmittal letter – attached to this memo and included in the budget document – an overview of the financial outlook along with highlights of the Fiscal Year 2024 proposed budget.

The remainder of the Fiscal Year 2024 budget process is provided below:

- **September 26 Work Session Meeting** Overview of the Capital Improvement Plan and 2024 Budget questions
- **October 3 Regular Meeting** First reading and public hearing on the ordinances required to adopt the Fiscal Year 2024 budget. Introduction and first reading ordinance adopting the 2024 Pay Plan

- **October 17 Regular Meeting** Second reading and public hearing on the ordinances required to adopt the Fiscal Year 2024 budget. Public hearing and second reading ordinance adopting the 2024 Pay Plan. Adoption of the 2024 Pay Plan.

Mr. Lee asked Council to let staff know if there were other departments Council would like to hear from at the September 26th Work session. Amendments received by October 3rd will be reviewed in the final presentation.

Councilmember Clark thanked Mr. Miller.

Mayor Gates inquired as to who sets up the two months reserve. Mr. Miller replied it is set in Charter.

Councilmember DeBoutez will meet with Mr. Lee, Mr. Miller, and Directors to address her questions. She specifically inquired about page 233 and noted the annual budget is based on Council priorities with the following priorities taking precedence. Councilmember DeBoutez expressed an issue with public safety and infrastructure listed as the priorities. She would like to have all seven priorities listed and asked if we are investing equitably in all priorities. Mr. Lee replied this will be seen in the briefing, you'll see ARPA funds allocated for quality-of-life priorities. We attempt to maintain a balance, Council has not provided a priority list and there are core functions the City will need to address while at the same time, not neglecting other priorities. Staff strives to make sure we are allocating funds to the concerns Council has discussed, from a budgetary perspective, putting resources into economic growth.

Councilmember Olson said he does not agree 100% with Councilmember DeBoutez, conversely, one of the things that often comes up is a critical need for safety and infrastructure. The infrastructure perpetuates economic vitality, but the City must have safety and infrastructure first. Councilmember Olson reminded Council in strategic planning, he asked for these elements to be priorities.

Councilmember DeBoutez responded to Councilmember Olson confirming there will not be an agreement, as there are different values. She asked what happens to the 2023 carryover. Mr. Miller responded we would put forth a request for allocating excess funds in the first quarter. Mayor Gates added that in his experience staff have done a good job of balancing the budget. Mr. Miller said the City Manager can move funds to ensure the budget remains balanced. Mr. Lee added contingencies are built into the budget to ensure financial resilience.

Councilmember Butler added kudos to the City staff. He said the budget is a moral document and he is happy to see this budget reflects we are being smart about equitability.

8. US Highway 34 Business (9th & 10th Street Corridor) Project and US Highway 85 Business (8th Ave Concept) Process Updates

Public Works Director Paul Trombino introduced the item at 6:55 p.m.

Mr. Trombino provided an overview of the final concept alternatives for US Highway 34 Business - 9th & 10th Street Corridor and the proposed concept planning process for US Highway 85 Business - 8th Avenue. Staff initiated the 9th & 10th Street Corridor Project in 2022 with extensive public outreach efforts. Those efforts led to the development of a series of concept plans for the corridor in 2023. The concepts were refined and presented at a community-wide meeting on April 12, 2023. Staff presented the final three concepts from the public engagement process.

- Alternative-1 – 9th and 10th Streets remain one-way
- Alternative-2 – 9th two-way and 10th one-way
- Alternative-3 – 9th and 10th Streets two-way

Additionally, staff presented a proposal to begin the concept planning process for US Highway 85 Business - 8th Avenue (25th Street to the Overpass of US Highway 85 bypass).

Councilmember Olson expressed disappointment in this discussion and stated Council was not in consensus of taking 8th, 9th, and 10th and doing a one-way conversion. Council is very conscious of wanting to improve 9th and 10th street and improve mobility. Councilmember Olson expressed disappointment that alternatives were presented to the community when this is something you didn't have full consensus to do.

Councilmember Clark agreed with Councilmember Olson.

Councilmember Butler expressed disappointment with the tone of this discussion, 9th and 10th are unsafe to cross. We don't hear from citizens, but the data demonstrates a need to change this. Having options is good and we need to give staff the ability to do what they think is best based on the data. Councilmember Butler applauds staff for bringing this forward.

Mayor Gates interjects that he doesn't have a problem with the dialogue, it is an indicator of an important item. Mayor Gates expressed that while he does not support changing the one-ways, he thanks staff for their work. The community feedback and the data are extremely important. He expressed he is a strong proponent of Alternative 1 for beautification and safety. US 34 is dangerous; we have two problem intersections that voters gave us permission to fix. Mayor Gates expressed disappointment that CDOT didn't cost share and shared his prioritization will be for Alternative 1.

Mayor Pro Tem Brett Payton expressed support for Alternative 1, safety needs to be addressed and funds can be shifted. Mr. Lee confirmed money can be shifted, and asked Mr. Trombino and Councilmember Olson to elaborate. Councilmember Olson said he understands what Paul is trying to do with Federal dollars. Funds can be redirected, and

we could choose not to go after Federal dollars. It is important to look at different ways of funding.

Councilmember DeBoutez added 34 serves the commuters, but 9th and 10th serve the community that lives and works here, we can concentrate on both. She agreed the intersections of 34 are very dangerous and added safety is also a concern for 9th and 10th. Children running across 9th and 10th, we want to serve people who are living and working in our community

Mayor Gates asked for a consensus for Alternative 1.
Consensus confirmed for Alternative 1.

9. Scheduling of Meetings, Other Events

None.

10. Adjournment

Mayor Gates adjourned the meeting at 7:27 p.m.

Approved:

John D. Gates, Mayor

Attest:

Heidi Leatherwood, City Clerk

City of Greeley, Colorado
CITY COUNCIL PROCEEDINGS
Regular Meeting
September 19, 2023
6 p.m.

1. Call to Order

Mayor Gates called the meeting to order at 6:00 p.m. in the City Council Chambers at 1001 11th Ave, Greeley, Colorado, with hybrid participation available via the City's Zoom platform.

2. Pledge of Allegiance

Mayor Gates led the Pledge of Allegiance.

3. Roll Call

City Clerk Heidi Leatherwood called the roll.

Present:

Mayor John Gates

Councilmember Tommy Butler

Councilmember Deb DeBoutez

Councilmember Dale Hall

Mayor Pro Tem Brett Payton

Councilmember Ed Clark

Councilmember Johnny Olson

4. Approval of the Agenda

City Manager Lee noted item 20 with “Appendix A” included in the published agenda packet was corrected to reflect the “Appendix A” attached to Ordinance 37, 2023 presented on first reading at the City Council Meeting on August 1, 2023.

5. Recognitions and Proclamations

Mayor Gates read the National Public Lands Day Proclamation at 6:02 p.m. Interim Culture, Parks and Recreation Department Director Diana Frick, Natural Areas Division Manager Justin Scharton, and Environmental Planner Karen Scopel were present in Council Chambers to accept the Proclamation.

Mayor Gates read the Hispanic Heritage Month Proclamation at 6:04 p.m. Vice President Miriam Lievano, Secretary Angie Larsen, Public Relations Yenny Rodriguez, and Member Micaela Sanchez were present in Council Chambers to accept the Proclamation.

Councilmember Butler presented *What’s Great about Greeley?* Report at 6:08 p.m.

6. Citizen Input

1. Steve Teets spoke about his efforts in making a positive influence in the community. Mr. Teets spoke about the community needs which include fixing infrastructure, housing, transportation and the tax money being wasted. Mr. Teets requests the City of Greeley be fixed now and properly.

7. Reports from Mayor and Councilmembers

Councilmember DeBoutez congratulated City staff on the following awarded grants Forestry Watering and Conservation in the amount of \$689,000 for tree replacement, Housing and Homelessness aid in the amount of \$3.4 million, and the Water Department was awarded \$13.8 million in FEMA funding.

Mayor Gates reported the Clearview Library District has reached out asking for one Councilmember to sit on their interview panel for an undetermined day in October. Councilmember Hall volunteered to assist in interviewing.

8. Initiatives from Mayor and Councilmembers

None.

Consent Agenda

9. **A motion to approve the City Council Proceedings from the August 22, 2023, work session and the September 5, 2023 regular meeting**
10. **Introduction and first reading of an ordinance changing the official zoning map of the City of Greeley, Colorado, from HA - Holding Agriculture to PUD (Planned Unit Development) changing the underlying land use designations for approximately 8.51 acres of property located on the parcel North of W. 19th Street Road, East of 82nd Avenue (Mountain Vista PUD)**
11. **Introduction and first reading of an ordinance changing the official zoning map of the City of Greeley, Colorado from R-H (Residential High Density) to PUD (Planned Unit Development) changing the underlying land use designations for approximately 4.23 acres located directly north of 7025 8th Street (Boomerang PUD)**
12. **Introduction and first reading of an ordinance changing the official zoning map of the city of Greeley, Colorado, from R-L (Residential Low Density), C-H (Commercial High Intensity), PUD (Planned Unit Development) to PUD (Planned Unit Development) changing the underlying land use designations for approximately 42.64 acres of property located at 10494, 10800, and 10892 Hwy 257 Spur**
13. **Introduction and first reading of an ordinance amending the boundaries of the Greeley Downtown Development Authority District**

End of Consent Agenda

Mayor Pro Tem Payton moved to approve the Consent Agenda Items 9 - 13. Councilmember Olson seconded the motion. The motion passed 7-0 at 6:18 p.m.

14. Pulled Consent Agenda Items

None.

15. Public hearing and second reading of an ordinance annexing to the City of Greeley, Colorado, certain unincorporated territory located in Weld County, Colorado, known as the Wake Annexation, generally located East of 6th Avenue, West of Highway 85 Bypass, North of 5th Street, a parcel totaling 61.613 acres (Wake Annexation No. 1)

Community Development Director, Brian McBroom introduced items 15 - 18 with a presentation at 6:18 p.m.

This is a request for three (3) annexations totaling 120.097 acres and must meet specific state statute requirements of which the City Attorney's Office has determined the proposal meets the statutory requirements.

The request is to zone the property as Holding Agriculture (H-A) which is created for undeveloped and agricultural land. This property is located inside the Long-Range Expected Growth Area and would be consistent with the City of Greeley comprehensive plan. All approval criteria have been met in addition to sending notices to properties within 1000 feet of the property, no public comment was received. The Planning Commission recommended approval with a vote of 7-0.

Councilmember Butler asked for verification of the parcel on the other side of highway 85 and that is how this property is considered contiguous because we cannot use highway 85. Councilmember Butler verified this property, if annexed would be sought for a Recreation District and his opposition for special districts.

City Attorney, Doug Marek provided clarification of annexations and Council does not have to approve the request to annex if it meets all the annexation requirements.

The Public Hearing opened at 6:24 p.m.

1. Steve Teets asked why the city is annexing the property.

With no speakers the Public Hearing closed at 6:25 p.m.

Mayor Pro Tem Payton moved to adopt the ordinance and publish with reference to title only. Councilmember Clark seconded the motion. The motion passed 6-1 at 6:25 p.m. with Councilmember Butler opposed.

16. Public hearing and second reading of an ordinance annexing to the City of Greeley, Colorado, certain unincorporated territory located in Weld County, Colorado, known as the Wake Annexation, generally located East of 6th Avenue, West of

Highway 85 Bypass, North of 5th Street, a parcel totaling 45.409 acres (Wake Annexation No. 2)

Community Development Director, Brian McBroom gave a presentation with item 15 at 6:18 p.m.

The public hearing was opened at 6:26 p.m.

With no additional speakers present, the public hearing closed at 6:26 p.m.

Mayor Pro Tem Payton moved to adopt the ordinance and publish with reference to title only. Councilmember Olson seconded the motion. The motion passed 6-1 at 6:27 p.m. with Councilmember Butler opposed.

17. **Public hearing and second reading of an ordinance annexing to the City of Greeley, Colorado, certain unincorporated territory located in Weld County, Colorado, known as the Wake Annexation, generally located East of 6th Avenue, West of Highway 85 Bypass, North of 5th Street, a parcel totaling 13.075 acres. (Wake Annexation No. 3)**

Community Development Director, Brian McBroom gave a presentation with item 15 at 6:18 p.m.

The public hearing was opened at 6:28 p.m.

With no additional speakers present, the public hearing closed at 6:28 p.m.

Councilmember Payton moved to adopt the ordinance and publish with reference to title only. Councilmember Olson seconded the motion. The motion passed 6-1 at 6:29 p.m. with Councilmember Butler opposed.

18. **Public hearing and second reading of an ordinance changing the official zoning map of the City of Greeley, Colorado, to establish H-A (Holding-Agriculture) for certain property located in Weld County, Colorado, generally located East of 6th Avenue, West of Highway 85 Bypass, North of 5th Street, three properties totaling 120.097 acres (Wake Zoning)**

Community Development Director, Brian McBroom gave a presentation with item 15 at 6:18 p.m.

Councilmember Butler asked if the zoning would need to be changed in the future from AH to allow the Recreation District and if so, can we do it now. Mr. McBroom answered yes, subsequent rezoning will be necessary, and it is at the discretion of the property owner.

The public hearing was opened at 6:30 p.m.

With no additional speakers present, the public hearing closed at 6:30 p.m.

Councilmember Payton moved to adopt the ordinance and publish with reference to title only. Councilmember Hall seconded the motion. The motion passed 6-1 at 6:31 p.m. with Councilmember Butler opposed.

19. Public hearing and two resolutions for approval of a Colorado Revised Statutes Title 32 Special District precedent to form a park and recreation district known as the Wake Park and Recreation District that would provide public facilities financing, operation, and maintenance (Wake P&R District)

Community Development Director, Brian McBroom introduced the item with a presentation at 6:31 p.m.

This is a request for approval of a service plan and a Park and Recreation District for a total of 99.289 acres with a total of \$59.7 million capital cost. The purpose of this district is to provide regional recreation facilities including ATV and mountain bike trails, open space, whitewater park, outdoor recreation games and no residential uses are anticipated.

The service plan includes powers to finance, construct, operate and maintain public infrastructure, recreation and other statutorily authorized improvements and powers. The proposed debt of this district is \$30 million and revenue sources come from a Mill levy within the district. The capital plan would add a Mill levy up to 50 Mills to pay for the improvements and borrow up to \$30 million of the \$59.7. Notices were sent to property owners within 1000 feet of the property and the application held a public meeting at which two individuals attended and provided feedback. City staff reviewed the application and agreed the application has met the requirements for the Park and Recreation District

Richmark President, Adam Frazier introduced a presentation at 6:36 p.m.

This request proposes a formation of a Park and Recreation District for regional amenity and will allow the district to have access to additional revenues not available to Metro Districts such as oil and gas. The estimated costs are just under \$60 million. The focus of this proposed development is to provide outdoor recreation to the community and include a recreation building for year-round activities. Mr. Frazier made a correction to the district debt that was previously presented, and the amount would be \$35 million. Richmark held a two-day public meeting and sent notices to property owners within 2500 feet of the property.

Councilmember DeBoutez asked Mr. Frazier if any improvements have been made at Ashe Park District. Mr. Frazier replied no improvements have been made and Richmark is building funds to make the improvements. In addition, Richmark has been working on an agreement with GURA (Greeley Urban Renewal Authority). Councilmember DeBoutez asked for clarification about taking loans to start improvements sooner, and the liability of the use of ATV on the property. Mr. Fraser replied yes, they can take out loans and Richmark is researching the type of insurance and waivers that will allow an ATV park.

Councilmember Olson commented he would like to see more river water development.

Councilmember Butler thanked Mr. Frazier for the additional outreach and asked if the City has annexed the land for the Ashe Park District. Mr. Frazier replied to Councilmember Butler indicating there will be a District formation and a future inclusionary area. Mr. Frazier clarified the debt is for unknown opportunities. Councilmember Butler inquired as to why there is a rush to have this district approved. Mr. Frazier replied he has been working on this application for 14 months and most revenue will come from oil and gas and the wells are depleting.

The Public Hearing opened at 6:50 p.m.

1. Steve Teets asked why they are building in a flood zone and will the City of Greeley be responsible if something went wrong. Additionally, how will the special district affect the taxpayers.

The Public Hearing closed at 6:52 p.m.

Councilmember DeBoutez asked the Culture Parks and Recreation District to share their opinion on this project. Deputy City Manager, Don Tripp replied with a robust full-service park and recreation agency the community would view nonprofit privatization efforts as complimentary and the City would work with the provider to have a full program that serves the community.

Councilmember Butler asked if there has been any discussion on the Culture, Parks and Recreation Department taking over the park (Wake Park and Recreation District). Mr. Tripp replied the City is open to having that discussion. Mr. Frazier indicated Richmark would put together a service plan and is open to discussion.

Mayor Pro Tem Payton moved to adopt the resolution based on the application received and the preceding analysis, the City Council finds that the request for the approval of a Colorado Revised Statutes Title 32 Special District Service Plan for the Wake Park and Recreation Districts is in conformance with the City of Greeley's Municipal Code Title 2, Chapter 16; and therefore, approves the request and adopts the resolution. Councilmember Hall Seconds the motion. The motion passed 6-1 at 6:55 p.m. with Councilmember Butler opposed.

Mayor Pro Tem Payton moved to adopt the resolution approving the intergovernmental agreement between the City of Greeley and the Wake Park and Recreation District, regarding the Service Plan for the District. Councilmember Hall seconds the motion. The motion passed 6-1 at 6:56 p.m. with Councilmember Butler opposed.

20. **Public Hearing and second reading of an ordinance amending portions of the Greeley Municipal Code Title 22, Chapter 11 Electrical Code as it relates to adopting the 2023 Edition of the National Electrical Code**

Community Development Director, Brian McBroom introduced the item with a presentation at 6:56 p.m.

The impact the code changes would have on the city are minor and would include more GFCI outlets in kitchens as well as a required emergency disconnect for dwelling electrical service for all new dwellings with only a nominal increase in total cost of approximately \$200 on a typical single-family home.

Councilmember DeBoutez asked if these updates to the electrical code would require wiring for electric vehicles in new construction. Senior Plan Examiner Matt Wagy replied it is already a requirement in the code.

Councilmember Olson asked for clarification on the code and indicated the update only affects one thing in the Greeley community. Mr. McBroom replied yes, that is the City's opinion. Additionally, the city made the changes and updates before they were required.

The Public Hearing opened at 7:00 p.m.

With no speakers present, the Public Hearing closed at 7:00 p.m.

Councilmember Butler moved to adopt the ordinance and publish it with reference to title only. Councilmember DeBoutez seconded the motion. The motion passed 6-1 at 7:02 p.m. with Mayor Pro Tem Payton opposed.

21. Appointments to Boards & Commissions

City Clerk Heidi Leatherwood announced the appointments:

Commission on Disabilities – Raymond Hitchcock for a three-year term.

Golf Course Advisory Board – Richard Furlong for a three-year term.

Housing Authority – Shawn Walcott for a three-year term.

Human Relations Commission – Kimber Watson for a three-year term.

Planning Commission – Jeffrey Carlson and Justin Yeater for three-year terms.

22. Schedule of Meetings, Other Events

None.

23. Motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances

Mayor Pro Tem Payton moved to approve the motion. Councilmember Butler seconded the motion. The motion passed with a voice vote 7-0 at 7:03 p.m.

Councilmember Clark asked staff to follow up with Mr. Teets. Juliana Kitten replied she will talk with Mr. Teets.

24. Adjournment

Mayor Gates adjourned the meeting at 7:03 p.m.

Approved:

John D. Gates, Mayor

Attest:

Heidi Leatherwood, City Clerk



Council Agenda Summary

October 3, 2023

Key Staff Contact: Paul Trombino, Public Works Director

Title:

Consideration of a motion to approve the 2023 Maplewood Concrete Rehabilitation Change Order

Summary:

The winning bid for this project came in lower than estimated. Another location for concrete rehabilitation has been added in order to utilize the federal grant funding allocated to Public Works by the Greeley Urban Renewal Authority. The contract amount will be increased to \$419,689.25 to make use of all available federal grant funds. Additionally, \$73,313.87 from Keep Greeley Moving will be added to the contract in order to ensure all federal grant funds are spent. This will allow an additional 4,622 linear feet of rollover curb/gutter/sidewalk concrete infrastructure in the Wilshire Neighborhood to be removed and replaced.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	Onetime
What fund of the City will provide Funding?	CDBG (301) and KGM (321)
What is the source of revenue within the fund?	CDBG-Federal, KGM-Sales Tax
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	No
Is this grant onetime or ongoing?	Onetime

Legal Issues:

Per Greeley Municipal Code Sec. 6-486, City council consideration is required for cumulative change orders that would add 25 percent or more to the original contract cost of \$100,000.00 or greater.

Other issues and Considerations:

None

Strategic Focus Area:



Community Vitality



Infrastructure and Mobility



Quality of Life

Decision Options:

1. Adopt the change order as presented; or
2. Amend the change order and adopt as amended; or
3. Deny the change order; or
4. Continue consideration of the change order to a date certain.

Council's Recommended Action:

A motion to approve Change Order No. 1.

Attachments:

1. 2023 Maplewood Concrete Rehabilitation Change Order 1



CHANGE ORDER FORM

Project Information

Change Order #:	1	Date:	August 30, 2023
Project Name:	2023 Maplewood Concrete Rehabilitation		
Solicitation Number:	F23-06-058	Dept/Division:	Public Works/Engineering
COA:	301-4101-10525 & 321-4101-55100	PO #:	P20232710
Project Number:	12433/12521		
Expenditure Organization:	Public Works		
Expenditure Type:	8202 - Construction		
Task Number:	1.0		
Project Manager:	Tony Arguello	Title:	Engineering Technician

Contractor/Consultant Information

Contractor/Consultant:	Lightfield Enterprises / Darryl Bragg	Email:	dbragg@lightfieldenterprises.com
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The CONTRACTOR/CONSULTANT is hereby directed to perform the WORK described in the CONTRACT for design/construction as amended by this CHANGE ORDER.

See attached **3** sheets with full explanation for the change order.

Compensation to Contractor/Consultant

The original contract sum was:	\$727,807.75
The net change by previous change order was:	\$0.00
The contract sum prior to this change order was:	\$727,807.75
The contract sum will be: (See List) Increased	\$493,003.12
The new contract sum, including this change order is:	\$1,220,810.87
The contract time will be: (See List) Unchanged	
The new date for project completion:	N/A

This CHANGE ORDER is intended to, and the OWNER agrees that it shall, fairly and adequately compensate the CONTRACTOR/CONSULTANT for the extra direct costs (time and materials, etc.) as well as all expenses and damages which may result from any delays, suspensions, stretch-outs, scheduling, inefficiencies and accelerations in the WORK associated with this CHANGE ORDER, and the CONTRACTOR/CONSULTANT releases the OWNER from any claims for such expenses and damages.

This CHANGE ORDER is intended to, and the CONTRACTOR/CONSULTANT agrees that it does, provide the CONTRACTOR/CONSULTANT a reasonable and adequate period of time in which to complete the WORK in accordance with the CONTRACT for establishment of policies, as amended by this CHANGE ORDER, and the CONTRACTOR/CONSULTANT releases the OWNER from any claims for additional time to perform the WORK associated with this CHANGE ORDER.

The Contract Documents may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same document. The Contract Documents, including all component parts set forth above, may be executed and delivered by electronic signature by any of the parties and all parties consent to the use of electronic signatures.

Signatures for City Council

IN WITNESS WHEREOF, the parties have caused this instrument to be executed in two (2) original counterparts as of the day and year first above written.

Approved as to Substance	Reviewed as to Legal Form
City Manager	City Attorney
Certification of Contract Funds Availability	Departmental Certification
Director of Finance	Department Director
Purchasing Official	Project Manager

Certification of Content by Contractor/Consultant

Representative of Contractor/Consultant	Title

Additional Review:

CIP Budget

Approval Level is at City Council based on cumulative change orders totalling \$493,003.12 for a total of 67.74%

4/1/2023



CHANGE ORDER FORM

Project Information

Change Order #: **1**

Project Name: **2023 Maplewood Concrete Rehabilitation**

Date: **8/30/2023**

Project Manager: **Tony Arguello**

Change Order Justification

Why was this not in original contract?	The winning bid for this project came in considerably lower than estimated. Another location for concrete rehabilitation has been added in order to utilize the federal grant funding allocated to Public Works by the Greeley Urban Renewal Authority.
Budget Impact/Funding	Contract amount will be increased \$419,689.25 from 12433 to make use of all available federal grant funds. Additionally, \$73,313.87 from 12521 will be added to the contract in order to ensure all federal grant funds are able to be spent down. These additional funds will also help to complete the concrete work on an entire corridor.
Impact to project schedule	There will be no change to original contract completion date of November 17th, 2023.
Detailed Explanation of Change Order	Approximately 4,622 linear feet of rollover curb/gutter/sidewalk concrete infrastructure in Wilshire Neighborhood will be removed and replaced.



Council Agenda Summary

October 3, 2023

Key Staff Contact: Paul Trombino, Public Works Director

Title:

Consideration of a motion to approve the Broadview Acres Trail HAWK Signal Change Order

Summary:

At the time of Project bid (November 2022), the HAWK Signal was included in an alternate bid but was not awarded due to contractor prices being above the engineer's estimate. As a result, Public Works proceeded to order and purchase the HAWK Signal which, due to supply chain issues, did not arrive until August 2023. The trail work has been completed and was unaffected by this change order. However, the trail connection cannot be safely opened across 4th Street until the HAWK Signal is installed. This change order is for the labor of installation of the HAWK Signal. There are sufficient funds in the budget to cover the installation of the HAWK Signal.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	Onetime
What fund of the City will provide funding?	Trails Development Fund 336
Is there grant funding for this item?	No

Legal Issues:

Per Greeley Municipal Code Sec. 6-486, City council consideration is required for cumulative change orders that would add 25 percent or more to the original contract cost of \$100,000.00 or greater.

Other issues and Considerations:

None

Strategic Focus Area:



Community Vitality



Infrastructure and Mobility



Quality of Life

Decision Options:

- 1) Adopt the change order as presented; or
- 2) Amend the change order and adopt as amended; or
- 3) Deny the change order; or
- 4) Continue consideration of the change order to a date certain.

Council's Recommended Action:

A motion to approve Change Order No. 4.

Attachments:

1. Broadview Acres Trail HAWK Signal Installation Change Order No 4



CHANGE ORDER FORM

Project Information

Change Order #:	4	Date:	July 26, 2023
Project Name:	Broadview Acres Trail Ph 2 & 3		
Solicitation Number:	F22-09-081	Dept/Division:	Public Works/Engineering
COA:	336-4202-10515	PO #:	P20230457
Project Number:	12504		
Expenditure Organization:	Culture, Parks & Recreation Department		
Expenditure Type:	8202 Construction		
Task Number:	1		
Project Manager:	Mike Maurer	Title:	Project Manager

Contractor/Consultant Information

Contractor/Consultant:	Duran Excavation, Inc. (Dustin Duran)	Email:	dustind@duranexcavating.com
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The CONTRACTOR/CONSULTANT is hereby directed to perform the WORK described in the CONTRACT for design/construction as amended by this CHANGE ORDER.

See attached sheets with full explanation for the change order.

Compensation to Contractor/Consultant

The original contract sum was:	\$587,728.00
The net change by previous change order was:	\$136,801.00
The contract sum prior to this change order was:	\$724,529.00
The contract sum will be: (See List) Increased	\$93,426.00
The new contract sum, including this change order is:	\$817,955.00
The contract time will be: (See List) Unchanged	
The new date for project completion:	

This CHANGE ORDER is intended to, and the OWNER agrees that it shall, fairly and adequately compensate the CONTRACTOR/CONSULTANT for the extra direct costs (time and materials, etc.) as well as all expenses and damages which may result from any delays, suspensions, stretch-outs, scheduling, inefficiencies and accelerations in the WORK associated with this CHANGE ORDER, and the CONTRACTOR/CONSULTANT releases the OWNER from any claims for such expenses and damages.

This CHANGE ORDER is intended to, and the CONTRACTOR/CONSULTANT agrees that it does, provide the CONTRACTOR/CONSULTANT a reasonable and adequate period of time in which to complete the WORK in accordance with the CONTRACT for establishment of policies, as amended by this CHANGE ORDER, and the CONTRACTOR/CONSULTANT releases the OWNER from any claims for additional time to perform the WORK associated with this CHANGE ORDER.

The Contract Documents may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same document. The Contract Documents, including all component parts set forth above, may be executed and delivered by electronic signature by any of the parties and all parties consent to the use of electronic signatures.

Signatures for City Council

IN WITNESS WHEREOF, the parties have caused this instrument to be executed in two (2) original counterparts as of the day and year first above written.

Approved as to Substance	Reviewed as to Legal Form
City Manager	City Attorney
Certification of Contract Funds Availability	Departmental Certification
Director of Finance	Department Director
Purchasing Official	Project Manager

Certification of Content by Contractor/Consultant

Representative of Contractor/Consultant	Title

Additional Review:

CIP Budget

Approval Level is at City Council based on cumulative change orders totalling \$230,227. for a total of 39.17%

4/1/2023



CHANGE ORDER FORM

Project Information

Change Order #: **4**

Project Name: **Broadview Acres Trail Ph 2 & 3**

Date: **7/26/2023**

Project Manager: **Mike Maurer**

Change Order Justification

Why was this not in original contract?	At the time of Project bid, the HAWK Signal was included in an alterate bid but was not awarded due to contractor prices being above the engineer's estimate. As a result, Public Works proceeded to purchase the HAWK Signal which, due to supply chain issues, did not arrive until August 2023.
Budget Impact/Funding	There are sufficient funds in the budget to cover this change order to complete the installation of the HAWK signal. The original contracted amount of \$587,728.00 will increased by another \$93,426.00 with this change order (Cumulative amount of \$230,227) to \$817,955.00.
Impact to project schedule	The trail work has been completed and was unaffected by this change order. However, the trail connection cannot be safely opened across 4th Street until the HAWK Signal is installed.
Detailed Explanation of Change Order	The change order is for the labor of installation of the HAWK Signal.



Council Agenda Summary

October 3, 2023

Key Staff Contact: Brian McBroom, Community Development Director, Caleb Jackson, Planner III

Title:

Introduction and first reading of an ordinance changing the official zoning map of the City of Greeley, Colorado, to establish a Planned Unit Development (PUD) for approximately 170.573 acres located north of 10th Street and west of 83rd Avenue known as Schneider Farm PUD

Summary:

The subject site was annexed on September 5, 2023, and must be zoned within 90 days of annexation. The applicant proposes to establish Planned Unit Development (PUD) zoning, known as the Schneider Farm PUD, on approximately 170.573 acres located at 975 83rd Avenue. The proposed Schneider Farm PUD includes six planning areas.

Planning Area 1, comprising approximately 30 acres at the northwest corner of the site, would allow single-family dwellings at a maximum density of five dwelling units per acre, yielding up to 149 units.

Planning Area 2, comprising approximately 62 acres in the north-central part of the site, would also allow single-family dwellings at a maximum density of five dwelling units per acre, yielding up to 309 units.

Planning Area 3, comprising approximately 21.6 acres at the northeast corner of the site, would accommodate parks and open space and is intended to satisfy park land dedication requirements for Schneider Farm.

Planning Area 4, comprising approximately 24.3 acres at the southwest corner of the site, would allow multi-family dwellings at a maximum density of 30 dwelling units per acre, yielding up to 729 units.

Planning Area 5, comprising approximately 17.8 acres at the southeast corner of the site, would allow commercial land use with a maximum floor-area ratio of 0.5.

Planning Area 6, comprising approximately 15 acres in the east-central part of the site, would allow multi-family dwellings at a maximum density of 20 dwelling units per acre, yielding up to 299 units.

The proposed Planned Unit Development anticipates future dedication of right-of-way to extend 4th Street to the west and additional right-of-way for future improvements on 83rd Avenue. Other thoroughfares identified on the PUD include 86th Avenue, 89th Avenue, and 7th Street. Local streets will be planned with future preliminary subdivisions. Stormwater facilities are envisioned in Planning Areas 1 and 3-6. The applicant has worked with the Skyline Ditch, and is proposing to pipe and reroute the ditch through the site. The applicant is proposing to reroute the existing Bellvue water transmission line that traverses the site. The applicant has also provided conceptual plans for the extension of non-potable, water, and sewer lines to serve the development.

The applicant proposes a network of trails and amenity spaces throughout the development. The applicant has also provided development standards that future development would be required to satisfy.

Using a 1000' buffer, a mailed notice was sent to 39 landowners or current residents. No public objection or support has been received. The Planning Commission recommended approval (5-0) on September 12, 2023.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
Is there grant funding for this item?	N/A

Legal Issues:

Consideration of this matter is a quasi-judicial process which includes the following public hearing steps:

- 1) City staff presentation
- 2) Council questions of staff
- 3) Applicant presentation
- 4) Council questions of applicant
- 5) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 6) Rebuttal, if requested
- 7) Council discussion
- 8) Council decision

Other issues and Considerations:

N/A

Strategic Focus Area:



Community Vitality

Decision Options:

- 1) Introduce the ordinance as presented; or
- 2) Amend the ordinance and introduce as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to introduce the ordinance and schedule the public hearing and second reading for October 17, 2023.

Attachments:

1. Ord 49, 2023 with Exhibit A
2. Planning Commission Summary

3. Vicinity Map
4. Project Narrative
5. PUD Plan Set
6. Neighborhood Notification Boundary Map
7. Traffic Impact Study
8. Planning Commission Minutes

CITY OF GREELEY, COLORADO
ORDINANCE NO. 49, 2023
CASE NO. PUD2023-0006

AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF GREELEY, COLORADO, TO ESTABLISH A PLANNED UNIT DEVELOPMENT (PUD) FOR APPROXIMATELY 170.573 ACRES LOCATED NORTH OF 10TH STREET AND WEST OF 83RD AVENUE

BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO:

Section 1. The following described property located in the City of Greeley is hereby established a PUD (PLANNED UNIT DEVELOPMENT) in the City of Greeley, County of Weld, State of Colorado:

Legal Description

See EXHIBIT A, attached hereto, and incorporated herein.

Section 2. The boundaries of the pertinent zoning districts as shown on the official zoning map are hereby changed so as to accomplish the above-described zoning changes, and the Mayor and City Clerk are hereby authorized and directed to sign and attest an entry which shall be made on the official zoning map to reflect this change.

Section 3. This ordinance shall become effective five (5) days after its final publication as provided by the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED, THIS ____ DAY OF _____, 2023.

ATTEST:

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor

Exhibit A

Schneider Annexation

Legal Description:

A parcel of land, situate in the Southeast Quarter (SE1/4) of Section Six (6) and the Southwest Quarter (SW1/4) of Section Five (5), Township Five North (T.5N.), Range Sixty-six West (R.66W.) of the Sixth Principal Meridian (6th P.M.), County of Weld, State of Colorado and being more particularly described as follows:

BEGINNING at the East Quarter Corner of said Section 6, monumented by a 2" steel pipe with a 2.5" aluminum cap stamped LS 11989, and assuming the East line of said SE1/4 as bearing North 05°10'08" East, being a Grid Bearing of the Colorado State Plane North Zone, North American Datum 1983/2011, a distance of 2,813.51 feet, monumented at the Southeast Corner by a #6 rebar with a 3.25" aluminum cap stamped LS 25381 and with and with all other bearings contained herein relative thereto;

THENCE North 88°44'22" East, along the North line of the SW1/4 of said Section 5, a distance of 30.19 feet to the East Right of Way (ROW) of 83rd Avenue;

THENCE South 05°10'08" West, along said East ROW, a distance of 1,406.77 feet to the Northwest corner of the Golden Triangle Third Annexation as recorded December 27, 1984 as Reception No. 1993145 of the records of the Weld Count Clerk & Recorder (WCCR) said corner being on the North line of the South Half of said SW1/4;

THENCE South 05°10'08" West, along the West line of said Reception No. 1993145, a distance of 1,366.76 feet to a point on the Northerly line of Golden Triangle First Annexation, as recorded November 1, 1984 as Reception No. 1987263 of the WCCR;

Thence along the North and West lines of said Reception No. 1987263 the following three courses:

THENCE South 89°11'34" West a distance of 33.85 feet;

THENCE North 89°22'51" West a distance of 2,648.61 feet to a point on the West line of said SE1/4, from whence the South Quarter Corner of Section 6 bears South 02°52'33" West a distance of 40.03;

THENCE North 02°52'33" East a distance of 2,696.59 feet to the Center Quarter Corner of Section 6;

THENCE North 89°09'59" East, along the North line of said SEW1/4, a distance of 2,767.00 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM:

COMMENCING at the East Quarter Corner of Section 6;

THENCE South 05°10'08" West, along the East line of said SE1/4, a distance of 1,406.77 feet to the South 1/16th Corner of Section 6;

THENCE South 89°52'38" West along the South line of the North Half of the SE1/4 a distance of 30.13 feet to the POINT OF BEGINNING;

THENCE South 89°52'38" West, continuing along said South line, a distance of 280.00 feet;
THENCE North 05°10'08" East, parallel with and 310.00 feet West of, as measured at right
angles to, the East Line of said
Southeast Quarter, a distance of 150.00 feet;
THENCE North 89°09'59" East, parallel with the North line of said Southeast Quarter, a distance
of 280.34 feet to a point
on the East ROW of 83rd Avenue;
THENCE South 05°10'08" West, along said East ROW, a distance of 153.49 feet to the POINT
OF BEGINNING.

.

Said described parcel of land contains 7,430,140 Square Feet or 170.573 Acres, more or less ($\pm$).

PLANNING COMMISSION SUMMARY

ITEM: Planned Unit Development request for commercial, multi-family, single-family, and parks on approximately 170.573 acres of recently annexed land located at the northwest corner of 10th Street at 83rd Avenue known as Schneider Farm PUD

FILE NUMBER: PUD2022-0006

PROJECT: Schneider Farm PUD

LOCATION: 975 83rd Avenue

APPLICANT: Union Colony West Investments, LLC

CASE PLANNER: Caleb Jackson, AICP | Interim Chief Planner

PLANNING COMMISSION HEARING DATE: September 12, 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 Planned Unit Development request for commercial, multi-family, single-family, and parks on approximately 170.573 acres of recently annexed land located at the northwest corner of 10th Street at 83rd Avenue known as Schneider Farm PUD.

A. REQUEST

The applicant proposes to establish Planned Unit Development (PUD) zoning, known as the Schneider Farm PUD, on approximately 170.573 acres located at 975 83rd Avenue. The proposed Schneider Farm PUD includes six planning areas.

Planning Area 1, comprising approximately 30 acres at the northwest corner of the site, would allow single-family dwellings at a maximum density of five dwelling units per acre yielding up to 149 units. Planning Area 2, comprising approximately 62 acres in the north-central part of the site, would also allow single-family dwellings at a maximum density of five dwelling units per acre yielding up to 309 units. Planning Area 3, comprising approximately 21.6 acres at the northeast corner of the site, would accommodate parks and open space and is intended to satisfy park land dedication requirements for Schneider Farm.

Planning Area 4, comprising approximately 24.3 acres at the southwest corner of the site, would allow multi-family dwellings at a maximum density of 30 dwelling units per acre yielding up to 729 units. Planning Area 5, comprising approximately 17.8 acres at the southeast corner of the site, would allow commercial land uses with a maximum floor-area ratio of 0.5. Planning Area 6, comprising approximately 15 acres in the east-central part of the site, would allow multi-family dwellings at a maximum density of 20 dwelling units per acre yielding up to 299 units.

The proposed Planned Unit Development anticipates future dedication of right-of-way to extend 4th Street to the west and additional right-of-way for future improvements on 83rd Avenue. Other thoroughfares identified on the PUD include 86th Avenue, 89th Avenue, and 7th Street. Local streets would be planned with future preliminary subdivisions. Stormwater facilities are envisioned in Planning Areas 1 and 3-6. The applicant has worked with the Skyline Ditch, and is proposing to pipe and reroute the ditch through the site. The applicant is proposing to reroute the existing Bellvue water transmission line that traverses the site. The applicant has also provided conceptual plans for extension of non-potable, water, and sewer lines to serve the development.

The applicant proposes a network of trails and amenity spaces throughout the development. The applicant has also provided development standards that future development would be required to satisfy.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: A (Agricultural - County)

South: C-H (Commercial High Intensity)

R-H (Residential High Density)

East: R-L (Residential Low Density)

A (Agricultural - County)

West: PUD (Planned Unit Development)

Abutting Land Uses

North: Agriculture with single-family dwelling

South: Undeveloped and multi-family dwellings

East: Single-family dwelling, oil and gas extraction,
electrical substation, electric transmission lines

West: Farming

Site Characteristics:

The subject site is approximately 170.573 acres. The site is relatively flat, primarily sloping from the south to the north. The site is currently used for farming, with accessory residential uses and outbuildings.

D. BACKGROUND

The subject area comprises approximately 170.753 acres at the northwest corner of 10th Street at 83rd Avenue. The site was annexed by City Council on September 5, 2023. The property must

be zoned within 90 days of annexation. The applicant proposes Planned Unit Development (PUD) zoning for the site, known as Schneider Farm PUD. The applicant has submitted a preliminary subdivision, which is currently under staff review, which would require a public hearing in the future.

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. A Neighborhood Center is identified for the intersection of 10th Street at 83rd Avenue, and both of those thoroughfares are envisioned as Multi-Modal Corridors. The proposal supports the vision for a Mixed Use Neighborhood by providing a mixture of single-family, multi-family, and commercial development served by park land and trails within the neighborhood. The proposal supports the vision for a Neighborhood Center by providing an area for commercial uses at the intersection of 10th Street at 83rd Avenue, supported by adjacent areas for multi-family housing. The proposal supports the vision for Multi-Modal Corridors by providing areas for multi-family and commercial uses along these thoroughfares. Additionally, the following comprehensive plan goals support the subject application:

Objective EH-2.4 Land Use Promote land use decisions that support walkability and improve access to basic needs, such as neighborhood markets or grocery stores, parks and natural areas, as well as medical and personal services. Support access to goods and services that support health and wellness in all neighborhoods.

Objective EH-2.5 Walkability & Bikability Plan and design neighborhoods so that employment, schools, shopping, parks, transit stops, and other facilities are within a 10 minute safe walk of housing wherever feasible.

Objective EH-2.6 Built Environment Encourage the construction of built environments that support health and active living, such as mixed-use centers, corridors, and neighborhoods that support walkability, providing safe options for active transportation, and considering the safety and comfort of all users when designing streets, parks, and other public spaces.

Objective GC-2.4 Mixed-Use and Transit-Supportive Development Promote horizontal and vertical mixed-use development that integrates a variety of housing, commercial, employment, and recreational uses particularly in centers and along corridors identified on the Land Use Guidance map.

Objective GC-2.5 Neighborhood Centers Promote neighborhood centers—small-scale retail areas providing basic commercial goods and services—to locate within a walkable distance of residences, usually a quarter-mile or less.

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 a mixed use neighborhood that is compatible with the area. The proposal is consistent with other planned development in the vicinity.

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 sites planned for mixed use neighborhoods. It is in the public interest to establish zoning on the subject site that is consistent with the trend of planning mixed use neighborhoods in this area.

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 site was recently annexed, eliminating the existing Weld County zoning designation on the site.

The criterion is not applicable.

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 allows a mix of uses and open spaces that are compatible with planned development in the area. The proposed primary streets and trails tie into plans for neighboring developments.

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 applicant will be responsible for extending services to their site upon development.

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 site was recently annexed, eliminating the existing Weld County zoning designation on the site.

The criterion is not applicable.

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: Traffic impacts would be addressed with future improvements as outlined in the applicant's traffic impact study. No further negative impacts are anticipated.

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 a mix of uses to be incorporated into the area in a way that achieves greater consistency and more specificity than standard zones would allow.

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 PUD provides flexibility to support development that is in-demand in the community. The proposal includes development standards that better-facilitate three-car garages while maintaining important architectural features and standards.

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 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 subject property has not been subdivided. A preliminary subdivision application is under review with City staff, which would require Planning Commission approval subsequent to zoning.

2. HAZARDS

The subject site is not located within a FEMA-mapped floodplain and no steep slopes exist on the property. One plugged and abandoned oil well is located on the property.

3. WILDLIFE

A small area on the northern edge of the site is identified on the City of Greeley's Areas of Ecological Significance map as an area that could be moderately impacted by development. Upon site examination, no significant natural features requiring preservation for ecological purposes were identified.

4. FLOODPLAIN

The subject site is not in the floodway or floodplain as identified by Federal Emergency Management Administration (FEMA) flood data.

5. DRAINAGE AND EROSION

The existing drainage patterns are expected to continue to follow the existing lay of the land. Conceptual stormwater facilities are identified in the PUD and drainage patterns would be examined in greater detail through any future land use requests. Erosion and sediment control plans are required with development.

6. TRANSPORTATION

The subject site has frontage along 10th Street and 83rd Avenue. The PUD identifies 4th Street extending west across the northern edge of the site. The applicant has provided a Traffic Impact Study, identifying potential improvements needed to accommodate development of the site.

G. SERVICES

1. WATER

Water mains are present in the vicinity and the applicant would be responsible to install necessary extensions to serve development on the site.

2. SANITATION

Sewer mains are present in the vicinity and the applicant would be responsible to install necessary extensions to serve development on the site.

3. EMERGENCY SERVICES

The site is served by the Greeley Fire Department, with Station #7 being located approximately 1.5 miles east of the subject site. The site is also served by the Greeley Police Department.

4. PARKS AND OPEN SPACES

Park land dedication would be required with future residential development on the site. An area of the PUD is identified for future park land dedication.

5. SCHOOLS

The subject site is within the Weld RE-4 School District (Windsor-Severance). Land dedication or cash-in-lieu for schools would be required with future residential development on the site.

6. METROPOLITAN DISTRICT

No metropolitan district currently exists for the site.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

No significant visual impacts are anticipated as a result of this application. Development of the site must comply with perimeter landscaping and architectural standards.

2. NOISE

No noise impacts are anticipated as a result of this application. Any noise created by future development is regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Using a 1000' buffer, notices to 39 surrounding property owners and current residents were mailed on August 28, 2023. Two signs were posted on the site on August 24, 2023. A notice was posted to the City of Greeley website on August 28, 2023. Staff has not received any comments from the public expressing objection or support of the application.

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

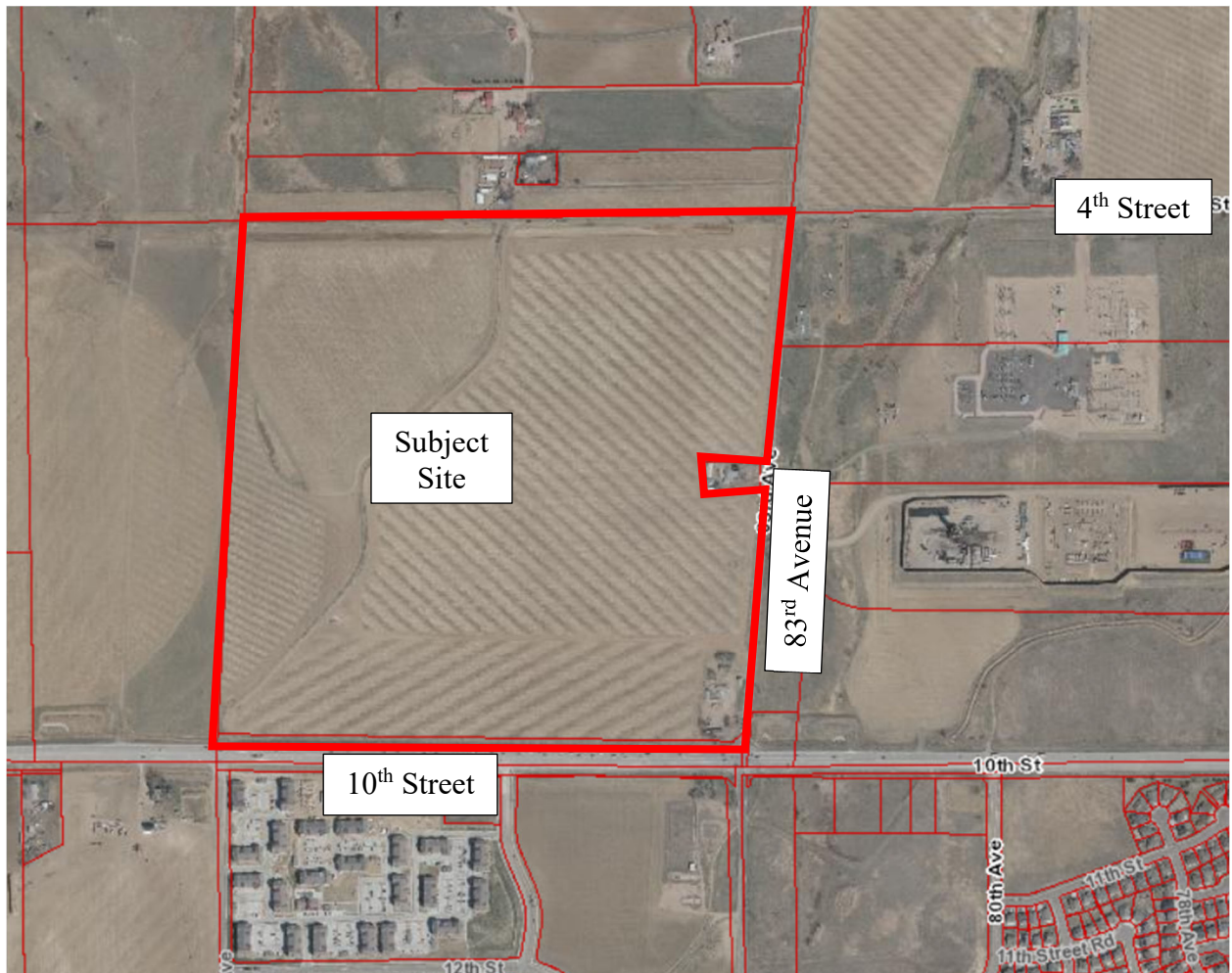
Attachment C – PUD Plan Set

Attachment D – Neighborhood Notification Boundary Map

Attachment E – Staff Slides

Attachment F – Traffic Impact Study

VICINITY MAP



SCHNEIDER FARM

PUD Narrative Report

July 2023
Project 22-007

PREPARED FOR
Journey Homes, LLC
7251 West 20th Street, L-200
Greeley, Colorado 80634

PREPARED BY
LandOne Engineering
361 71st Avenue, Suite 100
Greeley, Colorado 80634

Schneider Farm PUD Narrative

I. Introduction

The following information is being submitted as a request for establishment of rezone into the City of Greeley. This information is also being submitted to set the tone for the proposed development. From the Developer's perspective, the goal for the annexation will be to:

- Bring out and address any stakeholder concerns
- Provide clarification of the major aspects of the development
- Obtain approval for the project from City staff and ensure an approval at City Council, so a preliminary and final plat documents can be created.

Overall, the Developer wishes to create a project that will meet their needs and be supported by the City, which will expedite the review and approval process of the final plans.

II. Owner

Union Colony West Investments, LLC
7251 West 20th Street, L-200
Greeley, Colorado 80634

III. Developer

Journey Homes, LLC
7251 West 20th Street, L-200
Greeley, Colorado 80634

IV. Location and Existing Conditions:

The proposed site is in unincorporated Weld County, Colorado on the north side of U.S. Highway 34 - Business (10th Street), south of the alignment of W. 4th Street (extended), west of 83rd Avenue, and east of 89th Avenue (extended). Refer to the annexation plat map for more detailed information. The existing property consists of farmed ground and is currently zoned Agriculture in Weld County. There is an existing irrigation ditch that runs from the middle of the northern property line to the southwest corner of the property. An existing oil and gas well is located on site in the southwestern quadrant and has been plugged and abandoned. The Bellvue Water Transmission waterline bisects the property from the northwest to the southeast. Roughly 440-feet from the eastern property line is an existing Suncor Petroleum transmission line that runs north to south.

V. Proposed Zoning

A Planned Unit Development, PUD, is the proposed zoning for this site. The PUD will consist of single family based upon Residential Low Density, multifamily based upon Residential High Density, and commercial uses based upon the Commercial High Density zone district. The estimated number of total number of residential dwelling units is approximately 1,524 with an estimated school-age population of 525 children.

The “Mixed Use” aspect to this PUD will allow for the project to meet the intent of the City’s vision for this area per the Comprehensive Plan. The surrounding area is a mix of PUDs, Residential Low/High Density, and Commercial Low/High Density.

VI. Conformance with the City’s Comprehensive Plan

Vision Statement: Greeley values and respects the diversity of its people, cultures, neighborhoods, and resources in a manner that creates and sustains a safe, unique, united, vibrant, and rewarding place in which to live, work, learn, grow, and play. The community promotes a healthy and diverse economy, and a high quality of life that is responsive to all its residents, businesses, and neighborhoods.

The Schneider Annexation will allow for a healthy and diverse development with unique housing options and a mix of commercial businesses that will promote a high quality of life for residents and businesses.

Economic Health and Diversification (ED)

ED-1: Promote a healthy, progressive, and competitive local economy.

This site and project will comply with regulations and business practices that promote a healthy economic climate by incorporating both residential and non-residential developments. Each space will contribute to the City’s tax base.

ED-2: Promote desired economic sectors and a diverse local economy.

By integrating a commercial lot within this site, the project will provide employment opportunities for the neighboring residential areas. The project will promote a diverse local economy by planning specific locations for businesses around the adjacent neighborhood.

Education, Health, and Human Services (EH)

EH-2: *Integrate healthy living into community planning and development.*

Internal sidewalks and mixed-use trails will support walkability throughout the site, specifically to the proposed businesses on the outskirts of the site. Mixed-use trail connections to adjacent developments will be added to promote movement.

EH-4: *Support and collaborate with the city’s school districts.*

The developer plans to work with the adjacent school districts to plan for transportation options through the proposed neighborhood. The proposed single family, multifamily, and commercial aspects to this site will not negatively impact the safety of students while attending school, travelling to and from school, and will not diminish the residential population.

Growth and City Form (GC)

GC-1: *Manage growth effectively.*

By incorporating multiple uses within one large site, this project will improve the quality of life for Greeley’s residents and will minimize the impacts on the natural environment by potential reduction in vehicle trips and creating opportunity for a walkable community. The proposed uses for this property will meet the City’s goals and objectives as laid out in the Imagine Greeley Comprehensive Plan. Open spaces and neighborhood parks will be interspersed throughout the site to allow all residents access to enjoy these amenities.

GC-2: Promote a balanced mix and distribution of land uses.

The project proposes both residential and non-residential sites, along with open space areas, which is in line with the City of Greeley's Long Range Expected Growth Area. Adding both commercial and residential sites will provide a good jobs/housing balance.

GC-6: Maintain and enhance the character and interconnectivity of Greeley's neighborhoods.

Both the commercial and residential portions of this site will contain a variety of attributes that contribute to a resident's day-to-day life. A variety of architectural features that are visually interesting and add to a cohesive identity will be incorporated into all spaces. The residential neighborhood will be planned to promote connectivity throughout the site and adjacent areas.

Infrastructure (IN)

IN-1: Ensure developed areas in Greeley are served by adequate public facilities and services.

Based on the maps provided within the Comprehensive Plan, this site will have adequate access to public facilities, including Fire Services, Park Facilities, Police Services, and public utilities. Transportation around and throughout the site will be provided.

IN-2: Ensure the design, construction, and appearance of City Infrastructure and facilities contributes to the character of the community.

Streets and Surface Facilities. Stormwater detention areas, open space, streets, and pedestrian corridors will be designed to contribute to the character of the community. The design of individual sites and planning areas will follow City regulations and standards.

Water connections will be brought to the site from the south side of 10th Street. Connections will be made to the 16-inch line at 86th Avenue and 10th Street and an additional 16-inch connection will be made at 89th Avenue and 10th Street in coordination with The Cache.

Non-potable water will be connected to the Boomerang non potable system and provisions will be made for The Cache to connect to this line in the future, with the location of the future connection to be made in close coordination with The Cache.

Sanitary Sewer will need to be extended south to CR 62 to the new trunk line being installed in 2022. Cost sharing of this line will likely be needed with the Cache development.

Natural Resources and Open Lands (NR)

NR-1: Protect, conserve, maintain, and improve the quality and quantity of water available to Greeley.

The ditch that runs through this site will be piped and rerouted but will be sustained and protected throughout construction and the life of the site. Non-potable water will be provided for irrigation for open spaces. The developer plans to cooperate with state and regional partners as well to manage water resources effectively and efficiently.

NR-2: Manage emissions, effluents, waste, and other sources of pollution that impact our quality of life and natural environment.

The design of each site will identify and promote acceptable noise levels, lighting levels, waste management, and outdoor odors. Detention ponds for the overall site will be provided to manage stormwater runoff and reduce the amount of sediment entering the surface waters.

Parks and Recreation (PR)

***PR-1:** Develop and maintain an interconnected system of parks, trails, and recreational facilities.*

A public neighborhood park and open spaces will be provided in the single-family planning area which is in alignment with the City's Parks, Trails, and Open Land plan (PTOL). Access to these open spaces and parks will be provided via trails, sidewalks and bike lanes. This will ensure that residents can access and enjoy nature near their homes.

***PR-2:** Ensure the City's system of parks, trails, and recreational facilities align with and support other community goals.*

Native vegetation, natural grasslands, and low water-use plants and landscaping will be used throughout the overall site. This will allow for the developer to ensure water conservation by irrigating efficiently. Vegetation and landscaping will be maintained through best management practices. Stormwater management will be provided with detention ponds.

Public Safety (PS)

***PS-3:** Develop and maintain a safe, aesthetically pleasing, and livable community.*

Public improvements, urban design, lighting, and other features will enhance the public's safety through the entire site. Efficient and straightforward signage and lighting will be provided for pedestrians and vehicles.

Transportation and Mobility (TM)

***TM-1:** Develop and maintain an accessible, integrated, safe, and efficient transportation system.*

The roadways will be designed to accommodate truck traffic while also providing safe pedestrian access to the commercial buildings. The transportation system will be safe and efficient for both pedestrians and vehicular traffic.

***TM-2:** Provide residents with a range of transportation choices and options.*

All rights-of-ways will fully integrate bicyclists, pedestrians, transit uses, commercial vehicles and trucks, emergency vehicles, and passenger vehicles. ADA compliance will be promoted in all public areas to allow for safe travel. Access to regional transit on the north side of the project as well as connection to the City's future regional trail on the east side of 83rd Ave will allow other modes of transportation besides traditional vehicles.

VII. Water Supply: Intent to include the property in the Northern Colorado Water Conservancy District

The property is currently located within the boundaries of the Northern Colorado Water Conservancy District and Sub-district. It is anticipated that the Property will be connected to City of Greeley Municipal water supply at a time agreed upon by the City of Greeley.

VIII. Ecological or land use conditions which may be hazardous

Ecological Areas

The City of Greeley's Ecological Sensitive Area Map indicates that there is an area on the north side of the site that has been identified as an area that could contain sensitive natural features. A field inspection of the site revealed that there do not appear to be any sensitive ecological areas, as the entire site is currently cultivated with corn and the Ecological Sensitive Area Map is in error.

Oil and Gas Operations

There is an existing oil and gas well in the southwest corner of the site. The well has been abandoned and plugged. Final layout of the development will be completed to maintain required setback for access to well. See Existing Conditions/Property & Topography Map.

The underground gas line that runs north to south, roughly 440 feet from the eastern property line, will remain in place within a 50-foot gas easement. See Existing Conditions/Property & Topography Map.

Dumps and Landfills

There are no known dumps or landfills on the site.

Underground Storage Tanks

There are no known underground storage tanks on site.

Steep Slopes

Generally, there are no steep slopes on the site. Slopes on the site generally range from 1 to 3 percent with some areas reaching 7 percent.

Wetlands

Per the National Wetlands Inventory system, the site does not have any riparian or wetlands identified.

Irrigation Ditches

The Skyline Ditch bisects the site. Ultimately, the ditch will be routed through the site via pipe. The Developer will relocate the ditch and is coordinating the design with the Skyline Ditch Company.

Bodies of Water and Flood Areas.

Per Flood Insurance Rate Map 08123C1512E, effective date January 20, 2016, the property is in Zone X. The property is not located within a floodplain.

There is a small area of High Hazard, as identified on Figure 4.6 of the Sharktooth Bluffs Stormwater Master Plan near the intersection of 83rd Avenue and 4th Street. This area will be addressed with the grading and storm drainage system of the proposed development.

IX. Rezoning Review Criteria (per City Code Sec. 24-204b)

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

This PUD proposal was prepared to meet or exceed the goals and objectives of the comprehensive plan, as shown in Part VI, above. Specific accessories to support the amenities will be addressed at the subdivision design stage.

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

The proposal fulfills the intent of the Comprehensive Master Plan by providing connectivity and a diverse mix of single-family, multi-family, and commercial development to the area.

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 project is currently in Weld County Zone A (Agricultural) and has been in this zone for quite some time. As the City of Greeley grows in the area, diverse land uses have appeared, ranging from open space to high-density commercial. The Developer envisions rezoning to provide diverse housing and commercial development to this quickly growing region. This project will serve to enhance this site and the surrounding areas by providing housing, parks and recreation, and other amenities to complete the objectives of the comprehensive plan.

3. *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 is inappropriate given the development trends in Greeley. PUD zoning will allow for a mixture of single-family, multi-family, and commercial development to meet the objectives of the comprehensive plan beyond the uses the current zoning will allow.

4. *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 zoning will serve to enhance the surrounding area by providing commercial development along 10th street adjacent to multi-family and single-family development along with trail corridors and common open spaces to enhance economic growth of the city and meet the objectives of the comprehensive plan.

5. *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 improvements proposed in this PUD meet or exceed the criteria set forth by the development code. Consequently, the city will have the ability to provide services and facilities to serve the anticipated uses of the district.

6. *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 change in zoning from Agricultural Zoning to mixed-use PUD Zoning will allow the development to provide trails, parks, and other amenities and uses that cannot be provided in the current zoning.

7. *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 negative impacts of the development are mitigated by the benefits of the development to the community. Through sound engineering practices and thoughtful design, the project will provide amenities in compliance or exceeding the guidelines of the master and comprehensive plans. Additionally, Traffic impact studies have been completed and the infrastructure will be improved by the development to mitigate the negative impacts of the development.

8. *The recommendations of professional staff or advisory review bodies.*

In response to City Staff comments, adjustments and improvements have been made to this PUD proposal that will serve to enhance the various features of the development.

X. Planned Unit Development Review Criteria (per City Code, Sec. 24-205c)

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.*

This planned unit development will allow for a comprehensive integration of the comprehensive plan beyond what can be accomplished under general zoning districts and development standards. The PUD will allow for a mixture of single-family housing, multi-family housing, commercial developments, and open space that will serve to enhance the larger community and meet or exceed the objectives of the comprehensive plan.

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

- a. Promote the general public health, safety, and welfare of the community, 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;*
- b. Involves the innovative concepts that were not anticipated by the development code;*
or
- c. 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 benefits of the flexibility of proposed PUD allow the developer to integrate multiple uses beyond traditional zoning that will allow serve and improve the community by achieving the objectives.

This PUD proposes amenities such as public trails and community spaces incorporated into an overall design that promotes the public health, safety, and welfare of the community and the surrounding areas. These various features will be implemented flexibly and harmoniously as the design of each planning area progresses, allowing the development to meet or exceed the objectives of the comprehensive plan and the intent of the base zoning district while allowing for a variety of uses and amenities proximate to one another to provide services to the community.

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

The plan was developed to meet or exceed Greeley's development criteria and to provide a flexible approach to achieving the objectives of the comprehensive plan in each of the categories as discussed in this narrative.

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

Per the responses in Part X, above, the plan meets all of the review criteria for zoning map amendments in Section 24-204.

XI. Deviations from Code Standards

1. *Lot design standards deviate from the Suburban Frontage lot type shown in Table 24-5-7.*

The driveway width standard deviation from Table 24-5-7 meets the standard percentage but increases the total width by 3' to allow for full driveway width for homes with 3 car garages.

2. *Driveway width standards deviate from Section 24-503.b.2.*

The driveway width standard deviation from Table 24-5-7 meets the standard percentage but increases the total width by 3 feet to allow for full width for homes with 3 car garages while eliminating awkward vehicular turning movements during access and egress from the lot.

3. *Garage Design Standards deviate from Section 24-503.b.4.*

The amount of garage door is reduced from the typical code standard to reduce the amount of garage door on the front façade.

4. *Front Entry Design Standards deviate from Section 24-503.b.5.*

The PUD design standards include reducing the minimum porch size by 12 SF to allow for greater variation and flexibility between product types.

5. *Accessory Structure Standards deviate from Section 24-502.c.*

The deviation from code standards minimizes accessory structure height, restricts the height and type of accessory structures, and ensures that the accessory structure design will match the principal structure.

6. *Lot Standards deviate from the Residential Building Type and Lot Standards shown in Table 24-5-1.*

The garage setback in this PUD prevents vehicles parked on driveways from overhanging the sidewalk. The deviation from standard setbacks in Table 24-5-1 allows for a greater variance in street view and appeal. With the selection of proposed home designs, this PUD allows a varied look to the neighborhood instead of a row of homes that are all in a line at the standard front setback.

7. *Fence Standards deviate from Section 24-502.e.1.*

Fence standards enhance the appearance of the neighborhood by meeting Greeley's minimum criteria while restricting the design to ensure the fencing components will match the design of the neighborhood.

Sheet List Table	
Sheet Number	Sheet Title
1	Cover
2	Existing Conditions-Property and Topography
3	Existing Conditions-Oil & Gas Facilities
4	Master Development Plan-Project Boundary and Layout
5	Detail Plan-PA Development Standards
6	Detail Plan-Public Facilities and Commitments
7	Detail Plan-Typical SFD Front Elevations
8	Detail Plan-Parks, Trails and Open Space
9	Conceptual Sanitary Sewer Plan
10	Conceptual Potable Water Plan
11	Existing Drainage Basin Map
12	Proposed Drainage Basin Map
13	Conceptual Non-Potable Water Plan

Property Description

A parcel of land, situate in the Southeast Quarter (SE1/4) of Section Six (6) and the Southwest Quarter (SW1/4) of Section Five (5), Township Five North (T.5N.), Range Sixty-six West (R.66W.) of the Sixth Principal Meridian (6th P.M.), County of Weld, State of Colorado and being more particularly described as follows:

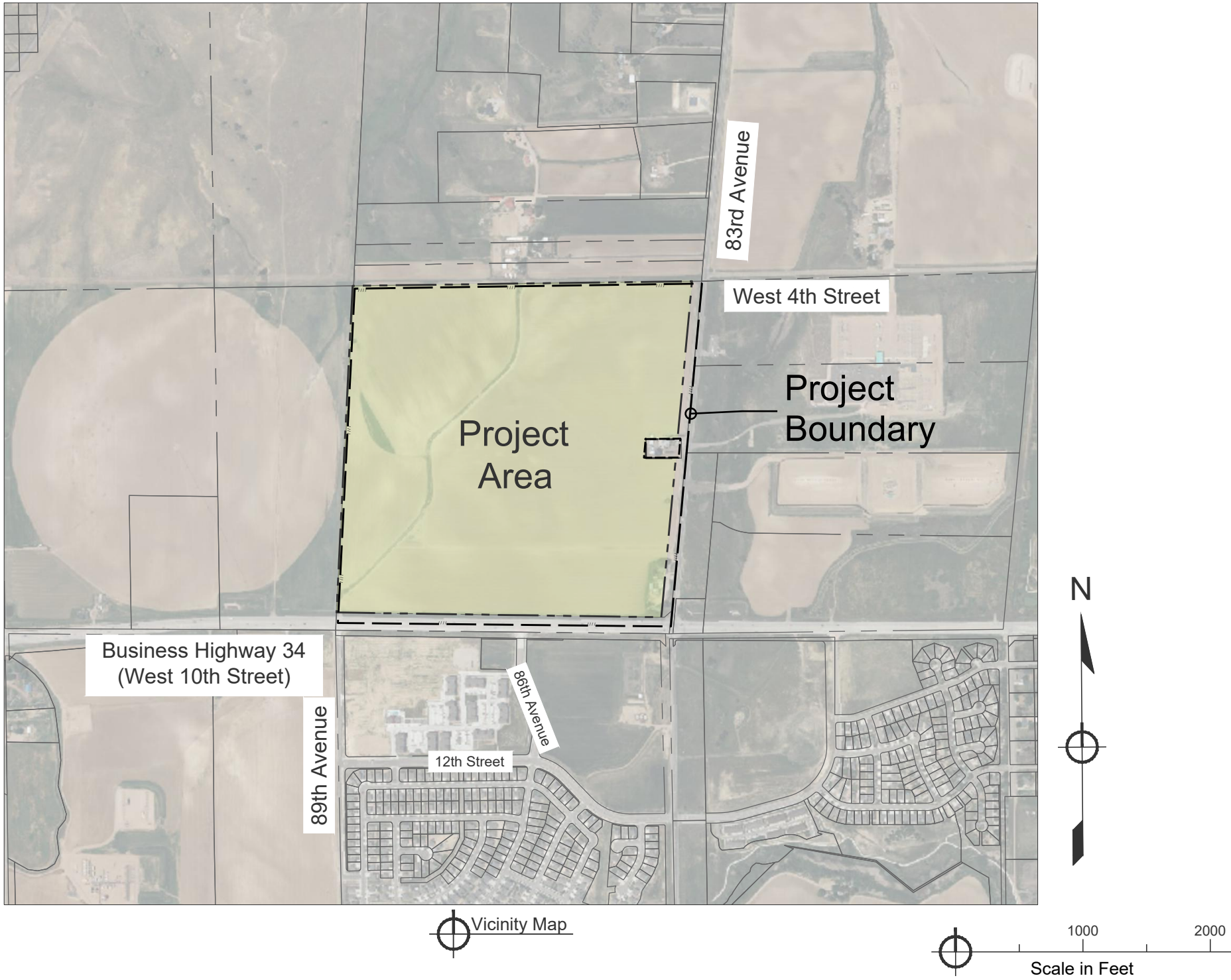
BEGINNING at the East Quarter Corner of said Section 6, monumented by a 2" steel pipe with a 2.5" aluminum cap stamped LS 11989, and assuming the East line of said SE1/4 as bearing North 05°10'08" East, being a Grid Bearing of the Colorado State Plane North Zone, North American Datum 1983/2011, a distance of 2,813.51 feet, monumented at the Southeast Corner by a #6 rebar with a 3.25" aluminum cap stamped LS 25381 and with and with all other bearings contained herein relative thereto;

THENCE North 88°44'22" East, along the North line of the SW1/4 of said Section 5, a distance of 30.19 feet to the East Right of Way (ROW) of 83rd Avenue;
THENCE South 05°10'08" West, along said East ROW, a distance of 1,406.77 feet to the Northwest corner of the Golden Triangle Third Annexation as recorded December 27, 1984 as Reception No. 1993145 of the records of the Weld Count Clerk & Recorder (WCCR) said corner being on the North line of the South Half of said SW1/4;
THENCE South 05°10'08" West, along the West line of said Reception No. 1993145, a distance of 1,366.76 feet to a point on the Northerly line of Golden Triangle First Annexation, as recorded November 1, 1984 as Reception No. 1987263 of the WCCR;
Thence along the North and West lines of said Reception No. 1987263 the following three courses:
THENCE South 89°11'34" West a distance of 33.85 feet;
THENCE North 89°22'51" West a distance of 2,649.61 feet to a point on the West line of said SE1/4, from whence the South Quarter Corner of Section 6 bears South 02°52'33" West a distance of 40.03;
THENCE North 02°52'33" East a distance of 2,696.59 feet to the Center Quarter Corner of Section 6;
THENCE North 89°09'59" East, along the North line of said SEW1/4, a distance of 2,767.00 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM:

COMMENCING at the East Quarter Corner of Section 6;
THENCE South 05°10'08" West, along the East line of said SE1/4, a distance of 1,406.77 feet to the South 1/16th Corner of Section 6;
THENCE South 89°52'38" West along the South line of the North Half of the SE1/4 a distance of 30.13 feet to the POINT OF BEGINNING;
THENCE South 89°52'38" West, continuing along said South line, a distance of 280.00 feet;
THENCE North 89°09'59" East, parallel with and 310.00 feet West of, as measured at right angles to, the East Line of said Southeast Quarter, a distance of 150.00 feet;
THENCE North 89°09'59" East, parallel with the North line of said Southeast Quarter, a distance of 280.34 feet to a point on the East ROW of 83rd Avenue;
THENCE South 05°10'08" West, along said East ROW, a distance of 153.49 feet to the POINT OF BEGINNING.

Said described parcel of land contains 7,430,140 Square Feet or 170.573 Acres, more or less (±).



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.

Union Colony West Investments, LLC

Larry Buckendorf, Authorized Agent

Signature: _____

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

Director of Community Development _____ Date _____

INTENT STATEMENT

This document is for approval of the Planned Unit Development Standards for the Schneider Farm PUD.

Planned Unit Development Standard Notes

- Approval of site construction plans by the City of Greeley shall be required (as applicable) prior to issuance of building permits.
- Signage shown on this plan is for illustrative purposes only. A separate sign permit shall be submitted to the city for review and approval.
- All existing and proposed utilities shall be installed underground.
- 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).
- All elevations shown on these plans are tied to NAVD 88 datum.

Contacts

Property Owner Journey Homes, LLC Larry S. Buckendorf [Authorized Agent] 7251 W. 20th Street Greeley, CO 80634 970-330-5480	Civil Engineer LandOne Engineering Daniel Hull 361 71st Avenue, Suite 100 Greeley, CO 80634 970-632-2311
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Schneider Farm Planned Unit Development

Southeast Quarter of Section 6, Township 5 North, Range 66 West of the 6th P.M.

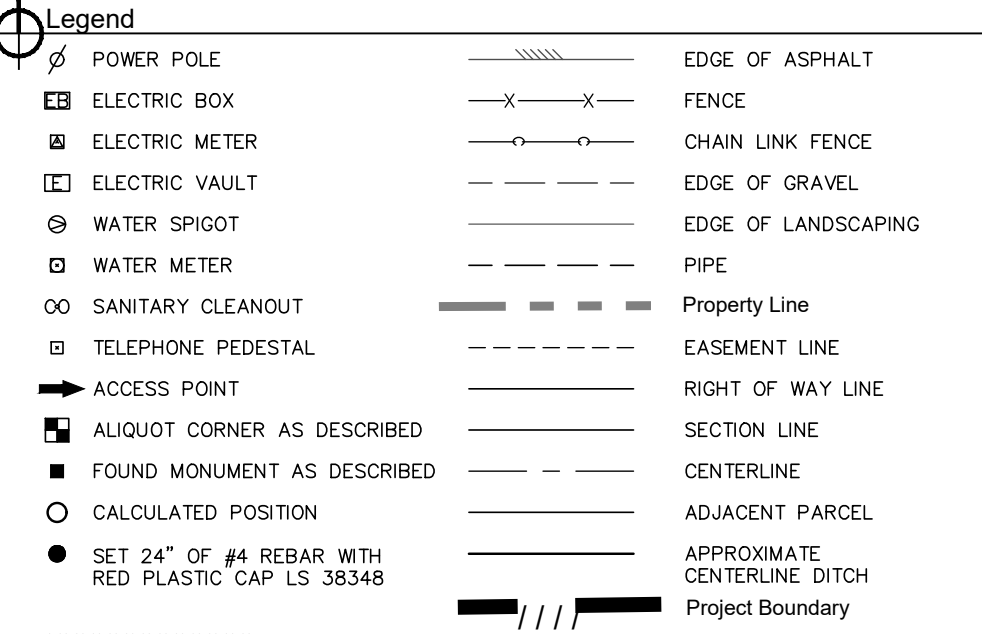
City of Greeley, County of Weld, State of Colorado

161.136 Acres Project Number: PUD2022-0006

Cover Sheet

August 11, 2023

Sheet 1 of 13



Floodplain
The PUD property is located in FIRM Panel 1512E, Map Number 08123C1512E Dated January 20, 2016. Current flood zone is Zone X.

Existing - To Be Removed
All existing structures are to be removed.

Oil and Gas Facilities - See Sheet 3

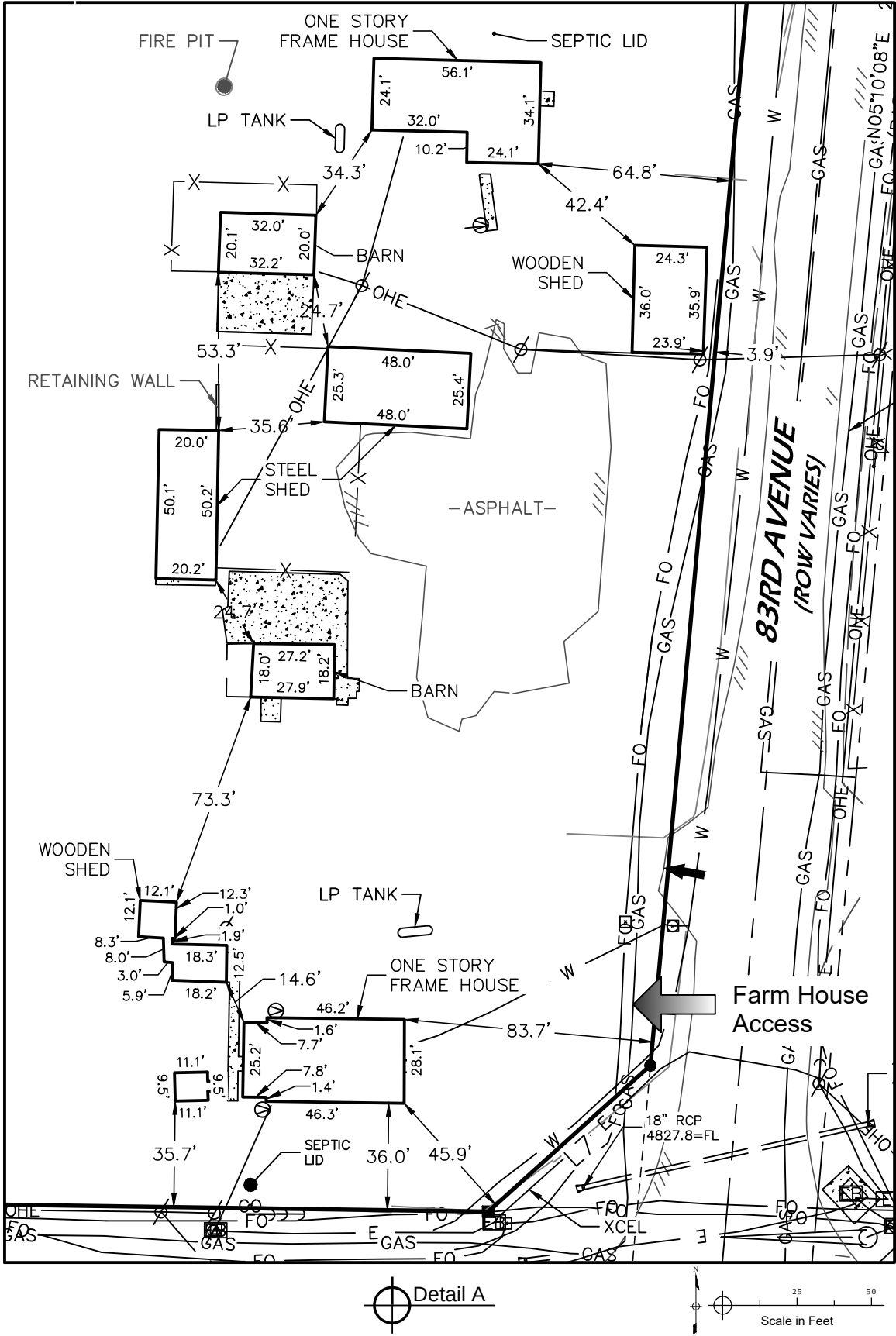
Zoning
The subject site is currently in unincorporated Weld County, zoned A (Agricultural). The property is proposed for annexation with PUD (Planned Unit Development) zoning.

Notes

- Property address: 975 83rd Avenue, Greeley, Colorado.
- Benchmark: City of Greeley Benchmark No. 156608A. Elevation 4819.72 (NAVD 88 Vertical Datum)
- Underground utility marking shown were provided by Primo Utility Locating Services, LLC
- Location of ditch does not coincide with deeded courses recorded December 7, 1906 in Book 247, Page 483 of the records of the Weld County Clerk and Recorder. Deeded calls do not close to section line.
- Location of Pipeline easement recorded January 25, 1906 in Book 228, Page 582 of the records of the Weld County Clerk and Recorder, is based upon field location and observations on May6, 2022.
- Dimensions for the Right of Way easement in Book 1228 Page 252 are not given.
- At the request of the client the location of gas well Wilken #15-6 was plotted based upon COGIS coordinates. The well was not located during the field work for this survey.

Reception Numbers

- A** Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
Granted to: Natural Gas Associates, a Colorado Partnership
Purpose: Pipeline
Recording Date: February 29, 1984
Recording No.: 1957541.
- B** Right of way, whether in fee or easement only, as set forth below:
Purpose: Lateral ditch
Recording Date: December 7, 1906
Recording No.: Book 247 at Page 483.
- C** Terms, conditions, provisions, agreements and obligations contained in the Contract and Grant of Easement as set forth below:
Recording Date: March 3, 1949
Recording No.: Book 1243 at Page 110.
- D** Terms, conditions, provisions, agreements and obligations contained in the Right of Way Contract as set forth below:
Recording Date: October 7, 1938
Recording No.: Book 1032 at Page 153.
- E** Assignment and Assumption Agreement recorded November 21, 2005 at Reception No. 3341455 and Memorandum of Pipeline Location recorded September 29, 2010 at Reception No. 3721607 and Amendment to Right of Way Contracts recorded October 29, 2015 at Reception No. 4154206.
- F** Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
Granted to: The City of Greeley, a municipal corporation
Purpose: Pipe line and ingress and egress for the purpose of constructing, maintaining and operating an underground pipe line
Recording Date: January 25, 1906
Recording No.: Book 228 at Page 582.
- G** Terms, conditions, provisions, agreements and obligations contained in the Valve Site Contract as set forth below:
Recording Date: December 29, 1994
Recording No.: 2420705.
- H** Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
Granted to: Associated Natural Gas, Inc., a Colorado corporation
Purpose: Pipeline
Recording Date: December 29, 1994
Recording No.: 2420706.
- I** Terms, conditions, provisions, agreements and obligations contained in the Right of Way Contract as set forth below:
Recording Date: June 3, 1948
Recording No.: Book 1228 at Page 252.
- J** Right of way, whether in fee or easement only, as set forth below:
Purpose: Lateral ditch
Recording Date: December 7, 1906
Recording No.: Book 247 at Page 483.
- K** Right of way:
Granted to: Department of Transportation, State of Colorado
Purpose: 10th Street
Recording Date: Warranty Deed dated June 12, 2007 and recorded June 13, 2007
Recording No.: 3483138
- X** Not part of this project.



Property Description

A parcel of land, situate in the Southeast Quarter (SE1/4) of Section Six (6) and the Southwest Quarter (SW1/4) of Section Five (5), Township Five North (T.5N.), Range Sixty-six West (R.66W.) of the Sixth Principal Meridian (6th P.M.), County of Weld, State of Colorado and being more particularly described as follows:

BEGINNING at the East Quarter Corner of said Section 6, monumented by a 2" steel pipe with a 2.5" aluminum cap stamped LS 11989, and assuming the East line of said SE1/4 as bearing North 05°10'08" East, being a Grid Bearing of the Colorado State Plane North Zone, North American Datum 1983/2011, a distance of 2,813.51 feet, monumented at the Southeast Corner by a #6 rebar with a 3.25" aluminum cap stamped LS 25381 and with and with all other bearings contained herein relative thereto;

THENCE North 89°44'22" East, along the North line of the SW1/4 of said Section 5, a distance of 30.19 feet to the East Right of Way (ROW) of 83rd Avenue;

THENCE South 05°10'08" West, along said East ROW, a distance of 1,406.77 feet to the Northwest corner of the Golden Triangle Third Annexation as recorded December 27, 1984 as Reception No. 1993145 of the records of the Weld County Clerk & Recorder (WCCR) said corner being on the North line of the South Half of said SW1/4;

THENCE South 05°10'08" West, along the West line of said Reception No. 1993145, a distance of 1,366.76 feet to a point on the Northerly line of Golden Triangle First Annexation, as recorded November 1, 1984 as Reception No. 1987263 of the WCCR;

Thence along the North and West lines of said Reception No. 1987263 the following three courses: THENCE South 89°11'34" West a distance of 33.85 feet;

THENCE North 89°22'51" West a distance of 2,648.61 feet to a point on the West line of said SE1/4, from whence the South Quarter Corner of Section 6 bears South 02°52'33" West a distance of 40.03;

THENCE North 02°52'33" East a distance of 2,696.59 feet to the Center Quarter Corner of Section 6;

THENCE North 89°09'59" East, along the North line of said SEW1/4, a distance of 2,767.00 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM:

COMMENCING at the East Quarter Corner of Section 6;

THENCE South 05°10'08" West, along the East line of said SE1/4, a distance of 1,406.77 feet to the South 1/16th Corner of Section 6;

THENCE South 89°52'38" West along the South line of the North Half of the SE1/4 a distance of 30.13 feet to the POINT OF BEGINNING;

THENCE South 89°52'38" West, continuing along said South line, a distance of 280.00 feet;

THENCE North 05°10'08" East, parallel with and 310.00 feet West of, as measured at right angles to, the East Line of said Southeast Quarter, a distance of 150.00 feet;

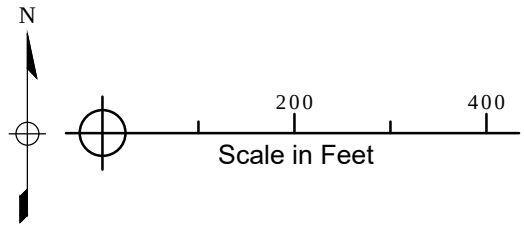
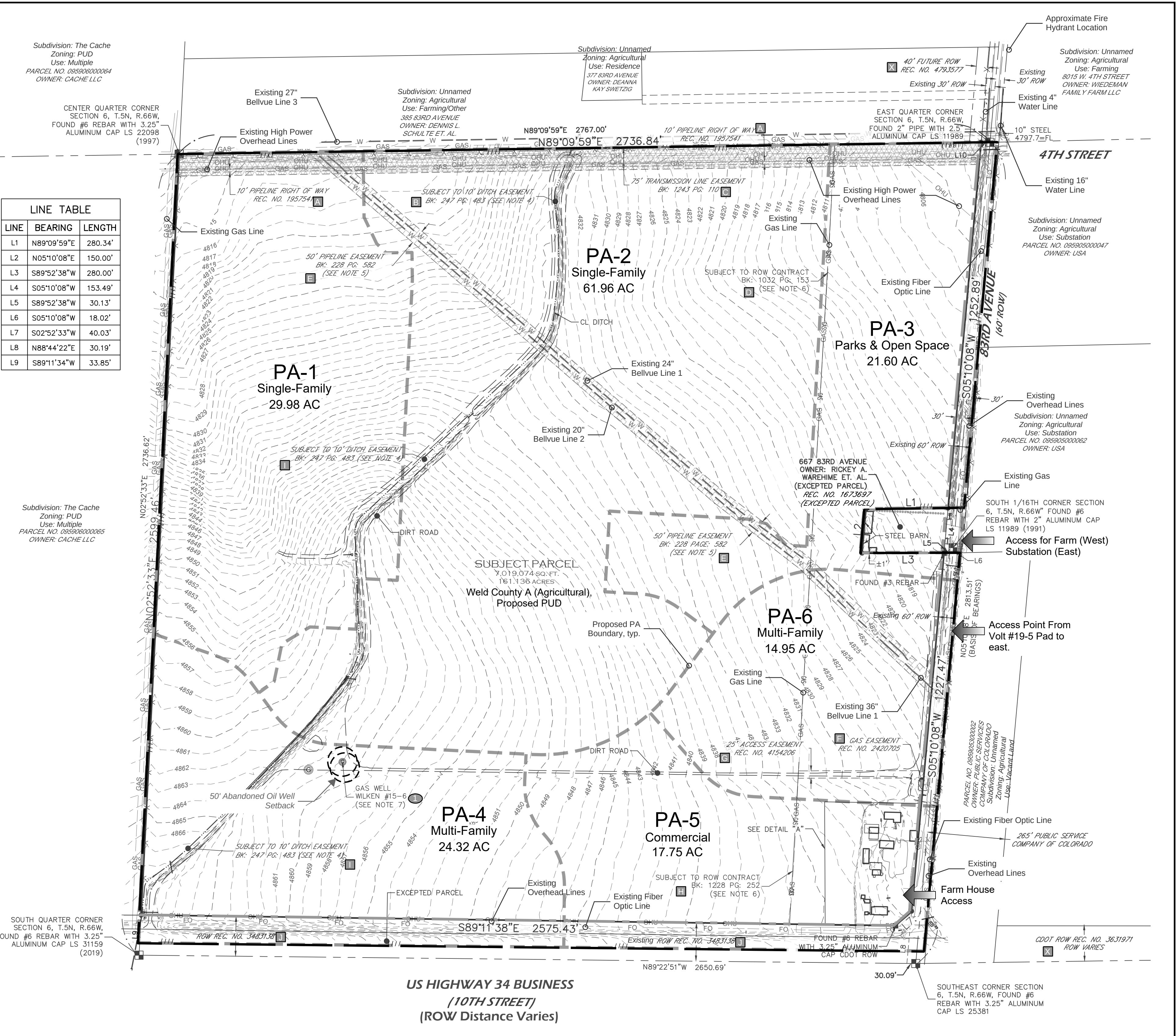
THENCE North 89°09'59" East, parallel with the North line of said Southeast Quarter, a distance of 280.34 feet to a point on the East ROW of 83rd Avenue;

THENCE South 05°10'08" West, along said East ROW, a distance of 153.49 feet to the POINT OF BEGINNING.

Said described parcel of land contains 7,430,140 Square Feet or 170.573 Acres, more or less (±).

LINE TABLE		
LINE	BEARING	LENGTH
L1	N89°09'59"E	280.34'
L2	N05°10'08"E	150.00'
L3	S89°52'38"W	280.00'
L4	S05°10'08"W	153.49'
L5	S89°52'38"W	30.13'
L6	S05°10'08"W	18.02'
L7	S02°52'33"W	40.03'
L8	N88°44'22"E	30.19'
L9	S89°11'34"W	33.85'

Subdivision: The Cache
Zoning: PUD
Use: Multiple
PARCEL NO. 095906000065
OWNER: CACHE LLC



Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date

Legend

Boundary

1000' Buffer per City Code Section 24-1102.c.5

Project Boundary

Oil and Gas Well

Oil and Gas Location 2A Boundary

Oil & Gas

1

Number of Well(s): 1 with 50' Setback
Location Name: Wilken-65N66W #6SWSE
Status: Plugged and Abandoned (PA)

2

Number of Well(s): 4
Location Name: South-65N66W #6SWENW
Status: Plugged and Abandoned (PA)

3

Number of Well(s): 1
Location Name: Franker-65N66W
Status: Plugged and Abandoned (PA)

4

Number of Well(s): 14 - Approximately 4 wells in buffer
Location Name: Volt #19-5 Pad
Status: Drilling (DG)

5

Number of Well(s): 1
Location Name: Moody J-65N66W /5SWSW
Status: Abandoned Location (AL)

6

Number of Well(s): 1
Location Name: Stephens-65N66W /7NENE
Status: Plugged and Abandoned (PA)

7

Number of Well(s): 1
Location Name: Stephens-65N66W /7NWNE
Status: Plugged and Abandoned (PA)

8

Number of Well(s): 1
Location Name: Franker-65N66W
Status: Plugged and Abandoned (PA)

-The data depicted on this sheet was generated from the COGCC Interactive Map. Date of data is only accurate to the date of the PUD document.

-Distances are approximate and generated from the GIS data provided by the COGCC Interactive Map.

1000' Buffer per City of Greeley
Code Section 24-1102.c.5

Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date

LANDONE

engineering

Schneider Farm Planned Unit Development

Existing Conditions-Oil and Gas Facilities

August 11, 2023

Sheet 3 of 13

Page 68 of 434

Site Summary					
Area	Use	Acres	Dwelling Units	Density/FAR	% of Acreage
PA-1	Single-Family	30.0	149	5.0	17.6%
PA-2	Single-Family	62.0	309	5.0	36.3%
PA-3	Parks & Open Space	21.6	0	0.0	12.7%
PA-4	Multi-Family	24.3	729	30.0	14.3%
PA-5	Commercial	17.8	---	0.5	10.4%
PA-6	Multi-Family	15.0	299	20.0	8.8%
TOTAL		170.6			100.0%

Property Description

A parcel of land, situate in the Southeast Quarter (SE1/4) of Section Six (6) and the Southwest Quarter (SW1/4) of Section Five (5), Township Five North (T.5N.), Range Sixty-six West (R.66W.) of the Sixth Principal Meridian (6th P.M.), County of Weld, State of Colorado and being more particularly described as follows:

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Oil and Gas Facilities - See Sheet 3

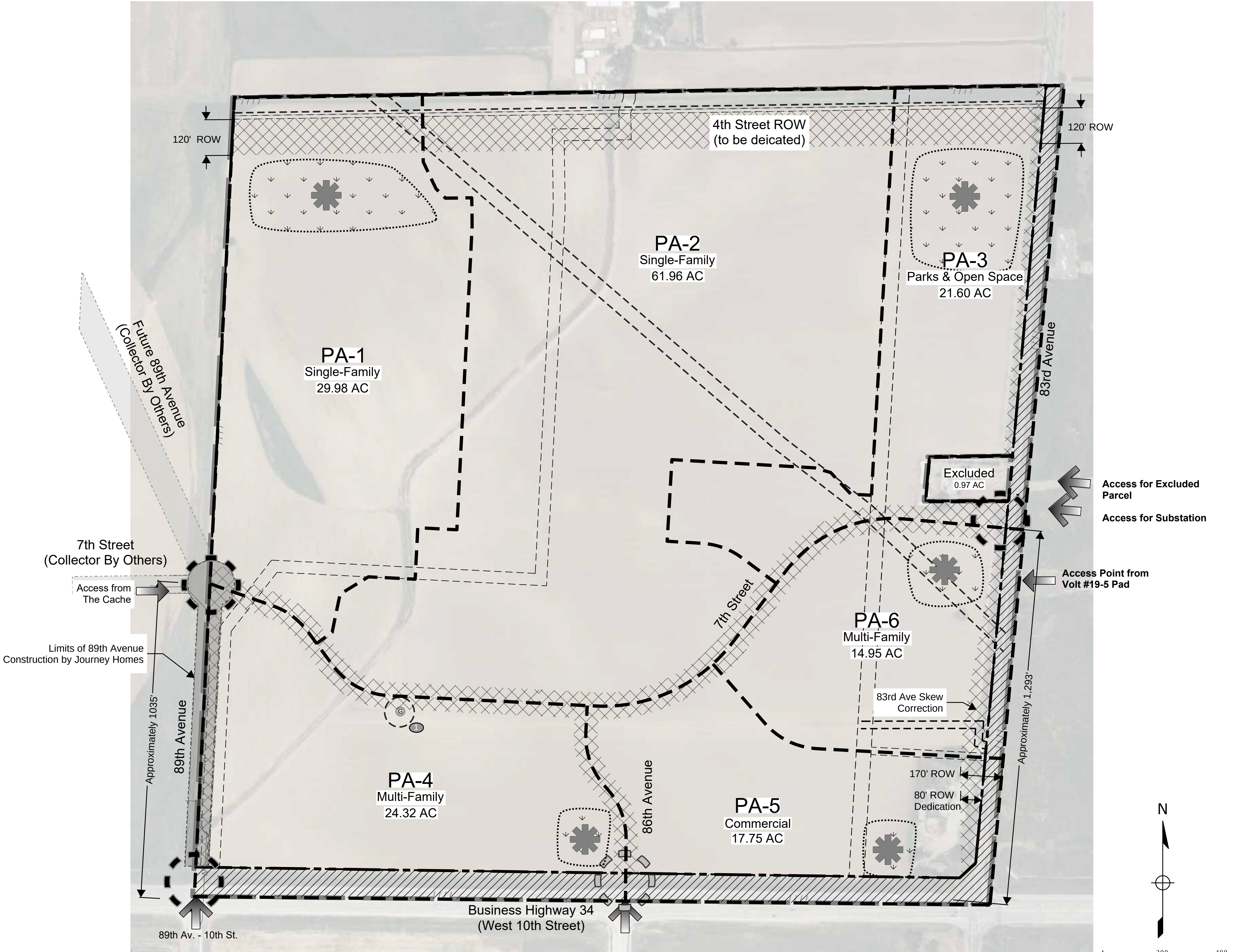
Wilkins #16-6 - 50' Setback
Plugged and Abandoned

Legend

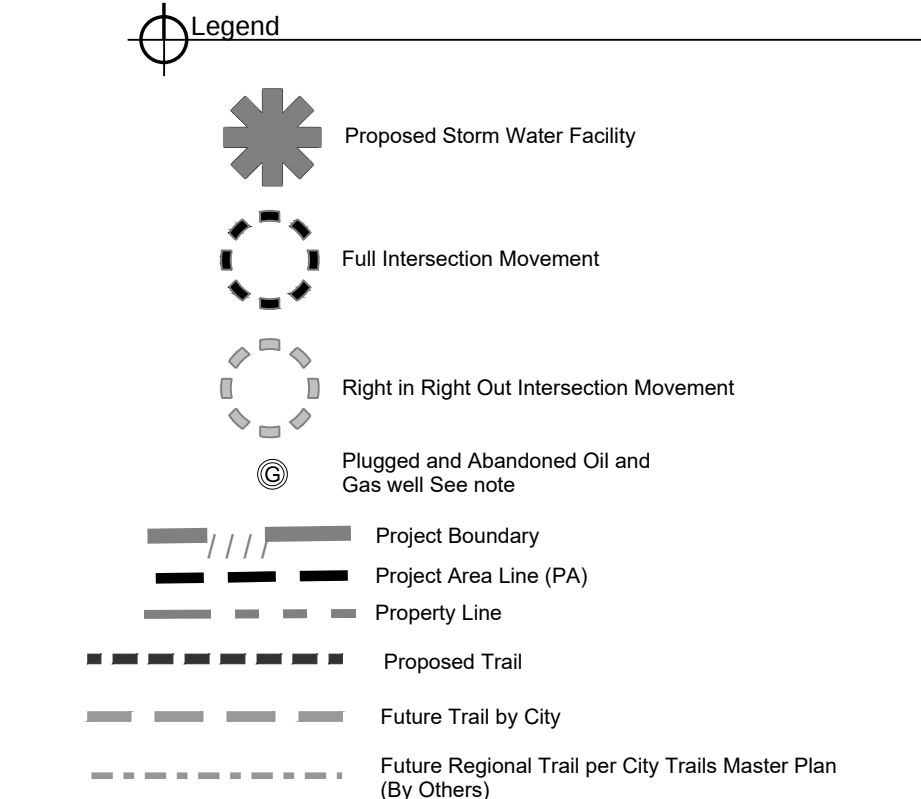
- Proposed Storm Water Facility
- Full Intersection Movement
- Right in Right Out Intersection Movement
- Plugged and Abandoned Oil and Gas well See note
- Project Boundary
- Project Area Line (PA)
- Property Line
- Existing Right-of-Way
- Proposed Right-of-Way

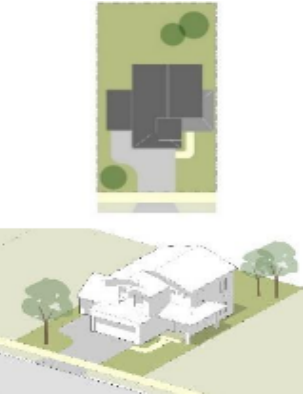
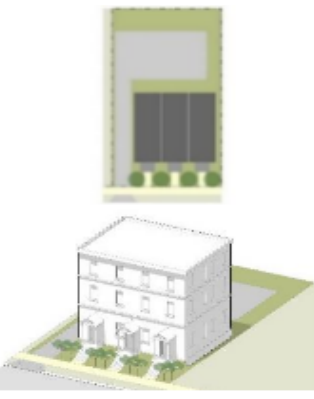
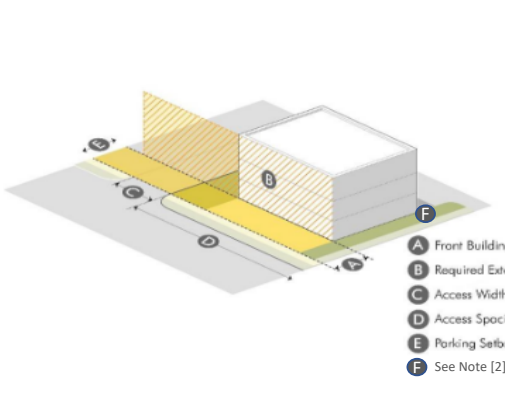
Notes

- This PUD proposes a mix of single-family and multi-family dwellings and is not subject to housing diversity requirements in the Greeley Development Code.
- The City of Greeley's Areas of Ecological Significance Map identifies a potential area of ecological significance at the north end of the subject site. Site analysis has determined that no areas of ecological significance are present on the subject site.



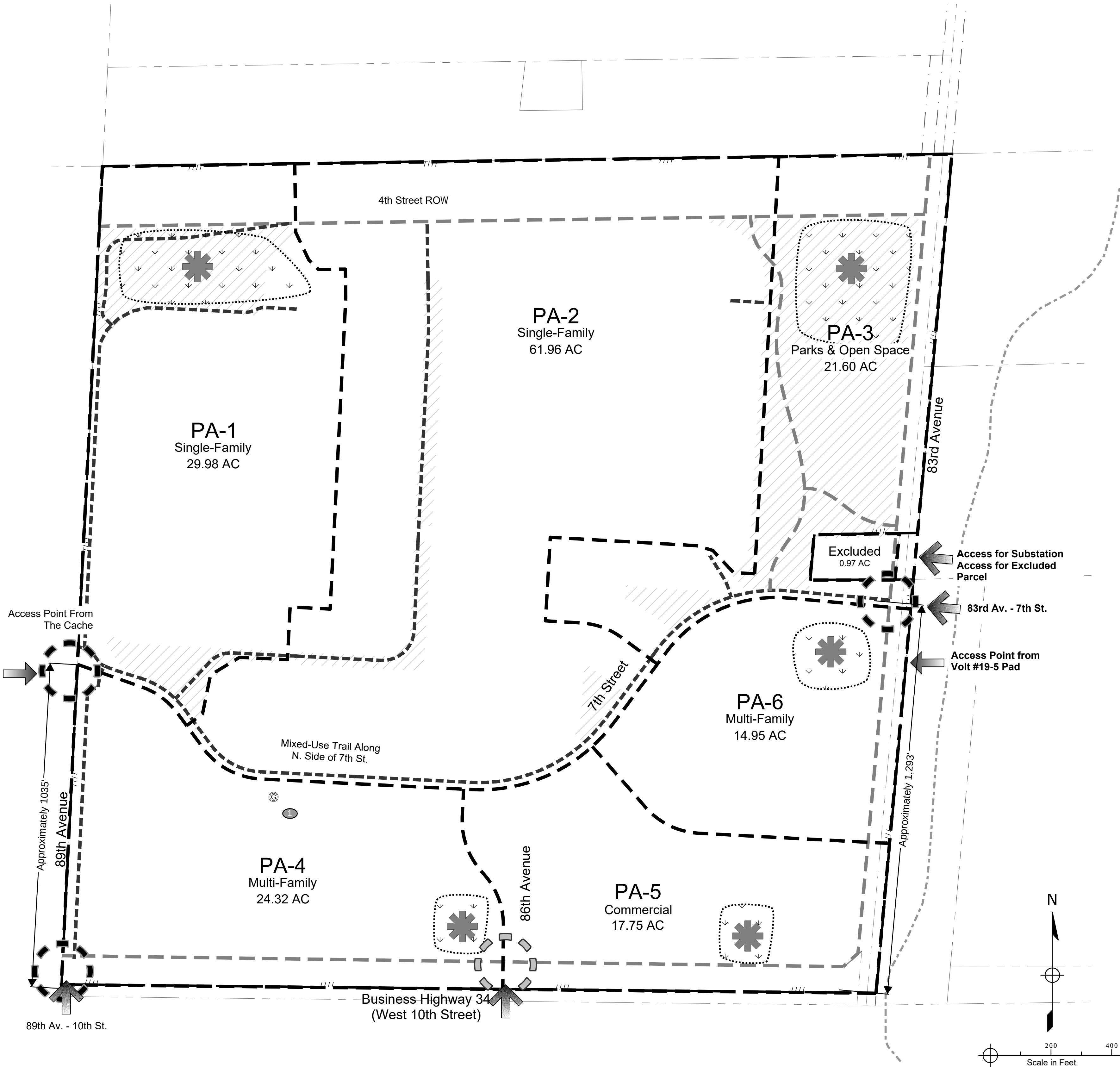
Approval Certificate	
Engineering	_____
	Initials/Date
Planning	_____
	Initials/Date
Owner	_____
	Initials/Date



Frontage Types & Design Standards			
Frontage Element	Single-Family Residential Frontage	Multi-family Residential Frontage	Commercial Frontage
			
Application	PA-1 & PA-2 PA-5 PA-4 & PA-6		
Front Building Line	25' ± Required, See City of Greeley Development Code Section 24-503.5.5	10' - 20' Required, See City of Greeley Development Code Section 24-503.5.5	(A) FBL: Per COG Development Code Frontage C (B) Req'd Extent of FBL: Per COG Development Code Frontage C
Front Entry Feature	Targeted Sections - 50% of lot width, up to 30' maximum Cut-in-Side and Eye-Box Sections - Up to 25% of lot width	15% of lot width, up to 27' maximum	(C) Access Width: Per COG Development Code Frontage C
Driveway Width	Targeted Sections - 50% of lot width, up to 30' maximum Cut-in-Side and Eye-Box Sections - Up to 25% of lot width	15% of lot width, up to 27' maximum	(D) Access Spacing: Per COG Development Code Frontage C
Garage Limitations	65% of facade - no more than 12' in front of FBL	20% of facade - must be at or behind FBL: Up to 35% if stepped back 12' or more from FBL	(E) Parking Setback: Per COG Development Code Frontage C
Landscape [1]	50% minimum landscape; and 50% maximum hardscape	60% minimum hardscape; and 40% maximum hardscape	
[1] Required, default standard [2] Landscape refers to allocation of space between front lot line and front building line. See City of Greeley Development Code Section 24-802 Landscape Design for planting requirements, standards, and specifications. [3] Landscape Per COG Development Code (TRD at time of Subdivision)			

Development Standards	
DESCRIPTION	PROPOSED
Permitted Uses	Uses allowed in the R-L Zoning District
Uses not allowed	Uses not allowed in the R-L Zoning District
Minimum lot area	5,500 SF
Minimum Lot Width	55'
Density	5 DU/AC
Building coverage	70% Max
Minimum House Size	1,200 SF
Drive, parking, and walks	600 SF
Driveway Width	Maximum of 50% of Lot Frontage. Not to exceed 30' - If lot is in cut-de-sac bulb, coverage may be a max of 75% of lot frontage
Open space	20% Minimum
Maximum lot coverage	80% Maximum
Parking	2 Off-Street Parking Spaces per Lot not including the garage area
Minimum setbacks	Front - 14' Garage Front - 20' Rear - 15' Side - 5' Corner Side - 15'
Residential Architectural Standards & Guidelines	1. Garage Design a. Up to 25% of the front façade can be garage door for a 2-car garage b. Up to 31% of the front façade can be garage door for a 3-car garage 2. Front Entry Features - The minimum size of a front porch shall be no less than 36 SF of surface including entryway. 3. Materials shall meet the requirements of Greeley Municipal Code Title 24-503.C.6 4. Buildings mix shall meet the requirements of Greeley Municipal Code Title 24-503.C.7
Accessory Structures	One Structure Per Lot 120 SF Footprint Max Maximum Structure Height - 8' to peak Shall Match Principal Building Architecture, Materials, and Colors
Accessory Structure Setbacks	6' from the Principal Structure
Encroachments	Shall meet City Code as Amended
Building height	30'
Sign Standards	Shall meet City Code as Amended
Fence Standards	All fencing must be installed on the property line between lots Finished side of fencing shall face adjacent property, or any public right-of-way, public space, or common areas Shall not Impede Drainage Patterns on any Lot Must Meet Sight Distance Requirements of Section 24-301.d.2 of the Greeley Municipal Code All fencing shall be 6" white vinyl with 4x4 posts and 2x4 top and bottom rails
Local Street Width	Shall be 32' from pavement curb line to pavement curb line with a 54' ROW Shall be 36' from pavement curb line to pavement curb line with a 60' ROW
Other	1. Lot design standards deviate from the Suburban Frontage lot type shown in Table 24-5-7 2. Driveway width standards deviate from Section 24-503.b.2. 3. Garage Design Standards deviate from Section 24-503.b.4. 4. Front Entry Design Standards deviate from Section 24-503.b.5. 5. Accessory Structure Standards deviate from Section 24-502.c. 6. Lot Standards deviate from the Residential Building Type and Lot Standards shown in Table 24-5-1. 7. Fence Standards deviate from Section 24-502.e.1.

Development Standards	
DESCRIPTION	PROPOSED
Permitted Uses	Parks and Open Space
Non-Permitted Uses	All other uses not allowed under Zoning District Holding-Agriculture (H-A) or Conservation District (C-D) of City of Greeley Code unless specifically modified by this PUD
Minimum lot area	
Minimum Lot Width	
Building coverage	
Drive, parking, and walks	
Open space	
Parking	
Sign Standards	
Local Street Width	Shall be 30' from pavement curb line to pavement curb line with a 54' ROW Shall be 36' from pavement curb line to pavement curb line with a 60' ROW
Other	Not Applicable
Development Standards	
DESCRIPTION	PROPOSED
Permitted Uses	Uses allowed in the R-H Zoning District
Uses not allowed	Uses not allowed in the R-H Zoning District
Minimum lot area	2 AC
Density	PA-4 - 30 DU/AC PA-6 - 20 DU/AC
Building coverage	Shall meet City Code as Amended
Drive, parking, and walks	Shall meet City Code as Amended
Open space	25% Minimum
Maximum lot coverage	75% Maximum
Parking	Shall meet City Code as Amended
Minimum setbacks	Front - 25', Rear - 20', Side -10', Corner Side - 10'
Accessory Structure Setbacks	Shall meet City Code as Amended
Encroachments	Shall meet City Code as Amended
Building height	40'
Sign Standards	Shall meet City Code as Amended
Other	1. Lot Standards deviate from the Residential Building Type and Lot Standards shown in Table 24-5-1.
Development Standards	
DESCRIPTION	PROPOSED
Permitted Uses	Uses allowed in the C-H Zoning District of City of Greeley Code
Uses not allowed	Uses not allowed in the C-H Zoning District of City of Greeley Code unless specifically modified by this PUD
Minimum lot area	N/A
Building coverage	0.5 F.A.R.
Drive, parking, and walks	Shall meet City Code as Amended
Open space	20% Minimum
Maximum lot coverage	80% Maximum
Parking	Shall meet City Code as Amended
Minimum setbacks	25' from right-of-way and private access streets
Accessory Structure Setbacks	Shall meet City Code as Amended
Encroachments	Front - 14' Garage Front - 20' Rear - 15' Side - 5' Corner Side - 15'
Building height	60'
Sign Standards	Shall meet City Code as Amended
Other	Streets shall be 36' from pavement curb line to pavement curb line with a 60' ROW

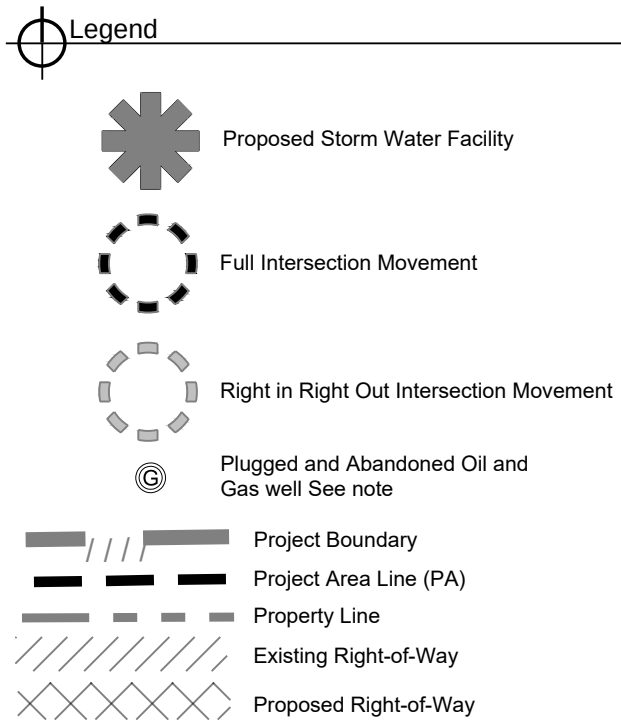
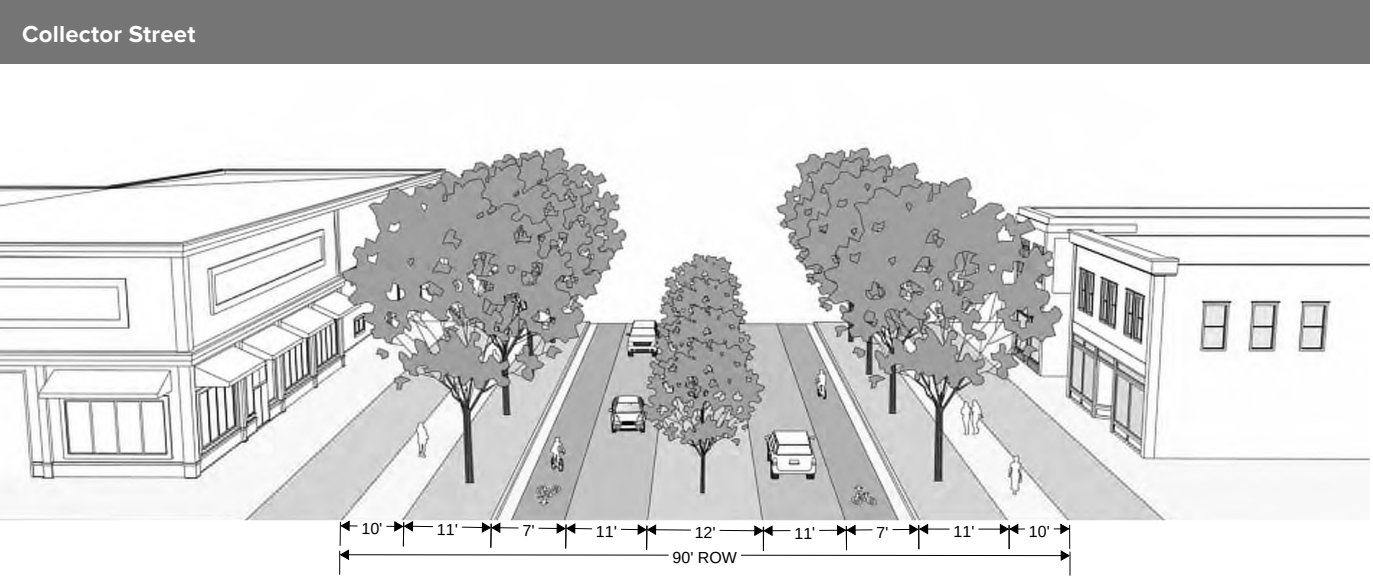
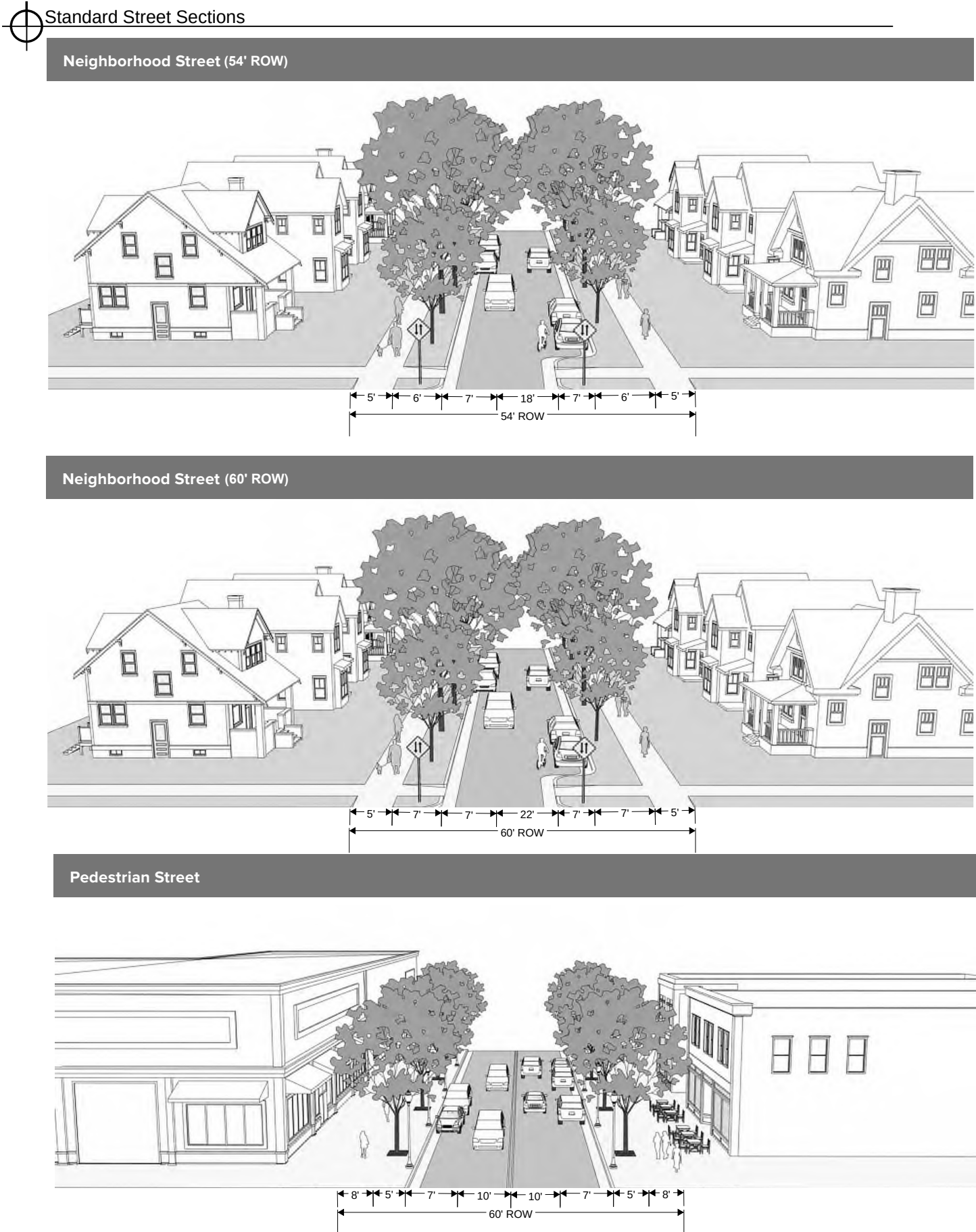


Schneider Farm Planned Unit Development

Detail Plan-PA Development Standards

August 11, 2023
Sheet 5 of 13

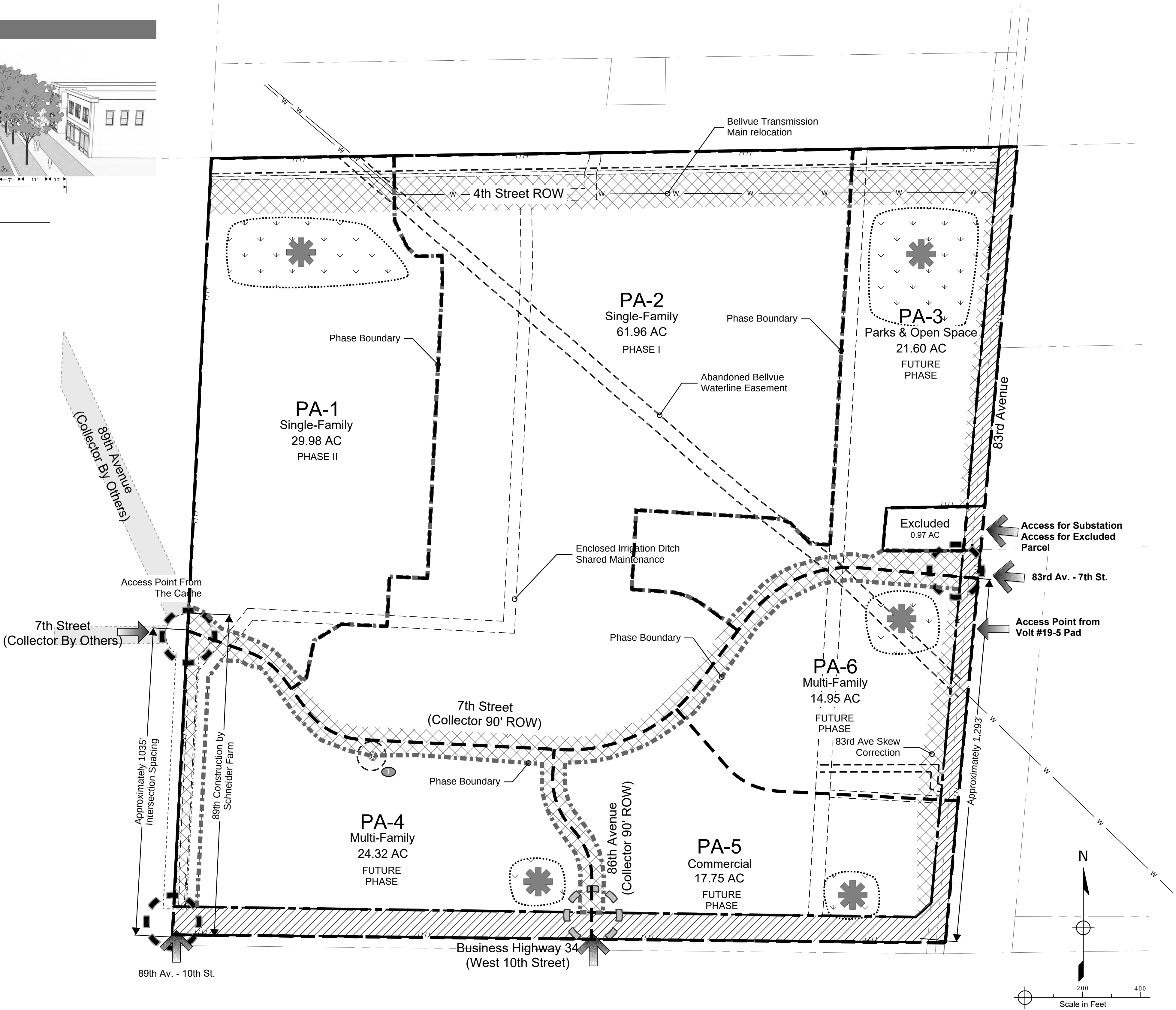




Commitments Matrix					
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility	Ownership
ROW Dedication	Final Plat	Phase 1	Developer	Not Applicable	City of Greeley
Collector Street Construction	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley
Detention Ponds	Construction Documents	Phase 1	Metropolitan District or Developer	Metropolitan District, Owners' Association, or Owner	Metropolitan District, Owners' Association, or Owner
Potable Water Transmission Piping, Fittings, and Valves	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley
Offsite Potable Water Transmission Piping, Fittings, and Valves	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley
Offsite Sanitary Sewer Main Piping and Manholes	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley
Offsite Non-Potable Water Transmission Piping, Fittings, and Valves	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley
Onsite Non-Potable Water Distribution Piping, Fittings, and Valves	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley
Irrigation Ditch Enclosure	Construction Documents	Phase 1	Metropolitan District or Developer	Ditch Company	Ditch Company
Local Street Construction	Construction Documents	With each Phase	Metropolitan District or Developer	City of Greeley	City of Greeley
Storm Drainage Piping, Inlets, and Manholes	Construction Documents	With each Phase	Metropolitan District or Developer	City of Greeley	City of Greeley
Sanitary Sewer Collection Piping and Manholes	Construction Documents	With each Phase	Metropolitan District or Developer	City of Greeley	City of Greeley
Potable Water Distribution Piping, Fittings, Valves, and Hydrants	Construction Documents	With each Phase	Metropolitan District or Developer	City of Greeley	City of Greeley
Multi-Use Trails and Associated Amenities	Construction Documents	With each Phase	Metropolitan District or Developer	Metropolitan District, Owners' Association, or Owner	Metropolitan District, Owners' Association, or Owner
Landscape Buffers and Common Open Spaces	Construction Documents	With each Phase	Metropolitan District or Developer	Metropolitan District, Owners' Association, or Owner	Metropolitan District, Owners' Association, or Owner
Neighborhood Park (10-acre minimum)	Construction Documents	Phase 1	City of Greeley	City of Greeley	City of Greeley

ROW Dedication Note

1. All ROW for 7th St, 89th Ave, 86th Ave, 83rd Ave, and 4th St will be dedicated with the subdivision plat, as well as, local roads within the single family subdivision area. West half of 89th will be dedicated by separate documents.



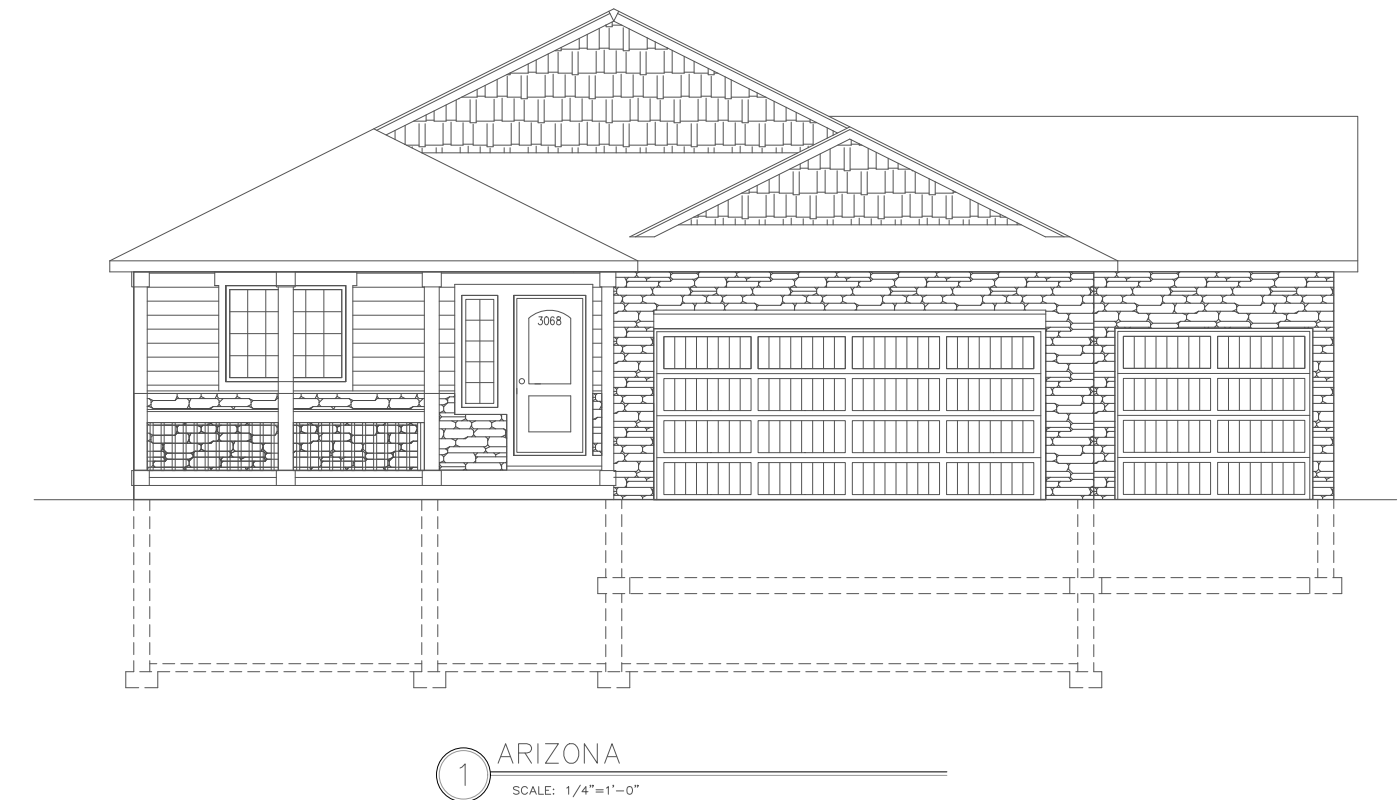
Accepted By: _____ Representative _____ Date _____

Approval Certificate

Engineering _____ Initials/Date _____

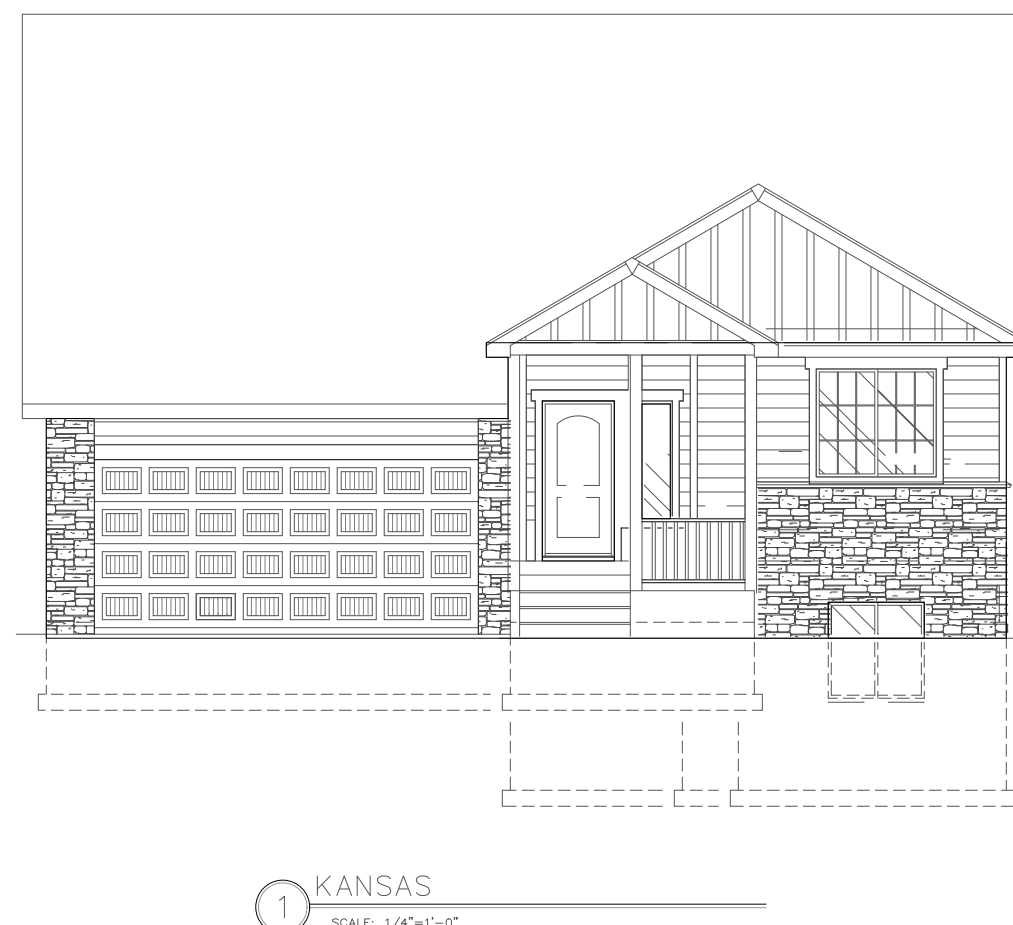
Planning _____ Initials/Date _____

Owner _____ Initials/Date _____



Representative SFD Elevations - Wider Driveways

Scale: 1/8" = 1'



Representative SFD Elevations - Standard Driveways

Scale: 1/8" = 1'

Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date

Legend

Proposed Storm Water Facility

Future Trail Connection Point

Proposed Trail

Future Trail

Future Regional Trail per City Trails Master Plan
(By Others)

Landscape Note

1. Perimeter treatments will meet or exceed development code standards.

Collector Street Section
90' R.O.W.

7th Street: On-street parking, and multi-use trails
(Additional bike lanes on local streets at time of subdivision)

Future Regional Trail per City Trails Master Plan (By Others)

Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date

LANDONE
engineering

Schneider Farm Planned Unit Development

Detail Plan-Parks Trails & Open Space
August 11, 2023
Sheet 8 of 13

Page 73 of 434

Legend

4800

Major Contour

4801

Minor Contour

Boundary

SS

SS -

Proposed

SS

Per Cache Report

OS2.1

530

Cache Report Basin Revised by This Map

Number of Units

Sanitary Sewer Basin Boundary

1

Sanitary Sewer Design Point

Notes

1. Utility locations shown on this plan are schematic and will be adjusted with final design.

Table 7. Total Flow at Design Points

Design Point	Basin	Peak Flow (mgd)	Pipe Size (inches)	Peak Flow as Calculated by the Cache Report (mgd)
11.1	PA-2, PA-4, PA-5, PA-6, OS6	0.897	12	N/A
11.2	PA-1	0.084	8	N/A
11.3	PA-1, E1, E2, D1, C1, OS1	12.70	30	12.1

N

400

800

Scale: 1" = 400'

Approval Certificate

Engineering

Planning

Owner

Initials/Date

Initials/Date

Initials/Date

Schneider Farm Planned Unit Development

Conceptual Sanitary Sewer Plan

August 11, 2023

Sheet 9 of 13

Page 74 of 434

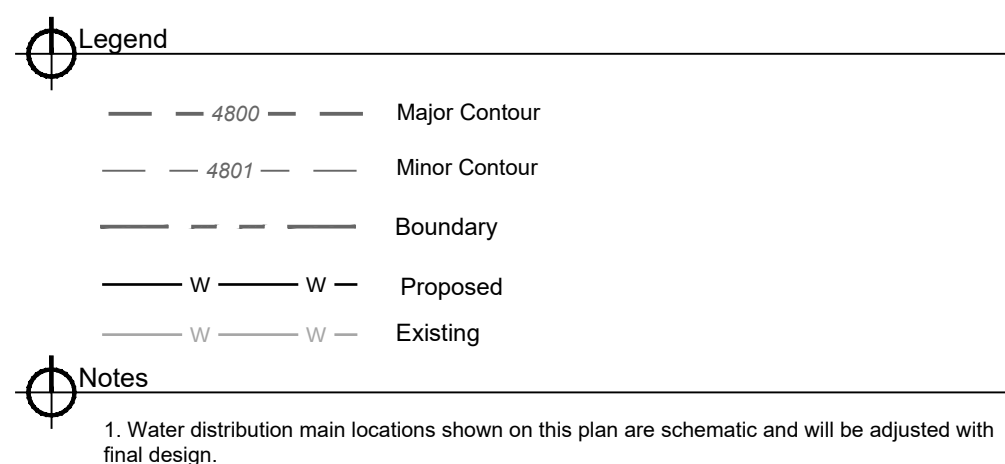


Table 1: Single-Family Potable Water Demand

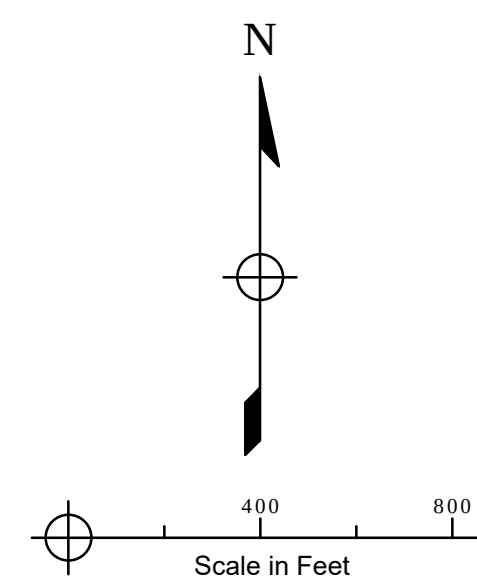
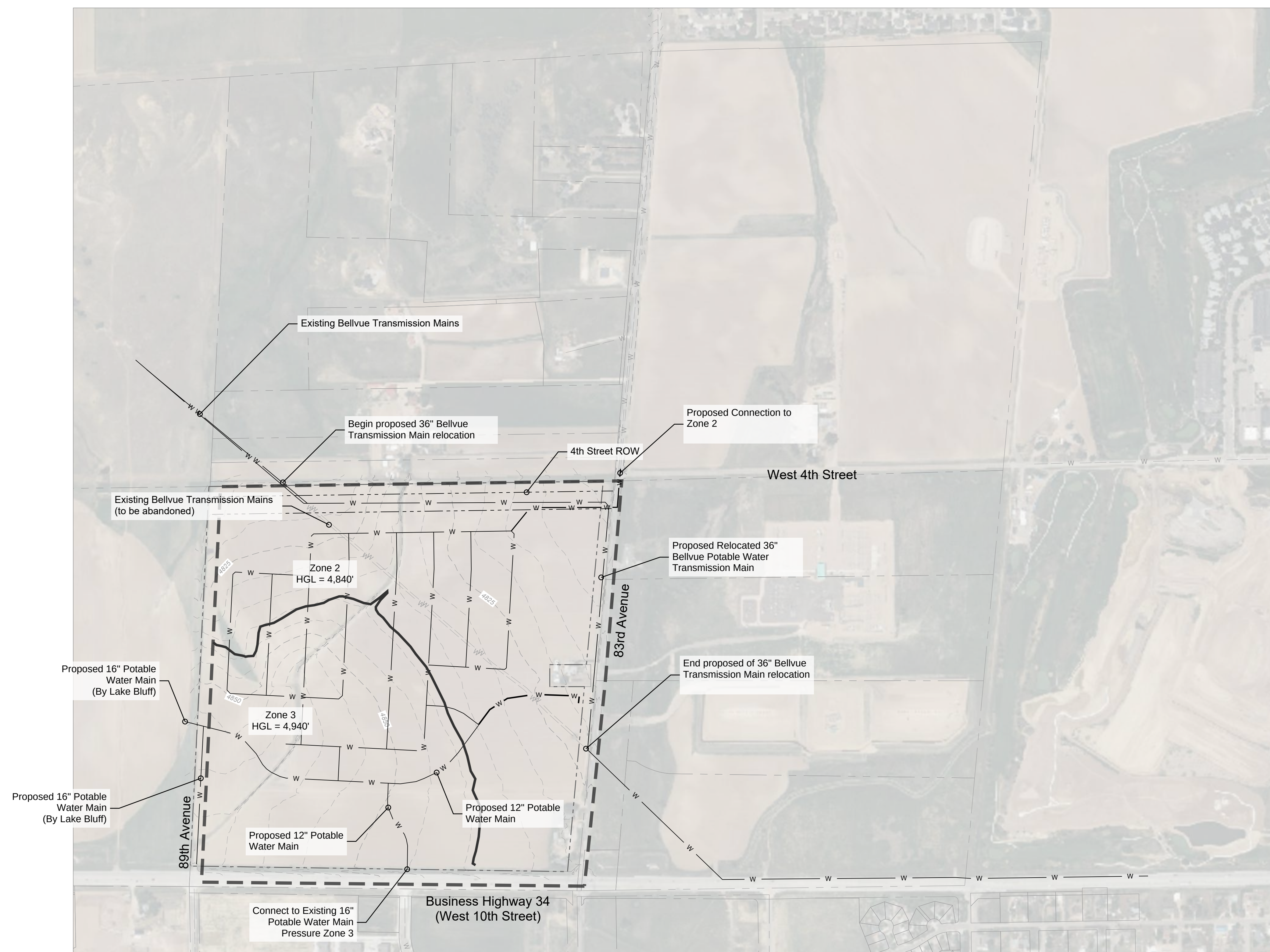
Pressure Zone	Density	Number of Units	Peak Hour Demand (gpm)
2	5 units/acre	296	563
3	5 units/acre	181	344
Total	5 units/acre	477	907

Table 2: Multi-Family Potable Water Demand

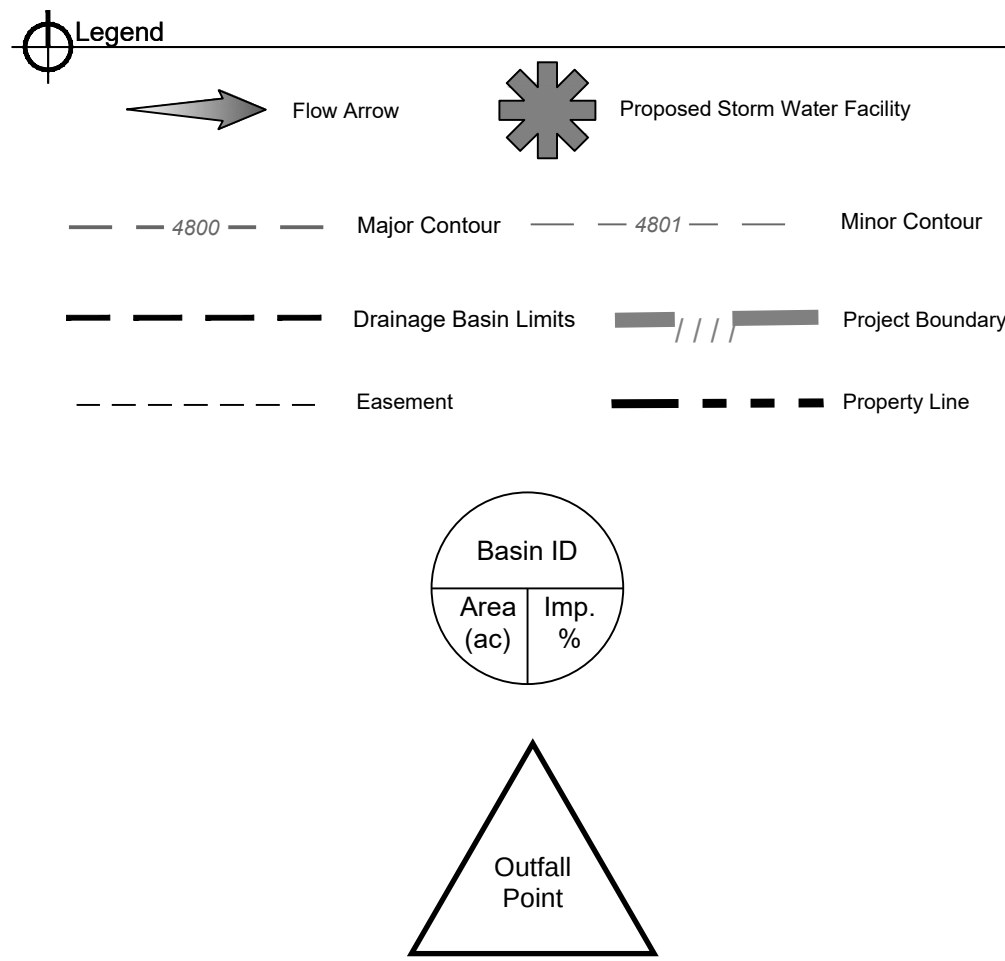
PA Area	Density	Area (Acres)	Number of Units	Peak Hour Demand (gpm)
PA-6	20 units/acre	15.23	305	335.5
PA-4	30 units/acre	24.83	745	819.5
Total	-	40.06	1050	1155

Table 3: Commercial Area Potable Water Demand

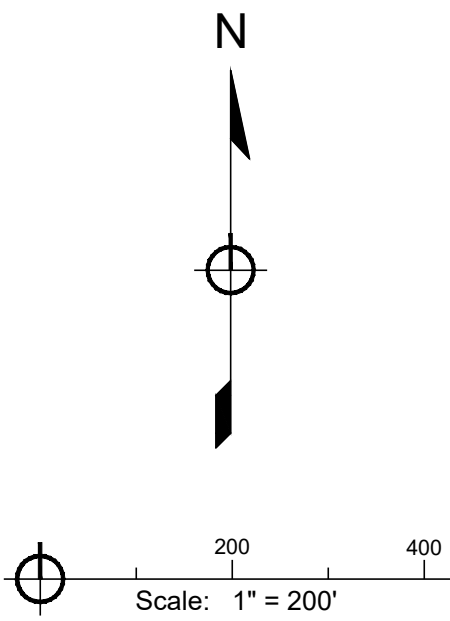
<i>Building Area (1000 ft²)</i>	<i>Average Day Demand (gpm)</i>	<i>Peak Hour Demand (gpm)</i>
119	16.67	71.43



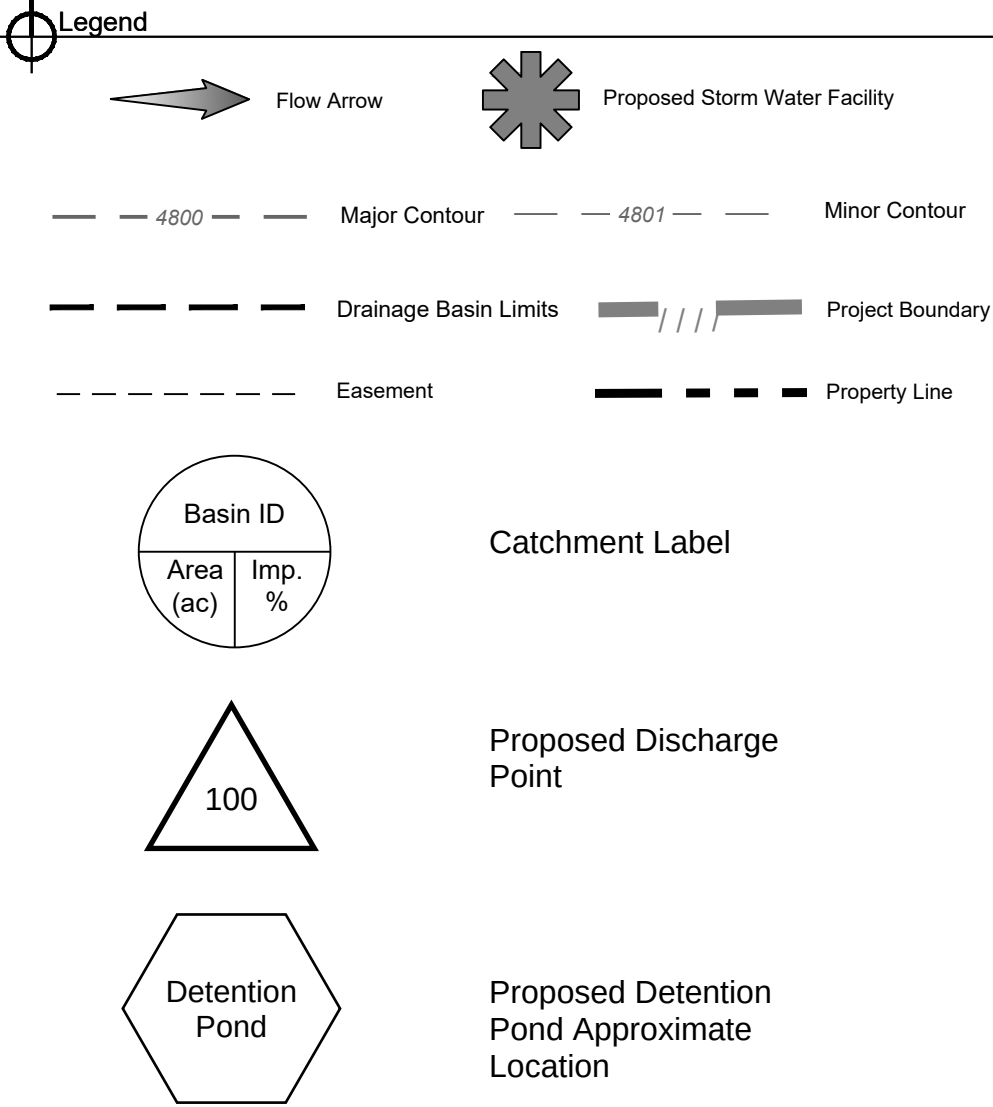
Approval Certificate	
Engineering	_____
	Initials/Date
Planning	_____
	Initials/Date
Owner	_____
	Initials/Date



Existing Conditions Discharges				
Catchment	5-yr (CFS)	5-yr Unit (CFS/ac)	100-yr (CFS)	100-yr Unit (CFS/ac)
Ex1	4.91	0.104	75.06	1.586
Ex2	17.00	0.136	206.44	1.655



Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date



Proposed Conditions Peak Pond Inflows		
Pond	5-yr (CFS)	100-yr (CFS)
1	39.30	177.50
2	30.60	174.80
3	26.40	86.20
4	23.20	65.80
5	16.70	54.50

Conceptual Pond Summary						
Basin	Pond	Est. WQCV Required (ac-ft)	Peak 100-yr Inflow (cfs)	Peak Outflow (5-yr Existing, cfs)	Est. 100-yr Volume Required (ac-ft)	Est. 100-yr Drain Time (hr)
100	Pond 1	0.922	177.50	5.60	9.222	81
200	Pond 2	0.859	174.80	8.00	9.134	74
300	Pond 3	0.620	86.20	3.40	4.830	75
400	Pond 4	0.599	65.80	2.40	3.769	71
500	Pond 5	0.380	54.50	2.10	2.910	84



Approval Certificate

Engineering _____

Planning _____

Owner _____

Initials/Date

Initials/Date

Initials/Date

Legend

4800

Major Contour

4801

Minor Contour

Boundary

NPW

Proposed

NPW

Existing

Notes

1. Utility locations shown on this plan are schematic and will be adjusted with final design.

Table: Non-Potable Water Demands

Land Use	Assumed Irrigated Open Space (%)	Total Area (acres)	Open Space Area (acres)	Daily Irrigation Application Rate (gpm)
Single-Family Open Space	20	95	19	610
Multi-Family Open Space	20	40	8	86
Commercial Open Space	20	18	3.6	77
Parks and Open Space	100	17	17	408
Total	20	170	47.6	1181



N

Scale: 1" = 400'

Approval Certificate

Engineering

Initials/Date

Planning

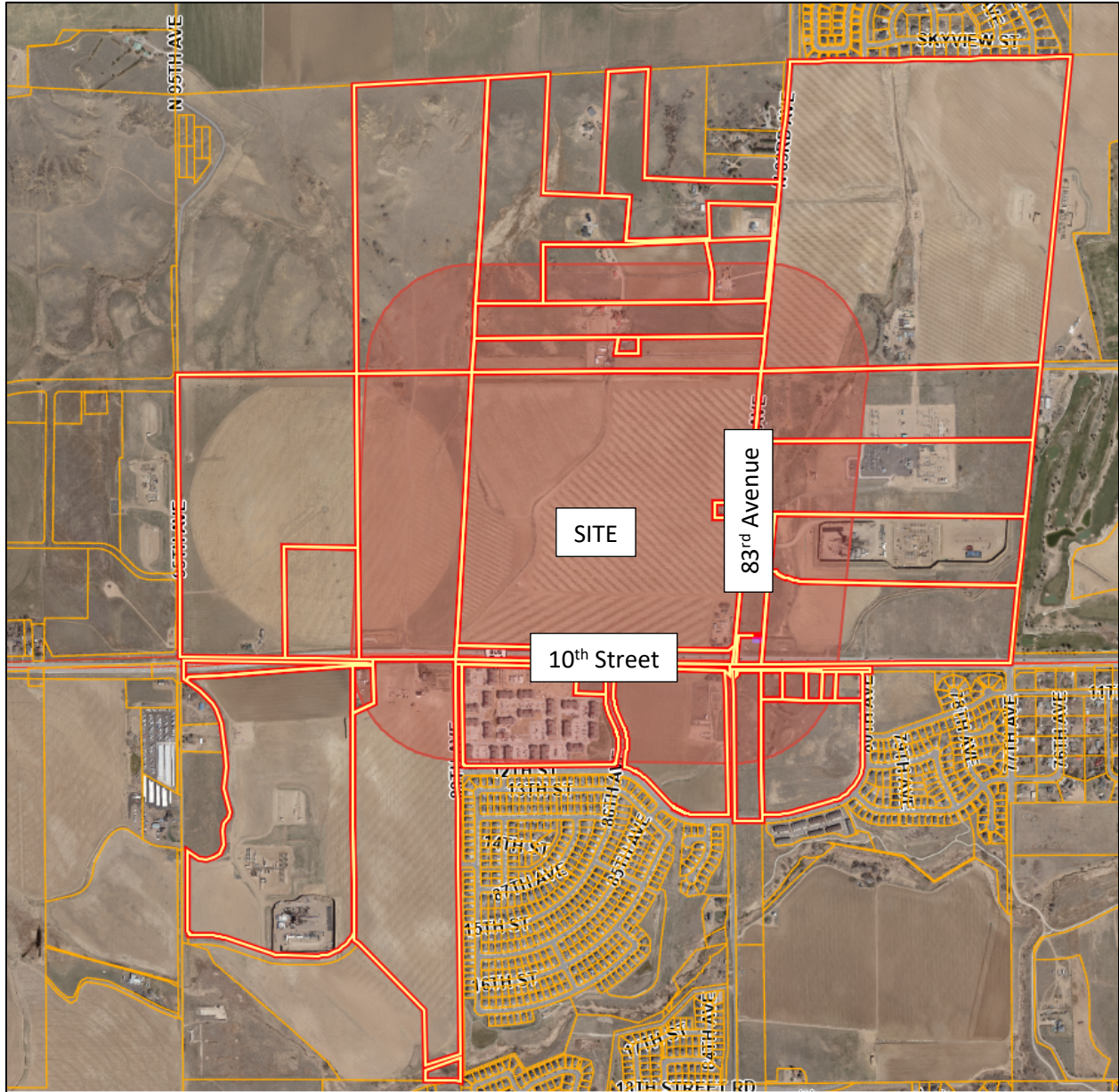
Initials/Date

Owner

Initials/Date

NEIGHBORHOOD NOTIFICATION BOUNDARY MAP

The highlighted parcels were captured within a 1000' buffer (shown in red) from the project boundary.



The map shows the proposed site for the 10th Street and 83rd Avenue intersection. The site is outlined in red. The map includes labels for N 95th Ave, Skyview St, 10th Street, 83rd Avenue, and various residential streets like 12th St, 13th St, 14th St, 15th St, 16th St, 17th St, 18th St, 19th St, 20th St, 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St, 28th St, 29th St, 30th St, 31st St, 32nd St, 33rd St, 34th St, 35th St, 36th St, 37th St, 38th St, 39th St, 40th St, 41st St, 42nd St, 43rd St, 44th St, 45th St, 46th St, 47th St, 48th St, 49th St, 50th St, 51st St, 52nd St, 53rd St, 54th St, 55th St, 56th St, 57th St, 58th St, 59th St, 60th St, 61st St, 62nd St, 63rd St, 64th St, 65th St, 66th St, 67th St, 68th St, 69th St, 70th St, 71st St, 72nd St, 73rd St, 74th St, 75th St, 76th St, 77th St, 78th St, 79th St, 80th St, 81st St, 82nd St, 83rd St, 84th St, 85th St, 86th St, 87th St, 88th St, 89th St, 90th St, 91st St, 92nd St, 93rd St, 94th St, 95th St, 96th St, 97th St, 98th St, 99th St, 100th St.

Schneider Farms

Northeast quadrant of 89th Avenue and W. 10th Street
Greeley, CO

Traffic Impact Study

KE Job #2022-076

Prepared for:

LandOne Engineering, LLC
361 71st Avenue, Suite 100
Greeley, CO 80634

Prepared by:



KELLAR ENGINEERING

skellar@kellarengineering.com

970.219.1602 phone



February 22, 2023

Sean K. Kellar, PE, PTOE

This document, together with the concepts and recommendations presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization from Kellar Engineering LLC shall be without liability to Kellar Engineering LLC.

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1.0 Introduction

The purpose of this Traffic Impact Study (TIS) is to identify project traffic generation characteristics, to identify potential traffic related impacts on the adjacent street system, and to develop mitigation measures required for identified traffic impacts. This TIS is for the Schneider Farms project located at the northeast quadrant of 89th Avenue and 10th Street in Greeley, CO. See Figure 1: Vicinity Map.

Kellar Engineering LLC (KE) has prepared the TIS to document the results of the project's anticipated traffic conditions in accordance with the City of Greeley's requirements and to identify projected impacts to the local and regional traffic system.

2.0 Existing Conditions and Roadway Network

The project site is located at the northeast quadrant of 89th Avenue and 10th Street in Greeley, CO. Access to the project site is proposed from the north side of the intersection of: 89th Avenue/10th Street, 86th Avenue/10th Street, and 83rd Avenue/10th Street. The north leg of 89th Avenue is a future 2-lane north-south major collector roadway. The north leg of 86th Avenue is a future north-south minor collector roadway. Also, 83rd Avenue is a 4-lane north-south major arterial. Additionally, 10th Street (US 34 Business) is an east-west 4-lane major arterial. The intersection of 83rd Avenue/10th Street is signalized with four-section signal heads facing the left-turn lanes. See Figure 2: Site Plan.

2.1 Existing Traffic Volumes

Existing peak hour traffic volume counts were conducted by All Traffic Data Services, Inc. using data collection cameras on Wednesday, August 31, 2022. The traffic counts were conducted to capture the peak hours of the adjacent street traffic. These turning movement counts are shown in Figure 3 with the count sheets provided in Appendix A.

Figure 1: Vicinity Map

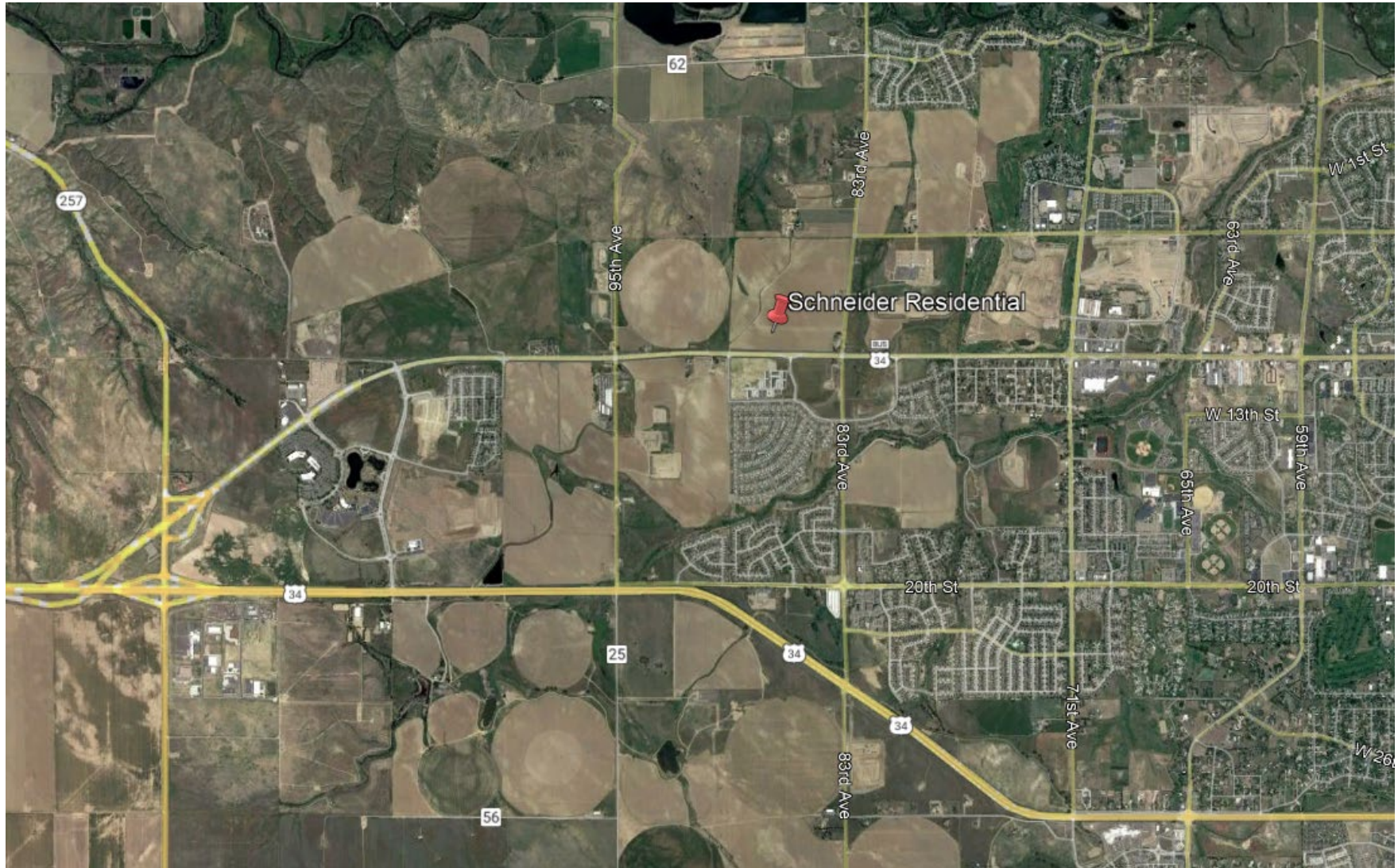


Figure 2: Site Plan



3.0 Proposed Development

The proposed development consists of a mix of: single-family, multi-family, and commercial land uses. See Table 1: Trip Generation and Figure 2: Site Plan

4.1 Trip Generation

Site generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Report* published by the Institute of Transportation Engineers (ITE). ITE has established trip generation rates in nationwide studies of similar land uses. For this study, KE used the *ITE 11th Edition Trip Generation Report* average trip rates. The proposed project is anticipated to generate approximately 20,919 daily weekday trips, 904 AM total peak hour trips, and 1,956 PM total peak hour trips. See Table 1: Trip Generation.

Additionally, the TIS has been updated to include the Cache Development as background traffic.

Table 1: Trip Generation (ITE Trip Generation, 10th Edition)

ITE Code	Land Use	Size	Average Daily Trips		AM Peak Hour Trips						PM Peak Hour Trips					
			Rate	Total	Rate	% In	In	% Out	Out	Total	Rate	% In	In	% Out	Out	Total
210	Single-Family (Detached)	610 DU	9.43	5,752	0.7	26%	111	74%	316	427	0.94	63%	361	37%	212	573
210	Single-Family (Detached)	26 DU	9.43	245	0.7	26%	5	74%	13	18	0.94	63%	15	37%	9	24
221	Multifamily (Mid-Rise)	450 DU	4.54	2,043	0.37	23%	38	77%	129	167	0.39	61%	107	39%	69	176
820	Commercial	348 KSF	37.01	12,879	0.84	62%	181	38%	111	292	3.40	48%	568	52%	615	1,183
Subtotal				20,919			335		569	904			1051		905	1956
Total				20,919			335		569	904			1051		905	1,956

DU = Dwelling Units
KSF = Thousand Square Feet

Figure 3: Recent Peak Hour Traffic

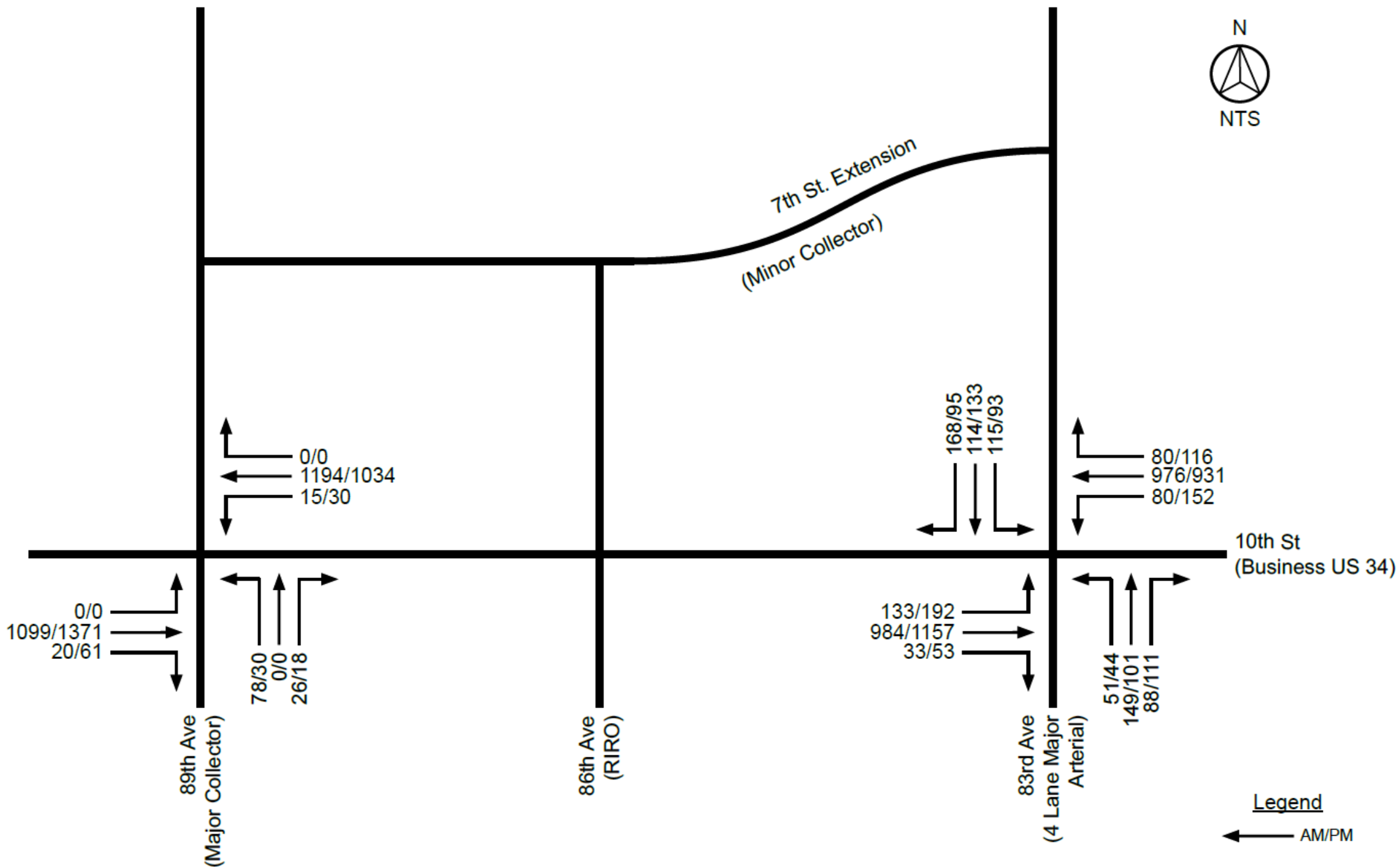


Figure 4: 2025 Background Traffic

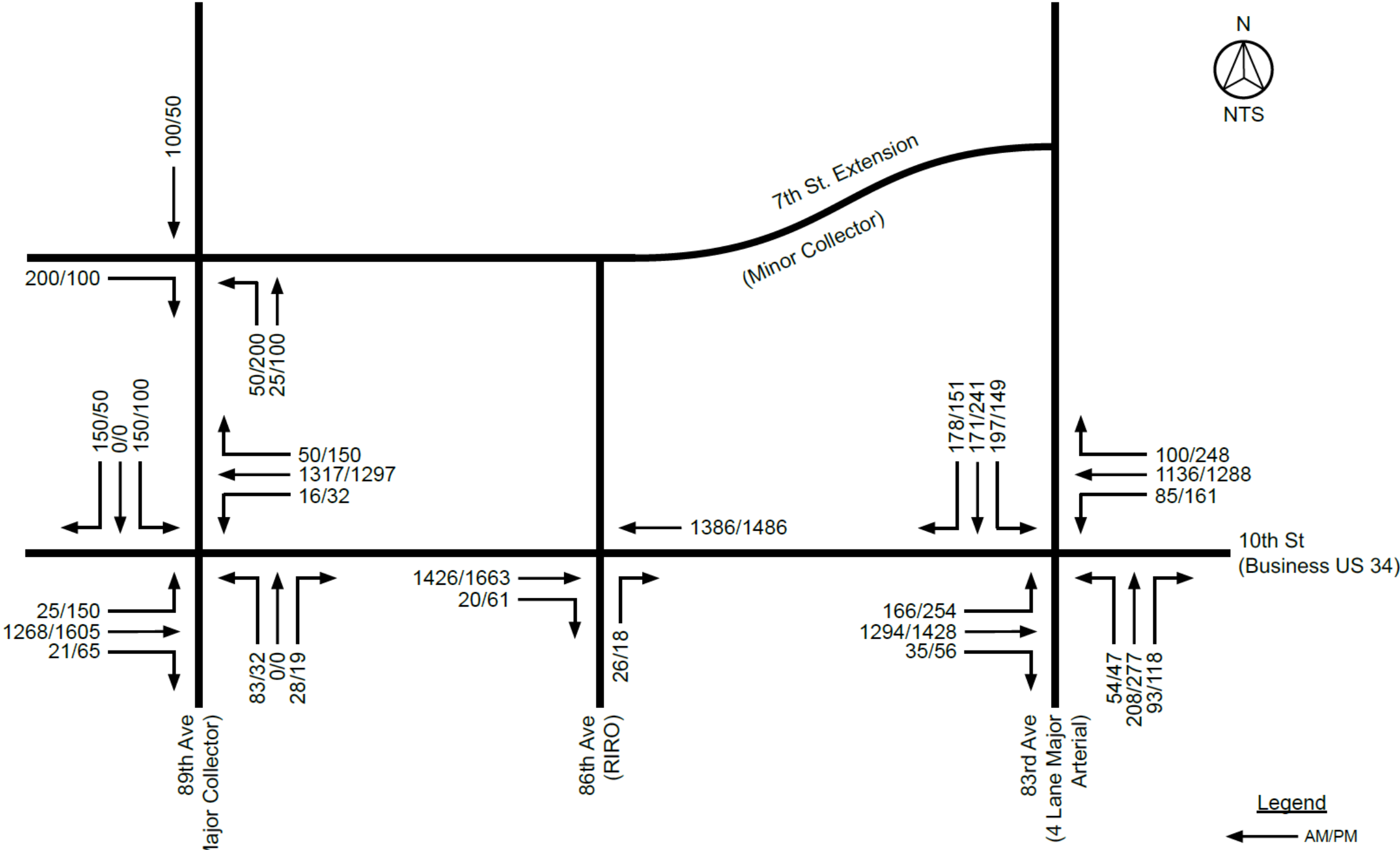


Figure 5: 2040 Background Traffic

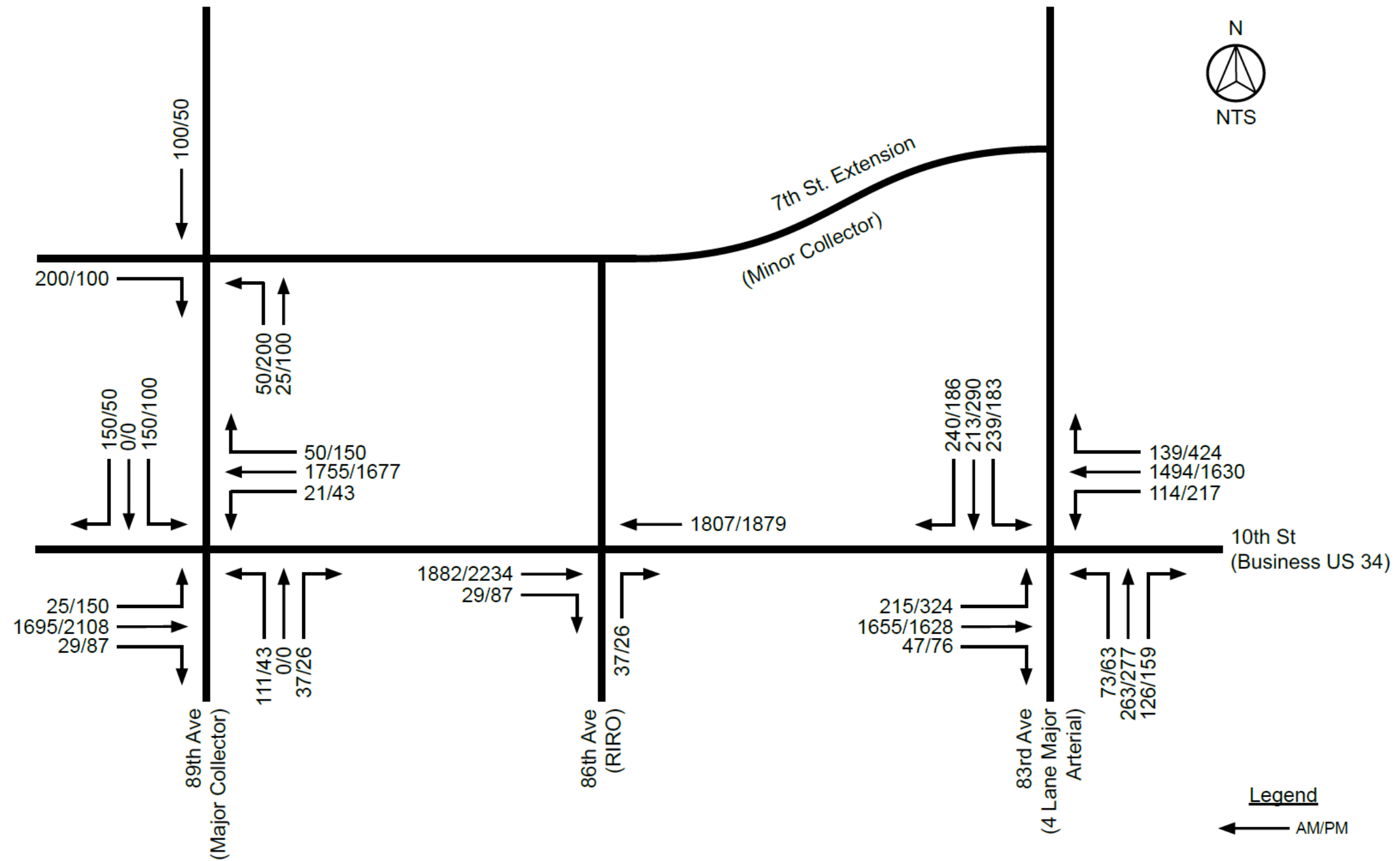


Figure 6: Trip Distribution

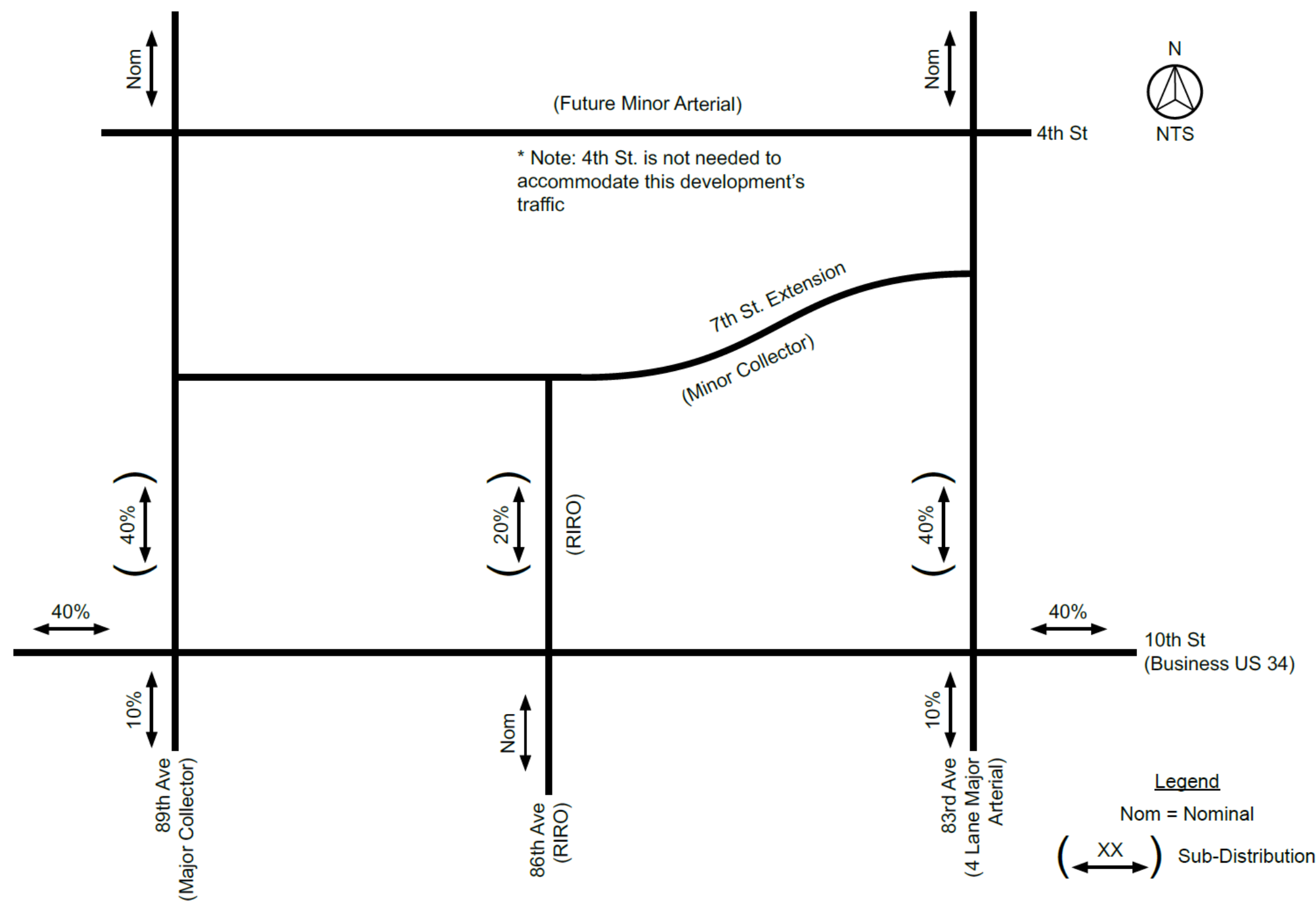


Figure 7: Site Generated Peak Hour Traffic

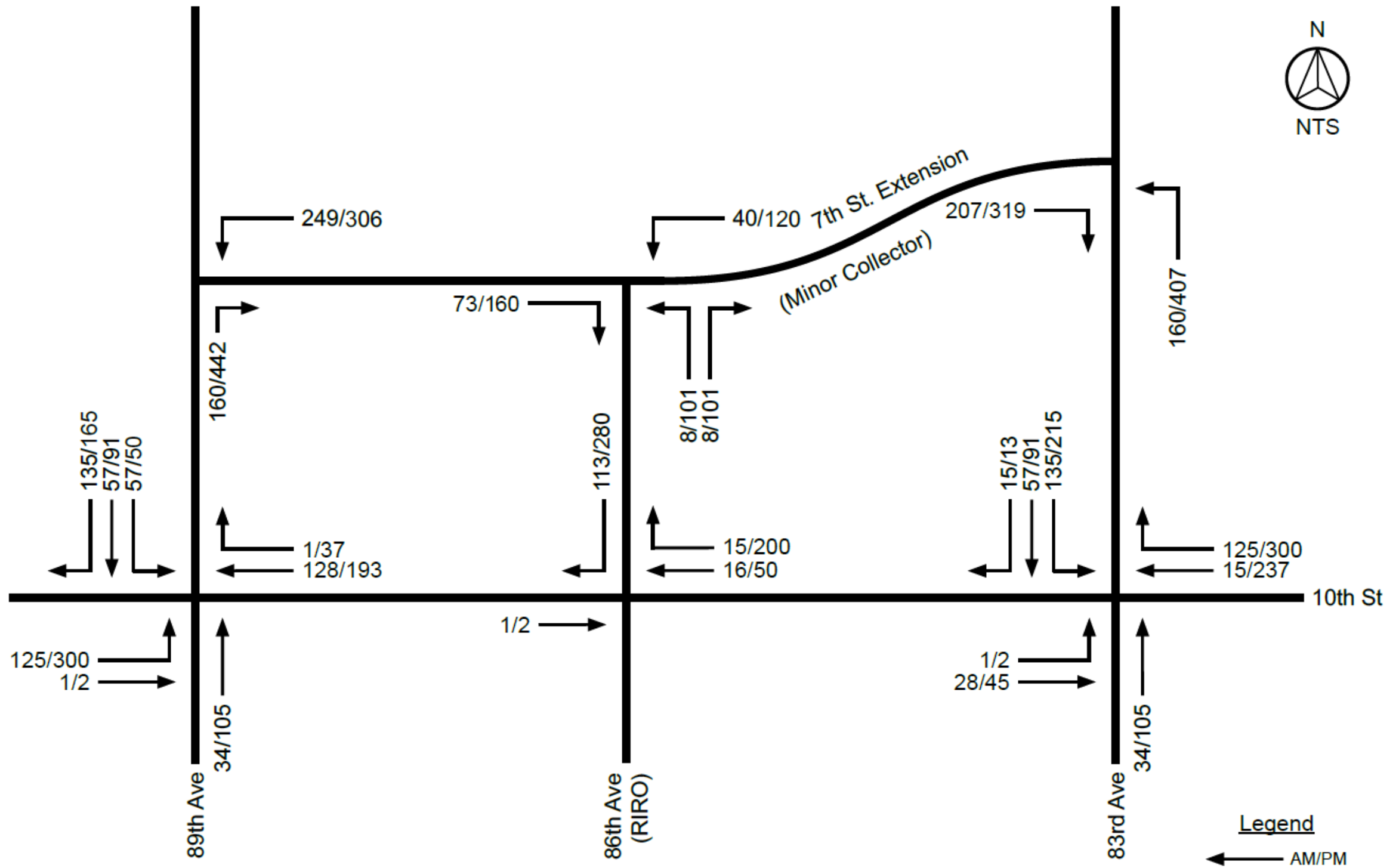


Figure 8: 2025 Short Range Total Traffic

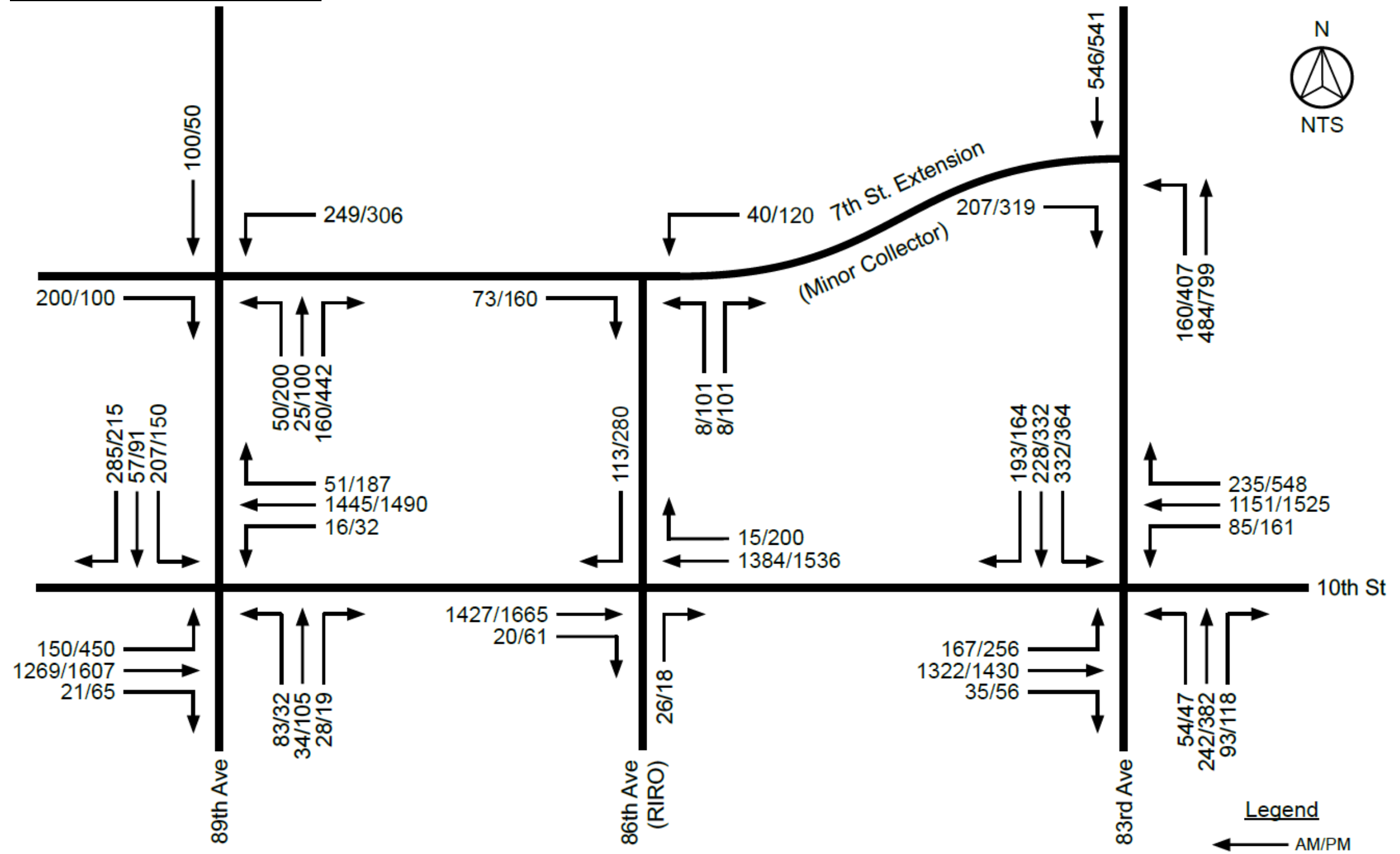


Figure 8: 2025 Short Range Total Traffic (continued...)

2025 Short Total AM Peak Hour

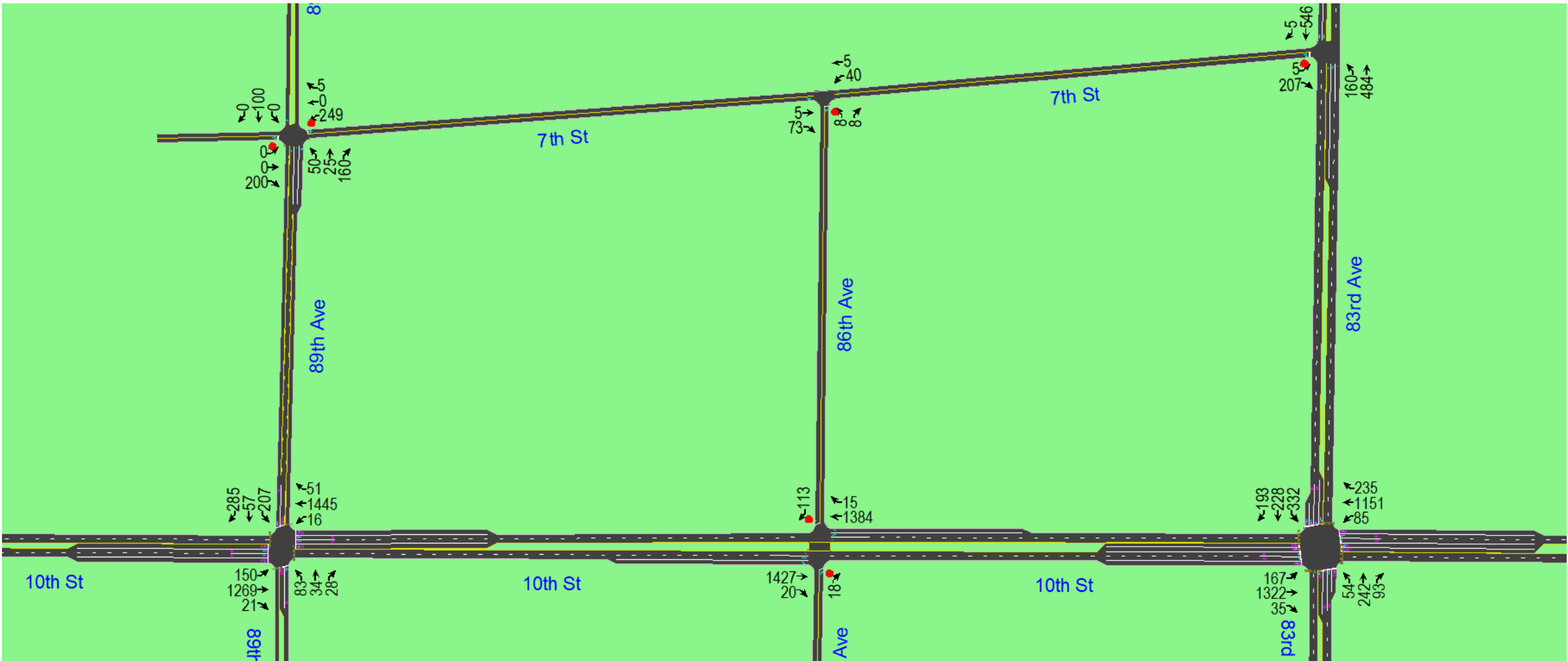


Figure 8: 2025 Short Range Total Traffic (continued...)

2025 Short Total PM Peak Hour

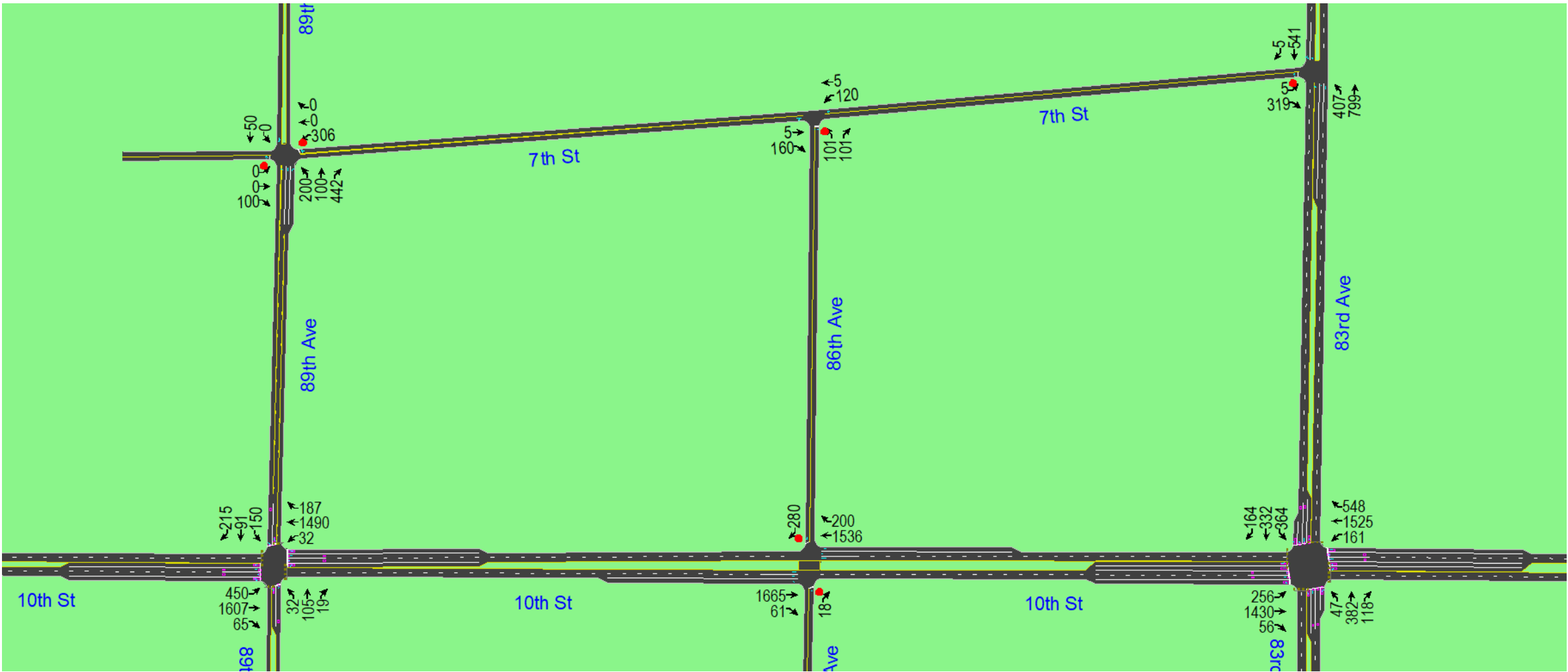


Figure 9: 2040 Long Range Total Traffic

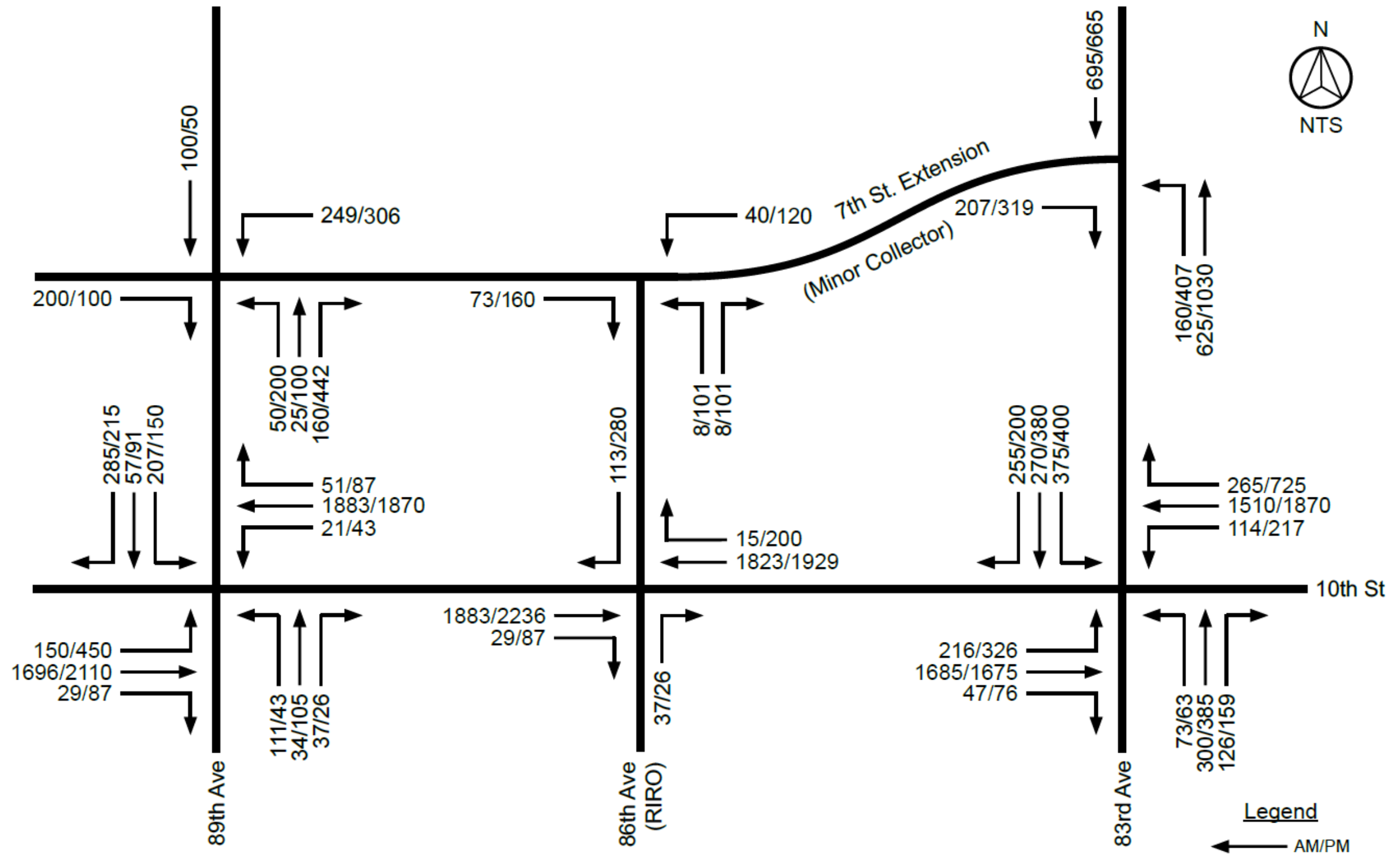


Figure 9: 2040 Long Range Total Traffic (continued...)

2040 Long Total AM Peak Hour

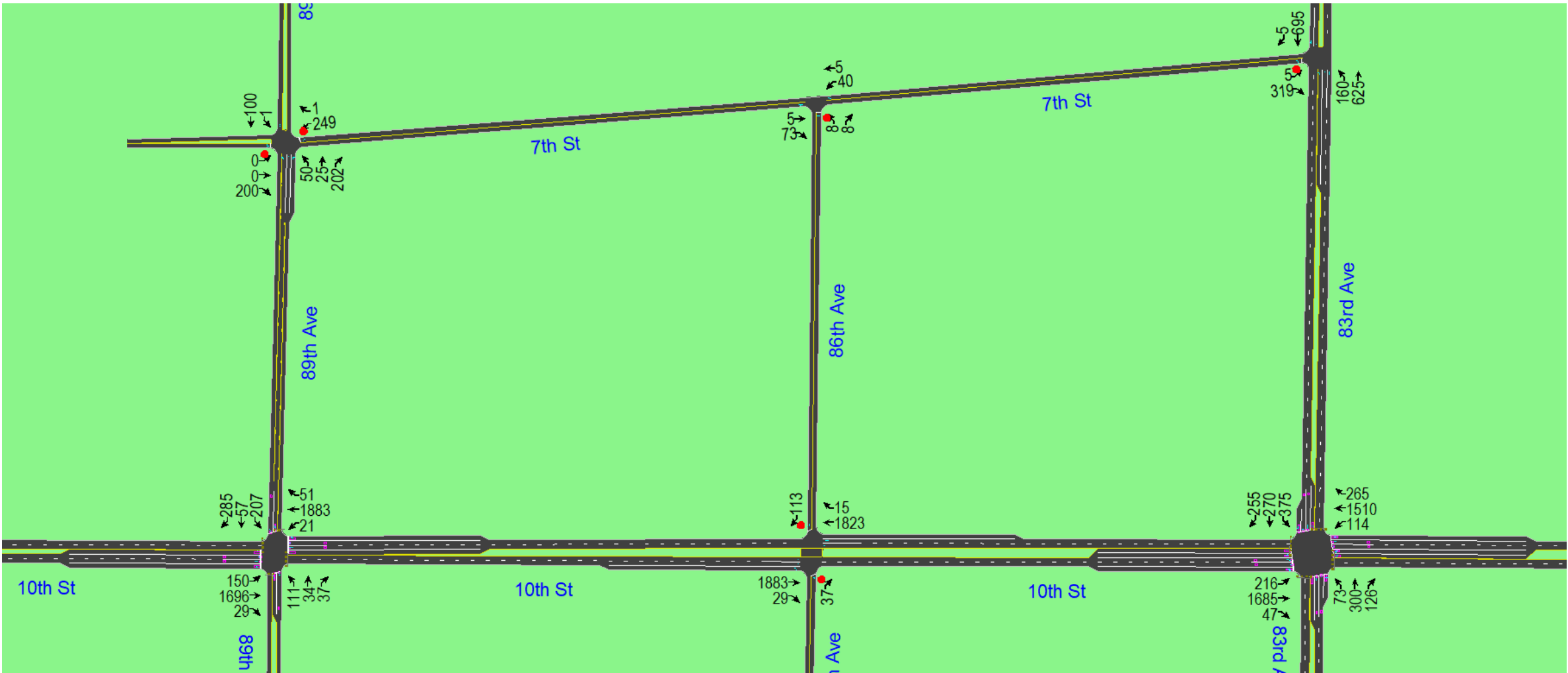
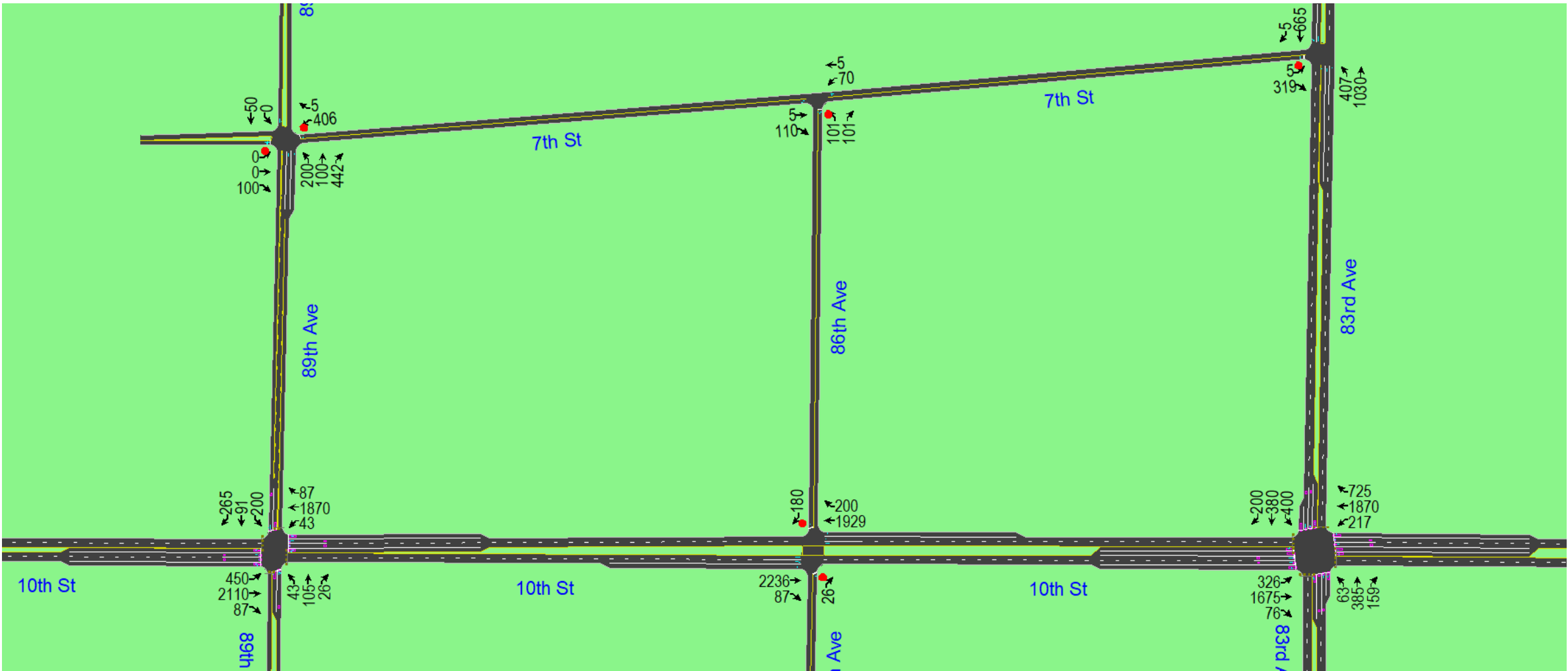


Figure 9: 2040 Long Range Total Traffic (continued...)

2040 Long Total PM Peak Hour



4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, anticipated surrounding development areas, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site generated traffic that approaches the site from a given direction and departs the site back to the original source. Figure 6 illustrates the trip distribution used for the project's analysis.

4.3 Traffic Assignment

Traffic assignment was obtained by applying the trip distributions to the estimated trip generation of the development. Figure 7 shows the site generated traffic assignment for the project.

4.4 Short Range Total Peak Hour Traffic

Site generated peak hour traffic volumes were added to the background traffic volumes to represent the estimated traffic conditions for the short range 2025 horizon. These background (2025) and short range (2025) total traffic volumes are shown in Figures 4 and 8. The short range analysis year 2025 includes the proposed development for this project plus a 2% increase in background traffic per the CDOT Online Transportation Information System (OTIS).

4.5 Long Range Total Peak Hour Traffic

Site generated peak hour traffic volumes were added to the background traffic volumes to represent the estimated traffic conditions for the long range 2040 horizon. These background (2040) and long range (2040) total traffic volumes are shown in Figures 5 and 9. The long range analysis year 2040 includes the proposed development for the project plus project plus a 2% increase in background traffic per the CDOT Online Transportation Information System (OTIS).

5.0 Traffic Operation Analysis

KE's analysis of traffic operations in the site vicinity was conducted to determine the capacity at the identified intersections. The acknowledged source for determining overall capacity is the latest edition of the Highway Capacity Manual (HCM).

5.1 Analysis Methodology

Capacity analysis results are listed in terms of level of service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. LOS ranges from an A (very little delay) to an F (long delays). A description of the level of service (LOS) for signalized and unsignalized intersections from the Highway Capacity Manual (HCM) are provided in Appendix B.

5.2 Intersection Operational Analysis

Operational analysis was performed for the short range 2025 horizon and the long range 2040 horizon. The calculations for this analysis are provided in Appendix F. Using the short range total traffic volumes, the project's study intersections are projected to operate acceptably. See Table 5.

Table 2: Recent Peak Hour Operations

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./10 th St. (Traffic Signal)	EB Left	C	C
	EB Thru	C	C
	EB Right	A	A
	EB Approach	C	C
	WB Left	B	C
	WB Thru	C	C
	WB Right	A	A
	WB Approach	C	C
	NB Left	C	C
	NB Thru	C	C
	NB Right	A	A
	NB Approach	C	C
	SB Left	C	C
	SB Thru	C	C
	SB Right	A	A
	SB Approach	B	C
	Overall	C	C

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./10 th St. (Stop Control)			
	EB Thru	A	A
	EB Right	A	A
	EB Approach	A	A
	WB Left	B	B
	WB Thru	A	A
	WB Approach	A	A
	NB Left	F (362.9 sec)	F (239.8 sec)
	NB Right	B	B
	NB Approach	F (275.6 sec)	F (155.8 sec)

Table 3: 2025 Background Peak Hour Operations

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./10 th St. (Traffic Signal)	EB Left	C	C
	EB Thru	C	C
	EB Right	A	A
	EB Approach	C	C
	WB Left	B	C
	WB Thru	C	C
	WB Right	A	A
	WB Approach	C	C
	NB Left	C	C
	NB Thru	D	D
	NB Right	A	A
	NB Approach	C	C
	SB Left	C	C
	SB Thru	C	D
	SB Right	A	A
	SB Approach	B	C
	Overall	C	C

Table 3: 2025 Background Peak Hour Operations (continued...)

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./10 th St. (With Traffic Signal)	EB Left	B	D
	EB Thru	C	C
	EB Right	A	A
	EB Approach	C	C
	WB Left	B	B
	WB Thru	D	C
	WB Right	A	A
	WB Approach	C	C
	NB Left	C	C
	NB Thru/Right	A	A
	NB Approach	B	B
	SB Left/Thru/Right	C	C
	SB Approach	C	C
	Overall	C	C

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
86 th Ave./10 th St. (Stop Control)	EB Thru	A	A
	EB Right	A	A
	EB Approach	A	A
	WB Thru	A	A
	WB Approach	A	A
	NB Right	C	C
	NB Approach	C	C

Table 4: 2040 Background Peak Hour Operations

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./10 th St. (Traffic Signal)	EB Left	E	F (83.8 sec)
	EB Thru	C	D
	EB Right	A	A
	EB Approach	D	D
	WB Left	E	E
	WB Thru	D	E
	WB Right	A	A
	WB Approach	D	D
	NB Left	C	C
	NB Thru	D	D
	NB Right	B	B
	NB Approach	C	C
	SB Left	E	D
	SB Thru	C	D
	SB Right	B	B
	SB Approach	D	C
	Overall	D	D

Table 4: 2040 Background Peak Hour Operations (continued...)

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./10 th St. (With Traffic Signal)	EB Left	C	F (131.5 sec)
	EB Thru	C	E
	EB Right	A	A
	EB Approach	C	E
	WB Left	B	B
	WB Thru	C	C
	WB Right	A	A
	WB Approach	C	C
	NB Left	C	C
	NB Thru/Right	A	A
	NB Approach	C	C
	SB Left/Thru/Right	F (81.9 sec)	C
	SB Approach	F (81.9 sec)	C
	Overall	C	D

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
86 th Ave./10 th St. (Stop Control)	EB Thru	A	A
	EB Right	A	A
	EB Approach	A	A
	WB Thru	A	A
	WB Approach	A	A
	NB Right	C	D
	NB Approach	C	D

Table 5: 2025 Short Range Total Peak Hour Operations

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./10 th St. (Traffic Signal)	EB Left	D	F (95.4 sec)
	EB Thru	C	D
	EB Right	A	A
	EB Approach	D	D
	WB Left	E	F (88.7 sec)
	WB Thru	D	E
	WB Right	A	A
	WB Approach	C	D
	NB Left	C	C
	NB Thru	D	E
	NB Right	A	A
	NB Approach	C	D
	SB Left	D	F (94.9 sec)
	SB Thru	C	D
	SB Right	A	B
	SB Approach	C	E
	Overall	C	D

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./10 th St. (With Traffic Signal)	EB Left	E	F (101.5 sec)
	EB Thru	C	C
	EB Right	A	A
	EB Approach	C	D
	WB Left	B	B
	WB Thru	D	E
	WB Right	A	A
	WB Approach	C	E
	NB Left	D	D
	NB Thru/Right	C	E
	NB Approach	C	E
	SB Left	C	E
	SB Thru/Right	C	F (82.8 sec)
	SB Approach	C	E
	Overall	C	D

Table 5: 2025 Short Range Total Peak Hour Operations (continued...)

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
86 th Ave./10 th St.			
(Stop Control)	EB Thru	A	A
	EB Right	A	A
	EB Approach	A	A
	WB Thru	A	A
	WB Approach	A	A
	NB Right	C	C
	NB Approach	C	C
	SB Right	B	C
	SB Approach	B	C

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./7 th St.			
(Stop Control)	WB Left/Right	C	E
	WB Approach	C	E
	NB Thru	A	A
	NB Right	A	A
	NB Approach	A	A
	SB Left/Thru	A	A
	SB Approach	A	A

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./7 th St.			
(Stop Control)	EB Left/Right	B	C
	EB Approach	B	C
	NB Left	A	B
	NB Thru	A	A
	NB Approach	A	A
	SB Thru/Right	A	A
	SB Approach	A	A

Table 5: 2025 Short Range Total Peak Hour Operations (continued...)

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
86 th Ave./7 th St. (Stop Control)	EB Thru/Right	A	A
	EB Approach	A	A
	WB Left/Thru	A	A
	WB Approach	A	A
	NB Left/Right	A	B
	NB Approach	A	B

Table 6: 2040 Long Range Total Peak Hour Operations

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./10 th St. (Traffic Signal)	EB Left	F (94.7 sec)	F (127.2 sec)
	EB Thru	D	D
	EB Right	A	A
	EB Approach	E	E
	WB Left	F (102.1 sec)	F (113.5 sec)
	WB Thru	D	F (116.1 sec)
	WB Right	A	B
	WB Approach	D	F (90.8 sec)
	NB Left	C	D
	NB Thru	E	E
	NB Right	B	C
	NB Approach	D	E
	SB Left	F (86.4 sec)	F (159.6 sec)
	SB Thru	D	D
	SB Right	C	C
	SB Approach	D	F (88.5 sec)
	Overall	D	E

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./10 th St. (With Traffic Signal)	EB Left	F (85.4 sec)	F (180.3 sec)
	EB Thru	C	D
	EB Right	A	A
	EB Approach	C	E
	WB Left	A	C
	WB Thru	E	F (126.7 sec)
	WB Right	A	A
	WB Approach	D	F (118.9 sec)
	NB Left	E	E
	NB Thru/Right	C	E
	NB Approach	D	E
	SB Left	D	E
	SB Thru/Right	E	F (84.5 sec)
	SB Approach	E	F (82.6 sec)
	Overall	D	F (89.4 sec)

Table 6: 2040 Long Range Total Peak Hour Operations (continued...)

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
86 th Ave./10 th St.			
(Stop Control)	EB Thru	A	A
	EB Right	A	A
	EB Approach	A	A
	WB Thru	A	A
	WB Approach	A	A
	NB Right	C	D
	NB Approach	C	D
	SB Right	B	B
	SB Approach	B	B

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
89 th Ave./7 th St.			
(Stop Control)	WB Left/Right	C	F (105.3 sec)
	WB Approach	C	F (105.3 sec)
	NB Thru	A	A
	NB Right	A	A
	NB Approach	A	A
	SB Left/Thru	A	A
	SB Approach	A	A

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
83 rd Ave./7 th St.			
(Stop Control)	EB Left/Right	C	E
	EB Approach	C	E
	NB Left	B	B
	NB Thru	A	A
	NB Approach	A	A
	SB Thru/Right	A	A
	SB Approach	A	A

Table 6: 2040 Long Range Total Peak Hour Operations (continued...)

Intersection	Movement	Level of Service (LOS)	
		AM	PM
		LOS	LOS
86 th Ave./7 th St.			
(Stop Control)	EB Thru/Right	A	A
	EB Approach	A	A
	WB Left/Thru	A	A
	WB Approach	A	A
	NB Left/Right	A	B
	NB Approach	A	B

6.0 Findings:

Based upon the analysis in this study, the proposed Schneider Farms project at the northeast quadrant of 89th Avenue and 10th Street will be able to successfully meet the City of Greeley's requirements for traffic with the below improvements.

The findings of the TIS are summarized below:

- The proposed project is anticipated to generate approximately 20,919 daily weekday trips, 904 AM total peak hour trips, and 1,956 PM total peak hour trips.
- 4th Street is not needed to accommodate this development's traffic and this project can proceed with or without the construction of 4th Street.
- The intersection of 7th Street and 83rd Avenue is projected to operate at acceptable levels-of service (LOS) with stop-control for the minor street approach in the short range future.
- The existing roadways are sufficient to handle the proposed project's traffic (full development of the proposed project's traffic plus background traffic) for the Short Range Total future with the following improvements:
 - Westbound right-turn deceleration lane at the 89th Avenue and 10th Street intersection with 500' of min. storage length and a 222' min. bay taper.
 - Westbound acceleration lane at the 89th Avenue and 10th Street intersection with an acceleration length of 960' min. and a 222' min. taper.
 - The intersection of 86th Avenue and 10th Street should be turn-restricted to right-in/right-out (RIRO) only.
 - Westbound right-turn deceleration lane at 86th Avenue and 10th Street with 500' of min. storage length and a 222' min. bay taper.
 - Westbound acceleration lane at the 86th Avenue and 10th Street intersection with an acceleration length of 960' min.
 - The westbound acceleration lane at 86th Avenue and 10th Street can be combined with the westbound right-turn deceleration lane at 89th Avenue and 10th Street to remove the transition tapers with a continuous full-width acceleration/deceleration lane between 89th Avenue and 86th Avenue along the north side of 10th Street.
 - Additionally, the existing westbound acceleration lane at 83rd Avenue and 10th Street can be combined with the westbound right-turn deceleration lane at 86th Avenue and 10th Street to remove the transition tapers with a continuous full-width acceleration/deceleration lane between 86th Avenue and 83rd Avenue

along the north side of 10th Street.

- Dual eastbound left-turn lanes at the 83rd Avenue and 10th Street intersection with 500' min. of storage length per lane and a 222' min. transition taper.
- Northbound left-turn lane at the 7th Street and 83rd Avenue intersection with 300' of min. storage length and a 160' min. bay taper.
- Northbound right-turn lane at the 7th Street and 89th Avenue intersection with 150' of min. storage length and a 100' min. bay taper.
- The intersection of 89th Avenue and 10th Street is already experiencing delays for the northbound approach based upon the recent traffic counts. These level of service (LOS) delays will increase as background traffic increases. A traffic signal is projected to be warranted upon full project build-out in the future at the intersection of 89th Avenue and 10th Street. The justification for installation of a traffic signal at an intersection is based upon the warrants set forth in Chapter 4 of the MUTCD. The decision to install a traffic signal should be based upon actual traffic counts as traffic projections may not occur until the project is actually built-out later in the future. As such, the timing of the installation of this traffic signal should be based upon the City's jurisdictional authority. Due to the size of this project it will likely develop in phases. It is therefore recommended that future phases of this project submit traffic memos with recent traffic counts and a traffic signal warrant analysis based upon actual traffic counts to determine when this traffic signal meets MUTCD warrants in the future. Additionally, the traffic from the Cache Development has been added as background traffic to this study. As such, traffic projections are intentionally conservatively high. It is recommended that future adjacent developments be responsible for a proportionate share contribution towards the installation of this future traffic signal as determined appropriate by the City. This contribution could be based upon a % traffic = site generated traffic/long range background traffic at the intersection.
- The intersections of 89th Avenue/10th Street and 83rd Avenue/10th Street are projected to experience levels of service (LOS) delays upon full build-out of the Cache Development project + full build-out of the Schneider Development project. Both projects are very large projects that will not develop all at once and will likely develop in phases; as these projects will likely take a long time to reach full build-out. The background traffic may also not build-out completely before the Schneider Development project begins. It is therefore recommended to take a phased approach with future traffic studies. Future traffic memos with recent traffic counts for future phases for both of these developments is therefore recommended at the time of actual development.

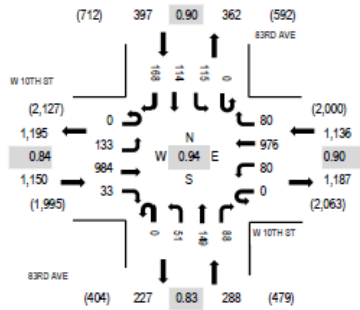
APPENDICES:

Appendix A: Traffic Counts

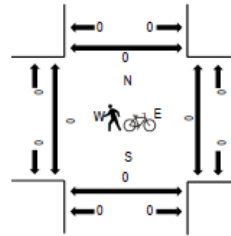


Location: 1 83RD AVE & W 10TH ST AM
 Date: Wednesday, August 31, 2022
 Peak Hour: 07:15 AM - 08:15 AM
 Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk

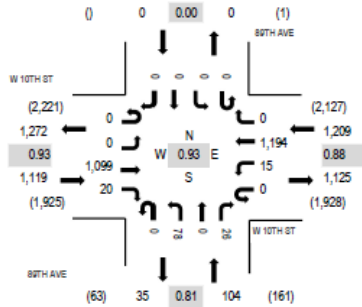


Note: Total study counts contained in parentheses.

Traffic Counts

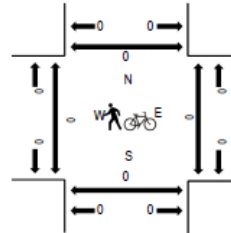
Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				83RD AVE Northbound				83RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	235	6	0	13	217	11	0	11	17	11	0	24	21	44	628	2,943	0	0	0	0
7:15 AM	0	35	228	4	0	13	281	23	0	20	31	23	0	26	27	49	760	2,971	0	0	0	0
7:30 AM	0	41	296	6	0	13	243	19	0	12	44	21	0	18	25	52	790	2,780	0	0	0	0
7:45 AM	0	34	243	11	0	30	229	21	0	12	41	34	0	44	24	42	765	2,536	0	0	0	0
8:00 AM	0	23	217	12	0	24	223	17	0	7	33	10	0	27	38	25	656	2,243	0	0	0	0
8:15 AM	0	23	167	4	0	25	193	15	0	10	34	7	0	24	28	39	569		0	0	0	0
8:30 AM	0	17	189	3	0	11	194	12	0	10	25	17	0	16	17	35	546		0	0	0	0
8:45 AM	0	19	157	7	0	20	143	10	0	6	29	14	0	15	22	30	472		0	0	0	0
Count Total	0	210	1,732	53	0	149	1,723	128	0	88	254	137	0	194	202	316	5,186		0	0	0	0
Peak Hour	0	133	984	33	0	80	976	80	0	51	149	88	0	115	114	168	2,971		0	0	0	0

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

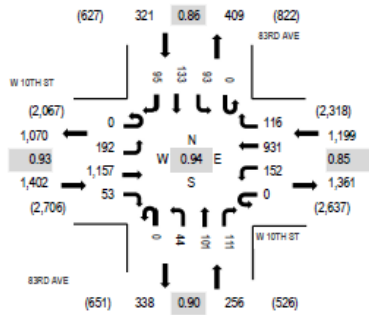
Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

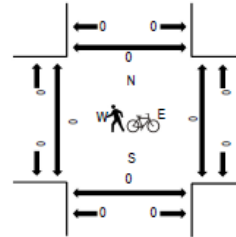
Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				89TH AVE Northbound				89TH AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	240	5	0	3	273	0	0	20	0	8	0	0	0	0	549	2,432	0	0	0	0
7:15 AM	0	0	289	5	0	4	315	0	0	24	0	2	0	0	0	0	639	2,383	0	0	0	0
7:30 AM	0	0	275	4	0	3	339	0	0	23	0	9	0	0	0	0	653	2,204	0	0	0	0
7:45 AM	0	0	295	6	0	5	267	0	0	11	0	7	0	0	0	0	591	2,000	0	0	0	0
8:00 AM	0	0	222	9	0	0	254	0	0	12	0	3	0	0	0	0	500	1,781	0	0	0	0
8:15 AM	0	0	199	4	0	5	234	1	0	9	0	8	0	0	0	0	460		0	0	0	0
8:30 AM	0	0	186	2	0	3	245	0	0	11	0	2	0	0	0	0	449		0	0	0	0
8:45 AM	0	0	180	4	0	1	175	0	0	9	0	3	0	0	0	0	372		0	0	0	0
Count Total	0	0	1,886	39	0	24	2,102	1	0	119	0	42	0	0	0	0	4,213		0	0	0	0
Peak Hour	0	0	1,099	20	0	15	1,194	0	0	78	0	26	0	0	0	0	2,432		0	0	0	0

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

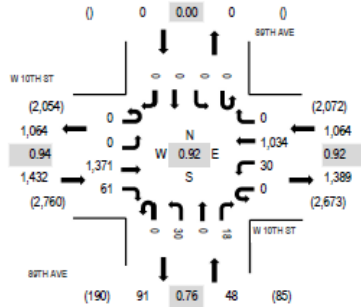
Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

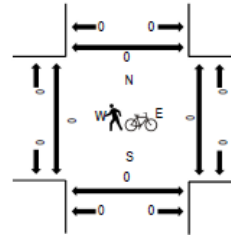
Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				83RD AVE Northbound				83RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	41	282	7	0	45	228	27	0	9	33	22	0	21	39	18	772	3,040	0	0	0	0
4:15 PM	0	43	271	14	0	33	219	19	0	9	40	22	0	28	44	28	770	3,104	0	0	0	0
4:30 PM	0	38	306	14	0	33	232	34	0	9	20	31	0	32	33	24	806	3,178	0	0	0	0
4:45 PM	0	58	248	10	0	28	185	21	0	12	29	23	0	20	30	28	692	3,076	0	0	0	0
5:00 PM	0	52	311	15	0	36	246	28	0	14	32	26	0	23	33	20	836	3,137	0	0	0	0
5:15 PM	0	44	292	14	0	55	268	33	0	9	20	31	0	18	37	23	844		0	0	0	0
5:30 PM	0	29	250	14	0	29	211	31	0	9	41	25	0	20	20	25	704		0	0	0	0
5:45 PM	0	49	297	7	0	31	220	26	0	4	34	22	0	16	30	17	753		0	0	0	0
Count Total	0	354	2,257	95	0	290	1,809	219	0	75	249	202	0	178	266	183	6,177		0	0	0	0
Peak Hour	0	192	1,157	53	0	152	931	116	0	44	101	111	0	93	133	95	3,178		0	0	0	0

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				89TH AVE Northbound				89TH AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	334	15	0	9	230	0	0	7	0	4	0	0	0	0	599	2,407	0	0	0	0
4:15 PM	0	0	312	16	0	12	264	0	0	2	0	4	0	0	0	0	610	2,499	0	0	0	0
4:30 PM	0	0	364	11	0	6	263	0	0	6	0	2	0	0	0	0	652	2,544	0	0	0	0
4:45 PM	0	0	313	13	0	5	203	0	0	10	0	2	0	0	0	0	546	2,456	0	0	0	0
5:00 PM	0	0	363	19	0	8	284	0	0	11	0	6	0	0	0	0	691	2,510	0	0	0	0
5:15 PM	0	0	331	18	0	11	284	0	0	3	0	8	0	0	0	0	655		0	0	0	0
5:30 PM	0	0	304	18	0	9	221	0	0	9	0	3	0	0	0	0	564		0	0	0	0
5:45 PM	0	0	320	9	0	11	252	0	0	5	0	3	0	0	0	0	600		0	0	0	0
Count Total	0	0	2,641	119	0	71	2,001	0	0	53	0	32	0	0	0	0	4,917		0	0	0	0
Peak Hour	0	0	1,371	61	0	30	1,034	0	0	30	0	18	0	0	0	0	2,544		0	0	0	0

Appendix B: Level of Service (LOS) Table

Level of Service Definitions

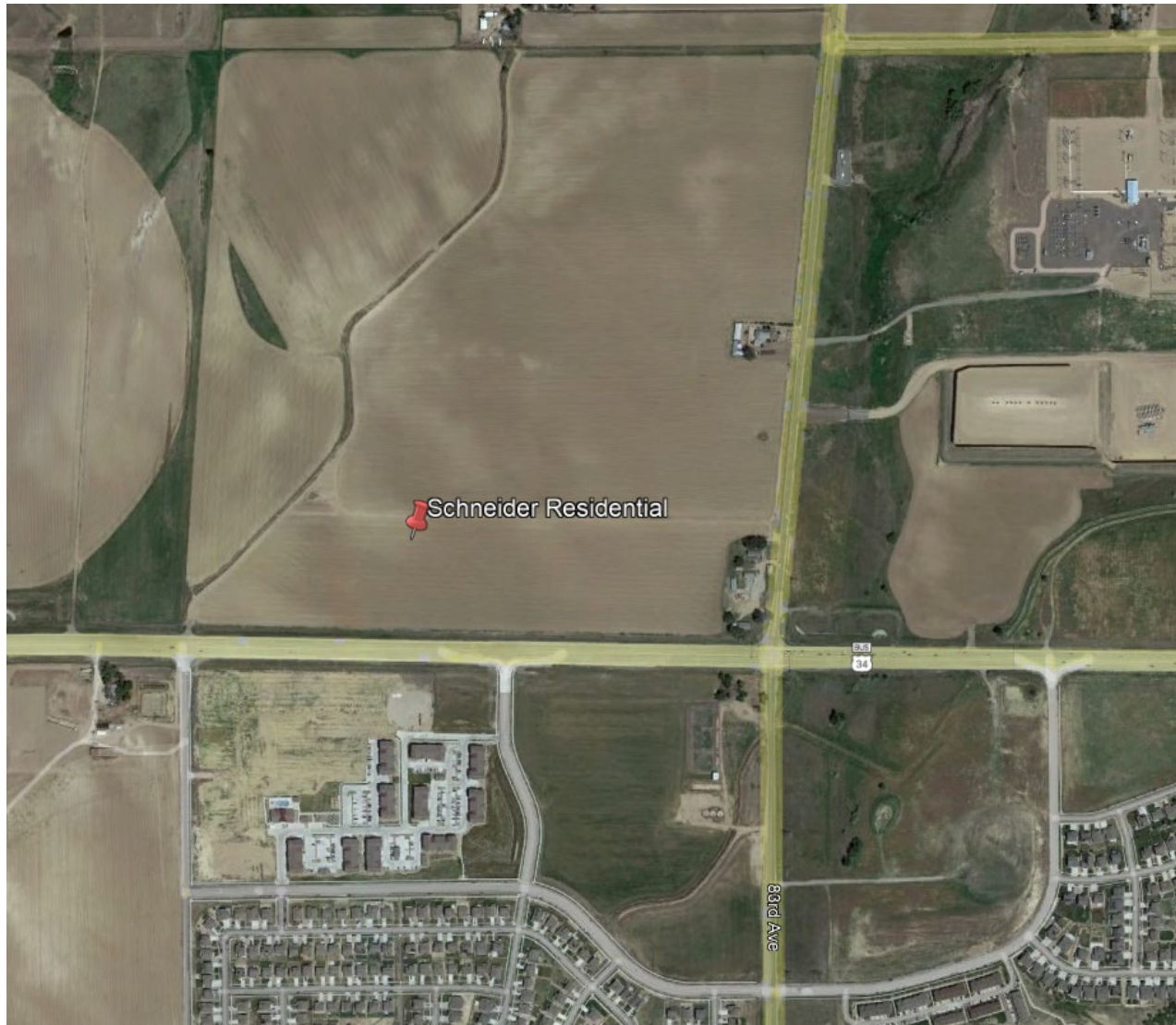
Level of Service	Signalized Intersection	Unsignalized Intersection
(LOS)	Average Total Delay	Average Total Delay
	(sec/veh)	(sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

City of Greeley Acceptable Level of Service Table:

Table 4. Acceptable Level of Service Standards

Intersection Component	Major Intersection ¹	Minor Intersection ²
Overall (City Limits)	LOS C	LOS C
Overall (LREGA) ³	LOS D	LOS C
Any Leg	LOS D	LOS E
Any Movement	LOS E	LOS F
¹ Includes all signalized and unsignalized arterial/arterial and arterial/major collector intersections. ² Includes all unsignalized intersections and high volume driveways. ³ Long Range Expected Growth Area *On State and US Highways overall LOS D is acceptable.		

Appendix C: Aerial Image



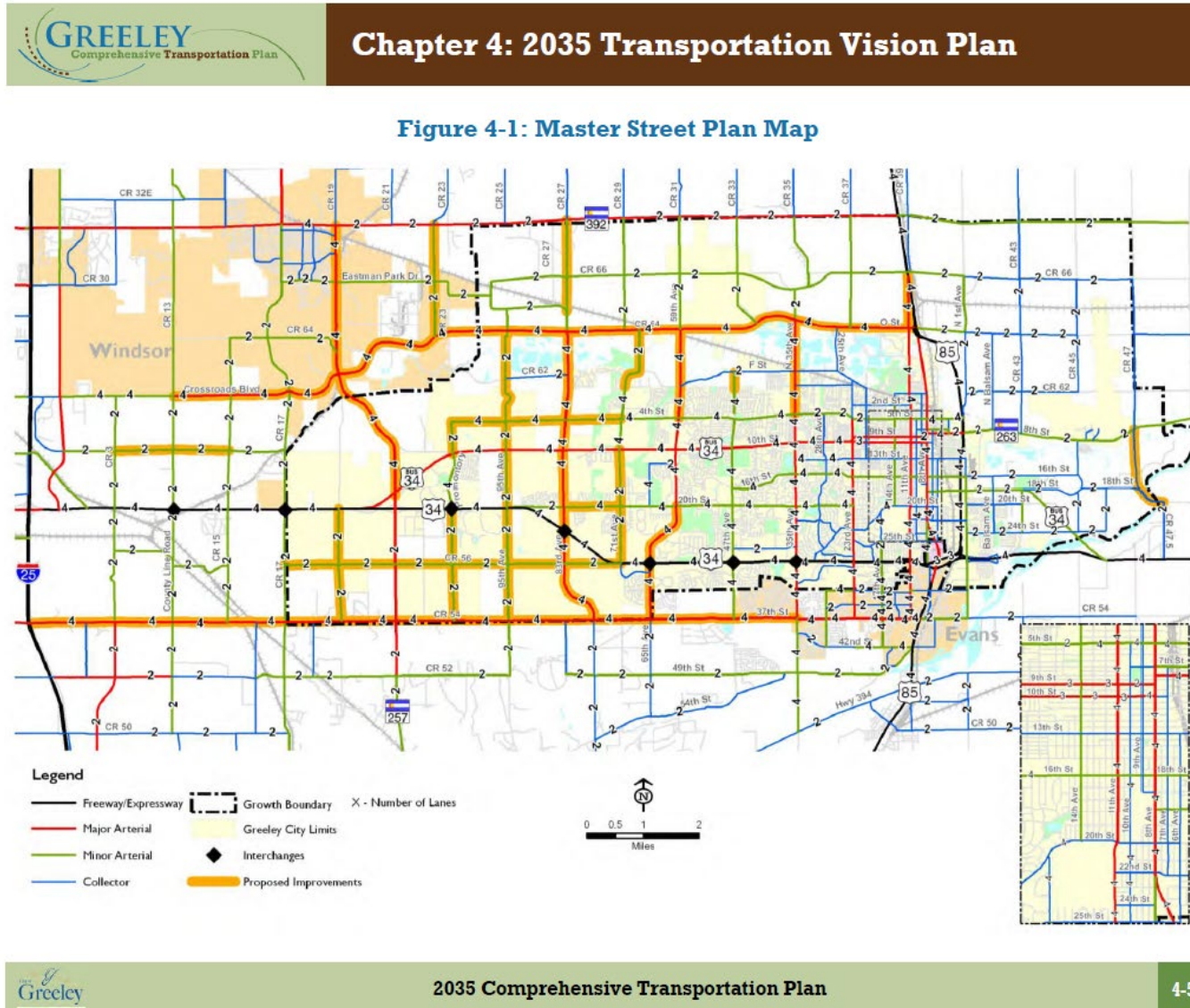
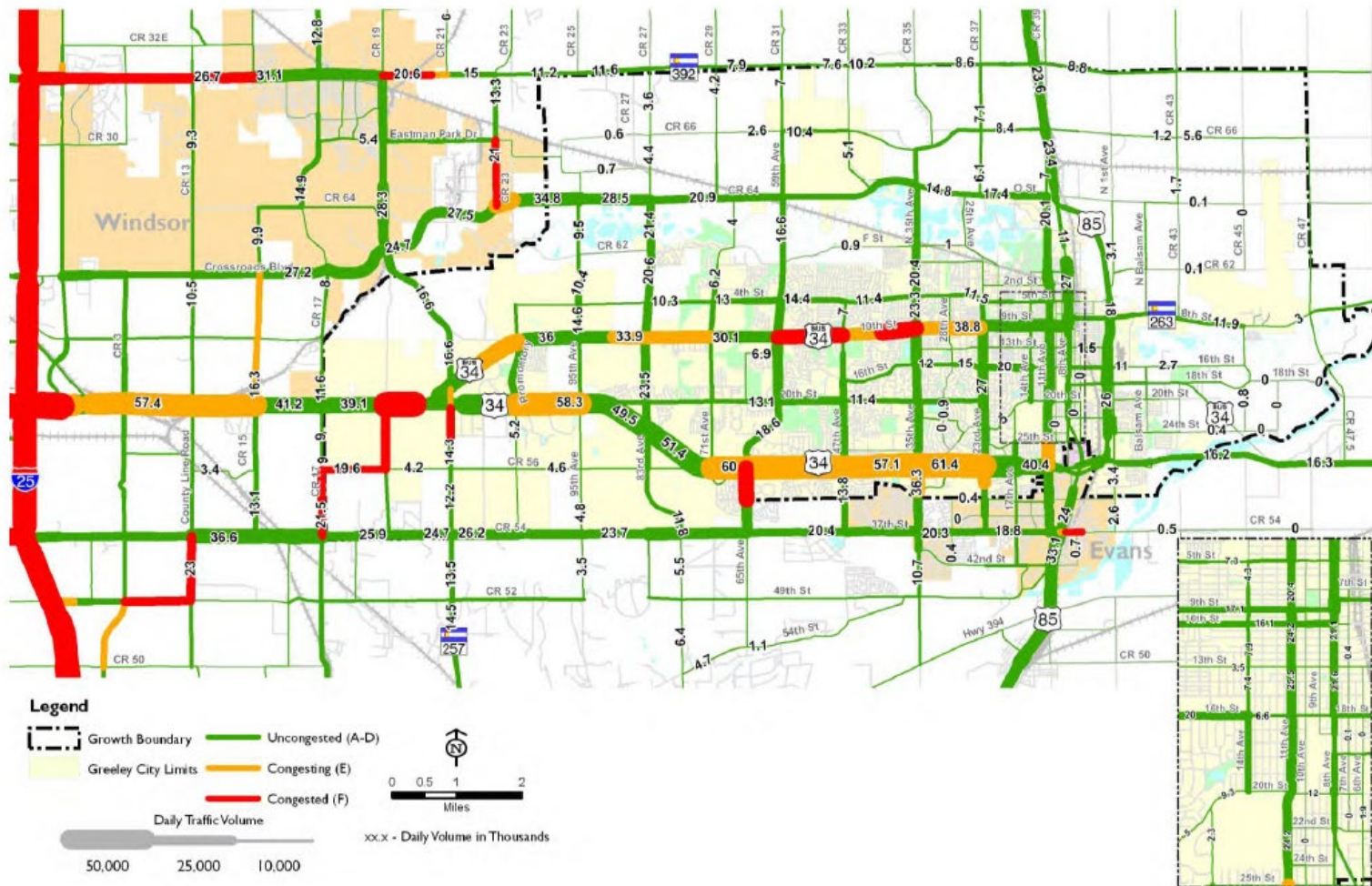


Figure 4-3: 2035 Forecast Daily Traffic Volumes



Appendix E: Traffic Signal Warrants

Summary of Warrants			
Spot Number:			
Major Street:	10th Street	Minor Street:	89th Ave
Intersection:	10th Street at 89th Ave		
City/Twp:	Greeley		
Date Performed:	9/15/2022	Performed By:	Sean Kellar, PE
Date Volumes Collected:	8/31/2022		
Warrant	Condition	Is Warrant Met	
Data Validation Error		NO	
WARRANT 1: Eight-Hour Vehicular Volume		NO	
	Condition A	NO	
	Condition B	NO	
	Condition A&B	N/A	
WARRANT 2: Four-Hour Vehicular Volume	(70%)	NO	
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	YES	
	Condition A	NO	
	Condition B	YES	
WARRANT 4: Pedestrian Volume	(70%)	NO	
	Four Hour	N/A	
	Peak Hour	N/A	
	(Threshold) HAWK	NO	
	(Threshold) RRFB	NO	
WARRANT 5: School Crossing		NO	
WARRANT 6: Coordinated Signal System		NO	
WARRANT 7: Crash Experience		NO	
	Condition A	NO	
	Condition B	NO	
WARRANT 8: Roadway Network		NO	
WARRANT 9: Intersection Near a Grade Crossing		#N/A	
Issue to Be Addressed by Signalization:			

2025 Total Traffic Condition - Peak Hour Signal Warrant (Warranted):

Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 3 B(70%): Peak-Hour Vehicular Volume			
Spot Number:	0		
Intersection:	10th Street @ 89th Ave		
Date	9/15/2022	by	Sean Kellar, PE
3	: No. of Lanes on Major St.		
2	: No. of Lanes on Minor St.		
65	: Speed limit or 85th Percentile? (MPH)		
YES	: Is the intersection within an Isolated community?		
110000	: What is the population of the isolated community?		
How Many Hours Are Met			1
Is Warrant (70%) Met?			YES

10th Street and 89th Avenue

PM Peak Hour Coordinates: 3,831, 456

Signal Warranted for 2025 Short Range Total PM Peak Hour Traffic Condition

Appendix F: HCM Calculations (Synchro)

Recent AM Peak Hour
6: 83rd Ave & 10th St

Kellar Engineering LLC
09/15/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	984	33	80	976	80	51	149	88	115	114	168
Future Volume (vph)	133	984	33	80	976	80	51	149	88	115	114	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.095			0.145			0.677			0.520		
Satd. Flow (perm)	177	3539	1583	270	3539	1583	1261	1863	1583	969	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			164			164			183
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		2708			1445			509			644	
Travel Time (s)		28.4			15.2			8.7			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	1070	36	87	1061	87	55	162	96	125	124	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	1070	36	87	1061	87	55	162	96	125	124	183
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	16.4	51.2	51.2	11.2	46.0	46.0	9.6	25.6	25.6	12.0	28.0	28.0
Total Split (%)	16.4%	51.2%	51.2%	11.2%	46.0%	46.0%	9.6%	25.6%	25.6%	12.0%	28.0%	28.0%
Maximum Green (s)	11.9	46.7	46.7	6.7	41.5	41.5	5.1	21.1	21.1	7.5	23.5	23.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	50.5	42.2	42.2	43.2	36.7	36.7	33.2	27.0	27.0	38.2	31.1	31.1
Actuated g/C Ratio	0.50	0.42	0.42	0.43	0.37	0.37	0.33	0.27	0.27	0.38	0.31	0.31
v/c Ratio	0.58	0.72	0.05	0.40	0.82	0.13	0.12	0.32	0.18	0.29	0.21	0.30
Control Delay	24.8	26.9	0.1	17.5	34.2	0.4	22.4	33.8	1.2	23.6	30.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	26.9	0.1	17.5	34.2	0.4	22.4	33.8	1.2	23.6	30.2	6.2
LOS	C	C	A	B	C	A	C	C	A	C	C	A
Approach Delay		25.9			30.6			21.8			18.1	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 26.3

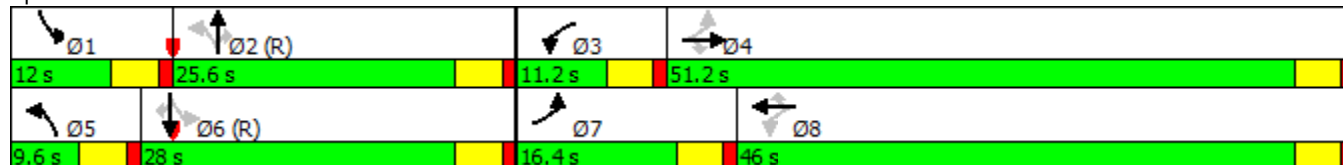
Intersection LOS: C

Intersection Capacity Utilization 63.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



Intersection

Int Delay, s/veh 11.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1099	20	15	1194	78	26
Future Vol, veh/h	1099	20	15	1194	78	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	500	500	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1195	22	16	1298	85	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1217
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	569
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	569
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	275.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	61	445	-	-	569	-
HCM Lane V/C Ratio	1.39	0.064	-	-	0.029	-
HCM Control Delay (s)	\$ 362.9	13.6	-	-	11.5	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	7.3	0.2	-	-	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Recent PM Peak Hour
6: 83rd Ave & 10th St

Kellar Engineering LLC
09/15/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1157	53	152	931	116	44	101	111	93	133	95
Future Volume (vph)	192	1157	53	152	931	116	44	101	111	93	133	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.129			0.101			0.665			0.628		
Satd. Flow (perm)	240	3539	1583	188	3539	1583	1239	1863	1583	1170	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			126			121			115
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		2708			1445			509			644	
Travel Time (s)		28.4			15.2			8.7			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	1258	58	165	1012	126	48	110	121	101	145	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1258	58	165	1012	126	48	110	121	101	145	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	49.0	49.0	16.0	45.0	45.0	9.6	25.0	25.0	10.0	25.4	25.4
Total Split (%)	20.0%	49.0%	49.0%	16.0%	45.0%	45.0%	9.6%	25.0%	25.0%	10.0%	25.4%	25.4%
Maximum Green (s)	15.5	44.5	44.5	11.5	40.5	40.5	5.1	20.5	20.5	5.5	20.9	20.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	53.3	41.6	41.6	49.9	39.8	39.8	30.6	25.9	25.9	32.5	28.7	28.7
Actuated g/C Ratio	0.53	0.42	0.42	0.50	0.40	0.40	0.31	0.26	0.26	0.32	0.29	0.29
v/c Ratio	0.68	0.86	0.08	0.65	0.72	0.18	0.12	0.23	0.24	0.24	0.27	0.19
Control Delay	25.6	33.0	0.3	29.9	28.5	4.1	25.1	34.0	7.7	26.5	32.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	33.0	0.3	29.9	28.5	4.1	25.1	34.0	7.7	26.5	32.8	6.2
LOS	C	C	A	C	C	A	C	C	A	C	C	A
Approach Delay		30.7			26.4			21.1			23.1	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 27.5

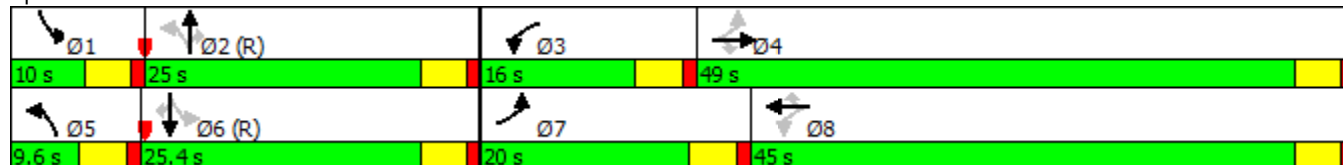
Intersection LOS: C

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



Intersection

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1371	61	30	1034	30	18
Future Vol, veh/h	1371	61	30	1034	30	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	500	500	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1490	66	33	1124	33	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1556
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	421
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	421
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	155.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	40	357	-	-	421	-
HCM Lane V/C Ratio	0.815	0.055	-	-	0.077	-
HCM Control Delay (s)	239.8	15.7	-	-	14.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	3.1	0.2	-	-	0.3	-

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1294	35	85	1136	100	54	208	93	197	171	178
Future Volume (vph)	166	1294	35	85	1136	100	54	208	93	197	171	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.637			0.484		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1187	3539	1583	902	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			164			189
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			644	
Travel Time (s)		13.7			15.2			8.7			11.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	177	1377	37	90	1209	106	57	221	99	210	182	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1377	37	90	1209	106	57	221	99	210	182	189
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	13.0	51.0	51.0	10.0	48.0	48.0	9.6	24.0	24.0	15.0	29.4	29.4
Total Split (%)	13.0%	51.0%	51.0%	10.0%	48.0%	48.0%	9.6%	24.0%	24.0%	15.0%	29.4%	29.4%
Maximum Green (s)	8.5	46.5	46.5	5.5	43.5	43.5	5.1	19.5	19.5	10.5	24.9	24.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	8.3	45.9	45.9	5.5	41.1	41.1	27.7	22.2	22.2	37.1	29.1	29.1
Actuated g/C Ratio	0.08	0.46	0.46	0.06	0.41	0.41	0.28	0.22	0.22	0.37	0.29	0.29
v/c Ratio	0.62	0.85	0.05	0.48	0.83	0.14	0.16	0.28	0.21	0.49	0.18	0.32
Control Delay	51.4	31.9	0.1	54.7	32.0	1.0	23.8	34.7	1.8	28.1	29.1	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	31.9	0.1	54.7	32.0	1.0	23.8	34.7	1.8	28.1	29.1	6.1
LOS	D	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		33.4			31.1			24.4			21.3	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 29.9

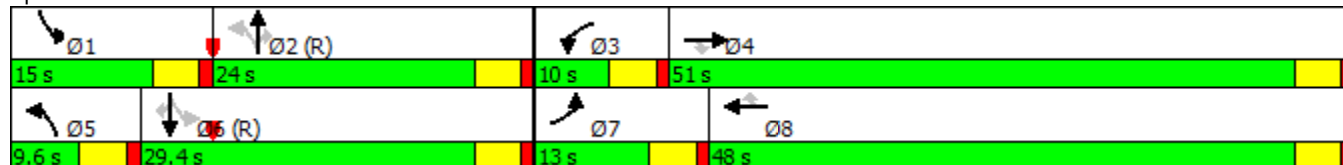
Intersection LOS: C

Intersection Capacity Utilization 71.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	177	1377	37	90	1209	106	57	221	99	210	182	189
v/c Ratio	0.62	0.85	0.05	0.48	0.83	0.14	0.16	0.28	0.21	0.49	0.18	0.32
Control Delay	51.4	31.9	0.1	54.7	32.0	1.0	23.8	34.7	1.8	28.1	29.1	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	31.9	0.1	54.7	32.0	1.0	23.8	34.7	1.8	28.1	29.1	6.1
Queue Length 50th (ft)	61	232	0	29	339	0	24	64	0	98	48	0
Queue Length 95th (ft)	m81	423	m0	55	426	8	53	99	7	160	77	53
Internal Link Dist (ft)	1226			1365			429			564		
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	291	1645	823	188	1539	781	360	784	478	428	1030	594
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.84	0.04	0.48	0.79	0.14	0.16	0.28	0.21	0.49	0.18	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1268	21	16	1317	50	83	0	28	150	0	150
Future Volume (vph)	25	1268	21	16	1317	50	83	0	28	150	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.850			0.932	
Flt Protected	0.950			0.950			0.950				0.976	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1583	0	0	1694	0
Flt Permitted	0.084			0.086			0.529				0.826	
Satd. Flow (perm)	156	3539	1583	160	3539	1583	985	1583	0	0	1434	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			115		155			65	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			536	
Travel Time (s)		12.1			14.7			12.8			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	1363	23	17	1416	54	89	0	30	161	0	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1363	23	17	1416	54	89	30	0	0	322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.5	52.0	52.0	9.5	52.0	52.0	9.6	29.0		9.5	28.9	
Total Split (%)	9.5%	52.0%	52.0%	9.5%	52.0%	52.0%	9.6%	29.0%		9.5%	28.9%	
Maximum Green (s)	5.0	47.5	47.5	5.0	47.5	47.5	5.1	24.5		5.0	24.4	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	49.5	47.5	47.5	48.6	45.6	45.6	39.7	39.7			31.6	
Actuated g/C Ratio	0.50	0.48	0.48	0.49	0.46	0.46	0.40	0.40			0.32	
v/c Ratio	0.17	0.81	0.03	0.11	0.88	0.07	0.20	0.04			0.65	
Control Delay	12.4	27.0	0.0	16.1	35.7	2.9	23.1	0.1			33.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	12.4	27.0	0.0	16.1	35.7	2.9	23.1	0.1			33.5	
LOS	B	C	A	B	D	A	C	A			C	
Approach Delay		26.3			34.3			17.3			33.5	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 30.2

Intersection LOS: C

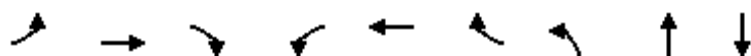
Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St

									
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)	Ø7	Ø8
9.5 s	29 s		9.5 s	52 s		9.6 s	28.9 s	9.5 s	52 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	27	1363	23	17	1416	54	89	30	322
v/c Ratio	0.17	0.81	0.03	0.11	0.88	0.07	0.20	0.04	0.65
Control Delay	12.4	27.0	0.0	16.1	35.7	2.9	23.1	0.1	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	27.0	0.0	16.1	35.7	2.9	23.1	0.1	33.5
Queue Length 50th (ft)	7	300	0	5	241	0	39	0	157
Queue Length 95th (ft)	19	471	0	m9	337	m4	75	0	#300
Internal Link Dist (ft)		1075			1322			482	456
Turn Bay Length (ft)	500		500	500		500	100		
Base Capacity (vph)	157	1748	840	158	1681	812	435	721	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.78	0.03	0.11	0.84	0.07	0.20	0.04	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Volume (veh/h)	1426	20	0	1386	0	26
Future Volume (Veh/h)	1426	20	0	1386	0	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1550	22	0	1507	0	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1306		
pX, platoon unblocked					0.69	
vC, conflicting volume			1572		2304	775
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1572		1989	775
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			415		37	341
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	775	775	22	754	754	28
Volume Left	0	0	0	0	0	0
Volume Right	0	0	22	0	0	28
cSH	1700	1700	1700	1700	1700	341
Volume to Capacity	0.46	0.46	0.01	0.44	0.44	0.08
Queue Length 95th (ft)	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	16.5
Lane LOS						C
Approach Delay (s)	0.0			0.0		16.5
Approach LOS						C
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			49.4%		ICU Level of Service	A
Analysis Period (min)			15			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1428	56	161	1288	248	47	277	118	149	241	151
Future Volume (vph)	254	1428	56	161	1288	248	47	277	118	149	241	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.593			0.428		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1105	3539	1583	797	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			264			115			161
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			644	
Travel Time (s)		13.7			15.2			8.7			11.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	270	1519	60	171	1370	264	50	295	126	159	256	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	1519	60	171	1370	264	50	295	126	159	256	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.1	53.0	53.0	12.0	49.9	49.9	9.6	24.0	24.0	11.0	25.4	25.4
Total Split (%)	15.1%	53.0%	53.0%	12.0%	49.9%	49.9%	9.6%	24.0%	24.0%	11.0%	25.4%	25.4%
Maximum Green (s)	10.6	48.5	48.5	7.5	45.4	45.4	5.1	19.5	19.5	6.5	20.9	20.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	10.4	47.5	47.5	7.5	44.5	44.5	25.4	20.1	20.1	29.0	23.7	23.7
Actuated g/C Ratio	0.10	0.48	0.48	0.08	0.44	0.44	0.25	0.20	0.20	0.29	0.24	0.24
v/c Ratio	0.75	0.90	0.07	0.67	0.87	0.31	0.16	0.41	0.31	0.53	0.31	0.32
Control Delay	51.9	27.8	3.4	58.4	32.3	3.1	26.4	37.1	10.3	34.7	33.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	27.8	3.4	58.4	32.3	3.1	26.4	37.1	10.3	34.7	33.8	7.4
LOS	D	C	A	E	C	A	C	D	B	C	C	A
Approach Delay		30.5			30.5			28.8			26.7	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 29.9

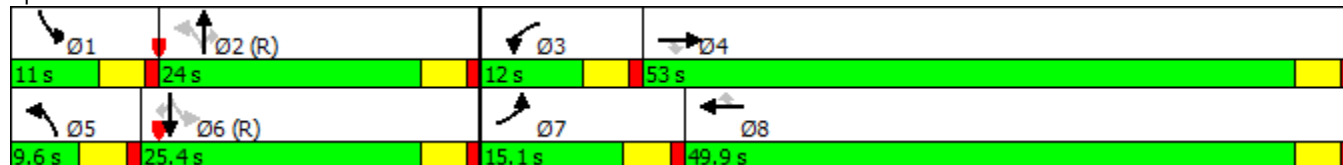
Intersection LOS: C

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	270	1519	60	171	1370	264	50	295	126	159	256	161
v/c Ratio	0.75	0.90	0.07	0.67	0.87	0.31	0.16	0.41	0.31	0.53	0.31	0.32
Control Delay	51.9	27.8	3.4	58.4	32.3	3.1	26.4	37.1	10.3	34.7	33.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	27.8	3.4	58.4	32.3	3.1	26.4	37.1	10.3	34.7	33.8	7.4
Queue Length 50th (ft)	93	304	0	55	397	0	23	87	6	77	73	0
Queue Length 95th (ft)	m107	m359	m2	#96	496	43	51	129	54	132	111	52
Internal Link Dist (ft)		1226			1365			429			564	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	363	1716	826	257	1606	862	316	713	410	298	839	498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.89	0.07	0.67	0.85	0.31	0.16	0.41	0.31	0.53	0.31	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

2025 Background PM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1605	65	32	1297	150	32	0	19	100	0	50
Future Volume (vph)	150	1605	65	32	1297	150	32	0	19	100	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.850			0.955	
Flt Protected	0.950			0.950			0.950				0.968	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1583	0	0	1722	0
Flt Permitted	0.076			0.083			0.661				0.786	
Satd. Flow (perm)	142	3539	1583	155	3539	1583	1231	1583	0	0	1398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			163		148			65	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			536	
Travel Time (s)		12.1			14.7			12.8			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	1745	71	35	1410	163	35	0	21	109	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1745	71	35	1410	163	35	21	0	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	13.6	58.0	58.0	9.5	53.9	53.9	9.5	23.0		9.5	23.0	
Total Split (%)	13.6%	58.0%	58.0%	9.5%	53.9%	53.9%	9.5%	23.0%		9.5%	23.0%	
Maximum Green (s)	9.1	53.5	53.5	5.0	49.4	49.4	5.0	18.5		5.0	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	59.7	54.2	54.2	51.6	46.6	46.6	31.1	31.1			25.4	
Actuated g/C Ratio	0.60	0.54	0.54	0.52	0.47	0.47	0.31	0.31			0.25	
v/c Ratio	0.71	0.91	0.08	0.22	0.86	0.20	0.09	0.04			0.40	
Control Delay	35.7	29.5	0.8	15.8	34.4	9.3	26.9	0.1			24.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	35.7	29.5	0.8	15.8	34.4	9.3	26.9	0.1			24.6	
LOS	D	C	A	B	C	A	C	A			C	
Approach Delay		28.9			31.4			16.9			24.6	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 29.6

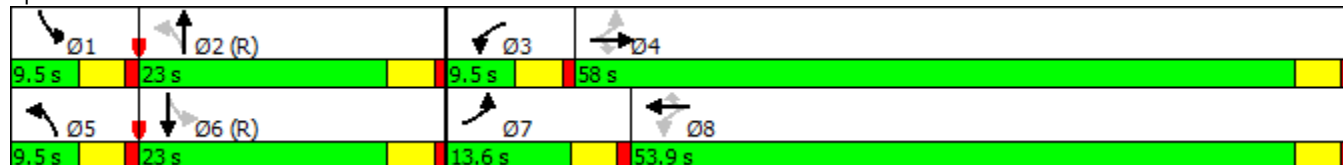
Intersection LOS: C

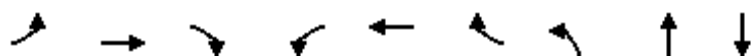
Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	163	1745	71	35	1410	163	35	21	163
v/c Ratio	0.71	0.91	0.08	0.22	0.86	0.20	0.09	0.04	0.40
Control Delay	35.7	29.5	0.8	15.8	34.4	9.3	26.9	0.1	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	29.5	0.8	15.8	34.4	9.3	26.9	0.1	24.6
Queue Length 50th (ft)	48	510	0	12	285	17	16	0	55
Queue Length 95th (ft)	#137	#697	7	m18	371	m39	40	0	122
Internal Link Dist (ft)		1075			1322			482	456
Turn Bay Length (ft)	500		500	500		500	100		
Base Capacity (vph)	233	1926	914	160	1748	864	411	594	403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.91	0.08	0.22	0.81	0.19	0.09	0.04	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Volume (veh/h)	1663	61	0	1486	0	18
Future Volume (Veh/h)	1663	61	0	1486	0	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1808	66	0	1615	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1306		
pX, platoon unblocked					0.63	
vC, conflicting volume			1874		2616	904
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1874		2393	904
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	93
cM capacity (veh/h)			317		18	280
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	904	904	66	808	808	20
Volume Left	0	0	0	0	0	0
Volume Right	0	0	66	0	0	20
cSH	1700	1700	1700	1700	1700	280
Volume to Capacity	0.53	0.53	0.04	0.47	0.47	0.07
Queue Length 95th (ft)	0	0	0	0	0	6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	18.9
Lane LOS						C
Approach Delay (s)	0.0			0.0		18.9
Approach LOS						C
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			56.0%		ICU Level of Service	B
Analysis Period (min)			15			

2025 Short Range Total AM Peak Hour
6: 83rd Ave & 10th St

Kellar Engineering LLC
02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	1322	35	85	1151	235	54	242	93	332	228	193
Future Volume (vph)	167	1322	35	85	1151	235	54	242	93	332	228	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.598			0.428		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1114	3539	1583	797	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			255			164			192
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			1289	
Travel Time (s)		13.7			15.2			8.7			22.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	1437	38	92	1251	255	59	263	101	361	248	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	1437	38	92	1251	255	59	263	101	361	248	210
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	12.2	48.0	48.0	9.5	45.3	45.3	9.6	24.5	24.5	18.0	32.9	32.9
Total Split (%)	12.2%	48.0%	48.0%	9.5%	45.3%	45.3%	9.6%	24.5%	24.5%	18.0%	32.9%	32.9%
Maximum Green (s)	7.7	43.5	43.5	5.0	40.8	40.8	5.1	20.0	20.0	13.5	28.4	28.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.7	44.4	44.4	5.0	39.8	39.8	25.9	20.8	20.8	39.0	31.3	31.3
Actuated g/C Ratio	0.08	0.44	0.44	0.05	0.40	0.40	0.26	0.21	0.21	0.39	0.31	0.31
v/c Ratio	0.69	0.91	0.05	0.54	0.89	0.33	0.18	0.36	0.22	0.81	0.22	0.33
Control Delay	54.6	34.7	0.1	58.4	37.0	3.7	22.4	35.9	2.0	41.1	27.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	34.7	0.1	58.4	37.0	3.7	22.4	35.9	2.0	41.1	27.3	7.0
LOS	D	C	A	E	D	A	C	D	A	D	C	A
Approach Delay		36.1			32.9			25.9			28.2	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 32.6

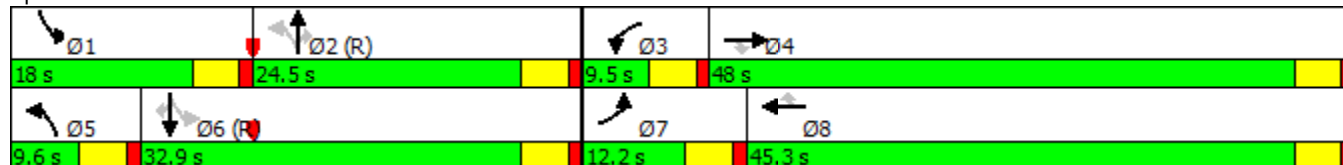
Intersection LOS: C

Intersection Capacity Utilization 80.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	182	1437	38	92	1251	255	59	263	101	361	248	210
v/c Ratio	0.69	0.91	0.05	0.54	0.89	0.33	0.18	0.36	0.22	0.81	0.22	0.33
Control Delay	54.6	34.7	0.1	58.4	37.0	3.7	22.4	35.9	2.0	41.1	27.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	34.7	0.1	58.4	37.0	3.7	22.4	35.9	2.0	41.1	27.3	7.0
Queue Length 50th (ft)	61	265	0	29	376	0	24	76	0	176	64	8
Queue Length 95th (ft)	m89	#588	m0	56	472	47	51	115	8	#319	96	62
Internal Link Dist (ft)		1226			1365			429			1209	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	264	1572	794	171	1443	796	323	734	458	444	1108	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.91	0.05	0.54	0.87	0.32	0.18	0.36	0.22	0.81	0.22	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

2025 Short Range Total AM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1269	21	16	1445	51	83	34	28	207	57	285
Future Volume (vph)	150	1269	21	16	1445	51	83	34	28	207	57	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.933			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1738	0	1770	1630	0
Flt Permitted	0.074			0.110			0.215			0.611		
Satd. Flow (perm)	138	3539	1583	205	3539	1583	400	1738	0	1138	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			115		30			133	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			1072	
Travel Time (s)		12.1			14.7			12.8			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	1379	23	17	1571	55	90	37	30	225	62	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1379	23	17	1571	55	90	67	0	225	372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	11.0	53.5	53.5	9.5	52.0	52.0	9.5	25.8		11.2	27.5	
Total Split (%)	11.0%	53.5%	53.5%	9.5%	52.0%	52.0%	9.5%	25.8%		11.2%	27.5%	
Maximum Green (s)	6.5	49.0	49.0	5.0	47.5	47.5	5.0	21.3		6.7	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	56.9	54.3	54.3	52.1	47.1	47.1	26.5	21.3		30.6	25.3	
Actuated g/C Ratio	0.57	0.54	0.54	0.52	0.47	0.47	0.26	0.21		0.31	0.25	
v/c Ratio	0.89	0.72	0.03	0.09	0.94	0.07	0.51	0.17		0.57	0.73	
Control Delay	63.8	20.6	0.0	15.1	36.0	3.1	35.7	21.3		34.1	32.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.8	20.6	0.0	15.1	36.0	3.1	35.7	21.3		34.1	32.1	
LOS	E	C	A	B	D	A	D	C		C	C	
Approach Delay		24.8			34.6			29.6			32.9	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 30.3

Intersection LOS: C

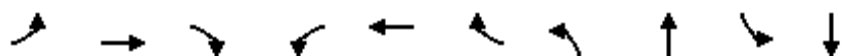
Intersection Capacity Utilization 88.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St

							
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)
11.2 s	25.8 s		9.5 s	53.5 s		9.5 s	27.5 s
							
Ø7	Ø8						
11 s	52 s						



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	1379	23	17	1571	55	90	67	225	372
v/c Ratio	0.89	0.72	0.03	0.09	0.94	0.07	0.51	0.17	0.57	0.73
Control Delay	63.8	20.6	0.0	15.1	36.0	3.1	35.7	21.3	34.1	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	20.6	0.0	15.1	36.0	3.1	35.7	21.3	34.1	32.1
Queue Length 50th (ft)	54	293	0	5	314	1	41	19	110	146
Queue Length 95th (ft)	#180	465	0	m9	#625	m5	78	55	177	#286
Internal Link Dist (ft)		1075			1322			482		992
Turn Bay Length (ft)	500		500	500		500	100		100	
Base Capacity (vph)	184	1922	912	184	1681	812	177	393	393	511
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.72	0.03	0.09	0.93	0.07	0.51	0.17	0.57	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	200	249	0	5	50	25	160	0	100	0
Future Volume (Veh/h)	0	0	200	249	0	5	50	25	160	0	100	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	217	271	0	5	54	27	174	0	109	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL								None			
Median storage veh)	2											
Upstream signal (ft)	1072											
pX, platoon unblocked												
vC, conflicting volume	249	418	109	461	244	27	109	201				
vC1, stage 1 conf vol	109	109		135	135							
vC2, stage 2 conf vol	140	309		326	109							
vCu, unblocked vol	249	418	109	461	244	27	109	201				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	100	100	77	41	100	100	96	100				
cM capacity (veh/h)	777	606	945	461	697	1048	1481	1371				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1						
Volume Total	217	276	54	27	174	109						
Volume Left	0	271	54	0	0	0						
Volume Right	217	5	0	0	174	0						
cSH	945	465	1481	1700	1700	1371						
Volume to Capacity	0.23	0.59	0.04	0.02	0.10	0.00						
Queue Length 95th (ft)	22	94	3	0	0	0						
Control Delay (s)	9.9	23.4	7.5	0.0	0.0	0.0						
Lane LOS	A	C	A									
Approach Delay (s)	9.9	23.4	1.6				0.0					
Approach LOS	A	C										
Intersection Summary												
Average Delay			10.5									
Intersection Capacity Utilization			45.9%	ICU Level of Service					A			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	207	160	484	546	5
Future Volume (Veh/h)	5	207	160	484	546	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	225	174	526	593	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				1289		
pX, platoon unblocked						
vC, conflicting volume	1206	299	598			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1206	299	598			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	68	82			
cM capacity (veh/h)	145	697	975			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	230	174	263	263	395	203
Volume Left	5	174	0	0	0	0
Volume Right	225	0	0	0	0	5
cSH	644	975	1700	1700	1700	1700
Volume to Capacity	0.36	0.18	0.15	0.15	0.23	0.12
Queue Length 95th (ft)	40	16	0	0	0	0
Control Delay (s)	13.7	9.5	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	13.7	2.4			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			47.2%		ICU Level of Service	A
Analysis Period (min)			15			

2025 Short Range Total AM Peak Hour
11: 86th Ave & 10th St

Kellar Engineering LLC
02/22/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑	↑			↑			↑	
Traffic Volume (veh/h)	0	1427	20	0	1384	15	0	0	18	0	0	113	
Future Volume (Veh/h)	0	1427	20	0	1384	15	0	0	18	0	0	113	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1551	22	0	1504	16	0	0	20	0	0	123	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage veh													
Upstream signal (ft)	1306												
pX, platoon unblocked	0.67						0.67	0.67			0.67	0.67	0.67
vC, conflicting volume	1520				1573			2426	3071	776	2300	3077	752
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	778				1573			2138	3107	776	1948	3116	0
tC, single (s)	4.1				4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100			100	100	94	100	100	83
cM capacity (veh/h)	556				415			15	8	340	24	7	722
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	776	776	22	752	752	16	20	123					
Volume Left	0	0	0	0	0	0	0	0					
Volume Right	0	0	22	0	0	16	20	123					
cSH	1700	1700	1700	1700	1700	1700	340	722					
Volume to Capacity	0.46	0.46	0.01	0.44	0.44	0.01	0.06	0.17					
Queue Length 95th (ft)	0	0	0	0	0	0	5	15					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	16.2	11.0					
Lane LOS							C	B					
Approach Delay (s)	0.0				0.0			16.2	11.0				
Approach LOS							C	B					
Intersection Summary													
Average Delay	0.5												
Intersection Capacity Utilization	51.9%			ICU Level of Service					A				
Analysis Period (min)	15												

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	5	73	40	5	8	8
Future Volume (Veh/h)	5	73	40	5	8	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	79	43	5	9	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			84		136	44
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			84		136	44
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	99
cM capacity (veh/h)			1513		834	1025
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	84	48	18			
Volume Left	0	43	9			
Volume Right	79	0	9			
cSH	1700	1513	920			
Volume to Capacity	0.05	0.03	0.02			
Queue Length 95th (ft)	0	2	1			
Control Delay (s)	0.0	6.7	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	6.7	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			19.1%	ICU Level of Service		A
Analysis Period (min)			15			

2025 Short Range Total PM Peak Hour
6: 83rd Ave & 10th St

Kellar Engineering LLC
02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1430	56	161	1525	548	47	382	118	364	332	164
Future Volume (vph)	256	1430	56	161	1525	548	47	382	118	364	332	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.540			0.210		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1006	3539	1583	391	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			424			136			116
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			1289	
Travel Time (s)		13.7			15.2			8.7			22.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	1521	60	171	1622	583	50	406	126	387	353	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	1521	60	171	1622	583	50	406	126	387	353	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	14.6	61.0	61.0	11.6	58.0	58.0	9.8	23.1	23.1	24.3	37.6	37.6
Total Split (%)	12.2%	50.8%	50.8%	9.7%	48.3%	48.3%	8.2%	19.3%	19.3%	20.3%	31.3%	31.3%
Maximum Green (s)	10.1	56.5	56.5	7.1	53.5	53.5	5.3	18.6	18.6	19.8	33.1	33.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	10.1	56.5	56.5	7.1	53.5	53.5	23.9	18.6	18.6	42.9	35.1	35.1
Actuated g/C Ratio	0.08	0.47	0.47	0.06	0.45	0.45	0.20	0.16	0.16	0.36	0.29	0.29
v/c Ratio	0.94	0.91	0.07	0.84	1.03	0.62	0.21	0.74	0.35	1.05	0.34	0.32
Control Delay	95.4	39.2	0.2	88.7	63.5	9.5	29.5	57.5	9.1	94.9	35.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.4	39.2	0.2	88.7	63.5	9.5	29.5	57.5	9.1	94.9	35.2	14.3
LOS	F	D	A	F	E	A	C	E	A	F	D	B
Approach Delay		46.2			52.1			44.6			56.5	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 50.1

Intersection LOS: D

Intersection Capacity Utilization 95.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24.3 s	23.1 s	11.6 s	61 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
9.8 s	37.6 s	14.6 s	58 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	272	1521	60	171	1622	583	50	406	126	387	353	174
v/c Ratio	0.94	0.91	0.07	0.84	1.03	0.62	0.21	0.74	0.35	1.05	0.34	0.32
Control Delay	95.4	39.2	0.2	88.7	63.5	9.5	29.5	57.5	9.1	94.9	35.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.4	39.2	0.2	88.7	63.5	9.5	29.5	57.5	9.1	94.9	35.2	14.3
Queue Length 50th (ft)	109	560	0	69	~706	78	25	160	0	~265	115	34
Queue Length 95th (ft)	#194	#691	0	#131	#846	197	54	216	47	#464	160	94
Internal Link Dist (ft)		1226			1365			429			1209	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	288	1666	817	203	1577	940	234	548	360	367	1034	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.91	0.07	0.84	1.03	0.62	0.21	0.74	0.35	1.05	0.34	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2025 Short Range Total PM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	1607	65	32	1490	187	32	105	19	150	91	215
Future Volume (vph)	450	1607	65	32	1490	187	32	105	19	150	91	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.977			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1820	0	1770	1667	0
Flt Permitted	0.055			0.097			0.217			0.358		
Satd. Flow (perm)	102	3539	1583	181	3539	1583	404	1820	0	667	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			203		5			68	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			1072	
Travel Time (s)		12.1			14.7			12.8			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	489	1747	71	35	1620	203	35	114	21	163	99	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	489	1747	71	35	1620	203	35	135	0	163	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	39.8	100.8	100.8	10.2	71.2	71.2	9.5	23.8		15.2	29.5	
Total Split (%)	26.5%	67.2%	67.2%	6.8%	47.5%	47.5%	6.3%	15.9%		10.1%	19.7%	
Maximum Green (s)	35.3	96.3	96.3	5.7	66.7	66.7	5.0	19.3		10.7	25.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	106.5	98.3	98.3	72.4	66.7	66.7	24.3	19.3		34.5	26.9	
Actuated g/C Ratio	0.71	0.66	0.66	0.48	0.44	0.44	0.16	0.13		0.23	0.18	
v/c Ratio	1.05	0.75	0.07	0.24	1.03	0.25	0.32	0.57		0.70	0.94	
Control Delay	101.5	20.7	0.5	15.9	71.4	3.8	53.7	69.2		66.9	82.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	101.5	20.7	0.5	15.9	71.4	3.8	53.7	69.2		66.9	82.8	
LOS	F	C	A	B	E	A	D	E		E	F	
Approach Delay		37.2			62.9			66.0			77.6	
Approach LOS		D			E			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 52.3

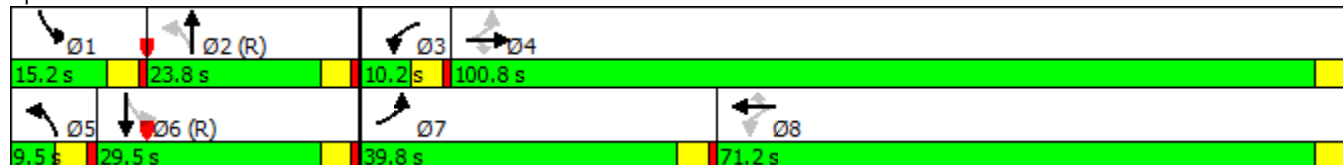
Intersection LOS: D

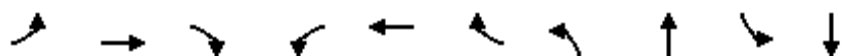
Intersection Capacity Utilization 103.3%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	489	1747	71	35	1620	203	35	135	163	333
v/c Ratio	1.05	0.75	0.07	0.24	1.03	0.25	0.32	0.57	0.70	0.94
Control Delay	101.5	20.7	0.5	15.9	71.4	3.8	53.7	69.2	66.9	82.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.5	20.7	0.5	15.9	71.4	3.8	53.7	69.2	66.9	82.8
Queue Length 50th (ft)	~471	601	0	9	~889	0	27	121	137	270
Queue Length 95th (ft)	#699	696	5	20	#1028	47	60	196	#218	#481
Internal Link Dist (ft)		1075			1322			482		992
Turn Bay Length (ft)	500		500	500		500	100		100	
Base Capacity (vph)	464	2320	1075	147	1573	816	110	238	232	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.75	0.07	0.24	1.03	0.25	0.32	0.57	0.70	0.94

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2025 Short Range Total PM Peak Hour
9: 89th Ave & 7th St

Kellar Engineering LLC
02/22/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	0	100	306	0	0	200	100	442	0	50	0	
Future Volume (Veh/h)	0	0	100	306	0	0	200	100	442	0	50	0	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	0	109	333	0	0	217	109	480	0	54	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	TWLTL								None				
Median storage veh	2												
Upstream signal (ft)	1072												
pX, platoon unblocked													
vC, conflicting volume	597	1077	54	706	597	109	54				589		
vC1, stage 1 conf vol	54	54		543	543								
vC2, stage 2 conf vol	543	1023		163	54								
vCu, unblocked vol	597	1077	54	706	597	109	54				589		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5								
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2		
p0 queue free %	100	100	89	18	100	100	86				100		
cM capacity (veh/h)	439	262	1013	404	430	945	1551				986		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1							
Volume Total	109	333	217	109	480	54							
Volume Left	0	333	217	0	0	0							
Volume Right	109	0	0	0	480	0							
cSH	1013	404	1551	1700	1700	986							
Volume to Capacity	0.11	0.82	0.14	0.06	0.28	0.00							
Queue Length 95th (ft)	9	190	12	0	0	0							
Control Delay (s)	9.0	44.2	7.7	0.0	0.0	0.0							
Lane LOS	A	E	A										
Approach Delay (s)	9.0	44.2	2.1					0.0					
Approach LOS	A	E											
Intersection Summary													
Average Delay			13.3										
Intersection Capacity Utilization			48.0%	ICU Level of Service				A					
Analysis Period (min)			15										

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	319	407	799	541	5
Future Volume (Veh/h)	5	319	407	799	541	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	347	442	868	588	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				1289		
pX, platoon unblocked						
vC, conflicting volume	1908	296	593			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1908	296	593			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	50	55			
cM capacity (veh/h)	33	700	979			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	352	442	434	434	392	201
Volume Left	5	442	0	0	0	0
Volume Right	347	0	0	0	0	5
cSH	544	979	1700	1700	1700	1700
Volume to Capacity	0.65	0.45	0.26	0.26	0.23	0.12
Queue Length 95th (ft)	116	60	0	0	0	0
Control Delay (s)	23.0	11.7	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	23.0	3.9			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			67.7%		ICU Level of Service	C
Analysis Period (min)			15			

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↗		↑↑	↗			↗			↗	
Traffic Volume (veh/h)	0	1665	61	0	1536	200	0	0	18	0	0	280	
Future Volume (Veh/h)	0	1665	61	0	1536	200	0	0	18	0	0	280	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1810	66	0	1670	217	0	0	20	0	0	304	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage veh													
Upstream signal (ft)	1306												
pX, platoon unblocked	0.57						0.57	0.57			0.57	0.57	0.57
vC, conflicting volume	1887				1876			2949	3697	905	2595	3546	835
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1050				1876			2911	4221	905	2290	3957	0
tC, single (s)	4.1				4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100				100			100	100	93	100	100	51
cM capacity (veh/h)	376				316			2	1	279	11	2	619
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	905	905	66	835	835	217	20	304					
Volume Left	0	0	0	0	0	0	0	0					
Volume Right	0	0	66	0	0	217	20	304					
cSH	1700	1700	1700	1700	1700	1700	279	619					
Volume to Capacity	0.53	0.53	0.04	0.49	0.49	0.13	0.07	0.49					
Queue Length 95th (ft)	0	0	0	0	0	0	6	68					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	18.9	16.3					
Lane LOS							C	C					
Approach Delay (s)	0.0				0.0			18.9	16.3				
Approach LOS							C	C					
Intersection Summary													
Average Delay	1.3												
Intersection Capacity Utilization	66.5%			ICU Level of Service					C				
Analysis Period (min)	15												

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	5	160	120	5	101	101
Future Volume (Veh/h)	5	160	120	5	101	101
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	174	130	5	110	110
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			179		357	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			179		357	92
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		81	89
cM capacity (veh/h)			1397		582	965
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	179	135	220			
Volume Left	0	130	110			
Volume Right	174	0	110			
cSH	1700	1397	726			
Volume to Capacity	0.11	0.09	0.30			
Queue Length 95th (ft)	0	8	32			
Control Delay (s)	0.0	7.6	12.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	7.6	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			6.9			
Intersection Capacity Utilization			38.9%	ICU Level of Service		A
Analysis Period (min)			15			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1655	47	114	1494	139	73	263	126	239	213	240
Future Volume (vph)	215	1655	47	114	1494	139	73	263	126	239	213	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.610			0.424		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1136	3539	1583	790	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			148			115			157
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			644	
Travel Time (s)		13.7			15.2			8.7			11.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	229	1761	50	121	1589	148	78	280	134	254	227	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	1761	50	121	1589	148	78	280	134	254	227	255
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	12.2	55.3	55.3	9.5	52.6	52.6	9.6	23.4	23.4	11.8	25.6	25.6
Total Split (%)	12.2%	55.3%	55.3%	9.5%	52.6%	52.6%	9.6%	23.4%	23.4%	11.8%	25.6%	25.6%
Maximum Green (s)	7.7	50.8	50.8	5.0	48.1	48.1	5.1	18.9	18.9	7.3	21.1	21.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	7.7	50.8	50.8	5.0	48.1	48.1	24.0	18.9	18.9	28.9	23.0	23.0
Actuated g/C Ratio	0.08	0.51	0.51	0.05	0.48	0.48	0.24	0.19	0.19	0.29	0.23	0.23
v/c Ratio	0.87	0.98	0.06	0.71	0.93	0.18	0.26	0.42	0.34	0.85	0.28	0.53
Control Delay	64.8	32.9	2.0	69.6	36.1	3.0	28.2	38.0	11.8	57.3	33.7	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	32.9	2.0	69.6	36.1	3.0	28.2	38.0	11.8	57.3	33.7	18.2
LOS	E	C	A	E	D	A	C	D	B	E	C	B
Approach Delay		35.7			35.6			29.3			36.5	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 35.2

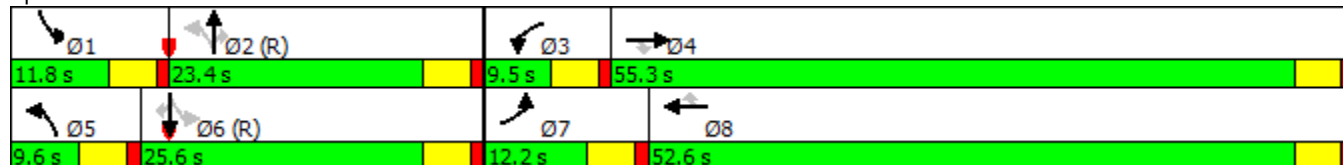
Intersection LOS: D

Intersection Capacity Utilization 85.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	229	1761	50	121	1589	148	78	280	134	254	227	255
v/c Ratio	0.87	0.98	0.06	0.71	0.93	0.18	0.26	0.42	0.34	0.85	0.28	0.53
Control Delay	64.8	32.9	2.0	69.6	36.1	3.0	28.2	38.0	11.8	57.3	33.7	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	32.9	2.0	69.6	36.1	3.0	28.2	38.0	11.8	57.3	33.7	18.2
Queue Length 50th (ft)	80	278	0	40	483	0	36	83	10	130	64	53
Queue Length 95th (ft)	m92	m#718	m0	#83	#655	32	72	124	61	#265	99	134
Internal Link Dist (ft)		1226			1365			429			564	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	264	1797	860	171	1702	838	304	668	392	299	814	484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.98	0.06	0.71	0.93	0.18	0.26	0.42	0.34	0.85	0.28	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

2040 Background AM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC
02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1695	29	21	1755	50	111	0	37	150	0	150
Future Volume (vph)	0	1695	29	21	1755	50	111	0	37	150	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.850			0.932	
Flt Protected				0.950			0.950				0.976	
Satd. Flow (prot)	1863	3539	1583	1770	3539	1583	1770	1583	0	0	1694	0
Flt Permitted				0.064			0.500				0.821	
Satd. Flow (perm)	1863	3539	1583	119	3539	1583	931	1583	0	0	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			115		126			65	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			536	
Travel Time (s)		12.1			14.7			12.8			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1823	31	23	1887	54	119	0	40	161	0	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1823	31	23	1887	54	119	40	0	0	322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.5	58.0	58.0	9.5	58.0	58.0	9.5	23.0		9.5	23.0	
Total Split (%)	9.5%	58.0%	58.0%	9.5%	58.0%	58.0%	9.5%	23.0%		9.5%	23.0%	
Maximum Green (s)	5.0	53.5	53.5	5.0	53.5	53.5	5.0	18.5		5.0	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)		58.2	58.2	62.0	62.0	62.0	29.0	29.0			19.2	
Actuated g/C Ratio		0.58	0.58	0.62	0.62	0.62	0.29	0.29			0.19	
v/c Ratio		0.89	0.03	0.15	0.86	0.05	0.38	0.07			0.99	
Control Delay		25.6	0.1	12.8	23.8	2.0	31.8	0.3			81.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay		25.6	0.1	12.8	23.8	2.0	31.8	0.3			81.9	
LOS		C	A	B	C	A	C	A			F	
Approach Delay		25.2			23.0			23.9			81.9	
Approach LOS		C			C			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 28.4

Intersection LOS: C

Intersection Capacity Utilization 80.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St

														
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)	Ø7	Ø8					
9.5 s	23 s		9.5 s	58 s		9.5 s	23 s	9.5 s	58 s					

								
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	1823	31	23	1887	54	119	40	322
v/c Ratio	0.89	0.03	0.15	0.86	0.05	0.38	0.07	0.99
Control Delay	25.6	0.1	12.8	23.8	2.0	31.8	0.3	81.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	0.1	12.8	23.8	2.0	31.8	0.3	81.9
Queue Length 50th (ft)	426	0	7	393	0	59	0	~176
Queue Length 95th (ft)	#753	0	m10	m452	m1	106	0	#355
Internal Link Dist (ft)	1075			1322			482	456
Turn Bay Length (ft)		500	500		500	100		
Base Capacity (vph)	2059	968	156	2193	1024	315	548	325
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.03	0.15	0.86	0.05	0.38	0.07	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Volume (veh/h)	1882	29	0	1807	0	37
Future Volume (Veh/h)	1882	29	0	1807	0	37
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2046	32	0	1964	0	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1306		
pX, platoon unblocked					0.55	
vC, conflicting volume			2078		3028	1023
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2078		3051	1023
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	83
cM capacity (veh/h)			264		5	233
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	1023	1023	32	982	982	40
Volume Left	0	0	0	0	0	0
Volume Right	0	0	32	0	0	40
cSH	1700	1700	1700	1700	1700	233
Volume to Capacity	0.60	0.60	0.02	0.58	0.58	0.17
Queue Length 95th (ft)	0	0	0	0	0	15
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	23.6
Lane LOS						C
Approach Delay (s)	0.0			0.0		23.6
Approach LOS						C
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			62.0%		ICU Level of Service	B
Analysis Period (min)			15			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	1628	76	217	1630	424	63	277	159	183	290	186
Future Volume (vph)	324	1628	76	217	1630	424	63	277	159	183	290	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.494			0.450		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	920	3539	1583	838	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			259			145			162
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			644	
Travel Time (s)		13.7			15.2			8.7			11.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	345	1732	81	231	1734	451	67	295	169	195	309	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	1732	81	231	1734	451	67	295	169	195	309	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	54.8	54.8	12.2	52.0	52.0	9.5	23.4	23.4	9.6	23.5	23.5
Total Split (%)	15.0%	54.8%	54.8%	12.2%	52.0%	52.0%	9.5%	23.4%	23.4%	9.6%	23.5%	23.5%
Maximum Green (s)	10.5	50.3	50.3	7.7	47.5	47.5	5.0	18.9	18.9	5.1	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	10.5	50.3	50.3	7.7	47.5	47.5	23.9	18.9	18.9	25.0	20.9	20.9
Actuated g/C Ratio	0.10	0.50	0.50	0.08	0.48	0.48	0.24	0.19	0.19	0.25	0.21	0.21
v/c Ratio	0.96	0.97	0.09	0.88	1.03	0.51	0.26	0.44	0.41	0.76	0.42	0.43
Control Delay	83.8	40.8	1.3	77.6	57.5	9.4	29.7	38.3	11.8	52.6	37.1	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	40.8	1.3	77.6	57.5	9.4	29.7	38.3	11.8	52.6	37.1	12.3
LOS	F	D	A	E	E	A	C	D	B	D	D	B
Approach Delay		46.2			50.5			28.8			34.4	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 45.0

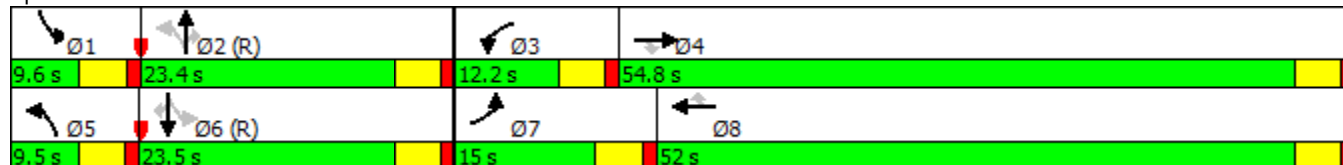
Intersection LOS: D

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	345	1732	81	231	1734	451	67	295	169	195	309	198
v/c Ratio	0.96	0.97	0.09	0.88	1.03	0.51	0.26	0.44	0.41	0.76	0.42	0.43
Control Delay	83.8	40.8	1.3	77.6	57.5	9.4	29.7	38.3	11.8	52.6	37.1	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	40.8	1.3	77.6	57.5	9.4	29.7	38.3	11.8	52.6	37.1	12.3
Queue Length 50th (ft)	114	542	0	76	~627	72	32	88	13	100	92	19
Queue Length 95th (ft)	#202	#729	12	#144	#765	157	65	130	69	#203	135	83
Internal Link Dist (ft)		1226			1365			429			564	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	360	1780	853	264	1681	887	262	668	416	256	739	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.97	0.09	0.88	1.03	0.51	0.26	0.44	0.41	0.76	0.42	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2040 Background PM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC
02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	2108	87	43	1677	150	43	0	26	100	0	50
Future Volume (vph)	150	2108	87	43	1677	150	43	0	26	100	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.850			0.955	
Flt Protected	0.950			0.950			0.950				0.968	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1583	0	0	1722	0
Flt Permitted	0.061			0.062			0.663				0.782	
Satd. Flow (perm)	114	3539	1583	115	3539	1583	1235	1583	0	0	1391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			163		112			60	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			536	
Travel Time (s)		12.1			14.7			12.8			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	2291	95	47	1823	163	47	0	28	109	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	2291	95	47	1823	163	47	28	0	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.5	68.0	68.0	9.5	68.0	68.0	9.5	23.0		9.5	23.0	
Total Split (%)	8.6%	61.8%	61.8%	8.6%	61.8%	61.8%	8.6%	20.9%		8.6%	20.9%	
Maximum Green (s)	5.0	63.5	63.5	5.0	63.5	63.5	5.0	18.5		5.0	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	69.4	65.4	65.4	68.5	63.5	63.5	28.0	28.0			20.4	
Actuated g/C Ratio	0.63	0.59	0.59	0.62	0.58	0.58	0.25	0.25			0.19	
v/c Ratio	1.11	1.09	0.10	0.32	0.89	0.17	0.14	0.06			0.53	
Control Delay	131.5	72.6	2.0	12.6	27.4	2.0	32.7	0.2			33.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	131.5	72.6	2.0	12.6	27.4	2.0	32.7	0.2			33.4	
LOS	F	E	A	B	C	A	C	A			C	
Approach Delay		73.7			25.0			20.6			33.4	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 51.0

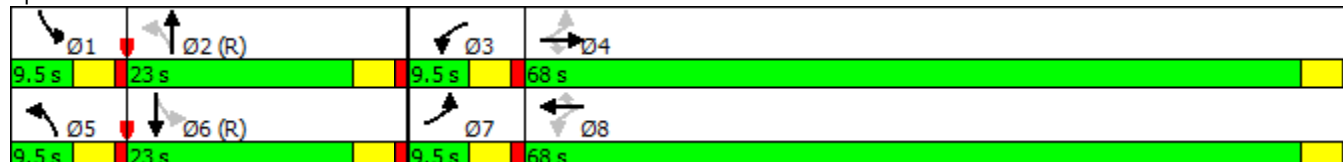
Intersection LOS: D

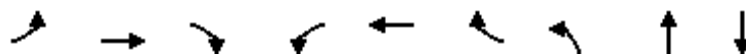
Intersection Capacity Utilization 89.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	163	2291	95	47	1823	163	47	28	163
v/c Ratio	1.11	1.09	0.10	0.32	0.89	0.17	0.14	0.06	0.53
Control Delay	131.5	72.6	2.0	12.6	27.4	2.0	32.7	0.2	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	131.5	72.6	2.0	12.6	27.4	2.0	32.7	0.2	33.4
Queue Length 50th (ft)	~83	~984	0	10	556	0	26	0	66
Queue Length 95th (ft)	#221	#1120	19	23	684	28	56	0	139
Internal Link Dist (ft)		1075			1322			482	456
Turn Bay Length (ft)	500		500	500		500	100		
Base Capacity (vph)	147	2103	983	146	2042	982	338	486	306
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	1.09	0.10	0.32	0.89	0.17	0.14	0.06	0.53

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Volume (veh/h)	2234	87	0	1879	0	26
Future Volume (Veh/h)	2234	87	0	1879	0	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2428	95	0	2042	0	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				1306		
pX, platoon unblocked					0.54	
vC, conflicting volume			2523		3449	1214
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2523		3838	1214
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	84
cM capacity (veh/h)			176		1	174
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	1214	1214	95	1021	1021	28
Volume Left	0	0	0	0	0	0
Volume Right	0	0	95	0	0	28
cSH	1700	1700	1700	1700	1700	174
Volume to Capacity	0.71	0.71	0.06	0.60	0.60	0.16
Queue Length 95th (ft)	0	0	0	0	0	14
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	29.7
Lane LOS						D
Approach Delay (s)	0.0			0.0		29.7
Approach LOS						D
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			71.8%		ICU Level of Service	C
Analysis Period (min)			15			

2040 Long Range Total AM Peak Hour
6: 83rd Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1685	47	114	1510	265	73	300	126	375	270	255
Future Volume (vph)	216	1685	47	114	1510	265	73	300	126	375	270	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.576			0.294		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1073	3539	1583	548	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			282			126			136
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			1289	
Travel Time (s)		13.7			15.2			8.7			22.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	230	1793	50	121	1606	282	78	319	134	399	287	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	230	1793	50	121	1606	282	78	319	134	399	287	271
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	14.2	70.0	70.0	10.0	65.8	65.8	10.7	24.0	24.0	26.0	39.3	39.3
Total Split (%)	10.9%	53.8%	53.8%	7.7%	50.6%	50.6%	8.2%	18.5%	18.5%	20.0%	30.2%	30.2%
Maximum Green (s)	9.7	65.5	65.5	5.5	61.3	61.3	6.2	19.5	19.5	21.5	34.8	34.8
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	9.7	65.5	65.5	5.5	61.3	61.3	25.7	19.5	19.5	45.5	36.9	36.9
Actuated g/C Ratio	0.07	0.50	0.50	0.04	0.47	0.47	0.20	0.15	0.15	0.35	0.28	0.28
v/c Ratio	0.90	1.01	0.06	0.83	0.96	0.32	0.32	0.60	0.39	1.02	0.29	0.50
Control Delay	94.7	55.0	0.1	102.1	48.3	3.1	34.8	57.0	13.2	86.4	38.0	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	55.0	0.1	102.1	48.3	3.1	34.8	57.0	13.2	86.4	38.0	22.9
LOS	F	D	A	F	D	A	C	E	B	F	D	C
Approach Delay		58.1			45.2			42.7			53.9	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 51.3

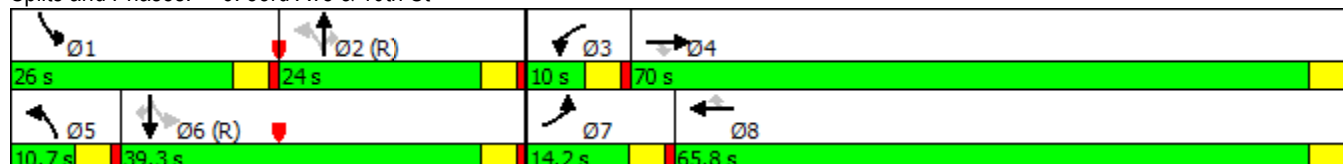
Intersection LOS: D

Intersection Capacity Utilization 94.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	230	1793	50	121	1606	282	78	319	134	399	287	271
v/c Ratio	0.90	1.01	0.06	0.83	0.96	0.32	0.32	0.60	0.39	1.02	0.29	0.50
Control Delay	94.7	55.0	0.1	102.1	48.3	3.1	34.8	57.0	13.2	86.4	38.0	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	55.0	0.1	102.1	48.3	3.1	34.8	57.0	13.2	86.4	38.0	22.9
Queue Length 50th (ft)	101	~786	0	53	674	0	44	133	6	~287	102	94
Queue Length 95th (ft)	#177	#970	0	#109	#851	48	82	185	65	#465	143	185
Internal Link Dist (ft)		1226			1365			429			1209	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	256	1783	860	145	1668	895	245	530	344	393	1005	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.01	0.06	0.83	0.96	0.32	0.32	0.60	0.39	1.02	0.29	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2040 Long Range Total AM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1696	29	21	1883	51	111	34	37	207	57	285
Future Volume (vph)	150	1696	29	21	1883	51	111	34	37	207	57	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.922			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1717	0	1770	1630	0
Flt Permitted	0.059			0.063			0.237			0.703		
Satd. Flow (perm)	110	3539	1583	117	3539	1583	441	1717	0	1310	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			104		40			97	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			1072	
Travel Time (s)		12.1			14.7			12.8			24.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	161	1824	31	23	2025	55	119	37	40	223	61	306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1824	31	23	2025	55	119	77	0	223	367	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	11.0	66.7	66.7	9.5	65.2	65.2	9.6	24.1		9.7	24.2	
Total Split (%)	10.0%	60.6%	60.6%	8.6%	59.3%	59.3%	8.7%	21.9%		8.8%	22.0%	
Maximum Green (s)	6.5	62.2	62.2	5.0	60.7	60.7	5.1	19.6		5.2	19.7	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	70.5	67.9	67.9	65.7	60.7	60.7	24.7	19.6		24.9	19.7	
Actuated g/C Ratio	0.64	0.62	0.62	0.60	0.55	0.55	0.22	0.18		0.23	0.18	
v/c Ratio	0.96	0.84	0.03	0.16	1.04	0.06	0.74	0.23		0.70	0.99	
Control Delay	85.4	22.1	0.1	9.4	56.1	0.3	62.4	23.0		50.0	78.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	85.4	22.1	0.1	9.4	56.1	0.3	62.4	23.0		50.0	78.2	
LOS	F	C	A	A	E	A	E	C		D	E	
Approach Delay		26.8			54.2			46.9			67.6	
Approach LOS		C			D			D			E	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 44.2

Intersection LOS: D

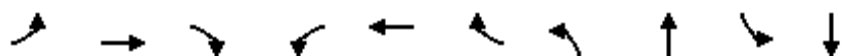
Intersection Capacity Utilization 102.1%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St

							
Ø1	Ø2 (R)		Ø3	Ø4		Ø5	Ø6 (R)
9.7 s	24.1 s		9.5 s	66.7 s		9.6 s	24.2 s
						11 s	65.2 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	161	1824	31	23	2025	55	119	77	223	367
v/c Ratio	0.96	0.84	0.03	0.16	1.04	0.06	0.74	0.23	0.70	0.99
Control Delay	85.4	22.1	0.1	9.4	56.1	0.3	62.4	23.0	50.0	78.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.4	22.1	0.1	9.4	56.1	0.3	62.4	23.0	50.0	78.2
Queue Length 50th (ft)	65	445	0	5	~812	0	66	22	133	199
Queue Length 95th (ft)	#203	#707	0	14	#951	3	#117	65	#217	#394
Internal Link Dist (ft)		1075			1322			482		992
Turn Bay Length (ft)	500		500	500		500	100		100	
Base Capacity (vph)	168	2184	1017	145	1952	920	160	338	318	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.84	0.03	0.16	1.04	0.06	0.74	0.23	0.70	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	200	249	0	1	50	25	202	1	100	0
Future Volume (Veh/h)	0	0	200	249	0	1	50	25	202	1	100	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	217	271	0	1	54	27	220	1	109	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage veh								2				
Upstream signal (ft)								1072				
pX, platoon unblocked												
vC, conflicting volume	247	466	109	463	246	27	109			247		
vC1, stage 1 conf vol	111	111		135	135							
vC2, stage 2 conf vol	136	355		328	111							
vCu, unblocked vol	247	466	109	463	246	27	109			247		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	77	41	100	100	96			100		
cM capacity (veh/h)	781	578	945	459	695	1048	1481			1319		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1						
Volume Total	217	272	54	27	220	110						
Volume Left	0	271	54	0	0	1						
Volume Right	217	1	0	0	220	0						
cSH	945	460	1481	1700	1700	1319						
Volume to Capacity	0.23	0.59	0.04	0.02	0.13	0.00						
Queue Length 95th (ft)	22	94	3	0	0	0						
Control Delay (s)	9.9	23.5	7.5	0.0	0.0	0.1						
Lane LOS	A	C	A			A						
Approach Delay (s)	9.9	23.5	1.3			0.1						
Approach LOS	A	C										
Intersection Summary												
Average Delay			10.0									
Intersection Capacity Utilization			Err%	ICU Level of Service					H			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	319	160	625	695	5
Future Volume (Veh/h)	5	319	160	625	695	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	347	174	679	755	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				1289		
pX, platoon unblocked	0.99					
vC, conflicting volume	1445	380	760			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1429	380	760			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	44	79			
cM capacity (veh/h)	99	618	848			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	352	174	340	340	503	257
Volume Left	5	174	0	0	0	0
Volume Right	347	0	0	0	0	5
cSH	575	848	1700	1700	1700	1700
Volume to Capacity	0.61	0.21	0.20	0.20	0.30	0.15
Queue Length 95th (ft)	103	19	0	0	0	0
Control Delay (s)	20.6	10.3	0.0	0.0	0.0	0.0
Lane LOS	C	B				
Approach Delay (s)	20.6	2.1			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			58.3%		ICU Level of Service	B
Analysis Period (min)			15			

2040 Long Range Total AM Peak Hour
11: 86th Ave & 10th St

Kellar Engineering LLC
02/22/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕	↗			↗			↗
Traffic Volume (veh/h)	0	1883	29	0	1823	15	0	0	37	0	0	113
Future Volume (Veh/h)	0	1883	29	0	1823	15	0	0	37	0	0	113
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	2025	31	0	1960	16	0	0	40	0	0	122
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					1306							
pX, platoon unblocked	0.55						0.55	0.55		0.55	0.55	0.55
vC, conflicting volume	1976			2056			3127	4001	1012	3012	4016	980
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1141			2056			3231	4818	1012	3023	4845	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	83	100	100	80
cM capacity (veh/h)	335			269			2	0	237	3	0	597
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	1012	1012	31	980	980	16	40	122				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	31	0	0	16	40	122				
cSH	1700	1700	1700	1700	1700	1700	237	597				
Volume to Capacity	0.60	0.60	0.02	0.58	0.58	0.01	0.17	0.20				
Queue Length 95th (ft)	0	0	0	0	0	0	15	19				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	23.3	12.6				
Lane LOS							C	B				
Approach Delay (s)	0.0			0.0			23.3	12.6				
Approach LOS							C	B				
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			64.1%			ICU Level of Service			C			
Analysis Period (min)			15									

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	5	73	40	5	8	8
Future Volume (Veh/h)	5	73	40	5	8	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	79	43	5	9	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			84		136	44
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			84		136	44
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	99
cM capacity (veh/h)			1513		834	1025
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	84	48	18			
Volume Left	0	43	9			
Volume Right	79	0	9			
cSH	1700	1513	920			
Volume to Capacity	0.05	0.03	0.02			
Queue Length 95th (ft)	0	2	1			
Control Delay (s)	0.0	6.7	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	6.7	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			19.1%	ICU Level of Service		A
Analysis Period (min)			15			

2040 Long Range Total PM Peak Hour
6: 83rd Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	1675	76	217	1870	725	63	385	159	400	380	200
Future Volume (vph)	326	1675	76	217	1870	725	63	385	159	400	380	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	110		50	110		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.514			0.160		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	957	3539	1583	298	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			447			109			98
Link Speed (mph)		65			65			40			40	
Link Distance (ft)		1306			1445			509			1289	
Travel Time (s)		13.7			15.2			8.7			22.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	347	1782	81	231	1989	771	67	410	169	426	404	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	1782	81	231	1989	771	67	410	169	426	404	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	79.8	79.8	15.2	77.0	77.0	10.8	25.0	25.0	30.0	44.2	44.2
Total Split (%)	12.0%	53.2%	53.2%	10.1%	51.3%	51.3%	7.2%	16.7%	16.7%	20.0%	29.5%	29.5%
Maximum Green (s)	13.5	75.3	75.3	10.7	72.5	72.5	6.3	20.5	20.5	25.5	39.7	39.7
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effect Green (s)	13.5	75.3	75.3	10.7	72.5	72.5	26.8	20.5	20.5	50.5	41.9	41.9
Actuated g/C Ratio	0.09	0.50	0.50	0.07	0.48	0.48	0.18	0.14	0.14	0.34	0.28	0.28
v/c Ratio	1.13	1.00	0.10	0.95	1.16	0.77	0.33	0.85	0.55	1.22	0.41	0.42
Control Delay	127.2	46.0	4.1	113.5	116.1	18.5	41.7	80.0	29.7	159.6	46.2	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.2	46.0	4.1	113.5	116.1	18.5	41.7	80.0	29.7	159.6	46.2	26.7
LOS	F	D	A	F	F	B	D	E	C	F	D	C
Approach Delay		57.2			90.8			62.8			88.5	
Approach LOS		E			F			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 77.0

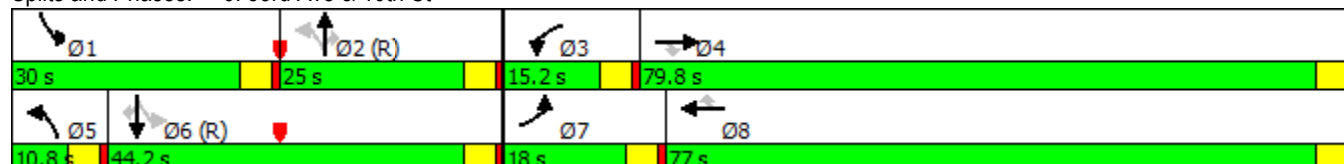
Intersection LOS: E

Intersection Capacity Utilization 108.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 6: 83rd Ave & 10th St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	347	1782	81	231	1989	771	67	410	169	426	404	213
v/c Ratio	1.13	1.00	0.10	0.95	1.16	0.77	0.33	0.85	0.55	1.22	0.41	0.42
Control Delay	127.2	46.0	4.1	113.5	116.1	18.5	41.7	80.0	29.7	159.6	46.2	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.2	46.0	4.1	113.5	116.1	18.5	41.7	80.0	29.7	159.6	46.2	26.7
Queue Length 50th (ft)	~204	~797	2	118	~1210	277	45	209	53	~459	173	92
Queue Length 95th (ft)	m#208	m773	m3	#204	#1342	472	84	#292	135	#679	226	173
Internal Link Dist (ft)		1226			1365			429			1209	
Turn Bay Length (ft)	500		500	500		500	110		50	110		50
Base Capacity (vph)	308	1776	848	244	1710	996	205	483	310	350	987	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	1.00	0.10	0.95	1.16	0.77	0.33	0.85	0.55	1.22	0.41	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

2040 Long Range Total PM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC

02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	2110	87	43	1870	87	43	105	26	200	91	265
Future Volume (vph)	450	2110	87	43	1870	87	43	105	26	200	91	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1807	0	1770	1654	0
Flt Permitted	0.053			0.056			0.189			0.380		
Satd. Flow (perm)	99	3539	1583	104	3539	1583	352	1807	0	708	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			142		7			86	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1155			1402			562			1072	
Travel Time (s)		12.1			14.7			12.8			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	489	2293	95	47	2033	95	47	114	28	217	99	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	489	2293	95	47	2033	95	47	142	0	217	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Lanes, Volumes, Timings
Sean Kellar, PE, PTOE

Synchro Report

2040 Long Range Total PM Peak Hour
3: 89th Ave & 10th St

Kellar Engineering LLC
02/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	33.0	98.5	98.5	9.5	75.0	75.0	9.5	26.6		15.4	32.5	
Total Split (%)	22.0%	65.7%	65.7%	6.3%	50.0%	50.0%	6.3%	17.7%		10.3%	21.7%	
Maximum Green (s)	28.5	94.0	94.0	5.0	70.5	70.5	5.0	22.1		10.9	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	103.5	95.9	95.9	75.5	70.5	70.5	27.1	22.1		37.5	29.9	
Actuated g/C Ratio	0.69	0.64	0.64	0.50	0.47	0.47	0.18	0.15		0.25	0.20	
v/c Ratio	1.27	1.01	0.09	0.44	1.22	0.12	0.43	0.52		0.85	0.97	
Control Delay	180.3	49.7	1.5	21.1	126.7	0.7	56.7	63.7		79.3	84.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	180.3	49.7	1.5	21.1	126.7	0.7	56.7	63.7		79.3	84.5	
LOS	F	D	A	C	F	A	E	E		E	F	
Approach Delay		70.3			118.9			62.0			82.6	
Approach LOS		E			F			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 89.4

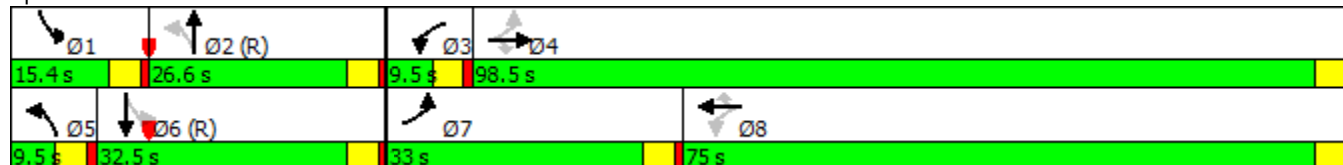
Intersection LOS: F

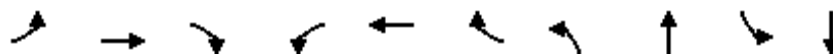
Intersection Capacity Utilization 116.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 3: 89th Ave & 10th St





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	489	2293	95	47	2033	95	47	142	217	387
v/c Ratio	1.27	1.01	0.09	0.44	1.22	0.12	0.43	0.52	0.85	0.97
Control Delay	180.3	49.7	1.5	21.1	126.7	0.7	56.7	63.7	79.3	84.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	180.3	49.7	1.5	21.1	126.7	0.7	56.7	63.7	79.3	84.5
Queue Length 50th (ft)	~552	~1264	0	12	~1266	2	36	124	183	~328
Queue Length 95th (ft)	#780	#1390	17	m13	m#1056	m2	72	199	#326	#542
Internal Link Dist (ft)		1075			1322			482		992
Turn Bay Length (ft)	500		500	500		500	100		100	
Base Capacity (vph)	385	2262	1051	107	1663	819	110	272	254	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	1.01	0.09	0.44	1.22	0.12	0.43	0.52	0.85	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	100	406	0	5	200	100	442	0	50	0
Future Volume (Veh/h)	0	0	100	406	0	5	200	100	442	0	50	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	109	441	0	5	217	109	480	0	54	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL								None			
Median storage veh	2											
Upstream signal (ft)	1072											
pX, platoon unblocked												
vC, conflicting volume	602	1077	54	706	597	109	54	589				
vC1, stage 1 conf vol	54	54		543	543							
vC2, stage 2 conf vol	548	1023		163	54							
vCu, unblocked vol	602	1077	54	706	597	109	54	589				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	100	100	89	0	100	99	86	100				
cM capacity (veh/h)	434	262	1013	404	430	945	1551	986				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1						
Volume Total	109	446	217	109	480	54						
Volume Left	0	441	217	0	0	0						
Volume Right	109	5	0	0	480	0						
cSH	1013	407	1551	1700	1700	986						
Volume to Capacity	0.11	1.10	0.14	0.06	0.28	0.00						
Queue Length 95th (ft)	9	391	12	0	0	0						
Control Delay (s)	9.0	105.3	7.7	0.0	0.0	0.0						
Lane LOS	A	F	A									
Approach Delay (s)	9.0	105.3	2.1	0.0								
Approach LOS	A	F										
Intersection Summary												
Average Delay			35.1									
Intersection Capacity Utilization			Err%	ICU Level of Service					H			
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	319	407	1030	665	5
Future Volume (Veh/h)	5	319	407	1030	665	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	5	343	438	1108	715	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				1289		
pX, platoon unblocked	0.96					
vC, conflicting volume	2148	360	720			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2116	360	720			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	46	50			
cM capacity (veh/h)	21	637	877			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	348	438	554	554	477	243
Volume Left	5	438	0	0	0	0
Volume Right	343	0	0	0	0	5
cSH	448	877	1700	1700	1700	1700
Volume to Capacity	0.78	0.50	0.33	0.33	0.28	0.14
Queue Length 95th (ft)	169	71	0	0	0	0
Control Delay (s)	35.9	13.1	0.0	0.0	0.0	0.0
Lane LOS	E	B				
Approach Delay (s)	35.9	3.7			0.0	
Approach LOS	E					
Intersection Summary						
Average Delay			7.0			
Intersection Capacity Utilization			71.1%		ICU Level of Service	C
Analysis Period (min)			15			

2040 Long Range Total PM Peak Hour
11: 86th Ave & 10th St

Kellar Engineering LLC
02/22/2023

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↕↕	↗		↕↕	↗			↗			↗			
Traffic Volume (veh/h)	0	2236	87	0	1929	200	0	0	26	0	0	180			
Future Volume (Veh/h)	0	2236	87	0	1929	200	0	0	26	0	0	180			
Sign Control		Free			Free			Stop			Stop				
Grade		0%			0%			0%			0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	0	2430	95	0	2097	217	0	0	28	0	0	196			
Pedestrians															
Lane Width (ft)															
Walking Speed (ft/s)															
Percent Blockage															
Right turn flare (veh)															
Median type	None			None											
Median storage veh															
Upstream signal (ft)	1306														
pX, platoon unblocked	0.52						0.52	0.52					0.52	0.52	0.52
vC, conflicting volume	2314				2525				3674	4744	1215	3340	4622	1048	
vC1, stage 1 conf vol															
vC2, stage 2 conf vol															
vCu, unblocked vol	1690				2525				4288	6330	1215	3649	6097	0	
tC, single (s)	4.1				4.1				7.5	6.5	6.9	7.5	6.5	6.9	
tC, 2 stage (s)															
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100				100				100	100	84	100	100	65	
cM capacity (veh/h)	196				175				0	0	173	1	0	568	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1							
Volume Total	1215	1215	95	1048	1048	217	28	196							
Volume Left	0	0	0	0	0	0	0	0							
Volume Right	0	0	95	0	0	217	28	196							
cSH	1700	1700	1700	1700	1700	1700	173	568							
Volume to Capacity	0.71	0.71	0.06	0.62	0.62	0.13	0.16	0.35							
Queue Length 95th (ft)	0	0	0	0	0	0	14	38							
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	29.7	14.6							
Lane LOS							D	B							
Approach Delay (s)	0.0				0.0				29.7	14.6					
Approach LOS							D	B							
Intersection Summary															
Average Delay	0.7														
Intersection Capacity Utilization	71.8%			ICU Level of Service				C							
Analysis Period (min)	15														

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	5	110	70	5	101	101
Future Volume (Veh/h)	5	110	70	5	101	101
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	120	76	5	110	110
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			125		222	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		222	65
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		85	89
cM capacity (veh/h)			1462		726	999
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	125	81	220			
Volume Left	0	76	110			
Volume Right	120	0	110			
cSH	1700	1462	841			
Volume to Capacity	0.07	0.05	0.26			
Queue Length 95th (ft)	0	4	26			
Control Delay (s)	0.0	7.2	10.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	7.2	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			6.9			
Intersection Capacity Utilization			29.3%	ICU Level of Service		A
Analysis Period (min)			15			



Sean Kellar, PE, PTOE

Principal Engineer

Education

B.S., Civil Engineering, Arizona State University – Tempe, AZ

Registration

Colorado, Professional Engineer (PE)
Wyoming, Professional Engineer (PE)
Idaho, Professional Engineer (PE)
Arizona, Professional Engineer (PE)
Kansas, Professional Engineer (PE)
Missouri, Professional Engineer (PE)
Professional Traffic Operations Engineer (PTOE)

Professional Memberships

Institute of Transportation Engineers (ITE)

Industry Tenure

23 Years

Sean's wide range of expertise includes: transportation planning, traffic modeling roadway design, bike and pedestrian facilities, traffic impact studies, traffic signal

warrant analysis, parking studies, corridor planning and access management. Sean's experience in both the private and public sectors; passion for safety and excellence; and strong communication and collaboration skills can bring great value to any project. Prior to starting Kellar Engineering, Sean was employed at the Missouri Department of Transportation (MoDOT) as the District Traffic Engineer for the Kansas City District. Sean also worked for the City of Loveland, CO for over 10 years as a Senior Civil Engineer supervising a division of transportation/traffic engineers. While at the City of Loveland, Sean managed several capital improvement projects, presented several projects to the City Council and Planning Commission in public hearings, and managed the revisions to the City's Street Standards. Sean is also proficient in Highway Capacity Software, Synchro, PT Vissim, Rodel, GIS, and AutoCAD.



WORK EXPERIENCE:

Kellar Engineering, Principal Engineer/President – January 2016 – Present

Missouri Department of Transportation, District Traffic Engineer, Kansas City District – June 2015 – January 2016

City of Loveland, Colorado, Senior Civil Engineer, Public Works Department – February 2005 – June 2015

Kirkham Michael Consulting Engineers, Project Manager - February 2004 – February 2005

Dibble and Associates Consulting Engineers, Project Engineer – August 1999 – February 2004

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
September 12, 2023

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.



Council Agenda Summary

October 3, 2023

Key Staff Contact: Rodney Rhoades, Chief Financial Officer, Robert Miller, Treasurer and Interim Budget Manager

Title:

Introduction and first reading of an ordinance appropriating additional sums to defray the expenses and liabilities of the City of Greeley for the balance of the fiscal year of 2023 (5th Appropriation)

Summary:

This is the fifth and final supplemental appropriation ordinance modifying the 2023 budget. This appropriation ensures that existing commitments in progress at 2022 year-end can be completed in 2023, designates resources for additional commitments, and appropriates new grants that have been awarded.

The appropriation includes 25 requests that are outlined in more detail on the attached Detail Supporting Schedule. Listed below are highlights of the requests included in the requested appropriation:

- \$18.7 million to utilize the remaining American Rescue Plan Act (ARPA) funds
- \$4.3 million for the construction for the northern portion of the Terry Ranch pipeline
- \$3.4 million for the one-time Transformational Homelessness Response (THR) grant
- \$2.4 million to correct utility holes for water and sewer lines
- \$1.3 Million for a SMART Grant from the U.S. Department of Transportation to fund the Connected Greeley Emergency Vehicle Preemption (CG-EVP) Pilot Program

The attached ordinance includes the proposed budget increases to ensure the City meets the requirements of the charter and that expenditures do not exceed what has been appropriated by the Council. Council may adjust or remove any of the budget requests prior to adoption at the proposed second reading on October 17, 2023.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	\$37,905,107
What is the annual impact?	\$37,905,107
What fund of the City will provide funding?	See Ordinance
What is the source of revenue within the fund?	See Detail Supporting Schedule
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	Yes, Items 3 & 5
Is this grant onetime or ongoing?	Onetime
Additional Comments:	Total appropriations made by this ordinance are \$62,885,484, with \$24,980,377 in transfers and \$37,905,107 in expenditures.

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

- 1) City staff presentation (if requested)
- 2) Council questions of staff
- 3) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 4) Council discussion
- 5) Council decision

Other issues and Considerations:

City Charter prohibits actual expenditures from exceeding appropriations at the fund level. This ordinance will ensure that this does not occur.

Strategic Focus Area:



Business Growth



Community Vitality



High-Performance Government



Housing For All



Infrastructure and Mobility



Quality of Life



Safe and Secure Communities

Decision Options:

- 1) Introduce the ordinance as presented; or
- 2) Amend the ordinance and introduce as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to introduce the ordinance and schedule the public hearing and second reading for October 17, 2023

Attachments:

1. Ord 50, 2023
2. Detail Supporting Schedule
3. Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 50, 2023

AN ORDINANCE APPROPRIATING ADDITIONAL SUMS TO DEFRAY THE EXPENSES AND LIABILITIES OF THE CITY OF GREELEY FOR THE BALANCE OF THE FISCAL YEAR OF 2023

WHEREAS, the City of Greeley has or will incur expenses for certain activities described below during the 2023 fiscal year; and

WHEREAS, the revenues received in the City of Greeley in 2022, exceeded the amount of revenues estimated in the 2022 Budget by more than the total amount of the expenditures in the same year.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO:

Section 1. In accordance with section 5-17 of the Greeley Charter, from actual and anticipated revenues which exceed the revenue estimates in the 2023 budget and amounts held in fund balance reserves from 2022, there is hereby appropriated the following designated sums to be allocated for use during the remainder of 2023:

Fund Description	Amount	Transfers	Total
General (100)	4,182,267	-	4,182,267
Streets & Roads (104)	101,847	-	101,847
Conservation Trust (105)	-	300,000	300,000
Sales & Use Tax (106)	-	4,396,271	4,396,271
NEAHR (112)	500,000	-	500,000
Designated Revenue (120)	-	29,372	29,372
Grants (170)	-	20,254,734	20,254,734
Public Improvement (300)	22,740,734	-	22,740,734
Food Tax (304)	121,545	-	121,545
Quality of Life/Imagine Greeley (318)	40,000	-	40,000
Development Funds (330)	1,382,150	-	1,382,150
Water (420)	6,778,500	-	6,778,500
Equipment & Fleet (510)	1,021,710	-	1,021,710
Information Technology (520)	1,036,354	-	1,036,354
Total Expenditures by Fund	37,905,107	24,980,377	62,885,484

Section 2. All actions heretofore taken (not inconsistent with the provisions of this ordinance) by the officers, agents and employees of the City in connection with this appropriation are hereby ratified, approved and confirmed.

Section 3. This Ordinance shall take effect on the fifth day following its final publication, as provided by Section 3-16 of the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF _____, 2023.

ATTEST

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor



City of Greeley
2023 Appropriation
City Council Meetings: October 3rd & October 17th

Fund	Item	Department	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
100 - GENERAL FUND								
	1	CPRD	Operating Transfer: CASH IN LIEU OF LANDSCAPING	Initial salary savings allowed Forestry to manage and execute the Emerald Ash Borer (EAB) Treatment and Share the Shade programs through the purchase of advertising, materials, supplies, and meals. This appropriation will use EAB and Share the Shade revenue to backfill the salary savings that was used.	-	54,134	54,134	-
	2	CPRD	Private Contribution	Appropriation of a \$50,000 donation from Union Colony Company (UCC) for Museums to fund a feasibility study for the Agricultural Heritage Center. Salary vacancy savings were used earlier in 2023 to fund the feasibility study. The donation was received from UCC in May of this year and now is being appropriated to replenish the salary savings that were used.	-	50,000	50,000	-
	3	HH	Grant	One-time Transformational Homelessness Response (THR) grant funding will be utilized in addressing homelessness within the community. Specifically, this grant will aid in addressing rapid rehousing, street outreach, and bridge housing. The grant must be executed by the end of 2024 and the project will be completed, and funds expended by the end of 2026.	-	3,421,400	3,421,400	-
	4	FIRE	Private Contribution	This request will appropriate donations received from various outside entities. EDM donated \$1,500 for the HazMat Decon Shower, PDC donated \$15,000 for Fire Prevention Week (supplies, refreshments, activities), and a private citizen donated \$1,000 to be used for CPR education (books, medical supplies).	-	17,500	17,500	-
	5	PW	Grant / Interest Earnings	Unfortunately, due to two unsuccessful project solicitations in 2022, staff are requesting to rebudget funding in 2023 for Transit Concrete Pit Fills & Compressed Natural Gas (CNG) Sensors. The lack of response by vendors for both the Pit Infill Project and the CNG sensor replacement funds need to be carried forward to the 2023 budget to not only improve safety (i.e., mechanic pits are no longer utilized and present a fall hazard) and regulatory compliance (i.e., sensors required to store compressed natural gas (CNG) buses inside). We now have contractors in place to award the bid and complete the project in 2023.	-	497,000	497,000	-
	6	PW	Interest Earnings	This appropriation will correct utilities that have not been budgeted to the appropriate levels, including pest control, recycling, telephones, security proxy, and trash services.	-	142,233	142,233	-
100 - GENERAL FUND					-	4,182,267	4,182,267	-
104 - STREETS AND ROADS FUND								
	7	PW	Highway Maintenance Agreement	Additional revenue was recieved from the Colorado Department of Transportation (CDOT) to cover the cost of repairs and maintenance to traffic signals. CDOT has increased the amount per year to the City of Greeley recieves by \$89,544 for Traffic Signal Repairs and Maintenance. CDOT's fical year runs from July 2023 to July 2024; therefor, the City of Greeley will recieve \$44,772 in 2023.	-	44,772	44,772	-
	8	PW	Tipping Fees / Sale of Assets	Revenue received from Spring Clean-up. Additional revenue will be used to replenish the Engineering Services salary savings and will be used to cover travel and training needed for additional certifications. The Division received \$38,793 in tipping fees and \$72,075 in revenue in 2023 from the following sources. \$38,793 in tipping fees, and \$18,282 in selling scrap metal. The budget for revenue was \$40,000 in 2023.	-	57,075	57,075	-
104 - STREETS AND ROADS FUND					-	101,847	101,847	-
112 - NEAHR GRANTS FUND								
	11	FINANCE	Grant	This request will ensure that the City of Greeley can accurately report all grant revenues and expenditures to the State of Colorado. Any unspent funds in 2020, 2021, and 2022 will be reappropriated. Because the Northeast Colorado All Hazards region grant is a reimbursement, no funds will be received until the funds are spent on eligible projects and a request is submitted to the State of Colorado.	-	500,000	500,000	-
112 - NEAHR GRANTS FUND					-	500,000	500,000	-
301 - PUBLIC IMPROVEMENT								
	12	EHH	Fund Balance	This request will re-appropriate funding for redevelopment incentives due to the three-year capital limit.	2,486,000	-	2,486,000	-
	13	NON	Fund Balance	This request will appropriate the remaining American Rescue Plan Act (ARPA) dollars into the 2023 Budget. The total amount includes \$2,615,359 to be awarded to external projects.	2,615,359	-	2,615,359	-
	14	NON	Fund Balance	This request will appropriate the remaining American Rescue Plan Act (ARPA) dollars into the 2023 Budget. The total amount includes \$16,139,375 to be awarded to internal projects.	16,139,375	-	16,139,375	-
	15	NON	Interest Earnings	This request will appropriate \$1,500,000 of accrued interest earnings from the Grant Fund.	-	1,500,000	1,500,000	-
301 - PUBLIC IMPROVEMENT					21,240,734	1,500,000	22,740,734	-
304 - FOOD TAX								
	16	CPRD	Interest Earnings	Replacement of the Funplex Pools UV Disinfectant Lighting and Equipment Systems. Through system testing, it was discovered that the UV disinfecting lighting equipment is not operating. Additional interest earnings in the Food Tax Fund will be used to fund the replacement project.	-	121,545	121,545	-
304 - FOOD TAX					-	121,545	121,545	-
318 - QUALITY OF LIFE								
	17	CPRD	Private Contribution	Appropriation of a donation from the Leprino Foods Company Foundation for work on Delta Park. In August 2023, the Foundation awarded \$40,000 to the Trust for Public Lands who will in turn re-grant the money back to the city. These funds will go towards new amenities for the playground and spray grounds.	-	40,000	40,000	-
318 - QUALITY OF LIFE					-	40,000	40,000	-

Fund	Item	Department	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
334 - ROAD DEVELOPMENT								
	18	PW	Grant	This request will appropriate the SMART Grant from the U.S. Department of Transportation to fund the Connected Greeley Emergency Vehicle Preemption (CG-EVP) Pilot. Funding will be used to evaluate and install connected vehicle technologies. Emergency Vehicle Preemption (EVP) and Vulnerable Road User (VRU) detection and warning systems will be provided for emergency vehicles and snowplows. Vulnerable Road User (VRU) detection and warning systems for emergency and snowplow vehicles. The pilot would retire the legacy Opticom system and use ATC Controllers and Roadside Units (RSUs) to facilitate safe passage of emergency vehicles and snowplows through signalized intersections and to integrate pedestrian detection at select high pedestrian intersections. The CG-EVP Pilot will install RSUs at 43 intersections, 50 On-Board Units (OBUs) on snowplows and emergency vehicles (i.e., fire and ambulances) and VRU detection systems at three study area intersections in the pilot project study area. This is a 100% reimbursable grant with no City matching funds.	-	1,382,150	1,382,150	-
334 - ROAD DEVELOPMENT					-	1,382,150	1,382,150	-
422 - WATER CONSTRUCTION								
	19	W&S	Expense Reimbursement	This appropriation request will supply additional funding of \$4,378,500 for steel pipe and construction for the northern portion of the Terry Ranch phase that was not included in the original construction contract earlier this year. Construction is currently ongoing and mobilized, meaning these pipe segments are necessary in 2023 to keep the project on schedule and to avoid additional mobilization and other charges. This request includes 4% for contingency and the 1% contribution to the Public Art fund.	-	4,378,500	4,378,500	-
422 - WATER CONSTRUCTION					-	4,378,500	4,378,500	-
423 - WATER CAPITAL REPLACEMENT								
	20	W&S	Fund Balance	This request will appropriate \$2,400,000 to correct manholes that currently have conflicts. Over the last 15 years, Water & Sewer has been replacing all known instances of water distribution lines located within wastewater collection manholes. In September of 2023, it came to the attention of the department that there were a large number of manholes that had water distribution lines located within them. This request is necessary to reduce the dangers of contamination and to avoid sanitary survey violations.	2,400,000	-	2,400,000	-
423 - WATER CAPITAL REPLACEMENT					2,400,000	-	2,400,000	-
503 - COMMUNICATIONS								
	21	IT	Fund Balance	This request will appropriate \$700k for the city-wide printer request for proposal (RFP). These funds will cover all expenses associated with the RFP and will come from fund balance within the Communications fund.	700,000	-	700,000	-
503 - COMMUNICATIONS					700,000	-	700,000	-
512 - FLEET REPLACEMENT								
	22	PW	Fund Balance	This appropriation request will utilize Fleet Replacement fund balance to purchase 10 police response vehicles. These vehicles were ordered in 2021 and were to be delivered in 2022; however, the order was canceled by the manufacturer.	827,710	-	827,710	-
512 - FLEET REPLACEMENT					827,710	-	827,710	-
513 - EQUIPMENT REPLACEMENT								
	23	CPRD	Fund Balance	Appropriation for the replacement of a 2016 John Deere tractor/mower for Natural Areas & Trails (NAT). NAT took the unit over in 2019 when the division was created. The unit was originally scheduled for replacement in 2026 but broke down in 2023. Repairs would cost \$50-\$60K with no guarantee of a long-term fix. It's proposed that the unit be replaced two years early in 2024. Funds will come from a combination of salary savings and equipment replacement fund balance.	120,000	50,000	170,000	-
	24	FINANCE	Fund Balance	This appropriation request will replenish \$24,000 in the Fire Equipment Replacement budget.	24,000	-	24,000	-
513 - EQUIPMENT REPLACEMENT					144,000	50,000	194,000	-
521 - IT OPERATIONS								
	25	IT	Fund Balance	The Technical Services Division wishes to appropriate \$336,354 to support PC refresh catchup. Information Technology (IT) was approved for a one-time 2024 budget increase request of \$711,670 for this effort and the appropriation would allow them to leverage a portion of that funding early to replace 150 laptops.	336,354	-	336,354	-
521 - IT OPERATIONS					336,354	-	336,354	-

Fund	Item	Department	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
TOTAL (Less Additional Operating Expenditures Between Funds)					\$ 25,648,798	\$ 12,256,309	\$ 37,905,107	\$ -
OPERATING TRANSFERS								
1	CPRD	Operating Transfer	Forestry Operations	Operating Transfer of Cash in Lieu CASH IN LIEU OF LANDSCAPING to GENERAL FUND	-	29,372	29,372	-
9	FINANCE	Operating Transfer	Increased Conservation Trust Growth	Operating Transfer of Lottery Funds CONSERVATION TRUST	-	300,000	300,000	-
10	FINANCE	Operating Transfer	Sales & Use Tax Revenues	Operating Transfer of Sales and Use Tax SALES AND USE TAX FUND	-	4,396,271	4,396,271	-
13	NON	Operating Transfer	American Rescue Plan Act (ARPA) - External Projects	Operating Transfer of Fund Balance ARPA to PUBLIC IMPROVEMENT	-	2,615,359	2,615,359	-
14	NON	Operating Transfer	American Rescue Plan Act (ARPA) - Internal Projects	Operating Transfer of Fund Balance ARPA to PUBLIC IMPROVEMENT	-	16,139,375	16,139,375	-
15	NON	Operating Transfer	Grant Fund - Interest Earnings	Operating Transfer of Interest Earnings GRANT FUND to PUBLIC IMPROVEMENT	-	1,500,000	1,500,000	-
19	W&S	Operating Transfer	Terry Ranch Steel Pipe Purchase	Operating Transfer of Expense Reimbursement WATER CONSTRUCTION to PUBLIC ART	-	41,700	-	41,700
					-	25,022,077	24,980,377	41,700
					\$ 25,648,798	\$ 37,278,386	\$ 62,885,484	\$ 41,700

2023 Supplemental Appropriation Request

**City Council Meeting
October 3, 2023**





Agenda

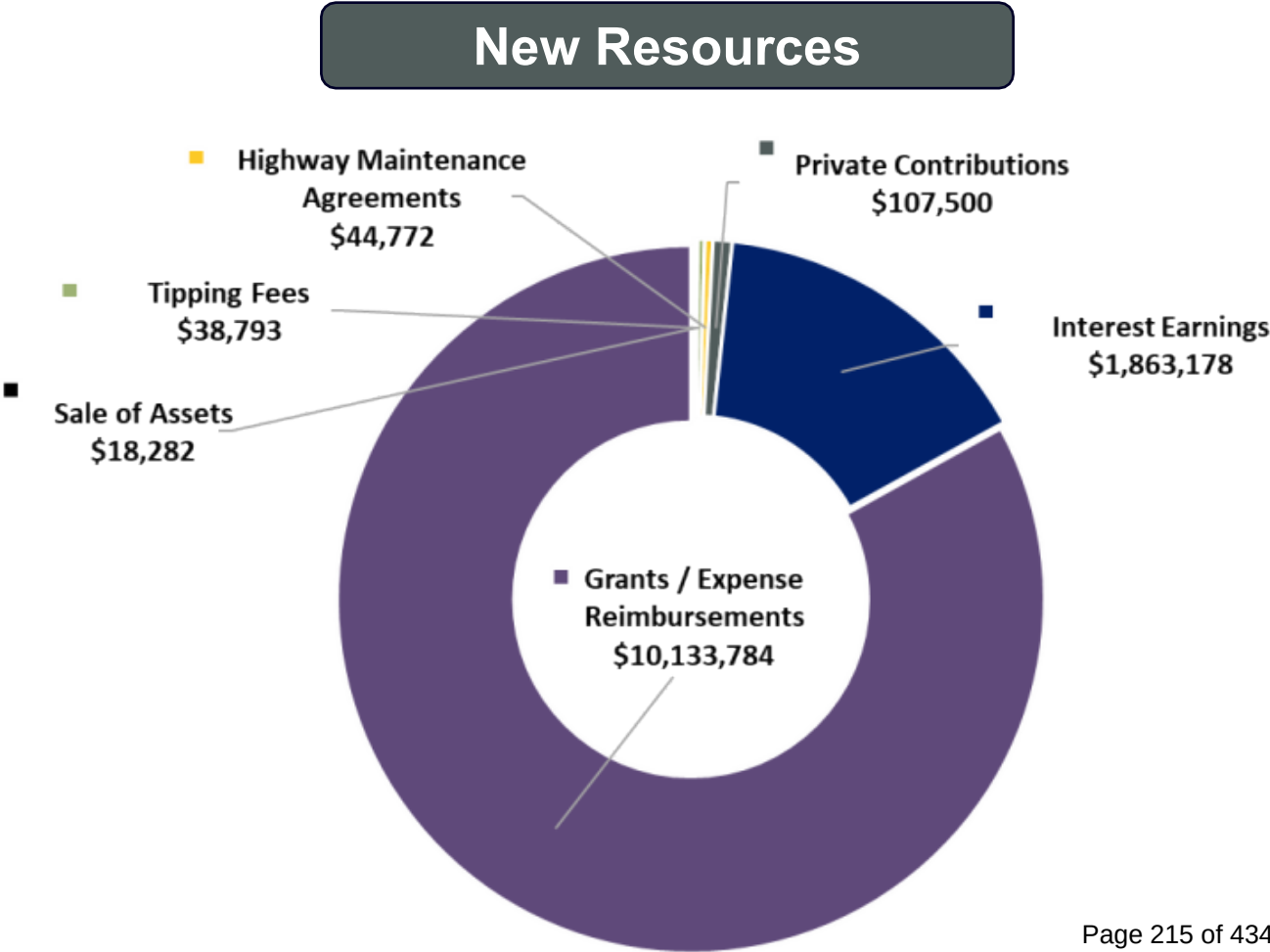
- Supplemental Appropriation Request Overview
- Expenditures by Key Focus Area
- Department Expenditure Allocation
- Request Breakout
- Operating & Capital Highlights

Supplemental Appropriation Request Overview

- Final Appropriation of 2023
- Align the 2023 Budget with the 2024 City Manager's Recommended Budget
- Appropriation of grants & other revenues during 2023
- Support operational & capital needs in 2023
- Meet Municipal Code to be balanced/approved by Council for each fund in 2023
- Total Request: \$37,905,107 in Expenditures
 - (\$24,980,377 in Transfers Across Funds)

Request Breakout

All Requests		
Fund Balance: Operating	\$	2,058,064
Fund Balance: Capital		23,640,734
New Resources		12,206,309
Total (Excluding Transfers)	\$	37,905,107
Operating Transfers		24,980,377
Total Appropriation	\$	62,885,484



Expenditures by Key Focus Area

Sustainable Infrastructure & Mobility



\$24,959,647

Housing for All



\$3,421,400

Quality of Life



\$2,996,904

Safe & Secure Communities



\$2,751,360

Business Growth



\$2,486,000

High-Performance Government



\$1,178,587

Community Vitality



\$111,209

Operating Request Highlights

Additional Operating Requests		Amount
New Items		
	Transformational Homelessness Response (THR) Grant [100 - GENERAL FUND]	3,421,400
	Fleet Services GPD Vehicles [512 - FLEET REPLACEMENT]	827,710
	Printer RFP [503 - COMMUNICATIONS]	700,000
	Northeast Colorado All Hazards Region Grants [112 - NEAHR GRANTS FUND]	500,000
	Transit Concrete Pit Fills & CNG Sensors [100 - GENERAL FUND]	497,000
	PC Refreshes [521 - IT OPERATIONS]	336,354
	Natural Areas & Trails Tractor & Mower Rolling [513 - EQUIPMENT REPLACEMENT]	170,000
	Facilities Services [100 - GENERAL FUND]	142,233

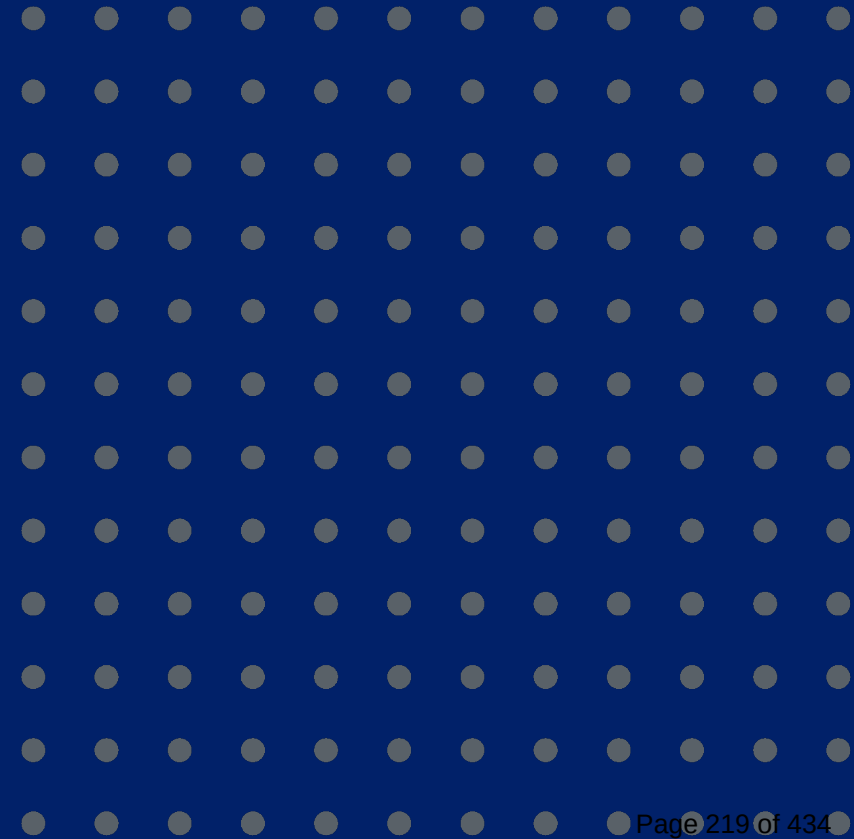


Capital Request Highlights

Additional Capital Requests		Amount
New Items		
	American Rescue Plan Act (Internal) [301 - PUBLIC IMPROVEMENT]	16,139,375
	Terry Ranch Steel Pipe Purchase [422 - WATER CONSTRUCTION]	4,378,500
	American Rescue Plan Act (External) [301 - PUBLIC IMPROVEMENT]	2,615,359
	Redevelopment Incentives [301 - PUBLIC IMPROVEMENT]	2,486,000
	Conflict Manhole Corrections [423 - WATER CAPITAL REPLACEMENT]	2,400,000
	Grant Fund (Interest Earnings) [301 - PUBLIC IMPROVEMENT]	1,500,000
	Emergency Vehicle Preemption Pilot Smart [334 - ROAD DEVELOPMENT]	1,382,150
	FunPlex UV Lighting [304 - FOOD TAX]	121,545



Thank you





Council Agenda Summary

October 3, 2023

Key Staff Contact: Noel Mink, Human Resources Director

Title:

Introduction and first reading of an ordinance adopting the 2024 Pay Plan Classification and Compensation

Summary:

This Ordinance, which authorizes the Classification and Salary plan ("Pay Plan") for all employees for Fiscal Year 2024 as required by Title 4, Section 1 of the Greeley Municipal Code, includes administrative changes made during 2024 as permitted by the City Manager. Updated to the Pay Plan is best practice to ensure the City's market competitiveness and compliance with the Federal and State of Colorado's pay equity laws. The adjustments to the Pay Plan are related to non-union positions as salaries for union positions are determined through collective bargaining. The salaries for civil service positions adopted in the collective bargaining agreements are contained within the Pay Plan as well.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	NO
---	----

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

- 1) City staff presentation (if requested)
- 2) Council questions of staff
- 3) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 4) Council discussion
- 5) Council decision

Other issues and Considerations:

Consideration of this matter is a legislative process.

Strategic Focus Area:



High-Performance Government

Decision Options:

- 1) Introduce the ordinance as presented; or
- 2) Amend the ordinance and introduce as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to introduce the ordinance and schedule the public hearing and second reading for October 17, 2023

Attachments:

1. Ord 52, 2023 with Appendix A

CITY OF GREELEY, COLORADO
ORDINANCE NO. 52, 2023

AN ORDINANCE ADOPTING THE CLASSIFICATION AND SALARY PLAN FOR 2024

WHEREAS, Section 3-15 of the Greeley Municipal Charter requires the fixing of compensation to be by ordinance; and

WHEREAS, Section 4-3 of the Greeley Municipal Code requires the Council to adopt a Classification and Salary plan ("Pay Plan") every year; and

WHEREAS, the City's Pay Plan is attached to this Ordinance as Appendix A; and

WHEREAS, the City's Pay Plan update was undertaken to maximize the City's market competitiveness in recruiting and retaining the best and brightest employees; and

WHEREAS, the retention and recruitment of key leadership and professional positions is critical to ensuring that the organization can support and assist the City Council's strategic visioning and develop implementation plans to deliver services through high performance on behalf of the residents of Greeley in a growing and dynamic environment; and

WHEREAS, the City's Pay Plan update positions the City to ensure compliance with the State of Colorado's pay equity laws; and

WHEREAS, the updated pay plan is based on the compensation philosophy that states "The employees at the City of Greeley are its most valuable asset. Critical to achieving the city's mission and goals, the compensation package must be both competitive and sustainable. Therefore, the City of Greeley is committed to providing a total compensation package equal to market."

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO:

Section 1. The Classification and Salary Plan attached hereto as Appendix A and the compensation philosophy are hereby adopted.

Section 2. The ordinance shall become effective January 1, 2024.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF _____, 20__.

ATTEST

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor

APPENDIX A

CITY OF GREELEY PAY PLAN							
Min	Q2	Mid	Q4	Max	Title	Department	FLSA
TECHNICAL							
Min	Q2	Mid	Q4	Max	Title	Department	FLSA
TECH12							
31,200	33,200	35,200	37,100	39,000			
\$ 15.00	\$ 15.96	\$ 16.92	\$ 17.84	\$ 18.75			
TECH13							
37,800	40,200	42,600	44,950	47,300	BUILDING OPERATIONS TECHNICIAN - CPRD	CPRD	Non-Exempt
\$ 18.17	\$ 19.33	\$ 20.48	\$ 21.61	\$ 22.74	FACILITIES SERVICE WORKER	Citywide Position	Non-Exempt
					MAINTENANCE SERVICE ATTENDANT	PW - Transit Services	Non-Exempt
TECH14							
40,700	43,800	46,900	49,950	53,000	CREW LEADER I	Citywide Position	Non-Exempt
\$ 19.57	\$ 21.06	\$ 22.55	\$ 24.01	\$ 25.48	FACILITIES MANAGEMENT TECHNICIAN I	PW - Facilities Mgmt	Non-Exempt
					FACILITIES TECHNICIAN	CPRD	Non-Exempt
					FIELD SERVICES REPRESENTATIVE	WS	Non-Exempt
					FORESTRY TECHNICIAN I	CPRD	Non-Exempt
					GRAFFITI REMOVAL TECHNICIAN	PW - Street Maintenance	Non-Exempt
					NATURAL AREAS & TRAILS TECHNICIAN I	CPRD	Non-Exempt
					MAINTENANCE TECHNICIAN I	Citywide Position	Non-Exempt
					PARKING AMBASSADOR	PW - Admin	Non-Exempt
					PARKS MAINTENANCE TECHNICIAN I	CPRD	Non-Exempt
					POOL TECHNICIAN	CPRD	Non-Exempt
TECH15							
44,800	48,200	51,600	54,950	58,300	BUS OPERATOR I	PW - Transit Services	Non-Exempt
\$ 21.54	\$ 23.17	\$ 24.81	\$ 26.42	\$ 28.03	FACILITIES EQUIPMENT TECHNICIAN	CPRD	Non-Exempt
					MAINTENANCE MECHANIC I	Citywide Position	Non-Exempt
					METER SERVICES TECHNICIAN	WS - Transmission / Distribution	Non-Exempt
					RAW WATER OPERATIONS TECHNICIAN	WS - Treatment & Supply	Non-Exempt
					SIGNS & MARKINGS TECHNICIAN	PW - Transportation	Non-Exempt
					SENIOR STAGE MANAGER	CPRD	Non-Exempt
					SENIOR PUBLIC ART TECHNICIAN	CPRD	Non-Exempt
					PLANT OPERATOR D	Citywide Position	Non-Exempt
					WATER QUALITY TECHNICIAN	WS - Transmission / Distribution	Non-Exempt
					WATER SYSTEMS TECHNICIAN I	Citywide Position	Non-Exempt
TECH16							
49,300	53,050	56,800	60,450	64,100	BUS OPERATOR II	PW - Transit Services	Non-Exempt
\$ 23.70	\$ 25.50	\$ 27.31	\$ 29.06	\$ 30.82	CEMETERY TECHNICIAN	CPRD	Non-Exempt
					CREW LEADER II	Citywide Position	Non-Exempt
					ELECTRONIC TECHNICIAN	PW - Transit Services	Non-Exempt
					EQUIPMENT OPERATOR I	Citywide Position	Non-Exempt
					FACILITIES MANAGEMENT TECHNICIAN II	Citywide Position	Non-Exempt
					FORESTRY TECHNICIAN II	CPRD	Non-Exempt
					IRRIGATION TECHNICIAN	CPRD	Non-Exempt
					LEAD METER SERVICES TECHNICIAN	WS - Transmission / Distribution	Non-Exempt
					LIFT STATION TECHNICIAN	WS	Non-Exempt
					MAINTENANCE MECHANIC II	Citywide Position	Non-Exempt
					NATURAL AREAS & TRAILS TECHNICIAN II	CPRD	Non-Exempt
					PARKS MAINTENANCE TECHNICIAN II	CPRD	Non-Exempt
					PC TECHNICIAN	IT	Non-Exempt
					PLANT OPERATOR C	Citywide Position	Non-Exempt
					REAL ESTATE TECHNICIAN	CMO	Non-Exempt
					TRAFFIC ENGINEERING TECHNICIAN I	PW - Transportation	Non-Exempt
					TRANSMISSION LINE TECHNICIAN	WS - Transmission / Distribution	Non-Exempt
					UTILITY LOCATOR	Citywide Position	Non-Exempt
					WATER SUPPLY TECHNICIAN	WS - Treatment & Supply	Non-Exempt
					WATER SYSTEMS TECHNICIAN II	Citywide Position	Non-Exempt
TECH17							
53,100	57,800	62,500	67,100	71,700	ANIMAL CONTROL OFFICER	GPD - Patrol	Non-Exempt
\$ 25.53	\$ 27.79	\$ 30.05	\$ 32.26	\$ 34.47	ASSISTANT TECHNICAL SERVICES COORDINATOR	CPRD	Non-Exempt
					ASSET TECHNICIAN	WS	Non-Exempt
					BODY WORN CAMERA TECHNICIAN	GPD	Non-Exempt
					BUILDING INSPECTOR I	Community Dev	Non-Exempt
					LEAD & COPPER SPECIALIST	WS	Non-Exempt
					ENGINEERING TECHNICIAN I		
					EQUIPMENT OPERATOR II	Citywide Position	Non-Exempt
					LIQUOR LICENSING ENFORCEMENT TECHNICIAN	PD	Non-Exempt
					MECHANIC	Citywide Position	Non-Exempt
					PC SPECIALIST	IT	Non-Exempt

					PLANNING TECHNICIAN	Community Dev	Non-Exempt
					PLANT OPERATOR B	Citywide Position	Non-Exempt
					PROBATION OFFICER	Municipal Court	Non-Exempt
					PUBLIC SAFETY TECHNICIAN	GPD	Non-Exempt
					SOCIAL MEDIA & MARKETING SPECIALIST	C&E	Exempt
					SURVEY TECHNICIAN	WS - Sewer Gen Mgmt	Non-Exempt
					TRAFFIC SIGNAL TECHNICIAN I	PW - Transportation	Non-Exempt
					TRANSPORTATION DISPATCHER	PW - Transit Services	Non-Exempt
					WATER CONSERVATION SPECIALIST I	Ws - Treatment & Supply	Non-Exempt
					WATER SYSTEMS TECHNICIAN III	WS	Non-Exempt
TECH18							
58,500	63,650	68,800	73,900	79,000	CODE COMPLIANCE INSPECTOR	Citywide Position	Non-Exempt
\$ 28.13	\$ 30.60	\$ 33.08	\$ 35.53	\$ 37.98	ASSET ANALYST	Citywide Position	Non-Exempt
					CONSTRUCTION INSPECTOR I	Community Dev	Non-Exempt
					ENGINEERING TECHNICIAN II		
					FACILITIES MANAGEMENT TECHNICIAN III	PW - Facilities Mgmt	Non-Exempt
					FACILITIES SERVICE CREW LEADER	CPRD	Non-Exempt
					FRAUD INVESTIGATION SPECIALIST	GPD - Support Svcs	Non-Exempt
					HOUSING SPECIALIST/LEASING & LANDLORD LIAISON	Housing & Homeless Solutions	Exempt
					INDUSTRIAL PRETREATMENT SPECIALIST	WS - Wastewater Treatment	Non-Exempt
					MAINTENANCE MECHANIC III	Citywide Position	Non-Exempt
					PROJECT COORDINATOR - PUBLIC WORKS	PW - Transportation	Non-Exempt
					PROJECT COORDINATOR - WATER & SEWER	WS	Non-Exempt
					TRAFFIC SIGNAL TECHNICIAN II	PW	Non-Exempt
					TELEVISION & VIDEO PRODUCTION SPECIALIST	C&E	Exempt
					WATER CONSERVATION SPECIALIST II	WS	Exempt
					WATER SYSTEMS TECHNICIAN IV	Citywide Position	Non-Exempt
TECH19							
64,400	70,050	75,700	81,350	87,000	COMMUNITY PARAMEDIC	Fire Dept	Non-Exempt
\$ 30.96	\$ 33.68	\$ 36.39	\$ 39.11	\$ 41.83	CONSTRUCTION INSPECTOR II	Community Dev	Non-Exempt
					ENGINEERING TECHNICIAN III	Citywide Position	Non-Exempt
					ENVIRONMENTAL TECHNICIAN III	PW - Storm Water	Non-Exempt
					EQUIPMENT OPERATOR III	Citywide Position	Non-Exempt
					GRANT SPECIALIST - ECONONMIC HEALTH & HOUSING	EHH	Non-Exempt
					LABORATORY COORDINATOR	WS - Wastewater Treatment	Exempt
					MECHANICAL CONTROLS TECHNICIAN	PW - Facilities Mgmt	Non-Exempt
					MAINTENANCE MECHANIC IV	Citywide Position	Non-Exempt
					PLANT OPERATOR A	Citywide Position	Non-Exempt
					SENIOR TRAFFIC SIGNAL TECHNICIAN	PW - Transportation	Non-Exempt
TECH20							
72,100	78,450	84,800	91,100	97,400	BUILDING INSPECTOR II	Community Dev	Non-Exempt
\$ 34.66	\$ 37.72	\$ 40.77	\$ 43.80	\$ 46.83	GRANT SPECIALIST II	Finance	Exempt
					COURT MARSHAL	Municipal Court	Exempt
					REAL ESTATE SPECIALIST	CMO	Exempt
					WATER INSTRUMENT TECHNICIAN	WS - Transmission / Distribution	Non-Exempt
TECH21							
80,800	87,900	95,000	102,050	109,100	LEAD PLANT OPERATOR	Citywide Position	Non-Exempt
\$ 38.85	\$ 42.26	\$ 45.67	\$ 49.06	\$ 52.45			
TECH22							
90,500	98,450	106,400	114,300	122,200	INSTRUMENT & ELECTRICAL LEAD	WS - Transmission / Distribution	Exempt
\$ 43.51	\$ 47.33	\$ 51.15	\$ 54.95	\$ 58.75			
SUPPORT							
<u>Min</u>	<u>Q2</u>	<u>Mid</u>	<u>Q4</u>	<u>Max</u>	<u>Title</u>	<u>Department</u>	<u>FLSA</u>
SUPT11							
31,200	33,200	35,200	37,100	39,000	CLERICAL ASSISTANT	Citywide Position	Non-Exempt
\$ 15.00	\$ 15.96	\$ 16.92	\$ 17.84	\$ 18.75			
SUPT12							
34,400	36,550	38,700	40,850	43,000	CUSTOMER SERVICE REPRESENTATIVE	CPRD	Non-Exempt
\$ 16.54	\$ 17.57	\$ 18.61	\$ 19.64	\$ 20.67	DATA PROCESSING CLERK	GPD - Support Svcs	Non-Exempt
SUPT13							
37,800	40,200	42,600	44,950	47,300	ACCOUNTING CLERK I	Finance	Non-Exempt
\$ 18.17	\$ 19.33	\$ 20.48	\$ 21.61	\$ 22.74	ADMINISTRATIVE ASSITANT I	Citywide Position	Non-Exempt
SUPT14							
40,700	43,800	46,900	49,950	53,000	ACCOUITNG CLERK II	Finance	Non-Exempt
\$ 19.57	\$ 21.06	\$ 22.55	\$ 24.01	\$ 25.48	ADMINISTRATIVE ASSISTANT II	Citywide Position	Non-Exempt
					COURT CLERK I	Municipal Court	Non-Exempt
					SALES TAX TECHNICIAN I	Finance	Non-Exempt
SUPT15							
44,800	48,200	51,600	54,950	58,300	COURT CLERK II	Municipal Court	Non-Exempt
\$ 21.54	\$ 23.17	\$ 24.81	\$ 26.42	\$ 28.03	CUSTOMER CARE REPRESENTATIVE	Finance	Non-Exempt

					POLICE RECORDS SPECIALIST	GPD - Support Svcs	Non-Exempt
					SALES TAX TECHNICIAN II	Finance	Non-Exempt
SUPT16							
49,300	53,050	56,800	60,450	64,100	ADMINISTRATIVE ASSISTANT III	Citywide Position	Non-Exempt
\$ 23.70	\$ 25.50	\$ 27.31	\$ 29.06	\$ 30.82	ASSISTANT EVENTS COORDINATOR	CPRD - Island Grove	Non-Exempt
					ASSISTANT CITY CLERK	City Clerk's Office	Exempt
					BUILDING PERMIT TECHNICIAN	Community Dev	Non-Exempt
					COLLECTIONS REGISTRAR	CPRD	Non-Exempt
					COURT SPECIALIST	Municipal Court	Non-Exempt
					LEGAL ASSISTANT	CAO	Non-Exempt
					PROPERTY EVIDENCE TECHNICIAN	GPD - Support Svcs	Non-Exempt
					SALES TAX TECHNICIAN III	Finance	Exempt
					WATER INVENTORY COORDINATOR	WS	Non-Exempt
SUPT17							
53,100	57,800	62,500	67,100	71,700	WORKERS' COMPENSATION COORDINATOR	HR	Non-Exempt
\$ 25.53	\$ 27.79	\$ 30.05	\$ 32.26	\$ 34.47	EQUIPMENT MAINTENANCE COORDINATOR	PW - Equipment Maintenance	Non-Exempt
SUPT18							
58,500	63,650	68,800	73,900	79,000	BENEFITS SPECIALIST	HR	Non-Exempt
\$ 28.13	\$ 30.60	\$ 33.08	\$ 35.53	\$ 37.98	BUSINESS OPERATIONS SPECIALIST	IT	Non-Exempt
					ECONOMIC DEVELOPMENT SPECIALIST	EHH	Non-Exempt
					FLEET SPECIALIST	PW - Equipment Maintenance	Non-Exempt
					HRIS SPECIALIST	HR	Exempt
					IRRIGATION COORDINATOR	CPRD	Non-Exempt
					LEAVE AND VOLUNTEER COORDINATOR	HR	Exempt
					PARALEGAL	CAO	Non-Exempt
					PAYROLL SPECIALIST	Finance	Non-Exempt
					TRAINING COORDINATOR	GPD - Support Svcs	Non-Exempt
					KEY ACCOUNTS COORDINATOR - WS	WS - Sewer Gen Mgmt	Non-Exempt
SUPT19							
64,400	70,050	75,700	81,350	87,000			
\$ 30.96	\$ 33.68	\$ 36.39	\$ 39.11	\$ 41.83			
SUPT20							
72,100	78,450	84,800	91,100	97,400	EXECUTIVE ASSISTANT	Citywide Position	Exempt
\$ 34.66	\$ 37.72	\$ 40.77	\$ 43.80	\$ 46.83	SENIOR PARALEGAL	CAO	Exempt
PROFESSIONAL							
<u>Min</u>	<u>Q2</u>	<u>Mid</u>	<u>Q4</u>	<u>Max</u>	<u>Title</u>	<u>Department</u>	<u>FLSA</u>
PROF10							
39,000	41,950	44,900	47,800	50,700	VICTIM ADVOCATE SPECIALIST	GPD - Support Svcs	Non-Exempt
\$ 18.75	\$ 20.17	\$ 21.59	\$ 22.98	\$ 24.38	PEER SPECIALIST	Housing & Homeless Solutions	Non-Exempt
PROF11							
42,900	46,150	49,400	52,600	55,800			
\$ 20.63	\$ 22.19	\$ 23.75	\$ 25.29	\$ 26.83			
PROF12							
47,200	50,750	54,300	57,850	61,400	ASSISTANT MUSEUM CURATOR	CPRD	Non-Exempt
\$ 22.69	\$ 24.40	\$ 26.11	\$ 27.81	\$ 29.52	ASSISTANT TICKET OFFICE COORDINATOR	CPRD	Non-Exempt
PROF13							
51,900	55,800	59,700	63,600	67,500	ACCOUNTANT I	Finance	Exempt
\$ 24.95	\$ 26.83	\$ 28.70	\$ 30.58	\$ 32.45	DEPARTMENT BUDGET ANALYST I	Citywide Position	Exempt
					CITY BUDGET ANALYST I	Finance	Exempt
					COMMUNICATION SPECIALIST I	C&E	Non-Exempt
					COMMUNITY CONSERVATION FELLOW	CPRD	Exempt
					MARKETING COORDINATOR	C&E	Exempt
					TRANSIT SPECIALIST	PW	Non-Exempt
PROF14							
55,900	60,800	65,700	70,600	75,500	EVENTS COORDINATOR	CPR - Island Grove Regional Park	Non-Exempt
\$ 26.88	\$ 29.23	\$ 31.59	\$ 33.94	\$ 36.30	CONTRACT SPECIALIST I	Finance	Exempt
					GRAPHIC DESIGNER	C&E	Non-Exempt
					PAYROLL ADMINISTRATOR	Finance	Exempt
					PLANNER I	Community Dev	Non-Exempt
					RESTORATION SPECIALIST	CPRD	Exempt
					MARKETING SPONSORSHIP COORDINATOR	CPRD	Non-Exempt
					POLICE CADET	GPD	Non-Exempt
					SENIOR ASSISTANT CITY CLERK	City Clerk's Office	Exempt
					TRAFFIC ENGINEERING TECHNICIAN II	PW - Transportation	Non-Exempt
PROF15							
61,500	66,900	72,300	77,700	83,100	ACCOUNTANT II	Finance	Exempt
\$ 29.57	\$ 32.16	\$ 34.76	\$ 37.36	\$ 39.95	APPLICATION ADMINISTRATOR I	IT	Exempt
					BUSINESS SYSTEMS ANALYST I	IT	Exempt
					BUSINESS INTELLIGENCE ANALYST I	IT	Exempt
					COMMUNICATIONS SPECIALIST II	C&E	Exempt

					COMMUNITY OUTREACH SPECIALIST	C&E	Exempt
					CONTRACT SPECIALIST II	Finance	Exempt
					CONCRETE MAINTENANCE COORDINATOR	PW	Exempt
					ECONOMIC DEVELOPMENT COORDINATOR	EHH	Exempt
					FINANCIAL SERVICES COORDINATOR	CPRD	Exempt
					HRIS ANALYST	HR	Exempt
					MUSEUM CURATOR	CPRD	Exempt
					NETWORK ADMINISTRATOR I	IT	Non-Exempt
					PUBLIC ART COORDINATOR	CPRD	Exempt
					SALES TAX AUDITOR	Finance	Exempt
					TRANSPORTATION PLANNER	PW - Admin	Exempt
					UTILITY COORDINATOR	PW - Engineering	Non-Exempt
					WATER QUALITY ANALYST	WS - Wastewater Treatment	Non-Exempt
					WATER RESOURCE ADMINISTRATOR I	WS	Exempt
					WELLNESS COORDINATOR	HR	Exempt
PROF16							
67,600	73,550	79,500	85,400	91,300	ACCOUNTANT III	Finance	Exempt
\$ 32.50	\$ 35.36	\$ 38.22	\$ 41.06	\$ 43.89	BUSINESS ANALYST I - COMMUNITY DEV	Community Dev	Exempt
					CASE MANAGER	Housing & Homeless Solutions	Exempt
					CRIME ANALYST	GPD - Support Svcs	Exempt
					ENVIRONMENTAL PLANNER	CPRD	Exempt
					GIS ANALYST II	WS	Exempt
					INDUSTRIAL PRETREATMENT COORDINATOR	WS - Wastewater Treatment	Exempt
					PARKS PLANNER	CPRD	Exempt
					PLANNER II	Community Dev	Exempt
					PROJECT MANAGER I	Citywide Position	Exempt
					SENIOR SERVICE DESK TECHNICIAN	IT	Exempt
					SYSTEM ADMINISTRATOR I	IT	Exempt
					SYSTEMS UTILITY ANALYST		Exempt
					SPECIAL EVENTS COORDINATOR	CPRD	Exempt
					TALENT ACQUISITION PARTNER	HR	Exempt
					TECHNICAL SERVICES COORDINATOR	CPRD	Exempt
PROF17							
72,900	80,200	87,500	94,800	102,100	ASSISTANT EMERGENCY MANAGER	Fire Dept	Non-Exempt
\$ 35.05	\$ 38.56	\$ 42.07	\$ 45.58	\$ 49.09	BUSINESS INTELLIGENCE ARCHITECT I	IT	Exempt
					APPLICATION ADMINISTRATOR II	IT	Exempt
					DEPARTMENT BUDGET ANALYST II	Citywide Position	Exempt
					POLICE DEPARTMENT BUDGET ANALYST II	GPD	Exempt
					CITY BUDGET ANALYST II	Finance	Exempt
					BUSINESS ANALYST II	Citywide Position	Exempt
					BUSINESS SYSTEMS ANALYST II	IT	Exempt
					CIVIL ENGINEER I	Citywide Position	Exempt
					COMMUNICATION SPECIALIST III	C&E	Exempt
					DIGITAL MEDIA CRIMINALIST	GPD - Support Svcs	Exempt
					FACILITIES PROJECT MANAGER	PW - Facilities Mgmt	Exempt
					NETWORK ADMINISTRATOR II	IT	Exempt
					PLANS EXAMINER	Citywide Position	Exempt
					PROGRAMMER ANALYST	IT	Exempt
					PUBLIC INFORMATION OFFICER - POLICE	GPD - Support Svcs	Exempt
					UTILITY SYSTEMS ANALYST	WS - Wastewater Treatment	Exempt
					WATER RESOURCE ADMINISTRATOR II	WS	Exempt
					WATER CONSERVATION COORDINATOR	WS	Exempt
					WEB ADMINISTRATOR	C&E	Exempt
PROF18							
80,200	88,250	96,300	104,300	112,300	APPLICATION ADMINISTRATOR III	IT	Exempt
\$ 38.56	\$ 42.43	\$ 46.30	\$ 50.14	\$ 53.99	ASSISTANT CITY ATTORNEY I	CAO	Exempt
					CITY BUDGET ANALYST III	Finance	Exempt
					DEPARTMENT BUDGET ANALYST III	Citywide Position	Exempt
					DNA ANALYST	GPD - Support Svcs	Exempt
					PROJECT MANAGER II	Citywide Position	Exempt
					RATES & BUDGET ANALYST	Water & Sewer	Exempt
					SENIOR PLANS EXAMINER	Community Dev	Exempt
					STORMWATER QUALITY ADMINISTRATOR	PW - Storm Water	Exempt
					SYSTEMS ADMINISTRATOR II	IT	Exempt
					TELECOM ADMINISTRATOR	IT	Exempt
					WATER RESOURCE ADMINISTRATOR III	Water & Sewer	Exempt
PROF19							
88,200	97,050	105,900	114,700	123,500	CIVIL ENGINEER II - PUBLIC WORKS	Citywide Position	Exempt
\$ 42.40	\$ 46.66	\$ 50.91	\$ 55.14	\$ 59.38	DATABASE ADMINISTRATOR	IT	Exempt
					ENVIRONMENTAL & WATER RESOURCES ATTORNEY I	CAO	Exempt
					ERP ANALYST	IT & HR & Finance	Exempt

					FACILITIES PROJECT ARCHITECT	PW	Exempt
					HUMAN RESOURCE BUSINESS PARTNER	HR	Exempt
					PLANNER III	Community Dev	Exempt
					SAFETY & RISK BUSINESS PARTNER	HR	Exempt
					SENIOR NETWORK ADMINISTRATOR	IT	Exempt
					SENIOR SYSTEMS ADMINISTRATOR	IT	Exempt
PROF20							
98,800	108,700	118,600	128,500	138,400	ACCOUNTANT IV	Finance	Exempt
\$ 47.50	\$ 52.26	\$ 57.02	\$ 61.78	\$ 66.54	CIVIL ENGINEER III	Citywide Position	Exempt
					INDUSTRIAL CONTROL NETWORK ADMINISTRATOR	WS - Transmission / Distribution	Non-Exempt
					TRAFFIC ENGINEER	PW - Transportation	Exempt
PROF21							
108,400	120,600	132,800	145,000	157,200	CIVIL ENGINEER IV - WS	Citywide Position	Exempt
\$ 52.12	\$ 57.98	\$ 63.85	\$ 69.71	\$ 75.58	FINANCE PROJECT MANAGER	Finance	Exempt
					PROJECT MANAGER III	Citywide Position	Exempt
					IT PROJECT MANAGER	IT	Exempt
					SECURITY ANALYST	IT	Exempt
					WATER RESOURCE ENGINEER IV	Water & Sewer	Exempt
PROF22							
118,200	130,000	141,800	153,700	165,500	ASSISTANT CITY ATTORNEY II	CAO	Exempt
\$ 56.83	\$ 62.50	\$ 68.17	\$ 73.89	\$ 79.57	ENVIRONMENTAL & WATER RESOURCES ATTORNEY II	CAO	Exempt
PROF23							
128,300	141,100	153,900	166,700	179,500	SENIOR ATTORNEY	CAO	Exempt
\$ 61.68	\$ 67.84	\$ 73.99	\$ 80.14	\$ 86.30			
PROF24							
138,400	152,200	166,000	179,800	193,600	SENIOR ENVIRONMENTAL & WATER ATTORNEY	CAO	Exempt
\$ 66.54	\$ 73.17	\$ 79.81	\$ 86.44	\$ 93.08			
MANAGEMENT							
<u>Min</u>	<u>Q2</u>	<u>Mid</u>	<u>Q4</u>	<u>Max</u>	<u>Title</u>	<u>Department</u>	<u>FLSA</u>
MGMT10							
48,600	52,250	55,900	59,550	63,200			
\$ 23.37	\$ 25.12	\$ 26.88	\$ 28.63	\$ 30.38			
MGMT11							
53,400	57,450	61,500	65,500	69,500	RECREATION COORDINATOR II	CPRD	Non-Exempt
\$ 25.67	\$ 27.62	\$ 29.57	\$ 31.49	\$ 33.41			
MGMT12							
58,800	63,250	67,700	72,100	76,500	FACILITIES SERVICE SUPERVISOR I	Citywide Position	Non-Exempt
\$ 28.27	\$ 30.41	\$ 32.55	\$ 34.66	\$ 36.78	GOLF CREW SUPERVISOR	CPRD	Non-Exempt
					NATURAL AREAS & TRAILS CREW SUPERVISOR	CPRD	Non-Exempt
					POLICE RECORDS SUPERVISOR	GPD - Support Svcs	Non-Exempt
					PROPERTY EVIDENCE SUPERVISOR	GPD - Support Svcs	Non-Exempt
MGMT13							
64,700	69,600	74,500	79,350	84,200	ASSISTANT RECORDS MANAGER	GPD - Support Svcs	Non-Exempt
\$ 31.11	\$ 33.46	\$ 35.82	\$ 38.15	\$ 40.48	CREW SUPERVISOR I	Citywide Position	Non-Exempt
					COURT SUPERVISOR	Municipal Court	Exempt
					FACILITIES SERVICE SUPERVISOR II	CPRD	Exempt
					OFFICE MANAGER	Citywide Position	Exempt
					PARKS CREW SUPERVISOR	CPRD	Non-Exempt
					RECREATION SUPERVISOR	CPRD	Exempt
					SIGNS & MARKINGS SUPERVISOR	PW - Transportation	Exempt
					UTILITY BILLING SUPERVISOR	WS	Exempt
MGMT14							
69,700	75,850	82,000	88,050	94,100	CREW SUPERVISOR II	Citywide Position	Exempt
\$ 33.51	\$ 36.47	\$ 39.42	\$ 42.33	\$ 45.24	DEPUTY CITY CLERK	City Clerk's Office	Exempt
					FACILITIES MAINTENANCE SUPERVISOR	PW - Facilities Mgmt	Exempt
					HIGH MOUNTAIN RESERVOIRS CREW SUPERVISOR	WS	Exempt
					MOBILITY COORDINATOR	PW - Admin	Exempt
					OPERATIONS & COMPLIANCE SUPERVISOR	HR	Exempt
					PARKS MANAGER	CPRD	Exempt
					TRAFFIC SIGNAL SUPERVISOR	PW - Transportation	Exempt
MGMT15							
76,700	83,450	90,200	96,900	103,600	ASSET MANAGER	Citywide Position	Exempt
\$ 36.88	\$ 40.12	\$ 43.37	\$ 46.59	\$ 49.81	AFFORDABLE HOUSING MANAGER		Exempt
					BUSINESS MANAGER	CPRD	Exempt
					CEMETERY MANAGER	CPRD	Exempt
					CODE COMPLIANCE MANAGER	Community Dev	Exempt
					CONTENT MARKETING SUPERVISOR	C&E	Exempt
					COURT ADMINISTRATOR	Municipal Court	Exempt
					DIGITAL COMMUNICATION SUPERVISOR	C&E	Exempt
					ECONOMIC DEVELOPMENT MANAGER	EHH	Exempt

					EQUIPMENT MAINTENANCE FOREMAN	PW - Equipment Maintenance	Exempt
					MUSEUM MANAGER	CPRD	Exempt
					RAW WATER OPERATIONS SUPERVISOR	WS - Treatment & Supply	Non-Exempt
					RECORDS & EVIDENCE MANAGER	GPD - Support Svcs	Exempt
					RECREATION MANAGER	CPRD	Exempt
					TRAFFIC OPERATIONS SUPERVISOR	PW - Transportation	Exempt
					UCCC MANAGER		Exempt
					URBAN RENEWAL MANAGER	EHH	Exempt
					UTILITY BILLING MANAGER	WS	Exempt
					VICTIM SERVICES COORDINATOR	GPD - Support Svcs	Non-Exempt
					WASTEWATER COLLECTION SUPERVISOR	WS - Transmission / Distribution	Exempt
					WASTEWATER LABORATORY SUPERVISOR	WS - Wastewater Treatment	Exempt
					WATER QUALITY & REGULATORY COMPLIANCE MANAGER I	WS - Sewer Gen Mgmt	Exempt
MGMT16							
84,400	91,800	99,200	106,600	114,000	COLLECTIONS MANAGER	WS	Exempt
\$ 40.58	\$ 44.13	\$ 47.69	\$ 51.25	\$ 54.81	FACILITIES OPERATIONS MANAGER	PW	Exempt
					GOLF COURSE SUPERINTENDENT	CPRD	Exempt
					SENIOR CONSTRUCTION SUPERVISOR	Community Dev	Exempt
					WASTEWATER MAINTENANCE SUPERVISOR	WS - Wastewater Treatment	Exempt
					WATER TRANSMISSION & DISTRIBUTION SUPERINTENDET	WS	Exempt
					WATER QUALITY & REGULATORY COMPLIANCE MANAGER II	PW - Stormwater	Exempt
MGMT17							
90,900	100,000	109,100	118,200	127,300	ACCOUNTING MANAGER	Finance	Exempt
\$ 43.70	\$ 48.08	\$ 52.45	\$ 56.83	\$ 61.20	CLIENT SERVICES MANAGER	IT	Exempt
					COMMUNICATION & ENGAGEMENT MANAGER	C&E	Exempt
					EMERGENCY MANAGER	Fire Dept	Exempt
					FLEET MANAGER	PW - Admin	Exempt
					FORESTRY MANAGER	CPRD	Exempt
					GOLF MANAGER	CPRD	Exempt
					IMAGE & BRANDING MANAGER	C&E	Exempt
					PAYROLL MANAGER	Finance	Exempt
					PUBLIC ENGAGEMENT MANAGER	C&E	Exempt
					PURCHASING MANAGER	Finance	Exempt
					REVENUE & BUSINESS LICENSE MANAGER	Finance	Exempt
					SOURCE WATER SUPPLY MANAGER	WS	Exempt
					WASTEWATER TECHNICAL SERVICES MANAGER	WS - Wastewater Treatment	Exempt
MGMT18							
100,000	110,000	120,000	130,000	140,000	ASSISTANT CRIME LAB DIRECTOR	GPD - Support Svcs	Exempt
\$ 48.08	\$ 52.88	\$ 57.69	\$ 62.50	\$ 67.31	BENEFITS & WELLNESS MANAGER	HR	Exempt
					CHIEF BUILDING OFFICIAL	Community Dev	Exempt
					CHIEF PLANNER	Community Dev	Exempt
					CONSTRUCTION INSPECTOR MANAGER	Community Dev	Exempt
					COMPENSATION & CLASSIFICATION MANAGER	HR	Exempt
					CULTURAL AFFAIRS DIVISION MANAGER	CPRD	Exempt
					DEPUTY INFRASTRUCTURE SERVICES SUPERINTENDENT	Public Works	Exempt
					HOMELESS SERVICES MANAGER	Housing & Homeless Solutions	Exempt
					HR BUSINESS PARTNER SUPERVISOR	HR	Exempt
					INSTRUMENT & CONTROL SUPERVISOR	WS - Sewer Gen Mgmt	Exempt
					ISLAND GROVE FACILITY DIVISION MANAGER	CPRD	Exempt
					FACILITIES MANAGER - PUBLIC WORKS	PW	Exempt
					MOBILITY MANAGER	PW - Transit Services	Exempt
					NATURAL AREAS & TRAILS DIVISION MANAGER	CPRD	Exempt
					PARKS & FORESTRY DIVISION MANAGER	CPRD	Exempt
					RECREATION DIVISION MANAGER	CPRD	Exempt
					RISK & SAFETY MANAGER	HR	Exempt
					SPECIAL PROJECTS MANAGER	Finance	Exempt
					UTILITY FINANCE MANAGER	PW	Exempt
					WATER CONSERVATION MANAGER	Ws - Treatment & Supply	Exempt
					WATER RESOURCE OPERATIONS MANAGER	Ws - Treatment & Supply	Exempt
					WATER RESOURCE PLANNING MANAGER	Ws - Treatment & Supply	Exempt
MGMT19							
110,000	121,000	132,000	143,000	154,000	APPLICATION SERVICES MANAGER	IT	Exempt
\$ 52.88	\$ 58.17	\$ 63.46	\$ 68.75	\$ 74.04	ACCOUNTING DIVISION MANAGER	Finance	Exempt
					BUSINESS SYSTEMS MANAGER	IT	Exempt
					DEVELOPMENT REVIEW MANAGER / TITLE & BRAND	Community Dev	Exempt
					FISCAL MANAGER - CAPITAL PLANNING & DEBT	Finance	Exempt
					INFRASTRUCTURE MANAGER	IT	Exempt
					INFRASTRUCTURE SERVICES SUPERINTENDENT	PW - Street Maintenance	Exempt
					PLANNING MANAGER	Community Dev	Exempt
					POLICE SERGEANT	GPD - Patrol	Non-Exempt
					REAL ESTATE MANAGER	CMO	Exempt

					STORMWATER MANAGER	PW - Storm Water	Exempt
					WASTEWATER TREATMENT SUPERINTENDENT	WS - Sewer Gen Mgmt	Exempt
					WATER TREATMENT MANAGER	WS - Sewer Gen Mgmt	Exempt
					WATER TREATMENT PLANT SUPERINTENDENT	WS - Sewer Gen Mgmt	Exempt
MGMT20							
123,100	135,450	147,800	160,100	172,400	DIVISION TREASURER	Finance	Exempt
\$ 59.18	\$ 65.12	\$ 71.06	\$ 76.97	\$ 82.88	POLICE COMMANDER	CPD	Exempt
MGMT21							
133,100	146,400	159,700	173,000	186,300	BUDGET AND POLICY DIRECTOR	finance	Exempt
\$ 63.99	\$ 70.38	\$ 76.78	\$ 83.17	\$ 89.57	SUPERVISING SENIOR CITY ATTORNEY	CAO	Exempt
MGMT22							
143,200	157,500	171,800	186,100	200,400	SUPERVISING SENIOR ENVIRONMENTAL & WATER ATTORNEY	CAO	Exempt
\$ 68.85	\$ 75.72	\$ 82.60	\$ 89.47	\$ 96.35			
SENIOR MANAGEMENT							
Min	Q2	Mid	Q4	Max	Title	Department	FLSA
SRMGT17							
108,800	119,700	130,600	141,500	152,400	ASSISTANT FIRE CHIEF	Fire Dept	Exempt
\$ 52.31	\$ 57.55	\$ 62.79	\$ 68.03	\$ 73.27			
SRMGT18							
119,700	131,700	143,700	155,650	167,600	DEPUTY CHIEF ENGINEER	PW - Engineering	Exempt
\$ 57.55	\$ 63.32	\$ 69.09	\$ 74.83	\$ 80.58	DEPUTY DIRECTOR CPRD	CPRD	Exempt
					DEPUTY DIRECTOR OF HUMAN RESOURCES	HR	Exempt
					INTERGOVERNMENTAL RELATIONS OFFICER	CMO	Exempt
SRMGT19							
131,700	144,900	158,100	171,250	184,400	ASSISTANT TO THE CITY MANAGER	CMO	Exempt
\$ 63.32	\$ 69.66	\$ 76.01	\$ 82.33	\$ 88.65	CHIEF ENGINEER - WATER & SEWER	WS - Sewer Gen Mgmt	Exempt
					CITY CLERK	CCO	Exempt
					DEPUTY CHIEF - FIRE	GFD	Exempt
					DEPUTY CHIEF INFORMATION OFFICER	IT	Exempt
					DEPUTY DIRECTOR COMMUNITY DEVELOPMENT	CMO	Exempt
					DEPUTY DIRECTOR FINANCE	Finance	Exempt
					DEPUTY DIRECTOR UTILITY FINANCE AND CUSTOMER SERVICE	WS	Exempt
					DEPUTY DIRECTOR WATER & WASTEWATER OPERATIONS	WS - Sewer Gen Mgmt	Exempt
					DEPUTY DIRECTOR WATER RESOURCES	WS - Sewer Gen Mgmt	Exempt
					DEPUTY DIRECTOR PUBLIC WORKS	PW - Admin	Exempt
					DIVISION CHIEF	Fire Dept	Exempt
					PERFORMANCE & ANALYTICS DIRECTOR	CMO	Exempt
SRMGT20							
147,500	162,300	177,100	191,800	206,500	BUDGET DIRECTOR	CMO	Exempt
\$ 70.91	\$ 78.03	\$ 85.14	\$ 92.21	\$ 99.28	DEPUTY POLICE CHIEF	CPD - Support Svcs	Exempt
					DIRECTOR OF COMMUNICATION AND ENGAGEMENT	CMO	Exempt
					DIRECTOR OF CULTURE PARKS AND RECREATION	CMO	Exempt
					HOUSING DIRECTOR	Housing & Homeless Solutions	Exempt
					DIRECTOR OF HUMAN RESOURCES	CMO	Exempt
					DIRECTOR OF PUBLIC WORKS	CMO	Exempt
					DIRECTOR OF WATER & SEWER	CMO	Exempt
					FIRE CHIEF	CMO	Exempt
SRMGT21							
161,900	180,150	198,400	216,600	234,800	ASSISTANT CITY MANAGER	CMO	Exempt
\$ 77.84	\$ 86.61	\$ 95.38	\$ 104.13	\$ 112.88	DIRECTOR OF COMMUNITY DEVELOPMENT	CMO	Exempt
					DIRECTOR OF ECONOMIC DEVELOPMENT AND URBAN REVITALIZATION	CMO	Exempt
					DEPUTY CITY ATTORNEY	CAO	Exempt
					DIRECTOR OF FINANCE	CMO	Exempt
					POLICE CHIEF	CMO	Exempt
					CHIEF RESILIENCY OFFICER	CMO	Exempt
SRMGT22							
181,300	201,750	222,200	242,550	262,900	CHIEF HUMAN CAPITAL OFFICER	CMO	Exempt
\$ 87.16	\$ 97.00	\$ 106.83	\$ 116.61	\$ 126.39	CHIEF OF STAFF	CMO	Exempt
					CHIEF PROCESS OFFICER	CMO	Exempt
					CHIEF PROJECT OFFICER	CMO	Exempt
SRMGT23							
203,100	226,000	248,900	271,700	294,500	CHIEF FINANCIAL OFFICER	CMO	Exempt
\$ 97.64	\$ 108.65	\$ 119.66	\$ 130.63	\$ 141.59	CHIEF INFORMATION OFFICER	CMO	Exempt
					DEPUTY CITY MANAGER	CMO	Exempt
SRMGT24							
227,500	253,150	278,800	304,350	329,900			
\$ 109.38	\$ 121.71	\$ 134.04	\$ 146.32	\$ 158.61			



Council Agenda Summary

Title:

Pulled Consent Agenda Items

Summary:

Pulled Consent Agenda items will be considered in the order they appeared on the consent agenda.



Council Agenda Summary

October 3, 2023

Key Staff Contact: Brian McBroom, Community Development Director

Title:

Public hearing and second reading of an ordinance changing the official zoning map of the City of Greeley, Colorado, from HA - Holding Agriculture to PUD (Planned Unit Development) changing the underlying land use designations for approximately 8.51 acres of property located on the parcel North of W. 19th Street Road, East of 82nd Avenue (Mountain Vista PUD)

Summary:

Public hearing and second reading of an ordinance to rezone from H-A (Holding Agriculture) to PUD (Planned Unit Development) to allow for multifamily development consisting of 14 buildings, six of which are 6-unit buildings and 8 of which are 8-unit buildings, for a total of 100 dwelling units. Letters regarding the public hearing for the proposed PUD were mailed on August 25, 2023, to property owners within 1000 feet of the site, as well as all property owners in the neighborhood directly south and east of the proposal. A Notice sign was posted on the site on August 24, 2023. Public notice was also published on the City of Greeley website on August 28, 2023. A neighborhood meeting was held on June 13, 2023, which approximately 50 residents attended.

Planning Commission considered this item on September 12. A motion to recommend approval failed (1-4). A motion to recommend denial passed (5-0).

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
Is there grant funding for this item?	NA

Legal Issues:

Consideration of this matter is a quasi-judicial process which includes the following public hearing steps:

- 1) City staff presentation
- 2) Council questions of staff
- 3) Applicant presentation
- 4) Council questions of applicant
- 5) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 6) Rebuttal, if requested
- 7) Council discussion
- 8) Council decision

Other issues and Considerations:

Strategic Focus Area:



Community Vitality



Housing For All



Quality of Life

Decision Options:

- 1) Adopt the ordinance as presented; or
- 2) Amend the ordinance and adopt as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to adopt the ordinance and publish with reference to title only.

Attachments:

1. Ord 45, 2023 with Exhibit A
2. Planning Commission Summary
3. Vicinity Map
4. Mountain Vista Multifamily PUD
5. Mountain Vista Multifamily Memo
6. Mountain Vista Neighborhood Meeting
7. Neighbor Comments
8. Mountain Vista PUD New Neighbor Comments
9. Mountain Vista Subdivision Neighborhood Letter
10. Staff Presentation
11. Applicant Presentation
12. Neighbor Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 45, 2023
CASE NO. PUD2023-0001

AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF GREELEY, COLORADO, FROM HA – HOLDING AGRICULTURE TO PUD (PLANNED UNIT DEVELOPMENT) CHANGING THE UNDERLYING LAND USE DESIGNATIONS FOR APPROXIMATELY 8.51 ACRES OF PROPERTY LOCATED ON THE PARCEL NORTH OF W. 19TH STREET ROAD, EAST OF 82ND AVENUE

BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY, COLORADO:

Section 1. The following described property located in the City of Greeley is hereby changed from HA – HOLDING AGRICULTURE TO PUD (PLANNED UNIT DEVELOPMENT) in the City of Greeley, County of Weld, State of Colorado:

Legal Description

See EXHIBIT A, attached hereto and incorporated herein.

Section 2. The boundaries of the pertinent zoning districts as shown on the official zoning map are hereby changed so as to accomplish the above-described zoning changes, and the Mayor and City Clerk are hereby authorized and directed to sign and attest an entry which shall be made on the official zoning map to reflect this change.

Section 3. This ordinance shall become effective five (5) days after its final publication as provided by the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED, THIS ____ DAY OF _____, 2023.

ATTEST:

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor

MOUNTAIN VISTA MULTIFAMILY REZONING DESCRIPTION

A parcel of land for rezoning purposes and being Tract 2 of Mountain Vista-Filing 3 recorded November 13, 2002 as Reception No. 3005092 of the Records of Weld County, and those portions of 82nd Avenue, 18th Street, and 19th Street adjoining to said Tract 2, all situate within the Southwest Quarter (SW1/4) of Section Eight (8), Township Five North (T.5N.), Range Sixty-six West (R.66W.), of the Sixth Principal Meridian (6th P.M.), City of Greeley, County of Weld, State of Colorado, more particularly described as follows:

COMMENCING at the Westerly most Northwest corner of Tract 2, Mountain Vista-Filing 3 and assuming the Westerly line of said Tract 2 as bearing South 00° 33' 57" East a distance of 647.52 feet with all other bearings contained herein relative thereto:

The following Five (5) courses are along the Westerly and Southerly lines of said Tract 2, Mountain Vista-Filing 3:

THENCE South 00° 33' 57" East a distance of 647.52 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northeast a distance of 15.71 feet, said curve has a radius of 10.00 feet, a delta of 90° 00' 00" and is subtended by a chord bearing South 45° 33' 57" East a distance of 14.14 feet to a Point of Tangency;

THENCE North 89° 26' 03" East a distance of 32.88 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northwest a distance of 290.39 feet, said curve has a radius of 970.00 feet, a delta of 17° 09' 09" and is subtended by a chord bearing North 80° 51' 29" East a distance of 289.30 feet to a Point of Tangency;

THENCE North 72° 16' 54" East a distance of 155.47 feet to the Southerly most Southeast corner of Tract 2, Mountain Vista-Filing 3 monumented by a #5 rebar with an illegible 1.5" diameter cap and to the **POINT OF BEGINNING.**

THENCE South 17° 43' 06" East a distance of 30.00 feet to the centerline of 19th Street as depicted on the plat for said Mountain Vista-Filing 3:

The following Three (3) courses are along the centerline of said 19th Street:

THENCE South 72° 16' 54" West a distance of 155.47 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northwest a distance of 299.37 feet, said curve has a radius of 1000.00 feet, a delta of 17° 09' 09" and is subtended by a chord bearing South 80° 51' 29" West a distance of 298.25 feet to a Point of Tangency;

THENCE South 89° 26' 03" West a distance of 72.88 feet to the centerline of 82nd Avenue as depicted on the plat of said Mountain Vista-Filing 3;

THENCE North 00° 33' 57" West along the centerline of said 82nd Avenue a distance of 762.59 feet to the centerline of 18th Street as depicted on the plat of Mountain Vista-Filing 3;

THENCE North 89° 29' 58" East along the centerline of said 18th Street a distance of 100.00 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northwest a distance of 104.92 feet, said curve has a radius of 745.00 feet, a delta of 8° 04' 10" and is subtended by a chord bearing North 85° 27' 53" East a distance of 104.84 feet to the end point of the curve and to the intersection of the centerline of 18th Street and the Northwesterly prolongation of the Northeasterly line of Tract 2, Mountain Vista-Filing 3;

THENCE South 56° 06' 06" East along the Northeasterly line of said Tract 2 a distance of 461.18 feet to the Northwest corner of Lot 4, Block 2 as depicted on the plat for Mountain Vista-Filing 3;

The following Four (4) courses are along the Easterly and Southerly lines of said Tract 2, Mountain Vista-Filing 3:

THENCE South 10° 41' 50" East a distance of 72.17 feet;

THENCE South 17° 43' 06" East a distance of 160.00 feet;
THENCE South 72° 16' 54" West a distance of 180.00 feet;
THENCE South 17° 43' 06" East a distance of 118.00 feet to the Southerly most Southeast corner of Tract
2, Mountain Vista-Filing 3 and to the **POINT OF BEGINNING**.

TOTAL REZONED AREA for the Mountain Vista Multifamily PUD is 370,623 sq. ft. or 8.51 acres,
more or less ($\pm$).

SURVEYOR'S STATEMENT

I, Aaron M. Lund, a Colorado Registered Professional Land Surveyor do hereby state that this Property
Description was prepared under my personal supervision and checking, and that it is true and correct to
the best of my knowledge and belief.

Aaron M. Lund - on behalf of Northern Engineering
Colorado Registered Professional Land Surveyor #38670

NORTHERN ENGINEERING

820 8th Street
Greeley, Colorado 80631
(970) 488-1115

PLANNING COMMISSION SUMMARY

ITEMS: A PUD (Planned Unit Development) for multifamily development in the Mountain Vista Subdivision

FILE NUMBER: PUD2022-0008

PROJECT: Mountain Vista Multifamily PUD

LOCATION: North of W. 19th Street Road, east of 82nd Avenue.

APPLICANT: Crow Creek Construction, LLC

CASE PLANNER: Doug May, Planner III

PLANNING COMMISSION HEARING DATE: September 12, 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 from Crow Creek Construction, LLC, for a PUD on approximately 7.43 acres of property located North of W. 19th Street Road, east of 82nd Avenue (*see Attachment A – Vicinity Map*).

A. REQUEST

The applicant is requesting approval of a PUD Plan for a multifamily development, known as the Mountain Vista Multifamily PUD (*Attachment B – Applicant Narrative*).

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning:

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

South: R-L (Residential Low Density)

East: R-L (Residential Low Density)

West: C-L (Commercial Low Intensity)

Surrounding Land Uses:

North: Vacant land, stormwater detention
South: Single-family residential
East: Single-family residential
West: Commercial – professional offices

Site Characteristics:

The subject site is approximately 7.43 acres in size. The property has not been previously developed, aside from a plugged and abandoned oil and gas well. The site is currently vacant and slopes gently downward to the north.

D. BACKGROUND

The subject site was originally part of the North Poudre Fourth Annexation, which was approved and zoned as H-A (Holding Agriculture) in 1982. The property is currently zoned as H-A, which according to the Greeley Development Code is intended for properties which have been annexed into the City and is used as a “pre-development” district to either preserve open and rural lands and agriculture uses, or hold areas until more coordinated planning for infrastructure, land uses, and design can occur.

The applicant is requesting a rezone from H-A (Holding Agriculture) to PUD (Planned Unit Development) to allow for multifamily development consisting of 14 buildings, six of which are 6-unit buildings and 8 of which are 8-unit buildings, for a total of 100 dwelling units. The PUD consists of three planning areas. Planning Area 1 contains the east portion of the property, closest to the single-family neighborhood to the east and south, and contains all of the six unit buildings. The total area of Planning Area 1 is 3.61 acres and has a density of 9.97 dwelling units per acre. Planning Area 2 contains the western portion of the property. This Planning Area contains has all of the 8-unit buildings and one six-unit building and has a total area of 3.82 acres with a density of 16.75 units per acre. Planning Area 3 consists of 1.079 acres of the 18th Street Road right-of-way. The proposal also contains three neighborhood features (plaza, courtyard, or community garden). Two of the neighborhood features are proposed to be 3,200 square feet in size and one is proposed to be 5,000 square feet, for a total of 11,400 square feet (0.26 acres) of neighborhood features/usable open space. The Greeley Development Code requires at least 30% of the parcel be open space. The proposed PUD contains 46.7% open space. Each of the multifamily buildings are proposed to be two-stories tall. The 6-unit buildings are two-story on one end and one-story on the other. The multifamily buildings closest to the single-family neighborhood to the east and south are all 6-unit buildings. The applicant is proposing 50-foot setbacks from these buildings to the adjacent single-family neighborhood property lines, which contains a 35-foot-wide drainage easement along the east property line and enhanced landscaping and berms adjacent to the single-family neighborhood. The PUD proposal also contains a small maintenance building in the north end of the property. (*see Attachment C – PUD Plan*).

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 Suburban Neighborhood on the Land Use Guidance Map in the Imagine Greeley Comprehensive Plan. The Plan specifies “while types of housing found in suburban neighborhoods is largely limited to single-family detached homes, there are opportunities to create a wider range of housing options”. Additionally, the following comprehensive plan goals support the subject application:

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.

Object 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 their own property.

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 use provides opportunities for multifamily housing.

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. There are several commercial developments approved or under review as well as a detached multifamily project approximately ½ mile north including a drive-through coffee shop and gas station. Currently under review is a mixed-use development containing single-family, mixed-use multifamily, and townhomes, approximately ½ mile to the east.

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 H-A zoning was likely established in 1982 when the property was annexed and has remained undeveloped to this day. It is common for newly annexed properties to be zoned H-A until development is proposed. Over time, much of the surrounding area has been rezoned as development has occurred.

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 allows for multifamily residential uses. The PUD allows for a cap on density as well as enhanced buffering from the single-family residential uses to the east and south, as compared to a straight re-zone to a zone district that allows multifamily residential uses.

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 proposed Planned Unit Development would accommodate the community's need for housing. The Housing Needs Assessment prepared for the City of Greeley indicates that there is demand for 19,400 housing units over the next 20 years.

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: Anticipated impacts on surrounding properties, especially the single-family neighborhood to the east and south have been considered by the applicant by locating only the six-unit buildings adjacent to the single-family neighborhood and by increasing the setback from the required 25 feet to 50 feet as well as proposing additional landscaping and berming between the proposed development and the adjacent neighborhood.

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.**

Staff Comment: The use of a PUD for this proposal is appropriate and helps to achieve the Comprehensive Plan's goals with more specificity than the general zoning district would allow. If the applicant were to propose a rezone from H-A to R-H (Residential High Density), then there could be no conditions put on the development to make it more compatible with the neighborhood, such as limiting density under what is allowed in the R-H district or enhancing setbacks and landscaping between adjoining land uses. The PUD plans for development in a more intentional manner.

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.**

Staff Comment: The proposed development standards generally follow Development Code standards for R-H (Residential High Density). However, for this proposal there are limitations to density of dwelling units, building types and height, increased buffering to adjacent single-family uses, and allowed uses.

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.

Staff Comment: The request is 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.

Staff Comment: 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 subject site was originally part of the North Poudre Fourth Annexation, which was approved and zoned as H-A (Holding Agriculture) in 1982. Currently, this property is Tract 2 from the Mountain Vista Filing 3 subdivision, which was recorded in November of 2002. If the proposed PUD is approved, the applicant will need to be approved for a Minor Subdivision to turn Tract 2 into a buildable lot prior to Site Plan approval.

2. HAZARDS

A plugged and abandoned oil and gas facility impacts the subject site and a 50-foot setback from the abandoned well has been designated on the PUD plan to protect the surrounding development. Staff is unaware of any other hazards on the property.

3. WILDLIFE

The subject site is not located within an area of ecological significance.

4. FLOODPLAIN

The property is not located within any flood zones.

5. DRAINAGE AND EROSION

The property would be graded to drain in a similar manner to the existing conditions, with water generally flowing from southwest to northeast. Drainage and erosion would be further reviewed during the Site Plan Review phase of the project.

6. TRANSPORTATION

The subject site has frontage along 82nd Avenue to the west and 19th Street Road to the south. Additionally, 18th Street currently stubs at the northwest corner of the property and is proposed to be extended to the east. The site is proposed to have three points of access: one from 18th Street to the north, one from 82nd Avenue to the east and, and one from 19th Street Road to the south. Currently, the nearest Greeley-Evans Transit (GET) route is Route 1, which runs along 20th Street and 71st Avenue.

A traffic study (*see Attachment D - Traffic Study*) evaluating the short-term and long-term traffic impacts of the proposed project was submitted as part of the PUD application. Based on this analysis, the proposed multifamily development is expected to generate 716 trips a day at full buildout. It is anticipated that most of the site traffic would utilize 18th Street to 83rd Avenue for trips to and from the site. The City's Traffic Engineer reviewed the traffic study and did not have any concerns.

G. SERVICES

1. WATER

The City of Greeley provides water services to the area and is adequate to serve the site.

2. SANITATION

The City of Greeley provides sanitary services to the area and is adequate to serve the site.

3. EMERGENCY SERVICES

The property is served by the City of Greeley's Police and Fire Departments. Fire Station #7 is located along 10th Street, approximately 2.5 miles from the subject site, by road.

4. PARKS AND OPEN SPACES

No public parks or regional open space areas are proposed as part of this request. Cash-in-lieu for parkland dedication does apply to this project. The applicant will also be required to pay Park & Trail Development Fees.

5. SCHOOLS

No schools are proposed or located on the subject site. However, cash-in-lieu for schools will be required for the project during the Minor Subdivision phase. The Weld RE-4 School District is requesting \$1,304 per unit for multi-family developments.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

The applicant has proposed enhanced landscaping and berms adjacent to the single-family neighborhood to the east and south, as well as 50-foot setbacks instead of the required 25-foot

setbacks. The applicant has also proposed to locate only the six-unit buildings adjacent to the single-family neighborhood, which are the smaller of the two proposed building types.

2. NOISE

Any potential noise created by future development would be regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Letters regarding the public hearing for the proposed PUD were mailed on August 25, 2023, to property owners within 1000 feet of the site, as well as all property owners in the neighborhood directly south and east of the proposal. A Notice sign was posted on the site on August 24, 2023. Public notice was also published on the City of Greeley website on August 28, 2023. A neighborhood meeting was held on June 13, 2023, which approximately 50 residents attended (*Attachment E – Neighborhood Meeting Summary*). Concerns raised at the meeting include adequate parking on-site, the effect the development will have on nearby property values, safety of development near plugged and abandoned oil and gas well, maintenance of the property, traffic on local streets, transient nature of apartment-dwellers. In addition to the neighborhood meeting staff has received a petition opposing the development with 299 signatures as of August 30, 2023. Staff has received letters from two property owners that raise concerns about potential spot-zoning, concerns with the proposal meeting the Imagine Greeley Comprehensive Plan, as well as similar concerns listed above.

J. MINERAL ESTATE OWNER NOTIFICATION

The applicant mailed the required notice regarding the initial public hearing for the proposed PUD to all mineral rights owners on August 9, 2023. Staff received no corresponding inquiries to date, August 30, 2023.

K. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommended (Approval)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed 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 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 – Applicant Narrative

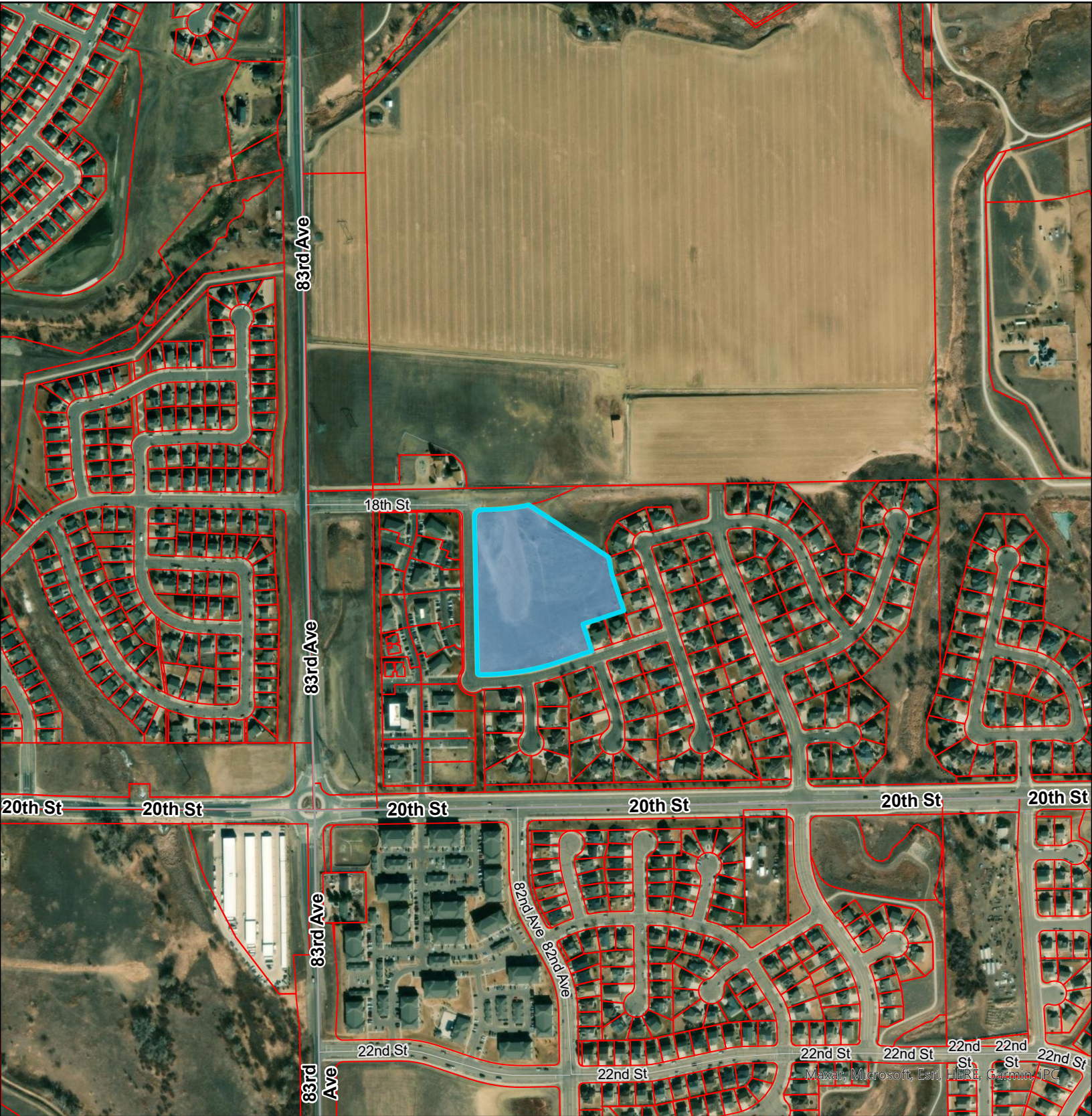
Attachment C – PUD Plan

Attachment D – Traffic Study

Attachment E – Neighborhood Meeting Summary

Attachment F – Neighbor Comments

Attachment G – Applicant Response to petition
Attachment H – Staff Presentation



Legend

-  Subject Site
-  Greeley Parcels



MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT
BEING A PLANNED UNIT DEVELOPMENT OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
8.51 ACRES (±)
PROJECT NUMBER: PUD2022-0008

OWNER DEDICATION STATEMENT

I, DS Investments, LLC, being the sole owner(s) in fee of...

A parcel of land for rezoning purposes and being Tract 2 of Mountain Vista-Filing 3 recorded November 13, 2002 as Reception No. 3005092 of the Records of Weld County, and those portions of 82nd Avenue, 18th Street, and 19th Street adjoining to said Tract 2, all situate within the Southwest Quarter (SW1/4) of Section Eight (8), Township Five North (T.5N.), Range Sixty-six West (R.66W.), of the Sixth Principal Meridian (6th P.M.), City of Greeley, County of Weld, State of Colorado, more particularly described as follows:

COMMENCING at the Westerly most Northwest corner of Tract 2, Mountain Vista-Filing 3 and assuming the Westerly line of said Tract 2 as bearing South 00° 33' 57" East a distance of 647.52 feet with all other bearings contained herein relative thereto:

The following Five (5) courses are along the Westerly and Southerly lines of said Tract 2, Mountain Vista-Filing 3:

THENCE South 00° 33' 57" East a distance of 647.52 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northeast a distance of 15.71 feet, said curve has a radius of 10.00 feet, a delta of 90° 00' 00" and is subtended by a chord bearing South 45° 33' 57" East a distance of 14.14 feet to a Point of Tangency;

THENCE North 89° 26' 03" East a distance of 32.88 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northwest a distance of 290.39 feet, said curve has a radius of 970.00 feet, a delta of 17° 09' 09" and is subtended by a chord bearing North 80° 51' 29" East a distance of 289.30 feet to a Point of Tangency;

THENCE North 72° 16' 54" East a distance of 155.47 feet to the Southerly most Southeast corner of Tract 2, Mountain Vista-Filing 3 monumented by a #5 rebar with an illegible 1.5" diameter cap and to the POINT OF BEGINNING.

THENCE South 17° 43' 06" East a distance of 30.00 feet to the centerline of 19th Street as depicted on the plat for said Mountain Vista-Filing 3:

The following Three (3) courses are along the centerline of said 19th Street:

THENCE South 72° 16' 54" West a distance of 155.47 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northwest a distance of 299.37 feet, said curve has a radius of 1000.00 feet, a delta of 17° 09' 09" and is subtended by a chord bearing South 80° 51' 29" West a distance of 298.25 feet to a Point of Tangency;

THENCE South 89° 26' 03" West a distance of 72.88 feet to the centerline of 82nd Avenue as depicted on the plat of said Mountain Vista-Filing 3;

THENCE North 00° 33' 57" West along the centerline of said 82nd Avenue a distance of 762.59 feet to the centerline of 18th Street as depicted on the plat of Mountain Vista-Filing 3;

THENCE North 89° 29' 58" East along the centerline of said 18th Street a distance of 100.00 feet to a Point of Curvature;

THENCE along the arc of a curve concave to the Northwest a distance of 104.92 feet, said curve has a radius of 745.00 feet, a delta of

8° 04' 10" and is subtended by a chord bearing North 85° 27' 53" East a distance of 104.84 feet to the end point of the curve and to the intersection of the centerline of 18th Street and the Northwesterly prolongation of the Northeasterly line of Tract 2, Mountain Vista-Filing 3;

THENCE South 56° 06' 06" East along the Northeasterly line of said Tract 2 a distance of 461.18 feet to the Northwest corner of Lot 4, Block 2 as depicted on the plat for Mountain Vista-Filing 3;

The following Four (4) courses are along the Easterly and Southerly lines of said Tract 2, Mountain Vista-Filing 3:

THENCE South 10° 41' 50" East a distance of 72.17 feet;

THENCE South 17° 43' 06" East a distance of 160.00 feet;

THENCE South 72° 16' 54" West a distance of 180.00 feet;

THENCE South 17° 43' 06" East a distance of 118.00 feet to the Southerly most Southeast corner of Tract 2, Mountain Vista-Filing 3 and to the POINT OF BEGINNING.

TOTAL REZONED AREA for Mountain Vista Multifamily Planned Unit Development is 370,623 sq. ft. or 8.51 acres, more or less (±).

...shown on the attached map as embraced within the heavy exterior lines thereon, has (have) subdivided the same into lots and blocks (or building envelopes) as shown on the attached map; and does (do) hereby set aside said portion of tract of land and designate the same MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT; and does (do) dedicate to the public, the streets and all easements over and across said lots (or building envelopes) at locations shown on said map; and does (do) further certify that the width of said streets, the dimensions of the lots and blocks (or building envelopes) and the names and numbers thereof are correctly designated upon said map.

Larry S. Buckendorf, Authorized Agent for DS Investments, LLC

7/21/23
Date

NOTARIAL CERTIFICATE

Witness my hand and seal this 21 day of July, 2023.

STATE OF COLORADO)
CITY OF GREELEY)
COUNTY OF WELD)

The foregoing instrument was acknowledged before me by Larry S. Buckendorf this 21 day of July, 2023.

My commission expires: 1-21-23

Notary Public

(SEAL)

LAIRA ZIEGLER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19964000495
MY COMMISSION EXPIRES 8/12/2024

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.

DS Investments, LLC

Larry S. Buckendorf, Authorized Agent for DS Investments, LLC

7/21/23
Date

ATTEST:

Secretary/Treasurer

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

Director of Community Development

Date

PLANNED UNIT DEVELOPMENT STANDARD NOTES:

- Approval of site construction plans by the City of Greeley shall be required (as applicable) prior to issuance of building permits.
- Signage shown on this plan is for illustrative purposes only. A separate sign permit shall be submitted to the city for review and approval.
- All existing and proposed utilities shall be installed underground.
- 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).
- All elevations shown on these plans are tied to NAVD 88 datum.

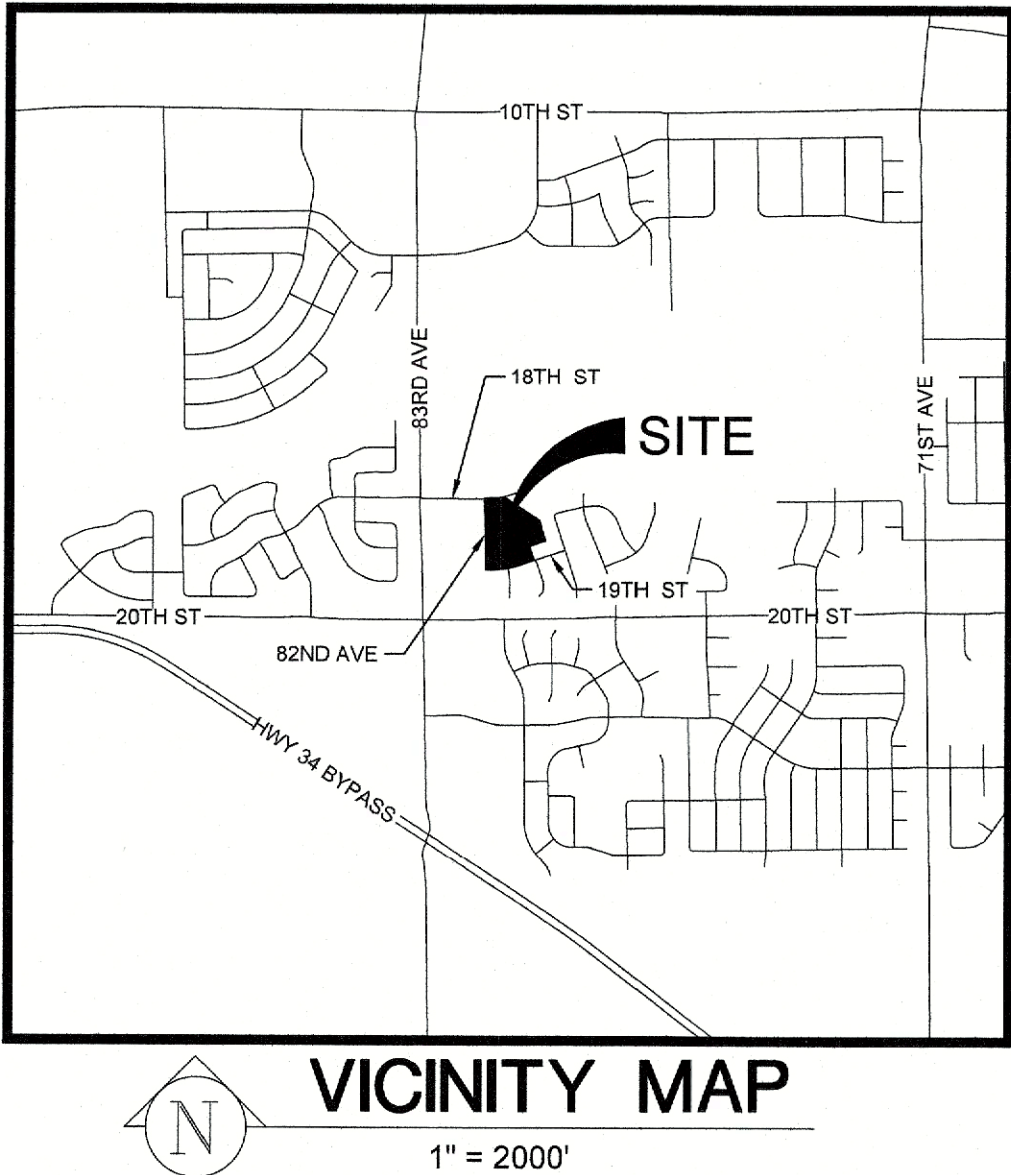
SURVEYOR NOTES:

- The word "State", "certify" or "certification" as shown and used hereon is an expression of professional opinion regarding the facts of the survey, and does not constitute a warranty or guaranty, expressed or implied. DORA Bylaws and Rules (4 CCR 730-1).
- Northern Engineering or the Professional Land Surveyor listed hereon, does not have the expertise to address mineral rights, and recommends the owner retain an expert to address these matters. Northern Engineering or the Professional Land Surveyor listed hereon assumes no responsibility for the mineral rights upon the subject property.
- For easements created by separate document and shown hereon refer to record document for specific terms.
- For all information regarding easements, right-of-way or title of record, Northern Engineering relied upon Order Number 459-H0674326-820-GRO, Amendment 2, dated July 11, 2023, prepared by Heritage Title Company.
- Not all documents listed in the title commitment are plottable or definable by their terms. All easements that are definable by their descriptions are shown hereon with sufficient data to establish their position. Owner, Client and others should refer to the title commitment and those documents listed therein for a true understanding of all rights of way, easements, encumbrances, interests and title of record concerning the subject property.
- The Surveyor has not physically located the underground utilities shown hereon. The underground utilities have been located from observed evidence and utility markings at the time of survey and the surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that that the underground utilities shown are in the location indicated, although he does state that they are located or scaled as accurately as possible from the information available. Additional Utility Lines may exist. The exact location of any underground utilities shown and the location of any additional utilities should be determined by contacting "one Call" for a utility locate. All Underground Utilities should be verified prior to any design and/or construction.
- The Professional opinion of the Surveyor is not a determination of law, nor a matter of fact.
- Adjacent property owner information per the Weld County Property Portal.
- Zoning information per the City of Greeley ORIGIN Property Facts Map Portal.

10) Zoning Parcel descriptions are for reference purposes only. It is not the intent of the surveyor to create legal lots or subdivision as defined by the City of Fort Collins, the County of Larimer or State of Colorado. Zoning Parcel descriptions are not to be used in the transfer of real property or to replace deeded property descriptions.

11) This Zoning Map is not a statutory monumented Land Survey as defined by the State of Colorado. Monuments shown hereon are for depicted reference purposes only.

12) The location of that 30.0' Right of Way Easement to Snyder Oil Corporation as depicted hereon is approximate due to poor dedication geometry in Grant recorded on February 10, 1995 as Reception No. 2426230 of the Records of Weld County. Information was scaled via previous platting and aligned to known well locations.



SURVEYING CERTIFICATE

I, Robert C. Tessely, a Colorado Registered Professional Land Surveyor do hereby certify that I prepared this plat from an actual and accurate survey of this land, including all known existing rights-of-way and easements, that the corner monuments shown thereon were properly placed under my supervision, in accordance with the regulations of the State of Colorado, under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.



Robert C. Tessely
Colorado Registered Professional Land Surveyor, No. 38470
For and on behalf of Northern Engineering Services, Inc.

INTENT STATEMENT

It is the intent of this Planned Unit Development Map to rezone the described area hereon and shown on the attached map as embraced within the heavy exterior lines thereon to City of Greeley zone "PUD."

DEVELOPER/APPLICANT

DS Investments, LLC
Larry S. Buckendorf, Authorized Agent
7251 W. 20th Street, L-200
Greeley, CO, 80634
(970)-352-7072

SITE ENGINEER

Northern Engineering Services, Inc.
Nick Haws, PE
301 North Howes Street, Suite 100
Fort Collins, Colorado 80521
(970) 221-4158

SURVEYOR

Northern Engineering Services, Inc.
Robert C. Tessely, PLS
301 North Howes Street, Suite 100
Fort Collins, Colorado 80521
(970) 221-4158

CALL UTILITY NOTIFICATION CENTER OF COLORADO



Know what's below.
Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

UTILITY NOTE:
THE LOCATION OF UNDERGROUND UTILITIES AS SHOWN ARE BASED ON OBSERVED EVIDENCE AND UTILITY MARKINGS AT TIME OF SURVEY. ADDITIONAL UTILITY LINES MAY EXIST. THE EXACT LOCATION OF ANY UNDERGROUND UTILITIES SHOWN AND THE LOCATION OF ANY ADDITIONAL UNDERGROUND UTILITIES SHOULD BE DETERMINED BY CONTACTING "ONE CALL" FOR A UTILITY LOCATE.

Revisions:		By:	Date:
1)	Address First Round Comments	AML	3/14/23
2)	Address Second Round Comments	SPP	5/15/23
3)	Address Third Round Comments	SPP	6/26/23

MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT

MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Sheet

1

Of 12 Sheets

NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown hereon.

SECTION:
8
TOWNSHIP:
5 N
RANGE:
66 W of the 6th PM

NORTHERN
ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4158 NORTHERNENGINEERING.COM

PROJECT:
1155-010
CLIENT:
JOURNEY HOMES
DRAWN BY:
S. PAQUIN
DATE:
07/20/2023
SCALE:
N/A
REVIEWED BY:
R. TESSELY

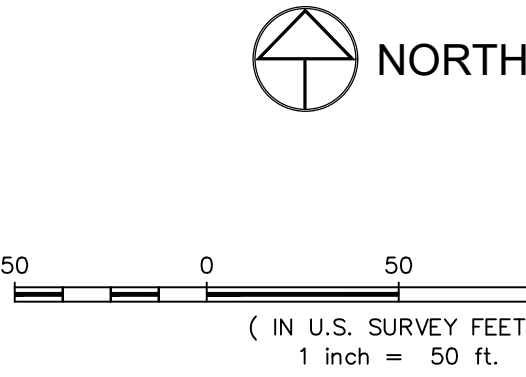
MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT

BEING A PLANNED UNIT DEVELOPMENT OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

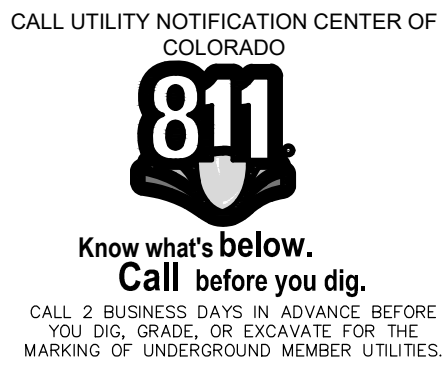
8.51 ACRES (±)

PROJECT NUMBER: PUD2022-0008



SYMBOL LEGEND	
	FLARED END SECTION
	FIRE HYDRANT
	FOUND PROPERTY MONUMENT
	WATER VALVE
	INLET GRATE
	LIGHT POLE
	MAILBOX
	SANITARY SEWER MAN HOLE
	STORM SEWER MAN HOLE
	GAS MARKER
	4' SQUARE POST
	HANDICAP RAMP
	DECIDUOUS SHRUB
	SIGN
	CONIFEROUS TREE
	DECIDUOUS TREE
	VERTICAL PIPE

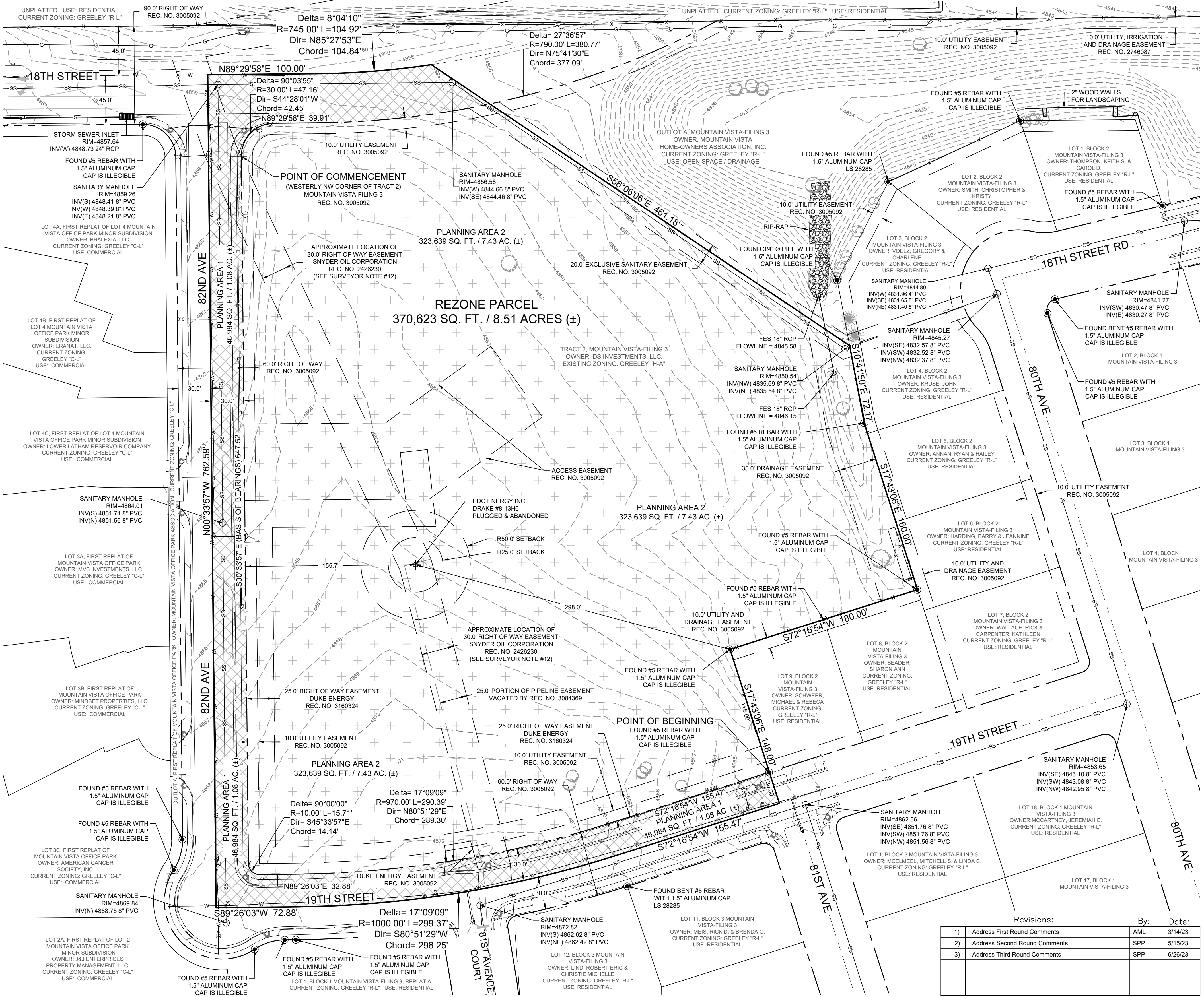
LINE LEGEND	
	BOUNDARY LINE
	RIGHT OF WAY LINE
	ROAD CENTERLINE
	PROPERTY LINE
	EASEMENT LINE
	VACATED EASEMENT LINE
	CURB AND GUTTER / PAN FLOWLINE
	FENCE
	BURIED ELECTRIC
	BURIED GAS
	WATER LINE
	SANITARY SEWER LINE
	STORM SEWER LINE
	EDGE OF ASPHALT
	ROAD STRIPING
	MAJOR CONTOUR
	MINOR CONTOUR



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Robert C. Tesseley
Colorado Registered Professional Land Surveyor No. 38470
For and on behalf of Northern Engineering Services, Inc.



Revisions:		By:	Date:
1)	Address First Round Comments	AML	3/14/23
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SECTION: 8
TOWNSHIP: 5 N
RANGE: 66 W of the 6th PM

NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

DATE: 07/20/2023
SCALE: 1" = 50'
REVIEWED BY: R. TESSELEY
PROJECT: 1152-010
CLIENT: JOURNEY HOMES
DRAWN BY: S. PAULIN

EXISTING CONDITIONS MAP
MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Sheet
2
Of 12 Sheets

MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT
BEING A PLANNED UNIT DEVELOPMENT OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

8.51 ACRES (±)
PROJECT NUMBER: PUD2022-0008

DEVELOPMENT STANDARDS				
DESCRIPTION	PROPOSED			
	PLANNING AREA (PA-1)			
Permitted Uses	Public Access (i.e. public streets, sidewalks, emergency access, etc.), Utilities, Drainage			
PLANNING AREA (PA-2)				
Permitted Uses	Multifamily Dwellings, Assembly - Limited, Open Space & Common Areas, Utilities, Drainage, Private Access & Parking, Emergency Access			
Uses Not Allowed	Mobile/Manufactured Home & parks, Established Residential (all types), Industrial Uses - except Child Care Home, Assembly - Large, Cemeteries, Schools - Adult, Transportation (ALL), Utilities - Co-generation of Power Plants			
Density	16 Dwelling Units/Acre			
Minimum Lot Area	1.079 acres			
Site Area	Square Feet	Acres	Percent	
Building Coverage	60,050	1.379	18.6%	
Drive, Parking, and Walks	102,660	2.357	31.7%	
Open Space	160,928	3.694	49.7%	
Maximum Lot Coverage	323,638	7.430	100.0%	
Parking	Per City of Greeley Municipal Code Article 24 Chapter 7			
Minimum Setbacks	Front	25 feet		
	Rear	25 feet		
	Side	20 feet		
	Corner	20 feet		
Accessory Structure Setbacks	Front	25 feet		
	Rear	25 feet		
	Side	20 feet		
	Corner	20 feet		
Encroachments	1. Primary entrance features may encroach beyond the required front building line, as specified in section 24-503.b.			
	2. Structural projections such as bay windows, balconies, canopies, chimneys, eaves, cornices, open fire escapes, egress wells, or other non-foundational overhangs or projections may extend up to four feet from the foundation and encroach into the setback, but no closer than three feet from any lot line. This exception shall be limited to no more than 20 percent of the total area of a building elevation.			
	3. Unenclosed decks or patios at or below the first floor elevation may extend into the rear or side setback but no closer than five feet to any lot line. Where a roof is provided, it shall only be single story and shall remain unenclosed with at least 65 percent open and unobstructed on three sides.			
	4. Ground-mounted mechanical equipment, meters, and utility boxes accessory to the building may be located in the side or rear setback provided that it extends no more than six feet from the principal building, no closer than three feet to the lot line, and is screened from public right-of-way by structures or landscape. These limitations do not apply to any utility structures otherwise authorized to be located in easements or rights-of-way, subject to the design standards of those specific authorizations.			
	5. Any other accessory use or structure within the setback, not specified in section 24-502.c, shall have a setback of at least one-third its height from the property line.			
Building Height	Principal Structure	40 feet		
	Accessory Structure	20 feet		
Sign Standards	Per City of Greeley Municipal Code Article 24 Chapter 9			

ZONING DESCRIPTION:

A parcel of land for rezoning purposes and being Tract 2 of Mountain Vista-Filing 3 recorded November 13, 2002 as Reception No. 3005092 of the Records of Weld County, and those portions of 82nd Avenue, 18th Street, and 19th Street adjoining said Tract 2, all situate within the Southwest Quarter (SW1/4) of Section Eight (8), Township Five North (T.5N.), Range Sixty-six West (R.66W.), of the Sixth Principal Meridian (6th P.M.), City of Greeley, County of Weld, State of Colorado, more particularly described as follows:

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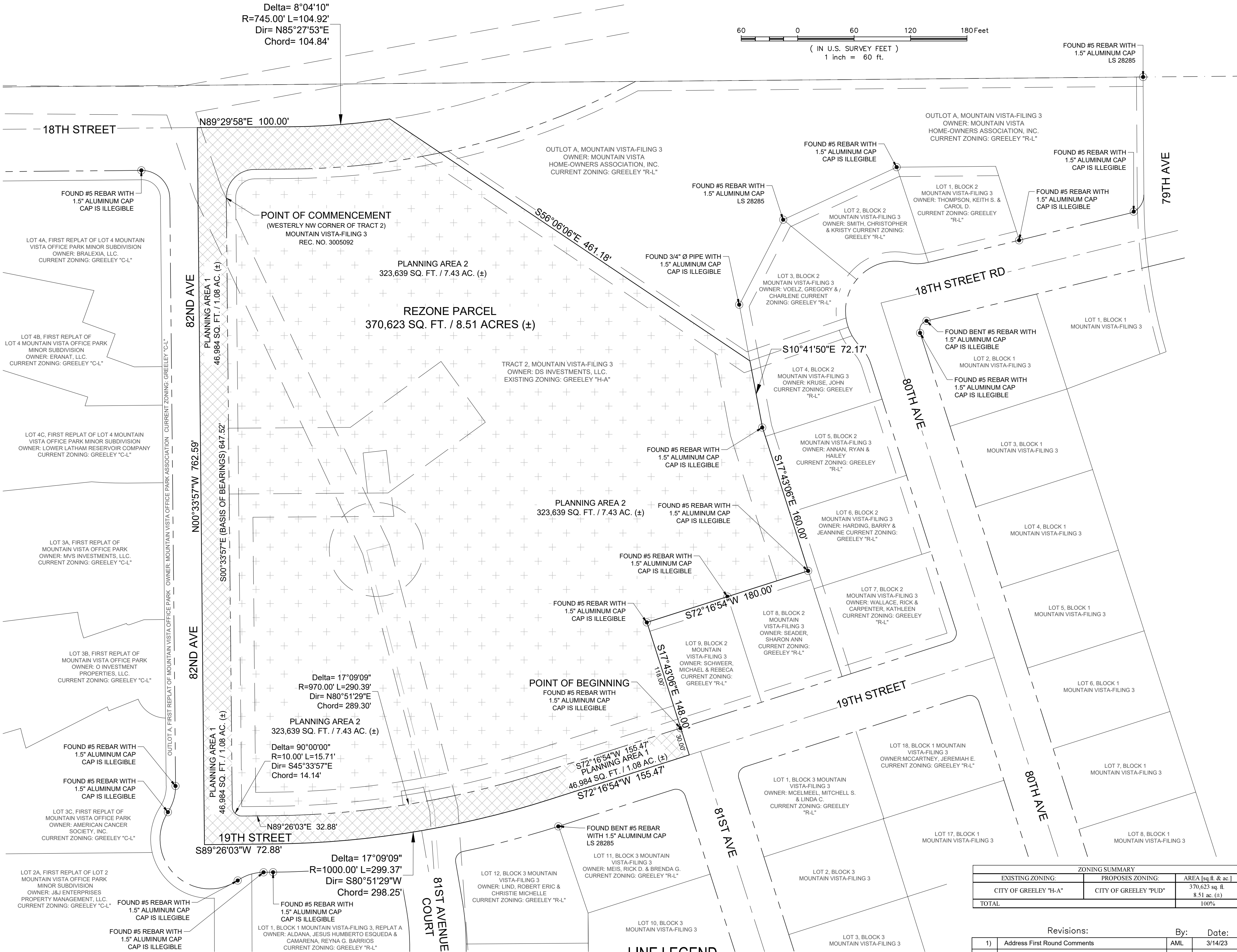
TOTAL REZONED AREA for the Mountain Vista Multifamily Planned Unit Development is 370,623 sq. ft. or 8.51 acres, more or less (±).

SURVEYING CERTIFICATE

I, Robert C. Tessel, a Colorado Registered Professional Land Surveyor do hereby state that this Rezone Description was prepared under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.



Robert C. Tessel
Registered Professional Land Surveyor LS 38670
For and on behalf of Northern Engineering Services, Inc.



SITE SUMMARY							
AREA	USE	ACRES	DWELLING UNITS (D.U.)	DENSITY (D.U./ACRE)	NO. OF BUILDINGS	AVE. AREA OF BLDG (SQ. FT.)	% OF ACREAGE
PA-1	RIGHT-OF-WAY	1.079	0	0.00	0	0	12.7%
PA-2	MULTIFAMILY	7.430	100	13.46	14	4234	87.3%
Total		8.508	100	11.75	14		100.0%

LINE LEGEND

- SECTION LINE
- RIGHT OF WAY LINE
- BOUNDARY LINE
- PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT LINE
- VACATED EASEMENT LINE

SYMBOL LEGEND

- FOUND PROPERTY MONUMENT

ZONING SUMMARY		
EXISTING ZONING	PROPOSES ZONING	AREA (sq. ft. & ac.)
CITY OF GREELEY "H-A"	CITY OF GREELEY "PUD"	370,623 sq. ft. 8.51 ac. (±)
TOTAL		100%

Revisions:		By:	Date:
1)	Address First Round Comments	AML	3/14/23
2)	Address Second Round Comments	SPP	5/15/23
3)	Address Third Round Comments	SPP	6/26/23

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66 W of the 6th PM

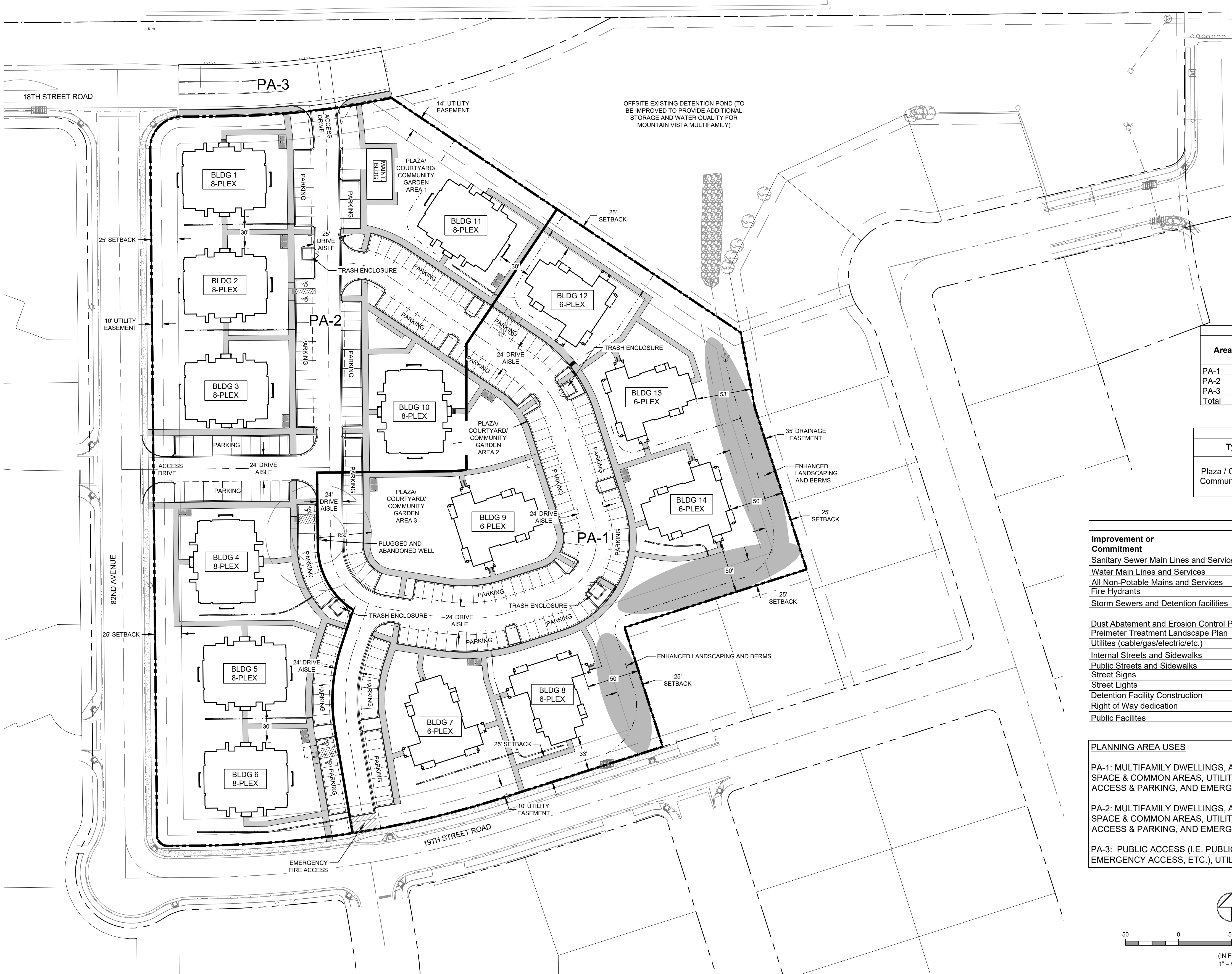
NORTHERN
ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221-4188 NORTHERNENGINEERING.COM

DATE:
07/20/2023
SCALE:
1" = 60'
REVIEWED BY:
R. TESSELY
PROJECT:
1159-010
CLIENT:
S. PALUIN

MOUNTAIN VISTA MULTIFAMILY REZONE

BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF
GREELEY, COUNTY OF WELD, STATE OF COLORADO

8.51 ACRES (±)
PROJECT NUMBER: PUD2022-0008



LEGEND:

PROPOSED CURB & GUTTER
PROPOSED PLANNING AREA BOUNDARY
EASEMENT LINE
EXISTING RIGHT-OF-WAY
PROPOSED CONCRETE CROSS PAN (TYP.)
PROPOSED BICYCLE RACK
PROPOSED SIDEWALK
EXISTING SIDEWALK
ENHANCED LANDSCAPING AREA

- NOTES:**
- 1. PROJECT WILL BE CONSTRUCTED AS ONE OVERALL PHASE.
 - 2. LANDSCAPING WILL BE PER CITY OF GREELEY LANDSCAPE STANDARDS AND CITY OF GREELEY DEVELOPMENT CODE.
 - 3. SITE PLAN IS CONCEPTUAL AND DOES NOT REFLECT AN APPROVED SITE PLAN.
 - 4. SITE PLAN IS WHAT IS INTENDED TO BE BUILT.

Site Summary								
Area	Use	Acres	Dwelling Units (D.U.)	Density (D.U./ACRE)	No. of Buildings	Ave. Area of Bldg (SQ. FT.)	FAR	% of Acreage
PA-1	MULTIFAMILY	3.610	36	9.97	6	3853	0.15	42.4%
PA-2	MULTIFAMILY	3.820	64	16.75	8	4519	0.22	44.9%
PA-3	RIGHT-OF-WAY	1.079	0	0.00	0	0	0.00	12.7%
Total		8.509	100	11.75	14			100.0%

Neighborhood Feature & Common Area Types				
Type	Required Size	Feature Points	Provided Size	Total Feature Points
Plaza / Courtyard / Community Garden	- 1K - 5K s.f. - At least 25 wide in all directions - Frontage on at least 1 public street OR connection to street by trail or pedestrian passage.	1	Area 1 - ± 3,200 s.f. Area 2 - ± 3,200 s.f. Area 3 - ± 5,000 s.f.	3

Commitment Matrix				
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility
Sanitary Sewer Main Lines and Services	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
Water Main Lines and Services	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
All Non-Potable Mains and Services	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
Fire Hydrants	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
Storm Sewers and Detention facilities	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
Dust Abatement and Erosion Control Plan	Prior to Building Permit	6 Months	Contractor/Developer	Contractor/Developer
Perimeter Treatment Landscape Plan	Prior to Building Permit	1 Month	Contractor/Developer	HOA
Utilities (cable/gas/electric/etc.)	Prior to Building Permit	1 Month	Utility Provider	Utility Provider
Internal Streets and Sidewalks	Prior to Building Permit	1 Month	Contractor/Developer	HOA
Public Streets and Sidewalks	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
Street Signs	Prior to Building Permit	1 Day	Contractor/Developer	HOA
Street Lights	Prior to Building Permit	1 Month	Contractor/Developer	City of Greeley
Detention Facility Construction	Prior to Building Permit	1 Month	Contractor/Developer	HOA
Right of Way dedication	Final Plat	n/a	Contractor/Developer	City of Greeley
Public Facilities	Prior to Building Permit	1 Month	Contractor/Developer	HOA

PLANNING AREA USES

PA-1: MULTIFAMILY DWELLINGS, ASSEMBLY - LIMITED, OPEN SPACE & COMMON AREAS, UTILITIES, DRAINAGE, PRIVATE ACCESS & PARKING, AND EMERGENCY ACCESS

PA-2: MULTIFAMILY DWELLINGS, ASSEMBLY - LIMITED, OPEN SPACE & COMMON AREAS, UTILITIES, DRAINAGE, PRIVATE ACCESS & PARKING, AND EMERGENCY ACCESS

PA-3: PUBLIC ACCESS (I.E. PUBLIC STREETS, SIDEWALKS, EMERGENCY ACCESS, ETC.), UTILITIES, AND DRAINAGE

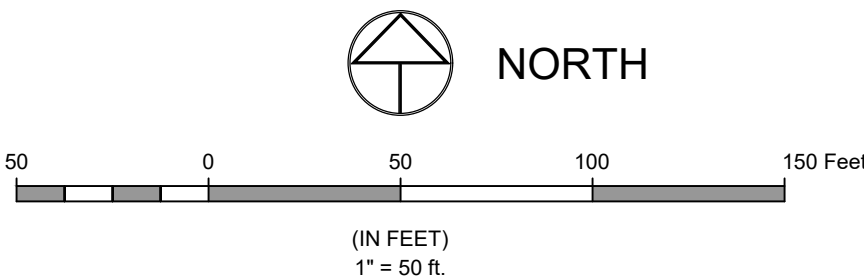
PARKING SUMMARY

6-PLEX = 6 BUILDINGS
8-PLEX = 8 BUILDINGS

100 DU X 2.0 SPACES = 200 SPACES

+GUEST 1 SPACE/10 SPACES = 20 SPACES

TOTAL PARKING SPACES REQUIRED = 220 SPACES
TOTAL PARKING SPACES PROVIDED = 228 SPACES



Revisions:		By:	Date:
1)	Address First Round Comments	ACP	03/14/23
2)	Address Second Round Comments	ACP	05/23/23
3)	Address Third Round Comments	ACP	06/26/23

NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown herein.

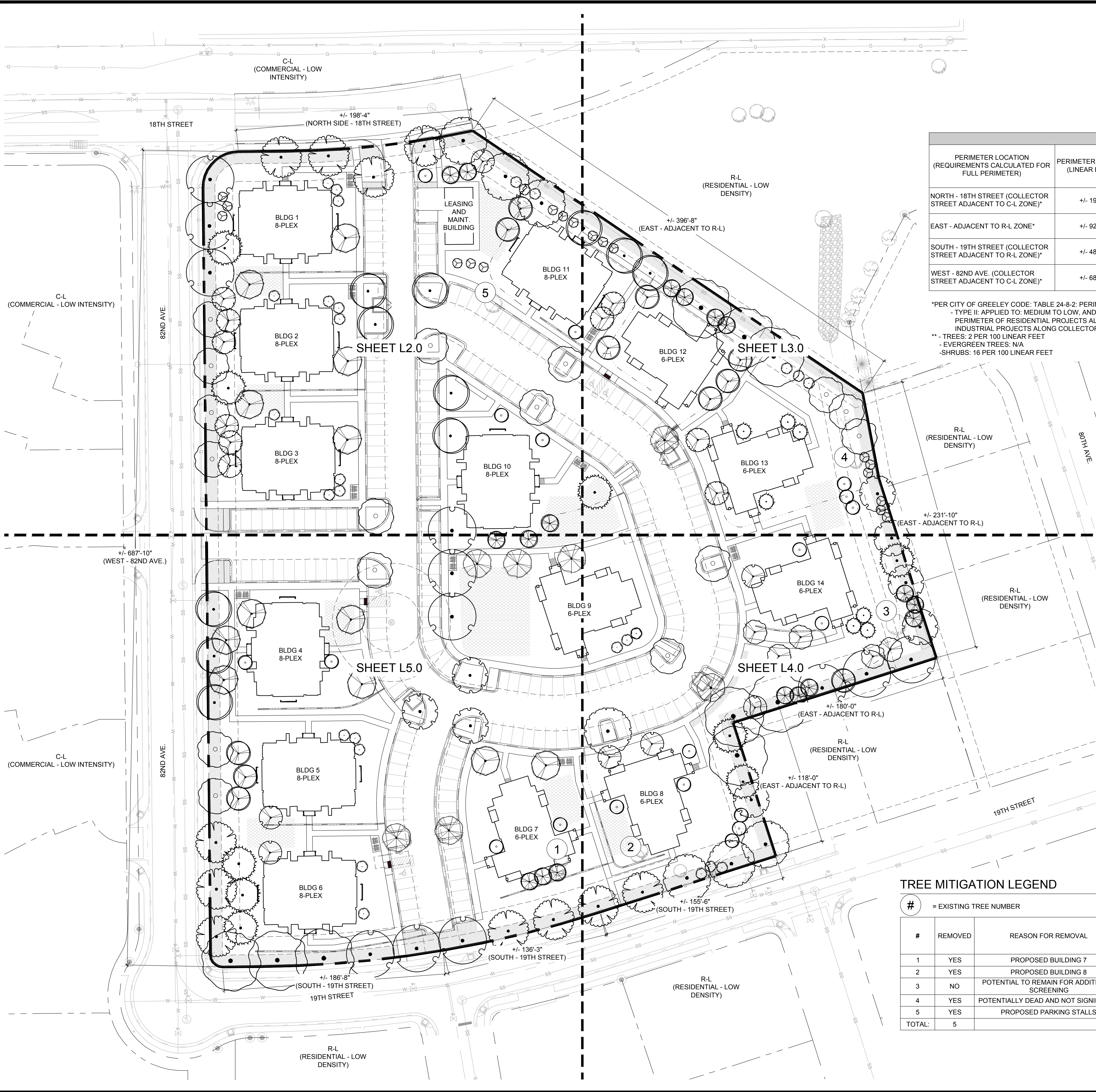
SECTION: 8
TOWNSHIP: 5 N
RANGE: 66 W of the 6th PM

NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

DATE: 06/26/2023
SCALE: N/A
REVIEWED BY: R. TEESELY
DRAWN BY: A. POINCELOT

MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT
MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Plotted By: Alex Garver Layout: L1.0 CONCEPTUAL OVERALL LANDSCAPE PLAN Printed On: 7/17/2023 11:42 AM File Name: L1.0 OVERALL LANDSCAPE PLAN.dwg



REFERENCE NOTES SCHEDULE

SYMBOL	10 LANDSCAPE DEVELOPMENT DESCRIPTION
	TYPE I - 5' PERIMETER TREATMENT: PARKING WITHIN 20' OF ROW
	TYPE II - 10' PERIMETER TREATMENT
	CONCEPTUAL OPEN SPACES AREAS

PERIMETER TREATMENT PLAN							
PERIMETER LOCATION (REQUIREMENTS CALCULATED FOR FULL PERIMETER)	PERIMETER LENGTH (LINEAR FEET)	SHADE TREE OR ORNAMENTAL TREE		EVERGREEN TREE		SHRUBS	
		REQUIRED**	PROPOSED	REQUIRED**	PROPOSED	REQUIRED**	PROPOSED
NORTH - 18TH STREET (COLLECTOR STREET ADJACENT TO C-L ZONE)*	+/- 199'	4	4	N/A		32	
EAST - ADJACENT TO R-L ZONE*	+/- 927'	19	48	N/A	9	149	
SOUTH - 19TH STREET (COLLECTOR STREET ADJACENT TO R-L ZONE)*	+/- 480'	10	12	N/A	3	77	
WEST - 82ND AVE. (COLLECTOR STREET ADJACENT TO C-L ZONE)*	+/- 688'	14	15	N/A		111	

*PER CITY OF GREELEY CODE: TABLE 24-8-2: PERIMETER DESIGN REQUIREMENTS
- TYPE II: APPLIED TO: MEDIUM TO LOW, AND HIGH TO MEDIUM LAND USE TRANSITIONS.
PERIMETER OF RESIDENTIAL PROJECTS ALONG COLLECTOR STREETS, OR PERIMETER OF COMMERCIAL AND INDUSTRIAL PROJECTS ALONG COLLECTOR OR ARTERIAL STREETS
** - TREES: 2 PER 100 LINEAR FEET
- EVERGREEN TREES: N/A
- SHRUBS: 16 PER 100 LINEAR FEET

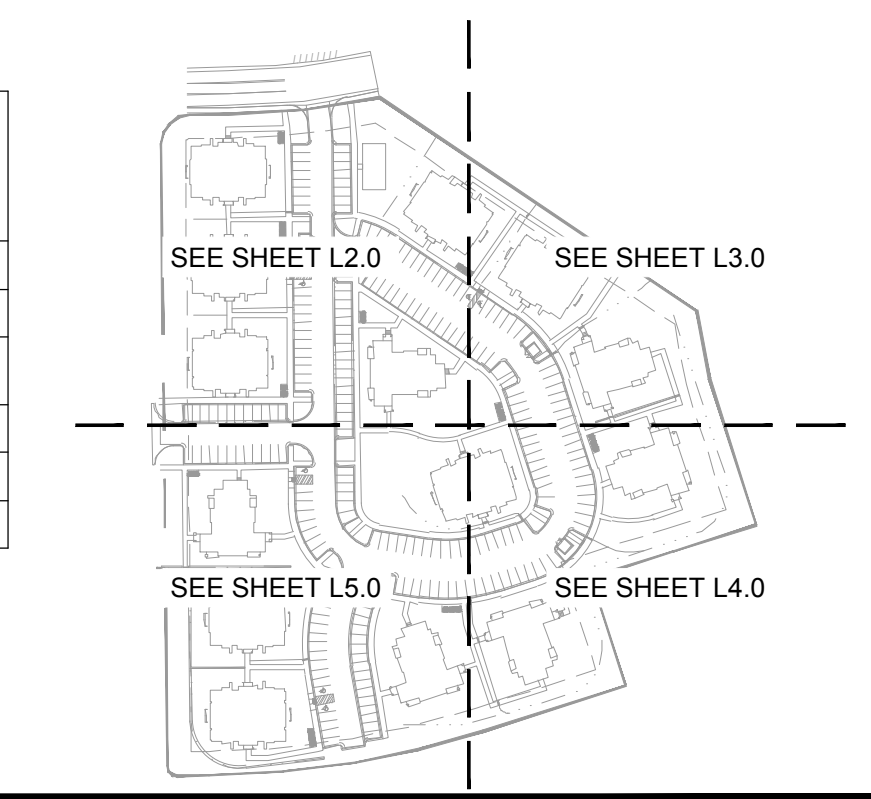
CONCEPTUAL TREE PLANTING LIST

- CONCEPTUAL PERIMETER TREATMENT TREE
- SHADE TREES:
- BUR OAK - QUERCUS MACROCARPA
 - SKYLINE HONEYLOCUST - GLEDITSIA TRIACANTHOS V. INERMIS
 - OHIO BUCKEYE - AESCULUS GLABRA
 - HACKBERRY - CÉLTIS OCCIDENTALIS
 - CATALPA - CATALPA SPECIOSA
 - KENTUCKY COFFEETREE - GYMNOCLADUS DIOICUS
- EVERGREEN TREES
- PICEA PUNGENS VAR.
 - PINUS NIGRA VAR.
 - PINUS PONDEROSA
- ORNAMENTAL TREES
- CRIMSON SPIRE COLUMNAR OAK™ - QUERCUS ALBA X ROBUR
 - RED BARRON CRABAPPLE - MALUS 'RED BARRON'
 - THUNDERCHILD CRABAPPLE - MALUS 'SPRING SNOW'
 - SPRING SNOW CRABAPPLE - MALUS 'THUNDERCHILD'
 - THORNLESS COCKSPUR HAWTHORN - CRATAEGUS CRUS-GALLI INERMIS
 - HOTWINGS TATARIAN MAPLE - ACER TATARICUM
 - GREENSPIRE LINDEN - TILIA CORDATA
 - SUCKER PUNCH CHOKECHERRY - PRUNUS X VIRGINIANA 'SUCKER PUNCH'

TREE MITIGATION LEGEND

#	REMOVED	REASON FOR REMOVAL	DBH	MITIGATION REQUIREMENT
1	YES	PROPOSED BUILDING 7	<4"	0
2	YES	PROPOSED BUILDING 8	<4"	0
3	NO	POTENTIAL TO REMAIN FOR ADDITIONAL SCREENING	8"	0
4	YES	POTENTIALLY DEAD AND NOT SIGNIFICANT	<4"	0
5	YES	PROPOSED PARKING STALLS	<4"	0
TOTAL:	5			0

KEY MAP



MOUNTAIN VISTA MULTIFAMILY

PUD

GREELEY, CO
PREPARED BY:



DEVELOPER/APPLICANT

DS INVESTMENTS, LLC
LARRY S. BUCKENDORF
7251 W. 20 STREET, L-200
GREELEY, CO 80634
(970) 352-7072

SITE ENGINEER

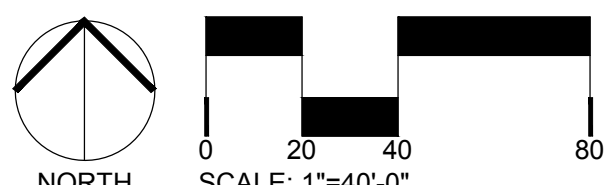
AVANT CIVIL GROUP
ROBBIE LAURER
1337 RIVERSIDE AVE, SUITE 2
FORT COLLINS, CO 80524
(970) 286-7995

SURVEYOR

NORTHERN ENGINEERING SERVICES, INC.
AARON LUND
301 N. HOWES STREET, SUITE 100
FORT COLLINS, CO 80521
(970) 221-4158

LANDSCAPE ARCHITECT

RIPLY DESIGN INC.
RUSS LEE
419 CANYON AVE. SUITE 200
FORT COLLINS, CO 80521
(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED		
No.	DESCRIPTION	DATE
REVISIONS		
No.	DESCRIPTION	DATE

CONCEPTUAL OVERALL LANDSCAPE PLAN

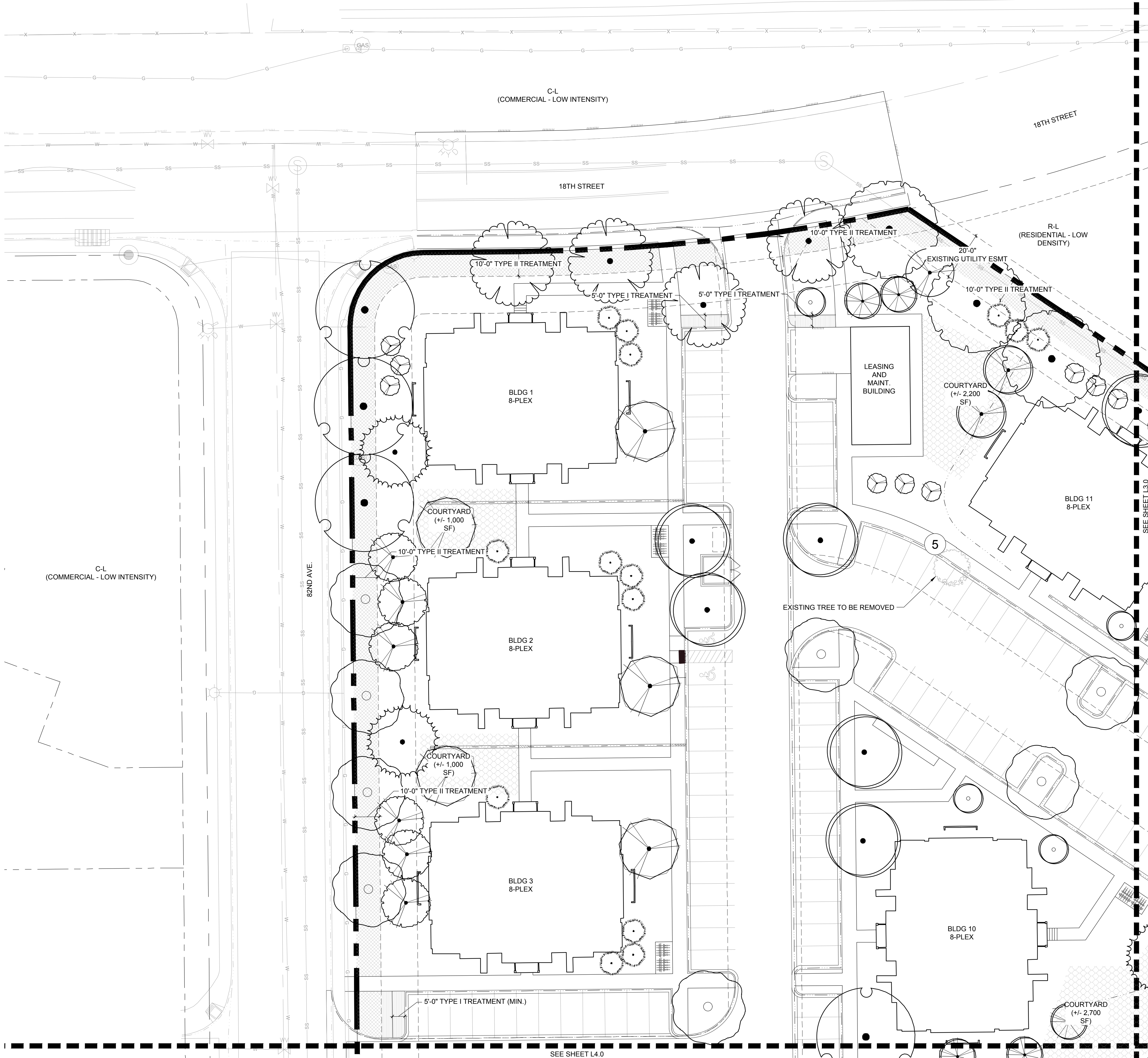
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ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

PROJECT No.: R23-006
DRAWN BY: AG
REVIEWED BY: RL
DRAWING NUMBER:

L1.0

Plotted By: Alex Garver Layout: L2.0 CONCEPTUAL LANDSCAPE ENLARGEMENT Printed On: 7/17/2023 11:42 AM File Name: L1.0 OVERALL LANDSCAPE PLAN.dwg



REFERENCE NOTES SCHEDULE

SYMBOL	10 LANDSCAPE DEVELOPMENT DESCRIPTION
	TYPE I - 5' PERIMETER TREATMENT: PARKING WITHIN 20' OF ROW
	TYPE II - 10' PERIMETER TREATMENT
	CONCEPTUAL OPEN SPACES AREAS

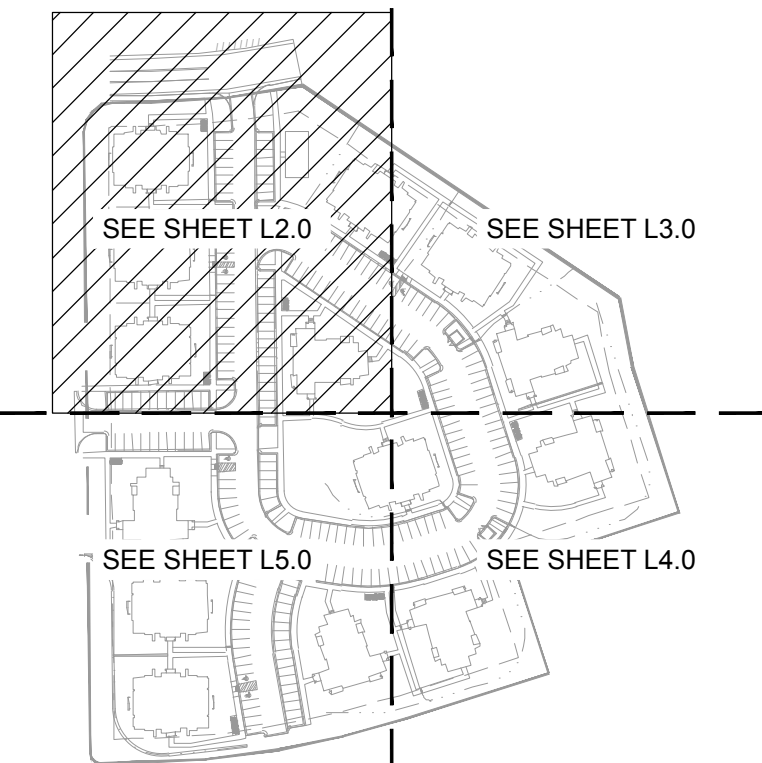
CONCEPTUAL PERIMETER TREE PLANTING LIST

	CONCEPTUAL PERIMETER TREATMENT TREE
	SHADE TREES: -BUR OAK – QUERCUS MACROCARPA -SKYLINE HONEYLOCUST – -GLEDTISIA TRIACANTHOS V. INERMIS -OHIO BUCKEYE – AESCULUS GLABRA -HACKBERRY – CELTIS OCCIDENTALIS -CATALPA – CATALPA SPECIOSA -KENTUCKY COFFEETREE – GYMNOCLADUS DIOICUS
	EVERGREEN TREES - PICEA PUNGENS VAR. - PINUS NIGRA VAR. - PINUS PONDEROSA
	ORNAMENTAL TREES -CRIMSON SPIRE COLUMNAR OAK™ – QUERCUS ALBA X ROBUR - RED BARRON CRABAPPLE – MALUS 'RED BARRON' -THUNDERCHILD CRABAPPLE - MALUS 'SPRING SNOW' -SPRING SNOW CRABAPPLE- MALUS 'THUNDERCHILD' -THORNLESS COCKSPUR HAWTHORN – CRATAEGUS CRUS-GALLI INERMIS -HOTWINGS TATARIAN MAPLE – ACER TATARICUM -GREENSPIRE LINDEN* - TILIA CORDATA -SUCKER PUNCH CHOKECHERRY - PRUNUS X VIRGINIANA 'SUCKER PUNCH'

TREE MITIGATION LEGEND

#	= EXISTING TREE NUMBER	
#	REMOVED	REASON FOR REMOVAL
1	YES	PROPOSED BUILDING 7
2	YES	PROPOSED BUILDING 8
3	NO	POTENTIAL TO REMAIN FOR ADDITIONAL SCREENING
4	YES	POTENTIALLY DEAD AND NOT SIGNIFICANT
5	YES	PROPOSED PARKING STALLS
TOTAL:	5	

KEY MAP



MOUNTAIN VISTA
MULTIFAMILY

PUD

GREELEY, CO
PREPARED BY:



DEVELOPER/APPLICANT

DS INVESTMENTS, LLC
LARRY S. BUCKENDORF
7251 W. 20 STREET, L-200
GREELEY, CO 80634
(970) 352-7072

SITE ENGINEER

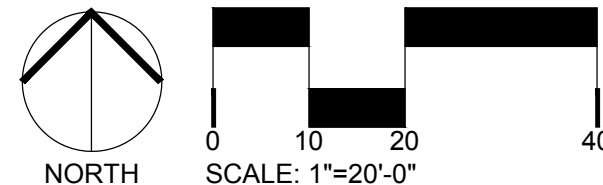
AVANT CIVIL GROUP
ROBBIE LAURER
1337 RIVERSIDE AVE, SUITE 2
FORT COLLINS, CO 80524
(970) 286-7995

SURVEYOR

NORTHERN ENGINEERING SERVICES, INC.
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(970) 221-4158

LANDSCAPE ARCHITECT

RIPLEY DESIGN INC.
RUSS LEE
419 CANYON AVE. SUITE 200
FORT COLLINS, CO 80521
(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED		
No.	DESCRIPTION	DATE
REVISIONS		
No.	DESCRIPTION	DATE

CONCEPTUAL
LANDSCAPE
ENLARGEMENT

SEAL:

ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

PROJECT No.:	R23-006
DRAWN BY:	AG
REVIEWED BY:	RL
DRAWING NUMBER:	

L2.0

PUD

PREPARED BY



SITE ENGINEER

SURVEY OF

LANDSCAPE ARCHITECT

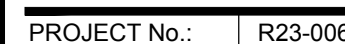
ORIGINAL SIZE 24X36

ISSUED

REVISIONS

CONCEPTUAL LANDSCAPE ENLARGEMENT

SEAL:



DRAWN BY:	A
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REVIEWED BY:	
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DRAWING NUMBER

L3.0

7 of 12

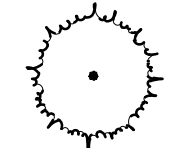
10 LANDSCAPE DEVELOPMENT	
SYMBOL	DESCRIPTION

	TYPE I - 5' PERIMETER TREATMENT: PARKING WITHIN 20' OF ROW
	TYPE II - 10' PERIMETER TREATMENT
	CONCEPTUAL OPEN SPACES AREAS

CONCEPTUAL PERIMETER TREATMENT TREE

SHADE TREES:

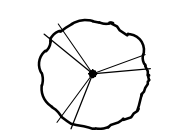
- BUR OAK – QUERCUS MACROCARPA
- SKYLINE HONEYLOCUST –
- GLEDITSIA TRIACANTHOS V. INERMIS
- OHIO BUCKEYE – AESCULUS GLABRA
- HACKBERRY – CELTIS OCCIDENTALIS
- CATALPA – CATALPA SPECIOSA
- KENTUCKY COFFEETREE – GYMNOCLADUS DIOICUS



EVERGREEN TREES

- PICEA PUNGENS VA

- PINUS NIGRA VAR.



ORNAMENTAL TREES

-CRIMSON SPIRE COLU

- RED BARRON CRAB

-THUNDERCHILD CRABAPPLE - MALUS 'SPRING SNOW'
 SPRING SNOW CRABAPPLE - MALUS 'THUNDERCHILD'

THORNLESS COCKSPUR HAWTHORN. CRATAEGUS CRUS CALLINERMIS

HOTWINGS TATARIAN MARBLE: ACER TATARICUM

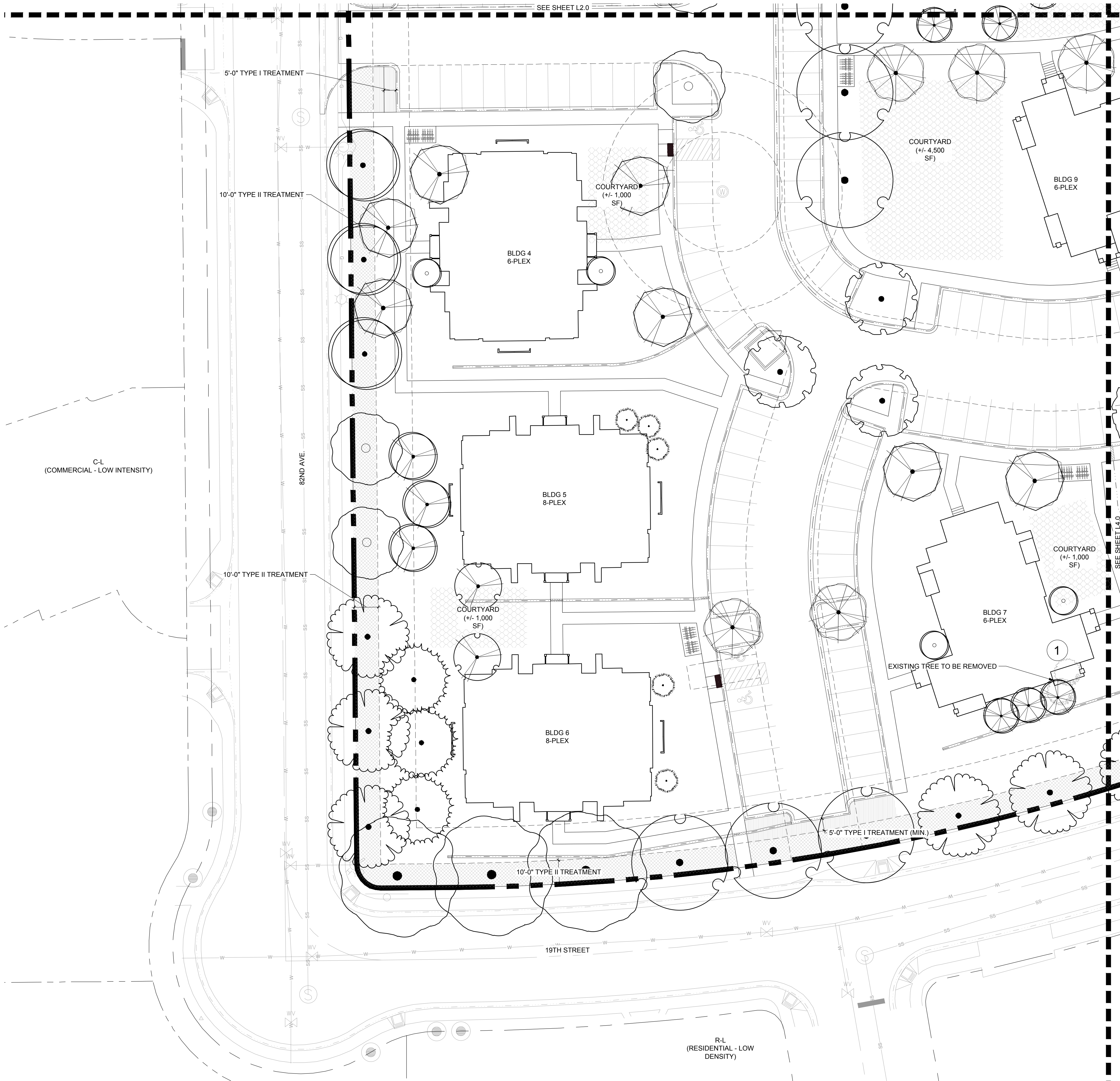
-GREENSPIRE LINDEN" - TILIA CO.

-SUCKER PUNCH CHOKECHERRY - PRU

= EXISTING TREE NUMBER

#	REMOVED	REASON FOR REMOVAL
1	YES	PROPOSED BUILDING 7
2	YES	PROPOSED BUILDING 8
3	NO	POTENTIAL TO REMAIN FOR ADDITIONAL SCREENING
4	YES	POTENTIALLY DEAD AND NOT SIGNIFICANT
5	YES	PROPOSED PARKING STALLS
TOTAL:	5	

Plotted By: Alex Garver Layout: L5.0 CONCEPTUAL LANDSCAPE ENLARGEMENT Printed On: 7/17/2023 11:43 AM File Name: L1.0 OVERALL LANDSCAPE PLAN.dwg



REFERENCE NOTES SCHEDULE

SYMBOL	10 LANDSCAPE DEVELOPMENT DESCRIPTION
	TYPE I - 5' PERIMETER TREATMENT: PARKING WITHIN 20' OF ROW
	TYPE II - 10' PERIMETER TREATMENT
	CONCEPTUAL OPEN SPACES AREAS

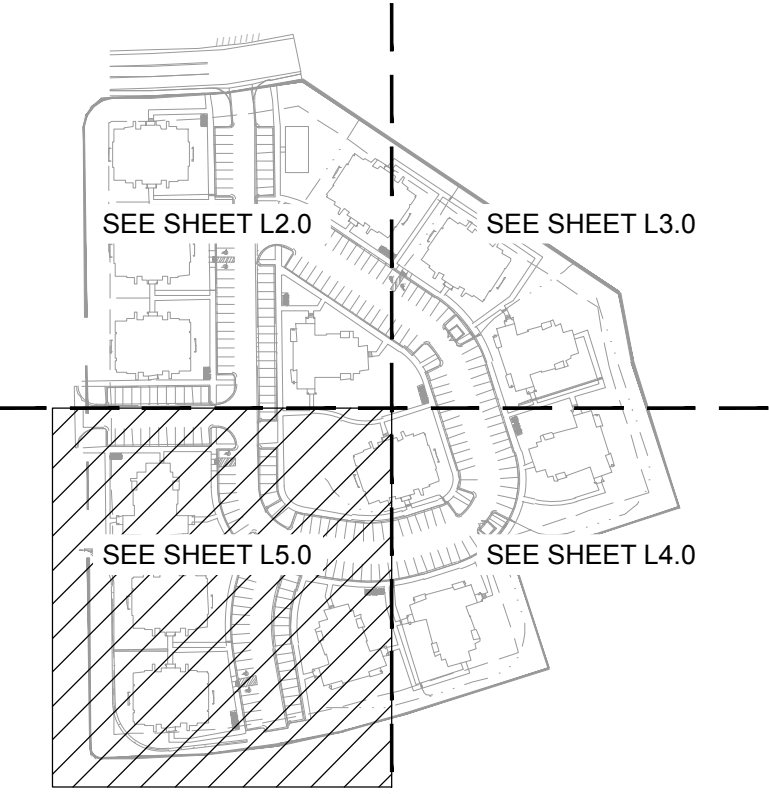
CONCEPTUAL PERIMETER TREE PLANTING LIST

- CONCEPTUAL PERIMETER TREATMENT TREE
- SHADE TREES:
- BUR OAK - QUERCUS MACROCARPA
 - SKYLINE HONEYLOCUST -
 - GLEDITSIA TRIACANTHOS V. INERMIS
 - OHIO BUCKEYE - AESCULUS GLABRA
 - HACKBERRY - CELTIS OCCIDENTALIS
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- EVERGREEN TREES
- PICEA PUNGENS VAR.
 - PINUS NIGRA VAR.
 - PINUS PONDEROSA
- ORNAMENTAL TREES
- CRIMSON SPIRE COLUMNAR OAK™ - QUERCUS ALBA X ROBUR
 - RED BARRON CRABAPPLE - MALUS 'RED BARRON'
 - THUNDERCHILD CRABAPPLE - MALUS 'SPRING SNOW'
 - SPRING SNOW CRABAPPLE - MALUS 'THUNDERCHILD'
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 - HOTWINGS TATARIAN MAPLE - ACER 'TATARICUM'
 - GREENSPIRE LINDEN* - TILIA CORDATA
 - SUCKER PUNCH CHOKECHERRY - PRUNUS X VIRGINIANA 'SUCKER PUNCH'

TREE MITIGATION LEGEND

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5	YES	PROPOSED PARKING STALLS
TOTAL:	5	

KEY MAP



MOUNTAIN VISTA
MULTIFAMILY

PUD

GREELEY, CO
PREPARED BY:



DEVELOPER/APPLICANT

DS INVESTMENTS, LLC
LARRY S. BUCKENDORF
7251 W. 20 STREET, L-200
GREELEY, CO 80634
(970) 352-7072

SITE ENGINEER

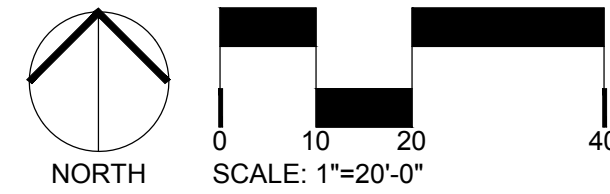
AVANT CIVIL GROUP
ROBBIE LAURER
1337 RIVERSIDE AVE, SUITE 2
FORT COLLINS, CO 80524
(970) 286-7995

SURVEYOR

NORTHERN ENGINEERING SERVICES, INC.
AARON LUND
301 N. HOWES STREET, SUITE 100
FORT COLLINS, CO 80521
(970) 221-4158

LANDSCAPE ARCHITECT

RIPLEY DESIGN INC.
RUSS LEE
419 CANYON AVE. SUITE 200
FORT COLLINS, CO 80521
(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED		
No.	DESCRIPTION	DATE
REVISIONS		
No.	DESCRIPTION	DATE

CONCEPTUAL
LANDSCAPE
ENLARGEMENT

SEAL:

ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

PROJECT No.:	R23-006
DRAWN BY:	AG
REVIEWED BY:	RL

DRAWING NUMBER:

L5.0

G:\2023\23-36 Mountain Vista Elevation Edits\5
Revit\Mountain Vista 6-Plex.rvt

5/24/2023 10:20:19 AM



MATERIAL SCHEDULE			
FRONT:	STONE	472 sf	
	HARDIBOARD	799 sf	
BACK:	STONE	439 sf	
	HARDIBOARD	365 sf	
RIGHT:	STONE	411 sf	
	HARDIBOARD	677 sf	
LEFT:	STONE	436 sf	
	HARDIBOARD	654 sf	
TOTAL STONE		1758 sf	= 41%
TOTAL HARDIBD		+ 2495 sf	= 59%
TOTAL		4253 sf	= 100%

8 FRONT ELEVATION
1/8" = 1'-0"



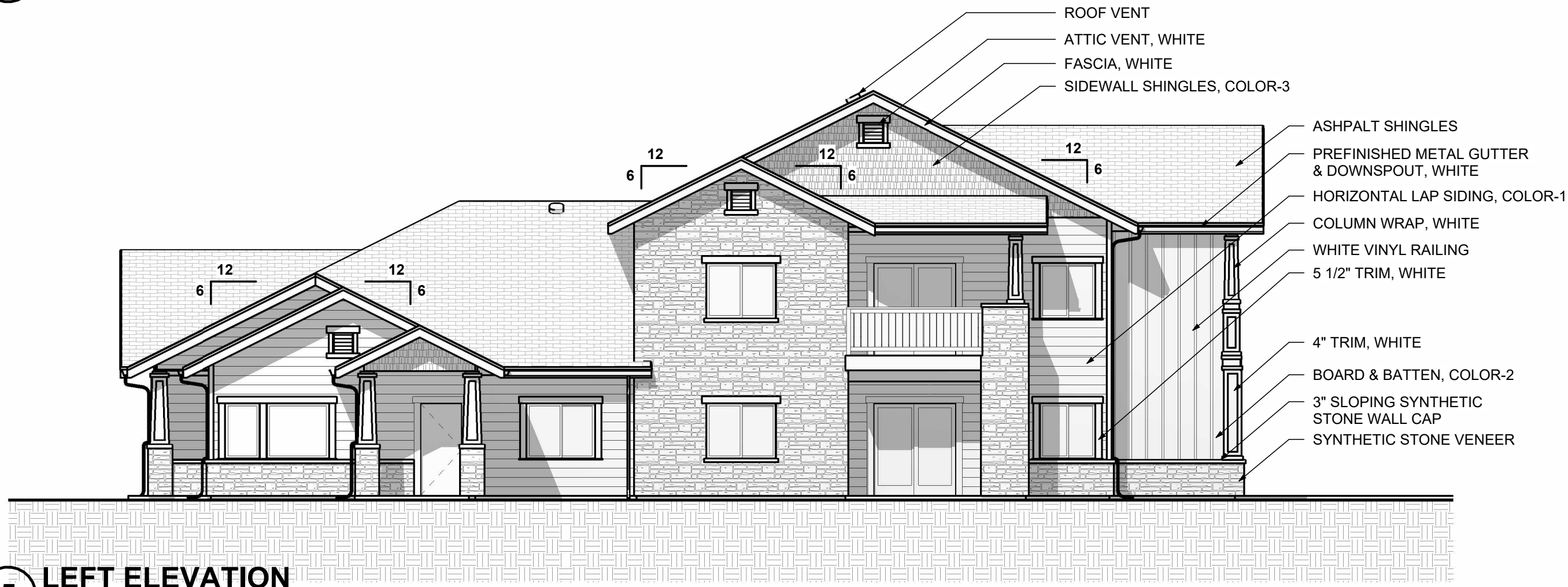
7 BACK ELEVATION
1/8" = 1'-0"



6 RIGHT ELEVATION
1/8" = 1'-0"



5 LEFT ELEVATION
1/8" = 1'-0"



PROJECT NUMBER: 2022-37

Mountain Vista 6-PLEX

WINDSOR, CO



VAUGHT FRYE LARSON ARONSON
ARCHITECTURE + DESIGN

Strength in design. Strength in partnership.
Strength in community.

419 Canyon Ave Suite 200, Fort Collins, CO 80521 | 970.224.1191
108 East Lincolnway, Cheyenne, WY 82001 | 307.635.5710
www.VFLA.com

IN ASSOCIATION WITH:

SITE PLAN REVIEW

Issued		
No.	Description	Date
1	CONSTRUCTION SET	04-08-2022
2		
3		
4		
5		
6		
7		
8		
9		
10		

Revisions		
No.	Description	Date
1	RESPONSE TO PERMIT COMMENTS	01-09-2023
2		
3		

DRAWN BY: AG

CHECKED BY: AG

SEAL:

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CONCEPTUAL EXTERIOR ELEVATIONS

DRAWING NUMBER:

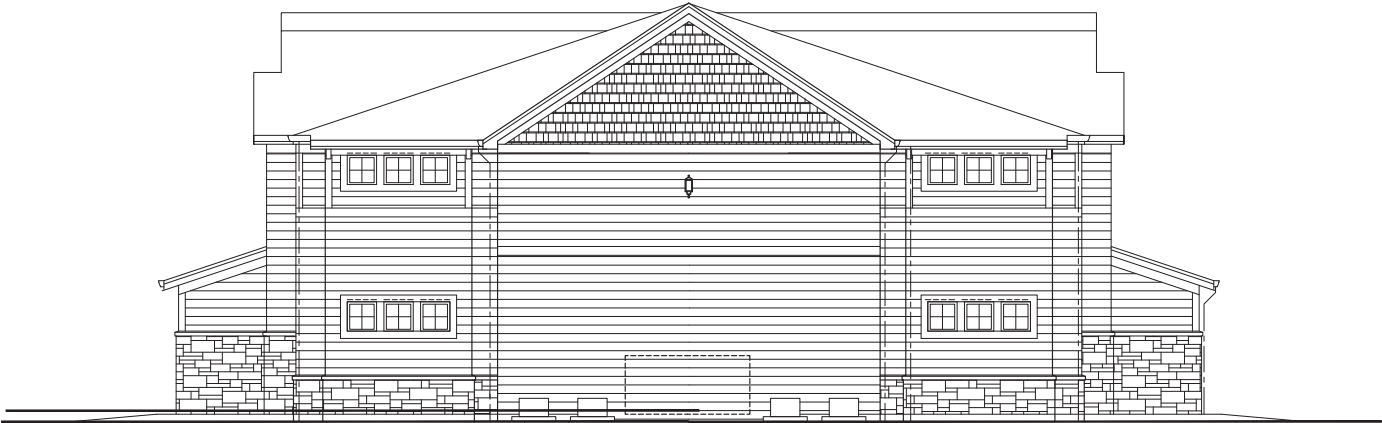
A3.1

10 of 12

CONCEPTUAL



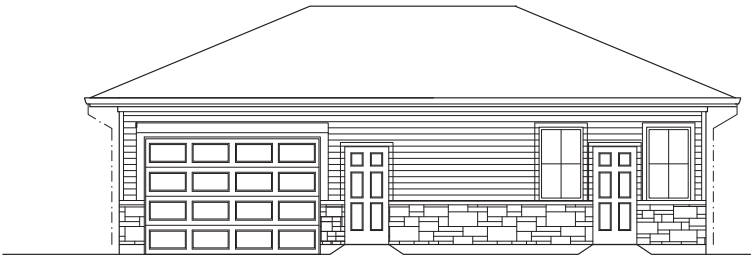
FRONT & REAR ELEVATION



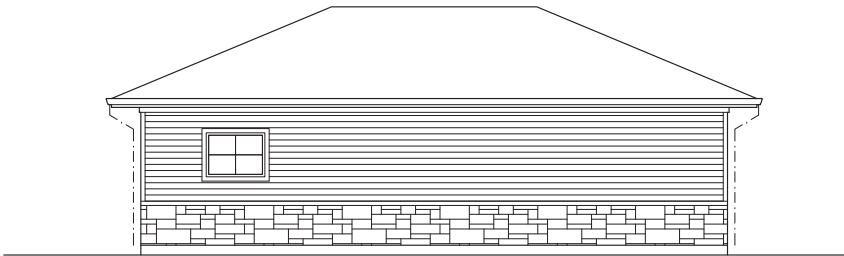
LEFT & RIGHT ELEVATION

CONCEPT	
MOUNTAIN VISTA MULTIFAMILY PUD 8-PLEX	
Title	ELEVATIONS
Sheet Number	11 of 12

CONCEPTUAL



2 FRONT ELEVATION



2 BACK ELEVATION



3 LEFT & RIGHT ELEVATION

CONCEPT

MOUNTAIN VISTA MULTIFAMILY PUD
MAINTENANCE SHED

ELEVATIONS

12 of 12

April 3, 2023

City of Greeley
Planning and Zoning
1100 10th Street – 2nd Floor
Greeley, CO 80631

Re: Mountain Vista Multifamily

Dear City of Greeley Staff,

The Mountain Vista Multifamily is located northeast of 82nd Avenue and 19th Street intersection. The legal description of the site is Being a Rezone of Tract 2, Mountain Vista-Filing 3 and Those Adjoining Half Right of Ways, Located in the Southeast Quarter of Section 8, Township 5 North, Range 66 West of the 6th Prime Meridian., City of Greeley, County of Weld, State of Colorado. **Figure 1** below highlights the site location.

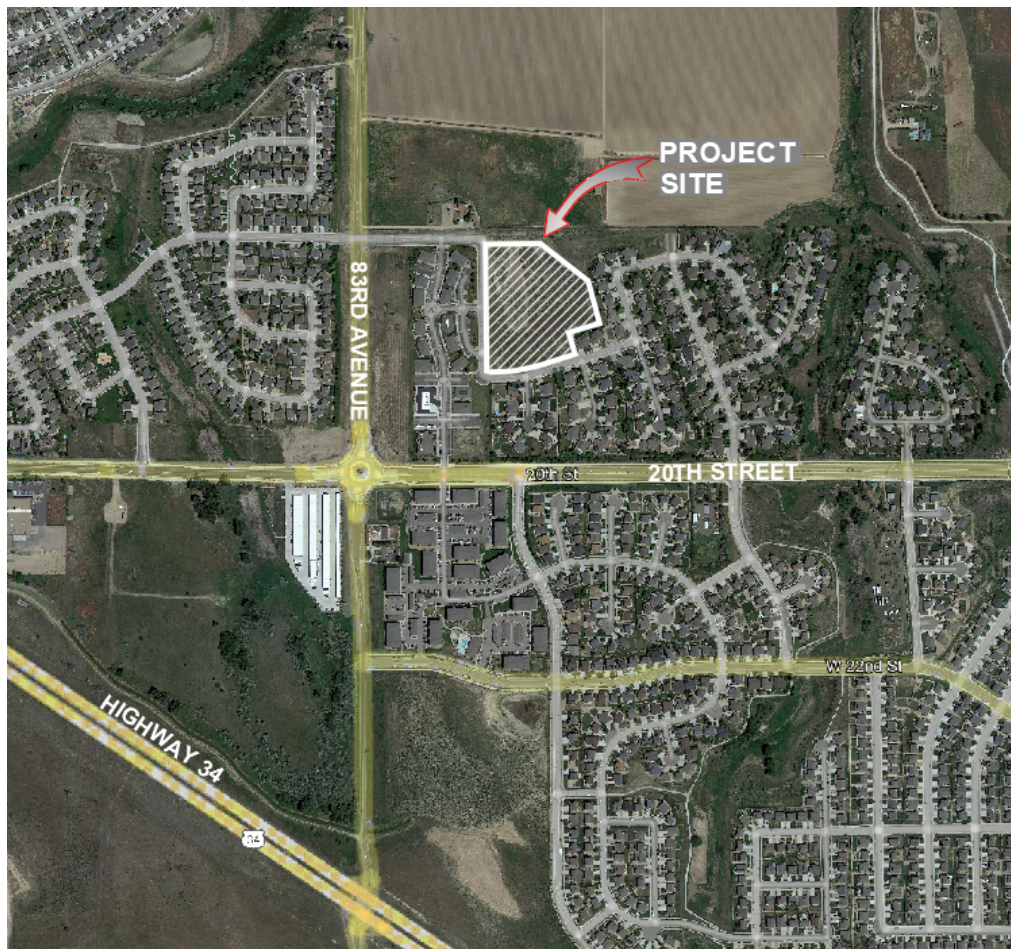


Figure 1: Outline of Mountain Vista Multifamily

The site is 8.51 acres and is currently zoned as Greeley “H-A” This application requests to rezone to Greeley “PUD”. The surrounding uses consist of commercial and single family residential. The surrounding property is zoned as Greeley “R-L” to the North, South and East. The property to the West is currently zoned as Greeley “C-L”.

The project consists of 14 multifamily buildings, 8 ~ 8-unit buildings and 6 ~ 6-unit buildings. In addition to the multifamily buildings the project will include required access and parking, landscaping, trail connectivity, and existing detention. Access to the site will be provided by two access roads from 82nd Avenue and from 18th Street Road. Additionally, Emergency Fire Access will be provided onto 19th Street Road. The site will be designed to the City of Greeley Standards. Utilities for the site will be provided by the City of Greeley.

Given the very limited amount of multi-family and predominate single-family housing options currently available in West Greeley, there is an inadequate variety of housing types to meet the needs of a diverse group of incomes. Rezoning to Greeley “PUD” would allow for a multi-family product and thus create a housing type that will be appealing to a wide variety of income types. This project will support and enhance Objective HO-2.1 of the Imagine Greeley Comprehensive Plan. (“IGCP”) By providing an additional housing type that is lacking in this area of Greeley. Additionally, this project will be an attractive, safe, and well maintained rental property for those who do not qualify for or desire to own property as outlined in HO-2.1 of the IGCP. In addition, the proposed project will provide a buffer between the C-L area to the west and R-L area to the East. Both areas are developed and finished with this small 8.51 Acre infill area.

Rezoning to Greeley “PUD” will allow the applicant to establish zoning standards that will account for existing residence concerns. It will also provide a better transition and buffer to the existing single-family development to the south and east adding to the very sparse amount of multifamily that currently exists within West Greeley.

If you have any questions concerning this project, please contact me at robbie@northernengineering.com or call me at 970-221-4158.

Sincerely,

NORTHERN ENGINEERING SERVICES, INC.



Robbie Lauer

Senior Project Manager

Mountain Vista MF Neighborhood meeting

June 13, 2023

Morgan Kidder of Journey Homes gave an overview of the project on behalf of the owner.

- Areas above and beyond city standards include
 - Setbacks 50ft from property line
 - Additional trees adjacent to homes 35 including Evergreen trees

Questions and comments from neighbors: (Bold are captured responses provided)

What will zoning be? **Planned Unit Development**

Where are access points? **82nd Avenue & 18th Street**

How many Units? **100**

Who manages property? **Not determined at this time, but will be local professional management company.**

Will 18th St & 82nd Ave be stop sign controlled? **Yes. Traffic study showed level of service that would not require a signal or other improvements.**

What is the number of parking stalls? **Don't know at this time since plan is conceptual, but will meet city code.**

Well caped Correctly? **Yes. State inspected**

Ratio of 1 and 2 Bedrooms in each unit?

How will project affect water pressure and other dry utilities? **Water & Sewer study is being done and will be reviewed and approved by city.**

Will there be parking on 19th street? **There currently is room for on street parking.**

Did we look at the traffic to the East through the existing neighborhood. **Yes the Traffic engineer and city discussed it and didn't require anything further.**

The average price of house is \$600,000 & high density apartments don't make sense.

What is the consideration to support Windsor schools? **1 time fee paid by district and set by district.**

When was traffic counts done? **Fall 2022 during week and did account for school traffic and school buses.**

Why apartments not something else?

What is the consideration for missing middle homes?

Who owns the property? **Mountain Vista Apartments, LLC**

What can neighborhoods do to prove a point and get what they want?

When will Planning Commission be? **Not yet been set.** Will they get notice? **Yes, 2 weeks**

Mountain Vista MF Neighborhood meeting

June 13, 2023

What examples of changes were made to a project after neighbor meeting on other projects? **Severance project had changes.**

Have we looked at home values after MF is developed?

Did developer consider swapping land somewhere else due to impact to neighborhood?

How will developer improve pond since they don't own?

How will police patrol with extra people speeding in area? **Developer pays impact fee per unit to city to help with additional impacts from development.**

- 20th street is a problem now and Police can't get a handle on it.

When people purchased their home, they thought that it would be a park or commercial project.

All homes are custom.

What will developer pay to police to help patrol? **Are not sure from memory what Police Impact Fee is.**

Has single family senior homes been a consideration?

What is the well setback. **It is 50ft from capped well, 350' from existing facilities?**

How many units will be low income? **Unsure what is considered low income.**

What will rent be? Has not been determined yet. **Will be market driven.**

People were told it would be a park when they bought.

People are talking about moving due to project.

Why not more offices like to the southwest?

What prevents the project from getting bigger? **PUD restricts size and number of units.**

Can cars be marked with tags in apartment area to prevent from parking on city streets.

Do we consider the number of visitor parking requirements? **City response an additional 10% is required.**

Concern for maintenance of rentals prefer ownership type project of project.

What is the difference between 6&8 plex? **Used picture boards to show and explain layouts of buildings.**

Neighbors maybe willing to buy property.

Who is the owner who will be at the Planning Commission meeting?

Mountain Vista MF Neighborhood meeting

June 13, 2023

Questions to city staff

Do they ever do studies after a project to review project and what its impacts are? **City said no**

Is there a master plan as growth occurs to 10th street? Per **Comp plan but no zoning for every parcel.**

Does city look at so many people, then build a park? **Yes, use park fees.**

Where will kids play?

How many apartments does city need?

Will the city read the 11-page petition?

Where does park impact fee go?

Will there be another public meeting/ hearing be held- **City said no**

Someone was told the well is leaking. **State inspected oil and gas company plugging of well.**

Can property owners in Mountain Vista put gates on city streets? **No, roads would have to then be private and maintained by property owners.**

Why traffic study doesn't require a signal? **Meets level of service criteria.**

Who did traffic study and was it by a third party, and can they get a copy Mountain Vista and Creekview? **Was done by a third party and met city criteria. Contact city staff and can get a copy of both traffic studies**

Does traffic study look at larger city traffic miles away? **Does look at localized future traffic volumes and impacts.**

How many more public meetings? **2 more: Planning Commission and City Council**

Doesn't feel like the project meets Comp plan.

Can they/neighbors have another neighborhood meeting? **City said only if there was substantial changes that impacted the neighborhood.**

How many PC members? **7**

Is city supportive of what is being proposed? **City responded the project is still under review**

Can project be appealed beyond city council? **Yes, District Court**

MOUNTAIN VISTA MULTIFAMILY NEIGHBORHOOD MEETING

June 13, 2023

Greeley Family Funplex

[illegible]

MOUNTAIN VISTA MULTIFAMILY NEIGHBORHOOD MEETING

June 13, 2023

Greeley Family Funplex

[illegible]

Regina Holzmeister
1907 81st Avenue
Greeley, CO 80634
(970) 939-8574

August 23, 2023

City of Greeley Code Compliance
1100 10th Street
Greeley, CO 80631
970-350-9833

BACKGROUND

On February 22, 2023, Mountain Vista's H.O.A. notified residents in Mountain Vista community of an application proposal to rezone Parcel #095908321011, Section 8, Township 5 North, Range 66 West. This Company's request is to change the Open Land west of 82nd Avenue between 18th and 19th Streets from its current designation of Holding Agriculture (HA) Residential Low density (R-L) to Planned Unit Development (PUD) Residential high density (R-H). The company's purpose is to develop approximately 14 buildings comprised of six- and eight-unit structures under the name [Mountain Vista West Apartments LLC](#). (Figure A) within our rural and quiet Mountain Vista, single-home [subdivision FG#3, tract 2](#).

POSITION STATEMENT

As a proud, teacher, a Navy Veteran, and an active volunteer in Colorado Girls Scouts, and Greeley's Government Commission Services for Human Relations, I respectfully request for Greeley's City Council to deny the application to rezone Parcel #095908321011, section 8, township 5 north, range 66 west. The applicant's request to rezone does not comply with several goals listed in the City of Greeley's Comprehensive Plan, Land Use Policies, Development Code, Greeley Police Department (GPD) Strategic Plan, Greeley's Water Efficiency Plan, and many others.

Definition:

Violation – *City of Greeley's encroachment of its established comprehensive plan, laws, policies, and codes. To approve zoning change from HA/R-L to PUD/R-H for the purpose of concentrated multi-family units, and the City of Greeley's Official's pursuit for economic growth.*

CITY OF GREELEY’S OBLIGATION AND PROMISE TO CURRENT RESIDENTS

Contents:

Reinforced text from Greeley’s Comprehensive Plan (GCP), Growth Framework, Action Plan, Greeley, Colorado Municipal Code, and other related city plans:

1. City Violations of GCP and Code/Policies:
 - Economic Health & Diversification (ED)
 - Education, Health, & Human Services (EH)
 - Growth & City Form (GC)
 - Historic & Cultural Resources (HC)
 - Housing (HO)
 - Infrastructure (IN)
 - Natural Resources & Open Lands (NR)
 - Parks & Recreation (PR)
 - Public Safety (PS)
 - Transportation & Mobility (TM)
2. Summary
3. Figures

The above contents are guided by the following Comprehensive Plan’s Core Values:

1. Excellence in Actions, Attitude, & Leadership
2. Proactive, Progressive, & Balanced Economic Development
3. Safe, Healthy & Inclusive Community
4. Sustainable Patterns of Growth & Development
5. Responsible Stewardship of Natural Resources & the Environment
6. Distinctive Character & Outstanding Recreational & Cultural Amenities
7. High-Quality Infrastructure & Services
8. World-Class Water Resources & Management
9. Rich History & Diversity of People, Customs, Culture, and Ideas
10. Thriving, Connected, & Inclusive Neighborhoods in All the City
11. Premier Educational System & Commitment to Life-Long Learning
12. Public/Private Cooperation to Achieve & Maintain Exceptional Community Benefits

1. Violations Upon Rezoning Approval:

- **CRS § 3123-207** (pg. 8)

A local government's comprehensive plan "shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality and its environs which will... best promote health, safety, morals, order, convenience, prosperity, and general welfare... including among other things, adequate provision for light and air, the promotion of healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise conservation, and the adequate provision of public utilities and other public requirements."

and

- **IMP NR-2.3** (pg. 151)

Update, as appropriate, Development Code standards to limit impacts caused by errant light on adjacent properties and rights-of-way (such as requirements for downward directed lighting) and create standard illumination levels for various types of development.

Inference:

- Greeley's Comprehension Plan emphasizes on building and restructuring downtown Greeley. The plan calls for repurposing old buildings for low-income, multi-family units.
- To "best promote health, safety, morals, order, convenience, prosperity, and general welfare" is to listen to the cries of current residents in the community. Mountain Vista West Apartments LLC. will cause unsafe conditions while stripping Mountain Vista residents the right to prosperity and general welfare.
- This build is not a "coordinated, adjusted and harmonious development of the municipality and its environs". Mountain Vista residents purchased homes in West Greeley to distance themselves from overcrowding and multi-housing projects of East Greeley. We chose to settle in a safe environment of a rural, quiet, and spacious community--not harboring apartment buildings directly inside our neighborhood.
- For "adequate provision(s) for light and air", rezoning will have an adverse effect by increasing littering, light, sound, and air pollution.
- "The promotion of healthful and convenient distribution of population", the location will cause an inconvenient flood of traffic due to immediately adjacent business park, residential homes, townhomes, and apartment neighborhoods (**Figure B**).
- "Promotion of good civic design and arrangement", the design arrangement will alter the character and reputation of our homes and provide an unsafe neighborhood with traffic cutting through the residential neighborhood. The number of vehicles increase should the renter run a business from his/her/their apartment.
- "Wise conservation, and the adequate provision of public utilities and other public requirements, "are not meeting population demand. Greeley's Chief of Police admitted in September 2022 that

his department is unable to provide adequate services to residents because of the dramatic population increase.

- Moreover, renters are not as water conscious as homeowners, and may prove to be a challenge to [City of Greeley Water Master Plans](#):

2021 Water Demands			
Customer Type	Average Number of Accounts Billed	Water Use (gallons)	Gallon Distribution per Account.
Residential	23,202	2,870,282,000	123,708.39 gal/Acct
Multi-family	2,221	1,013,071,000	456,132.82 gal/Acct
Population Difference	20,981	1,857,211,000	Residence use 332,424.43 gal. less

- Corruption and poor building management can easily occur with private owners. Therefore, "state policymakers can follow the lead of Tennessee, which explicitly prevents localities from adopting inclusionary zoning requirements. State and local policymakers should address poverty directly rather than handing off the responsibility to developers" (Furth and Hamilton. July 25, 2022. [Housing Reform in the States: A Menu of Options for 2023](#)).
- Also refer to **EH-3.7** Funding for Services, and **HO-1** Housing Strategy sections of this document.
- Please remember the Guiding Principles of [Sec. 22-2-10](#).

- **OBJECTIVE: EDUCATION, HEALTH, & HUMAN SERVICES (EH)**

- **EH-2.6 Built Environment** (pg. 33)

Encourage the construction of built environments that support health and active living... that support walkability, providing safe options for active transportation, and considering the safety and comfort of all users....

Inference:

- Rezoning for the purpose of Mountain Vista West Apartments LLC., will cause surrounding residents to become less active. Residents of all ages will no longer be safe because of the invasion of neighborhood traffic.
- Proper signage and road markings are not existent within the neighborhood to ensure residents' safety.
- Rezoning will not support health and active living. The noise, smell, cars entering and exiting the neighborhood, loitering, littering, and strange renters consistently coming and going will be an inconvenience to all residents within the neighborhood.
- Renters of the rezoned area will not have safe options for active transportation other than a vehicle (**Figures B.1-B.5**).

- **EH-3.4 Early Intervention** (pg. 34)

Prioritize and direct resources to those programs that assist residents with early intervention and prevention that address issues before they develop into significant and costlier individual, family, and/or community issues.

and

- **IMP PS-3.4** (pg. 162)

Evaluate the Development Code for opportunities to incorporate design standards or best practices for discouraging or preventing crime or criminal activity, such as CPTED (crime prevention through environmental design).

Inference:

- City and/or builder's responsibility to prioritize direct resources that assist residents with early intervention and prevention include: 1. increase employed Police Officers, 2. increase employed health care officials, 3. Increase amount of groceries stocked in stores—current population is not accommodated, 4. pet waste pickup stations, 5. traffic calming measures for neighborhood streets, 6. improve walkability for students, 7. create bike lanes, 8. redirect city bus route near new zoning area, 9. divert trash from entering residential neighborhood, 10. prohibit those with relations to the rezoned area from parking by single-home residents, 11. prohibit street parking that prevents emergency vehicles and school buses to enter, and 12. create a barrier to limit noise and light pollution—especially afterhours.
- Mountain Vista does not require fences to secure family backyards. Rezoning would significantly become a financial burden to individuals, families, and/or the HOA of Mountain Vista: 1. family investment fence backyard, 2. extra home/vehicle security, and 3. the neighborhood's extra efforts to calm traffic and loitering within the residential area.
- Property damage from loitering, apartment-renters, and wind-blown trash will also cause a financial burden.
- The value and status of our low-density, medium income homes will decline; also becoming costlier to families, individuals, and the neighborhood. The city may consider adopting Arizona's [Property Ownership Fairness Act](#) that "requires municipalities to compensate landowners when a new land use restriction lowers their property's value.... The act places citizens and cities on more equal footing before the law, without changing any existing regulation" (Furth and Hamilton. July 25, 2022. [Housing Reform in the States: A Menu of Options for 2023](#)).

- **EH-4.3** Land Use and Zoning Changes (pg. 36)

Discourage land use changes, zoning changes, and/or new developments that will negatively impact the safety of students while attending school, travelling to and from a school, or diminish residential population in areas that are served by a neighborhood school.

Inference:

- The increase of traffic from temporary renters will negatively impact the safety of students: 1. strange renters coming and going, 2. increase of motorists cutting through residential neighborhood to save time and avoid traffic; higher speeds and blockage on roads designed for lower traffic volumes. This creates dangerous conditions for students within the neighborhood as well as adjacent neighborhoods.

- Surrounding population is purging itself because of this rezoning request. The lack of safety, security, and inconvenience the proposal imposes is encouraging Mountain Vista's residents, served by a neighborhood school, to sell their homes (**Figure C**).
-

- **EH-4.4** Safe Routes to School (pg. 36)

Support ways for students to safely travel to and from school along well-planned and improved routes, and, as necessary, with the support of school crossing guards. Ensure that new residential developments incorporate facilities and/or design elements that support safe walking and bicycle routes for students....

and

- **IMP TM-2.6** (pg. 164)

Evaluate the feasibility of requiring subdivision applications to include, where applicable, a "Safe Routes to School" plan which clearly shows intended pedestrian and bicycle routes to nearby schools.

Inference:

- 18th St., 82nd Ave., and 83rd Ave. will require support for "students to safely travel to and from school along well-planned and improved routes" with the possibility of school crossing guards at the crossroads of 18th St. and 82nd Ave. as well as 82nd and 83rd Avenues (GPD currently has ten crossing guards in Weld County and five substitutes-**2022 GPD Annual Report**).
 - The new residential development will require "design elements that support safe walking and bicycle routes for students".
-

- **EH-2.4** Land Use (pg. 33)

Promote land use decisions that support walkability and improve access to basic needs....

Inference:

- A change in land use will risk walkability and access to basic needs of Mountain Vista residents. The placement of proposed apartments will delay Mountain Vista residents on the west side of the neighborhood from accessing main roads leading to basic needs.
-

- **OBJECTIVE: GROWTH & CITY FORM (GC)** (pg. 41)

Neighborhoods improvements will also be prioritized to enhance design, and reinforce unique physical elements, character, and identity.

Inference:

- Mountain Vista's neighborhood improvements will be neglected.
- This neighborhood's unique physical elements, character, and identity will no longer hold a reputation of a safe, quiet, rural, medium/high income residential neighborhood.
- This neighborhood's design will be jeopardized. The project's surge in traffic, type of building, and obstruction to the view of open spaces will not enhance the neighborhood design.

- **IMP GC-3.2 (pg.138)**

Update the City's design standards to require new development to offer unique physical elements or improvements that contribute to the area's character and identity including:

- *Distinct site elements or architecture;*
- *Historic or cultural resources;*
- *Amenities such as views, open space, water courses, varied topography, or connectivity to existing or new trails; or*
- *A central gathering place for residents of the neighborhood or subdivision.*

Inference:

- Rezoning will not offer unique physical elements or improvements to the area's character and identity:
 - Multiple low-income multi-family units currently surround the named plot, while more are noted on the approved list of projects by the Zoning and Planning Committee.
 - Site elements is mainly characterized by seniors and settled families with low-density and low-profile housing.
 - Amenities are limited. A new development will not attribute, nor benefit from this plot.
 - A central gathering place for residents in this neighborhood is non-existent. A new development will not attribute, nor benefit from this plot.
-

- **IMP GC-4.1 (pg. 139)**

Assess and amend as needed to Development Code and other City regulations related to infill development and redevelopment to protect the existing neighborhood areas. Regulations (or lack thereof) that address, among other issues:

- *Site design and building massing's and forms that are compatible with or complimentary of the surrounding neighborhood.*
- *Mitigation of any compatibility issues (such as parking, noise, hours of operation) that could arise from non- residential land uses/developments.*
- *Transitions between higher-intensity development and lower-intensity development (particularly single-family neighborhoods)*

and

- **IMP NR-2.10 (pg. 152)**

Monitor traffic-related noise levels throughout the community to establish baseline standards and evaluate noise 'hot spots' to ascertain mitigation or management alternatives to address noise pollution from transportation activity.

Inference:

- To best serve and protect Mountain Vista and surrounding neighborhoods, rezoning will not be granted.
- Building masses such as Mountain Vista West Apartments LLC. will not be compatible or complimentary with the surrounding neighborhood.

- To best serve and protect Mountain Vista and surrounding neighborhoods, rezoning will not be granted.
 - A transition from Low-Density Residential to High-Density Residential will cause a substantial distress on students, working residents, access to basic needs, and children at play.
 - This specific zoning change will also cause distress on the attached active agricultural plot, civil services, and city funds.
 - Per [HUD Planning Guide](#), provisions of public transportation services are required to improve access to schools, jobs, training opportunities, and housing/community services for minority families including those with children, seniors, and disabilities. This area/neighborhood would need adjustments to meet such requirements.
 - [Sec. 24-207](#) Site Plan: “The plan reduces the exposure and adverse impact of more intense activities or components of the site or building on the streetscape and on adjacent properties”. In fact, the plan on this plot will encourage the opposite.
-

- **IMP GC-6.4** (pg. 141)

Review and update Development Code standards related to the redevelopment of land lease or manufactured home communities to promote... a stable neighborhood setting.

Inference:

- Should a stable neighborhood setting remain within Mountain Vista, then rezoning for rental multi-family units will not secure this action plan.
 - Renters are not “forever” residents. Renters are temporary. Renters change very often and does not present a “stable neighborhood setting”.
 - Mountain Vista Neighborhood residents enjoy knowing who their neighbors are, as this is a secure foundation for safety and security.
-

- **GC-1.1** Growth Management (pg. 42)

Manage growth to maintain or improve quality of life for Greeley’s residents, minimize impacts on the natural environment, and protect or enhance natural features and other resources.

Inference:

- Greeley’s growth is poorly managed: 1. [crime rate data](#), 2. overpopulated schools, and 3. non-existent city improvements to accommodate swollen traffic and population—decreasing the quality of life for Greeley residents, 4. “Demands in many areas continually exceed resources available” ([Weld County 2023 Financial Plan](#)).
 - West Greeley’s environment is calm with the sense of safety for students and seniors. The police department rarely patrols the neighborhoods, and residents must call the city to preform regular maintenance obligations on this side of town, i.e., weed growth control, dead animal pick up, large objects in the road, snow removal, patrolling, etc.). Rezoning within Mountain Vista Neighborhood will cause an elemental impact on the natural environment, and put strain on the limited city resources, this neighborhood currently has.
-

- **IMP HO-1.3** (pg. 146)

Following the development of a comprehensive housing strategy (see Objective HO-2.1), assess the need to increase staff capacity and/or resources to implement the strategy's recommended actions. Increase capacity as needed.

and

- **IMP PS-2.2** (pg. 161)

Regularly evaluate staffing levels within the Greeley Fire Department and Police Department to ensure adequate staff levels needed to ensure public safety, particularly as Greeley's population grows.

Inference:

- [Weld County 2023 Financial Budget](#) claims an increase to accommodate new housing strategies yet failed to make noticeable differences to increase staff and/or resource capacity:
- Public Safety: 2022=22.9%; 2023=22.10% for a total of 0.1% increase.
- Health: 2022=3.9%; down to 3.54% for 2023
- Contingency: 2022=2.7%; down to 2.27% for 2023
- Culture and Recreation: 2022=0.3%; down to 0.27% for 2023

Methods and theories are mentioned, yet the City has not secured or acted upon the needs of this immediate area for rezoning.

- **GC-1.7** Regional Collaboration (pg. 43)

Develop intergovernmental agreements with near-by jurisdictions to:

- *Provide cost effective municipal services.*
- *To address other issues or trends that may be impediments to the effective management of Greeley's growth.*
- *Maintain and/or improve the quality and safety of existing units.*
- *Encourage the preservation of existing affordable units.*

Inference:

- Has this building company collaborated with nearby cities regarding residential protection, and emergency services to alleviate wait-time of these additional renters?
- Is Windsor County school district aware of the students this proposal will add to its overflowing classrooms (also required in section **EH-4.1** Impacts of New Development)?
- Improvement to the quality and safety of existing units around this structure will be required, specifically in this community. **Temporary** renters jeopardize children's safety and gives them road access allowing them to roam freely, without accountability, in backyards that are not fenced in.
- Weld County claims a "commitment to excellence and efficiency" to taxpayers, yet input is rarely used to "allow the Board of County Commissioners" to make tough decisions with maximizing "the value of the tax dollars" to implement programs.
- The GCP is supposed to include affordable housing for the average-wage-income earner (who are also struggling) -- veterans, school professors, seniors, etc., as well as med/high-income-earners

such as, doctors, lawyers, county officials, and so on. We reside in Mountain Vista. As homeowners striving to meet our own monthly financial obligations, Mountain Vista Apartments LLC. will cause us to lose thousands of invested monies encouraging a neighborhood purge (refer to **HO-1** Housing Strategy sections within this document).

- Low-income housing and units are supported by city funds. City funds is collected from taxpayers, where the brunt city financial support come from property owners who do not welcome this zone change. Property owners are the backbone to [Greeley's 2023 Financial Plan](#), holding a whopping **54.3%** (an increase of \$92,493,445.00 from 2022). Tax payers of Mountain Vista would like you to use our money for improving city functions and operations before taking on more responsibility.
-

- **GC-3.1** Community Character (pg. 45)

Work with residents, businesses, and property owners to define and identify desirable characteristics of their neighborhoods or areas of the city to create neighborhood and special area plans. Reflect the community's character through the design of new developments, streetscapes, public art, landscaping, and related features.

Inference:

- The Building Company of the listed plot held a required meeting to “hear” resident’s concerns yet provided zero answers and little interest in the possibility of different options more suitable for our neighborhood.
 - We understand that our dream of a neighborhood playground and a student/community gathering area will never come true. We realistically offered alternatives to an apartment building such as, patio homes, retirement homes, retirement units, assisted living, and single level-connected units of which would be more appropriate for our immediate area.
 - The Comprehension Plan called for a **variety** of multi-family homes. Considering the concentration of apartments, townhomes, and attached housing units within walking distance of the purchased plot (and the many more apartments currently on the agenda), exploring Mountain Vista residents’ suggestions would best reflect this neighborhood’s character, landscaping, and related features. In addition, it will reduce infrastructure duplication and better reflect Greeley’s City Comprehensive Plan; should rezoning be granted (also refer to **HO-1** Housing Strategy section within this document).
 - According to the U.S. Department of Housing and Urban Development, all federal and city housing programs shall include individuals with Disabilities “so that they can have full enjoyment of their homes and participate in and receive the benefits of housing programs”.
-

- **GC-4.4** Sub-Area and Redevelopment Plans (pg. 46)

Implement, update, or develop sub-area plans or redevelopment plans for neighborhoods, corridors, or other parts of the city where revitalization and redevelopment is desired. Ensure such plans provide targeted guidance, based on community input, for where and how redevelopment and/or infill development should occur in those areas.

Inference:

- The city's poor communication and promotion of housing surveys that are restricted to social networks failed to collect accurate community input on the above plans. The city should invest time notifying all populations by placing banners at major department and food stores, lawn signs by neighborhood entrances, flyers at schools, and marquee at businesses. Many cities utilize these methods.
- Downtown Greeley's revitalization plan was agreed upon. However, west Greeley residents, such as the Mountain Vista neighborhood, desire to remain rural and have easy access to necessities.
- A door-to-door survey in, Mountain Vista, Sheep Draw, Owl Ridge, and other communities nearby will provide an opposite statistic for "growth" than what was previously and poorly collected.
- A variety of family units are encouraged. However, multi-use units for low-income families rather than seniors seem to be the city's only priority. Those paying high taxes will grow tired of paying for services we are not able to access in an unsafe town.
- Also refer to [Weld County, Colorado-Character and County Code/Chapter 22-Comprehensive Plan/Appendix 22-B-Subarea Planning Guide](#).
- **For a realistic integration** of mixed housing within Mountain Vista Neighborhood, please review recent studies from [US EPA: Smart Growth: Creating Great Neighborhoods: Density In Your Community: Lessons Learned: Design for Density](#). Which also recommends a smart planning tool called, [Affordable Housing Design Advisor](#).
- [Community Based Alternatives for Individuals With Disabilities](#)
Executive Order 13217, issued on June 18, 2001, requires federal agencies to evaluate their policies and programs to determine if any can be revised or modified to improve the availability of community-based living arrangements for persons with disabilities.

- **GC-6.2 Neighborhood Connectivity** (pg. 48)
Promote design standards and practices that improve connectivity for all modes between neighborhoods and adjacent neighborhoods, centers, corridors, and areas.
and
- **Street Pattern and Mobility** (pg. 100)
Streets in established neighborhoods are primarily curvilinear and, in many cases, are not well-connected.... their street networks and the prevalence of low-density development may make service unfeasible.

Inference:

- Connectivity for all modes between neighborhoods and adjacent neighborhoods would become congested. Vehicles will cut-through Mountain Vista neighborhood to access W. 20th Street. Commuters will seek a short-cut by heading west on 19th Street, turning left onto 80th Avenue, right onto 79th Avenue, to finally reach W. 20th Street.
- The above streets are the only two exits from the west side of the neighborhood. This building structure will violate **TM-1.3 Streetscape Design**, **TM-1.8 Functional Classifications**, **TM-1.13 Street Patterns**, and **TM-3.4 Balance Impacts**.

- Commuters are currently frustrated with long wait-times at the traffic light on 83rd Avenue and 10th St. As traffic presently stockpiles, drivers wait 2 stoplights before crossing or making a left/right turn on 10th St. The named roads are destroyed. There is not an efficient flow of traffic.
- The ability to turn right or left onto 83rd Avenue will become dangerous. Poor road construction and the inability to adapt to a flood of vehicles will cause impatient drivers to make dangerous, impulsive decisions at the stop sign of a busy street.
- Many construction/company trucks often use the above route from Highway 34. Also contributing to traffic build up on 83rd Ave. Rezoning will increase accidents and endanger students should drivers begin to wait for three or more traffic lights at 10th St.
- Starbucks at Boomerang Ranch, (SPR2022-0049) South of 10th Street and East of 83rd Avenue with city planner Darrell Gesick, will exacerbate the situation at the above-mentioned crossroads. Therefore, rezoning for R-H /PUD will ignore “long-range plans for the surrounding area [and] negatively impact considering the permanence of the proposed use, the permanence of existing uses in the area, and any changes in character occurring in the area (Development Code [Sec. 24-206](#)).
- All traffic efforts will add strain on [GPD’s Strategic Plan](#) to “address aggressive and discourteous driving behavior that contributes heavily to increased accident statistics.”
- Per the [Zoning Permit For Manufactured Home/Structures \(Zpmh\) Procedural Guide](#), an access must be available to provide safe ingress and egress to a public street/road, where all accesses shall be in accordance with the access requirements set forth in the Weld County Code. As stated in **TM-1.3** Streetscape Design of this document, commuters of all modes will not have direct alternatives to destinations to avoid congestion without endangering our residential neighborhood.
- [Sec.24-207](#)-Site Plan: Rezoning will not provide a “safe access and internal circulation considering the site, the block and other surrounding connections, and appropriately balances vehicle, bicycle and pedestrian needs for the context”.

○ **GC-6.3 Neighborhood Character (pg. 48)**

Maintain, enhance, and protect the character of established neighborhoods while recognizing the need or established neighborhoods to evolve to meet community needs.

Inference:

- Mountain Vista is an established neighborhood. Rezoning for the purpose of an apartment building on the mentioned plot will not maintain, enhance, or protect the character of our neighborhood for the many reasons stated. Rezoning will eliminate the community’s ability to evolve or to meet a more profitable need.
- Residents of Mountain Vista recognizes community “needs”. Therefore, residents of the neighborhood offered a reasonable compromise for the plot in our neighborhood as mentioned above in section **GC-3.1 Community Character** of this document.
- Development Code **Sec. 24-206** emphasizes the ability of the Counsel to “ensure the use is appropriate in [this] specific location” to meet community needs consistent with the GCP “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.”

- **GC-6.8 Neighborhood Plans** (pg. 49)

Work in collaboration with residents to develop neighborhood plans which complement the goals and objectives of this Comprehensive Plan where additional policy guidance or implementation strategies are needed. In addition, neighborhood plans should address issues related to:

- *Location and access to health and human services*
- *Desired land uses and intensity/density of development.*
- *Neighborhood character, transitions to adjacent neighborhoods and areas, and compatibility of new development*
- *Parks, schools, public gathering spaces, and other neighborhood amenities*
- *Transportation and mobility for a range of modes (i.e., pedestrians, bicyclists, automobiles, etc.).*

Neighborhood plans should include goals and objectives (or similar), as well as a list of implementation actions or strategies the city and/or neighborhood will complete in order to implement the neighborhood plan.

Inference:

- Access to health and human services will prove more difficult for neighborhood residents and adjacent neighborhoods because of swollen roads cluttered with foreign traffic, parked traffic, and poor traffic control. Nor is a safe alternative mode of transportation available, such as walking or biking, due to the absence of sidewalks, bike lanes, and direct routes/trails.
- This neighborhood’s desired land use and intensity/density of development wish to remain low-density/traffic.
- The proposed development is not compatible with the neighborhood or its character. It does not provide fluent transitions to adjacent neighborhoods and areas.
- Rezoning does not meet the neighborhood’s objective to become healthy and active. Rezoning will steal the opportunity to add a neighborhood park, gathering area, or a neighborhood student meet-group that does not require a vehicle or to have children cross busy roads to reach (creating more parks and trails is also part of the City of Greeley’s Comprehensive Plan).
- All modes of mobility within this area is threatened because of zero alternative options to access an arterial road besides violating **GC-6.2 Neighborhood Connectivity** where vehicles would “cut through” Mountain Vista neighborhood endangering everyone within.

- **OBJECTIVE: INFRASTRUCTURE (IN)**

- **IN-1** (pg. 148)

Ensure developed areas in Greeley are served by adequate public facilities and services.

and

- **IMP PR-1.6** (pg. 159)

Review subdivision requirements and the Development Code to ensure that new development is required to provide quality streetscape improvements and connections to parks and trails.

Inference:

- [Greeley's 2023 Financial Plan](#), states several shortcomings within public staffing services. Solutions offered by the department includes recruitment advertising and wage adjustments. The availability of tax-dollar services should be prioritized in accordance to the current population before approving rezoning changes that allow high-density residential areas to invade neighborhoods such as Mountain Vista West Apartments LLC.
 - "Charges for Services are up \$1,267,957, mostly due to growth and inflationary trends" (2023 Financial Plan).
 - "Fines from traffic enforcement are down an additional \$35,000 from 2022 due to less traffic enforcement resulting from SB 20-217" which would not be an issue should the GPD have additional staff (2023 Financial Plan).
 - The [U.S. EPA](#) stated, a healthy neighborhood preparing for mixed use family units also means "civic buildings such as recreation centers, bandstands, or a library, or to ensure that an elementary school is within a 15-minute walk of each household. It may also mean parks throughout the area, so that every home is within a 2- to 3-minute walk of a small park." Mountain Vista does not accommodate any of these features, which may become a FISCAL BUREN to the CITY.
-

- **IN-1.5** Police Service (Greeley Police Department [GPD]) (pg. 63)
Adequacy for police service shall be determined according to call response times relevant to the proposed development location. City analysis of police service demand generated by the proposed development and existing capacity will be required to make a final adequacy determination.

Inference:

- The GPD's attention is concentrated on downtown Greeley, leaving West Greeley vulnerable. Yet Chief recognizes "a growing population, de-criminalization of certain crimes, and an increasing number of state and federal prison parolees being released to the area will continue to pose challenges for the future and we must prepare to address those variables" ([GPD Strategic Plan](#)).
 - As stated in September of 2022 during a community Question and Answer session, Chief admitted his department does not currently hold adequate police services to meet today's population, nevertheless an increase.
-

- **IN-1.11** Costs of Infrastructure Expansion (pg. 64)
Ensure the extension of infrastructure, services, and public facilities in a manner that does not create fiscal burdens for the city or existing residents.

Inference:

- Fiscal burdens for the City include: 1. hiring additional civil service staff to meet City's obligation to maintain resident's health and safety, 2. installing traffic safety equipment within the

neighborhood's area crossroads for students: (a) 83rd Ave. & 18th St., (b) 83rd Ave. & 10th St., (c) round-a-bout on 83rd Ave. & 20th St., and (d) 83rd Ave. & Route 34, 3. widen streets for suitable turning lanes to adapt to traffic for housing residents, new build renters, and businesses located on 82nd Ave. & 18th St., 4. construct bike lanes for students & commuters, 5. install city sidewalks for students & commuters, 6. paint road markings & install traffic signs to direct congestion, 7. snow removal, 8. create a city bus stop near new build & redirect city bus route (new build should not interfere with housing residence or take "routes within [our] established neighborhoods", and 9. Also refer to **IN-1.12** Infrastructure Operations.

- Fiscal burdens to the residents: 1. methods to slow traffic within the neighborhood (speed bumps, signs, etc.), 2. methods to discourage loitering within the neighborhood, 3. individual costs in the attempt to minimize noise and light, 4. additional lawn treatment due to pet defecation damage to avoid HOA Fees, and 5. individual costs to enclose unfenced backyards and to add home security.

-
- **IN-1.12** Infrastructure Operations (pg. 64)

Ensure that City infrastructure is safe, well-managed, and efficiently operated.

Inference:

- A safe City infrastructure plan is not in affect. The city government's job is to "provide a continuous stream of funding" to a "safe city" initiative. This includes safety equipment, surveillance, government employees, technology agencies, and organizations to maintain the city's "dedicated" security equipment throughout ([Safe Cities White Paper](#)). The city currently has cameras on stoplights to perceive safety. This is one impractical act since it is not well-managed or efficiently operated. Nor does it protect Mountain Vista Housing residents if rezoning is approved.
- Infrastructure systems "tend to be capital intensive and high-cost investments and are vital to a country's economic development and prosperity. " Almost everyone would agree that transportation facilities and facilities to manage water and wastewater are infrastructure. Many respondents did not include housing or recreational facilities... because those are largely privately provided" (Miller, Tracy. [Infrastructure: How to Define it and Why the Definition Matters](#). July 12, 2021).

-
- **IMP IN-2.2** (pg. 149)

Evaluate, and update as needed, existing design guidelines for infrastructure and public facilities to ensure aesthetics and considerations for the visual or quality of life impacts on surrounding neighborhoods are considered.

Inference:

- Rezoning for the intended purpose will violate Development Code [Sec. 24-504\(d\)](#). The scale of the building will not compliment or transition well into Mountain Vista Residential community. This building will overpower our neighborhood's features, streets, and open spaces.

- The right to aesthetic and considerations for the visual impacts of neighborhoods nearby will be disregarded. Mountain Vista Community will be an oxymoron to the fact that residents will no longer enjoy its mountainous view and “natural features *for their aesthetic and ecological value, including groves of trees, prairie, streams, unusual and attractive topography, and similar natural landscape features*” as described in [Sec. 24-506](#).
 - The negative impact on resident’s quality-of-life would grossly violate our residential rights and more. Rezoning for a similarly targeted group will not be of value in this area or for the City, overall. It will solely benefit the owner.
-

- **OBJECTIVE: NATURAL RESOURCES & OPEN LANDS (NR)**

- **NR-2.2 Outdoor Odors** (pg. 69)
Support ongoing efforts to identify, track, manage, and reduce offensive outdoor odors.

Inference:

- Rezoning this plot of land will not reduce offensive outdoor odors:
 - vehicle pollution
 - pet waste
 - public waste management
 - sewage
 - tobacco and marijuana smoking
-

- **NR-2.3 Noise Levels** (pg. 69)
Promote acceptable noise levels throughout the community.
and
- **IMP NR-2.1** (pg. 151)
Identify and employ methods to minimize and mitigate noise impacts generated from existing and planned traffic corridors, transit operations, and other capital improvements.
and
- **IMP NR-2.2** (pg. 151)
Minimize the exposure to excessive and disturbing noise through the enforcement of daytime and nighttime noise ordinances, as well as through assertive traffic enforcement actions.

Inference:

- Rezoning will not promote acceptable noise levels throughout the community and will disrupt the peace during the daytime and nighttime hours:
 - loud vehicles
 - foreign vehicles using neighborhood streets.
 - loud music and gatherings
 - pets (barking, cat fights)
 - increased activity (sirens, trash pickup, etc.)
 - off hours firework/firecracker use

- illegal modifications to vehicle mufflers without legal recourse (**Sec. 16-58**).
-

- **NR-3.1** Protect Natural Features and Viewsheds (pg. 70)

Ensure that important natural features and viewsheds are protected or enhanced as development occurs.

Inference:

- Rezoning this plot will harm crops harvested by the [Weidman and Schoenhaar](#) families with land zoned as Agricultural attached to the plot in question. Littering, pets, pollution, loitering, and construction all contribute to the farmer's challenges to grow crops.
 - This unit will also block the only open-view west Mountain Vista neighborhood currently values. Also refer to **NR-3.2** Public Open Lands.
-

- **NR-3.2** Public Open Lands (pg. 70)

Secure and protect meaningful public open lands areas within and near to the city in order to provide visual relief from the urban landscape, preserve "food sheds" and important vistas, and/or retain separation from other communities.

and

- **IMP NR-3.8** (pg. 154)

Identify and secure a range of funding sources and other financial mechanisms that will enable the implementation of the Open Lands and Natural Areas program and community separator concept in a way that balances individual property interests while securing important visual and natural areas for public enjoyment and/or protection of habitat and other environmentally sensitive areas.

Inference:

- Should rezoning commence, this area will not find visual relief from urban landscape. The city has plans to build additional apartment buildings adjacent to this plot, near the soon-to-be Starbucks within the Boomerang Ranch Retail Center currently in action. Rezoning, and the City's quest to urbanize all surrounding areas will deprive Mountain Vista residents the view of the distant sky and Rocky Mountains.
 - Security and preservation of "food sheds", such as the lot located a hairline away from the land in question, will struggle from adequate sunlight and air quality. Rezoning will guarantee windblown trash, cigarette butts, pet waste, and loitering onto agricultural land.
 - Also refer to **NR-3.1** Protect Natural Features and Viewsheds.
-

- **Parks & Open Lands** (pg. 95)

Access to parks and open lands is an important aspect of Greeley residents' quality of life.... the Land Use Guidance Map and community building blocks support both the protection of open lands

within the community and at its peripheries (as community separators) and support the preservation and interconnection of open lands within larger developments and subdivisions.

Inference:

- Rezoning from AG/R-L to PUD/R-H will eliminate Mountain Vista Resident's community separator within a larger development. The current land contributes to immediate resident's quality of life because it acts as a community separator from Mountain Vista Business Park and heavy traffic.
- A reasonable alternative that is often dismissed may be Residential Care for assisted living. **SEC 24-404** Specific Use Standards. Located on a collector street, this type of mix-use housing would serve as a smooth transition between neighborhoods, easily meet all residential design standards, and ensure site compatibility "with the neighborhood in terms of scale and intensity of activity". This plot may remain R-L while the private owners collect capital and meet Greeley's Comprehensive Plan and equal housing requirements. A smaller and calmer build will maintain Mountain Vista's character while preserving the neighborhood's peripheries, and "interconnection of open lands within larger developments and subdivisions".

- **OBJECTIVE: PUBLIC SAFETY (PS)**

- **PS-2.2** Police Services (pg. 79)

Sustain the most visible element of police protection through patrol officers and beats. Develop measurable thresholds that estimate when additional resources will be needed to sustain the community's expected future level of service.

Inference:

- [GPD Strategic Plan](#) declared an imbalance between the police department and population ratio, "with Greeley's anticipated increase in population, the necessity for additional personnel will need to be evaluated and balanced with a fiscally responsible, and strategic approach to agency growth."
 - The GPD Strategic Plan does not have a measurable or definitive plan for additional resources to sustain the community's future level of service anticipated; only a plan to strategically place limited, tired officers already employed by the department with an adjustment to overtime pay.

- **PS-2.8** Maintaining Service with Growth (pg.80)

Identify City needs for funding and development related to safety through the Capital Improvements Plan in order to maintain and keep pace with growth and redevelopment. Periodically review fees to assure they keep pace with the actual costs of serving new development.

Inference:

- [Weld County Capital Improvement Projects/Plan \(CIP\)](#) does not identify City needs for funding and development related to safety for maintaining and keeping pace with growth and the costs of serving a new development by rezoning this land.
 - The two CIP listed to date include Weld County Road 66/41 Intersection Improvements and Weld County Road 72/33 Roundabout. Both located in a non-urban and non-urgent locations.

- **PS-3.5 Safe Built Environment (pg. 81)**

Support development patterns that foster constructive interactions with others to promote the opportunity for neighbors and businesses to mutually support common neighborhood interests such as hazard and crime prevention.

Inference:

- Rezoning for PUD R-H will not foster constructive interactions to promote the opportunity for this neighborhood to mutually support common interests:
 - hazard prevention is not possible with dangers and health risks this development presents.
 - crime prevention is not realistic. Temporary renters often change, not taking pride in their short-term residence or the neighborhoods surrounding them. This encourages a false sense of classification privileges. In turn, single-residential homes will be targeted based on homeowner's advanced planning and hard work.

- **PS-3.6 Public Perceptions (pg. 81)**

Increase a positive public perception of Greeley as a safe place to live, work, and play; and deter opportunities for minimal and undesirable actions.

Inference:

Do not work toward the PERCEPTION of Greeley being a safe place; instead, make it a safe place to live.

- Greeley Police Department requires funding to catch up with Greeley's overpopulation and crime rate.
- Improve access to housing for ALL income-levels, ages, and physical abilities—not just multi-family, low-income, and homelessness. For instance, the average retired resident is struggling with rent as well as those with disabilities.
- Greeley Police Department requires funding to catch up with Greeley's overpopulation and crime rate.
- Improve access to housing for ALL income-levels, ages, and physical abilities—not just multi-family, low-income, and homelessness. For instance, the average retired resident is struggling with rent as well as those with disabilities (Zoning and Site Selection-Local government policies that limit or exclude housing facilities for persons with disabilities - [HUD Planning Guide](#)).
- Also, as an average income-earning family—who carefully planned our life—we are ignored of our wellbeing and safety. We want a quiet and safe place for our families. When we purchased our home, we were happy to be on the lower-dense side of town. The city did not propose plans to urbanize the above plot of land. Otherwise, homeowners like me would not have spent our life savings to settled here ([Appendix E](#)).

- **OBJECTIVE: TRANSPORTATION & MOBILITY (TM)**

- **TM-1.3 Streetscape Design (pg. 84)**

Develop attractive, safe, accessible, and efficient public rights-of-way, including roadways and sidewalks. The design of such rights-of-way should vary depending on the modes accommodated, the surrounding land uses, and the character of the area or neighborhood through which it passes.

Inference:

- The [EPA](#) recommends a good street and transit connection throughout an area, preventing car use for every errand and every trip to school or work and facing unavoidable congestion every day. However:
 - Rezoning will not provide a possibility for a complete street network that would help reduce congestion allowing drivers, bicyclists, and pedestrians to go around traffic or to take more direct routes to their destinations.
 - At each intersection, a person should have options to turn onto a different street and choose a different route or continue along the way. This plot does not provide his roadway connection.

-
- **TM-1.8** Functional Classifications (pg. 86)

Maintain a roadway system that encourages the use of arterial streets for cross-town and regional traffic...and discourages the use of local streets for through-traffic.

and

- **IMP TM-1.1** (pg. 163)

Revise, as appropriate, traffic design standards to match actual experience with various land use types.

Inference:

- This plot is not capable to maintain a roadway system that encourages the use of arterial streets for cross-town and regional traffic due to the long path the residents in the proposed apartment building would have to take to reach 20th Street. Changing zoning for this plot will encourage residents to Vehicles will cut-through Mountain Vista neighborhood to access E. 20th Street. Commuters will seek a short-cut by heading west on 19th Street, turning left onto 80th Avenue, right onto 79th Avenue, to finally reach west 20th Street.
- Please refer to this document's sections **IN-1.11** Costs of Infrastructure Expansion, **GC-6.2** Neighborhood Connectivity, **EH-4.4** Safe Routes to School, **EH-4.3** Land Use and Zoning Changes, **EH-3.4** Early Intervention.

-
- **TM-1.4** Traffic Calming (pg. 85)

Support the use of traffic calming methods that prevent accidents and improve safety for all users.

and

- **TM-1.11** System Construction and Maintenance (pg. 86)

Support and expand ongoing programs related to roadway construction and maintenance. Ensure that new growth does not negatively impact the City's ability to maintain the transportation system or create a fiscal burden for the city.

and

- o **IMP TM-1.2** (pg.163)

Develop standards which control volume and speed on local streets through pro-active traffic calming strategies.

Inference:

- o To allow cargo trucks to deliver supplies in a timely manner by continuing the truck route through 83rd Avenue, the fiscal burden to the city will include proper traffic control at 83rd Ave. and 18th Street.
- o The city must ensure safe routes to schools by investing in, sidewalks, bikeways, trails, alternative routes, traffic control, and crosswalks on 83rd Ave. from 20th St to 10th St.
- o To secure school bus schedules, the city may employ crossing guards, expand roadways, and build a turning lane into Mountain Vista Business Park.

- o **TM-1.13** Street Patterns (pg. 86)

Promote street and pathway patterns and configurations that foster interconnectivity between subdivisions and commercial development in order to move all users in direct routes and limit extraneous travel on collector and arterial streets.

and

- o **TM-3.4** Balance Impacts (pg. 88)

Support land use proposals that seek to balance, mitigate, and distribute transportation impacts in order to maintain or improve current levels of mobility.

Inference:

- o Construction on this plot of land will limit or close off roads 19th and 18th street. This will cause residents to take a long detour through Mountain Vista neighborhood for an extra 5+ minute drive to reach 83rd Avenue—encouraging extraneous travel on collector and arterial streets.
- o The best way to create a complete street network and support new transportation choices is to “use a modified street grid network, ensure access to different modes of transportation (car, bus, train, and walking or biking routes) and build inviting sidewalks. The street network needs to accommodate both cars and people with many routes to their destinations. The streets and sidewalks should connect all neighboring areas with compatible uses, particularly adjacent residential areas. The network should have short blocks (some suggest 600 feet maximum), which will make it easier for both people and cars to navigate the area. The streets should primarily meet in three or four-way intersections to allow people and cars to go around congestion. Cul-de-sacs should be avoided because they limit people’s options to travel around congested areas and impede the connections between neighborhoods. The network should include a complete sidewalk along the local streets. It should be passable, without people having to go around hedges or highways to continue on the path. It should also have limited driveway cuts. Ideally, a planting strip should be placed along the street, creating a buffer for pedestrians and the opportunity to plant trees, whose canopy would provide shade” (EPA).

- **TM-3.2** Supportive Development (pg. 88)
Ensure that all proposed development projects demonstrate the ability to accommodate pedestrian and bicycle travel.
 and
- **IMP TM-1.3** (pg. 162)
Review Development Code standards to evaluate and update parking requirements for various zoning districts to ensure that excessive parking areas are not created, and attractive parking lot design is required.
 and
- **Sec. 24-702. - Access and circulation.**
Where connections from sidewalks in the public streetscapes or internal access streets is not practical or is too remote, sites shall provide pedestrian connections to any of the above areas or amenities on adjacent sites. Connections directly to adjacent sites shall be made in any case where the connections by sidewalks on public streets or through access ways result in pedestrian routes greater than 300 feet.

Inference:

- Rezoning shall include crosswalk markings, pedestrian signs, bike lanes, and a sidewalk along the north side of 18th Street. As well as school bus stop signs, traffic slowing methods, and crossing guards.
 - Vehicle parking will overflow into Mountain Vista Residential community where residents abide by strict HOA policies and pay high HOA fees and property tax.
 - Renting families with 3+ vehicles will park on 19th Street, 82nd Avenue, 18th Street, and 83rd Ave. creating visual blind spots for all types of travelers.
-

2. SUMMARY:

Rezoning Parcel #095908321011, section 8, township 5 north, range 66 west in the name of Greeley's Comprehensive Plan challenges resident's rights. As a resident, I have a right to decide how my tax money is spent, how my quality of life is measured, and to purchase a home near land zoned as AG/R-L, away from urban congestion. At the time of our purchase, the city did not have documented plans to rezone the named land above for context manipulation to carry out capitalistic goals.

As I thoroughly clarified above, rezoning this plot will violate many policies, codes, and rights. The parcel presented for PUD/R-L is not in an ideal location. Approving this request will cause community separation between housing residents and renters of the new build—the opposite of GCP's purpose of "community". Therefore, an approval will grossly disobey Sec. 24-205-Planned Unit Development where "a PUD shall include sufficient area to implement planning concepts that generate broader public benefits that can only be gained from flexible application of the standards, and not simply be used to justify deviations for single projects or on a site-specific basis".

Moreover, many apartment, townhomes, and connecting units are located within this parcel's immediate area. The city has plans to build additional apartments within walking distance in Boomerang Ranch. This plot can easily achieve the GCP with its current R-L zoning designation. The owner may explore several other R-L housing options, parks and recreation, or health and safety needs within the GCP that would keep Mountain Vista Residential Community safe, healthy, and active.

Most studies associate economic and single-home value benefits from having mix-use housing near established communities. However, within those same studies, it was emphasized that the structure's strategical placement would determine the true value of a neighborhood.

My family and I (4 members) respectfully request for the proposal to rezone Parcel #095908321011, section 8, township 5 north, range 66 west to be **denied** ([Executive Order 13217](#)).

Very Respectfully,



Regina Holzmeister

Rezoning request = Mountain Vista West Apartments LLC.

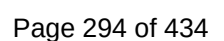


FIGURE B.2

Nearest Hospital for Regular Treatment

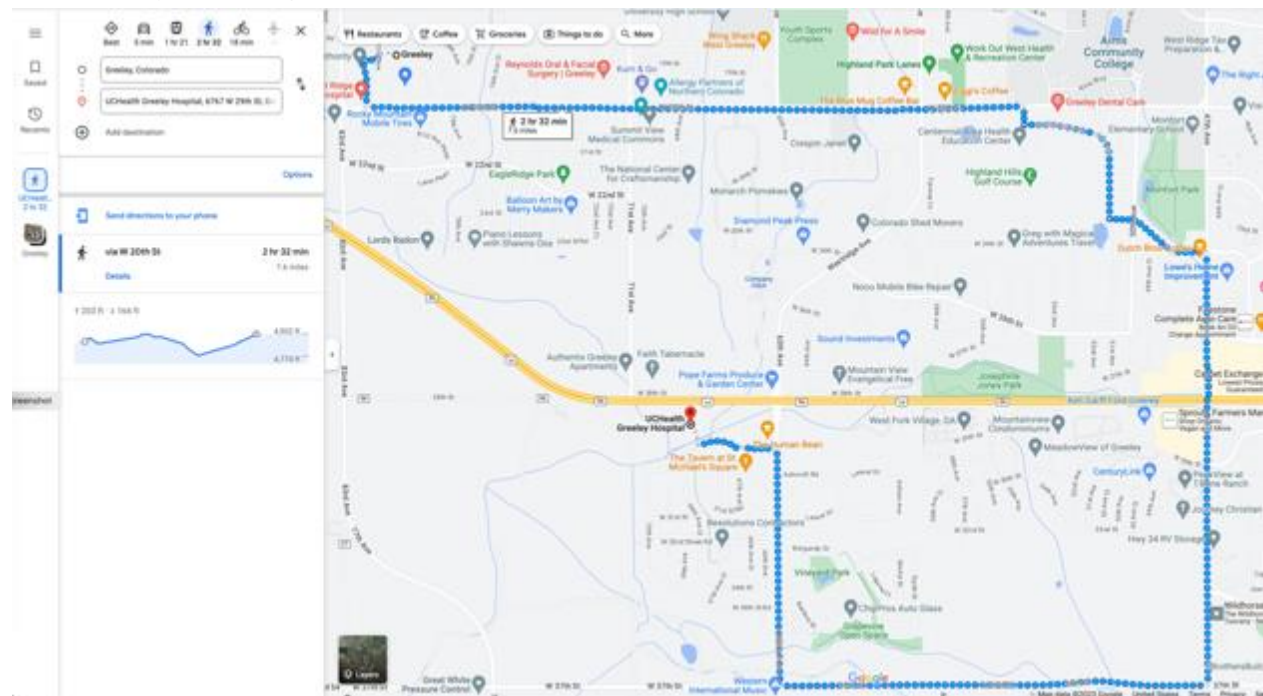


FIGURE B.3

Nearest Grocery Store

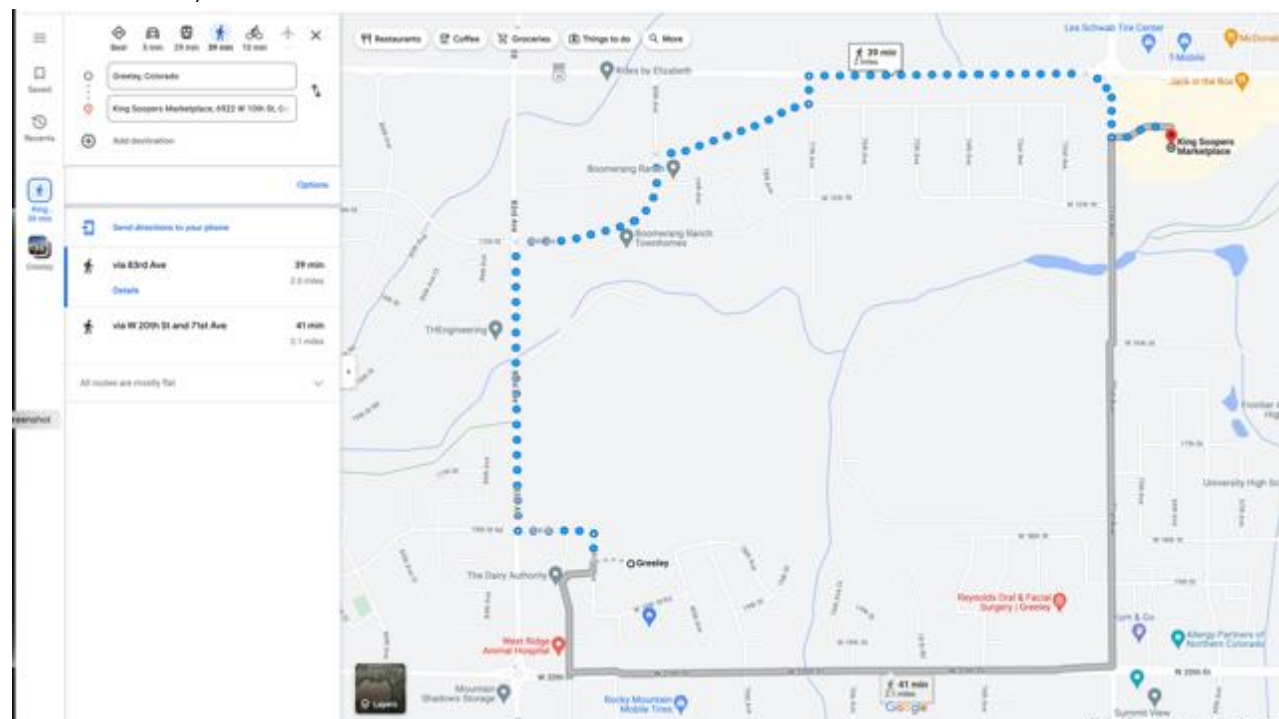


FIGURE B.4

Nearest Library

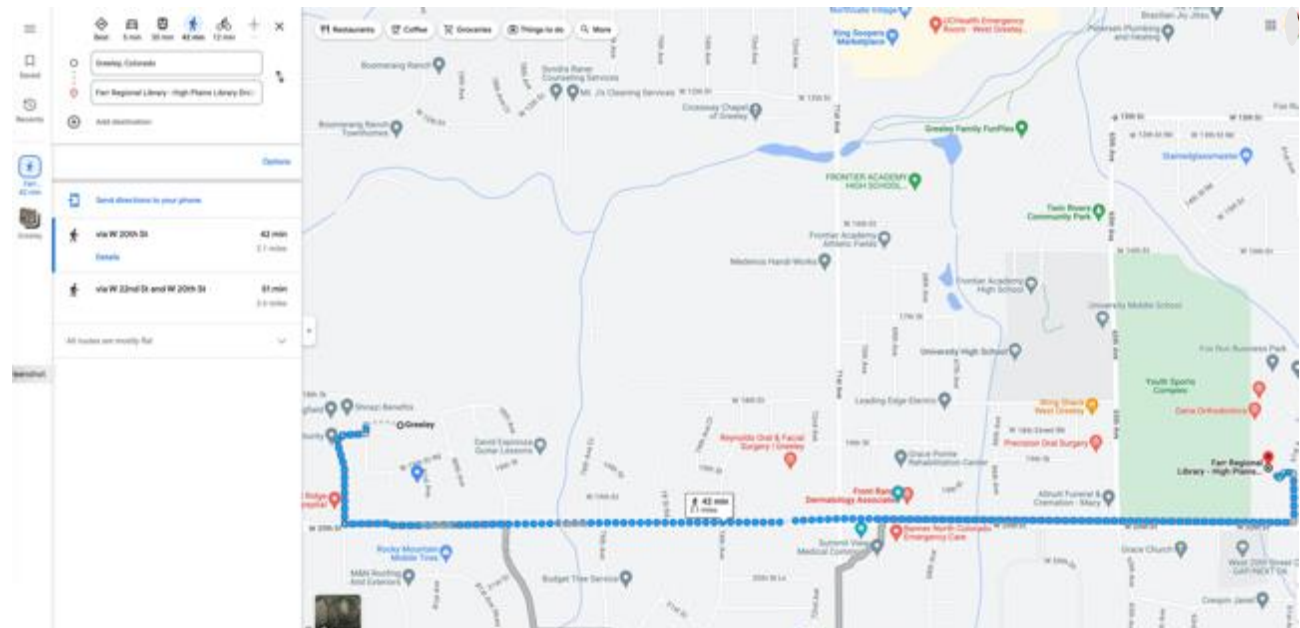


FIGURE B.5

Nearest Park that is NOT Funded by HOA/Renter Fees

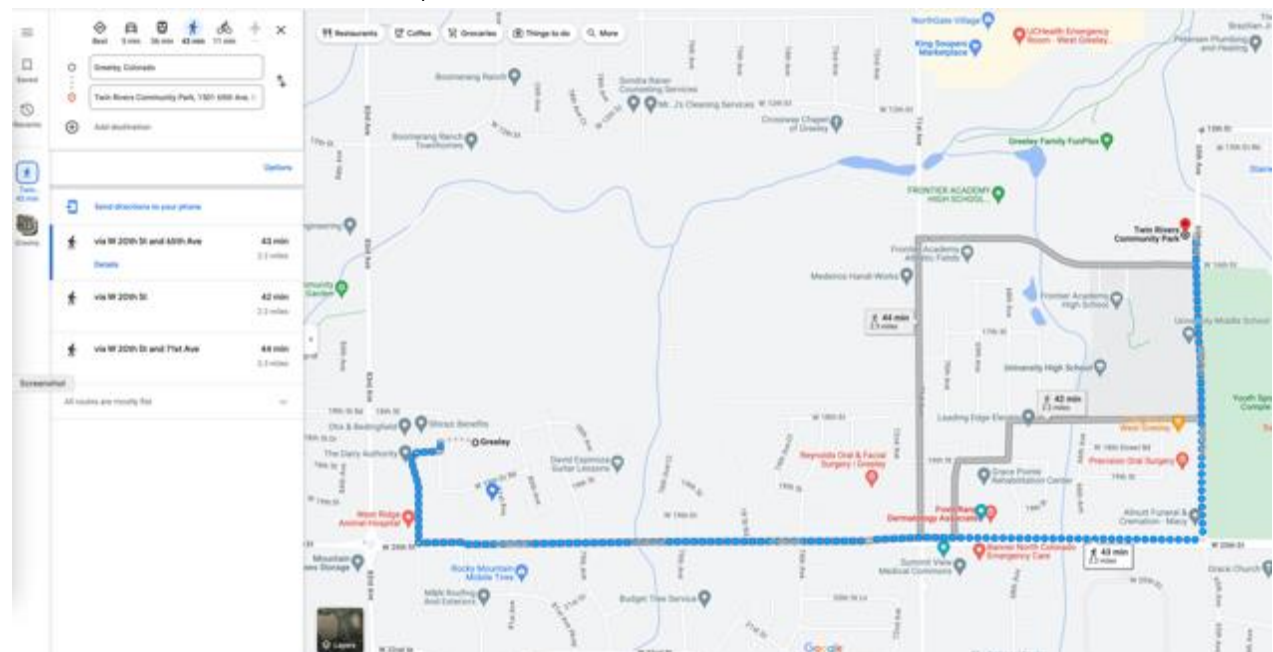
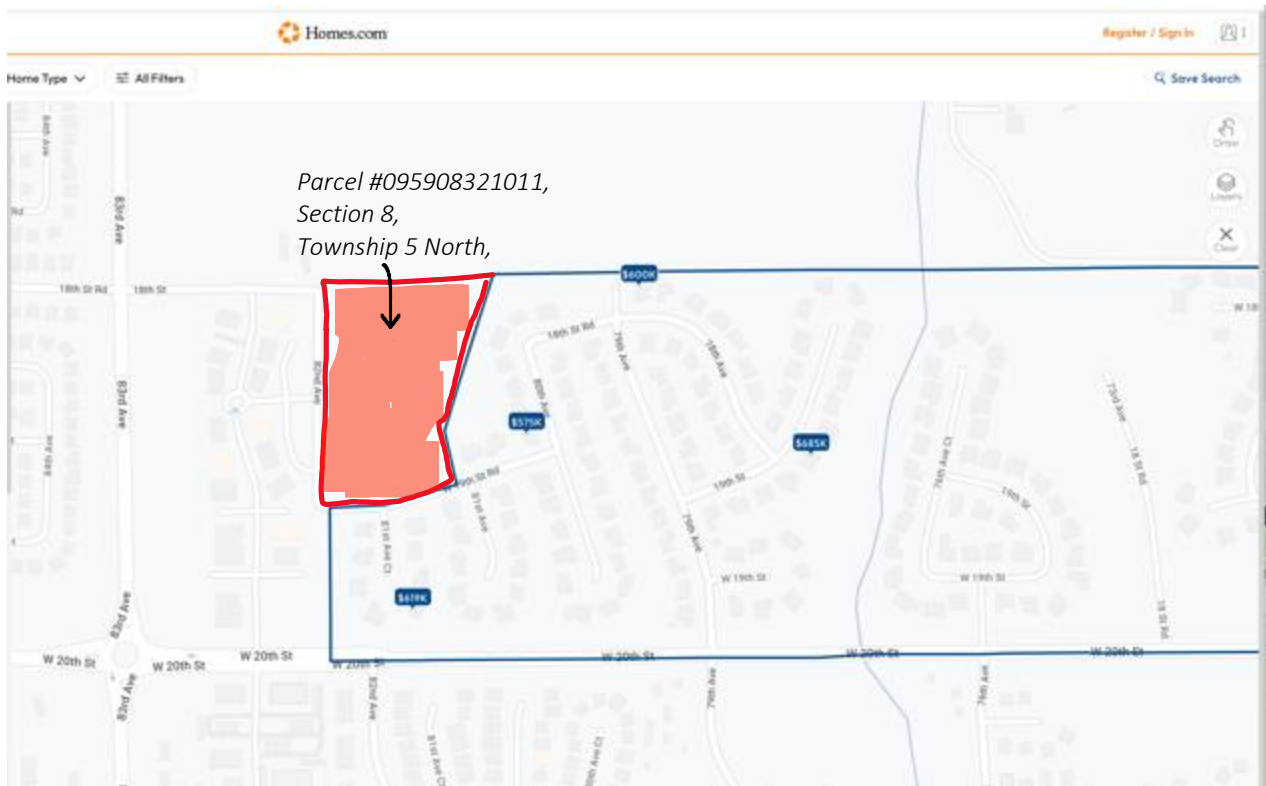


FIGURE C

Mountain Vista Homes for Sale (as of August 4, 2023)



Please refer to City Building Codes to research further graphic clarifications.

[END]

Doug May

From: David Harrold
Sent: Monday, August 21, 2023 3:49 PM
To: brynne@gantlawoffice.com
Cc: Doug May
Subject: RE: Date for Public Hearing - Mountain Vista Multifamily

Good afternoon Brynne,

Thank you for reaching out about the detention pond. To clarify, the authorization to discharge additional stormwater flows to the pond in question is required at the time of site plan review (SPR). We are currently working with the applicant on this land use case, SPR2023-0027, and have not seen any authorization form be submitted. It is on our list of items required prior to City acceptance of the project.

Let me know if you have any other questions.

Thanks,



David Harrold, P.E.
Engineer II
Community Development | Engineering Development Review
1100 10th Street, #203
Greeley, CO 80631
P: 970-336-4175 | david.harrold@greeleygov.com
greeleygov.com

From: Doug May <Doug.May@Greeleygov.com>
Sent: Monday, August 21, 2023 8:45 AM
To: David Harrold <David.Harrold@Greeleygov.com>
Subject: FW: Date for Public Hearing - Mountain Vista Multifamily

Hey David,

Can you answer her question regarding the drainage? I will respond about the hearing date.

Thanks,



Doug May

Planner III

Community Development | Planning

1100 10th Street

Greeley, CO 80631

970-350-9784 | doug.may@greeleygov.com

<http://greeleygov.com/>

From: Brynne Gant <brynne@gantlawoffice.com>

Sent: Monday, August 21, 2023 8:16 AM

To: planning <planning@greeleygov.com>; Josh Olhava <Josh.Olhava@greeleygov.com>; Doug May <Doug.May@greeleygov.com>; Don Threewitt <Don.Threewitt@greeleygov.com>

Cc: remley2@COMCAST.NET

Subject: Date for Public Hearing - Mountain Vista Multifamily

You don't often get email from brynne@gantlawoffice.com. [Learn why this is important](#)

Good morning,

I apologize for copying all of you in this email, but I wasn't sure who would be best to direct this question to. I see on eTRaKiT that the Mountain Vista Multifamily project is scheduled for public hearing, but it is not yet showing on the planning website. Do we have a date for this hearing yet?

Also, in the 2nd Round Review letter dated May 12, 2023, you stated that approval from the HOA for the development to drain to the HOA's pond would need to be "in-hand" as part of the application process. In the developer's response, they stated they were in contact with Becky Stewart regarding this. To our knowledge, the HOA has never provided approval for the drainage, and Becky Stewart has not worked for the HOA for quite some time. Can you confirm whether Planning ever received any purported HOA approval details from the developer in any resubmission? I do not see one, but wanted to double check.

Thank you,

--

Brynne Gant

Gant Law, LLC

8213 W. 20th St., Ste G

Greeley, CO 80634

Phone: (970) 368-3684

www.gantlawoffice.com



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Doug May

From: JOHN KRUSE <NUGGETS28@msn.com>
Sent: Friday, September 1, 2023 9:51 AM
To: Doug May
Subject: PUD2022-0008 Mountain Vista Multi-family PUD

You don't often get email from nuggets28@msn.com. [Learn why this is important](#)

Good morning,

I am sending this e-mail in response to case number PUD2022-0008, the Mountain Vista Multi-family PUD.

I had our house built at 1811 80th Avenue over 15 years ago. We chose that location, as at the time, the area currently looking to be developed was a natural gas site. We built there thinking it would always be vacant, knowing that was not ever going to be the case long term. I only thought that the land behind us would either be homes similar to what is in the neighborhood or even commercial, as what is further west, off of 83rd Avenue. Never once did I think that apartments would be built back there. With that being said, I do have the following comments, concerns, and questions:

1. Traffic in the neighborhood increased exponentially when 20th street was expanded. While this was temporary, if apartments go up, this will also increase the level of traffic going through our neighborhood, but not on a temporary basis. During this same time that 20th street was expanded, unreported crime increased in our neighborhood, via theft.
2. Having only one exit out of the proposed apartment area is not enough. With 14 buildings and a minimum of 6 apartments per building, at 1.5 cars per average household, this is 126 cars going out one way.
3. Why does the City of Greeley only permit or approve "like" buildings in the area. As mentioned before, there are residential homes at probably an average market rate of \$600,000 in the area and very nice commercial properties in the same area, now the City of Greeley wants to approve apartments in this area? What will this do to property values in the area, in which we just seen our property taxes go up, only to have them devalued by apartments going in behind us.
4. Is the City of Greeley's plan for affordable housing to just build apartments? When I look at the most current Residential Projects posted on the City of Greeley's website, all I pretty much see is apartments going up.
5. Where is the infrastructure going to be for West Greeley? 83rd Avenue is not equipped to handle additional traffic coming from all the new apartments going in on the west and east side of 83rd avenue. Why has 83rd Avenue not been expanded? Why is the City of Greeley not encouraging developers to build restaurants.
6. Will the City of Greeley limit the number of apartments being built in Greeley? There are apartments recently being built in Promontory, on the southwest side of 10th and 83rd, more apartments being built on the southeast side of 10th and 83rd, apartments being built on the northwest side of 71st and HWY 34,

southeast side of 20th street and 83rd Avenue, southwest side of HWY 34 and 17th Ave. Currently, we are a Tree City. I am concerned that soon, we will be considered Apartment City.

7. What is the current vacancy rate of apartments now?

Thank you for your time.

John Kruse

Doug May

From: Stephen Cantin <scantin212@gmail.com>
Sent: Friday, September 1, 2023 7:28 AM
To: Doug May
Subject: Case # PUD2022-0008

You don't often get email from scantin212@gmail.com. [Learn why this is important](#)

Mr. May,

I am writing to express concern with the proposal to rezone the property location located north of W. 19th St Rd/ east of 82nd Ave. I understand the need for multi-family residences as Greeley is growing. However, I believe other options should be explored before erecting massive apartments complexes that will create issues to existing residents who live in the neighborhood.

There are very little options to enter the third filling of Mountain Vista. The first is 79th Ave. The second, is 18th St Rd. This is going to create an influx of traffic related concerns that will be difficult if not impossible to manage. There are countless children, mine included that play in the streets and on sidewalks within the neighborhood. This will make safe passage for kids riding bikes, playing ball, and operating lemonade stands unsafe.

When we purchased our home in 2016 it was expressed from our agent that the area would remain as is. We decided to set our roots in this neighborhood so our children could have a place to play and be safe from the hustle of modern day distracted drivers. If we had anticipated a large corporation would be allowed to rezone an area to create residences for thousands, we would not have moved to the Mountain Vista neighborhood.

I'm pleading to you and the city to consider alternatives to this rezone request. I don't want to have to move my family to another community to ensure their safety.

This area in question is without modern conveniences, such as parks or playgrounds. These would make the area remain safe for our children to play while providing the area with much needed conveniences other parts of the community are already enjoying.

I thank you for your time and strongly support ANY other option in place of large apartment complexes being erected in the Mountain Vista neighborhood.

Thanks,

Stephen Cantin

Doug May

From: Marty Neibauer <coachmarty17@gmail.com>
Sent: Friday, September 1, 2023 6:19 PM
To: Doug May
Subject: Mountain Vista PUD Hearing 12Sept2023

You don't often get email from coachmarty17@gmail.com. [Learn why this is important](#)

Good Afternoon,

I am a resident of the Mountain Vista Subdivision in the 81st Ave Ct cul de sac that will be one of the most impacted by this project. Obviously, I am asking as a resident not to allow the rezoning from HA to PUD to go through. Residential low density seems much more appropriate for this site to maintain the style and character of the established neighborhood as the Greeley Master Plan suggests.

The idea of allowing some rich developer to place a random apartment complex right smack in the middle of our established higher end neighborhood seems absolutely absurd to me for a number of reasons. I would argue that Greeley is already overbuilt and over building apartments right now. There are huge complexes across from AIMS and at the Mall under construction. Another large complex off US-34 and 71st, another new project near Promontory. There are recently completed projects and under construction projects by Center Place Shopping Center. I also see there is a meeting on the same day for the PUD development of the 170 acres off 83rd and 10th near another recently completed giant apartment complex west of 83rd avenue.

Where are the houses? If all we build in Greeley are apartments we will always be considered the lesser step child of Windsor, Loveland, Fort Collins, Severance, Tinmouth and so forth where they are building houses. Don't we want people to establish roots in Greeley where they can become permanent residents and community members....not temporary residents? If all we build is apartments, the people who rent them will eventually leave Greeley when and if they can afford to and buy a house in one of the aforementioned communities.

If all we have is apartment complexes there is no opportunity for young families to start to develop inter-generational wealth and work their way up the property ladder in Greeley. They have to go somewhere else to do that. If we keep plopping apartments in the middle of established neighborhoods those people will leave too and take their money with them. There are already many residents in Mountain Vista putting their homes up for sale due to this proposal. This is not good for Greeley, it is a money grab for developers.

In the case of those other complexes, at least the location sort of makes sense. They are at least near a college, near a shopping mall or retail center, located on a major intersection, or with Promontory, near Loveland / Fort Collins where perhaps the residents work. In the case of the Mountain Vista PUD Proposal none of these criteria exist. It is right in the middle of an established subdivision with inadequate infrastructure and traffic capacity to support a 100 unit complex. This proposal flies in the face of the Greeley Master plan for maintaining the integrity and character of neighborhoods.

I'm sure you will find that most of the residents are okay with something reasonable being built there that matches the style and character of the existing neighborhood. Build houses, build patio homes, build something the residents can purchase and become invested members of our Mountain Vista community. Or use the "in lieu of" money the city got during the first phases of Mountain Vista Subdivision to build a park, as many of the older residents of our neighborhood were promised by this same developer. But for God's sake please say "NO" to the PUD rezoning and say "YES" to the tax paying residents of Mountain Vista.

For the record, I did not receive the informational flyer about the meeting until Wednesday, August 30th. Although it is dated August 24th, the envelope is postmarked August 28th. That is not a lot of time for residents to prepare and submit written comments.

I read in the rules that those who attend the community meeting will have the opportunity to speak. Please confirm that this is correct as I intend to take a day off of work to be at the meeting.

Sincerely,

Marty Neibauer
1910 81st Ave Ct
Greeley CO 80634



970-368-5687 | ADMIN@GANTLAWOFFICE.COM | 8213 W 20 ST STE G, GREELEY CO 80634

June 12, 2023

Via US Mail and Email

Greeley City
Planning & Zoning Commission
1100 10th St., 2nd Floor
Greeley, CO 80631
planning@greeleygov.com

Re: *Petition to Deny Proposed Rezoning – “Mountain Vista Multifamily”*

Tract 2, Mountain Vista Filing 3
SE ¼ Section 8, Township 5 N, Range 66
Parcel #095908321011

Dear Commission,

This firm represents Brynne and Jared Gant as residents of the Mountain Vista HOA at 1816 80th Avenue in regard to the above-referenced matter. **With us in objecting to the proposed development join those 261 persons and businesses whose names are attached.** Together, we will be referenced in this petition as “the residents.”

The purpose of this petition is to request that the Commission disapprove the PUD application with proposed rezoning of the above-referenced parcel, in its current state (“the proposal”), as the proposal violates the Imagine Greeley Comprehensive Plan (“IGCP”) and Colorado’s common law against so-called “spot-zoning.” In addition, the residents request that Journey Homes/Northern Engineering (“Northern”) be required to complete an unbiased, third-party traffic analysis and submit the same with any modified proposal.

The residents note that if a modified proposal is submitted with a request to rezone to R-L or C-L, with a true emphasis on the IGCP’s objectives of maintaining the character of higher-end neighborhoods, ensuring safety for students and residents, creating retail Centers or similar, it is likely the residents will not object, as such a request is much more likely to enhance the IGCP and the wellbeing of the residents.

Introduction

On or about April 3, 2023, Journey Homes/Northern Engineering submitted a PUD application with this Commission. That application was not provided to the residents in full, but from what was provided, the residents note that Northern claims that there is a “very limited amount of multi-family” housing in West Greeley—despite the fact that they themselves (or their parent companies) already own at least 1,374 high-density dwelling units in the immediate vicinity. *See Figure B*, below.

On account of their claim that such dwelling units are somehow missing, Northern requests to essentially rezone the subject parcel from H-A all the way to R-H, incorporating 100 dwelling units on the roughly 8-acre parcel that is near-completely surrounded by already-established R-L housing—with no direct access to any major highway. In essence, Northern is requesting this Commission approve a change to the character of

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the neighborhood and the rerouting of approximately 200 vehicles¹ for the 100 units through the surrounding neighborhood where children are often out playing basketball, riding bikes, and the like.

The application goes on to include several bare generalities about how the proposal would supposedly comply with the IGCP and provide adequate traffic considerations, but the proposal fails to provide any specific explanations, traffic evaluations, or the like. For instance, the proposal claims to enhance Objective HO-2.1 of the IGCP, but that Objective contemplates encouraging *a variety* of housing types within new residential projects and subdivisions, and to ensure that Greeley has “neighborhoods and/or development sites available and attractive to its desired workforce, *including higher-end housing*.” Objective HO 2.1 does not contemplate or support a complete change of character for an existing neighborhood whose residents had a legal right to rely on the existing zoning when they purchased their homes. *See, e.g., Clark v. City of Boulder*, 362 P.2d 160, 162 (Colo. 1961).

In the end, what purports to be a declaration enhancing the IGCP is just a request to spot-zone a relatively small parcel in an already-established, high-end neighborhood in order to increase Northern’s economic growth whilst supplying even more of the high-density units that, by definition, *do not* serve the “Missing Middle” of Greeley or the IGCP’s emphasis on maintaining the character of established communities, creating community Centers, and ensuring neighborhoods are safe for children, elderly residents, and all those who had a right to rely on the zoning as it stood when they purchased their property.

Review of Applicable Standards for PUD Applications

Applications for PUD must comply with C.R.S. § 24-67-104 by providing interested parties procedural due process. Before approval may be given, the Commission must make findings that the proposal is in not only in conformity with the IGCP but actually increases consistency with it. G.M.C. §24-204. So-called “spot-zoning” applies where a zoning amendment is sought for mere economic gain to the owner of a comparatively small area. Such zoning amendments are prohibited under the common law of Colorado. *See, e.g., Clark v. City of Boulder*, 362 P.2d 160, 160-162 (Colo. 1961) (internal citations omitted).

The purpose of a PUD should be to allow for flexibility on a *large-scale* and *highly complex* project that requires flexibility in order to take in the broader context in which it lies. G.M.C. §24-205 (2021) (emphasis added). A PUD must include sufficient area to implement planning concepts that generate broader public benefits that can only be gained from flexible application of the standards; *it may not simply be used to justify deviations for single projects or on a site-specific basis*. *Id.* (emphasis added). Every PUD application must fully comply with G.M.C. §24-205(b). In addition, a PUD application is a type of rezoning and so must comply with the procedures outlined in G.M.C. §24-204. *Id.* at (d).

A PUD request must also include a plan that reflects *greater consistency* with the IGCP; that *better meets* the intent and design objectives of the zoning districts and standards, and that promotes 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*. G.M.C. §24-205(c) (emphasis added). **We, the residents, believe that the proposal fails to meet these strictures.**

¹ US DOT and FHA Highway Statistics Series indicates an average of 1.96 vehicles per household in Colorado, and Greeley tends to be above average on vehicle ownership and usage.

The IGCP Objectives

As you all know, in 2018, Greeley adopted the IGCP as its fifth master plan since the original in 1869. The IGCP provides the framework for public growth and development in Greeley. The IGCP's overview on administration notes that private residents are necessary contributors to its administration. *IGCP p. 14*. The IGCP Vision Statement includes an emphasis on creating neighborhoods that sustain a safe and rewarding place for residents to live and for children to play. *Id.* at p. 24.

The IGCP Objectives are broken down into several sections, none of which are supported by Northern's current proposal, but could be with a modified proposal that is truly based on a desire for innovative development rather than dollars.

1. Economic Health & Diversification

The Economic Health & Diversification section, for instance, includes Objectives to streamline the regulatory framework (such as was done with the one-step PUD application process) but **“without compromising the welfare of the public.”** *IGCP at p. 32*. ED-1.5 specifically encourages the start-up and growth of small businesses. Several of the residents own small businesses that would be negatively affected by the proposal. For instance, both Gant Law, LLC and JMGant Photography are run from the R-L neighborhood as well as the C-L business park for which traffic and parking would be greatly impacted.

Objective ED-1.6 encourages a climate of innovation that will benefit the community. In 2021, the Community Development Department presented information to this Commission and the City Council regarding the “Missing Middle,” of housing in Greeley. Their subsequent adoption of changes to the Development Code included encouraging innovative ways to provide housing options for a variety of income levels. This Development Code update will be discussed further in the sections below, but notably high-density multi-family dwellings and apartments **are not** included among the innovative “Missing Middle” housing types and do not serve the population who were the focus of that presentation.

2. Education, Health, & Human Services; Transportation & Mobility

The Education, Health, and Human Services section and the Transportation and Mobility section of the IGCP include several Objectives for the health and safety of students, children, and other residents, that would be harmed by the proposal in its current state.

Objective of EH-4.3, for instance, is to “[d]iscourage land use changes, zoning changes, and/or new developments that will negatively impact the safety of students...travelling to and from a school...” Objective EH-4.4 encourages supporting “ways for students to safely travel to and from school along well-planned and improved routes,” and ensuring “that new residential developments incorporate facilities and/or design elements that support safe walking and bicycle routes for students...”

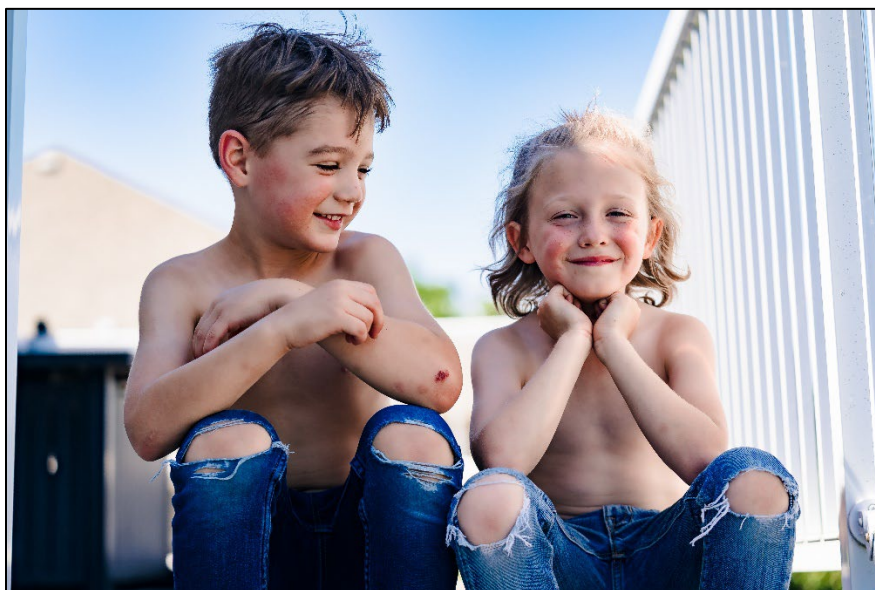
There are three Windsor School District bus stops on the exact streets for which traffic to the 100 units would be rerouted if the proposal is approved.

Greeley residents drive more miles per day than those in surrounding counties along the Front Range. *IGCP* at p. 91. Objective TM-1.2 is meant to ensure that there are adequate and safe ways for pedestrians to walk in our communities and neighborhoods and TM-1.3 is meant to produce safe and accessible rights-of-way that

accommodate the character of the surrounding area and any neighborhood through which a right-of-way passes. TM-1.13 seeks to encourage traffic to move in direct paths and limit extraneous travel.

If the proposal is approved, there is a high likelihood that many of the occupants in the units would be commuting to work at the exact time that our neighborhood students, many of them elementary aged, are attempting to navigate to their bus stops and whilst our residents are walking, jogging, and the like.

Further, Objective EH-2.3 encourages active and healthy lifestyles. As this commission likely knows, it is enormously difficult to get children to play outside in the current culture of all-things-screens. This is our son, Peter Gant (right) and his best friend, Carter Kingman (left).



They are next-door neighbors who have a relationship not unlike Scott Smalls and Benjamin Rodriguez in The Sandlot. These boys often play baseball, basketball, and other games in front of their homes—1816 and 1820 80th Avenue, respectively. **This will no longer be safe or possible if the proposal is approved as is.** If the proposal is approved, they, and other children just like them who already find it difficult to get outside will be further discouraged from an active lifestyle by both the reality of their environment and the grownups who want to keep them safe.

The proposal includes 100 dwelling units in a small, 8-acre parcel that is tucked into our already-developed neighborhood with no direct access to any major roads. Essentially, the proposal would reroute 100 dwelling-units worth of traffic around a blind corner (from 79th Avenue around to 18th Street Road) and straight into the place where these boys are usually out playing on 80th Avenue. Other areas, such as the 3rd Filing's mailboxes (a favorite area for children to navigate to and from) and the HOA's open space west of Filing 3 will be affected as well.

In or around 2015 and then again in or around 2019, Greeley rerouted traffic from 20th street through the neighborhood in much the same way as will be required if the proposal here is approved. When that happened, the activity level of children in the neighborhood suffered greatly. We dealt daily with the inability to safely allow our children to play, as the re-routed drivers sped around the corners and headed through the neighborhood.

Additional EH Objectives regarding land use, walkability, and bikability would also be negatively impacted, as Northern has not adequately explained how those of us who walk, run, jog, cycle, walk our pets, and navigate to nearby areas would be able to continue doing so safely and adequately in the face of the massive development.

And as Northern likely well knows (since a parent company developed several of the R-L homes in the neighborhood), several of the homes here were specifically developed with the elderly in mind and include amenities for that population such as main-floor master bedrooms and laundry. Northern has not adequately provided for Objective EH-3.9 in this regard.

3. Growth & City Form

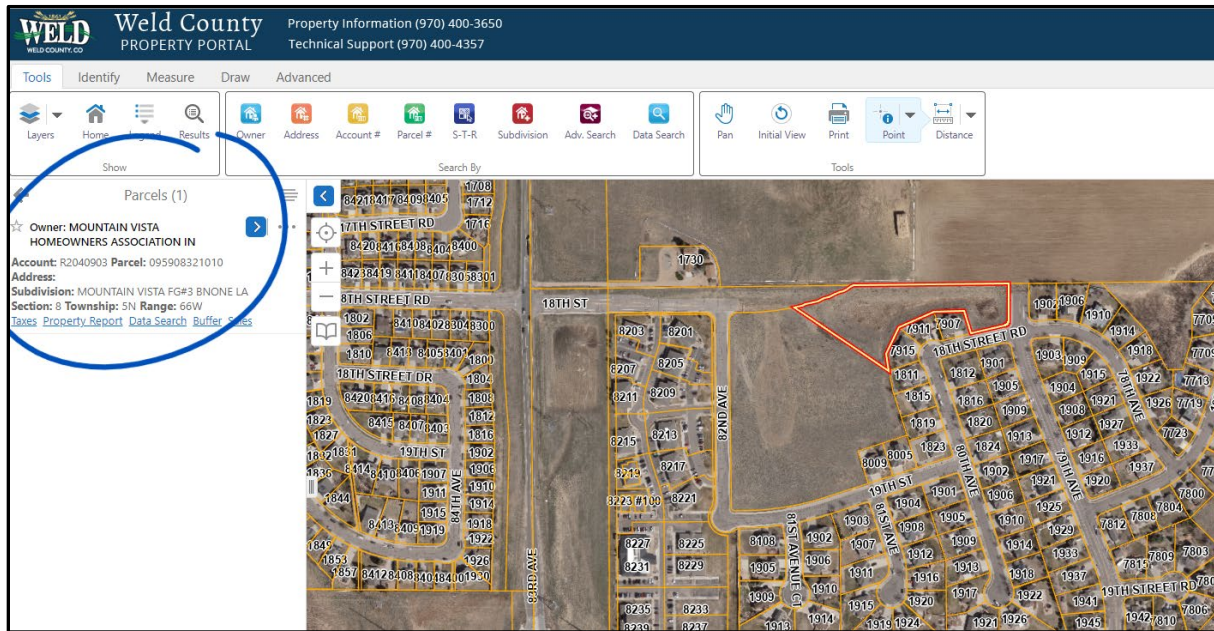
The Growth and City Form section of the IGCP begins by recognizing that Greeley's population growth has expanded (often westward) into a more dispersed population, away from many day-to-day services such as retail areas and parks. *IGCP* at p. 49. Since 2012, Greeley's growth has mostly included multi-family housing units. *Id.* Additional growth is expected, and mixed-use areas are desirable (*id.*), but not in the way the proposal would have it. The goal is to provide enhanced quality of life for the neighborhood residents (GC-1.1) and increased access to things such as retail and parks (*IGCP* at 49) **without** compromising the character of existing neighborhoods (*id.*).

GC-1.1, specifically seeks to “[m]anage growth to maintain or improve quality of life for Greeley’s residents, minimize impacts on the natural environment, and protect or enhance natural features and other resources.” As explained in the Education, Health & Human Services section, above, much like in 2015 and 2019 when traffic was rerouted through the neighborhood, with this proposal, the lives of many of the residents, including those who have signed this petition, would neither be enhanced nor even maintained; they would be negatively impacted.

Objective GC-1.3 requires new development to be restricted to APFA areas. Northern’s proposal includes another broad, general statement about their being adequate utilities. Importantly, Northern also claims in their proposal (sheet 4) that they will improve the offsite existing retention pond—**which is owned by the Mountain Vista HOA**. See *Figure A*, below.

Figure A

Ownership of Parcel Northeast of Proposal



Northern states specifically that they want to “improve” this HOA-owned parcel in order to “provide additional storage and water quality” for their 100 units. Implicitly, Northern knows that the water supply is insufficient for its planned development, and they have failed to explain how the area (that is not owned by them) would be “improved.”

Property owners have a right to rely on existing zoning regulations when purchasing their property and when there has been no material change in the character of the neighborhood which may require re-zoning in the public interest. *See, e.g., Clark v. City of Boulder* at 162 (Colo. 1961).

Several of our residents purchased their abutting property under the then-existing Comprehensive Plan with an assurance of the zoning then in place. Further, since the Mountain Vista HOA owns that land, they purchased with the right to rely on that property continuing to back to the beautiful open space behind these residents’ homes. There are foxes, toads, rabbits, and fireflies that live in that area. How is Northern planning to “improve” this HOA-owned parcel whilst additionally complying with the law that ensures residents a right to the zoning regulations in place at their purchase and that complies with the need to protect natural resources as outlined in GC-1.1? They have not provided sufficient information.

Additional Objectives (e.g., GC-2.4, GC-2.5, and GC-6.1), support building Centers and connection to retail as well as a variety of housing types around those Centers. Here is where Northern had a true opportunity to enhance the IGCP rather than requesting to spot-zone yet another large-scale high-density housing unit. The area just west of the proposed development is already zoned C-L but does not have the types of amenities to create a true Center. The closest retail (a single gas station) to this part of the neighborhood (Mountain Vista 3rd Filing) is over one mile away. Northern is claiming that their proposal enhances the IGCP by providing more of what they claim is a “very limited amount of multi-family” housing in west Greeley. But they are well aware of the fact that this particular type of multi-family housing is abundant here. They know this because the lion’s share of such housing—1,374 of the 1,662 units within

recently built within about a half mile of the proposed development—were developed by them or their parent companies as shown in Figure B, below.

Figure B
 Annotated Map of Nearby High-Density Units



In addition, Northern should be well aware that, per the February 2023 Residential Construction report, there are already approximately 3,800 multi-family units being readied in west Greeley (1,278 in design or fully-approved and 2,530 under construction).

Where are the downstairs apartments, duplexes, row houses, patio homes, garden apartments, townhouses, and other types of Missing Middle housing proposed by the Community Development Department? Where are the retail Centers encouraged by the IGCP? Developers like Northern are not interested in truly serving the Missing Middle or the residents of Greeley, as they know they can make more cash on high-density housing, of which there is plenty, as shown again in Figure C, below.



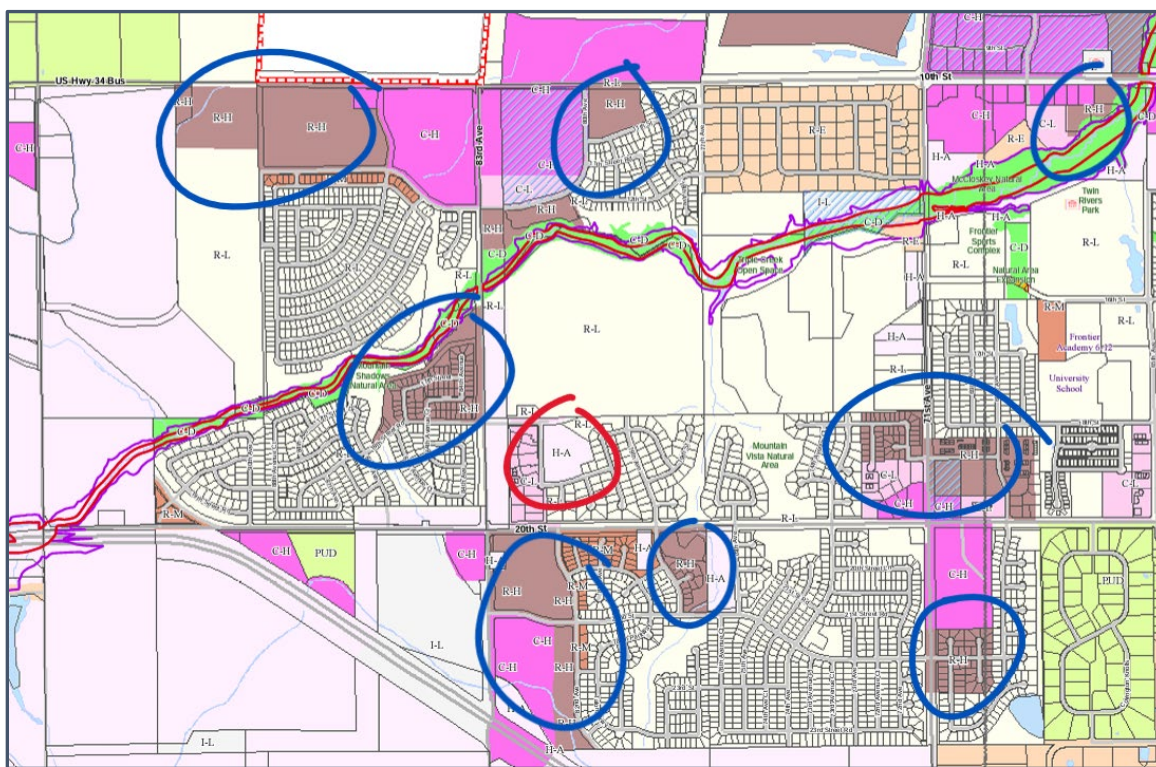
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— L A W —

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Figure C

Additional R-H Units



This spot-zoning tactic is prohibited under the common law of Colorado. *See, e.g., Clark v. City of Boulder* at 160-162 (Colo. 1961) (internal citations omitted). Spot-zoning is the act of singling out a small area for special treatment in a manner that does not further the comprehensive plan. *Id* at 162. When the surrounding areas are zoned differently, and the proposed use is likely to result in economic gain for the developer above enhancement of the comprehensive plan, that is a tell-tale sign that the request is one of spot-zoning. *Id*. An argument that no other use would suffice is not a sufficient rebuttal to this reality. *Id*.

Here, this is exactly what Northern is requesting. The land could be developed into C-L to further the area's use as a Center, it could maintain the character of the high-end neighborhood by being developed as further R-L, or it could even be developed into higher-end medium density residential such as patio homes or town homes, which would further the Missing Middle. None of those requests have been made by Northern. Rather, they seek only to fit as many units as they think they can get away with into the small, R-L-surrounded space—for their own economic growth.

4. Housing

The Housing Objectives are not furthered by Northern's proposal. This section of the IGCP focuses on increasing diversity of housing for all Greeley residents. Notably, Greeley's increase in multi-family housing, like that proposed in Northern's application, **has not** changed the general mix of housing types offered in Greeley. *IGCP* at p. 65.

Objective HO-1.1 provides for an overarching housing strategy which includes three main things:

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- (1) **preventing an over-concentration** of affordable housing in specific areas;
- (2) **encouraging a range of creative housing options;** and
- (3) **maintaining the quality of existing low-cost units.**

Another Housing Objective: HO-2.1, which Northern specifically references (but does not fully quote) in their application, encourages, again **a variety of housing types, sizes, styles, and price-points** of housing units **within new residential projects or subdivisions**, as well as the following:

- (4) 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.**

Northern's proposal accomplishes none of four these objectives:

First, Northern already has a high concentration of low-income units within the area (as shown on Figures B and C).

Second, Northern does not foster creativity or a variety of housing types. In fact, Northern said it best themselves in an August 2020 BizWest interview: **"What [our builders] do well is build the same houses. Over and over and over."** See 2020 Bravo! Entrepreneur – Weld County; Bizwest Aug. 2020; Kadlub, L. (<https://bizwest.com/2020/08/01/jeff-demask-and-larry-buckendorf-journey-homes/#>).

As mentioned above, in 2021 the Community Development Department presented their updates to the Development Code which included an emphasis on providing a variety of housing options for a variety of income levels. As part of their presentation, they included a video update and documentation regarding the Missing Middle. See <https://youtu.be/RqQARqCmeRE>.

The video update specifically addresses the fact that apartments/high-density dwelling units are not the type of variety they meant and **do not** meet the needs of the Missing Middle. A better option would be a development of cottages/smaller R-L houses, row houses, accessory dwelling units, or multi-unit homes such as duplexes which "can fit in nicely with single-family neighborhoods."

Third, Northern has not maintained their current units. Upon information from several of the residents and cross-reference to online reviews, Northern does a very poor job of maintenance and has even been prohibited from developing in two nearby municipalities due to the low-quality of their high-density dwelling construction.

Finally, with regard to providing higher-end housing for executives and other high-paid workers, Mountain Vista HOA currently houses several doctors, lawyers, military leaders, entrepreneurs, managers, and other high-level executives. Several of these residents have moved just since finding out about Northern's application.

Another Housing Objective—HO-1.6—would focus on housing for our elderly residents. As stated in the EH section above, several of the residents belong to our elderly community specifically on account of the initial build of houses here which catered to that population. Objective HO-1.6, if met, would cater to keeping the character of the neighborhood in line with that initial design, but nothing in Northern's application supports Objective HO-1.6.

Northern is seeking to develop yet another high-density, multi-family parcel, as indicated by the name of subsidiary LLC they created for this purpose: “Mountain Vista West **Apartments**, LLC.”

They aren’t asking to build a development that maintains the current, higher-end character of the neighborhood. They aren’t asking to build a retail Center, or a development that caters to the Missing Middle, the elderly, or special needs communities. **They are asking to build more of what they do best: the same thing over and over and over.**

5. Infrastructure

Greeley’s growth is causing strain on its current water treatment plants. This strain is being met by growth in infrastructure, but the rate of growth is not sufficient to meet the increased water demands that so many high-density units are creating and seek to continue creating.

Northern’s proposal claims broadly that there will be adequate utilities, including water, but does not provide sufficient explanation on how this will be achieved (other than to say they will “improve” the land owned by the Mountain Vista HOA). The addition of pets alone, together with their waste, for the 100 units will strain the wastewater treatment in Greeley. Accordingly, Objective IN-1.1 would be hampered by the proposal.

Similarly, the proposal fails to adequately address Objectives IN-1.3 (fire service), IN-1.4 (park facilities), IN 1.5 (police service), and several others.

6. Natural Resources & Open Lands; Parks & Recreation

Finally, we, the residents, understand and appreciate that not all open spaces, undeveloped land, and related resources can remain forever, and not all resources are protected. Still, we wish to illustrate for you the effects on each of us personally of the change that has taken place in our surroundings and environment over the past few years in our neighborhood.

Figure B shows the high-density developments that have taken place in recent years in this immediate area (almost all of which belong to Northern or a parent company) (and Figure C shows additional R-H just a bit farther). Just a handful of years ago, these were open fields, grasses, home to many plants and animals. Our homes were quiet, traffic was slow, natural areas abounded. We had all manner of wildlife that we could see from our decks and patios.

As these high-density units have developed, there are no more toads, almost no more foxes and squirrels, rabbits have decreased tremendously along with all manner of flora and fauna. The city has maintained (and improved) the open space off of 20th street between the Mountain Vista 1st and 2nd Filings, but there is no direct access to that area for much of Mountain Vista, including the 3rd Filing and any direct access would require acquisition of a portion of the vast, open parcel (owned by the Wiedeman family) to the north.

Air quality has diminished. Water treatment has been strained. Noise levels have increased dramatically along with light pollution. Here in the Mountain Vista 3rd Filing, there are still fireflies. They live in the



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HOA-owned parcel northwest of the proposed development (the parcel Northern states they will “improve.”). We do not believe they will survive the development.

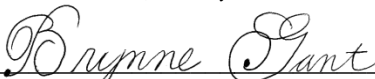
Several of the NE Objectives, such as NE-3.5, and the PR Objectives, such as PR-1.1, will be hampered by the proposal. We are already losing the character of the land we purchased. A rezoning to PUD/R-H will take what little we have left.

Request

We, the residents of Mountain Vista HOA, therefore are requesting that you disapprove the Northern PUD application in its current state as nothing more than a “spot-zoning” request claiming, without supporting documentation or convincing explanation, to be an enhancement to the IGCP.

We request that any modified proposal include a full, unbiased, third-party traffic evaluation and that any modified proposal really, truly take into account the IGCP’s emphasis on maintaining the character of higher-end neighborhoods, on safety for students and pedestrians, on incorporation of Centers and retail services within neighborhoods, on the need for a variety of housing options (not just more apartments and high-density dwellings) as well as amenities for the elderly and special needs communities, and a need for reasonable infrastructure and water supplies as well as preservation of natural spaces.

Sincerely,


Brynne Gant | #46642


Jared M. Gant

Enc. Signatures of 261 additional residents who join in objecting to the proposal



Open land east of 82nd Avenue between 18th and 19th Streets

[illegible]

Open land east of 82nd Avenue between 18th and 19th Streets

Name	Address	Signature/Date
Susan Harvey	30 Alles Dr	Susan Harvey - 3-13-2023
Karen Giebler	1947 17 th Ave.	Karen Giebler 3-13-23
Virginia Hxtell	1703 Glen Meadows Dr.	Virginia Hxtell 3-13-23
Nancy Leone	1910 Montview Dr.	Nancy Leone 3/18/23
Mary E. Ryan	1925 Glenview Blvd.	Mary E. Ryan 3/13/23
Rosamund Bergman Jeremy Oldham	145 59 th Avenue 1903 78 th Ave.	Rosamund Bergman Jeremy Oldham 3-13-2023
Jill Baldwin	1903 78th Ave	Jill Baldwin 6/11/23
Grant Cobb	1914 78th Ave.	Grant Cobb Greeley CO 6/11/23
Joyce Doreen	1922 78 th Ave	Joyce Doreen Greeley Co. 6/11/23
Ken Smith	1922 78 th Ave	Ken Smith Greeley 6/11/23
Allyn Slater SA	1921 78th Ave	Allyn Slater 6/11/23
Brooke Smith	1921 78th Ave	Brooke Smith 6/11/23
Marilyn J. Orth	1926 78 th Ave	Marilyn J. Orth 6/11/23
Rick Green	7808 79 th	Rick Green 6/11/23
Brad Birleff	1909 79 th Ave.	Brad Birleff 6-11-23

[illegible]

Open land east of 82nd Avenue between 18th and 19th Streets

[illegible]

Open land east of 82nd Avenue between 18th and 19th Streets

[illegible]

Open land east of 82nd Avenue between 18th and 19th Streets

Name	Address	Signature/Date
Robin McIntire	1906 80 th Ave. 80634	Robin McIntire 2/6/23
MARK M ^{McINTIRE}	1906 80 th Ave ^{Greeley, CO} 80634	Mark M McIntire 2/6/23
Dylan McIntire	7904 W 12 th St 80634	Dylan McIntire 3/7/23
Desirae Bates	7104 W. 12 th St. 80634	Desirae Bates 3/7/23
Shelley Paddock	2021 clubhouse Dr, Greeley 80634	Shelley Paddock 3/8/23
Carol Brink	1902 80 th Ave Greeley 80634	Carol Brink 3/8/23
Kelley Millman	112 51 st Ave Greeley 80634	Kelley Millman 3/10/23
Tom Millman	112 51 st Ave Greeley 80634	Tom Millman 3/10/23
CHANCE SPRINGFIELD	1622 WESTVIEW RD, GREELEY 80634	Chance Springfield 3/10/23
Reena Dhakal	2021 81 st Ave Ct.	Reena Dhakal 4/1/2023
Jaclyn McKinnon	2013 81st Ave Ct	J. McKinnon 4/1/2023
David Englund	2005 81 st Ave Ct	David Englund 4/1/23
DAVID ENGLUND	2005 81 st Ave. ^{GREELEY CO} CT. 80634	David Englund
Patricia Vargas	2023 81st Ave Greeley	Patricia Vargas
Erin Joseph	2011 81st Ave Greeley	Erin Joseph
Jeanne Vincelaurito	2003 81st Ave Greeley CO	Jeanne Vincelaurito
Robert McIntire	2018 81 st Ave. Greeley	Robert McIntire
Reyna Barrero	8108 19th St Greeley	Reyna Barrero
Jesus Esquivel	8108 19th St Greeley	Jesus Esquivel
Mirna Camacho	8108 19th St Greeley	Mirna Camacho

[illegible]

Open land east of 82nd Avenue between 18th and 19th Streets

DALE HALL WARD 4

Name	Address	Signature/Date
Liz Schueller	10302 19th St Greeley CO 80634	Elizabeth Schueller 2/22/23
Kelly Sandeford	709 River View Dr Greeley Co	Kelly Sandeford
C. Brian Freeman	719 51st Ave Greeley CO	C. Brian Freeman
Khoi Le	1912 7th Ave Ct.	Khoi Le
Jaime Carver	1732 Fairacre Rd Greeley CO	Jaime Carver
Robert Vickerman	6600 W. 20th St HUS Greeley	Robert Vickerman
Paul & Andre	452-N Wyndham St Greeley	Paul & Andre
Abbey L Baeza	6201 W. 21st Street Greeley	Abbey Baeza
Mitch McElmree	1904 81st Ave Greeley	Mitch McElmree
Amy Patterson	1908 81st Ave Greeley	Amy Patterson
Marc Patterson	1908 81st Ave Greeley	Marc Patterson
Julie Tomori	1912 81st Ave Greeley	Julie Tomori
Sana Tomori	1912 81st Ave Greeley	Sana Tomori
Jin Heussen	1919 81st Ave Greeley	Jin Heussen
Gerald Spriggs	1915 81st Ave Greeley	Gerald Spriggs
Jack	1911 81st Ave Greeley CO	Jack
MATT HOLZMEISTER	1907 81st Ave Greeley CO	Matt Holzmeister
Gina Holzmeister	1907 81st Ave Greeley CO 80634	Gina Holzmeister 970-939-8574
Clyde Anderson	1906 81st Ave Greeley CO 80634	Clyde R Anderson
Sally J Anderson	1906 81st Ave Ct Greeley CO 80634	Sally J Anderson
Martin Neibauer	1910 81st Ave Ct Greeley CO 80634	Martin Neibauer
Manuel Lisa	1913 81st Ave Ct.	Manuel Lisa
Gary Bolland	1915 81st Ave Ct.	Gary Bolland
BARRY HANWICK	1819 80th AVE	B. Hanwick
JENNIFER HANWICK	" " "	Jennifer Hanwick

Open land east of 82nd Avenue between 18th and 19th Streets

Name	Address	Signature/Date
MARY L A FORCE	7724 W 19 th Ave	Mary L. A Force
Becky Sue La	7716 19 th St	Becky Sue La
Brenda Spink	7705 19 th St	Brenda Spink
Bob HUGGINS	7505 19 th ST	Bob Huggins
Gordon L Grimes	7601 19 th Street Rd	Gordon L Grimes
Mary E Grimes	7601 19 th Street Rd	Mary E Grimes
DONNA DIRLEFF	1909 79 th AVE	Donna Dirleff
Michelle Andreassen	7405 18 th St	Michelle Andreassen
MATTHEW TEMPKNER	7405 18 th St	Matthew Tempkner
Deborah G Mason	7704 19 th St.	Deborah G Mason
Tracy Wilson	1908 79 th Ave	Tracy Wilson
Danielle Wilson	1908 79 th Ave	Danielle Wilson
Richard Linn	7803 19 th St Rd	Richard Linn
Robert L. Thompson	7413 18 th Street	Robert L. Thompson
Ana J. Haro	1824 80 th Ave.	Ana J. Haro
Kiki Haro	1824 80 th Ave	Kiki Haro
Diane Paden	1926 78 th Ave	Diane Paden
Nancy Steele	1908 76 th Ave Ct	Nancy K Steele
Lyndee Steele	1908 76 th Ave Ct	Lyndee Steele
Wendy Forsyth	7525 14 th St	Wendy Forsyth
Pickey Harris	7525 14 th St	Pickey Harris
Jana Frielev	1909 76 Ave Ct	Jana Frielev
Glenn Frielev	1909 76 Ave Ct	Glenn Frielev
Todd A. Clark	1901 74 th Ave	Todd A. Clark 3/13/23
Jana Clark	1901 74 th Ave	Jana Clark 3/13/23

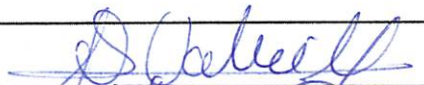
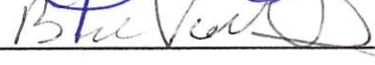
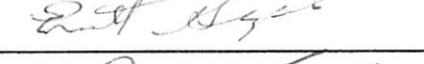
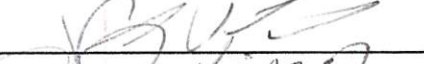
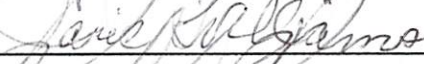
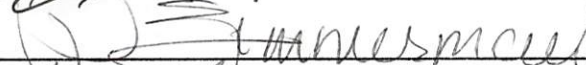
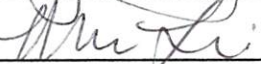
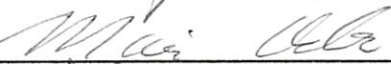
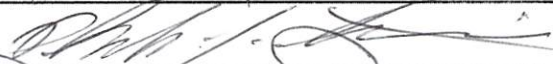
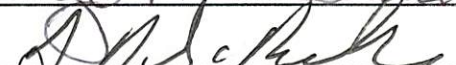
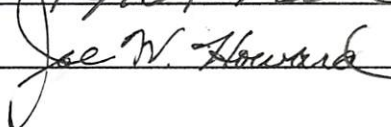
Open land east of 82nd Avenue between 18th and 19th Streets

Name	Address	Signature/Date
Sandy Cosner	1909 81 st Ave Ct.	A. Cosner 3/8/23
Dirk Cosner	" "	DD Cosner 3-8-23
Jesus Esquivel	8108 19 th St	Jesus Esquivel 3-08-23
Reyna Barrios	8118 19 th St	Reyna Barrios 3-8/23
Sam Porter	1901 79 th Ave	Sam Porter 3/8/23
Andrea Kangel	1913 79 th Ave	Andrea Kangel 3/8/23
Russy Youde	1917 79 th H Ave	Russy Youde 3/8/23
Bill Youde	1917 79 th H Ave	Bill Youde 3/8/23
Janis Mitchell	1916 79 th Ave	Janis Mitchell
Tracy Wilson	1908 79 th Ave	Tracy Wilson
Heather McKee	7806 19 th St. Rd.	Heather McKee
Chris McKee	7806 19 th St. Rd.	Chris McKee
Karen McKee	7806 19 th St Rd.	Karen McKee
Brant Lukszick	7800 19 th St	Brant Lukszick 3-11-23
Barbara Karbs	7720 W. 19 th Street	Barbara Karbs
Jennifer Karbs	7720 19 th St.	Jennifer Karbs
Jerry Karbs	7720 19 th St.	Jerry Karbs
Karen Burns	1925 76 th Ave CT	Karen Burns 31 MAR 23
Stephen Cantin	7712 19 th St.	Stephen Cantin
Kristy Smith	7911 18 th St. Rd	Kristy Smith
Kandy Wolf	1929 79 th Ave	Kandy Wolf
Mary Lynn Thompson	7413 18 th St	Mary Lynn Thompson
Robert Mattei	1730 83 rd Ave	Robert Mattei 3/13/23
Jan Oetken	7709 19 th St	Jan Oetken
Kristen Deestman	1904 79 th Ave.	Kristen Deestman 3/13/23

Open land east of 82nd Avenue between 18th and 19th Streets

[illegible]

1 West
Open land east of 82nd Avenue between 18th and 19th Streets

Name	Address	Signature/Date
Francisco Valencia	1915 78 th AVE	
Guillermina Valencia	1915 78 th AVE	
Brenda A. Valencia	1915 78 th AVE	
Janell Lambrecht	1927 78 th Ave	
Scott Forkner	1900 76 th Ave CT	
Everett Gonzales	1929 - 76 th Ave CT	
VAN UNDERWOOD	1933 76 th Ave CT	
Janis Williams	2632 W Buena Vista Dr	
RICHARD REID	7605 19 th ST. RD	
Melinda Kelly	7515 19 th ST RD	
Art Chavez	1922 80 th Ave	
Dani Zimmerman	1917 80 th Ave	
Monica Lira	1913 81 st Ave CT	
Maria Acosta	1913 81 st Ave CT	
Lisa Downs	1916 81 st Ave	
Sam Tomoi	1912 81 st Ave	
Kyle Reed	1911 81 st Ave	
PHILIP STRAIN	1926 80 th AVE.	
Suzanne Strain	1926 80 th AVE.	
J. Paul Sorelle	1912 79 th Ave	
Joe Howard	7809 W 19 th ST. RD.	

[illegible]

Name	Address	Signature/Date
Earl P Miller	7429 W 18 th St Greeley	Earl P Miller 06/09/23
Josh & Ruth Ortiz	7425 W 18 th St Greeley	Josh & Ruth Ortiz 06/09/23
Dale Lottin	7417 18 th St Greeley	Dale Lottin 06/09/23
Robert L. Thompson	7413 18 th St Greeley	Robert L. Thompson 06/09/23
Marilynn Thompson	7413 18 th St Greeley	Marilynn Thompson 06/09/23
Dianne Gibson	7315 18 th St Greeley	Dianne Gibson 6/9/23
Jane Plant	7303 18 th St Greeley	Jane Plant 6-9-23
Don Plant	7303 18 th St Greeley	Don Plant 6-9-23
BOB MILLER	7229 18 th St Greeley	Bob Miller 6/9/23
Steve Otye	7224 18 th St Greeley	Steve Otye 6-9-23
Arlene Otto	7225 18 th St Greeley	Arlene Otto 6-9-23
Linda Sandstrom	7221 18 th St Greeley	Linda Sandstrom 6/9/23
Jack Jerning	7217 18 th St Greeley	Jack Jerning 6/9/23
Jane G. Adams	7209 18 th St. Greeley	Jane G. Adams 6/9/23
Don Burrough	1800 74 th Ave CT Greeley	Don Burrough 06/09/23
Elizabeth Burrough	1800 74 th Ave CT	Elizabeth Burrough 6-9-23
Daniel Plant	7418 W 18 th St	Daniel Plant 6-9-23
Jenny Plant	7418 W 18 th St	Jenny Plant 6-9-23
Jerry McCarty	7409 18 th St	Jerry McCarty 6/10/23
Matt Temperado	7405 18 th St	Matt Temperado 6/10/23
Michelle Anderson	7405 18 th St	Michelle Anderson 6/10/23
Rick Gerner	7401 18 th St	Rick Gerner 6/10/23
STEVEN M'MURREN	1808 74 th AVE	Steven M'Murren 6-10-2023
DENISE M'MURREN	1808 74 th AVE	Denise M'Murren 6/10/2023
Ronald Strobel	1816 74 th AVE	Ronald Strobel

Open land east of 82nd Avenue between 18th and 19th Streets

Name	Address	Signature/Date
Jared Gant	1816 80th Ave Greeley, CO 80634	Jared Gant
Byrnie Gant	1816 80th Ave. Greeley, CO 80634	Byrnie Gant
John Kourse	1811 80th Ave	John Kourse
Phyllis Odair	1811 80th Ave	Phyllis Odair
Shirley Odair	1811 80th Ave	Shirley Odair
Jason Rath	1812 80th Ave	Jason Rath
Ronald Rath	1812 80th Ave	Ronald Rath
Ryan Annan	1815 80th Ave	Ryan Annan
Hailey Annan	1815 80th Ave.	Hailey Annan
Kaylyn Kingman	1820 80th Ave	Kaylyn Kingman
Henry Schmitz	1905 80th Ave	Henry Schmitz
Jill Schmitz	1905 80th Ave.	Jill Schmitz
ISAAC BAEZA	6201 W 21st ST	Isaac Baeza
Doyle M Dick	1941 79th Avenue	Doyle M. Dick
Jim L. Sisson	1942 79th Ave	Jim L. Sisson
Steve Larson	1945 79th AVE	Steve Larson
Cody Remley	1713 67th Ave	Cody Remley
Megan Remley	1713 67th Ave	Megan Remley
Jason Taylor	1914 80th Ave	Jason Taylor
Kari Taylor	1914 80th Ave	Kari Taylor
Gerald Brink	1902 81st Ave	Gerald Brink
Chris Lind	1902 81st Ave Ct	Chris Lind
Eric Lind	1902 81st Ave Ct	Eric Lind
Robert Lind	1912 81st Ave Ct	Robert Lind

From: Peg S <pegsloey@gmail.com>
Sent: Tuesday, September 26, 2023 5:29 PM
To: CityClerks <CityClerks@Greeleygov.com>
Subject: Statement of Opposition to Mountain Vista MultiFamily rezoning

You don't often get email from pegsloey@gmail.com. [Learn why this is important](#)

Statement of Opposition for October 3, 2023 Rezoning Request

Mayor Gates
Greeley City Council
cityclerk@greeleygov.com

Dan and Peggy Sloey

19 7723th St

Greeley ,CO80634

September 2023 ,25

Regarding: PUD2022-0008 – Mountain Vista Multi-Family PUD and Rezoning

Dear City Council members and Mayor Gates,

I am writing to express my opposition to the proposed rezoning in PUD2022-0008. This matter is on the agenda for October 3, 2023.

My reasons for opposing this rezoning request are as follows:

The addition of high density housing will have a severely detrimental effect on the quality of life and property value of our homes in the Mountain Vista neighborhood .

--Our neighbor hood has always felt safe. We know our neighbors, not only those on our street, but throughout the entire neighborhood, because we feel comfortable taking walks and getting to know folks. Kids here don't have access to a park or playground, so they ride their bikes and scooters on the sidewalks and streets, or play in their driveways, where balls may roll into the street once in a while, but it's not a problem--we look out for one another. The addition of hundreds of people in high density housing embedded in our neighborhood will forever change the feel of our neighborhood. Crime will increase, as it has in the Trails at Sheepdraw neighborhood on 83rd avenue after the addition of hundreds of apartments. Traffic will increase exponentially, putting the safety of the children, and all of us at risk. A leisurely walk around our quiet neighborhood will no longer be possible.

--We know our property values will drop, as no one who is interested in living in the kind of community we now enjoy wants a high density apartment situated so close. It's just the wrong fit for this neighborhood.

In short, rezoning this property will absolutely ruin a perfect neighborhood. Please don't do that.

Thank you for your attention to this matter.

Sincerely, Dan and Peggy Sloey



From: Neal Kingman <neal.kingman@bankofcolorado.com>

Sent: Tuesday, September 19, 2023 1:21 PM

To: Johnny Olson <Johnny.Olson@Greeleygov.com>

Subject: PUD2022-0008 Rezoning Application

You don't often get email from neal.kingman@bankofcolorado.com. [Learn why this is important](#)

Good Morning, Johnny!

It is hard to believe that Summer is winding down, but I hope you had a great one.

In this instance, I am reaching out as a concerned citizen. More specifically, I am asking that the city deny rezoning application PUD2022-0008 that will be discussed in a hearing on October 3rd. This is a rezoning request put forth by Crow Creek Construction, LLC (aka Journey Homes, aka Jeff Demaske) for the rezoning of an in-fill parcel that is located smack-dab in the middle of a long established (nearly 20 years) low density residential neighborhood in West Greeley (Mountain Vista). The applicants presented to the planning commission last week. They intend to put **100 apartment units** on this parcel spread across **14 buildings**. In no way is that a viable use of that land when you consider the impact it would have on the surrounding neighborhood. 100 units could very easily mean an additional 150+ vehicles traveling through the neighborhood, and there simply isn't adequate accessibility off of 20th St. or 83rd Ave. to safely accommodate that amount of volume. Additionally, 83rd avenue is already over capacity in its current state with only 1 lane in each direction. This is before you even consider the additional multi-family development currently underway on the SW corner of 83rd Ave. and 10th St., or the new retail commercial development also currently underway on the SE corner of 83rd Ave and 10th St. which will house a gas station/convenience store, Starbucks, etc. I encourage the council members to drive out to the subject site in question under PUD2022-0008. I am confident you will all see that this project simply is not a fit

This project is not born out of the developer's desire to address Greeley's current housing issues. This is strictly a profit play by the applicant as evidenced by how they are attempting to shoe horn this apartment complex onto this inadequate site. This project does not address the "missing middle" as identified in Greeley's long term housing plan because none of these 100 proposed units can be purchased by individuals. I am extremely concerned about the concentration of existing multi-family developments in the immediate surrounding area of the subject proposed project, and it just so happens that the applicant owns nearly all of those as well. In fact, the 350 unit apartment complex owned by the applicant just South of the roundabout on the corner of 20th St. and 83rd Ave. is less than 250 yards away from the subject site (see attached picture to see just how close it is). The applicant also owns the Trails at Sheep Draw apartments, which is another nearly 550 units that are 0.8 miles from the subject. When you add in the proposed 100 units, that's 1,000 apartment units owned by one party within a less than 1 mile radius, and it may only get worse. The applicant also has another rezoning application in with the City (PUD2022-0006) for another property just North of the corner of 83rd Ave. and 10th St. that also contains a multi-family development. This represents a total lack of diversity in terms the actual housing product in the area and in the actual ownership of those developments as well.

Citing many of the concerns I have outlined above, the planning commission declined the applicant's request for re-zoning. I ask that you consider doing the same.

Sincerely,

Neal Kingman

Neal Kingman

Bank of Colorado

Vice President

7017 W 10th St.

Greeley, CO 80634

970-506-0100 Office

970-213-8498 Cell

NMLS #905532

neal.kingman@bankofcolorado.com



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August 29, 2023

Doug May
Planner III
City of Greeley
Community Development Department
1100 10th Street
Greeley, CO 80634

RE: Mountain Vista Subdivision
Neighborhood Letter

Our response to the Gant Law Letter dated June 12, 2023, is as follows:

Greeley Comprehensive Plan

The Mountain Vista Multifamily Project ("MVMF") does not conflict with the Imagine Greeley Comprehensive Plan ("IGCP"). Conversely, MVMF supports many of the IGCP's goals and objectives as outlined below:

MVMF is not spot zoning and complies with the City's master plan and current zoning restrictions. The proposed land use supports good land use planning by transitional zoning from a lower density, single family to the proposed higher density, multifamily creating a density transition and buffer from the existing commercial zoning. Lower densities are being proposed adjacent to the existing homes at 9.97 DU/ac and transitioning to 16.75 DU/ac adjacent to the commercial area on the west side of the proposed project meeting IGCP's density goals.

MVMF supports walking distance in the adjacent commercial/office park thus meeting several more IGCP objectives.

EH 2.5 Walkability and EH 3.1 Access to Services. Increased density and population in this area will encourage desired high use commercial uses such as restaurants and retail on other nearby tracts of land that are zoned for commercial use.

GC 2.4 Mixed-Use and Transit Supportive – MVMF creates an additional housing opportunity for the overall area. The proposed product will be smaller six and eight unit apartments that are two stories and similar height as adjacent homes and businesses.

HO1.1 Housing Strategy – MVMF creates an affordable housing option for this area. The product will be a smaller multifamily structure with lower density compared to other apartment projects nearby of higher densities.

HO 2.2 Rental Housing – MVMF will provide attractive, well maintained properties for those desiring rent in west Greeley who may not be able to qualify for purchase of a home in this area.

MVMF is $\frac{3}{4}$ of a mile from Highway 34 providing housing for those commuting from Greeley, and near future planned transit along Highway 34.

The PUD zoning provides project specifics and assurance for the neighborhood of architecture and density versus a straight zoned plan.

Adding more of the same single family housing does not create the diversity and housing options that are detailed in multiple sections of the IGCP.

The higher density will make it easier for school buses to pick up more students at one stop versus scattered through out a subdivision.

The project provides ADA units to support the elderly and disabled population providing a more affordable option to live in west Greeley and be part of an established neighborhood with commercial services available such as veterinary, medical and services.

Building retail on this property is not practical for high impact commercial development. The existing commercial/office uses to the west along 83rd Avenue is still not built out after 20 years. There is proposed retail zoning a short distance to the south at 83rd Avenue and 22nd Street as well as several parcels at 10th Street and 83rd Avenue for higher use commercial.

City staff has not indicated in four review submittals that the proposed land use or zoning is not appropriate for this property.

Infrastructure

The project is accessing existing city water and sanitary mains that abut the site and have adequate capacity which has been verified by City infrastructure staff.

The existing stormwater detention pond was designed for future development of multifamily as part of the original Mountain Vista 3rd Filing subdivision and has capacity for development without any changes to the volume.

The existing road network has been analyzed by a third party traffic engineer as well as City staff and all roads have adequate capacity for the proposed project.

The property is zoned Holding Agriculture. It is presumptive to assume neighbors expected the zoning would remain and the land remain undeveloped. The HA zoning was a result of an oil and gas well existing at the time of development in 2002. The well was plugged and abandoned in 2022.

MVMF provides a dog park for pet owners to allow their animals to run and control dog waste.

Traffic

The traffic analysis was performed by a third party licensed professional traffic operations engineer. This traffic study was reviewed by the City and approved since it met criteria for traffic analysis including capacity and safety of all nearby roads.

Traffic will be routed to 83rd Avenue and not through a circuitous route to the east through the subdivision. It is 3,000 feet and four turns to go through the existing subdivision to the east compared to 1,000 feet and one turn to 83rd Avenue to the west. Minimal traffic impact to the subdivision

Access points were deliberately placed on 82nd Avenue near the office park as well as on the north side on 18th St adjacent to the existing field to encourage traffic flow away from the existing homes.

There are adjacent transportation facilities such as sidewalks which have adequate capacity for all residents in this area to safely move and enjoy the neighborhood and connect to the commercial/office park and 20th Street.

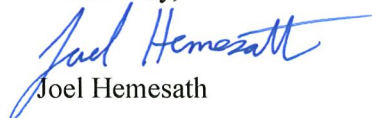
Summary

MVMF project represents a well-founded transitional zoning strategy that aligns harmoniously with IGCP and has undergone a meticulous third-party traffic analysis. In an earnest effort to address neighborhood concerns regarding traffic, MVMF has collaborated closely with the City, incorporating their guidance to introduce curb extensions along 82nd Avenue. This innovative feature serves the dual purpose of narrowing the road, thereby slowing vehicular traffic, and enhancing pedestrian safety for those crossing 82nd Avenue to access nearby offices and businesses. Furthermore, a raised crosswalk is slated for installation on 19th Street, a measure aimed at not only reducing vehicle speed but also ensuring the safety of pedestrians, including individuals of all ages, as they navigate the neighborhood.

Importantly, the MVMF project promises to augment housing diversity within the Mountain Vista Subdivision, which is currently predominantly characterized by single-family detached residences. By introducing two new types of multifamily housing options, this development addresses a crucial need for housing variety in the neighborhood, particularly between arterial roads such as 10th Street and 20th Street, which can at times create barriers between neighborhoods. In addition to diversifying housing options, the proposed project also has an array of over a half-dozen amenities designed to enhance the quality of life for its tenants. Moreover, it aims to expand the availability of affordable housing, thereby accommodating elderly and disabled residents who might not otherwise have the opportunity to reside in this part of the city.

Ultimately, the MVMF project aligns seamlessly with the overarching goals of the ICGP. By offering housing alternatives beyond the traditional single-family model, MVMF contributes to the enrichment and diversification of the community, rendering it more appealing for individuals seeking an attractive environment in which to live, work, and recreate.

Sincerely,



Joel Hemesath



Mountain Vista Multifamily PUD2022-0008

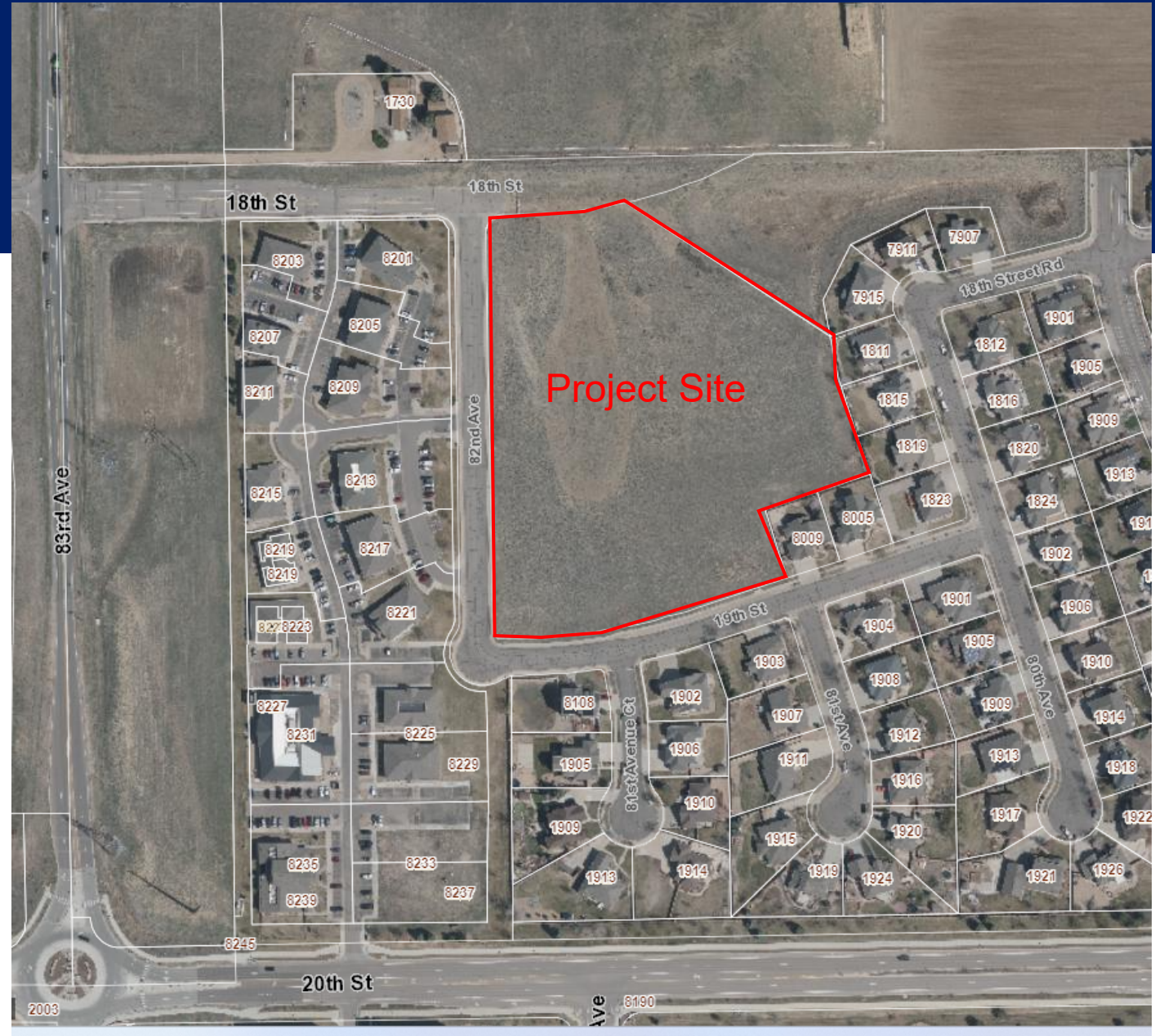
City Council
October 3, 2023

Request & Site Background

- Request:
 - Rezone 8.51 acres from H-A (Holding Agriculture) to PUD (Planned Unit Development)
- Background:
 - Site annexed and zoned in 1982
 - Tract 2 of the Mountain Vista Filing 3 Subdivision (2002)

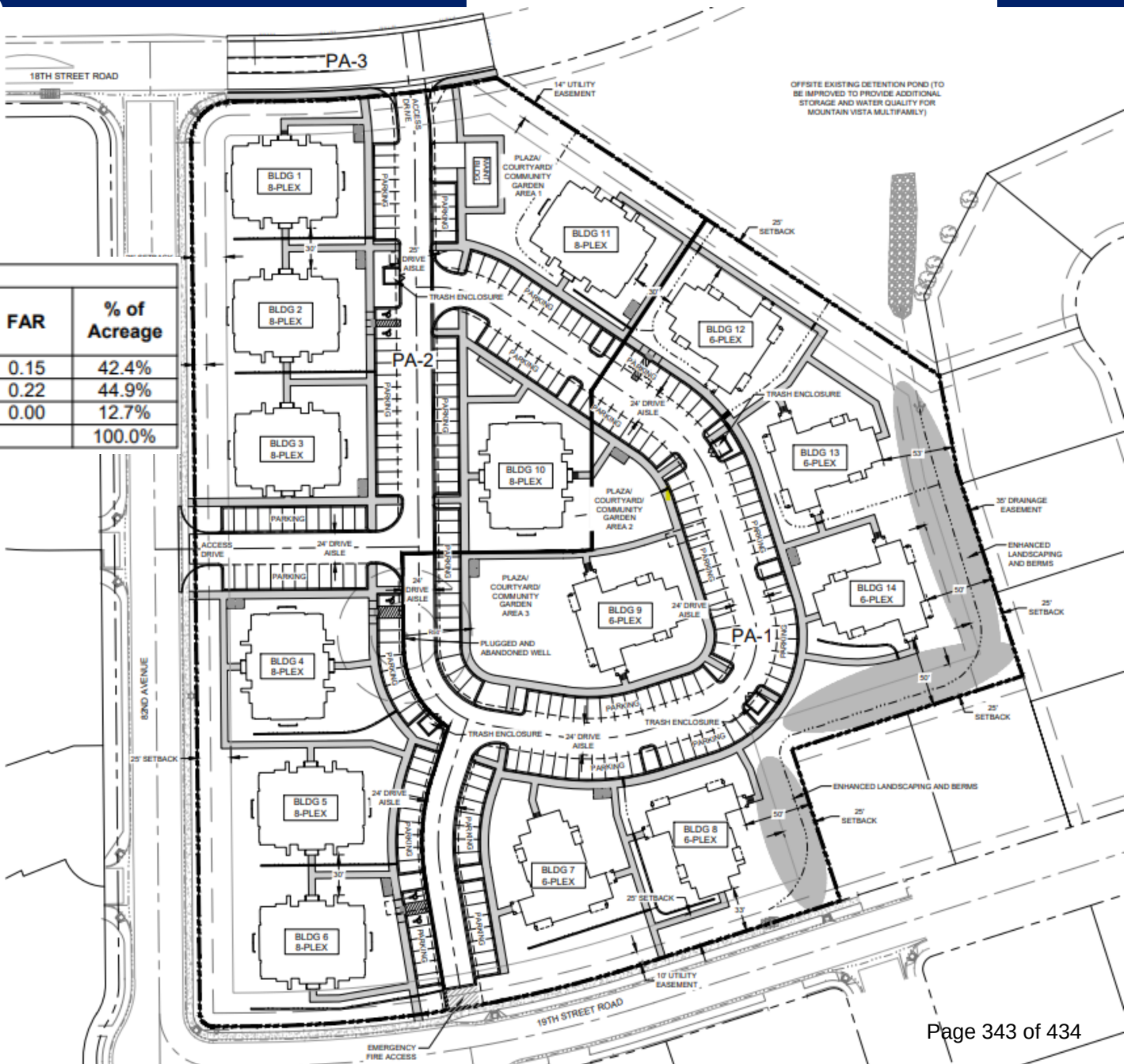
Location

- East of 82nd Ave, north of 19th Street
- Surrounding Zoning and Land Uses:
 - North: C-L (Commercial Low Intensity, R-L, Residential Low Density), Vacant land, stormwater detention
 - South: R-L (Residential Low Density), single-family residential
 - East: R-L (Residential Low Density), single-family residential
 - West: C-L (Commercial Low Intensity), professional office



Mountain Vista PUD

Site Summary								
Area	Use	Acres	Dwelling Units (D.U.)	Density (D.U./ACRE)	No. of Buildings	Ave. Area of Bldg (SQ. FT.)	FAR	% of Acreage
PA-1	MULTIFAMILY	3.610	36	9.97	6	3853	0.15	42.4%
PA-2	MULTIFAMILY	3.820	64	16.75	8	4519	0.22	44.9%
PA-3	RIGHT-OF-WAY	1.079	0	0.00	0	0	0.00	12.7%
Total		8.509	100	11.75	14			100.0%



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

- 350 notice letters to properties within 1000' feet
- Signs posted on the property
- Web notice
- Mineral notice completed
- Neighborhood meeting held on June 12, 2023
 - 50 attendees
- 5 neighbor comments and a petition with 299 signatures in opposition

Recommendation

- Planning Commission Recommends Denial (5-0)
 - Neighborhood compatibility
 - Traffic impacts
 - Lack of “missing middle” housing options



Mountain Vista Multifamily

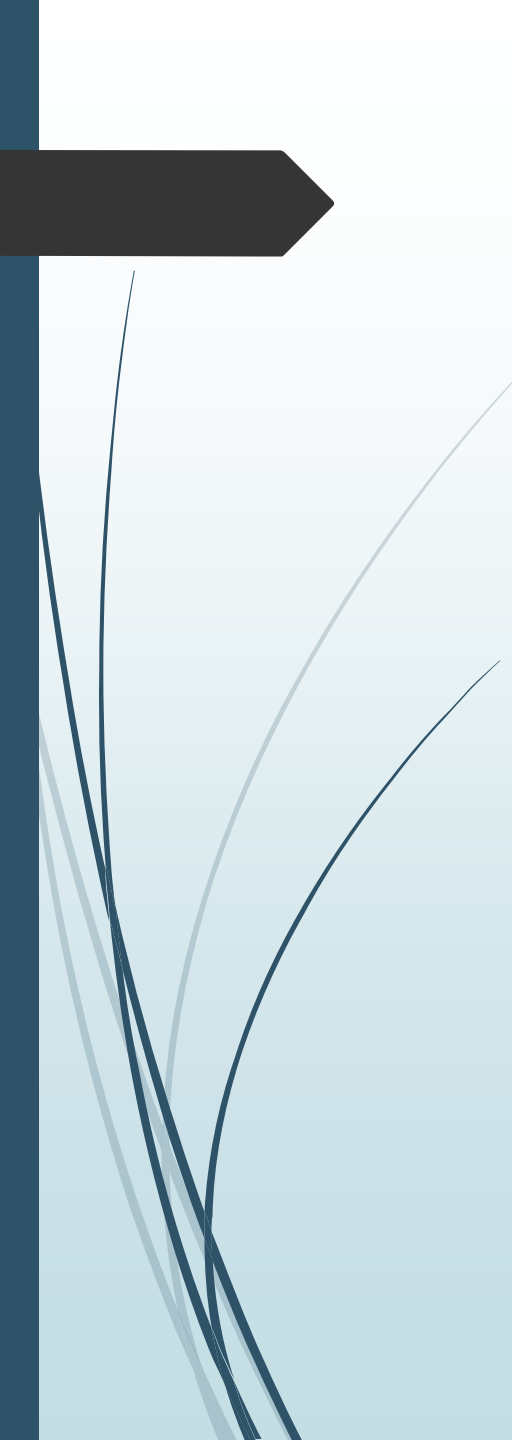
Planned Unit Development

Planning Commission October 3, 2023

[illegible]

Overall Site Plan





Site Statistics

- ◆ 7.43 ac 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



Utility & Streets Connections

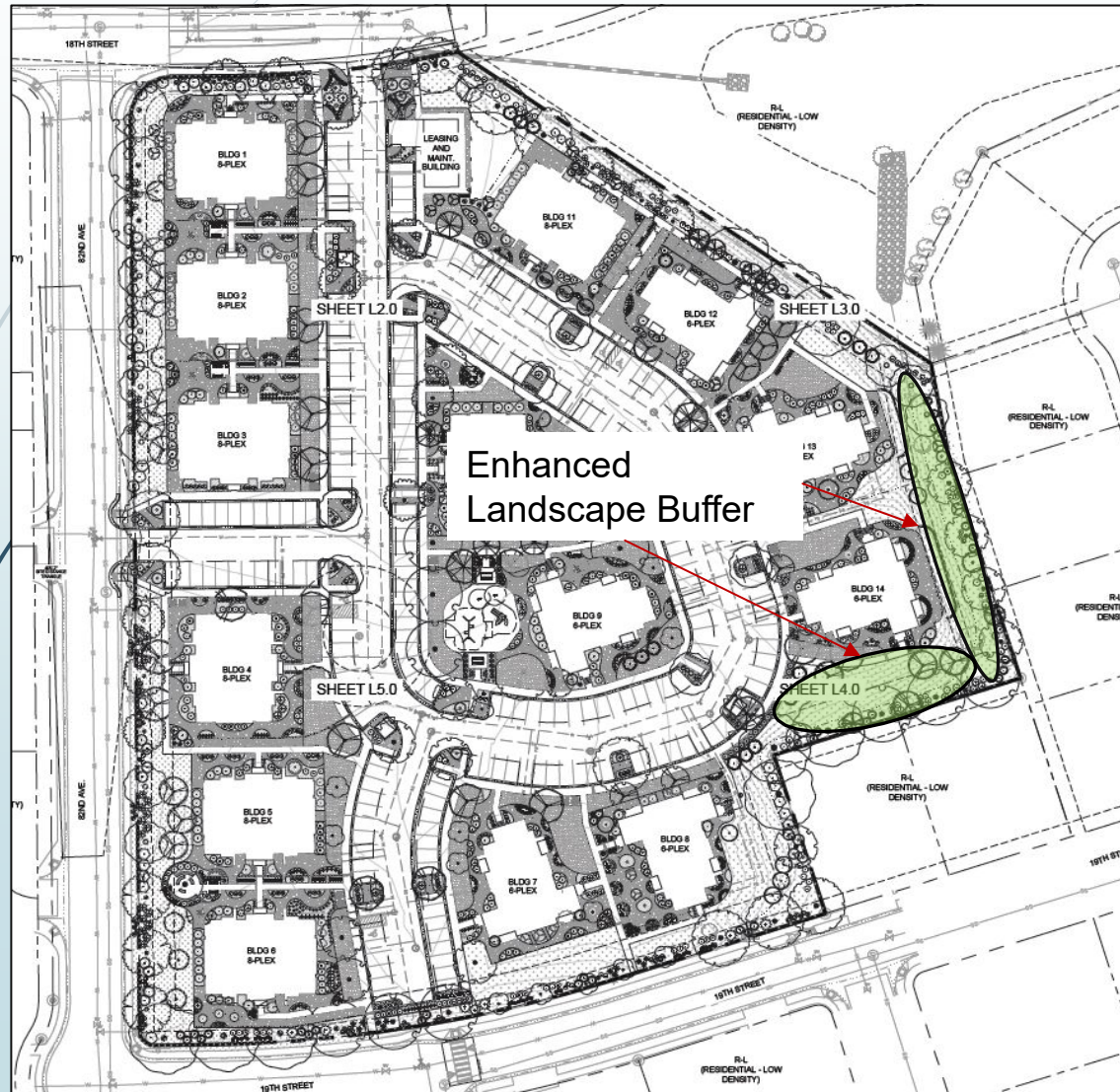
- ◇ Potable Water – Connections in 82nd Ave, 19th St & 18th St
- ◇ Nonpotable – Main to be constructed in 18th St
- ◇ Sanitary Sewer – Connection to existing sanitary sewer main on east side of property
- ◇ Stormwater – Existing detention pond has adequate capacity
- ◇ Streets – Public roads exist on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



Positioned buildings with lower density adjacent to existing homes

meets Comp Plan Suburban Neighborhood
density of under 10 DU/ac

Site Landscaping



10 Additional Evergreens on east boundary

29 Additional Trees on east boundary

8 Plex



6 Plex



8 Plex & Single Family Homes



Site Amenities



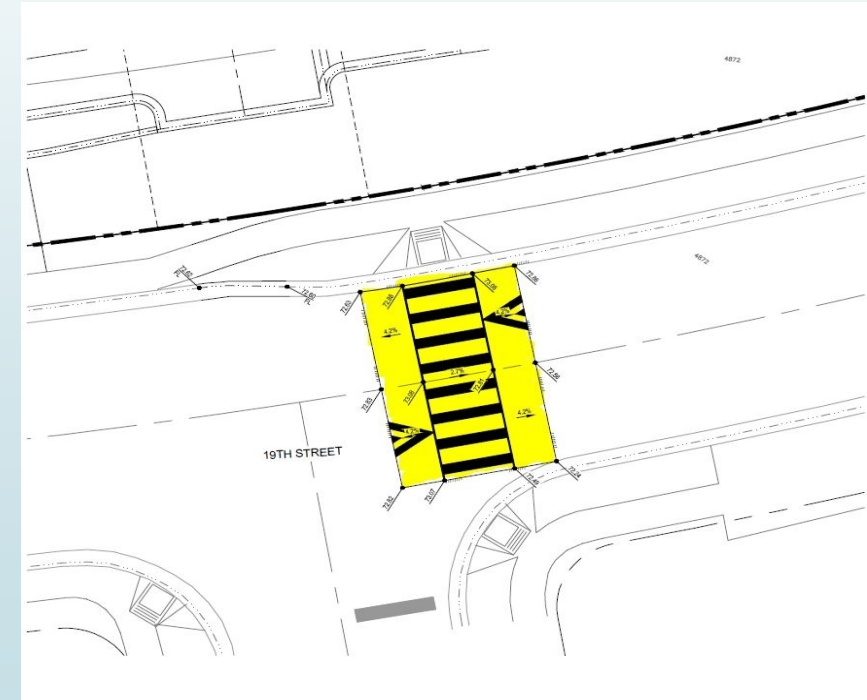
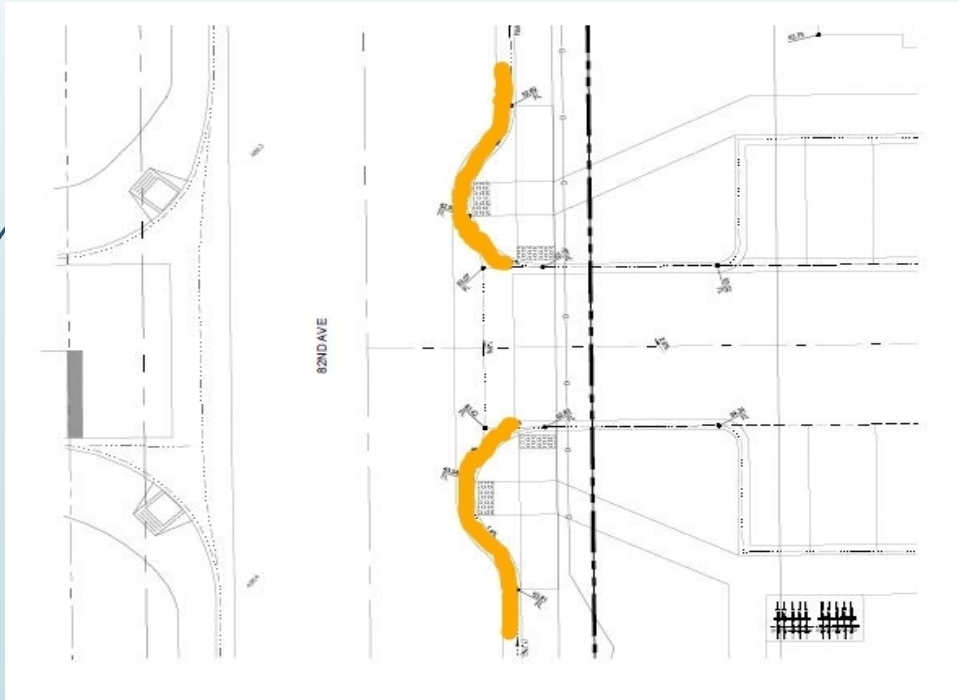
Parking

- ❖ 169 spaces required for tenants
- ❖ 17 guest parking required
- ❖ Total spaces required 186
- ❖ Spaces provided 228 onsite
 - ❖ 45 Spaces above requirement
- ❖ No parking allowed west side 82nd Ave
- ❖ Parking allowed on east side of 82nd Ave



Traffic Calming

- ◇ Adding bump outs on 82nd Ave entrance
- ◇ Adding raised crosswalk on 19th St & 81st Ave Ct





Staff Report Conditions

- ❖ The proposed Rezone is consistent with the Greeley Comprehensive Plan.
- ❖ The Rezone is in compliance with the applicable City Codes, Regulations, and Requirements.
- ❖ 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.



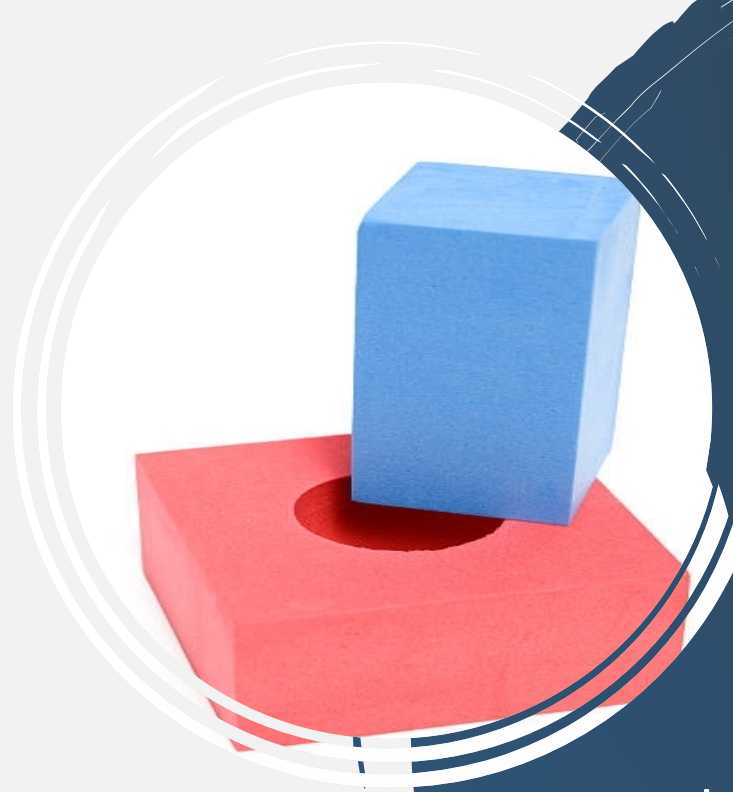
Thank You





MOUNTAIN VISTA REZONE

REQUEST FOR DENIAL OR
CONDITIONAL APPROVAL WITH
MODIFICATIONS



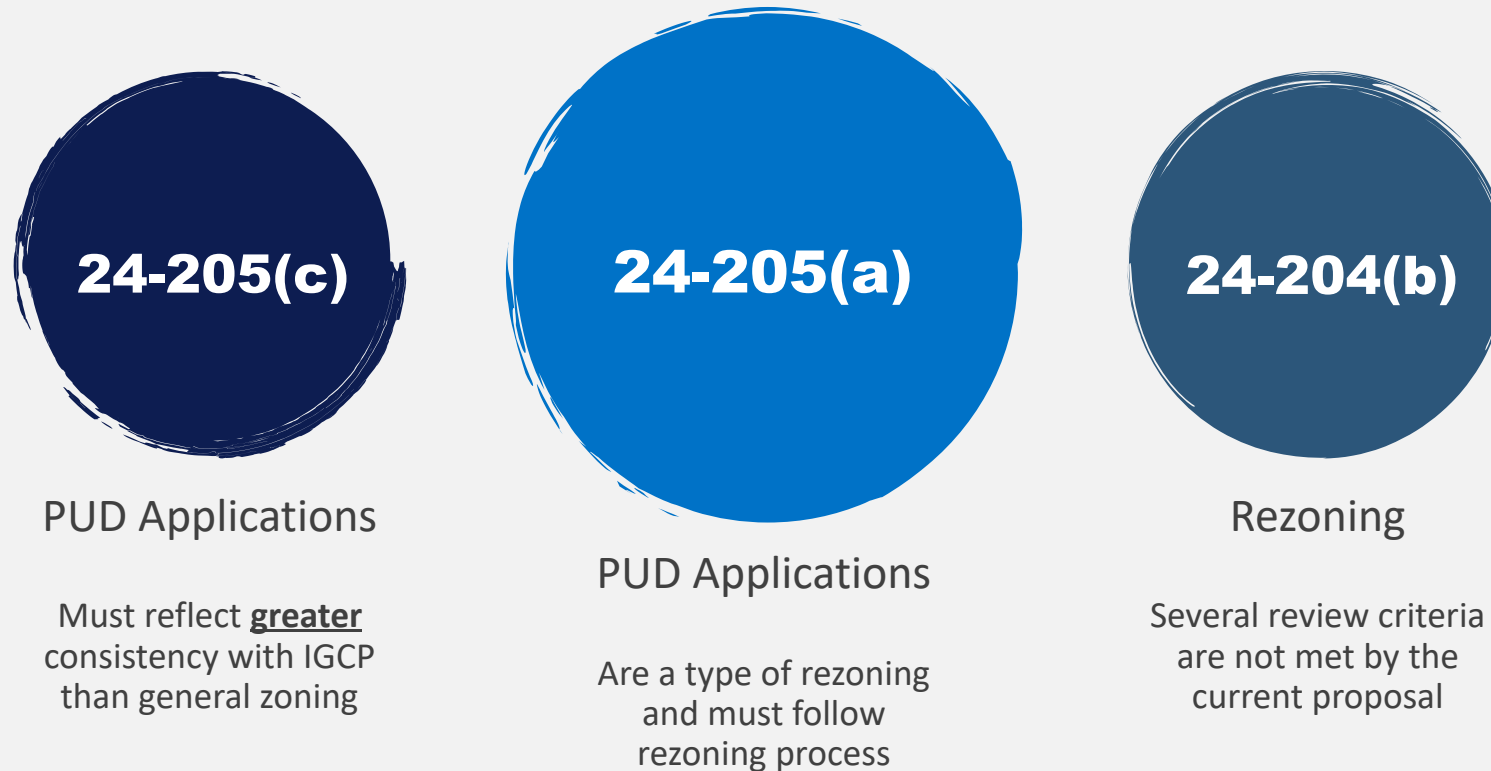
Square Peg, Round Hold

- 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

The Mountain Vista Multi-Family project, as currently proposed, is a square peg in a round hole.

PUD Application Review Standards

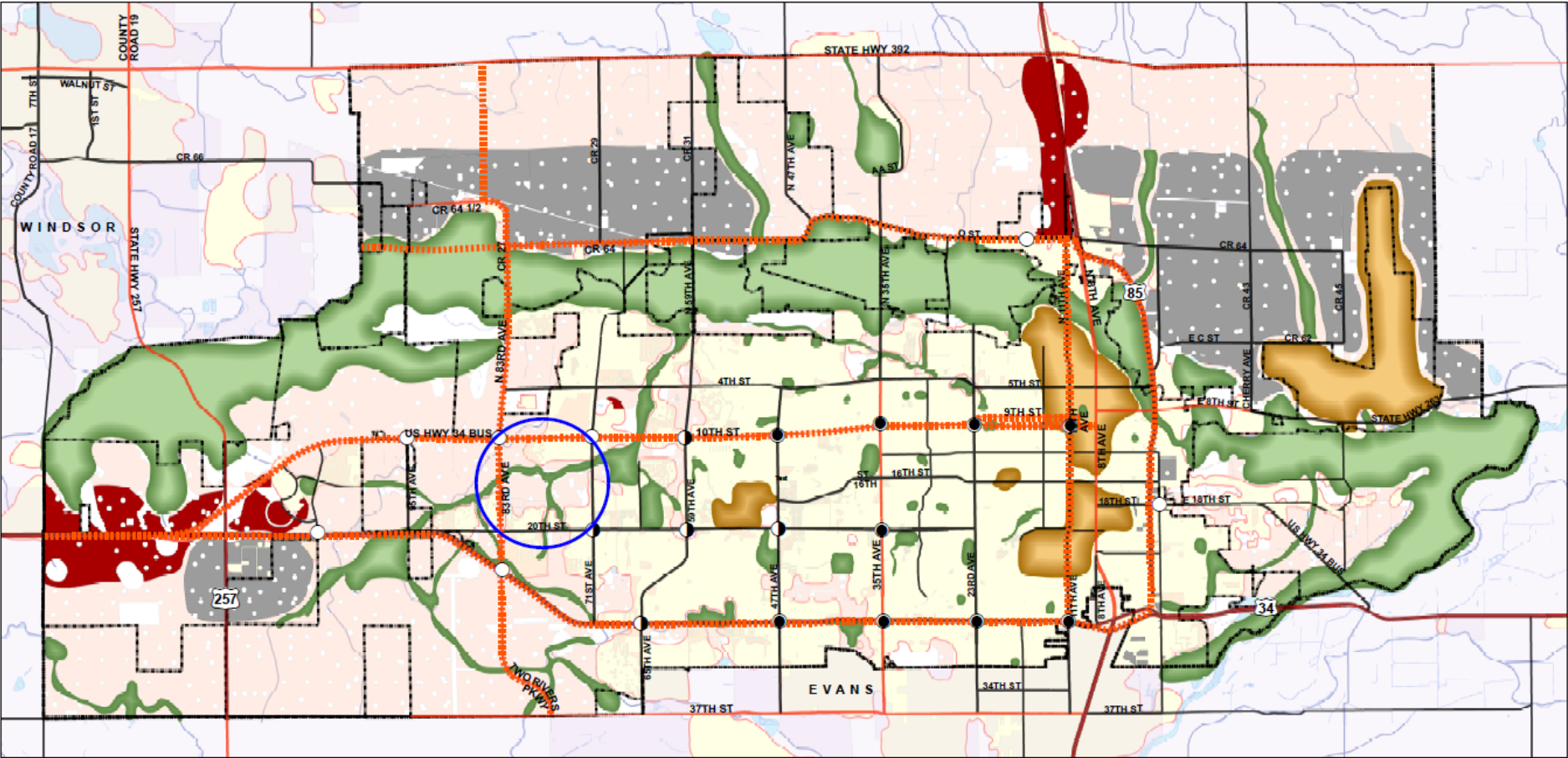
Must meet **BOTH** PUD: §24-205 & REZONING: §24-204



The Rezoning Review Criteria

	§24-204(b)	
1	Fit goals and objectives of IGCP – has to start with its purpose here and enhance, not just comply	X
2	Fulfill intent of zoning district, considering relationship to surrounding areas	X
3	Changes in the area warrant development	✓
4	Existing zoning is inappropriate given lack of development for substantial time	✓
5	Rezoning will enable development in character with surrounding area, considering streets, pattern, scale, format of buildings, etc.	X
6	Appropriate services and facilities	X
7	Serve a community need	✓
8	Negative impacts mitigated or outweighed by broader public benefits to surrounding community	X
9	Professional recommendations	N/A

LAND USE AREAS FROM THE 2060 PLAN AVAILABLE FOR FUTURE GROWTH



Legend

- Developed Commercial Node
- Undeveloped Commercial Node
- Developing Commercial Node
- Multimodal Corridors
- Land Identified in the 2060 Plan Available For Future Employment
- Land Identified in the 2060 Plan Available for Future Industrial Development
- Open Space
- Special Use District
- Long Range Expected Growth Area
- Greeley City Limits
- Land Suitable For Future Develop
- Neighboring Towns
- Developed Land

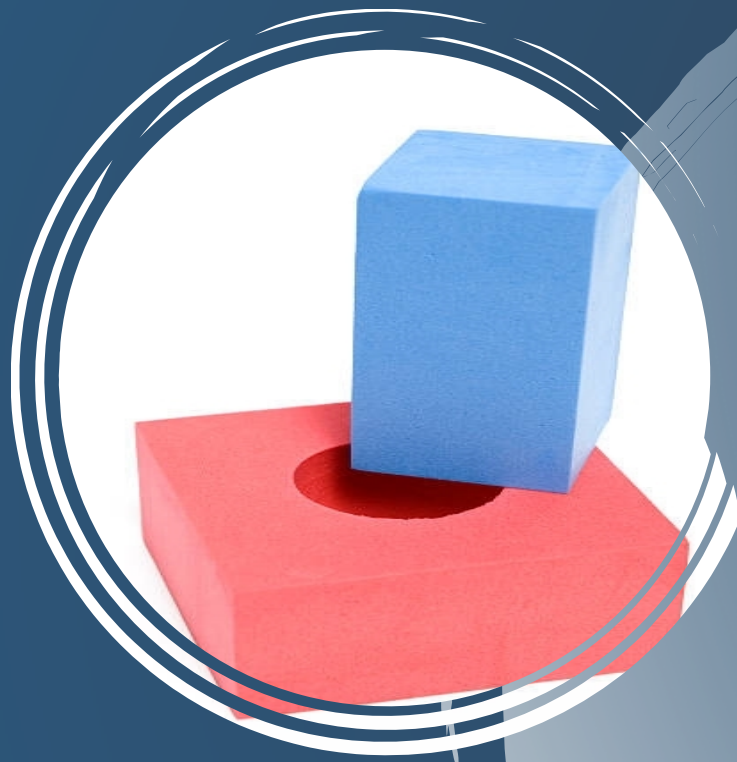


0 0.25 0.5 1 1.5 2 Miles

Date of Preparation 5/16/17







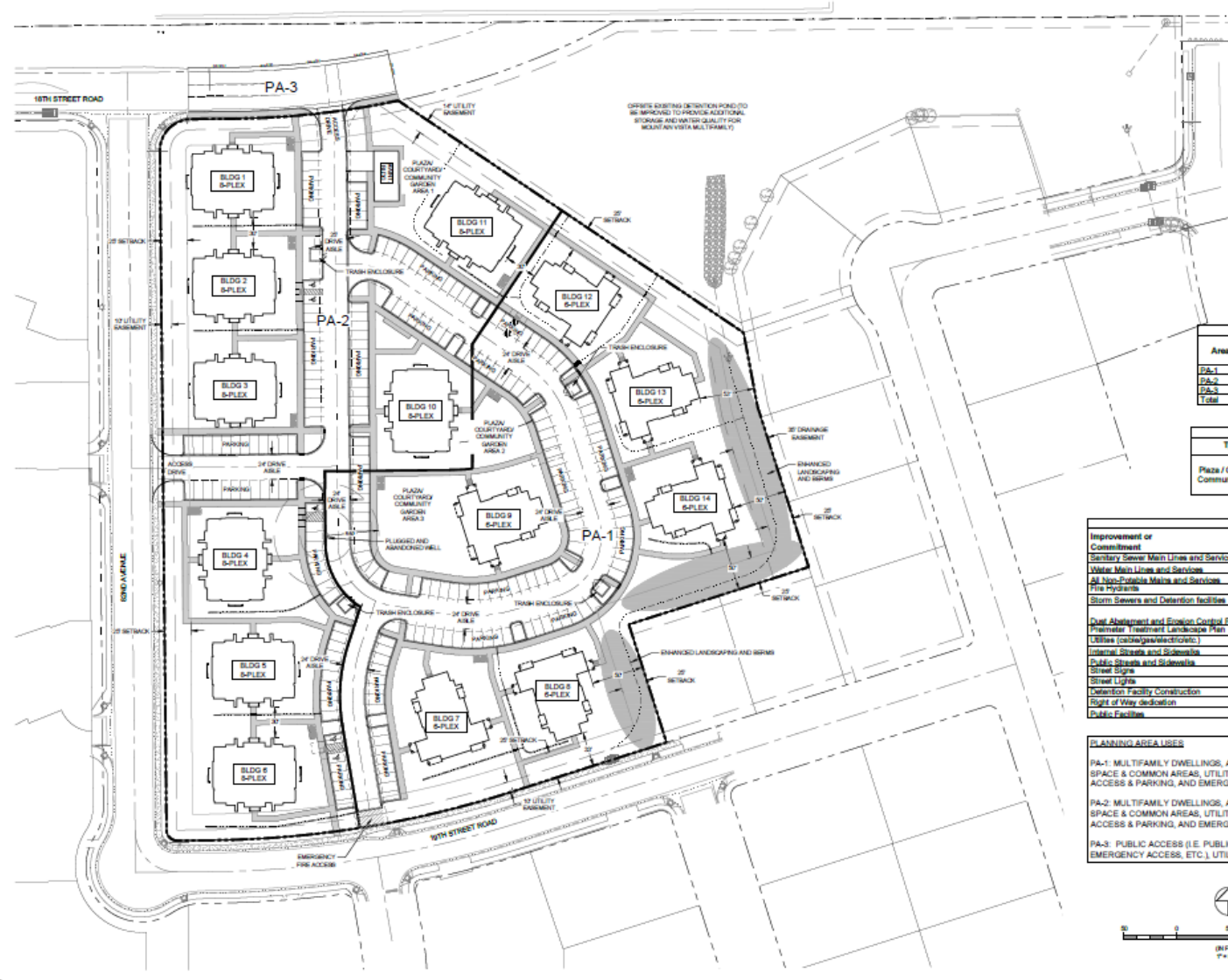
**WHAT IS BEING
PROPOSED?**

MOUNTAIN VISTA MULTIFAMILY REZONE

BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF
GREELEY, COUNTY OF WELD, STATE OF COLORADO

8.51 ACRES (±)

PROJECT NUMBER: PUD2022-0008



LEGEND:

- PROPOSED CURB & GUTTER
- PROPOSED PLANNING AREA BOUNDARY
- BASEMENT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED CONCRETE CROSS PAV (TYP)
- PROPOSED BICYCLE RACK
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- ENHANCED LANDSCAPING AREA

NOTES:

1. PROJECT WILL BE CONSTRUCTED AS ONE OVERALL PHASE.
2. LANDSCAPING WILL BE PER CITY OF GREELEY LANDSCAPE STANDARDS AND CITY OF GREELEY DEVELOPMENT CODE.
3. SITE PLAN IS CONCEPTUAL AND DOES NOT REFLECT AN APPROVED SITE PLAN.
4. SITE PLAN IS WHAT IS INTENDED TO BE BUILT.

Site Summary					
Area	Use	Acres	Dwelling Units (D.U.)	Dens. (D.U./ACRE)	Ave. Area
PA-1	MULTIFAMILY	3.575	35	10.0	
PA-2	MULTIFAMILY	3.525	64	18.0	
PA-3	RIGHT-OF-WAY	1.375	0	0.0	
Total		8.500	99	11.5	

Type	Height	Footprint	Year
Plaza / Courtyard / Community Garden	1K - 5K & 1	At least 75% of	100%
	Footprint on site	100%	100%

Improvement or	Plan Preparation /
Consentment	Approval
Sewer Main Lines and Services	Prior to Building 1
Water Main Lines and Services	Prior to Building 1
All Non-Potable Mains and Services	Prior to Building 1
The Hydrants	Prior to Building 1
Storm Sewers and Detention Facilities	Prior to Building 1
Drainage and Erosion Control Plan	Prior to Building 1
Final Treatment Landscape Plan	Prior to Building 1
Utilities (cables/gas/electronics)	Prior to Building 1
Internal Streets and Sidewalks	Prior to Building 1
Public Streets and Sidewalks	Prior to Building 1
Street Signs	Prior to Building 1
Street Lights	Prior to Building 1
Detention Facility Construction	Prior to Building 1
Right of Way dedication	Final Plan
Public Facilities	Prior to Building 1

PLANNING AREA USES

- PA-1: MULTIFAMILY DWELLINGS, ASSEMBLY - LIMITED, OPEN SPACE & COMMON AREAS, UTILITIES, DRAINAGE, PRIVATE ACCESS & PARKING, AND EMERGENCY ACCESS
- PA-2: MULTIFAMILY DWELLINGS, ASSEMBLY - LIMITED, OPEN SPACE & COMMON AREAS, UTILITIES, DRAINAGE, PRIVATE ACCESS & PARKING, AND EMERGENCY ACCESS
- PA-3: PUBLIC ACCESS (I.E. PUBLIC STREETS, SIDEWALKS, EMERGENCY ACCESS, ETC.), UTILITIES, AND DRAINAGE



NOTICE:
According to Colorado law, any map or plan that is filed for record in the county clerk's office and is subject to the provisions of the Colorado Land Use Planning Act, shall be considered a public document and shall be available for public inspection and copying at the office of the county clerk.

SECTION: 1
SHEET: 4
DATE: 10/10/2022
BY: J. J. J.

NORTHERN ENGINEERING
P.L.L.C.
1000 14TH STREET, SUITE 100
GREELEY, CO 80639
970.433.1234
WWW.NORTHERNENGINEERING.COM

1) Address	1000 14th Street, Suite 100
2) Address	1000 14th Street, Suite 100
3) Address	1000 14th Street, Suite 100

4

Of 12 Sheets

Planning Comments

General

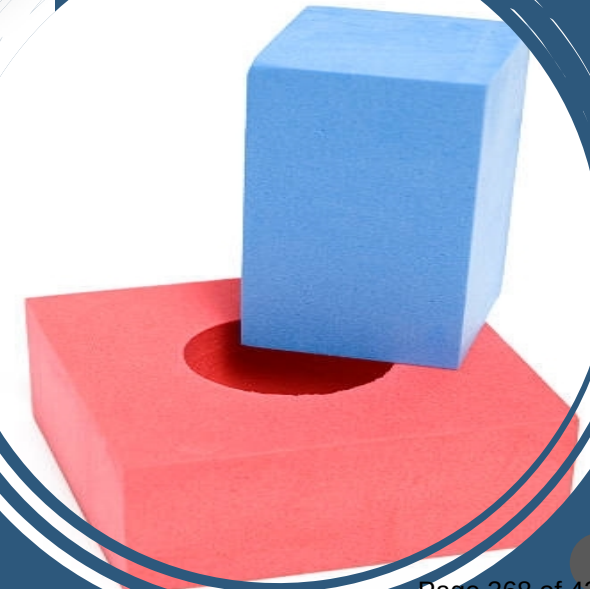
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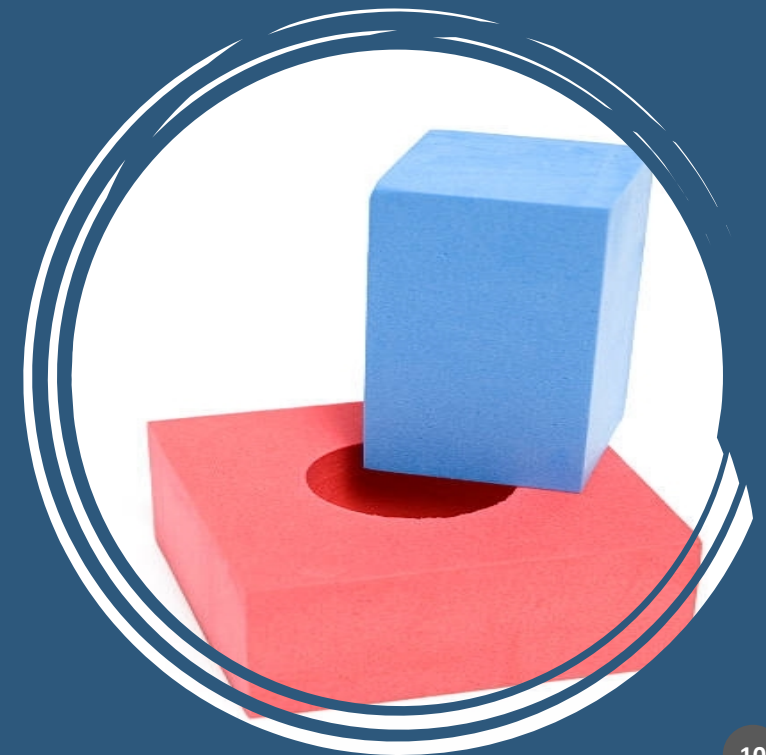
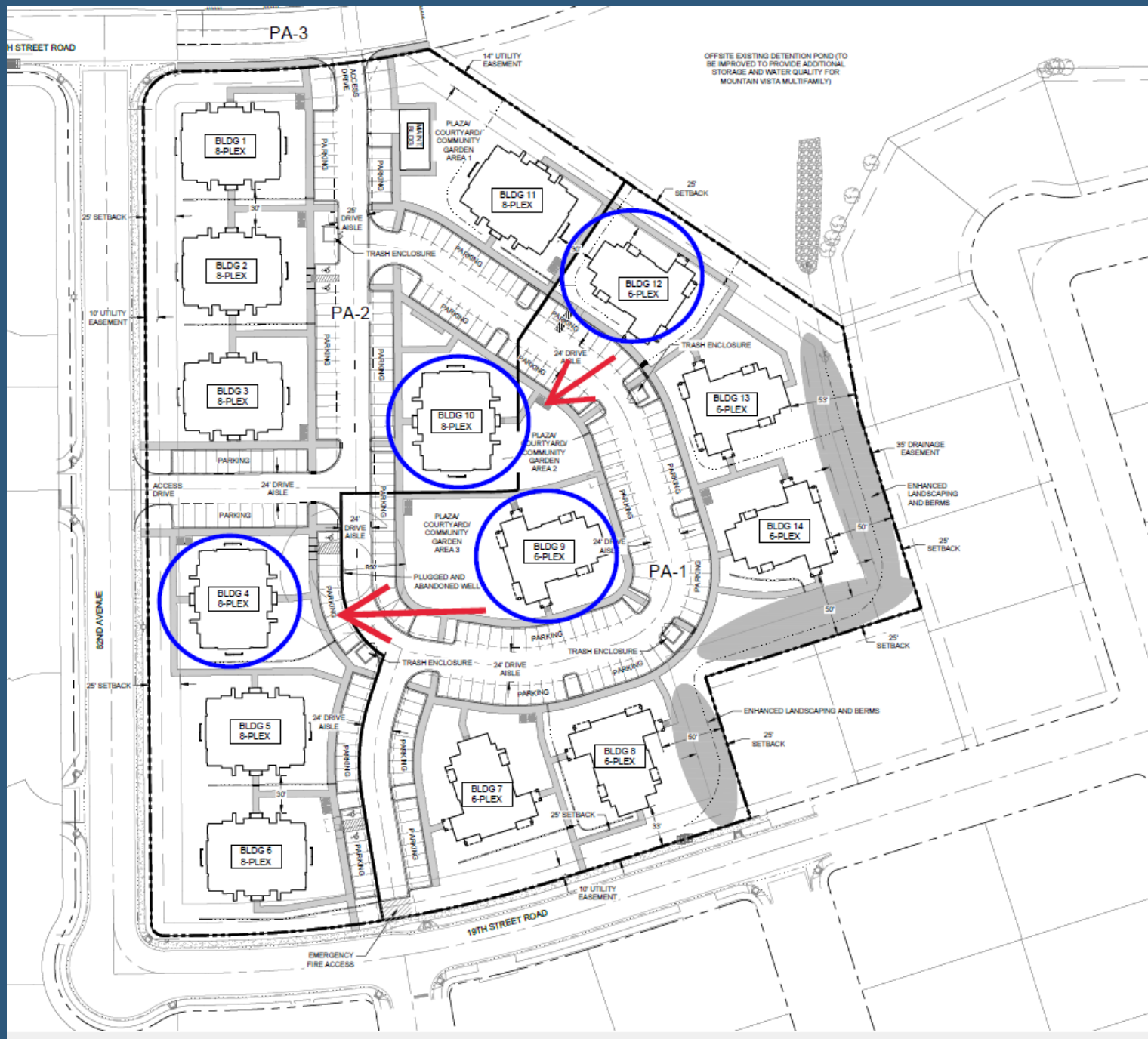
- a. The location of this project falls into the 'Suburban Neighborhoods' future land use category in the Imagine Greeley Comprehensive Plan, which allows a density of up to 10 dwelling units per acre. The overall density of this development is more than 11 dwelling units per acre. Remove one of the buildings to lower the overall density to align with the Comprehensive Plan.

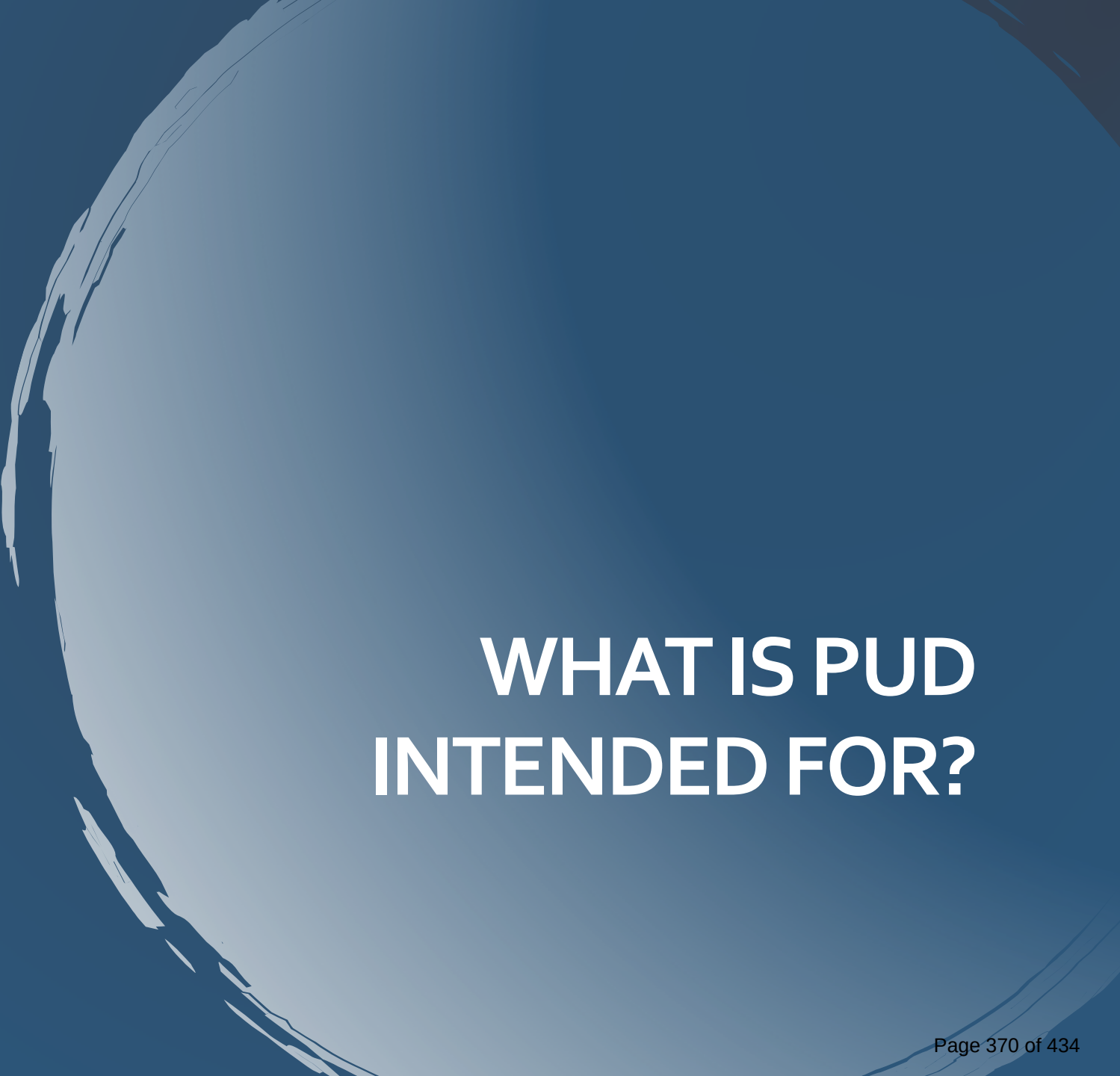
Response: All buildings along the existing residents have been switched to the 6-Plex Buildings. This area's (PA-1) density is 9.97 DU per acre.

- b. Rotate buildings 8 & 13 so that the one-story side faces the single-family neighborhood.

Response: We are unable to rotate buildings due to site constraints including drainage getting too tight.







WHAT IS PUD INTENDED FOR?

DEVELOPMENT THAT

REQUIRES HIGHER DEGREE OF PLANNING
DUE TO SCALE AND COMPLEXITY, WHICH, IN
TURN, IMPROVES RELATIONSHIP OF THE
PROJECT TO THE CONTEXT

BETTER MEETS THE PURPOSE, INTENT, AND
OBJECTIVES OF THE CODE

NOT FOR

ZONING DEVIATIONS FOR SINGLE PROJECTS

24-205(a)



What is Spot-Zoning?

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.

Clark v. City of Boulder

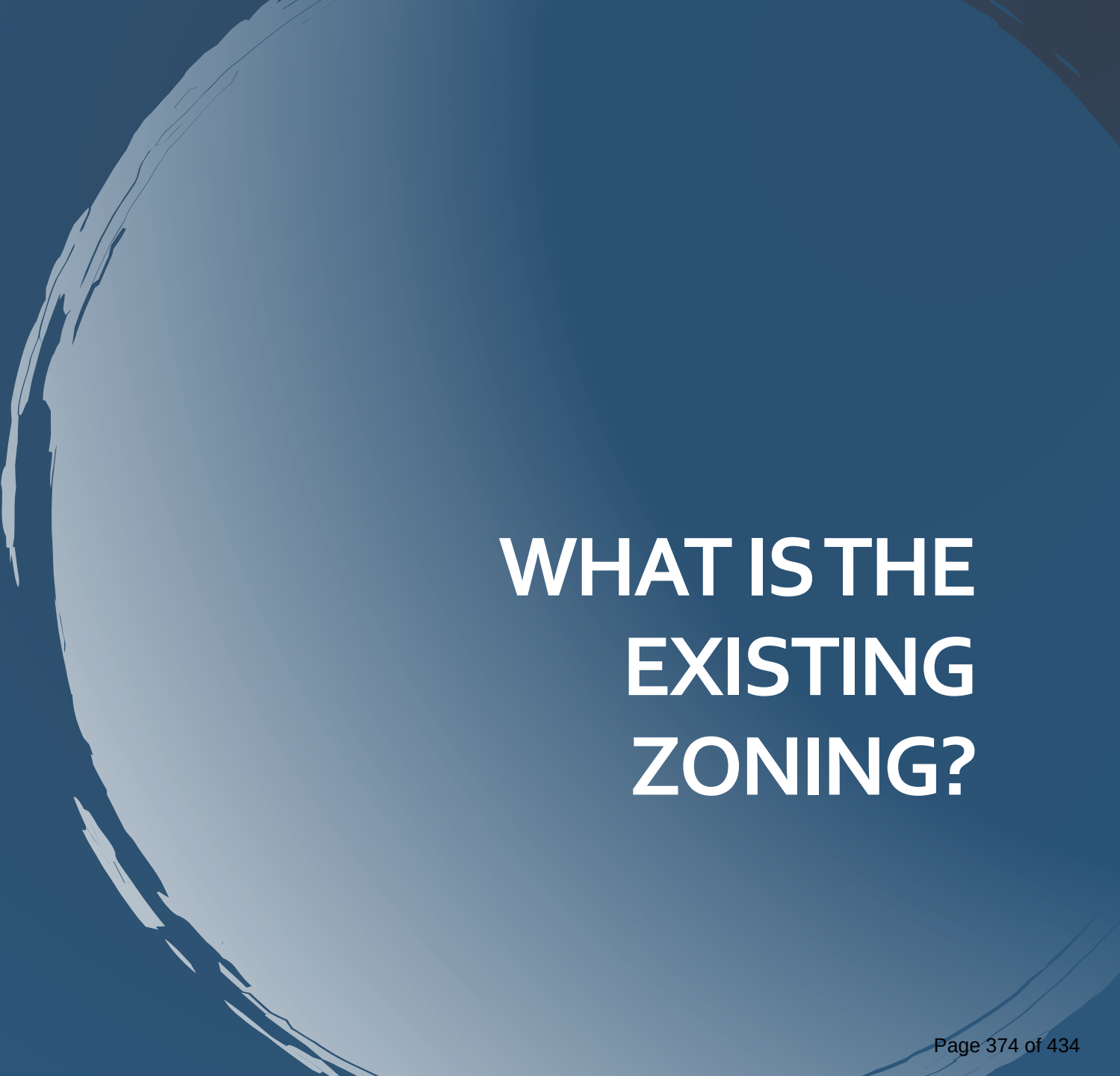
Rezoning request for a parcel from residential 3 to Business 1 overturned by Colorado Supreme Court despite abutment of Business 3 to the East, because it was clear the zoning change did not start from a place of furthering the comprehensive plan but, rather, started from a place of profit for the owners of the relatively small parcel. 362 P.2d 160 (Colo. 1961)

Freeman v. Yonkers

Rezoning request for parcel within an established residential neighborhood overturned because it was sought for the purpose of permitting landowners to establish a use for profit. *129 N.Y.S. 2d 7031*, (1954).

The Rezoning Review Criteria

	§24-204(b)	
1	Fit goals and objectives of IGCP – has to start with its purpose here and enhance, not just comply	X
2	Fulfill intent of zoning district, considering relationship to surrounding areas	X
3	Changes in the area warrant development	✓
4	Existing zoning is inappropriate given lack of development for substantial time	✓
5	Rezoning will enable development in character with surrounding area, considering streets, pattern, scale, format of buildings, etc.	X
6	Appropriate services and facilities	X
7	Serve a community need	✓
8	Negative impacts mitigated or outweighed by broader public benefits to surrounding community	X
9	Professional recommendations	N/A



WHAT IS THE EXISTING ZONING?

EXISTING ZONING

NORTH: R-L

EAST: R-L

SOUTH: R-L

WEST: C-L



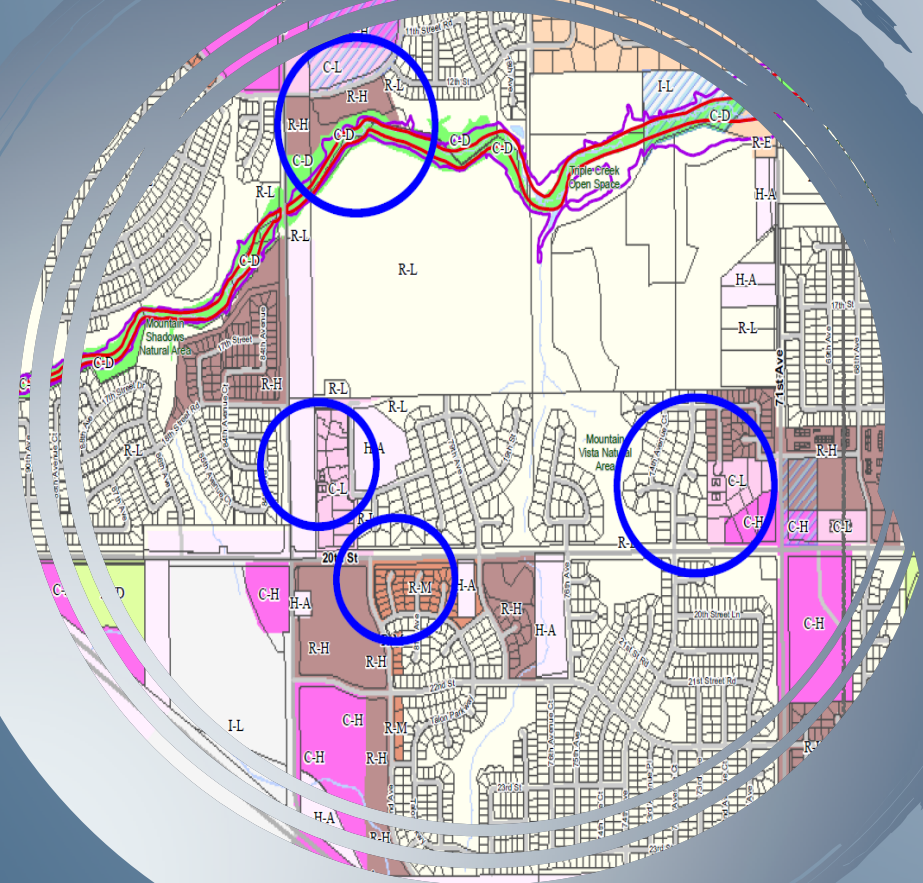
BUFFERS

NORTH R-L BUFFERS TO C-D

EAST R-L BUFFERS TO C-L

SOUTH R-L BUFFERS TO 20TH

WEST C-L BUFFERS TO 83RD



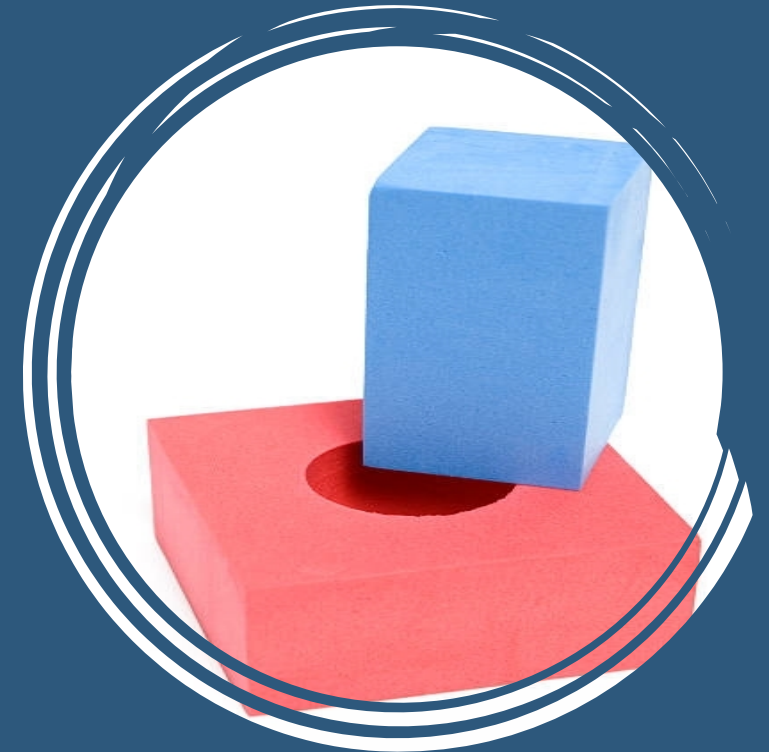
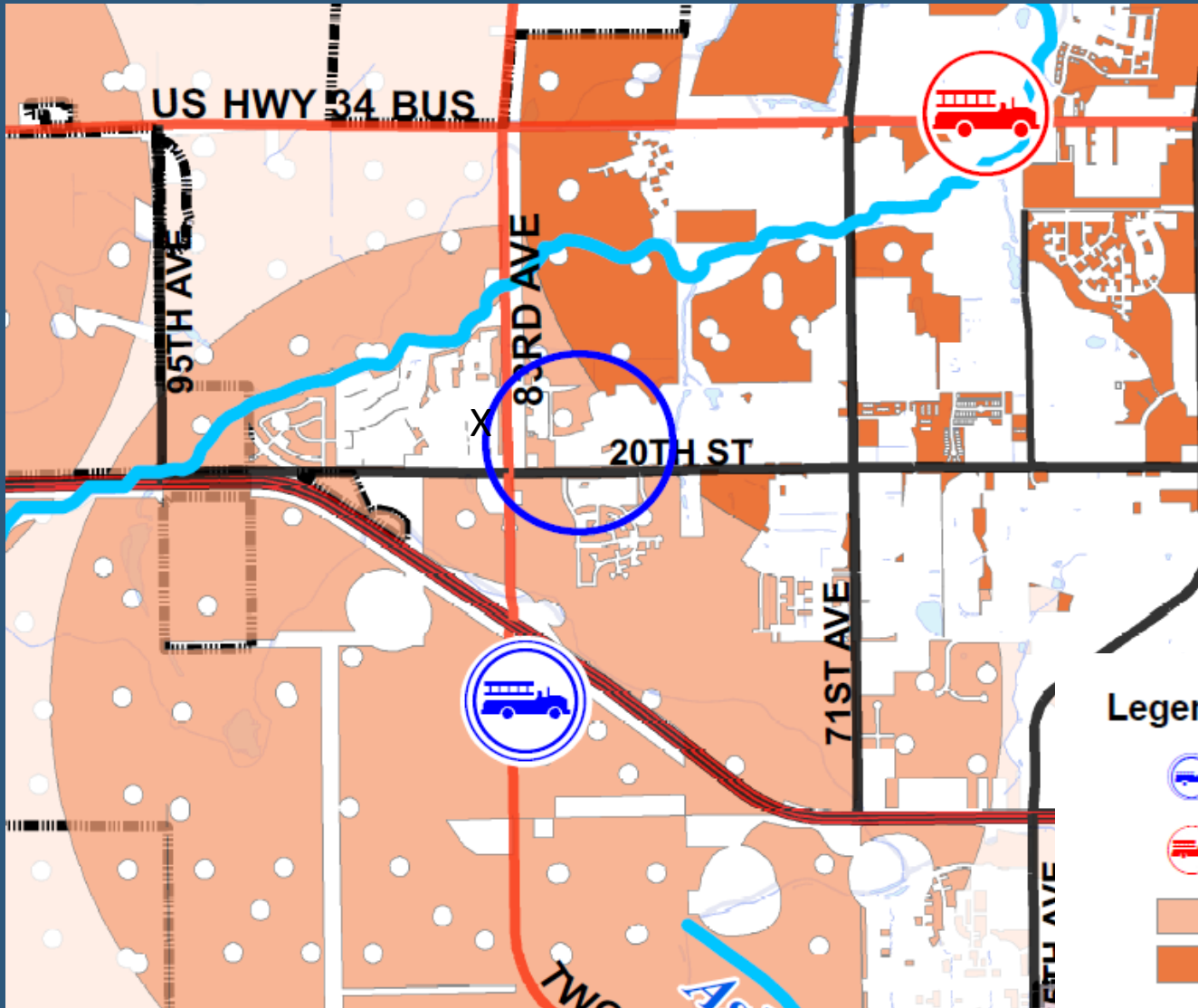
What does the IGCP say?

	HO-1.1	
1	Prevent an over-concentration of affordable housing in specific areas	X
2	Encourage a <u>range</u> of creative housing options	X
3	Maintain the quality of existing low-cost units	X

The Rezoning Review Criteria

	§24-204(b)	
1	Fit goals and objectives of IGCP – has to start with its purpose here and enhance, not just comply	X
2	Fulfill intent of zoning district, considering relationship to surrounding areas	X
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6	Appropriate services and facilities	X
7	Serve a community need	✓
8	Negative impacts mitigated or outweighed by broader public benefits to surrounding community	X
9	Professional recommendations	N/A

FIRE APFs



Legend



Potential Locations for New Fire Stations



Greeley Fire Stations



Developable Land with Adequate Fire Coverage if Potential Future Stations Are Built



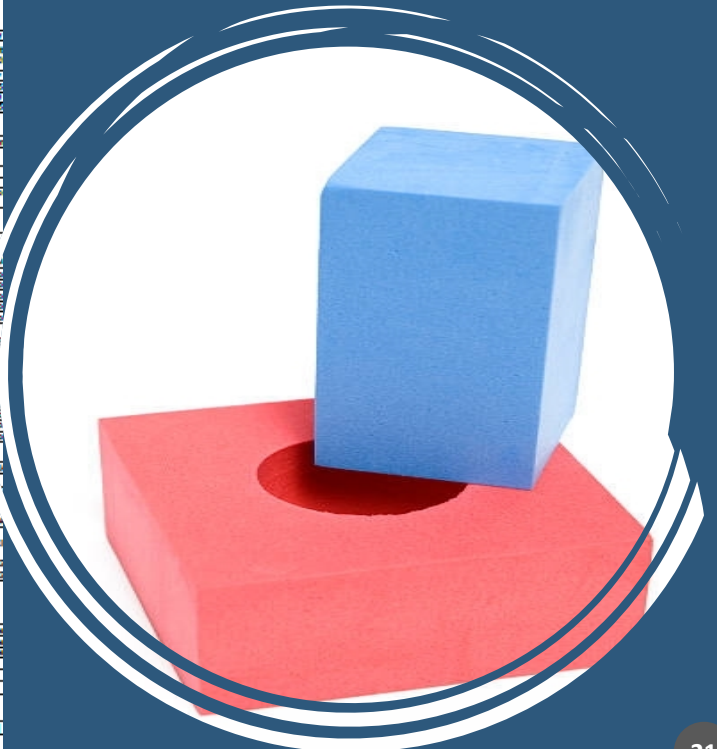
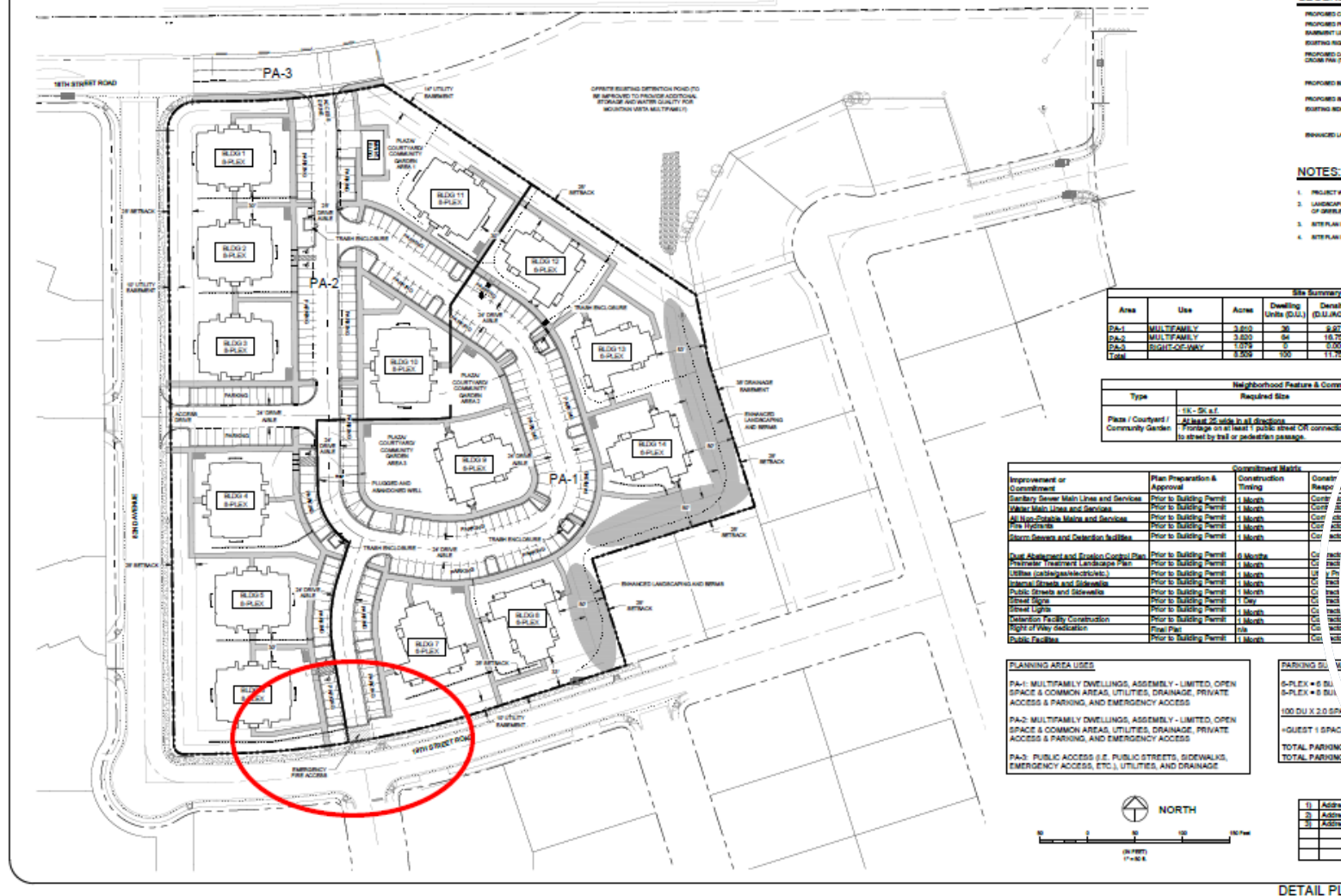
Developable Land with Adequate Existing Fire Coverage

MOUNTAIN VISTA MULTIFAMILY REZONE

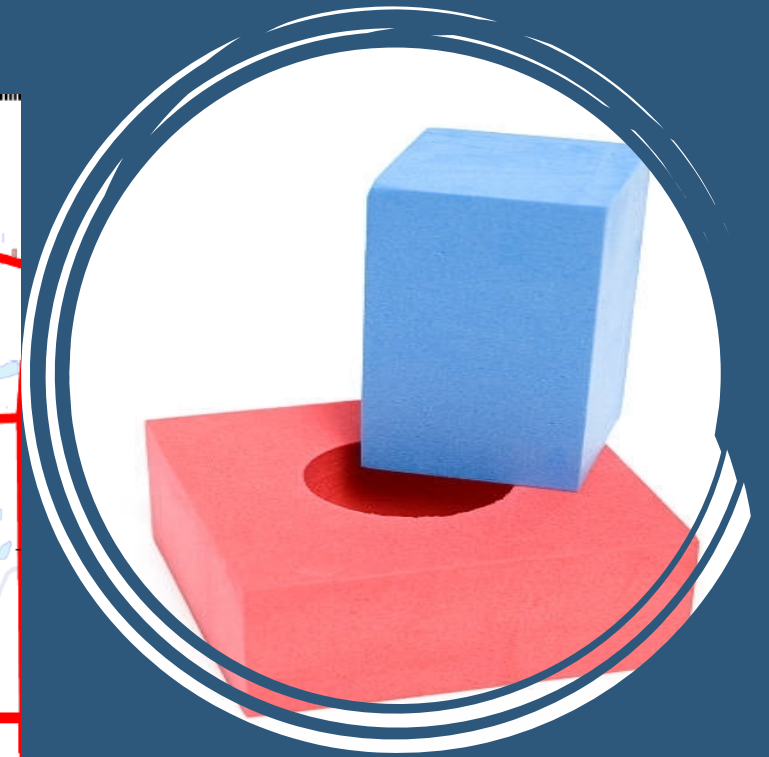
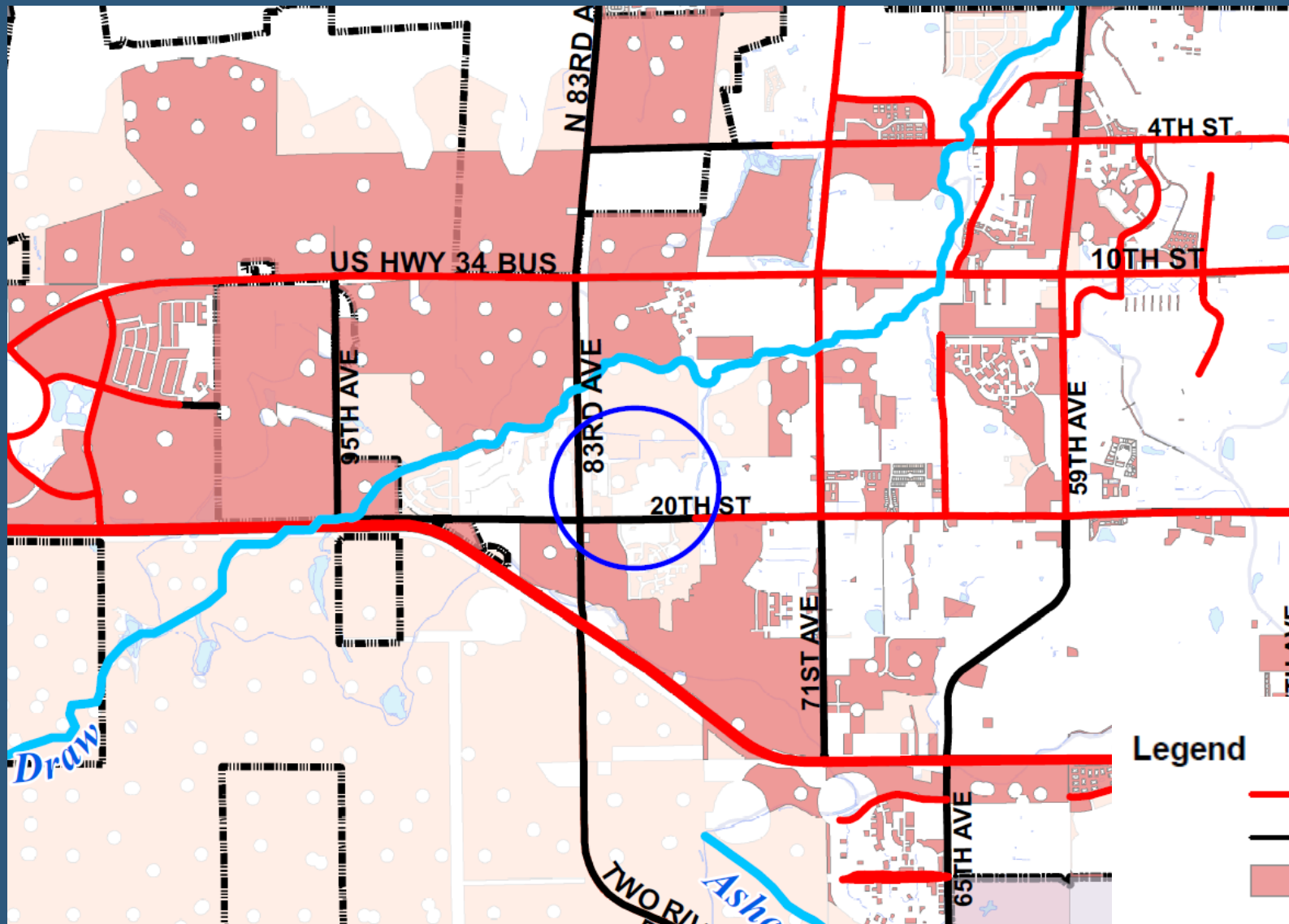
BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF
GREELEY, COUNTY OF WELD, STATE OF COLORADO

8.51 ACRES (±)

PROJECT NUMBER: PUD2022-0008



STREET APFs



Legend

- Major Streets Constructed to City Standards
- Major streets Not Constructed to City of Greeley Standards
- Developable Land with Access to Improved Major Streets

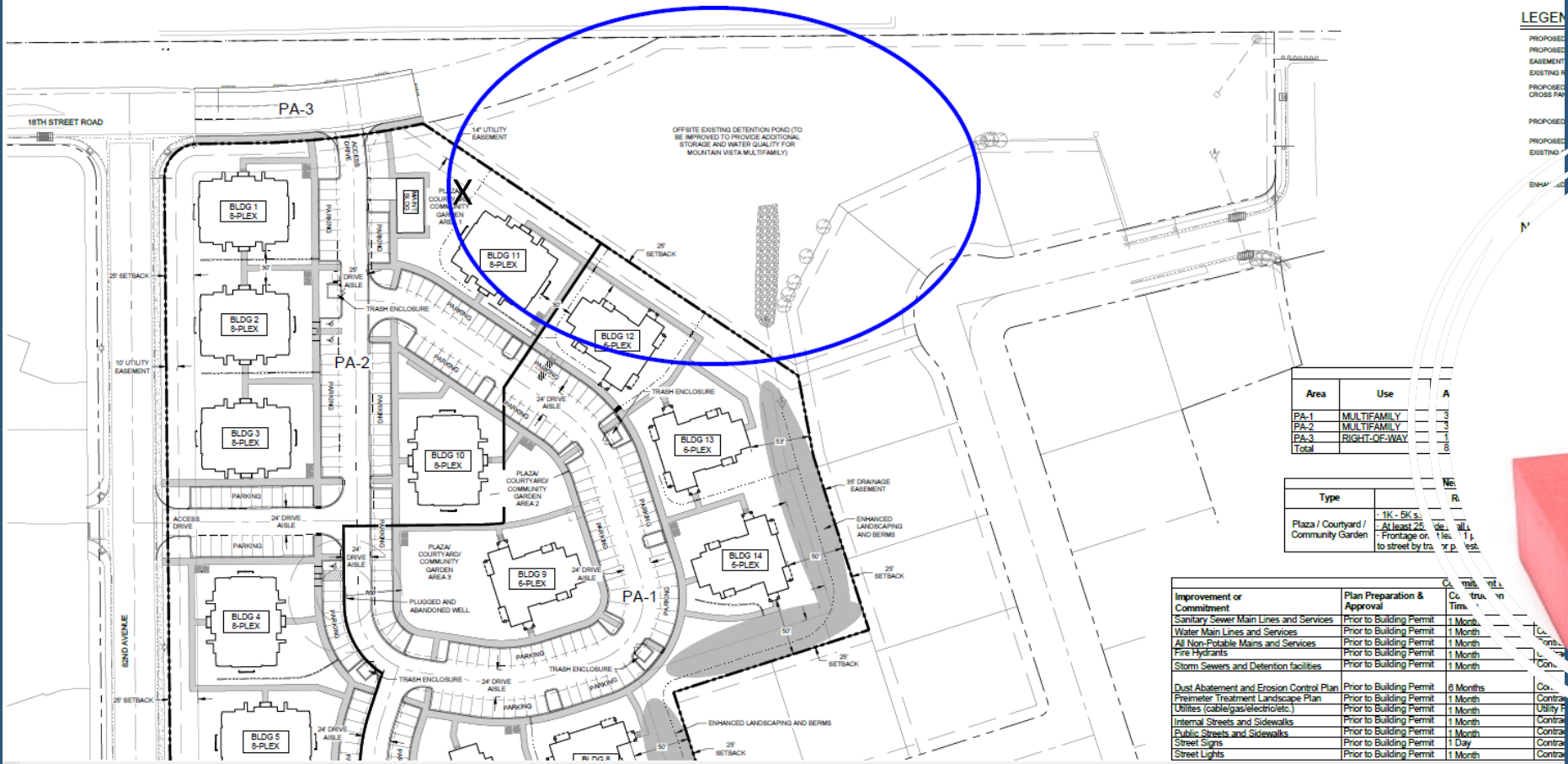
DRAINAGE

MOUNTAIN VISTA MULTIFAMILY REZONE

BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF
GREELEY, COUNTY OF WELD, STATE OF COLORADO

8.51 ACRES (±)

PROJECT NUMBER: PUD2022-0008



LEGEND

PROPOSED
PROPOSED
EASEMENT
EXISTING
PROPOSED
CROSS PAV
PROPOSED
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DRAINAGE

Planning Comments

General

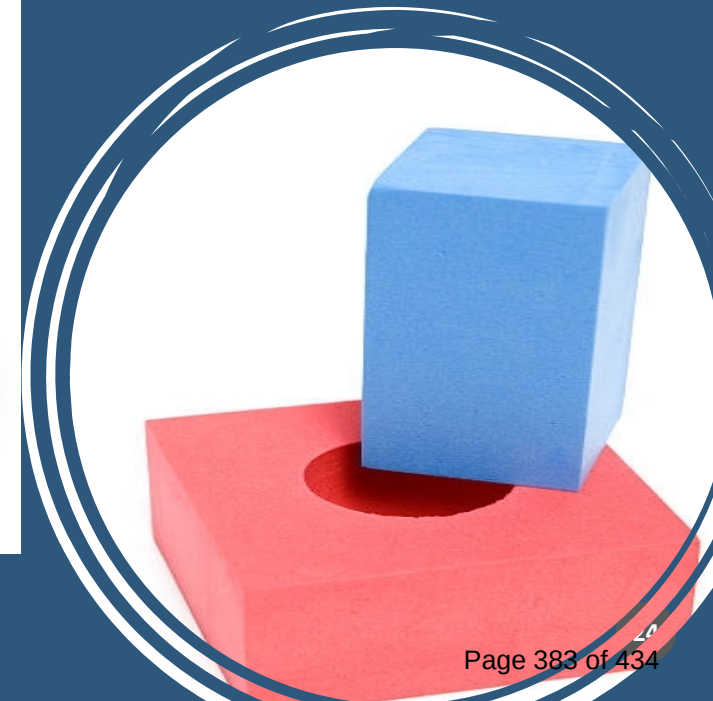
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Response: All buildings along the existing residents have been switched to the 6-Plex Buildings. This area's (PA-1) density is 9.97 DU per acre.

- b. Rotate buildings 8 & 13 so that the one-story side faces the single-family neighborhood.

Response: We are unable to rotate buildings due to site constraints including drainage getting too tight.



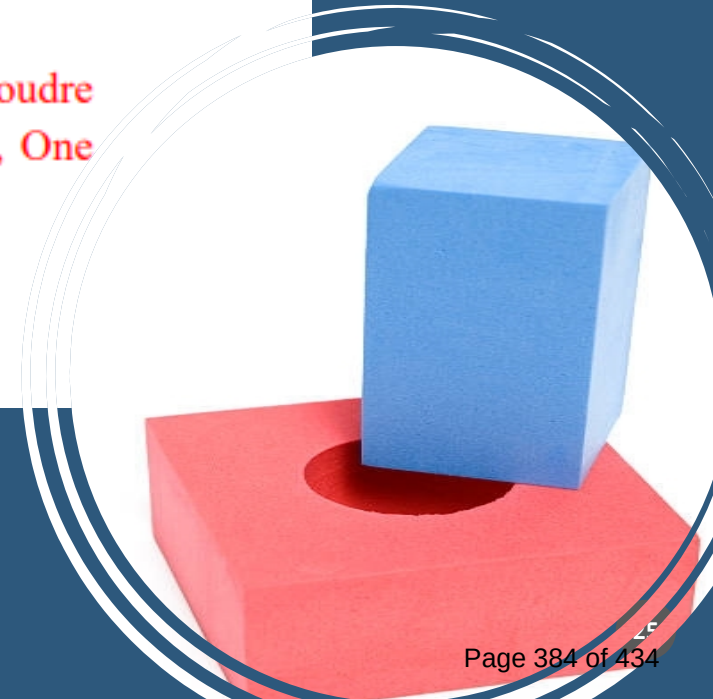
DRAINAGE

Planning Comments

General

1. Provide written responses to pre-application notes and direction from staff.
 - a. Responses were provided with 2nd submittal. Building off pre-application note #6 regarding the existing detention pond, is there approval from the HOA for this property to drain to this pond and are there any off-site needs to convey water to the pond? These details and approvals need to be in-hand as part of this PUD application.

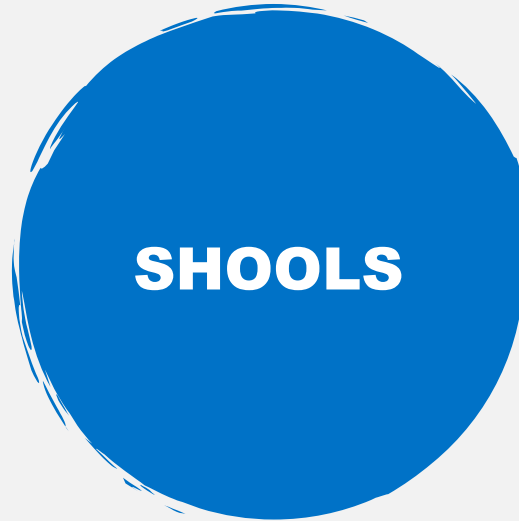
Response: The applicant is currently in discussions with the Mountain Vista HOA/Poudre Property Services: Becky Stewart bstewart@poudreproperty.com; 1008 8th Street, One Way Property Management (970-515-5004).



Other Signs of Infrastructure/Facilities Mismatch:



Impact Fee



In-Lieu Payment



Park Fees



**THE QUESTION IS:
WHAT SHOULD GO
HERE?**



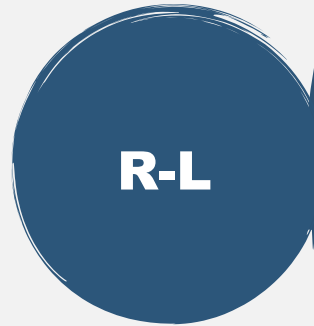
Add to the
abutting C-L
buffer

Doubles as a Center
under the IGCP



Give Residents
Options

Where are the Patio
Homes, Rowhouses,
and Condominiums?



Match the
Character

Buffer the larger R-L
lots to the East with
smaller-footprint R-L
lots and greater
consistency w/
character

Solution

If you were truly starting from
a place of enhancing the IGCP,
you would look at these
instead:



Choose FIT over PROFIT

At every turn, the developer has shown only an attempt to meet bare minimum standards whilst maximizing immediate profit.

DENY / REQUIRE MODIFICATIONS

SQUARE PEGS DO NOT BELONG

THANK YOU

Brynne Gant & Shelley Remley on behalf of the
HOA Board



970-306-7342



brynne@gantlawoffice.com





Council Agenda Summary

October 3, 2023

Key Staff Contact: Rodney Rhoades, Chief Financial Officer, Robert Miller, Treasurer and Interim Budget Manager

Title:

Public hearing and introduction and first reading of an ordinance adopting the budget for 2024

Summary:

This ordinance authorizes the appropriations for the fiscal year 2024 (January 1, 2024 through December 31, 2024).

A public hearing will be held prior to introduction of the ordinance and another public hearing will be held prior to the final adoption of the ordinance on October 17, 2023.

To access the Fiscal Year 2024 Budget at a Glance, use this link:

[2024 Proposed Budget at a Glance](#)

To access the Fiscal Year 2024 Budget Book, use this link:

[2024 City Manager's Recommended Budget](#)

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	\$563,000,102
What is the annual impact?	None
What fund of the City will provide Funding?	All Funds
What is the source of revenue within the fund?	All sources
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	Yes
Is this grant onetime or ongoing?	Ongoing & Onetime

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

- 1) City staff presentation
- 2) Council questions of staff
- 3) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 4) Council discussion
- 5) Council decision

Other issues and Considerations:

Based upon input from the public hearing, the budget ordinance can be amended prior to final adoption.

Strategic Focus Area:



Business Growth



Community Vitality



High-Performance Government



Housing For All



Infrastructure and Mobility



Quality of Life



Safe and Secure Communities

Decision Options:

- 1) Introduce the ordinance as presented; or
- 2) Amend the ordinance and introduce as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to introduce the ordinance and schedule the public hearing and second reading for October 17, 2023.

Attachments:

1. Ord 51, 2023
2. Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 51, 2023

**AN ORDINANCE ADOPTING THE BUDGET FOR 2024 AND MAKING APPROPRIATIONS
FOR 2024.**

WHEREAS, by virtue of the provisions contained in the Greeley Charter Sections 3-15 and 5-15 of the City of Greeley, Colorado, the City Council is required to adopt each annual budget and make the necessary appropriations by Ordinance; and

WHEREAS, the City Manager has submitted to the City Council the proposed budget in accordance with Section 5-12 of the Greeley Charter; and

WHEREAS, the City Council of Greeley, Colorado, on October 17, 2023, held a public hearing in accordance with Section 5-13 of the Greeley Charter on said proposed budget, after first giving proper notice of said public hearing.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GREELEY, COLORADO:

Section 1. There is hereby adopted and approved for fiscal 2024 (January 1, 2024 to December 31, 2024) an annual budget, which consists of a document designated as such and a tax levy of 11.274 mills.

Section 2. The annual budget for the year 2024, as adopted and approved, shall be on file in the City Clerk's office for public inspection during office hours of such office for the entire year of 2024:

Section 3. There are hereby appropriated from the General Fund for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
General (100)	162,860,754	17,493,887	180,354,641

Section 4. There are hereby appropriated from the Special Revenue Funds for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
Convention & Visitors (102)	250,750	818,200	1,068,950
Community Development (103)	2,330,527	-	2,330,527
Streets & Roads (104)	15,963,856	-	15,963,856
Conservation Trust (105)	2,310	2,169,861	2,172,171
Sales & Use Tax (106)	-	108,093,098	108,093,098
Conference Center Development (110)	3,277,740	-	3,277,740
Downtown Development Authority TIF (111)	508,000	300,300	808,300
Equitable Sharing (113)	-	311,000	311,000
Designated Revenue (120)	315,254	550,000	865,254
Public Safety (121)	16,450	3,706,811	3,723,261

Section 5. There are hereby appropriated from the Debt Service Funds for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
General Debt Service (200)	4,379,295	-	4,379,295

Section 6. There are hereby appropriated from the Capital Projects Funds for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
Public Improvement (300)	13,789,606	25,889	13,815,495
Public Art (303)	490,779	-	490,779
Food Tax (304)	16,225,808	-	16,225,808
Quality of Life/Imagine Greeley (318)	5,501,332	4,018,673	9,520,005
Keep Greeley Moving (321)	18,498,749		18,498,749
Development Funds (330)	21,661,080	-	21,661,080

Section 7. There are hereby appropriated from the Permanent Funds for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
Cemetery Endowment (601)	1,000	32,000	33,000
Petriken Memorial (603)	10	-	10
Memorials (605)	35,060	32,800	67,860

Section 8. There are hereby appropriated from the Enterprise Funds for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
Cemetery (400)	1,067,074	-	1,067,074
Municipal Golf Courses (401)	2,418,091	-	2,418,091
Downtown Parking (402)	346,089	-	346,089
Sewer (410)	83,099,782	1,809,334	84,909,116
Water (420)	131,194,798	4,580,068	135,774,866
Stormwater (430)	27,700,831	1,466,195	29,167,026

Section 9. There are hereby appropriated from the Internal Service Funds for fiscal year 2024 the following amounts:

Fund Description	Amount	Transfers	Total
Health (500)	21,642,105	-	21,642,105
Workers' Compensation (501)	1,870,982	-	1,870,982
Liability (502)	3,932,194	-	3,932,194
Equipment & Fleet (510)	11,304,210	-	11,304,210
Information Technology (520)	12,315,586	-	12,315,586

Section 10. The appropriation made by this ordinance includes \$563,000,102 for expenditures and \$145,408,116 for transfers resulting in a total of \$708,408,218.

Section 11. The City Council finds that all appropriations from the Public Art Reserve Accounts within the Water, Sewer, and Stormwater Utilities Enterprise Funds for the Public Art Program do provide a betterment to those utilities, and the City Council further determines that the acquisition and lease of works of art, and maintenance, repair, and display of works of art, supports specific utility purposes beneficial to the ratepayers of such utilities.

Section 12. This ordinance shall become effective five (5) days after its final publication as provided in Sections 3-16 and 3-17 of the Greeley Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF _____, 2023.

ATTEST

THE CITY OF GREELEY, COLORADO

By: City Clerk

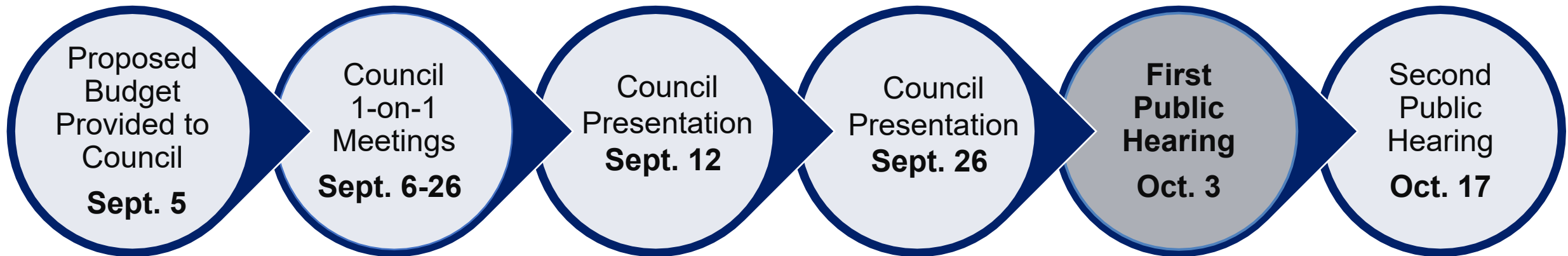
By: Mayor

2024 City Manager's Recommended Budget Summary

October 3, 2023

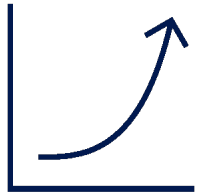


Review of Key Council Dates: 2024 Budget Process



A Balanced Budget for 2024:

2024 Budget Highlights:



\$44.3M in approved increases

Additional Residential Housing & Sales Tax Growth



321 requests; 63% recommended for funding

Average of 74% of requested amounts are funded



77.5 FTE recommended, including 58 new positions

Used one-time funds for positions and targeted areas to maximize funding



Balanced Budget: Resources + Contingency Plans = Expenditures

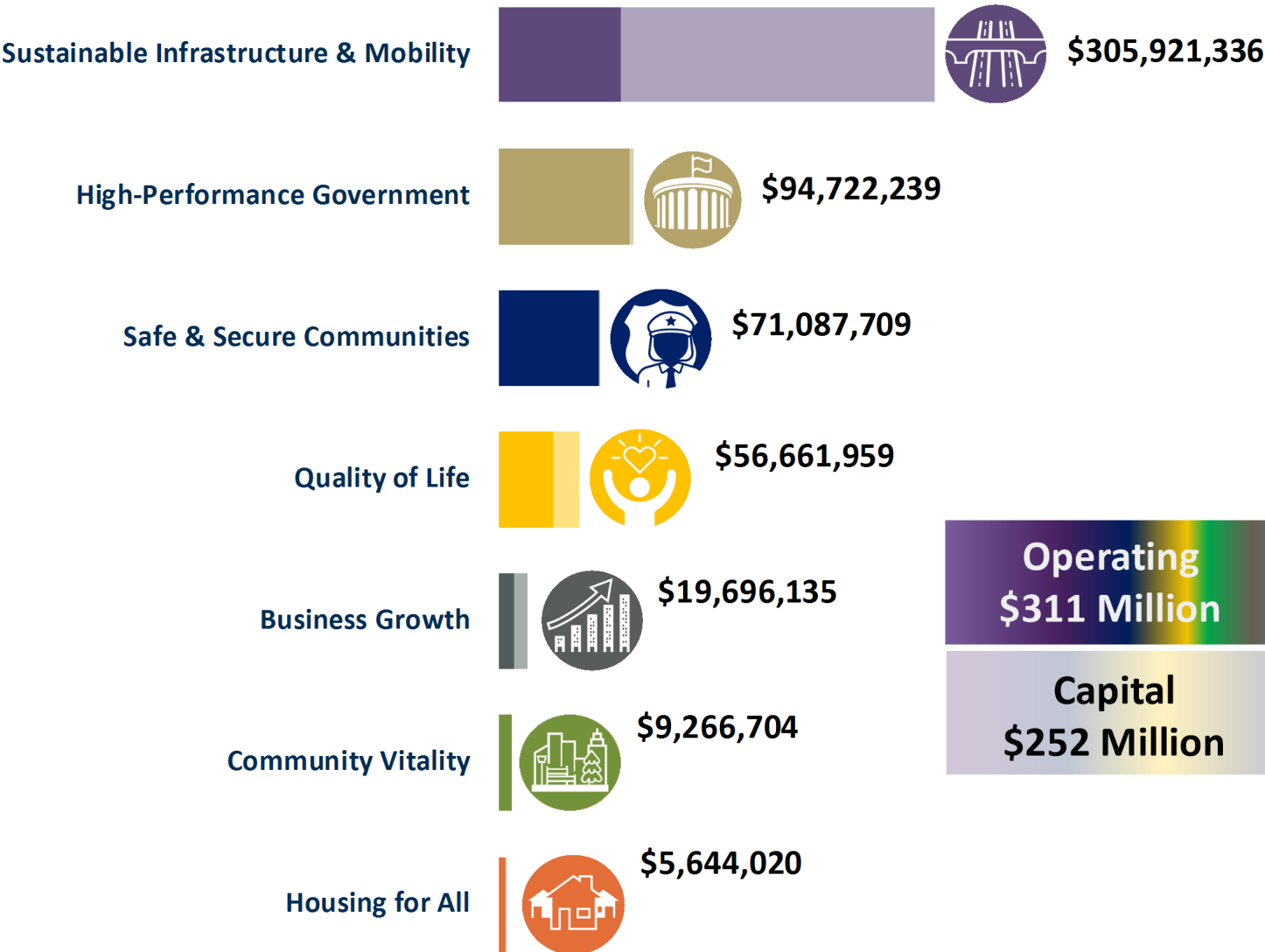
General Fund Resources: \$16.2 Million or 12% above 2023 Budget



Reserves: General Fund 2 Months of Ongoing Operations: \$23.4 Million or 16%

Utility Funds: 25% of Operations: \$16.3 Million

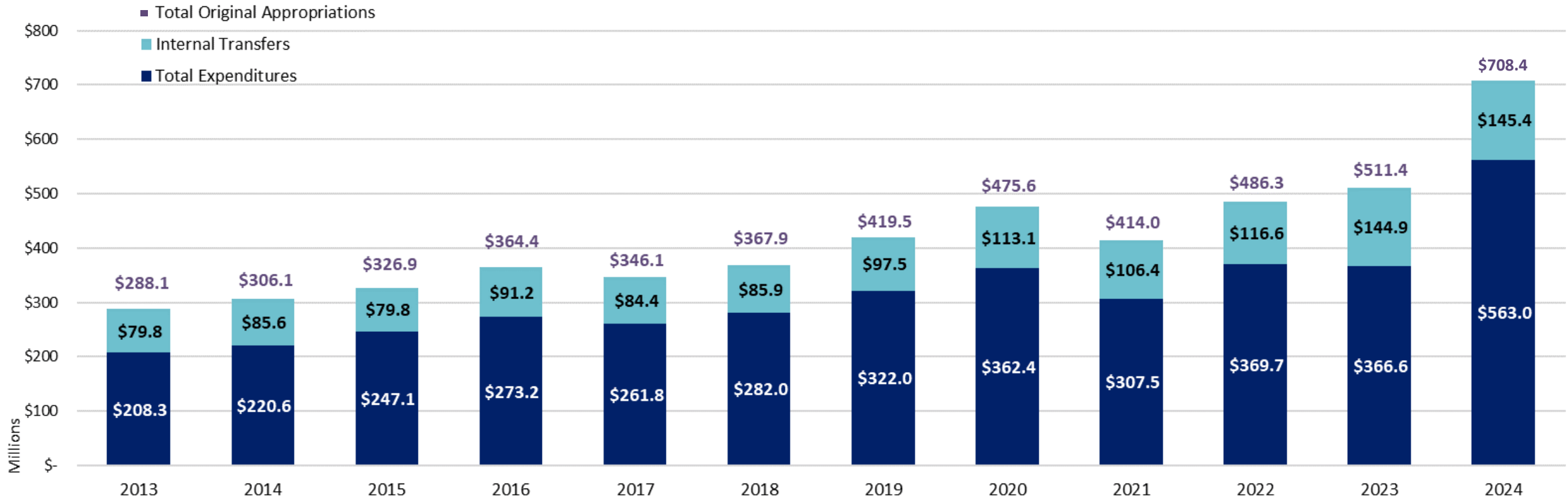
Total Budget by Council Priority



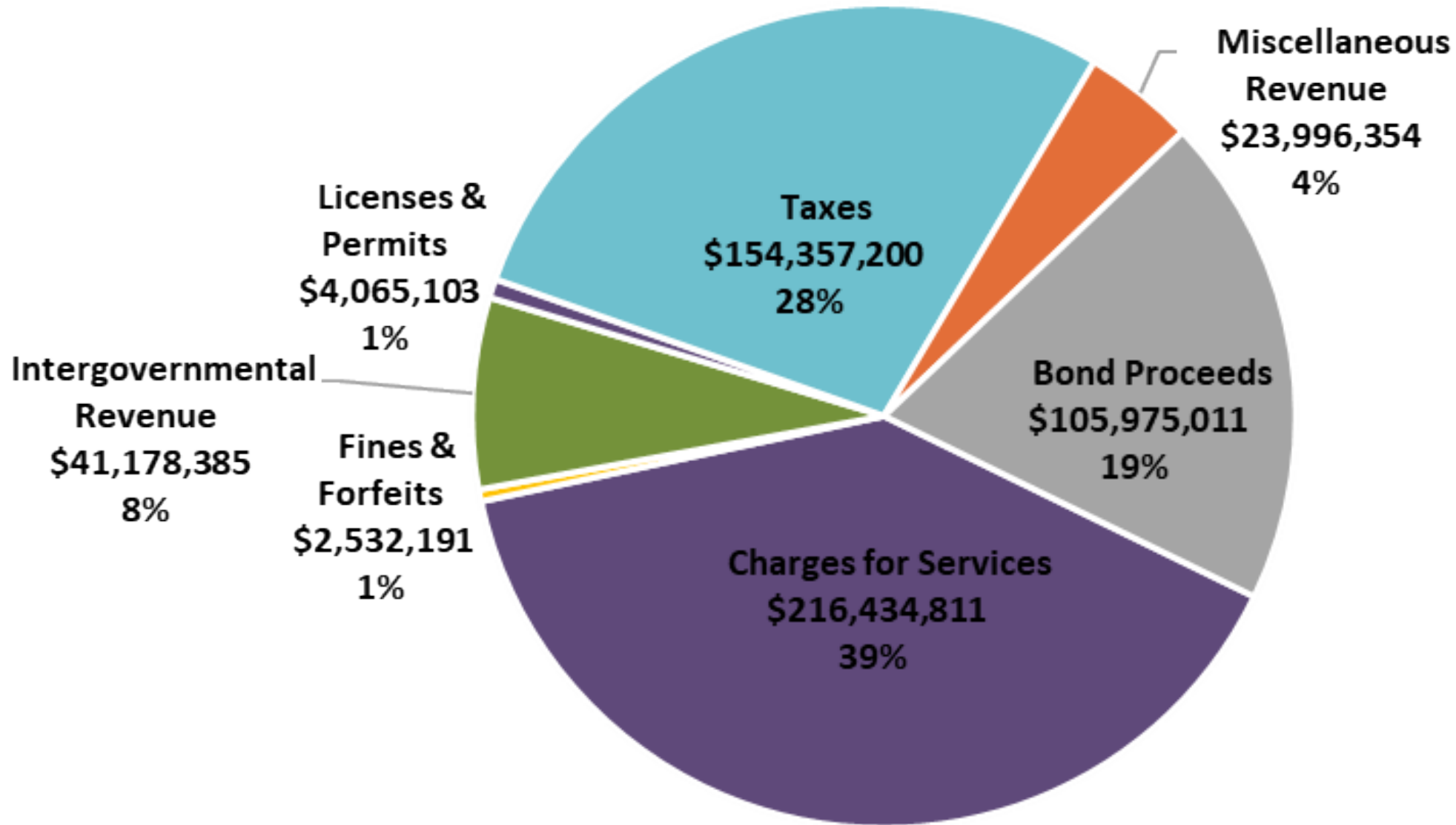
* 2024 expenditures shown above are net and exclude transfers.

Adopted Budgets

10-YEAR ADOPTED BUDGET TREND ANALYSIS



2024 Forecasted Revenue



2024 Proposed Budget Increase Highlights (Operating)

The Budget makes key investments in:



Employees & Culture



Economic Vitality



Transportation & Facility Improvements



Utility, Water, Sewer Improvements



Technology Systems
& Infrastructure



Public Safety

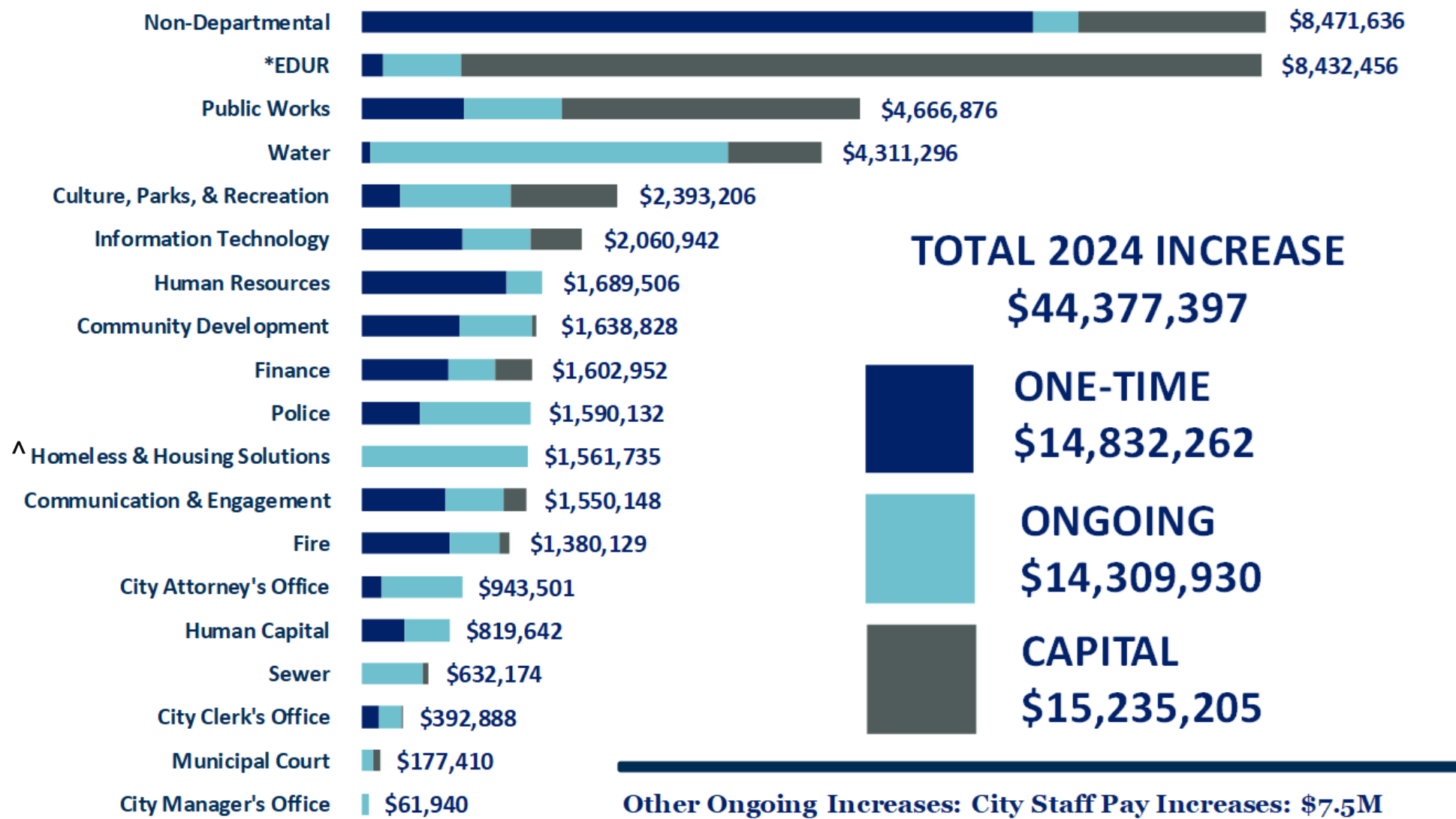


Housing & Homelessness
Solutions



Public Engagement

2024 Proposed Budget Increases: All Funds



* Economic Development & Urban Revitalization

^Accounting for the conversion of 2023 one-time funds to 2024 ongoing funds.
Grants account for \$434,000 of the increase in 2024

2024 Proposed Budget Increase Highlights (Capital Funds)



2024 Food Tax Highlights

\$1.8 MILLION



Irrigation System Replacement - Linn Grove Cemetery

\$1.7 MILLION



Irrigation System Replacement - Centennial Village & Island Grove



2024 Quality of Life Highlights

\$3.4 MILLION



Shurview Property Community Separator - Natural Areas Acquisition

\$750,000



Playground Replacement Twin Rivers Park / Funplx Daycare



2024 Street Infrastructure Highlights

\$13.3 MILLION



Annual Pavement Rehabilitation Program

\$5.0 MILLION

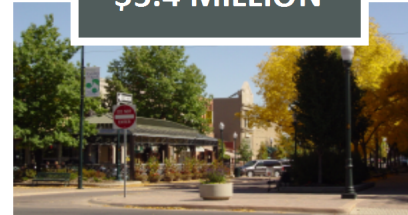


Concrete Repair & Cross Pan Replacement Program



2024 Public Improvement Highlights

\$5.4 MILLION



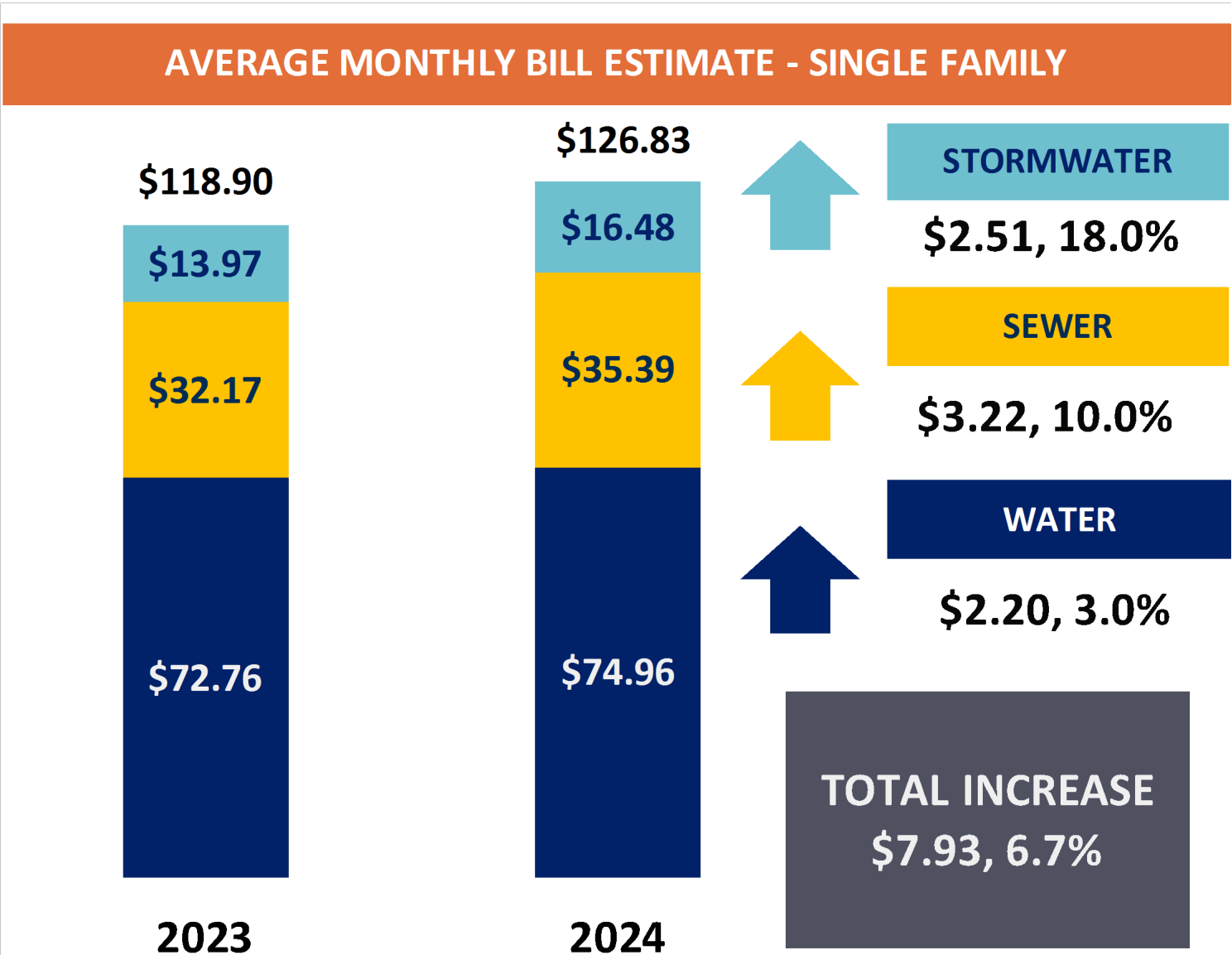
Real Estate Acquisition

\$3.8 MILLION



Redevelopment Incentive Funds

2024 Proposed Utility Rate Increases



2024 Proposed Budget Increase Highlights (Capital Utility Funds)



2024 Water Highlights

\$21.1 MILLION



Bellvue Pipeline - Gold Hill Segment

\$8.1 MILLION



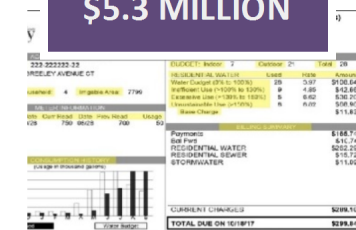
Lead Service Line Inventory & Replacement

\$6.5 MILLION



Future Water Acquisition - Phase II

\$5.3 MILLION



Utility Billing Replacement



2024 Sewer Highlights

\$45.1 MILLION



Wastewater Treatment Reclamation Facility (WTRF) Phase 2

\$7.1 MILLION

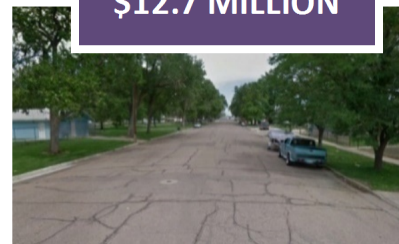


North Greeley Sewer Phase 2A



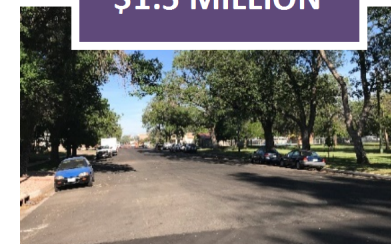
2024 Stormwater Highlights

\$12.7 MILLION



12th Street Storm Trunk Line - Phase 2

\$1.5 MILLION



12th Street Storm Trunk Line - Phase 3

Next Steps in the 2024 Budget Process

October 17

Public Hearing and Final Reading of the 2024 Budget

Final Additional Appropriation for 2023

Adoption of the 2024 Pay Plan

Questions and Discussion





Council Agenda Summary

October 3, 2023

Key Staff Contact: Donald Threewitt, Chief Planner

Title:

Public hearing and second reading of an ordinance amending the boundaries of the Greeley Downtown Development Authority District

Summary:

The Greeley Downtown Development Authority (DDA) is a special purpose district created to foster economic development and revitalization of Greeley's downtown. It is established by ordinance, and any additional annexations into the DDA must follow State Statutes, which require: (1) the property owner petition the DDA board for inclusion into the District; (2) the DDA board consider the petition for inclusion, and if approved, (3) forward the inclusion request to City Council for consideration.

The DDA reviewed the petition for annexation of two parcels subject to this request at their July regular meeting and voted to recommend the inclusion of the parcels. The attached ordinance outlines the included property boundaries, and the DDA boundary map will be subsequently amended. The petitioner acknowledges that the current and any subsequent owner(s) will be subject to payment of 5 mills on all real and personal property which is used for the operation of the DDA, and that any programs and grants available through the DDA to foster property investment and area improvements will be available to these properties upon passage.

This item is not subject to neighborhood notification requirements in Code or Statute, as it is a voluntary agreement for a property owner to join a taxing district.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
Is there grant funding for this item?	N/A

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

- 1) City staff presentation (if requested)
- 2) Council questions of staff
- 3) Public input (hearing opened, testimony - up to three minutes per person, hearing closed)
- 4) Council discussion
- 5) Council decision

Other issues and Considerations:

Strategic Focus Area:



Business Growth



Community Vitality

Decision Options:

- 1) Adopt the ordinance as presented; or
- 2) Amend the ordinance and adopt as amended; or
- 3) Deny the ordinance; or
- 4) Continue consideration of the ordinance to a date certain.

Council's Recommended Action:

A motion to adopt the ordinance and publish with reference to title only.

Attachments:

1. Ord 48, 2023 with Exhibit A
2. Greeley Downtown Development Authority Minutes
3. Staff Presentation

**CITY OF GREELEY, COLORADO
ORDINANCE NO. 48, 2023**

**AN ORDINANCE AMENDING THE BOUNDARIES OF THE GREELEY
DOWNTOWN DEVELOPMENT AUTHORITY DISTRICT**

WHEREAS, at a special election held September 15, 1998, the creation of a Downtown Development Authority was approved by qualified electors; and,

WHEREAS, the boundaries of the district within which the Authority is to exercise its powers also was also approved at creation of the Authority; and

WHEREAS, the purpose of the Downtown Development Authority is generally to serve as a vehicle for planning and improving the central business district by exercise of all the powers granted to it by the governing Statute, specifically Part 8 of Article 25 of Title 31 of the Colorado Revised Statute (C.R.S.); and,

WHEREAS, there is a need for the inclusion of additional property within the boundaries of the district, and Section 31-25-822 of the C.R.S. provides for the process for inclusion of additional property; and

WHEREAS, pursuant to Section 31-25-822, the property owner in fee of the parcel of land adjacent to the existing district has petitioned the board of the Downtown Development Authority for approval of inclusion within the district; and,

WHEREAS, the board of the Downtown Development Authority approved said inclusion of additional property and is hereby referring the petition for inclusion of additional property to the City Council for formal approval.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE
CITY OF GREELEY, COLORADO:**

Section 1. The City Council of the City of Greeley, Colorado hereby approves the inclusion of additional property, as authorized by C.R.S. §31-25-822, within the City of Greeley, Colorado, as surveyed in the attached “Exhibit A” and particularly described as: all of Lot 1, the East Half of Lot 7 and the North 140 feet of Lot 8, Block 103, City of Greeley, County of Weld, State of Colorado, containing 42,744 square feet or 0.981 acres more or less; and commonly known as:

PARCEL: 096108214010

SITUS ADDRESS: 703 13th STREET

PARCEL: 096108214009

SITUS ADDRESS: N/A

Section 2. The district within which the Downtown Development Authority may exercise its powers shall be properties located in the CITY OF GREELEY, Weld County, Colorado, known as Town Center, and described in its entirety in other documents, and shall include the additional property authorized by this ordinance and particularly described by the survey attached as “Exhibit A.”

Section 3. The Downtown Development Authority is hereby re-created and re-established with all powers granted to it pursuant to §§31-25-801, et. seq., C.R.S. within the boundaries approved at the special election of September 15, 1998, as hereby amended; and all actions taken previously by the City and the Downtown Development Authority in furtherance of such powers authorized by the above statutes are hereby approved and ratified.

Section 4. The district within which the Downtown Development Authority may exercise its powers shall be depicted on an official survey, which shall be amended from time to time by a registered surveyor to include authorized property additions and disconnections approved by Ordinance as provided in C.R.S. §31-25-822.

Section 5. This ordinance shall become effective five (5) days after its final publication and from this effective date such property shall be included within the district and shall be subject to any taxes thereafter imposed by the City of Greeley for the use and benefit of the Downtown Development Authority.

PASSED AND ADOPTED, SIGNED AND APPROVED THIS _____ DAY OF _____, 2023.

ATTEST:

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor:

ALTA/NSDSLANTITLESURVEY

702 13TH STREET, GREELEY, CO

LOT 1 AND THE EAST HALF OF LOT 7 AND THE NORTH 140 FEET OF LOT 8, BLOCK 103

SITUATE IN THE NW QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 65 WEST OF THE 6TH P.M.

PROPERTY DESCRIPTION

A parcel of land situate in the Northwest Quarter of Section Eight (8), Township Five North (T.5N.), Range Sixty-five West (R.65W.) of the Sixth Principal Meridian (6th P.M.) being more particularly described as follows:

All of Lot 1, the East Half of Lot 7 and the North 140 feet of Lot 8, Block 103, City of Greeley, County of Weld, State of Colorado.

Said parcel contains 42,744 Square Feet or 0.981 Acres more or less by this survey.

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the East line of Block 103, City of Greeley, monumented as shown on this drawing, as bearing South 00°00'28" East, being a Grid Bearing of the Colorado State Plane, North Zone, North American Datum 1983/2011, a distance of 401.63 feet and with all other bearings contained herein relative thereto.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot".

NOTICE

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 herein. (13-80-105 C.R.S. 2012)

2. No observable evidence of earth moving work, building construction or building additions.

3. No changes in street right of way lines either completed or proposed, and available from the controlling jurisdiction. Observable evidence of recent street or sidewalk construction or repairs was present at time of survey.

4. Topographic information shown based on ground survey, with 1' contour interval. Benchmark: City of Greeley Benchmark No. 5. Elevation 4647.54 (NAVD 88 Vertical Datum).

5. Underground utility markings shown were provided by Primo Utility Locating Services, LLC.

6. The southern wall of the garage appears to encroach the boundary line by 0.2'.

SCHEDULE "B" EXCEPTIONS

9. Notes and easements as shown on the Plat of City of Greeley recorded September 1, 1870 Map Book 1, (PLOTTED)

10. An Oil and Gas Lease, executed by Altamir Parent Service Inc as Lessor(s) and by Mineral Resources, Inc. as Lessee(s) for a primary term of 5 years, dated October 7, 2010, recorded October 15, 2010 at Reception No. 3725551; and any and all assignments thereof or interests therein. (NOT PLOTTABLE)

NOTE: Matters affecting the present interest of the lessor or lessee are not shown herein.

11. An Oil and Gas Lease, executed by Altamir Parent Service Inc as Lessor(s) and by Mineral Resources, Inc. as Lessee(s) for a primary term of 5 years, dated October 7, 2010, recorded October 15, 2010 at Reception No. 3725552; and any and all assignments thereof or interests therein. (NOT PLOTTABLE)

NOTE: Matters affecting the present interest of the lessor or lessee are not shown herein.

12. All matters and items as shown on ALTANSIPS Land Title Survey recorded October 1, 2017 at Reception No. 4341156. (PLOTTED)

SURVEYORS CERTIFICATE

To: Richmark Real Estate Partners, LLC, a Colorado limited liability company
First American Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements of ALTA/NSIPS Land Title Survey, jointly established and adopted by the ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 7(a), 7(c), 8, 11, 13, 16, 17, 19 and 21 of the Table "A" thereof. The field work was completed on April 7, 2020.

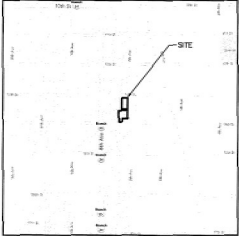
Date of Plat or Map: April 9, 2020.



Steven Parks - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38348

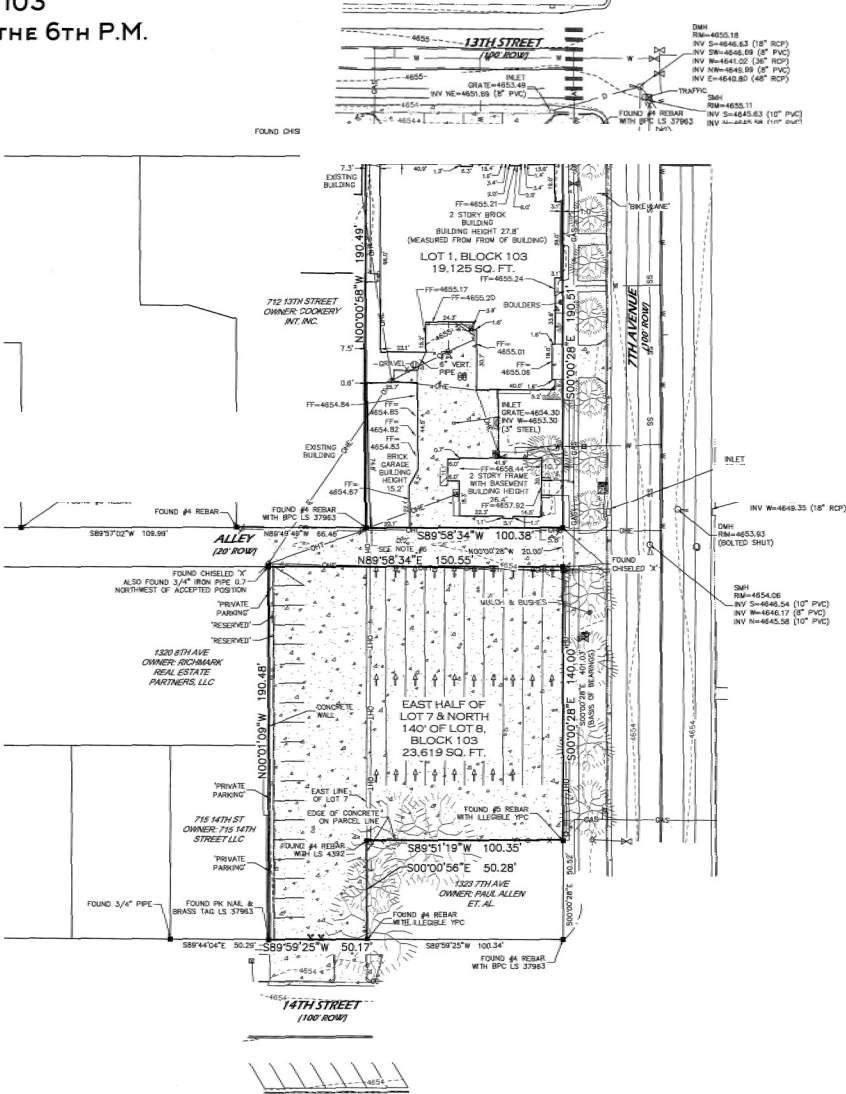
For all information regarding easements, rights-of-way and title of records, Majestic Surveying, LLC relied upon Title Commitment Number 5509-3395388, dated January 30, 2020, as prepared by First American Title Insurance Company to determine the information herein.

This certificate does not extend to any unnamed parties or the successors and/or assigns of Richmark Real Estate Partners, LLC, a Colorado limited liability company and First American Title Insurance Company.



LEGEND

AC UNIT	BOUNDARY LINE
GUY WIRE	EASEMENT LINE
POWER POLE	MAJOR CONTOUR
LIGHT POLE	MINOR CONTOUR
ELECTRIC METER	DRAINAGE LINE
ELECTRIC VAULT	OVERHEAD ELECTRIC LINE
GAS MARKER	ELECTRIC LOCATE
GAS METER	FENCE
GAS VALVE	CHAIN LINK FENCE
WATER SHUTOFF VALVE	FIBER OPTIC LOCATE
WATER VALVE	FLOW LINE
FIRE HYDRANT	GAS LOCATE
WATER METER	EDGE OF LANDSCAPING
IRRIGATION VALVE	WATER LOCATE
SANITARY MANHOLE	SANITARY LINE
SANITARY CLEANOUT	OVERHEAD TELEPHONE
DRAINAGE MANHOLE	TELEPHONE LOCATE
UNKNOWN UTILITY MANHOLE	FOUND MONUMENT AS DESCRIBED
STEEL POST	FENCE GATE
CUT STEEL POST	SIGN
HANDICAP RAMP	



PROJECT NO.	NAME	REVISIONS	DATE
2020061	702 13TH STREET		
DATE: 4-9-2020	CLIENT: RICHMARK		
DRAWN BY: SIP	FILE NAME: 2020061ALTA		
CHECKED BY: JL	SCALE: 1" = 30'		

Greeley Downtown Development Authority
Minutes – Board of Directors Meeting – Chase Building 3rd Floor Conference Room – July 27, 2023

Board Members in Attendance: Brian Seifried (Vice Chair), Luna's Tacos & Tequila, Sexy Sammies & Centennial Public House; Polly Kurtz (Treasurer), Resident; Tommy Butler, Greeley City Council; Deb Deboutez, Greeley City Council; Matt Hottt, High Plains Library District; Justin Ghofrani, The Kress Cinema and Lounge & Margie's Java Joint; Kimberly Ponce, Kimberly's Event Center Lounge; Christine Kutil, Richmark

Additional Attendees: Ariel Maes, Greeley Police Department; Paul Trombino, City of Greeley; Doug May, City of Greeley; Phil White, Phil's Pro Auto

DDA Staff in Attendance: Bianca Fisher, Executive Director; Alison Hamling, Director of Experience; Karen Baumgartner, Office & Event Manager; Daniela Hernandez, Marketing & Event Coordinator

Meeting Called to Order:

- Brian Seifried called the meeting to order at 7:33am and let Christine Kutil and Kimberly Ponce, our new board members, introduce themselves

Meeting Minutes:

- Brian Seifried referenced the June DDA Minutes and called for a vote of approval. Tommy Butler moved to approve, Justin Ghofrani seconded, motion carried.

Safety Report from the Greeley Police Department:

- Looked over the reports from the last month and haven't had anything happen out of the ordinary; the continued presence of security has been a big factor in helping
- Have seen a bigger presence by the homeless/transient population in Lincoln Park, and the GPD is working with the security company to figure out what can be done about drug use/paraphernalia in the park
- Gave a heads up that you will see Rocky out and about downtown again even though he has place to live; he is generally pretty harmless but can cause concern
- Bianca Fisher mentioned that the Meeker Home Museum area is becoming a problem and she noticed that a camp had been set up by the empty office/apartment building across the street; Officer Maes mentioned that they need contact information for the owner so that they can reach out
- Deb Deboutez mentioned that having security downtown has moved people to other areas, and the Mayor is establishing a task force on Homelessness and some of you may be invited to join

YTD Financial Report from Polly Kurtz:

- Income – We are about \$31,000 ahead of last year due to TIF revenue interest, Downtown Business Group pass through income, Monster Day pass through income, and Oktobrewfest sponsorships coming in early
- Expenses – Payroll costs are up but that was expected due to new staff, Advertising & Marketing is up but that was expected due to reclassification of the yearly brochure expenses, and office supplies are up but that was expected due to equipment for new staff
- Overall, our net income is down about \$3,500 from last year
- TIF & Mil Levy – Net deposits in both are well ahead of pace of last year and we expect to end up at about \$1.3 million

- Alison Hamling reminded the Board that the DDA will also be receiving money from the Downtown Greeley Promotional Association for sponsorships that were bundled together, and she will make that payment when the money comes in
- Justin Ghofrani moved to approve the YTD Financial Report, Tommy Butler seconded, motion carried.

Action Items:

District Boundary Addition Request:

- The former Allnutt building and adjacent parking lot to the south are not currently in downtown district boundary but it is contiguous and can be added
- This property is being considered by the Greeley Creative District as a potential site for artist workspace, gallery space and more
- Matt Hott moved to accept the request from Richmark Real Estate Partners, LLC to add their properties at 702 13th Street (Parcel #: 096108214010) and the adjacent parking lot to the south (Parcel #: 096108214009) into the boundaries of the Greeley Downtown Development Authority area, and to send their request to the Greeley City Council for further action. This property meets all requirements for addition to the downtown development area, as set forth in the Colorado Revised Statutes, Part 8 of Article 25 of Title 31. Tommy and Deb recused themselves from the vote. Polly Kurtz seconded the motion. Motion carried.
- The next step is the request will go to City Council to amend boundaries and then off to the assessor's office to be added to the DDA tax rolls

The Capital Investment Committee met a couple of weeks ago and discussed a couple of projects which are being brought to the board because the project amounts exceed the budgeted amounts

Capital Investment Committee: Mural:

- Had budgeted lower for murals/artwork because there were not any projects in the pipeline
- Idea is to replicate the historic "Howdy from Greeley" postcard image on the wall at 1221 8th Avenue; explored both traditional mural route and brick melt route but decided to do a brick melt since it is such a defined image
- Two options were presented—one for part of the wall and one for the entire wall; the committee recommended the entire wall but will give final decision to the property owner
- Brick melt is warranted for three years and usually start to see fading at around 10 years
- Initial cost estimate is around \$21k and the full wall is around \$30k; there may be prep work that needs to be done ahead of time
- Polly Kurtz moved to allocate up to \$35,000 of TIF funds under the Public Art category for the installation of a mural at 1221 8th Avenue, Justin Ghofrani seconded, motion carried

Capital Investment Committee: Tree Lighting:

- The tree lighting on the plazas is kept on year round and maintenance is incredibly costly as the lights have to be re-wrapped every few years to accommodate for tree growth
- Bianca reached out to All Terrain on the suggestion of Andy Feinstein and they have put together a proposal for a new lighting system which is included in the Board packet
- This project has been vetted several times through the Capital Investment Committee, and while there is a high up-front cost, the long-term benefit is that we will have the ability to change light colors, have less electrical exposure and far less maintenance
- Have been in talks with the City about using the Ice Haus as a location for the lighting hardware and have also been working with City Forestry and Eckstein Electric
- This new lighting system might also be something that could be integrated into planned improvements for 16th Street and 8th Avenue, or to light up historic buildings

- Justin Ghofrani moved to allocate up to \$145,000 of TIF funds under the Tree Lighting Maintenance category for the installation of a new tree lighting system on 8th, 9th and 10th Streets and 8th Avenue, and the removal of existing tree lights in this area. Matt Hott seconded. Motion carried.

Director of Experience Report from Alison Hamling:

- Alison announced that she will be retiring by the end of the year
- Friday Fests – STILL Overcoming weather challenges, but the crowds have come back and even stayed through a hailstorm.
 - Sponsorships now at \$51,100
 - Funkiphino tomorrow – squeezing in a lot of sponsors
 - August 4th partnering with Dist. 6 Success Foundation who is fundraising for their “Fill a Fridge and Freezer” campaign - Winograd Mariachi will perform and Dierdre Pilch will speak briefly
 - August 11th sponsored in part by Greeley Young Professionals
 - September 8th UNC Pep Rally night and Block Party featuring The Burroughs - Daniela helping to coordinate after parties featuring UNC performers at various venues.
 - September 15th will be our Mexican Independence Day celebration
- Monster Day – August 12th
 - Tons of Vendors and Sponsors at \$16,000- Vendors \$4,350 - pretty full
 - Wednesday Dance contest added
 - Distortions – new extravaganza up their sleeves
- OktoBrewfest – September 29th-30th
 - Sponsorships looking stronger – Cash currently at \$37,300 In-Kind even more.
 - Bianca wheeled and dealt for a fence deal
 - Still working on Light Towers – a new challenge
 - Still need a Title Sponsor at the \$5,000 level and a Token Sponsor
- Trick or Treat Street - On autopilot. ALLO and Renewal by Andersen already sponsors
- Overall Sponsorship 2023 dollars including Friday Fests: - \$110,350
- Marketing/Social Media Report from Daniela Hernandez
 - Working on creating content for Monster Day and Oktobrewfest, using more photography in posts, simplifying the e-newsletter, updating the website, developing more reels and having a marketing meet up with our business marketers
 - Will work on getting us on Tik Tok
- Greeley Creative District Report from Karen Baumgartner
 - Working on AgFeast for August 24th
 - Working on plans for possibly getting a building for the Greeley Creative District

Executive Director Report from Bianca Fisher:

Board & Staff

- Welcome to our two new Board members—Christine Kutil, Director of Operations at Richmark, and Kimberly Ponce, owner of Kimberly’s Event Center!
- Excited to share that starting on August 1, the DDA will be offering medical insurance (covering 85% of premiums) and short-term disability benefits to the DDA staff for the first time in its history; we will have two participants for the medical coverage and all four staff members will have STD benefits (this is in lieu of the FAMLI program which the DDA chose to opt out of)
- Please note that we will be moving the August Board meeting one week later to August 24th—Karen will send an updated calendar invite

Advertising & Marketing

- A Day in the Life of Downtown Greeley magazine is done! 5,000 copies have been delivered to the DDA office and it will be included in the next mailed BizWest publication to their usual distribution (approx. 2,000 people)
- The Day in the Life website will be launching early next week with additional content
- Thanks to Logan and Brian for joining me on the BizWest podcast about downtown's past and future that will be featured on the website

Finance

- Review TIF Cash Flow – items in red were approved at today's meeting
- Voluntary Allocation of Sales Tax Agreement was approved at the City Council meeting on June 20; I am still waiting on the signed agreement but the approval is for minimum \$50k and max \$250k and will start next year

Economic Development/Business Support

- Met with Daniel Lawrence, the City's new Recreation Division Manager and discussed ideas for how downtown and City recreation can better partner together; kudos to City recreation for a fantastic Family Field Day and a great Bike to Work Day station, both held in Lincoln Park
- Met with the owners of Alquist 3D as they are exploring moving their headquarters and manufacturing operations to Greeley for 3d printed homes; also attended the City Council special meeting on June 29 in support of efforts to bring them to Greeley; they are looking at several downtown locations for office space/showroom
- Gave a downtown tour to Ashely and Hilary from Tribe Development as they are working with the City of Greeley on economic development efforts
- The DDA team met with Joanna Martinson, the City's Homeless Solutions Manager, to discuss several challenging areas in downtown and hear an update about their efforts
- Met with Kris Bornhoft, VP of sales at 55 Resort Apartments, to learn how the DDA could support their efforts to gain traction and exposure of their great new facility
- Met with Brian McBroom, the City's new Director of Community Development and updated him on downtown projects, challenges and future goals
- Capital Investment Committee met on July 13 and discussed the actions items before the Board today, along with several other ideas
- Attended Downtown Plan Implementation meeting with several City staff members to workshop ideas for a possible overlay district downtown

Promotion & Community Connections

- Served as a moderator on the small business panel at the Mayor's Summit on Entrepreneurship on June 21; great job to Phil McCreedy at the City on putting this event together
- Karen and I met with Joe Hengstler from Old Town Arvada to share about the formation, purpose and function of the Greeley Creative District as they are pursuing designation
- Provided downtown updates at the monthly BizWest Greeley Editorial Board meeting
- Featured in the Viewpoint documentary filming about LINC; thanks to Matt Hortt for including me; should be out in a few months
- Hosted third Q&A for the public on July 12—May was a coffee at Zoe's, June was a downtown walking tour and July was at LINC
- Interviewed by Tamsin Fleming, UNC's Alumni & Development Communication Strategist, on the importance and benefit of alumni-owned businesses downtown

Business Updates

New Business

- The Centennial Public House- 819 9th Street; opened June 17th

Business Closed:

- Zova Marketing- 922 8th Avenue
- Cubetas- 819 C 10th Street
- KFKA- 820 11th Avenue (moved to 10th Street)

Commercial Property Updates

For Sale or Lease:

- NEW: 905 16th Street (Pinocchios)- 3,610 SF; \$775,000- Chris F
- 922 8th Avenue (Macy Jones Collective)- 4,150 SF; \$1.05M
- 1619 8th Avenue (former Cisneros)- 720 SF; \$239,000
- 1200 11th Avenue (former Atmos Energy office)- 14,072 SF; \$1.575M
- 725 10th Street (Yettters Brewing former location)- 3,746 SF; \$765,000
- 909 16th Street (Millennium II Tattoo)- 2,020 SF; \$365,000
- 1105 11th Avenue (Peerless Tires)- 2,144 SF; \$600,000
- 1215 8th Avenue (former Salvation Army)- 13,031 SF; \$2M SALE or \$7-\$57/SF NNN
- 1228 8th Avenue (David's Auto Sales)- 1,269 SF; \$500,000 SALE or \$23-\$44/SF NNN

For Lease Only:

- NEW: 930 11th Avenue (Independent Financial former location)- 1,360 SF; \$24/SF
- NEW: 530 11th Street- 4,000 SF; \$3,500/mo
- 603 8th Street- 615-800 SF; \$15/SF GROSS
- 1120 6th Avenue (Greeley Ice House)- 5,989 SF; \$7/SF
- 1130 8th Avenue, Unit 120 & 130 (Firestone Retail)- 2,240-2,747 SF; \$22-\$30/SF NNN
- 800 8th Avenue- 1,200-5,493 SF; \$12-\$14/SF NNN
- 807 17th Street, Unit F & G- 1,348-2,093 SF; \$11.50-\$14/SF

For the full list of properties, visit <https://www.greeleydowntown.com/commercial-properties/>

City Update from Paul Trombino:

- John Hall has been hired as the City's new Economic Development and Urban Revitalization Director; he will be starting August 4th
- Thank you to the City Council and City Manager's office for getting Alquist, a 3D home printing company to the city; they will be back in August for meeting with Aims Board of Trustees and the plan is to have an office downtown
- 16th Street will be under construction next year; will be meeting with businesses to discuss construction plans and impacts
- CDOT transportation director was in town and took a walking tour of downtown; wants to come back and see 16th Street when done
- Had a good meeting with CDOT regarding the City taking over 8th Avenue and have started putting framework in place

County Update from Scott James:

- Scott James was unable to be at the meeting – no update

Meeting adjourned at 8:53 am

Amendment to the Boundaries of the DDA District

*702 13th Street and adjacent parking
lot*

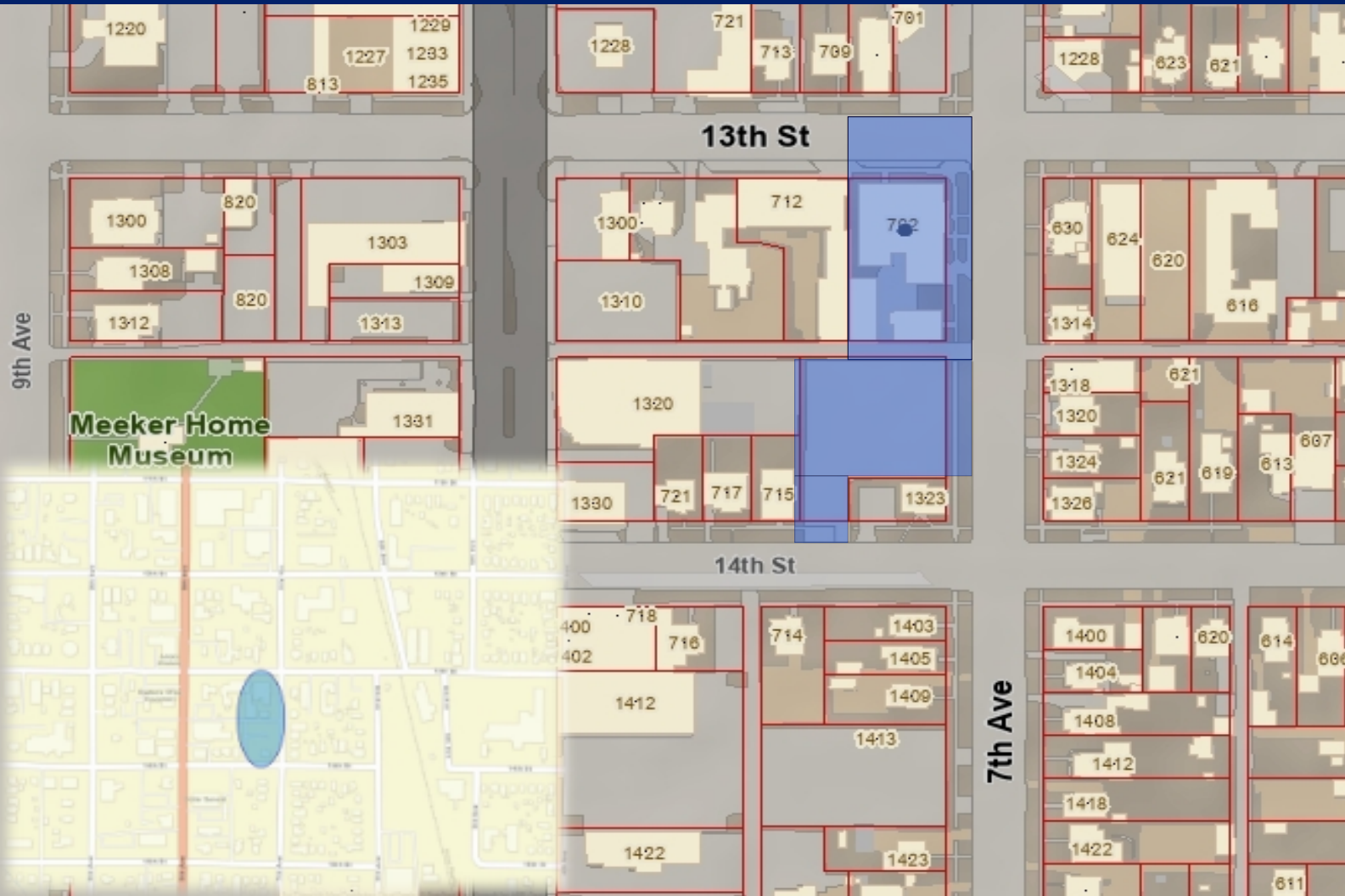
Owner: Richmark Real Estate Partners, LLC

Community Development – Planning

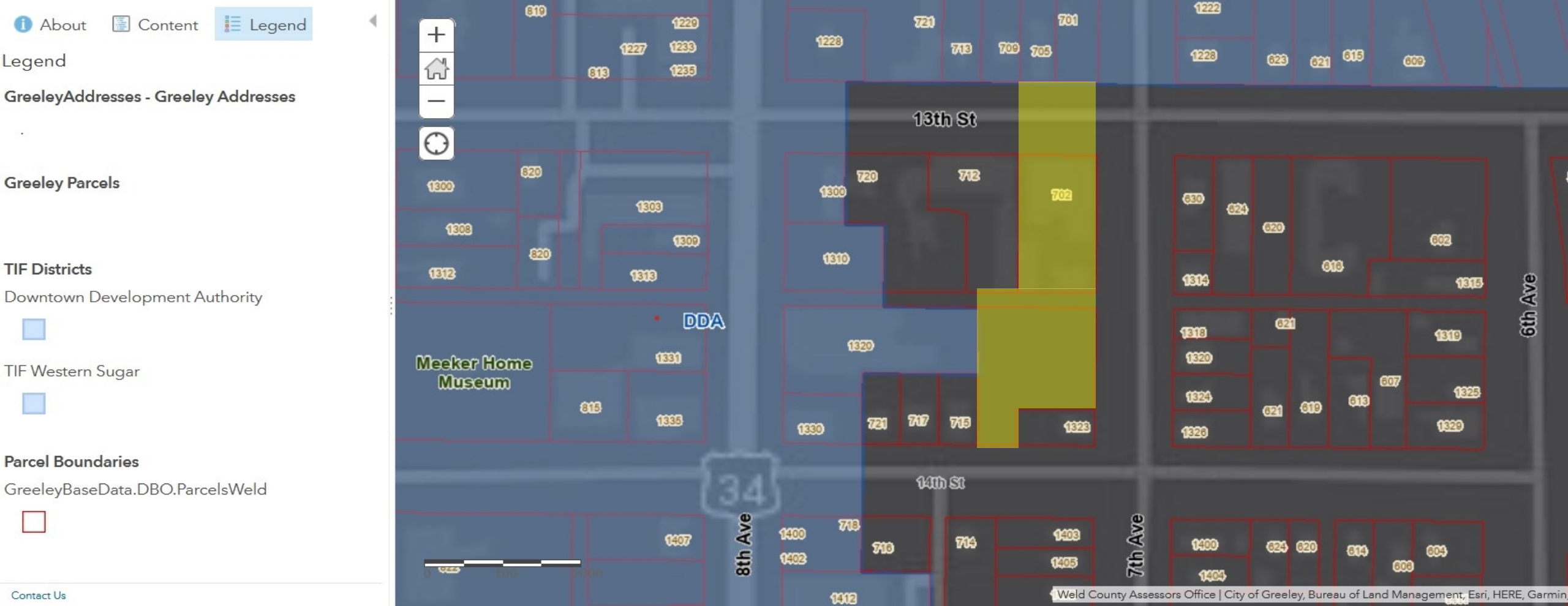
Don Threewitt, AICP



DDA Addition



- 702 13th Street and southern parking lot
- Voluntary request by property owner
- DDA Board recommended approval on July 27, 2023
- Inclusion is authorized by C.R.S. 31-25-822



DDA Boundary and Subject Parcels

Thank you



Inclusion of Additional Property to the DDA, Process (CRS 31-25-822)



- Initiated by petition to the DDA, signed by owner;
- Evidence presented to the DDA concerning title and accurate legal description;
- Upon DDA approval, submitted to the governing body;
- If governing body approves, it shall redescribe the district so as to include the additional property;
- Included property is subject to any taxes thereafter from the effective date of the amendment.



Council Agenda Summary

Title:

Scheduling of Meetings, Other Events

Summary:

During this portion of the meeting the City Manager or City Council may review the attached Council Calendar or Planning Calendar and Schedule for City Council Meetings and Work Sessions and make any necessary changes regarding any upcoming meetings or events.

Attachments:

Council Events Calendar

Council Meeting and Work Session Schedule/Planning Calendar

Status of Initiatives

October 2, 2023 - October 8, 2023

October 2023							November 2023						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6	7			1	2	3	4
8	9	10	11	12	13	14		5	6	7	8	9	10
15	16	17	18	19	20	21		12	13	14	15	16	17
22	23	24	25	26	27	28		19	20	21	22	23	24
29	30	31						26	27	28	29	30	

Monday, October 2

Tuesday, October 3

 **6:00pm - 6:30pm City Council Meeting** (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar 



Wednesday, October 4

 **5:00pm - 5:30pm Greeley PD 2023 Awards Ceremony** (Greeley Recreation Center; Room 101) - Council Master Calendar

Thursday, October 5

 **7:30am - Poudre River Trail (Hall)** 
 **3:30pm - IG Adv. Board (Butler)** 
 **6:00pm - 8:30pm North Front Range MPO Meeting (Olson/Payton)** 

Friday, October 6

 **10:00am - 10:30am Nitrification Phase 2 Ribbon Cutting** (City of Greeley Wastewater Treatment & Reclamation Facility 300 E. 8th Street, Greeley, CO 80631) - Council Master Calendar
 **11:00am - 1:00pm Save the Date Alquist 3D Welcome and Announcement Event** (Aims Community College; (Welcome Center)) - Council Master Calendar

Saturday, October 7

Sunday, October 8

October 9, 2023 - October 15, 2023

October 2023						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November 2023						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Monday, October 9

Tuesday, October 10

 **6:00pm - City Council Work Session Meeting** (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar 



Wednesday, October 11

Thursday, October 12

 **6:30pm - 8:00pm Highway 85 Coalition/Mayors Bullseye Meeting** (Changes with each meeting) - Council Master Calendar 

Friday, October 13

 **10:00am - 5:00pm HOLD- Council and Economic Development Orientation and Tour** (TBD- Tour) - Council Master Calendar

Saturday, October 14

Sunday, October 15

October 16, 2023 - October 22, 2023

October 2023						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

November 2023						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
	5	6	7	8	9	10
	11	12	13	14	15	16
	17	18	19	20	21	22
	23	24	25	26	27	28
	29	30				

Monday, October 16

Tuesday, October 17

 **6:00pm - City Council Meeting** (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar 



Wednesday, October 18

 **7:30am - Visit Greeley (Butler)** (902 7th Ave Greeley) 

 **2:00pm - 5:00pm Water & Sewer Board (Gates)** 

Thursday, October 19

 **7:30am - 8:30am Downtown Development Authority (DeBoutez/Butler)** (802 9th St #100, Greeley, CO 80631) 

 **3:30pm - 4:30pm Airport Authority (Clark/Payton)** 

Friday, October 20

Saturday, October 21

Sunday, October 22

October 23, 2023 - October 29, 2023

October 2023						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
	7	8	9	10	11	12
	13	14	15	16	17	18
	19	20	21	22	23	24
	25	26	27	28	29	30
	31					

November 2023						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
				4	5	6
				7	8	9
				10	11	12
				13	14	15
				16	17	18
				19	20	21
				22	23	24
				25	26	27
				28	29	30

Monday, October 23

- 11:30am - 12:30pm Greeley Chamber of Commerce (Hall) ↻
- 6:00pm - 7:00pm Youth Commission (Clark) ↻

Tuesday, October 24

- 6:00pm - City Council Work Session Meeting (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar ↻



Wednesday, October 25

- 7:00am - 8:00am Upstate Colorado Economic Development (Gates/Hall) (Upstate Colorado Conference Room) - Council Master Calendar ↻

Thursday, October 26

- 11:30am - 1:00pm Weld Community Foundation Spread the Good Luncheon (Gates, DeBoutez, Hall, Butler) (Aims Community College; Welcome Center) - Council Master Calendar

Friday, October 27

Saturday, October 28

Sunday, October 29

City Council Meeting Scheduling 2023			
	9/26/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
October 03, 2023 Council Meeting	Proclamation - A Woman's Place 45 Year Anniversary	Mayor	Intro
	Proclamation - UNC 100th Anniversary Homecoming	Mayor	Intro
	Fall Update - UNC President Feinstein	President Feinstein	Intro
	Minutes Approval (Sept 12 Work Session; Sept 19 Council meeting)	Heidi Leatherwood	Consent
	2023 Maplewood Concrete Rehabilitation Change Order	Paul Trombino	Consent
	Broadview Acres Trail - Hawk Signal Change Order	Paul Trombino	Consent
	Intro & 1st Rdg Ord - Schneider Farms PUD	Don Threewitt	Consent
	Intro & 1st Rdg Ord - 2023 Additional Appropriation	Finance - TBD	Consent
	PH & 2nd Rdg - Mountain Vista PUD	Don Threewitt	Regular
	PH, Intro & 1st Rdg Ord - 2024 Budget Adoption	Robert Miller	Regular
	Intro & 1st Rdg Ord - 2024 Pay Plan	Robert Miller	Consent
	PH & 2nd Rdg - Amending Boundaries - Greeley DDA	Don Threewitt	Regular
October 10, 2023 Council Work Session	2024 Proposed Budget Presentation Q&A (If needed)	Rodney Rhoades/Robert Miller	WS
	Proposition HH - Overview (Changes to property Tax Law)	Staycie Coons	WS
	Proposition 123 - Overview (Affordable Housing)	Ashley Weesner/Juliana Kitten	WS
	Annual Action Plan for Program Year 2024 for Community Development Block Grant and HOME Investment Partnership Program Grant with Recommended Budgets	Julianan Kitten/Ashley Weesner	WS
	American Rescue Plan Act (ARPA)	Ashley Weesner/Robert Miller	WS
	Transformational Homelessness Response Grant	Julianan Kitten	WS
	2024 Compensation Philosophy	Noel Mink	WS
October 17, 2023 Council Meeting	Proclamation - Native American Heritage Month (for November)	Mayor	Intro
	GIS Day	Mayor	Intro
	Minutes Approval (9/26/23 Work session; 10/3/23 Council meeting)	Heidi Leatherwood	Consent
	Motion to call a spec meeting on Nov 28 to swear in new Council and reinstate Dec 19 as a Council Meeting	Heidi Leatherwood	Consent
	Transformational Homelessness Response Grant	Julianan Kitten	Consent
	Resolution Accepting Proposition 123 (Affordable Housing)	Ashley Weesner	Consent
	Intro & 1st Rdg Ord - 2118 N. 47th Ave	Michael Franke	Consent
	PH & 2nd Rdg - Ord - 2023 Additional Appropriation	Finance - TBD	Regular
	PH & 2nd Rdg Ord - Fiscal Year 2024 Budget Adoption	Rodney Rhoades/Robert Miller	Regular
	PH & 2nd Rdg Ord - 2024 Pay Plan	Rodney Rhoades/Robert Miller	Regular
	PH, and consideration of the Annual Action Plan for Program Year 2024 for Community Development Block Grant and Home Investment Partnership Program Grant with Recommended Budgets	Ashley W.	Regular
	PH & 2nd Rdg - Schneider Farms PUD	Caleb Jackson	Regular
	PH & 2nd Rdg - Boomerang Self Storage PUD	Don Threewitt/Meg Oren	Regular
	PH & 2nd Rdg - 257 Spur PUD	Don Threewitt/Meg Oren	Regular
	Boards & Commissions Appointments	Heidi Leatherwood	Regular
	Intiative 11- 2023 - Artificial turf and landscape standards	Brian McBroom	WS

City Council Meeting Scheduling 2023			
	9/26/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
	Image Campaign Update	Winna MacLaren	WS
	Community Engagement Priorities 2024	Winna MacLaren	WS
November 07, 2023 Council Meeting	CANCELLED due to Election 2023		
November 14, 2023 Council Work Session	Intiative 08-2023 Public Nuisance Order	Brian McBroom/Doug Marek	WS
	Code Updates - Affordable Housing Parking Reduction	Brian McBroom	
	Chief Human Capital Officer Overview	Kimberly Southern-Weber	
	Exe Session for Mid-Year Review of Council Appointees	HR- Noel Mink	WS
November 21, 2023 Council Meeting	CANCELLED due to Thanksgiving/Holiday Week		
November 28, 2023 Special Meeting	Swear in New Councilmember(s)	Heidi Leatherwood	
November 28, 2023 Council Work Session	Boards & Commissions Triennial Review Report	Heidi Leatherwood	WS
	Intiative 03-2023 Campaign Finance Contributions	Doug Marek/Heidi Leatherwood	
	Exe Session for Mid-Year Review of Council Appointees		
December 05, 2023 Council Meeting	Proclamations		
	Minutes Approval (10/10/23 WS; 10/17/23 Council mtg; 10/24/23 WS; 11/14/23 WS)	Heidi Leatherwood	Consent
	Approve the Council meeting schedule for 2024	Heidi Leatherwood	Consent
	Consideration of a Resolution - 2023 DDA Mill Levy Certification	Finance - TBD	Consent
	Consideration of a Resolution - 2023 Tax Levy Certification	Finance - TBD	Consent
	Consideration of a Resolution - Weld RE-5J School District IGA	Caleb Jackson	Consent
	Intro & 1st Rdg Ord - 1318 47th Ave PUD	Caleb Jackson/Jeff Woeber	Consent
	Intro & 1st Rdg Ord- Triple Creek PUD	Brian McBroom/Michael Franke	Consent
	Intro & 1st Rdg Ord - Triennial Review	Heidi Leatherwood	Consent
	Consideration of a Resolution Approving the 2024 DDA Budget	Finance - TBD	Regular
December 12,2023 Council Meeting	PH & 2nd Rdg - 2118 N. 47th Ave	Michael Franke	Regular
	Sign Regulation and Enforcement	Brian McBroom	WS
December 19, 2023 Council Meeting	PH & 2nd Rdg - 1318 47th Ave PUD	Caleb Jackson/Jeff Woeber	Regular
	PH & 2nd Rdg - Triple Creek PUD	Brian McBroom/Michael Franke	Regular
	PH & 2nd Rdg Ord - Triennial Review	Heidi Leatherwood	Regular
	Boards & Commissions Appointments	Heidi Leatherwood	Regular
December 26, 2023 Council Work Session	CANCELLED due to Holiday/Christmas Week		

Greeley City Council								
Status Report of Council Initiatives								
Initiative No.	Council Member Initiating	Council Request	Council Meeting or Work Session Date Requested	Status or Disposition (After completion, item is shown one time as completed and then removed.)	Next Steps & Schedule	Anticipated Deliverable & Date (Report, Council Presentation, etc.)	Assigned to:	Completed/Notes
15-2021	Olson	Formation of a committee for implementation of a funding strategy for the 35th and 47th interchanges.	December 7, 2021 Council Meeting	Councilmember Olson will be following up with Manager Lee and Director Trombino on next steps Staff preparing a revised funding application for the next cycle of USDOT Grant Funding expected to be available in May 2023. At the August 8th City council Work Session, Public Works Staff will provide updates on the planned Interchanges on US 34 Bypass and 35th and 47th Avenues and the Mobility Hub at Centerplace titled the Mobility Expansion for Regional Growth and Equity (MERGE) project. The United States Department of Transportation (USDOT) has opened the Multimodal Project Discretionary Grant (MPDG) program for applications due August 21, 2023. The purpose of this item is to provide council with an update of the project design, cost information and an overview of the proposed grant application.	Pending outcome of federal grant application submitted	Next grant application expected May 2023	Paul Trombino	
09-2022	Butler	Review traffic and safety surrounding 15 acre open area between 71st Avenue and 8th Street	June 7, 2022 Council Meeting	Requested that Public Works review the traffic and to improve safety in this congested area. In late 2022, Public Works Staff installed additional signage to improve safety and line of sight issues caused by parked cars. Furthermore, GPD with the help of Public Works have identified key times to enforce both speeding and stop sign compliance. City staff along with School District 6 and Westridge Academy held a public meeting with the neighborhood on January 26th, 2023. During this meeting we heard feedback regarding traffic safety and development concerns. This feedback is being used to develop solutions to address identified traffic safety concerns. These potential solutions will be brought back to the neighborhood to garner feedback prior to moving forward with the installation of identified improvements.	Additional signage installed for traffic and parking. Staff worked with School District, builder and GPD to ensure road is passable for school buses. GPD will focus enforcement times to ensure compliance with posted speed limit. Staff developing neighborhood safety improvement options and working with School District on transportation issues to improve coordination and support related to safety and infrastructure around school sites.	Anticipate providing council an update on the next neighborhood meeting and safety improvements by late summer 2023	Paul Trombino	Following several public meetings with the neighborhood and traffic safety and speed data analysis by staff, on September 15th and 16th, three (3) speed bumps and one (1) raised crosswalk were installed along 66th Avenue. An overview map of the completed work is shown below. An analysis by staff will be completed in the coming weeks to determine the impact of these traffic calming improvements and determine if additional improvements are needed.
03-2023	Butler	Limits on individual campaign contributions	February 7, 2023 Council Meeting	Research and gather information from other municipalities to determine if they have implemented campaign contribution limits and provide update of what the process would be to set limits for individual campaign contributions CAO and CCO will have a written report ready in May.	CCO/CAO to come back to Council at a work session regarding the process	CCO/CAO report to Council in May Waiting on CAO to provide fianl report to send out Work Session set for Nov 28	CCO/CAO	

04-2023	Hall	Bridge over creek along the Sheep Draw Trail in Pumpkin Ridge area	March 7, 2023 Council Meeting	Would like a written report to Council regarding the history of the project and possibility of putting a wooden foot bridge across the trail and the timeline going forward Public Works Staff had a Pumpkin Ridge neighborhood meeting on June 29, 2023. The proposed solution presented to the HOA was to provide a crushed gravel path through a Pumpkin Ridge HOA parcel west of the 8th St and 63rd Ave intersection. This would cross the Sheep Draw with a culvert. While this is not an ADA accessible path, it provides the immediate connection to the neighborhood and Sheep Draw Trail. Proposed improvements along 10th Street with an enhanced crossing at the 63rd Ave and 10th Street coming in 2024/2025 would provide broader ADA connection to the neighborhood to supplement the existing connection to the Sheep Draw Trail at 4th Street. In general, the response from attendees at the meeting supported the proposed crossing at 8th Street and the proposed traffic calming and enhanced pedestrian connectivity along 10th Street. As a result, staff is advancing construction of the 8th Street crushed gravel trail connection to Sheep Draw Trail which will include installation of a privacy fence matching the character of the neighborhood to shield adjacent properties. The trail connection and fence will be completed by the end of	PW scheduled next neighborhood meeting for June 29, 2023 at the Greeley Fun Plex from 5:30 to 7 pm. At the June 29th neighborhood meeting, staff presented an option to connect to the Pumpkin Ridge Neighborhood to the Sheep Draw Trail from the corner of W 8th Street across 63rd Avenue between two homes located at 801 and 729 63rd Avenue. This would enable a connection between the two neighborhoods on opposite sides of Sheep Draw this year. Recently, we received follow-up concerns about a trail connection located in this area. Accordingly, Public Works, in coordination with our Natural Areas and Trails division, will research additional design options. Public Works will bring these additional options at a follow-up neighborhood meeting. We are anticipating this next neighborhood meeting will be in November or December of 2023. As	PW report provided to Council on March 24, 2023. Neighborhood meeting planned on June 29, 2023. We are anticipating this next neighborhood meeting will be in November or December of 2023. As a result, there will be no construction activity for this proposed trail connection in 2023. Included Raymond's 9/1/2023 Council Update	PW	
08-2023	DeBoutez	Asked City Attorney's Office to research the City's public nuisance ordinance	May 9, 2023 Council Work Session	Request staff to research ways to strengthen the City's public nuisance ordinances to address criminal behavior, including police assistance and code enforcement measures	City Attorney	Update in mid-July with research and draft ordinance at Council work session Work Session scheduled Nov. 14	CAO Brian McBroom	
10-2023	Clark	Asked City Attorney's Office to provide a summary on camping bans, resources and solutions.	July 18, 2023 Council Meeting	Councilmember Clark reported that residents were expressing safety concerns about the Hillside area parks occupied by homeless individuals.	City Attorney	Meeting on 8/8 with multiple attorneys to discuss next steps	CAO	
11-2023	Clark/Butler	Asked staff to do additional research on the artificial turf on front lawns/ and research the landscape standards	August 1, 2023 Council Meeting	Councilmember Clark asked for research the possibilities and standards for artificial turf and Councilmember Butler asked to research landscape standards Councilmember DeBoutez wants Shiloh Hatcher	Community Development	Come Back to Council with a draft ordinance Work session scheduled October 24, 2023	?	
1-2020	Hall	Asked staff to follow-up on the Poudre River Trail- Narrows Project	August 1, 2023 Council Meeting	Councilmember Hall submitted an initiative in 2020 for Poudre River Trail Narrows Project and would like a follow-up due to this time period being during COVID	PW/CPRD	Come back to Council with update or completion date	Paul Trombino/Diana Frick	Waiting on Fridays council update NAT is pursuing a State Trails Planning grant to complete a 30% design for the Narrows section of the trail. If funded by the grant, which will be awarded in late 2023 or early 2024, design work could begin in early-to-mid 2024. The grant application, which will be submitted in October, will complete baseline river modeling in addition to an alternative alignment analysis which will also look at the existing alignment, with high level cost estimates for each alternative. The scope will also include a 30% design of the preferred alignment. Working with existing consultants, we've established an estimated cost for the design process to get to a 30% of roughly \$150,000. Unless a new alignment comes out of the design process, utilizing the existing alignment or an alternative on the north side of the river identified by past studies will likely exceed \$2 million to completed design/permitting and

2-2020	Hall	Asked staff to follow-up on the Poudre River Trail Icing over at the River Run subdivision	August 1, 2023 Council Meeting	Councilmember Hall submitted an initiative in 2020 for Poudre River Trail icing over at the River Run subdivision and would like a follow-up due to this time period being during COVID		Come back to Council with update or completion date	Paul Trombino/Diana Frick	In November of 2022, city staff installed four (4) additional drainage pipes along this section of the trail to ensure drainage from the yards of the homes to the south of the trail flowed under the trail and to the river rather than over the trail. With the installation of these pipes, the icing issues that occurred in the past have been eliminated.
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Council Agenda Summary

Title:

Consideration of a motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances

Council's Recommended Action:

A motion to approve the above authorizations.