

Greeley City Council Agenda

Regular Meeting
Tuesday, October 17, 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/88429125363>

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 17, 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/88429125363>

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

9. Approval of the City Council Work Session Proceedings of September 26, 2023
10. Consideration of a motion to call a special meeting on November 28, 2023 to swear in new councilmembers and reinstate December 19, 2023 as an active City Council Meeting
11. Consideration of a resolution establishing the 2023 Tax Levy and directing the certificate of the same to the Board of County Commissioners
12. Consideration of a resolution to support applications for grant funding from the State of Colorado Department of Natural Resources State Trails Program for Planning and Construction Design for the "Narrows" section of the Poudre River Trail and Trails Stewardship Support

13. Consideration of a Resolution Directing the City Manager to File a Commitment Regarding Affordable Housing with the Division of Housing in the Department of Local Affairs as Provided in Colorado Proposition 123 Statewide Affordable Housing Fund
14. Introduction and first reading of an ordinance changing the official zoning map of the City of Greeley, Colorado from H-A (Holding Agriculture) to R-E (Residential Estate) zoning for approximately 11.2 acres of land located at address 2118 N. 47th Avenue

End of Consent Agenda

15. Pulled Consent Agenda Items
16. Continued 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)
17. Public hearing and second 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)
18. Public hearing and second reading of an ordinance adopting the Fiscal Year 2024 Budget
19. Public hearing and second reading ordinance adopting the 2024 Pay Plan Classification and Compensation
20. Public Hearing and resolution of the Annual Action Plan for Program Year 2024 for Community Development Block Grant and HOME Investment Partnership Program Grant with Recommended Budgets
21. Public hearing and second 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 (Schneider Farm PUD)
22. Public hearing and second 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) and changing the underlying land use designations for approximately 4.23 acres located directly north of 7025 8th Street (Boomerang PUD)
23. Public hearing and second 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), and PUD (Planned Unit Development) to PUD (Planned Unit Development) and changing the underlying land use designations for approximately 42.64 acres of property located at 10494, 10800, and 10892 Hwy 257 Spur (HWY 257 SPUR PUD)
24. Appointments to Boards & Commissions
25. Scheduling of Meetings, Other Events
26. 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

27. Adjournment



Council Agenda Summary

Title

Recognitions and Proclamations

Summary

Mayor Gates will present a proclamation for Geographic Information Systems Day.
Councilmember Olson will present the *What's Great about Greeley* Report

Attachments

Geographic Information Systems Day Proclamation
What's Great about Greeley Report



Geographic Information Systems Day Proclamation

WHEREAS, the City of Greeley recognizes that geospatial technology directly supports many aspects of city operations including maintaining public infrastructure and natural resources, supporting emergency operations, and stimulating economic growth, thereby benefitting the entire Northern Colorado community; and

WHEREAS, geographic information systems (GIS) technology allows us to see and model complex relationships and patterns to more intelligently plan for, and respond to challenges and opportunities; and

WHEREAS, there is a need to promote GIS awareness, education and technical training to use this rapidly developing technology to its full potential; and

WHEREAS, the City of Greeley acknowledges those that have chosen GIS as their profession or as part of their discipline to improve the lives of our citizens; and

WHEREAS, to recognize and support the efforts of nonprofits who work on activities to improve conservation, human services, and various humanitarian efforts to better our world; and

WHEREAS, having a month of GIS activities open to students, citizens, and government leaders will help celebrate innovation and inspire others to a higher calling to use technology for good; and

WHEREAS, the City of Greeley is committed to utilizing GIS to inform decision making and better serve its residents and make useful geographic information accessible to the public;

NOW, THEREFORE, I, John Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby proclaim November 15th as GIS Day.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, Colorado, this 17th day of October, 2023.

John Gates
Mayor



City Council Meeting
October 17, 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, green parks, and distant mountains under a clear sky.

***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

Highland Hills Golf Course Voted 'Best Public Golf Course Northeast' in 2023 Best Of Competition

- Winners voted by Colorado Sun readers
- Highland Hills is a parkland style 18-hole championship golf course



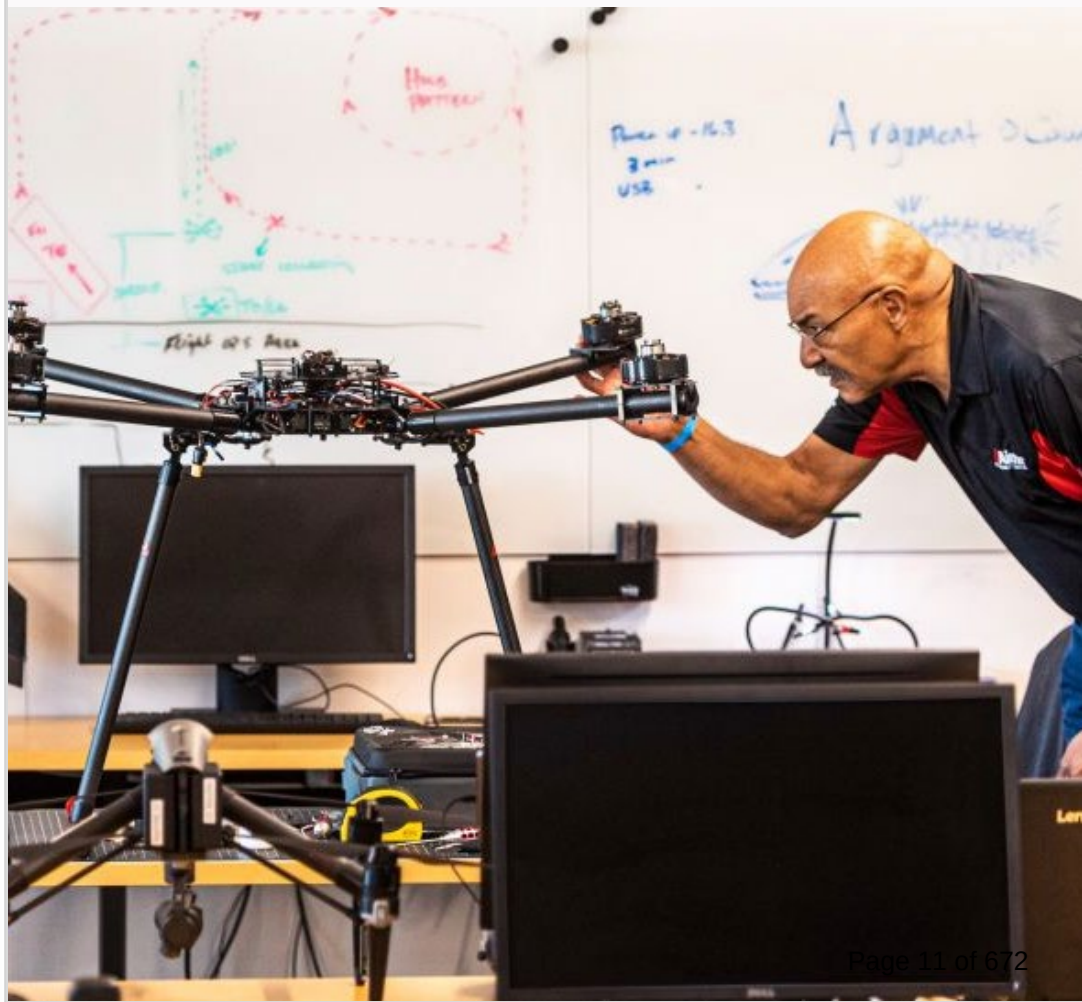
Greeley Tribune Staff Finish First at 2022 Colorado Press Association Better News Media Contest

- Nikki Wellander – Best Agriculture Story
- Mike Peters – Best Humorous Column Writing
- Jadyn Watson-Fisher – Best Sports or Sports Event Story
- Alex McIntyre – Best Photography Portfolio, Best Sports Photograph



Aims Community College Awarded \$50,000 from Colorado Department of Transportation Division of Aeronautics

- Funds will allow Aims to update its Unmanned Aerial Systems (UAS) fleet



A Story Best Lived In.

Algie Boone Named Fox31 Serving Those Who Serve Hero of the Month

- World War II Veteran
- Served as an Army medic
- Earned Bronze Star and received the Purple Heart



**ALGIE
BOONE**

UNC Monfort College of Business Awarded \$400,000 EPIIC Grant from National Science Foundation

- Three-year 'Enabling Partnerships to Increase Innovation Capacity' (EPIIC) grant
- Grant will provide resources for local businesses and advance education and workforce programs for UNC students



UNIVERSITY OF
NORTHERN COLORADO

Monfort College of Business

Dena Egenhoff Receives Lyle D. Herman Award from America Water Works Association

- Award recognizes her contributions to the Rocky Mountain water magazine serving Colorado, Wyoming, and New Mexico.



Greeley Ice Haus and Mountain View Skating Club Win Colorado Compete USA Series

- 1st Place Rink/Club for the second straight year
- 1st place individual placements – Sophie Pletcher, Ava Rutenbeck, and Haley Madsen





A Story Best Lived In.



Council Agenda Summary

Title

Citizen Input

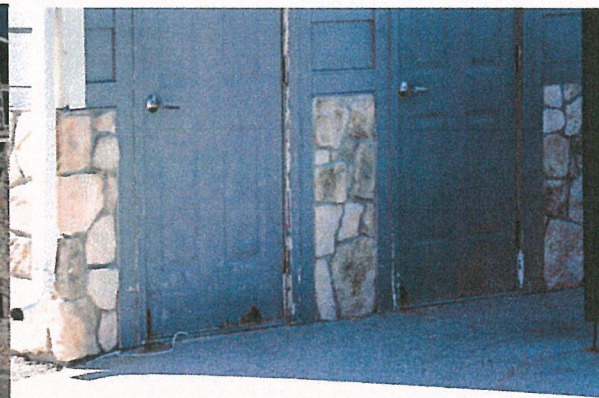
Summary

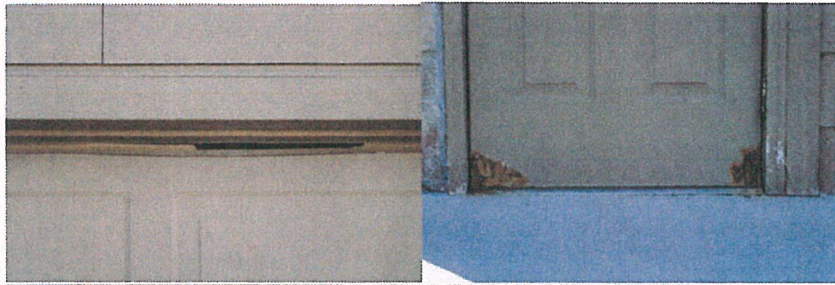
During this 15-minute portion of the meeting, anyone may address the Council on any item of City Business appropriate for Council consideration that is not already listed as a public hearing on this evening's agenda.

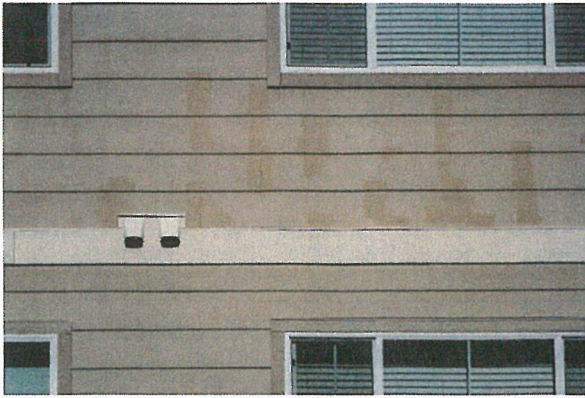
As this meeting is being conducted in a hybrid format, citizen input will be accepted first from those in the City Council Chambers, and then from the virtual meeting audience via the meeting's webinar.

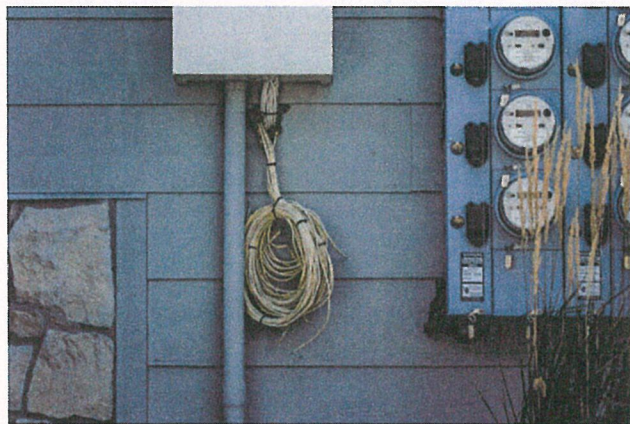
Written comments submitted for any item on the agenda will be placed in the public record and provided to the Council for their review and should include the name and city of residence of the person submitting the comments for the record.

Creek View

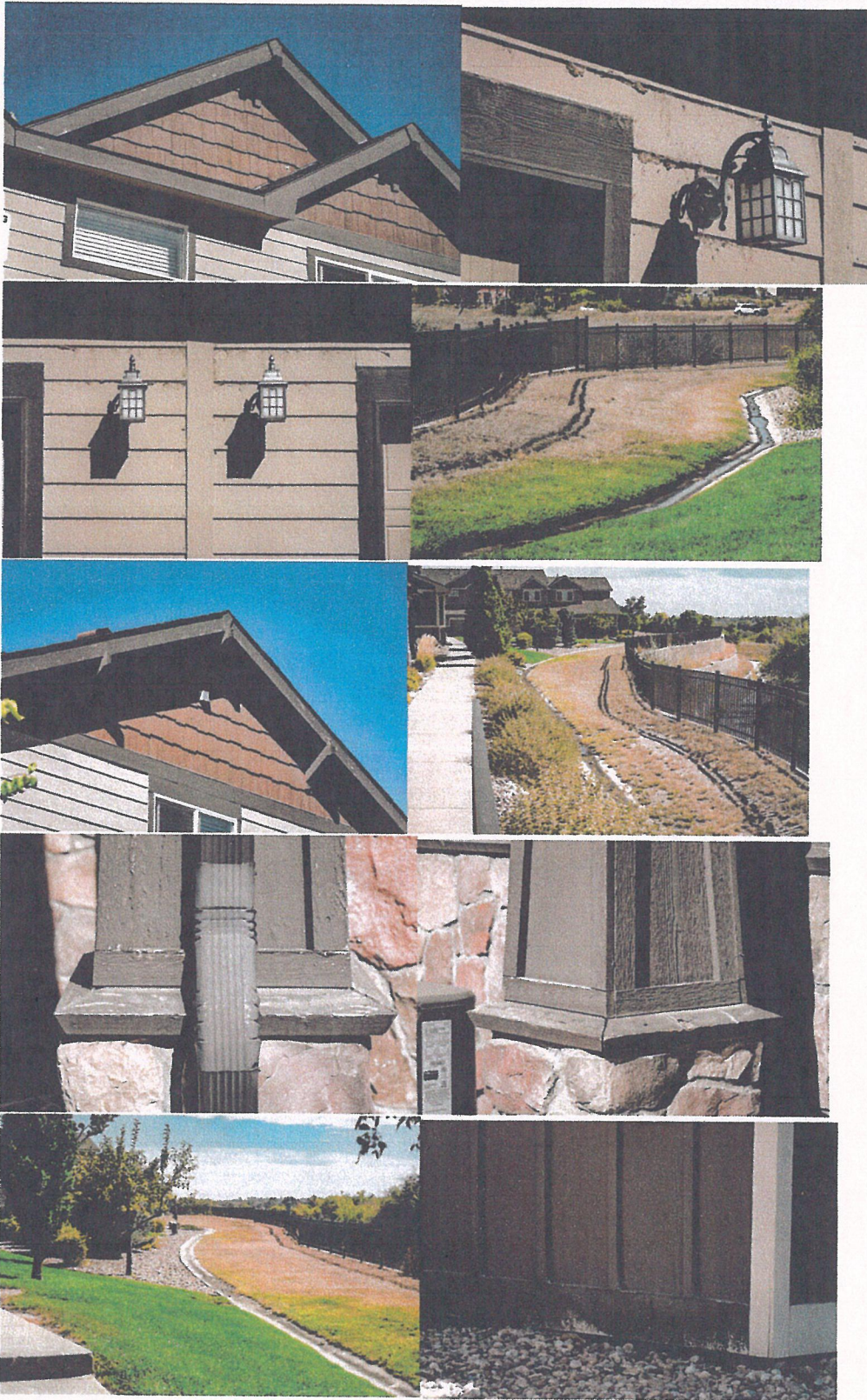








Boomerang









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

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:
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.	Next grant application expected May 2023	Pending outcome of federal grant application submitted	Paul Trombino

09-2022	Butler	Traffic safety between 71st Ave and 8th St	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.	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.	Paul Trombino
03-2023	Butler	Campaign Contribution Limits	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	Nov 28 Work Session	CCO/CAO
04-2023	Hall	Pumpkin Ridge - Bridge	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	PW scheduled next neighborhood meeting for June 29, 2023 at the Greeley Fun Plex from 5:30 to 7 pm.	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.	PW

08-2023	DeBoutez	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 Nov 14 Work Session	CAO Brian McBroom
10-2023	Clark	Camping bans, Resources and Enforcement	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, Housing and Homelessness, Police Dept	Meeting on 8/8 with multiple attorneys to discuss next steps Work session- Oct 24	Doug Marek, Juliana Kitten and Adam Turk
11-2023	Clark/Butler	Artificial turf and 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 Oct 24 Work session	?
1-2020	Hall	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 NAT is pursuing a State Trails Planning grant to complete a 30% design for the Narrows section of the trail. 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	Paul Trombino/Diana Frick
12-2023	Butler	Funding Options Regarding the Greeley-Evans Transit	Oct 3 CC		PW	Give Report	Paul Trombino



Council Agenda Summary

Title:

Consideration of a motion to approve the Work Session Proceedings of September 26, 2023

Summary:

A Work session of the City Council was held in the City Council's Chambers on September 26, 2023. The draft proceedings have been prepared and are being presented for the Council's review and approval.

Decision Options:

- 1) To approve the proceedings of the Council work session of September 26, 2023, as presented; and/or
- 2) Amend the proceedings of September 26, 2023, and approve as amended; and/or
- 3) Deny approval of the Council meeting proceedings.

Council's Recommended Action:

A motion to approve the September 26, 2023 Work Session Minutes as presented.

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Attachments:

September 26, 2023 Work Session Minutes- draft

City of Greeley, Colorado
CITY COUNCIL WORK SESSION REPORT
September 26, 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

Deputy City Clerk Tasha Reynolds called the roll.

The following members of Council were present:

Councilmember Tommy Butler

Councilmember Deb DeBoutez

Councilmember Dale Hall

Mayor Pro Tem Brett Payton

Councilmember Ed Clark attending virtually

Councilmember Johnny Olson

Mayor John Gates

4. Reports from Mayor and Council Members

Councilmember Hall announced the Colorado Municipal League is holding a District 2 fall meeting on September 27, 2023 at 4:00 p.m. located in Loveland at the Rialto Theatre. Everyone is invited.

Councilmember Clark expressed his love for the Greeley community and gratitude for City Council, the Mayor and City staff. Councilmember Clark spoke about his battle with cancer and moving forward will attend Council meetings virtually.

Mayor Gates replied with appreciation and respect for Councilmember Clark.

5. Poudre River Ranch Neighborhood Stormwater

Public Works Director Paul Trombino introduced the item at 6:05 p.m.

Mayor Pro Tem Payton recused himself from this item at 6:05 p.m.

In July 2021, the Poudre River Ranch (PRR) neighborhood was impacted by significant stormwater runoff that affected homes and stormwater infrastructure. Since that event, staff conducted engineering analysis to review opportunities to make improvements to the stormwater infrastructure for the neighborhood. In 2022, Poudre River Run pond was upgraded evaluating original design to improved flow. Armour Hill drainage channel has a

reconstruction project planned for quarter three of 2023. North 78th Avenue on the south end has a clean up project that has been funded. Additionally, in 2022 an engineering survey verified the berm to repair damage after a big storm complies with the original design.

The four proposed PRR improvements are 1) detention pond at 81st avenue has an estimated cost of \$4 million; 2) detention pond at 78th avenue has an estimated cost of \$1.2 million; 3) detention pond at Amour Hill Drive with an estimated cost of half a million dollars; 4) out lot G underground box has an estimated cost of \$600,000. The total estimated costs of the projects are \$7 million with an estimated completion in 2026.

Mr. Trombino spoke about funding options.

The current options are:

1. Create a Stormwater District;
2. Add to 2025 bond for the 12th street outfall;
3. Add rate increases, and general fund appropriation; and
4. Recoup from future development on south property.

Councilmember Hall spoke about a regional issue due to the many storms in Greeley and asked if it is possible to recoup the money for that specific development area. In response to the questions, Mr. Trombino replied that it is possible to recoup the costs from the future developments.

Discussion ensued about fault and responsibility of the runoff and infrastructure. Council and staff discussed possible solutions regarding Mr. Trombino's presentation. The mayor and City Attorney cautioned discussion that would require an executive session. Mr. Marek summarized the current litigation.

Councilmember DeBoutez asked about setting a precedent by intervening in this situation. There has been a lot of flooding. Mr. Trombino will research the information. Mr. Lee assured that if the flood issues come up, investigations would be conducted.

Councilmember Olson requested that during the design of any future development, overall regional geography should be taken into consideration.

The mayor summarized the consensus of council as a strong desire to have the situation rectified with the funding mechanism coming through some other options that will be discussed at a subsequent meeting and possible executive session if needed.

6. City Manager's Fiscal Year 2024 Recommended Budget: Capital Improvement Plan Presentation

Treasurer and Interim Budget Manager Robert Miller and Interim Culture, Parks and Recreation Director Diana Frick introduced the item at 7:06 p.m.

This is the second of four scheduled Council sessions related to the 2024 fiscal budget. Ms. Frick presented on the Capital Improvement Program including four of the seven

Council Priorities: Safe and Secure Communities, Quality of Life, Infrastructure and Mobility, and High-Performing Government. Funding sources for 2024 include food tax, sales and use tax, user fees and development fees.

High-Performing Government priorities are short and long-term planning for facility maintenance and investment in new facilities to support long term growth and sustainability.

Quality of Life priorities are community destinations including parks and natural areas, improvements to the Recreation Center, Union Colony Civic Center, and citywide irrigation systems.

Infrastructure and Mobility priorities are Water and Sewer's capital program specifically maintaining its extensive infrastructure systems while expanding service capacity for future growth. Greeley-on-the-go transportation master plan is focused on urban design geared towards vibrant and inviting neighborhoods with great public spaces. The main priorities for the Public Works Department are integrated mobility options to increase community connectivity and prepare the City of Greeley to deploy transportation technology for the future.

Safe and Secure Communities priorities are providing facilities and equipment to support Public Safety response.

Councilmember Olson asked about an asset management plan and rating conditions. In response to the question, Mr. Lee replied that core departments have asset management systems and other departments are working toward asset management programs.

Councilmember Olson asked if CIP projects are required federally. In response to the question, Mr. Chambers replied that 90% of the work at the wastewater, treatment and reclamation facilities are all mandated by state and federal regulations.

Councilmember Olson asked if the Police department is growing like it should for the community. In response to the question, Mr. Lee replied that the Police Department has been given the ability to open hire and an assessment will be conducted. Once the assessment is complete the report will be shared.

Councilmember DeBoutez discussed sidewalk improved projects for 2024 with Mr. Trombino.

7. Scheduling of Meetings, and Other Events

None.

8. **Consideration of a motion to go into executive session to request an receive legal advice from the city attorney regarding anticipated and pending claims against the city**

Mayor Pro Tem Payton moved to go into an Executive Session for a conferral with the City Attorney, to request and receive legal advice regarding anticipated and pending claims against the City, pursuant to C.R.S. 24-6-402(4)(b) and Greeley Municipal Code 2-151(a)(2). Councilmember Hall seconded the motion. The motion passed 7-0 at 7:41 p.m.

9. **Adjournment**

Mayor Gates adjourned the meeting at 7:41 p.m.

Executive Session

Mayor Gates adjourned the meeting at 7:41 p.m. and went into Executive Session.

At 7:53 p.m. Mayor Gates, made record as required by Open Meetings Law and noted that the session was being electronically recorded, except during Attorney-Client privilege.

Present for participation in the Executive Session were all members of Council, City Manager Raymond Lee III, Deputy City Attorney Stacey Aurzada, and Human Resources Director Noel Mink.

The Executive Session was for the following purpose: For conferral with the City Attorney, to request and receive legal advice regarding anticipated and pending claims against the City, pursuant to C.R.S. 24-6-402(4)(b) and Greeley Municipal Code 2-151(a)(2).

The Deputy City Attorney cautioned each participant to confine discussion to the stated purpose and reminded that no formal action may occur during the Executive Session. If at any point any participant believed that the discussion was going outside the proper scope of the Executive Session, participants were advised to interrupt the discussion and raise an objection.

The Deputy City Attorney concluded that the discussion of this matter was a privileged attorney-client communication and recommended that the recording of this executive session should stop, and no further record be kept until the privileged portion ends. The time was 7:58 p.m.

At 9:12 p.m. the recorder was turned on because the confidential attorney-client privileged conversation had concluded. The Executive Session adjourned.

The recording will be retained as provided in the City's records retention policy and in conformity with the Colorado Open Meetings Law for a period of 90 days.

Approved:

John D. Gates, Mayor

Attest:

Tasha Reynolds, Deputy City Clerk



Council Agenda Summary

October 17, 2023

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Consideration of a motion to call a special meeting on November 28, 2023 to swear in new councilmembers and reinstate December 19, 2023 as an active City Council Meeting

Summary:

This is a motion to call a special meeting in November for the purpose of swearing in new councilmembers from the 2023 Regular Municipal Election and reinstate a meeting in December which was originally canceled.

Both of the regular scheduled meetings in November were canceled for the following reasons:

- November 7, 2023 was canceled in observance of Election Day.
- November 21, 2023 was canceled in observance of Thanksgiving week.

Newly elected officials must be sworn after an election and prior to participating in discussions at the November 28 Work Session.

December 19 was originally canceled in observance of the upcoming holiday, but It is appropriate to request reinstating this meeting in order to satisfy any second reading ordinance requirements that may appear before Council at the December 5, 2023 Council Meeting.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	NA
Is there grant funding for this item?	NA

Legal Issues:

Legislative- Consent Agenda

Other issues and Considerations:

None

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) Approve the motion as presented; or
- 2) Amend the motion and approve as amended; or
- 3) Deny the motion; or
- 4) Continue consideration of the motion to a certain date.

Council's Recommended Action:

Approve the motion as presented.

Attachments:

None



Council Agenda Summary

October 17, 2023

Key Staff Contact: Rodney Rhoades, Interim Chief Financial Officer

Title:

Consideration of a resolution establishing the 2023 Tax Levy and directing the certificate of the same to the Board of County Commissioners

Summary:

This resolution establishes the 2023 tax levy for taxes to be collected in 2024 at 11.274 mills and authorizes the City Clerk to certify to the Board of County Commissioners that the tax levy has been established for 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?	Property tax revenue collected in 2024
What is the annual impact?	\$26,446,977
Is there grant funding for this item?	No

Legal Issues:

City Charter requires the City Council to establish the tax levy and authorize the City Clerk to certify to the Board of County Commissioners that the tax levy for 2023 has been established.

Other issues and Considerations:

None

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

Council's Recommended Action:

A motion to adopt the resolution.

Attachments:

1. Res 33, 2023 - 2023 Tax Levy
2. Certification of Tax Levy
3. Notice of Tax Levy for 2023
4. Certification of Valuation

**CITY OF GREELEY, COLORADO
RESOLUTION NO. 33, 2023**

**RESOLUTION ESTABLISHING THE 2023 TAX LEVY AND DIRECTING THE
CERTIFICATION OF THE SAME TO THE BOARD OF COUNTY COMMISSIONERS.**

WHEREAS, the Charter of the City of Greeley, Colorado, as well as the laws of the State of Colorado, require the City Council to establish the tax levy so as to fix the rate of taxation by the City of Greeley upon property subject to the ad valorem property tax; and,

WHEREAS, the City Council has considered a proposed budget, and has considered the certificate from the Weld County Assessor showing that the total assessed valuation of property subject to the ad valorem property tax by the City of Greeley for the year of 2023 is \$ 2,345,837,952; and,

WHEREAS, based upon consideration of the data referred to above, the City Council has determined that the rate of taxation necessary to produce the required tax revenues for the 2024 budget is 11.274 mills.

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

Section 1. The tax levy to be applied to the valuation for assessment of property subject to taxation by the City of Greeley, Colorado, is hereby established at 11.274 mills.

Section 2. The City Clerk is hereby authorized and directed to sign a statement certifying to the Board of County Commissioners that the tax levy for 2023 has been established at 11.274 mills.

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, COLORADO
CERTIFICATION OF TAX LEVY
FOR 2023**

STATE OF COLORADO)
COUNTY OF WELD)
CITY OF GREELEY)

The undersigned Mayor of the City of Greeley, Colorado hereby certifies that the City Council of the City of Greeley, on October 17, 2023, established by resolution that the 2023 tax levy by the City of Greeley will be 11.274 mills. All steps and hearings required to be conducted and completed prior to the establishment of the tax levy were in fact taken and concluded, in accordance with law. A true copy of the resolution establishing said levy is attached hereto.

Dated this 17th day of October, 2023.

ATTEST

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor

NOTICE OF TAX LEVY FOR 2023

STATE OF COLORADO)
COUNTY OF WELD)
CITY OF GREELEY)

WHEREAS, at the regular meeting of the Council of the City of Greeley held at 1001 11th Avenue, in the City of Greeley, on the 17th day of October, 2023, the following resolution was unanimously adopted:

"Be it Resolved and Ordered by the City Council, that upon valuation of assessable property in Greeley as certified by the County Assessor the current year, there be and is hereby levied for:

Ordinary Purposes	11.274 mills
Interest	mills
Payment of Bonds	mills
Outstanding Warrants	mills
Special Improvements	mills
Parks	mills
Library	mills
Streets and Alleys	mills
Contingent	mills
TOTALS	11.274 mills

Passed by the City Council of Greeley, Colorado and approved this 17th day of October, 2023.

ATTEST

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor

(Seal) Note: The Clerk or Secretary will immediately upon passage of this resolution deliver or cause to be delivered to the County Commissioners of the County and State aforesaid, a certified copy of said resolution with the seal thereto attached; also signed by the Mayor or President and Clerk or Secretary of Board.

CERTIFICATION OF VALUATION BY WELD COUNTY ASSESSOR

Name of Jurisdiction: 0411 - GREELEY CITY

IN WELD COUNTY ON 8/18/2023

New Entity: No

USE FOR STATUTORY PROPERTY TAX REVENUE LIMIT CALCULATIONS (5.5% LIMIT) ONLY

IN ACCORDANCE WITH 39-5-121(2)(a) AND 39-5-128(1), C.R.S. AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES THE TOTAL VALUATION FOR ASSESSMENT FOR THE TAXABLE YEAR 2023 IN WELD COUNTY, COLORADO

1. PREVIOUS YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	\$1,906,423,271
2. CURRENT YEAR'S GROSS TOTAL TAXABLE ASSESSED VALUATION: *	\$2,539,076,080
3. LESS TIF DISTRICT INCREMENT, IF ANY:	\$193,238,128
4. CURRENT YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	\$2,345,837,952
5. NEW CONSTRUCTION: **	\$32,352,580
6. INCREASED PRODUCTION OF PRODUCING MINES: #	\$0
7. ANNEXATIONS/INCLUSIONS:	\$0
8. PREVIOUSLY EXEMPT FEDERAL PROPERTY: #	\$0
9. NEW PRIMARY OIL OR GAS PRODUCTION FROM ANY PRODUCING OIL AND GAS LEASEHOLD OR LAND (29-1-301(1)(b) C.R.S.): ##	\$233,787,863
10. TAXES COLLECTED LAST YEAR ON OMITTED PROPERTY AS OF AUG. 1 (29-1-301(1))(a) C.R.S.):	\$6,360.25
11. TAXES ABATED AND REFUNDED AS OF AUG. 1 (29-1-301(1)(a) C.R.S.) and (39-10-114(1)(a)(I)(B) C.R.S.):	\$19,113.39

* This value reflects personal property exemptions IF enacted by the jurisdiction as authorized by Art. X, Sec.20(8)(b), Colo.

** New construction is defined as: Taxable real property structures and the personal property connected with the structure.

Jurisdiction must submit respective certifications (Forms DLG 52 AND 52A) to the Division of Local Government in order for the values to be treated as growth in the limit calculation.

Jurisdiction must apply (Forms DLG 52B) to the Division of Local Government before the value can be treated as growth in the limit calculation.

USE FOR 'TABOR' LOCAL GROWTH CALCULATIONS ONLY

IN ACCORDANCE WITH THE PROVISION OF ARTICLE X, SECTION 20, COLO CONST, AND 39-5-121(2)(b), C.R.S. THE ASSESSOR CERTIFIES THE TOTAL ACTUAL VALUATION FOR THE TAXABLE YEAR 2023 IN WELD COUNTY, COLORADO ON AUGUST 25, 2023

1. CURRENT YEAR'S TOTAL ACTUAL VALUE OF ALL REAL PROPERTY: @	\$16,500,118,747
ADDITIONS TO TAXABLE REAL PROPERTY:	
2. CONSTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS: !	\$330,167,489
3. ANNEXATIONS/INCLUSIONS:	\$0
4. INCREASED MINING PRODUCTION: %	\$0
5. PREVIOUSLY EXEMPT PROPERTY:	\$2,161,341
6. OIL OR GAS PRODUCTION FROM A NEW WELL:	\$267,186,129
7. TAXABLE REAL PROPERTY OMITTED FROM THE PREVIOUS YEAR'S TAX WARRANT:	\$0
(If land and/or a structure is picked up as omitted property for multiple years, only the most current year's actual value can be reported as omitted property.)	
DELETIONS FROM TAXABLE REAL PROPERTY:	
8. DESTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS:	\$325,530
9. DISCONNECTIONS/EXCLUSION:	\$0
10. PREVIOUSLY TAXABLE PROPERTY:	\$3,013,213

@ This includes the actual value of all taxable real property plus the actual value of religious, private schools, and charitable real property.

! Construction is defined as newly constructed taxable real property structures.

% Includes production from new mines and increases in production of existing producing mines.

IN ACCORDANCE WITH 39-5-128(1), C.R.S. AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES TO SCHOOL DISTRICTS: 1. TOTAL ACTUAL VALUE OF ALL TAXABLE PROPERTY:----->	\$0
--	-----

NOTE: All levies must be Certified to the Board of County Commissioners NO LATER THAN DECEMBER 15, 2023

IN ACCORDANCE WITH 39-5-128(1.5) C.R.S. THE ASSESSOR PROVIDES: HB21-1312 ASSESSED VALUE OF EXEMPT BUSINESS PERSONAL PROPERTY (ESTIMATED): **	\$3,398,227
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** The tax revenue lost due to this exempted value will be reimbursed to the tax entity by the County Treasurer in accordance with 39-3-119 f(3). C.R.S.

Data Date: 8/18/2023



Council Agenda Summary

October 17, 2023

Key Staff Contact: Justin Scharton, Natural Areas & Trails Manager

Title:

Consideration of a resolution to support applications for grant funding from the State of Colorado Department of Natural Resources State Trails Program for Planning and Construction Design for the "Narrows" section of the Poudre River Trail and Trails Stewardship Support

Summary:

Several sections of the Poudre River Trail have been compromised due to previous high-water flows and flooding from the Poudre River, starting in 2013. Three specific sites have been reconstructed in the past few years and two are slated for construction in winter 2023-24. Guided by a 2020 study prioritizing capital repair projects and identified as a City Council initiative, the Natural Areas & Trails (NAT) Division and the Poudre River Trail Corridor, Inc. (PRTC) are pursuing funds to begin work on design for repairs to the Narrows section of the Poudre River trail, located ½ mile east of 83rd Avenue. This section will require significant analysis, engineering, and design to identify permitting needs and construction costs for a future construction project. NAT is applying for \$45,000 from the State Trails Non-Motorized Trails Planning grant fund, with \$105,000 in City and partner cash and in-kind match, including \$25,000 from the PRTC.

The second issue is the need to provide a higher level of maintenance work on the soft-surface trails in the trail system along with trimming and trailhead maintenance work that requires hand labor in order to provide quality user experiences. NAT is applying for \$68,260 from the State Trails Non-Motorized Stewardship fund, with \$17,880 in cash match.

Staff have identified two State Trails Grants that provide funding support opportunities that are appropriate for this project to apply for, and the PRTC has provided a letter of support for the City's grant applications. The grant program requires a supporting Resolution from the local governing body.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	One-time \$120K benefit
What is the annual impact?	N/A
What fund of the City will provide Funding?	Trail Capital Maint
What is the source of revenue within the fund?	Food Tax
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	Yes
Is this grant onetime or ongoing?	One-time

Additional Comments:	
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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:

None

Strategic Focus Area:



Quality of Life

Decision Options:

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

Council's Recommended Action:

A motion to approve the resolution as presented.

Attachments:

1. Res 34, 2023

**THE CITY OF GREELEY, COLORADO
RESOLUTION 34, 2023**

**A RESOLUTION TO SUPPORT APPLICATIONS FOR GRANT FUNDING FROM
THE STATE OF COLORADO DEPARTMENT OF NATURAL RESOURCES STATE
TRAILS PROGRAM FOR PLANNING AND CONSTRUCTION DESIGN FOR THE
“NARROWS” SECTION OF THE POUDRE RIVER TRAIL AND TRAILS
STEWARDSHIP SUPPORT**

WHEREAS, the City manages approximately 11 miles of the Poudre River Trail within City limits and in unincorporated Weld County; and

WHEREAS, the “Narrows” section of the Poudre River Trail has structural issues due to the adjacency of the river and a sandstone bluff and requires significant design and repair to protect the Trail’s current alignment; and

WHEREAS, the Natural Areas & Trails Division would benefit from additional trails stewardship seasonal staff; and

WHEREAS, supplemental funding opportunities are available through grant programs with the Colorado State Trails Program; and

WHEREAS, the City and the Poudre River Trail Corridor, Inc. will be co-applicants on one grant application for “Narrows” design and engineering; and

WHEREAS, a grant in the amount of up to \$45,000 from State Trails for the “Narrows” design requires a minimum 25% match of \$11,250; and, a grant in the amount of up to \$75,000 from State Trails for the Trails Stewardship pilot program requires a minimum 25% match of the grant funds in the amount of \$18,750 and

WHEREAS, grant funding will be used to work with consultants for the design and engineering of repairs to the “Narrows” section of the trail and to hire a seasonal Trail Stewardship crew to perform trail maintenance tasks; and

WHEREAS, the properties where the projects will occur will be under the control of the City of Greeley for at least 25 years and conserved for public outdoor recreation in perpetuity; and

WHEREAS, it is in the best interest of the residents of Greeley to receive this grant funding and to complete the projects.

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

1. The Greeley City Council hereby supports and authorizes a submission of grant applications to the Colorado Department of Natural Resources.

2. The City Council authorizes the Greeley Culture, Parks and Recreation Department to execute any document or submit any electronic response that is necessary to obtain the grant funding.

3. This Resolution shall become effective immediately upon its passage.

**PASSED AND ADOPTED, SIGNED AND APPROVED THIS _____ day of
October 2023.**

ATTEST:

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor



Council Agenda Summary

October 17, 2023

Key Staff Contact: Juliana Kitten, Assistant City Manager

Title:

Consideration of a Resolution Directing the City Manager to File a Commitment Regarding Affordable Housing with the Division of Housing in the Department of Local Affairs as Provided in Colorado Proposition 123 Statewide Affordable Housing Fund

Summary:

In order for Greeley to participate in the affordable housing fund created by Proposition 123, CRS §29-32-105 requires the City Council to “opt in” by making and filing a commitment specifying how, by December 31, 2026, the combined number of newly constructed affordable housing units and existing units converted to affordable housing within the City of Greeley shall be increased by three percent each year.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	Yes
If yes, what is the initial, or, onetime impact?	Creates eligibility for grant funding. Amount varies
What is the source of revenue within the fund?	Department of Local Affairs-Affordable Housing Support Fund/Financing Fund
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	No
Is this grant onetime or ongoing?	Ongoing
Additional Comments:	Opting in for Prop 123 allows the city to be <i>eligible</i> for additional competitive funding. Therefore, the amount of revenue and local match will vary depending on the grant and scope of work.

Legal Issues:

In order for Greeley to participate in the affordable housing fund created by Proposition 123, CRS §29-32-105 requires the City Council to “opt in” by making and filing a commitment specifying how, by December 31, 2026, the combined number of newly constructed affordable housing units and existing units converted to affordable housing within the City of Greeley shall be increased by three percent each year.

Other issues and Considerations:

None

Strategic Focus Area:



Business Growth



Community Vitality



High-Performance Government



Housing For All



Quality of Life

Decision Options:

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

Council's Recommended Action:

A motion to adopt the Resolution.

Attachments:

1. Res 36, 2023
2. Proposition 123 Commitment (draft)
3. Funding and General Information Flyer- Prop 123

CITY OF GREELEY, COLORADO
RESOLUTION NO. 36, 2023

**A RESOLUTION AUTHORIZING THE FILING OF AN AFFORDABLE HOUSING
COMMITMENT WITH THE COLORADO DEPARTMENT OF LOCAL AFFAIRS
PURSUANT TO PROPOSITION 123 RELATED TO AFFORDABLE HOUSING
COMMITMENTS**

WHEREAS, the provisions of Section 18 of Article XIV of the Colorado Constitution and Section 29-1-203 of the Colorado Revised Statutes ("C.R.S.") allow Colorado governments to cooperate and to contract with one another to provide any function, service, or facility lawfully authorized to each local government; and

WHEREAS, the City has adopted goals and strategies through its Comprehensive Plan to promote and facilitate affordable housing in the City; and

WHEREAS, at the Colorado general election in 2022, voters approved Proposition 123 through enactment of a new article 32 to title 29 of the Colorado Revised Statutes, which created new affordable housing programs and funding sources, such as grants and loans to local governments and nonprofit affordable housing developers through the creation of the State Affordable Housing Fund using 0.1 % of state income tax revenue ("Prop 123"); and

WHEREAS, C.R.S. Section 29-32-105, requires a governing body of a local government that desires funding available under Prop 123 to make and file with the Colorado Department of Local Affairs, no later than November 1, 2023, a commitment specifying how the combined number of newly constructed affordable housing units and existing units converted to affordable housing within its boundaries will be increased by three percent each year over the baseline number of affordable housing units within its boundaries by December 31, 2026 ("Prop 123 Commitment"); and

WHEREAS, the City Council desires to authorize the City Manager to prepare and file a Prop 123 Commitment on behalf of the City;

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

Section 1. That the foregoing recitals are incorporated herein as findings and determinations of City Council.

Section 2. That the City Council hereby authorizes and directs the City Manager to prepare and file a Prop 123 Commitment on behalf of the City by November 1, 2023, and to take all such steps that are consistent with the direction of City Council and necessary to become eligible for and access Prop 123 funding.

Section 3. This Resolution shall be effective immediately upon approval of the City Council of the City of Greeley.

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

ATTEST

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor

EXHIBIT A
RESOLUTION __, 20__
CITY OF GREELEY, COLORADO

Proposition 123 - Affordable Housing Commitment

Introduction
Set a Baseline
Baseline Supporting Information
File a Commitment
Review

Introduction

Use this form to file a commitment for annual increases in affordable housing to the State of Colorado, Division of Housing. Only authorized officials of county and municipal governments and tribes, or persons acting on their behalf, may submit a filing. You certify that you have the authority to submit a filing on behalf of your jurisdiction by completing this form.

The primary purpose of a commitment filing is to capture the intent of a jurisdiction to increase affordable housing along with the extent of its goal, and secondarily to collect supporting information on how the baseline amount of affordable housing was determined by the jurisdiction that feeds into this goal (in addition to criteria that feed into the baseline such as data sources and methods).

The following information will be collected in the filing of a commitment, a draft submission can be saved and returned to if you are unable to fill out all of this information in a single session:

- 1. Set an Affordable Housing Baseline
 - The name of your county, municipality, or tribe
 - The baseline amount of affordable housing in your jurisdiction
 - The type of income limit used to calculate the baseline amount of affordable housing (such as the Area Median Income of your own jurisdiction, or the state household median income)
- 2. Provide Information Supporting The Baseline
 - Select the data source used to calculate the baseline
 - Enter information on the county and household size used to determine the income limit (if applicable)
 - Describe the methods used to produce the baseline
- 2.b. Justify a Petition to Use an Alternative Income Limit (not required in all cases, only when a jurisdiction calculates its baseline amount of affordable housing using the state median household income or the Area Median Income of an adjacent jurisdiction)
 - Describe how the alternative income limit reflects local housing and workforce needs better than the Area Median Income
 - Describe why the Area Median Income is inconsistent with the housing and workforce needs of your jurisdiction
- 3. File a Commitment
 - Describe if and how high-density housing, mixed income housing, environmental sustainability, and the deconcentration of affordable housing will be prioritized
 - (Optional) List the jurisdictions that you intend to cooperate with for the purpose of collaborative affordable housing growth

Set a Baseline

1. Set an Affordable Housing Baseline

Enter the Name of your County, Municipality, or Tribe: City of Greeley, CO

Enter your baseline amount of affordable housing:
1848

Income limit type used in baseline calculation: Area Median Income of a Neighboring Jurisdiction

If you select the Area Median Income of an adjacent jurisdiction, or the state household median income, as your income limit type then you must submit a petition to the Division of Housing to use these alternative policy options.

Baseline Supporting Information

2. Provide Information Supporting The Baseline

Populate the following information that was used to determine your baseline amount of affordable housing:

Select the data source for your baseline:
U.S. Census Bureau American Community Survey, 2017-2021 5-Year Estimates

Name of the County that Income Limit Corresponds To: Logan

Income Limit Household Size: N/A (Used Median Family Income)

Describe the methods used to produce your affordable housing baseline:
We were able to use the calculation tool and utilize an allowable neighboring AMI which was in alignment with Greeley to get to our baseline calculation. Our calculation is taking tenure by year householder moved into unit to assume a 23.7% vacancy rate for renters and 7.7% vacancy rate for owners based on census data. This scenario best fits the current housing landscape in Greeley.

2.b. Justify a Petition to Use an Alternative Income Limit

You have selected an income limit that is not the Area Median Income of your own jurisdiction, a petition must be submitted explaining this decision so that the standard policy requirement can be waived.

Describe how the alternative income limit reflects local housing and workforce needs better than the Area Median Income:
After technical assistance sessions with DOLA, we were able to find an allowable alternative income limit that is reflective of the city's workforce and agricultural based community. Logan County's estimation was more reflective of income within our community at \$65,000 bring the median income. This calculation breaks down to income limits of \$65,000 (100%AMI for homeowners) and \$39,000 (60% of the AMI) for renters.

Describe why the Area Median Income is inconsistent with the housing and workforce needs of your jurisdiction:

ACS 2021 Median Family Income Data states the City of Greeley's family income is \$75,477 and the State's Median income being \$82,254. This calculated to an unrealistic baseline for the City, which was upwards of 852 affordable units to be created by 2026. Our projected baseline of an estimated 166 units is much more in line for the city to obtain as we navigate tracking our affordable units.

File a Commitment

3. File a Commitment

Describe if and how high-density housing, mixed income housing, environmental sustainability, and the deconcentration of affordable housing will be prioritized:

The city will be aligning our goals and objectives with our recently completed Housing Needs Assessment. As the city defines our strategic process, staff will be taking into consideration high-density housing, mixed-income housing, environmental sustainability as well as the deconcentrating of affordable housing. These initiatives have been priorities identified by community stakeholders and driven by needs within our community. Therefore, it is a priority of the city to ensure funding is prioritized in these areas.

(Optional) List the jurisdictions that you intend to cooperate with for the purpose of collaborative affordable housing growth:

I agree that the three year goal to increase affordable housing in my jurisdiction is 166, and the annualized goal is 55, based on 3% annual increases over the baseline amount of 1848.

The jurisdiction of City of Greeley, CO commits to increasing the number of affordable housing units within its territorial boundaries through the new construction or conversion of 166 affordable housing units by December 31, 2026.

This commitment may also be achieved through the new construction or conversion of affordable housing units outside of the boundaries of City of Greeley, CO , but only if a written agreement exists with that jurisdiction to so that partial credit for the achievement can be recieved by each jurisdiction.

If this goal is not achieved, then projects and programs taking place within my jurisdiction will be inelligible for funds originating from the State Affordable Housing Fund from January 1, 2027 through December 31, 2027.

These activities will also be inelligible if my jurisdiction does not submit information to the State of Colorado, Division of Housing evidencing achievements in annual increases, or a lack thereof. Affordable housing units may only be included for this purpose if they meet the definitions at Colorado Revised Statutes 29-32-101(2) and 29-32-105(3)(c).

If my jurisdiction does not achieve its commitment, then grantees, borrowers, or contractors operating or developing within my jurisdiction will not repay funds, or have funds deobligated from them, for the sole reason that the commitment was not achieved.

I agree with the above statements ★

- ☐ Yes
- ☐ No

ⓘ I agree with the above statements is required.



PROPOSITION 123

THE BASICS - WHAT IS IT?

A program approved by Colorado voters in 2022 that establishes the *State Affordable Housing Fund* — a sustainable funding source for Colorado communities to make progress in addressing housing affordability challenges. Proposition 123 is an opportunity to access dedicated and sustainable source of funding for affordable housing projects and initiatives for communities.

WHAT IS THE PROCESS? (SEE BACK FOR MORE DETAIL)



WHY PARTICIPATE?

By making a commitment to increase housing at a rate of 3% per year over a period of three years, local and tribal governments “unlock” access to project and program funding not only for local and tribal governments but also for local housing partners such as nonprofits, developers, residents and other third party entities. Without filing a commitment, the *State Affordable Housing Fund* will not be available to support projects or programs in that jurisdiction.

2023 FUNDING FORECAST

Fiscal Year 2022-2023 - \$160 million (actual)

Fiscal Year 2023-2024 - \$320 million (estimated)

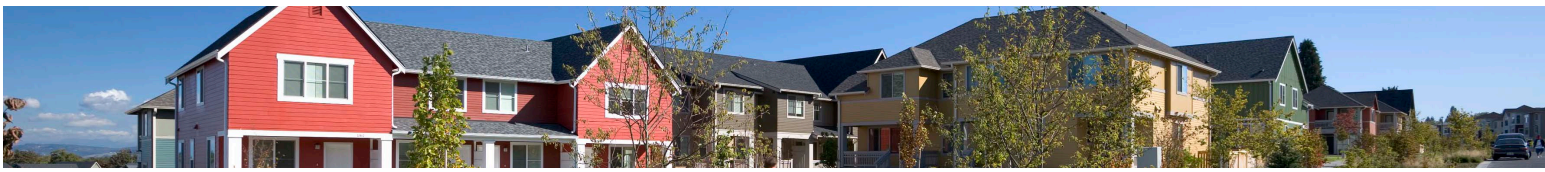
Funding for future years estimated at \$320 million annually depending on taxable income



DOLA receives 40% of funds. The Affordable Housing Support Fund is distributed by DOH & DLG:
Year 1: \$64 million
Year 2: \$128 million



OEDIT receives 60% of funds. The Affordable Housing Financing Fund is administered by CHFA:
Year 1: \$96 million
Year 2: \$192 million



PROCESS OVERVIEW

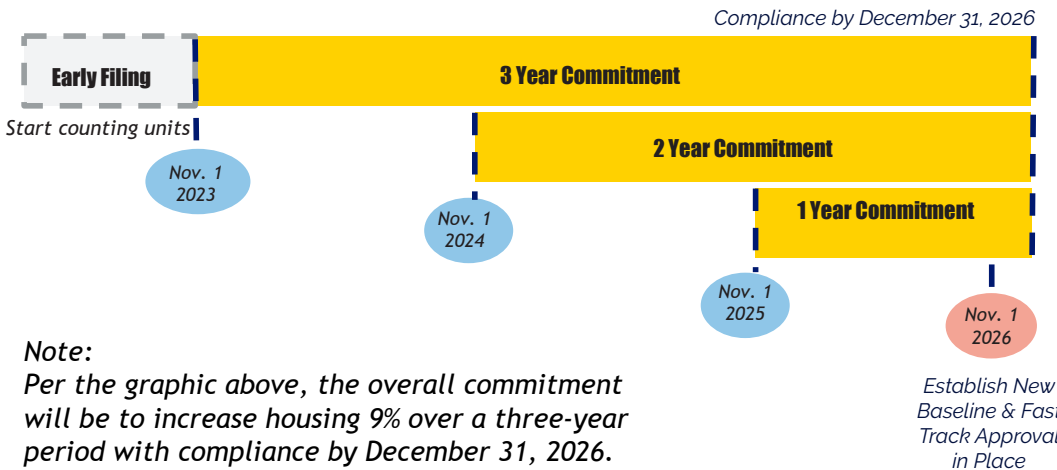
- 1 DEVELOP YOUR BASELINE**

Localities must determine their baseline amount of affordable housing in compliance with statutory definitions in order to file a commitment. Communities may develop their baseline using the baseline reference data table or the baseline assistance tool. The baseline assistance tool can be used to:

 1. Customize a baseline to reflect current conditions.
 2. Estimate the amount of affordable housing at individual price levels.
 3. Learn about data sources and math used in baseline development.
- 2 FILE YOUR COMMITMENT**

Commitments may be filed by authorized local and tribal government officials by **November 1st** to unlock funding for 2023-2026. Alternatively, local and tribal governments could make a 1- or 2-year commitment by filing by November 1st of either 2024 or 2025.
- 3 BEGIN COUNTING UNITS**

Begin counting units and unlock funding once your commitment is accepted.



HELPFUL TOOLS

Baseline Reference Data Table



<https://bit.ly/3QtZqLN>

Baseline Assistance Tool



<https://bit.ly/co-123-baseline>

Commitment Filing Site



<https://bit.ly/co-123-commit>

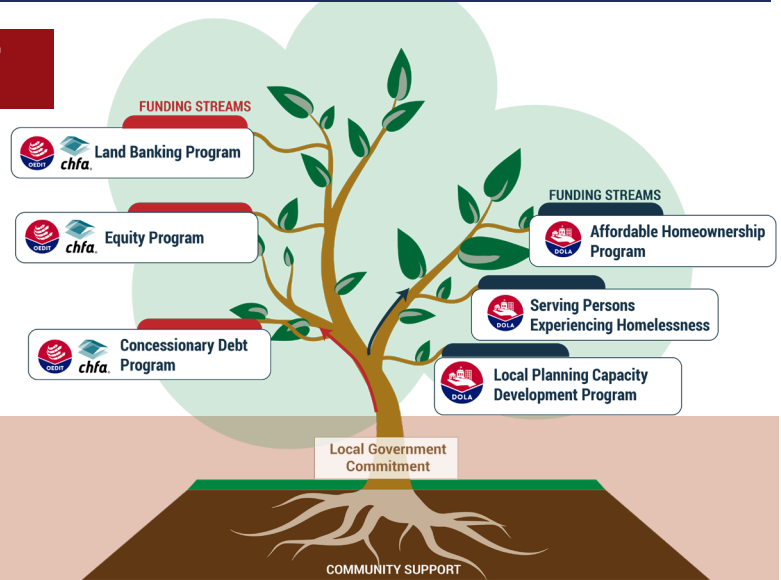
DOLA invites you to a Technical Assistance workshop to learn how your community can participate in the program.

Visit the website to view recorded webinars, see **FAQs** and submit your own questions about commitments and baselines.
EngageDOLA.org/prop-123

PROPOSITION 123

JUNE 2023 FUNDING FORECAST

The following includes the funding forecast for the first two years of Proposition 123 funding programs as well as a breakdown of the distribution of funds to the various established programs. The funds can be accessed for housing projects in jurisdictions where a commitment has been accepted by DOLA by Nov 1, 2023.



Fiscal Year 2022-2023 - \$160 million

Fiscal Year 2023-2024 - \$318 million



DOH receives 40% of funds.
Affordable Housing Support Fund is estimated to be:
Year 1: \$64 million
Year 2: \$127.2 million



OEDIT receives 60% of funds.
Affordable Housing Financing Fund is estimated to be:
Year 1: \$96 million
Year 2: \$190.8 million



AFFORDABLE HOMEOWNERSHIP PROGRAMS
Down Payment assistance, grants and loans for homeownership



LAND BANKING
Grants and forgivable loans to acquire and preserve land for affordable housing development.



PROGRAMS SERVING PERSONS EXPERIENCING HOMELESSNESS
Funding for people experiencing or at risk for homelessness



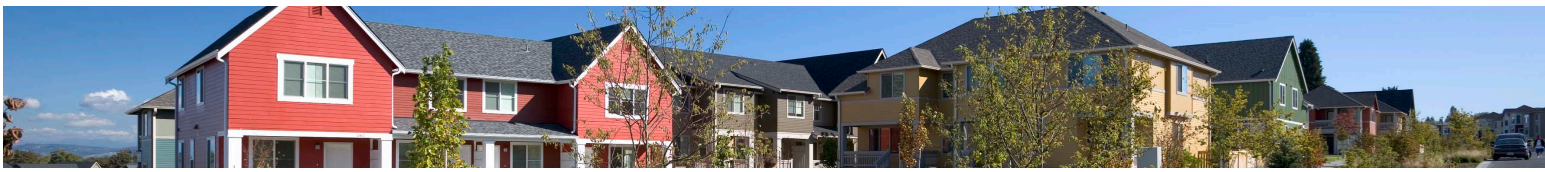
EQUITY
Equity investment to support the creation or preservation of low- and middle- income multifamily rental development



LOCAL PLANNING CAPACITY GRANT PROGRAM
Grants to local and tribal governments to increase capacity of local and tribal governments



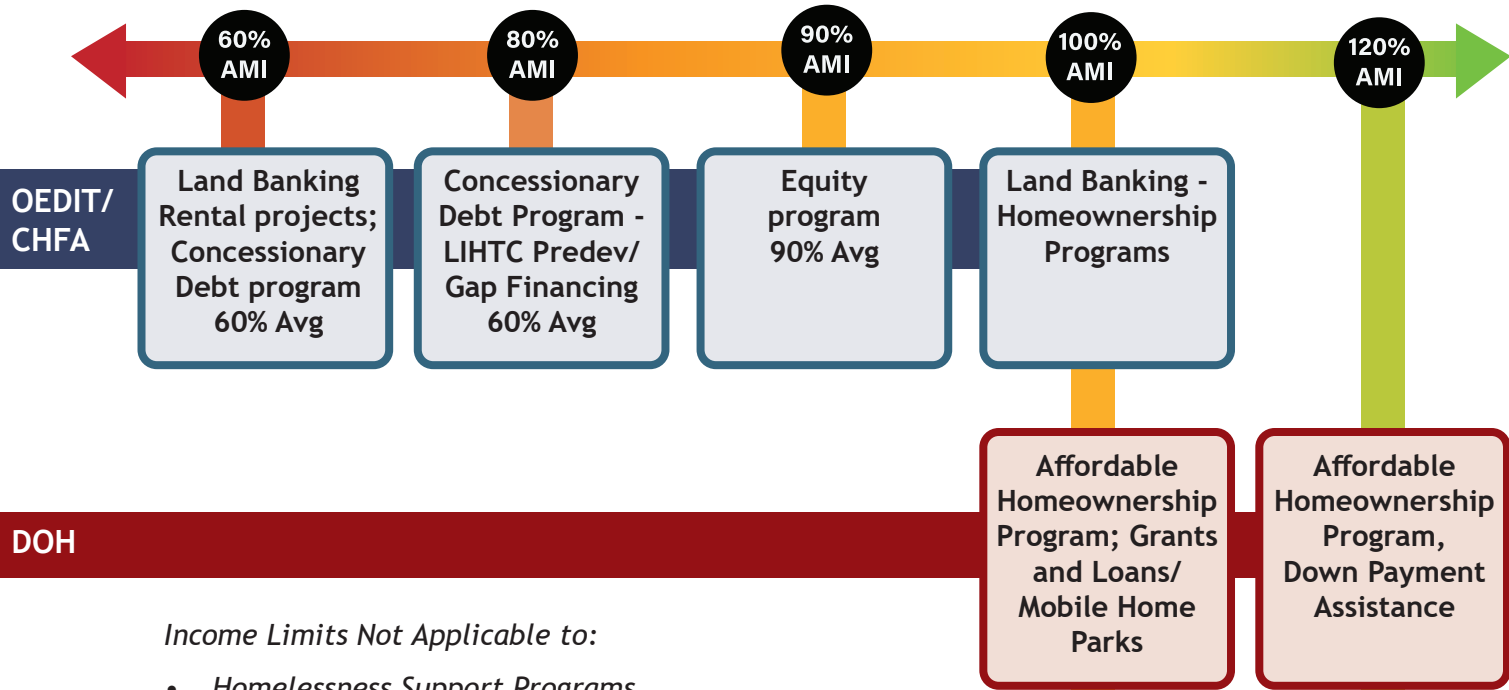
CONCESSIONARY DEBT
Loans to support the creation and preservation of affordable rental housing.



PROGRAM INCOME LIMITS

**unless Rural Resort Petition approved*

Each funding program has different income limits, which are not related to the baseline in the local and tribal government commitment. Some programs allow for AMI averaging, while other programs allow up to the AMI percentage specified in the table below.



Income Limits Not Applicable to:

- Homelessness Support Programs
- Local Planning Capacity Grants

RESOURCES



CHFA/OEDIT Funding Programs:
<https://www.chfainfo.com/>



COLORADO
 Department of Local Affairs

DOLA Proposition 123 Information:
<https://engagedola.org/prop-123>



Council Agenda Summary

October 17, 2023

Key Staff Contact: Donald Threewitt, Chief Planner, Michael Franke, Planning Technician

Title:

Introduction and first reading of an ordinance changing the official zoning map of the City of Greeley, Colorado from H-A (Holding Agriculture) to R-E (Residential Estate) zoning for approximately 11.2 acres of land located at address 2118 N. 47th Avenue

Summary:

The applicant proposes rezoning approximately 11.2 acres of land located at address 2118 N. 47th Avenue from H-A (Holding Agriculture) to R-E (Residential Estate) zoning. The subject site was annexed into the City of Greeley in 1982 as part of the North Poudre Third Annexation (1893287). The land has remained as a single-family residence with farmland since the time of annexation. In 2001, the land was subdivided and became Lot 1 of Block 2 of the Payne Subdivision (2838290). The intention of the current rezone request is to provide adequate zoning to subdivide the current property into three lots to keep the existing single-family home on future Lot 1A and build a new single-family home on future Lot 1B. The rezone is required because the current H-A zoning only allows land to be subdivided if the new lots will result in 40+ acres in area. Changing to R-E zoning will allow for the land to be subdivided into 13,000SF in area. The subdivision is required because the City Development Code only allows one single-family detached home per lot. Rezoning and subdividing the land will allow the applicant to avoid demolishing their existing house while building a new single-family home on the property.

The project did meet public notice requirements. Notice was posted on the city website on September 11, 2023. Twenty-four (24) notice letters were mailed to property owners and current residents within 1,000 feet of the site on September 8, 2023. Signs were posted on the property for notice of public hearing on September 11, 2023. No written objections/support comments have been received.

The proposed rezone was presented to the Planning Commission on September 26, 2023, for consideration and public hearing. The Planning Commission voted unanimously (6-0) to recommend approval of the proposal as submitted. City Staff recommends approval of the proposal as submitted as the rezoning meets all criteria in Section 24-204 of the City Development Code.

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:

None

Strategic Focus Area:



Community Vitality



Housing For All



Quality of Life

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 December 5, 2023

Attachments:

1. Ord 53, 2023 with Exhibit A
2. Planning Commission Summary
3. PC Summary Attachment A - Vicinity/Zoning Map
4. PC Summary Attachment B - Project Narrative
5. PC Summary Attachment C - Rezone Boundary Map
6. PC Summary Attachment D - Neighborhood Notification Boundary Map
7. PC Summary Attachment E – Rezone Plan Details
8. Planning Commission Minutes

CITY OF GREELEY, COLORADO
ORDINANCE NO. 53, 2023
CASE NO. ZON2022-0023

**AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF
GREELEY, COLORADO, FROM H-A (HOLDING AGRICULTURE) TO R-E
(RESIDENTIAL ESTATE) CHANGING THE UNDERLYING LAND USE
DESIGNATIONS FOR APPROXIMATELY 11.2 ACRES OF PROPERTY LOCATED
AT 2118 N. 47TH 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 H-A (HOLDING AGRICULTURE) TO R-E (RESIDENTIAL ESTATE) in the City of Greeley, County of Weld, State of Colorado:

Legal Description

See Appendix 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

APPENDIX A
**AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF
GREELEY, COLORADO, FROM H-A (HOLDING AGRICULTURE) TO R-E
(RESIDENTIAL ESTATE) CHANGING THE UNDERLYING LAND USE
DESIGNATIONS FOR APPROXIMATELY 11.2 ACRES OF PROPERTY LOCATED
AT 2118 N. 47TH AVENUE.**

LEGAL DESCRIPTION FOR REZONING AREA

A PARCEL OF LAND LOCATED IN THE SW1/4 OF SECTION 26, T6N, R66W, OF THE 6th P.M., COUNTY OF WELD, STATE OF COLORADO, AS DESCRIBED AS LOT 1, BLOCK 2 OF THE PAYNE SUBDIVISION TO THE CITY OF GREELEY, COLORADO, AND A PORTION OF NORTH 47TH/ AVENUE, CITY OF GREELEY, COLORADO, DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 26, FROM WHICH THE SOUTHWEST CORNER OF SAID SECTION 26 BEARS S0°57'55"W, THENCE N89°41'13"E, 1341.32 FEET ALONG THE NORTH LINE OF THE SW1/4 OF SAID SECTION 26 TO THE WEST CENTER 16th CORNER OF SAID SECTION 26;

THENCE S0°01'48"E, 637.40 FEET;

THENCE S89°58'14"W, 15.50 FEET;

THENCE N35°42'29"W, 60.09 FEET;

THENCE N44°27'20"W, 83.45 FEET;

THENCE N48°10'45"W, 167.64 FEET;

THENCE N43°56'47"W, 75.78 FEET;

THENCE N39°46'35"W, 48.57 FEET;

THENCE N30°22'21"W, 30.29 FEET;

THENCE S70°24'02"W, 580.54 FEET TO THE CENTERLINE OF RIGHT-OF-WAY OF SAID NORTH 47th AVENUE;

THENCE N44°40'14"W, 657.33 FEET ALONG THE CENTERLINE OF RIGHT-OF-WAY OF SAID NORTH 47th AVENUE TO THE WEST LINE OF THE SW1/4 OF SAID SECTION 26;

THENCE N0°57'55"E, 19.19 FEET ALONG THE WEST LINE OF THE SW1/4 OF SAID SECTION 26 TO THE TRUE POINT OF BEGINNING.

AREA BEING REZONED = 11.278 ACRES MORE OR LESS
AREA OF LOT 1, BLOCK 2 = 10.801 ACRES, MORE OR LESS.

PLANNING COMMISSION SUMMARY

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

FILE NUMBER: ZON2022-0023

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

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

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

CASE PLANNER: Michael Franke, Planner II

PLANNING COMMISSION HEARING DATE: September 26, 2023

PLANNING COMMISSION FUNCTION:

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

EXECUTIVE SUMMARY

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

A. REQUEST

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

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning:

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

South: H-A (Holding Agriculture).

East: H-A (Holding Agriculture).

West: H-A (Holding Agriculture).

Surrounding Land Uses:

North: Residential and Farmland.

South: Residential and Farmland.

East: Residential and Farmland.

West: Residential and Farmland.

Site Characteristics:

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

D. BACKGROUND

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

E. APPROVAL CRITERIA

Development Code Section 24-204 Rezoning Criteria

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

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

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

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

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

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

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

The proposal complies with this criterion.

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

Growth and City Form:

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

Housing:

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

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

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

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

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

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

F. SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

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

2. HAZARDS

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

3. WILDLIFE

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

4. FLOODPLAIN

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

5. DRAINAGE AND EROSION

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

6. TRANSPORTATION

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

G. SERVICES

1. WATER

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

2. SANITARY SEWER

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

3. EMERGENCY SERVICES

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

4. PARKS/OPEN SPACES

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

5. SCHOOLS

No schools are proposed or located within the site.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

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

2. NOISE

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

I. PUBLIC NOTICE AND COMMENT

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

J. MINERAL ESTATE OWNER NOTIFICATION

Mineral notice is not required for a rezone request.

K. PLANNING COMMISSION RECOMMENDED MOTION

Approval -

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

Denial-

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

ATTACHMENTS

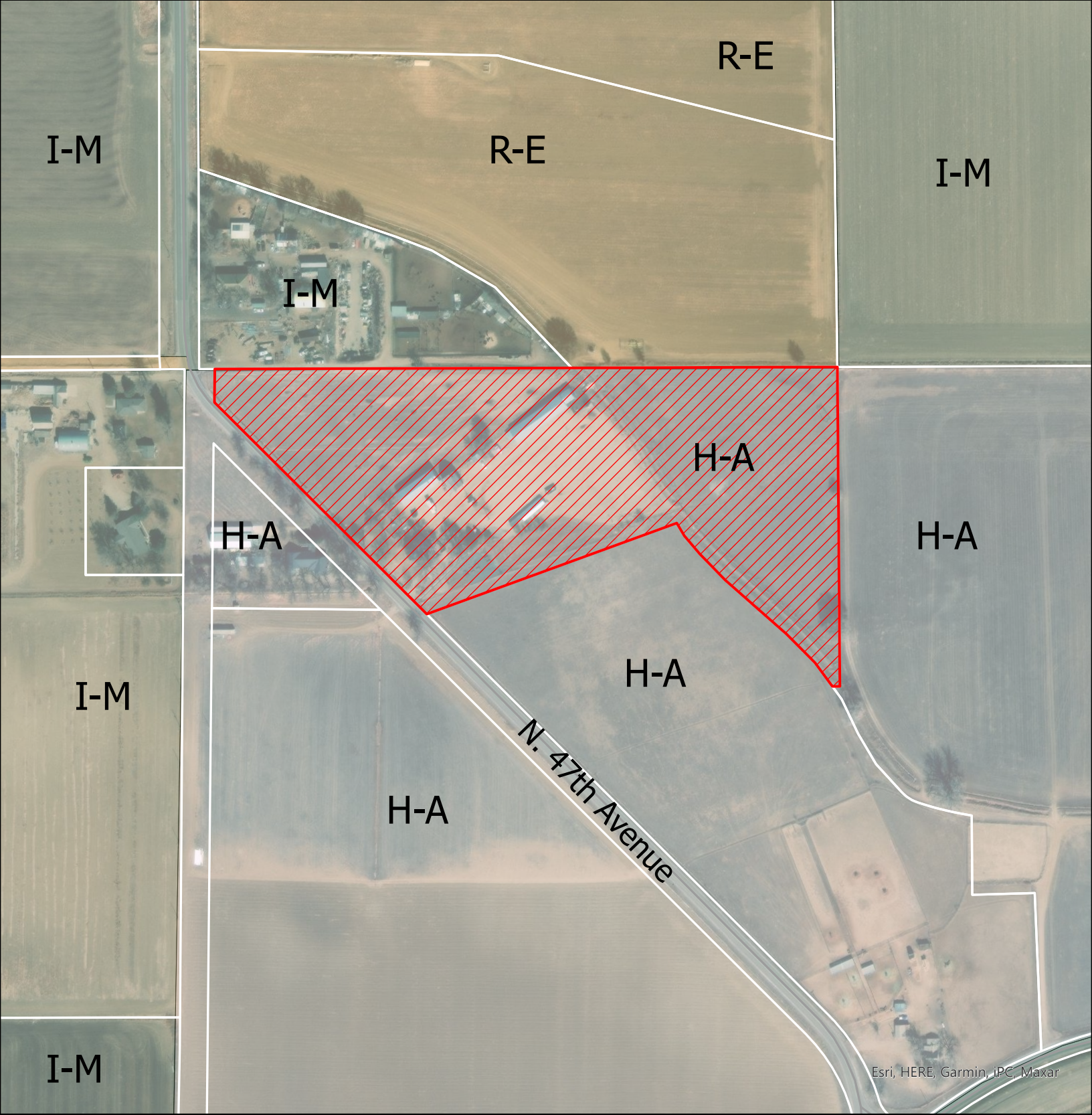
Attachment A – Zoning & Vicinity Map

Attachment B – Project Narrative

Attachment C – Rezone Boundary

Attachment D – Notification Boundary Map

Attachment E – Rezone Plan Details



Esri, HERE, Garmin, iPC, Maxar

Legend

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



PROJECT NARRATIVE

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

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

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

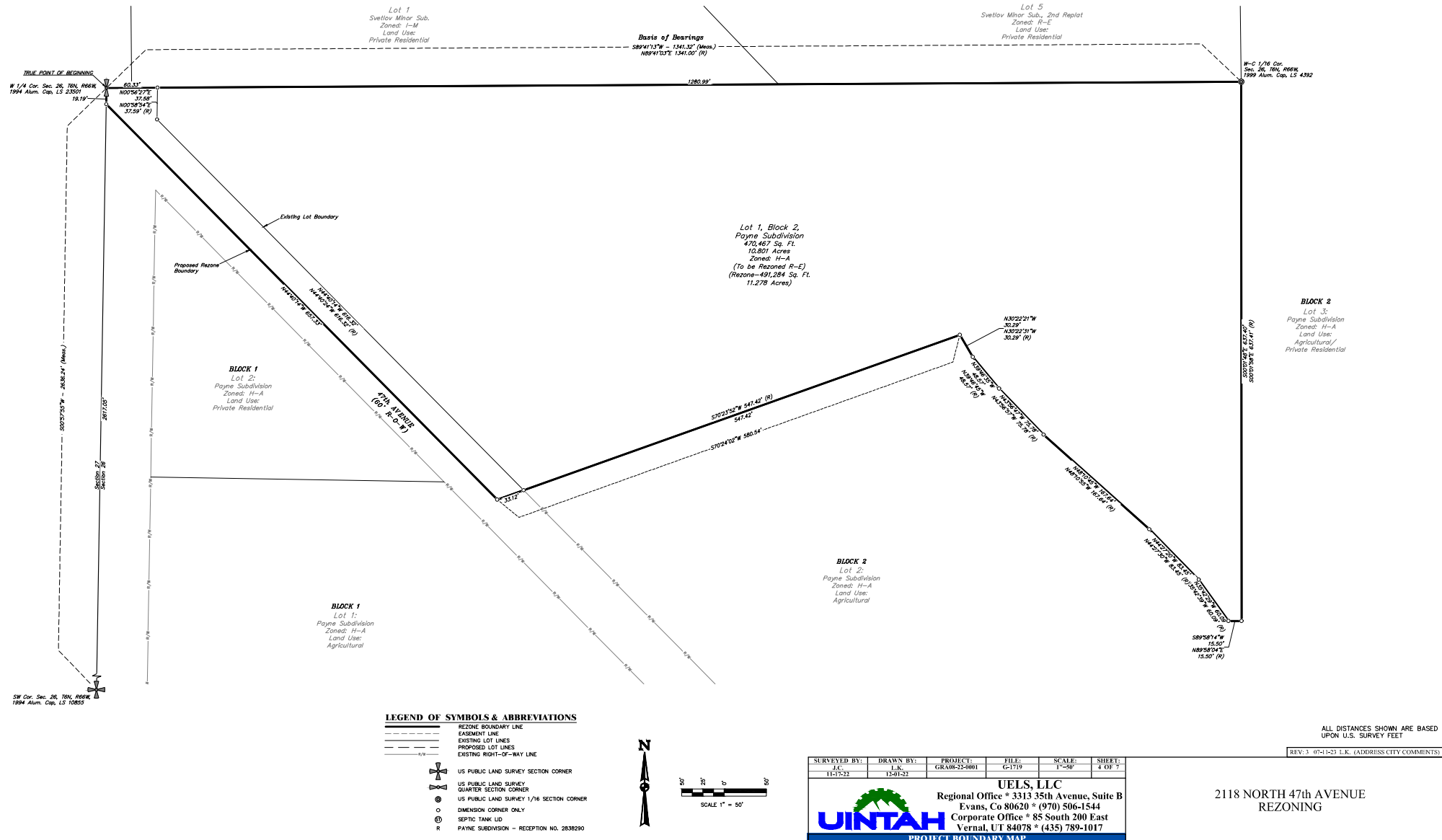
- 1) The first goal is to build a new single-family residence on the property.
- 2) Secondly, Applicant desires to keep the existing home on the property.
 - a. Reasons for this are the following:
 - i. Applicant needs to live in the current home during the construction of the new home.
 - ii. Applicant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

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

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

Attachment C - Rezone Boundary

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





Esri, HERE, Garmin, iPC, Maxar

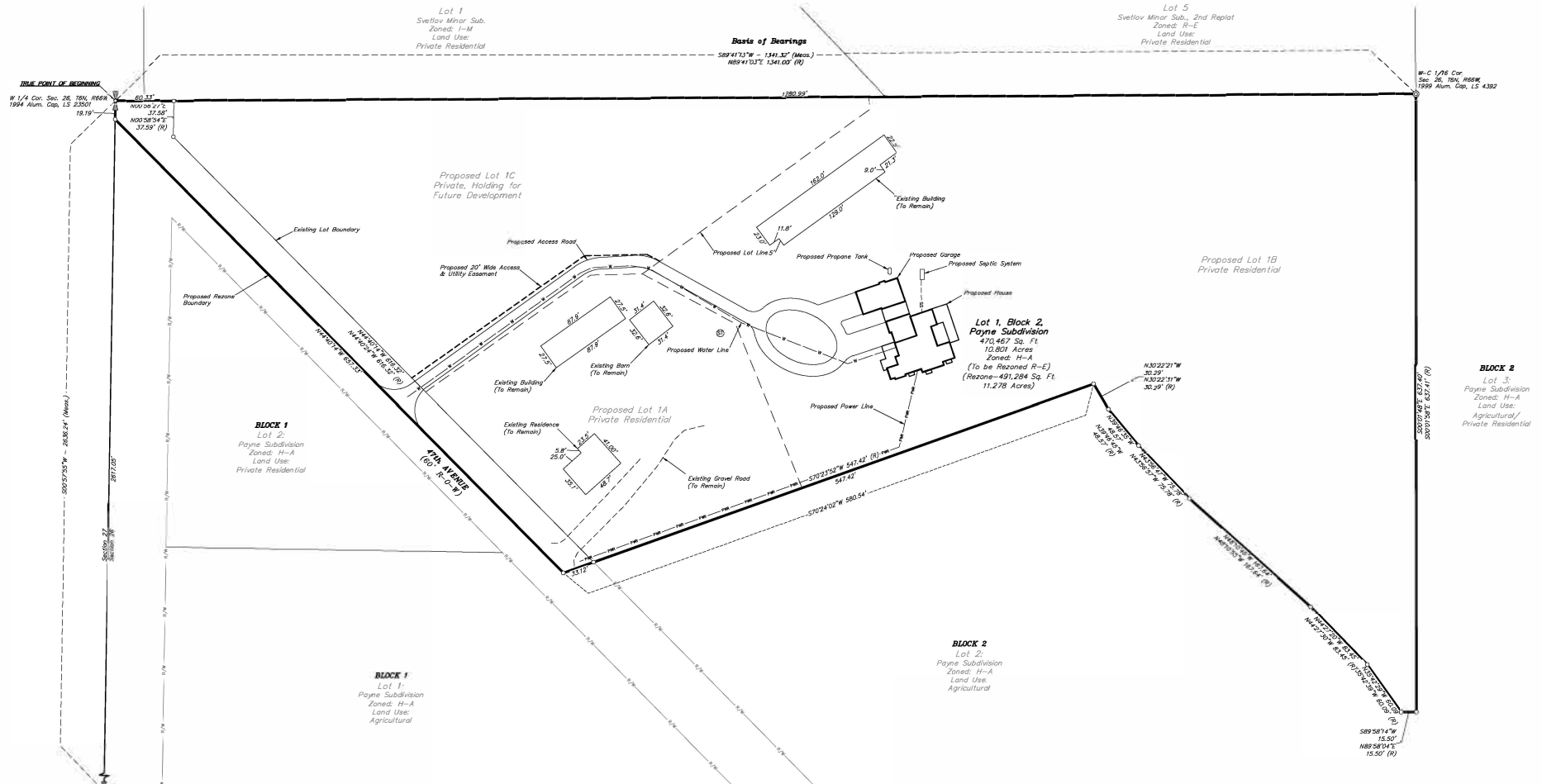
Legend

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



Attachment E - Rezone Plan Details

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



LEGEND OF SYMBOLS & ABBREVIATIONS

- REZONE BOUNDARY LINE
- EXISTING LOT LINES
- PROPOSED LOT LINES
- PROPOSED ON-SITE ACCESS
- PROPOSED WATER LINE
- PROPOSED SEWER LINE
- EXISTING RIGHT-OF-WAY LINE
- US PUBLIC LAND SURVEY SECTION CORNER
- US PUBLIC LAND SURVEY QUARTER SECTION CORNER
- US PUBLIC LAND SURVEY 1/4 SECTION CORNER
- DIMENSION CORNER ONLY
- SEPTIC TANK LID
- PAYNE SUBDIVISION - RECEPTION NO. 2838240



SCALE 1" = 50'

SURVEYED BY:	DRAWN BY:	PROJECT:	FILE:	SCALE:	SHEET:
L.K.	L.K.	GRAB-24-001	G-1715	1"=50'	5 OF 7
11-17-23	12-01-23				

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

UINAH
GENERAL LAYOUT

2118 NORTH 47th AVENUE
REZONING

ALL DISTANCES SHOWN ARE BASED
UPON U.S. SURVEY FEET
REV: 4 07-11-23 L.K. (ADDRESS CITY COMMENTS)

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS

September 26, 2023

Video Recording of the Meeting can be found at:

<https://www.youtube.com/live/DjW4lGGcDRU?si=ipGHW4qjAD5SdfYD>

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
Commissioner Christian Schulte

ABSENT

Commissioner Jeff Carlson

3. Approval of Agenda

No additions or changes

4. Approval of September 12, 2023, Minutes

Commissioner Andersen moved to approve the minutes dated September 12, 2023. Commissioner Franzen seconded the motion. Motion carried 6-0.

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

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 1:19 p.m.

Elmar Oestman, lives across from the location of this request. The applicant has eight percent of his irrigation well located in the parcel under consideration for this rezoning. He wants to know what the applicant plans to do on the parcel. Chair Yeater commented that the commission is present regarding the rezoning and that the information is in the packet and if the applicant wishes to speak, they can. He let Mr. Oestman know that he is welcome to share any opinion or feelings he has about the case. Mr. Oestman responded, sharing that he would be against approval of this right now.

Seeing no further requests for public comment, Chair Yeater stated if the applicant wished to speak in rebuttal they could at this time.

Owen Shanks with Uinta Surveying, 3313 35th Avenue Suite B, Evans, Colorado. Shared that the applicant was unable to attend the hearing due to being out of town, but he was present on his behalf. To address the concern, the applicant wanted to build a new house on the back portion of the property, he wanted to subdivide it into three separate lots and now is proposing two separate lots due to ongoing issues regarding water service with the city. He shared that is the purpose of the rezone and to build accordingly if approved. New versions of the plats reflecting this are being created now. The applicant does not have any plans to develop any additional units, that is not their intent.

With no further public comment or further questions for the applicant, Chair Yeater closed the Public Hearing at 1:21 p.m.

Chair Yeater turned the item to the commission for action. Commissioner Andersen motioned, based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone from H-A (Holding Agriculture) zoning district to R-E (Residential Estate) zoning district meets the Development Code criteria, Sections 24-204 and therefore, recommends approval of the rezone to City Council. Commissioner Briscoe seconded the motion.

Chair Yeater asked the commission if there was any needed discussion on the matter. Commissioner Andersen asked what the minimum acreage for the R-E zone district was. Michael Franke, Planner II responded that the minimum lot size for the proposed zone district is 13,000 square feet.

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

Motion Carried 6-0.

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

Chair Yeater introduced the item, asking if the commission or anyone in attendance wished to see a presentation.

Commissioner Schulte stated he did not need to see the presentation but did have a question for staff. He wanted to know if one of the properties included in the proposed rezone had been the subject in a previous case that was presented to the commission before and commented he recalled that it was approved with a condition that the exterior wall be taller than originally submitted and he would like to know if that was still a factor.

Meg Oren, Planner III responded parcel Commissioner Schulte indicated, is what is essentially the "middle parcel" in this rezone, and it is remaining the same, it is not changing. The buffering standard or the wall itself is not changing at all. She included that the eastern parcel is going to match the buffering standard and landscape standards as well.

Chair Yeater commented that he recalled that the previous case mentioned, required an additional motion to make sure the wall met the expectation of the Planning Commission, he asked Ms. Oren what review procedure would be in place to make sure that it happens. Ms. Oren responded that any development that occurs in the PUD, the code standards, set back and landscape standards have already been determined by the proposed PUD and any development that comes in will have to meet

those standards. Chair Yeater shared that he recalled that entirety of the wall had to be constructed with stone material and he asked if the additional parcels would be required to have the same stone wall construction around the entirety of the property. Ms. Oren responded that they would not all necessarily be required to have the wall because the PUD itself does not require the wall, but it does require a larger setback than what would usually be required in similar zone districts.

With no further questions for staff, Chair Yeater asked if anyone in attendance would like to see a presentation or if the applicant was present and wished to speak. Seeing none, he opened the Public Hearing at 1:26. No requests to speak were made and Chair Yeater closed the Public Hearing at 1:26 p.m. and turned the request back to the commission for action.

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. Commissioner Franzen seconded the motion.

Chair Yeater asked if the commission had any comments. Commissioner Schulte shared, he had the same concern that was expressed previously with the parcel including the wall and that the visual appeal of the area because it's kind of the gateway into Greeley from the highway and that the standards needed to be maintained.

Chair Yeater agreed with Commissioner Schulte and added that he appreciates the land use and need of the PUD however, he struggles with the lack of opportunity for the commission to review the Site Plan given the significance of the location being an entry point corridor. He will not support it in the current motion and does not want to take away from the applicants need to develop the parcel but he feels it needs to have a higher level of scrutiny as well as give the city the opportunity to vet the idea from a minimum to understand that the public is going to need to be able to take a look at it and have the chance to comment on it. He hopes the commission will consider amending the current motion to include some sort of review process for the site plan.

Commissioner Andersen asked if it was possible for the commission to ask for additional review after they have already made an approval and Brian McBroom, Community Development Director clarified the question to be, is it allowed for the commission to amend the motion to include that Planning Commission would get have to review and approve the site plan? Chair Yeater responded that was correct and it could be the Planning Commission or both Planning Commission and City Council. Mr. McBroom stated that this was perhaps more of a legal question, but he would suggest that if it is important to the commission that they should include it in their motion.

Chair Yeater spoke to the commissioners and stated he did not see it being very different than when they required the wall to be in place and that they are simply asking for an opportunity to review what is submitted for the Site Plan to ensure the intent for the original approval is upheld carries through the development of the remaining parcels in this PUD. Commissioner Andersen agreed that she felt it was a reasonable amendment to the motion.

Chair Yeater continued, reminding the commission that there was a motion that had already been proposed and it would be his wish that it is not approved but for a revised motion to be proposed that includes the discussed components.

Mr. McBroom stated that the commission could also have a subsequent motion to amend the motion.

Chair Yeater stated that he was content with having a motion to amend the current motion and

Commissioner Andersen agreed.

Commissioner Franzen moved that they move to amend the original motion to include adding Site Plan review and approval by Planning Commission and City Council. Commissioner Modlin seconded the amended motion. No further comment the commission voted. Motion carried 6-0.

Commissioner Andersen moved 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 with the amendment that Site Plan review would be remanded to both Planning Commission and City Council for approval prior to its passing and would therefore recommends City Council approval. Commissioner Schulte seconded the motion.

Motion Carried 6-0

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

Chair Yeater introduced the item and asked if the commission or anyone in attendance wished to see a presentation, or if the applicant wished to speak. seeing none the Public Hearing opened 1:32 p.m.

No one requested to speak and Chair Yeater closed the Public Hearing at 1:33 p.m. and turned the item back to the commission for action.

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

Motion carried 6-0

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

Chair Yeater introduced the item. Re-opening the Public Hearing at 1:34 p.m. and asking the applicant if they wished to speak.

Ian Percey, 2130 62nd Avenue Court, Greeley. He began by sharing in the previous meeting they had asked for continuance. He would like to discuss the plans for this project and include that he does have a presentation for the project he hopes to share. The intent is to build a high-quality senior living facility with continual care, assisted living, memory care and 12 cottages that would be adjacent to Cambridge Glen.

Mr. Percey stated that his team has conducted a neighborhood meeting and heard concerns regarding both traffic and the density of the project. Since the neighborhood meeting after hearing the concerns, his team has updated the plans to limit the number of units that can be included as well as making the units adjacent to Cambridge Glen only single-story units and no more than two

story units on the remaining portions of the site. They have done a lot of work determining what the facility will look like and what it will bring to the community, including the traffic impacts. They have worked with the city on creating traffic calming and have determined that they will install a median to be constructed in the center line of 47th Avenue to calm traffic. This is a great use for this site, they will build with high quality. The proposed use is a good use for this infill location, and it will bring great benefits to the city and community. The proposed use meets the criteria for a PUD and the city staff has recommended its approval.

Mr. Percey addressed questions that had been raised from public comment on the project. One of the questions was related to the service and loading area for the facility. Using the Site Massing Study included in his presentation, he indicated that the loading and service area would be on the lower drive, in the area with the cottages and that between the 4th and 5th cottages there is an access road into the facility. Around this same area, there would be an enclosed section for trash.

Continuing, Mr. Percey addressed the concern related to the parking area near the end of the row of cottages. He stated that there are about 5 parking spaces closest to Cambridge Glen and that there are 6 on the other side. He shared they will be well landscaped and have a good buffering. All lighting will be cut off lighting on the site.

Another concern they heard was regarding the emergency access route that goes around the back of the building. It will be a different surface and not the regular asphalt surface. It will also include breakaway barriers and access will be limited to emergency services.

Mr. Percey added that there were questions and concerns regarding mitigation of dust during construction and shared that the contractor would be required to follow all city standards for dust mitigation. They will complete the dirt work as quickly as possible and get the asphalt installed as soon as they can to help alleviate this concern as well.

Mr. Percey thanked the commission for their time and let them know he is available for any questions. Chair Yeater commented that many of the concerns the commission heard revolved around traffic. He stated that the applicant mentioned meeting with the city and installing the median on 47th Avenue to calm traffic and asked if they had any other methods that were considered for calming traffic, more specifically, an acceleration/deceleration lane and inquired if this is something that was investigated. Mr. Percey replied that it was initially considered but after meeting with the city, the preferred approach is the median and that is what they have agreed to. He included it is about 300 feet of median.

Commissioner Schulte asked if the connection from the parcel to 47th Avenue is going to be in about the same place that the current driveway is now. Mr. Percey responded by indicating that it is very close, not the same place but still very close.

With no further questions for the applicant Chair Yeater continued, moving forward to public comment.

Randy Bussey, 4510 West 14th Street, Greeley. Stated that he discussed this with some civil engineers and regarding a flow analysis on an 8" stub, that comes from Cambridge Glen into the area for this development. They have not seen a flow analysis and do not know if it was for 150, 200, or 250 units and they do not know if a lift is going to be required to go towards the south into his area (only considering the sewer). He asked if someone present could speak to the flow analysis for the sewer.

Craig McWhirter, 4517 West 14th Street, Greeley. Shared that the questions that Mr. Percey was

commenting on were the ones he had and included that he was satisfied with his response.

Amy Croissant, 4718 West 13th Street, Greeley. She shared that she and her husband moved to Greeley two years ago, they had sought out a home in a low-density area and thought that where they moved was the perfect spot. They are not the only ones in their neighborhood that are concerned about the various residential and institutional uses related to how much traffic it will bring to the neighborhood. As well as how it will devalue their property. She shared that she feels the traffic is already horrendous during certain times of the day on 47th Avenue and there needs to be an independent study on this and how many vehicles are using this roadway already. She is not for high rise or a business in the neighborhood. It is not characteristic for their neighborhood or the Country Club or the type of people who have bought houses in here for the quietness of it. She is not in support of this, and it does not fit their neighborhood and she would like it to be kept residential, low-density and she would like an independent study done on the traffic at this present time.

Claudia Susman, 1100 48th Avenue, Greeley. She lives in Hilltop, just around the corner from the previous speaker. Several years ago, two lots were sold in Hilltop that should not have been made into lots. It closed off their access to 10th Street and now they have to make a right turn only, which means to access 10th Street they now have to go down to 13th Street and try to make a left hand turn on a blind hill and if this development is allowed it will increase the traffic coming north bound and make it even harder for those in Hilltop to access 10th Street. Her other question regarding if the city was going to gain revenue by changing the zoning, is there money in their pockets by changing the zoning?

Sue Mantell, 4503 West 14th Street, Greeley. She believed she heard that they were going to place a median on 47th Avenue. She would like to know how it will be placed because 47th Avenue is currently 4 lanes, and she does not understand where there would be room to place the median. She would like clarification on that.

With no further public comment, Chair Yeater closed the Public Hearing at 1:48 p.m. and asked a representative from the city, regarding traffic come to the podium.

Thomas Gilbert, Engineering Development Review came to the podium. Chair Yeater commented that there have been a lot of questions raised regarding traffic and asked Mr. Gilbert to provide clarification on what the city and the applicant have done to address the traffic concerns.

Mr. Gilbert responded, sharing that he looked at this project with CDOT (Colorado Department of Transportation) and Water & Sewer. When they were reviewing this project for the rezone it included conceptual ideas about traffic, water, and sewer. There will be subdivision and a site plan review that will have to meet city criteria before this project is completed. To address traffic concerns, the first thing to address is the deceleration lane, he indicated it was reviewed and it was not warranted so it was not added. He continued, there has been a lot of talk about the traffic in the area and that he was able to speak with the traffic engineer for the city. He shared with Mr. Gilbert that in 2018 traffic volumes on 47th Avenue in this area averaged 19,202 trips daily. These counts are like other major streets in this area such as 35th Avenue. It was within what is considered reasonable traffic. If you factor in a 2% growth rate for traffic, it means that currently the estimated traffic count is about 21,200 vehicles per day. In October of this year there is another traffic count scheduled for this corridor. The other questions that have come up regarding traffic are around the median that this development will install on 47th Avenue. He shared that this is not proposed to be a very wide landscaped median but a median that is the height of a curb and is about 4 feet wide. It will be in the middle of the roadway, and it will not impact the current width of 47th Avenue. Chair Yeater asked for clarification on the acceleration/deceleration lane and if it would require a higher level of traffic

for those kinds of structures to be in place. Mr. Gilbert commented that for a deceleration lane it has to do with how many right turns are being made and, in this case, it is just not warranted. Chair Yeater asked what in the city code would require a development to be required to install a deceleration lane. Mr. Gilbert was not familiar with what the number of right-hand turns would make it required but shared that there is a chart in the code that shows how many turns are triggers for different levels of traffic calming. He shared this will all be looked at closer during the subsequent applications for this development but for the required cursory look for this process it is not required. Discussion continued related to the upcoming traffic study that will take place in October and how the city determines intersections and roadways that need to improve to accommodate for growth. Commissioner Modlin asked if it made sense for the applicant to allocate room for those lanes for future accommodations. Mr. Gilbert responded, sharing that this case is for zoning, and they do not know the exact data for what will happen with the site and when the Subdivision application is submitted the city will make those determinations at that time. Discussion continued regarding the process of zoning, conceptual plans and how traffic counts are determined.

Chair Yeater asked for city Planning staff to come to the podium. Jeff Woeber, Planner III came to the podium. Commissioner Briscoe asked why the city suggested that this project be submitted as a PUD and not a specific rezoning. Mr. Woeber replied that in this case, the applicant was considering R-H (residential high-density) which would allow for higher density and higher maximum building heights. Staff did not feel that those factors would be appropriate for this site but by submitting this as a PUD, the number of units can be limited as well as the maximum building height. With no further questions for staff, Chair Yeater asked the applicant to step forward to speak.

Troy Sprigger, Civil Engineer, 4715 Innovation Drive, Ft. Collins, Colorado. He wanted to address the question regarding sanitary sewer. He included that they did go through intensive modeling, and it is limited to the maximum allowable density for this PUD. They have looked at the maximum capacity for the 8" line and it is at about 40% of the maximum capacity when you factor in the proposed units, and it will still be under the maximum threshold for this facility. All their studies and calculations have been submitted to the city and they are available for the public to see if they wish. With no further questions for Mr. Sprigger, Chair Yeater asked for the applicants' traffic representative to step forward.

Matt Brown, 5690 DTC Boulevard, Greenwood Village, Colorado. He is the traffic engineer for the project. He wanted to provide additional responses to the traffic questions that have been posed. Regarding the comments and concerns about the applicant obtaining an independent traffic analysis, he shared that he did prepare an independent traffic analysis for the project that was submitted and subsequently approved by the city. In response to the deceleration lane, the threshold for this type of project and roadway in the city of Greeley is 50 vehicles per hour. The study shows that there would be 32 vehicles per hour for this project. Chair Yeater asked what model is used to determine that there would be 32 vehicles per hour. Mr. Brown reported that it is based on 200 dwelling units with 120 living units attached, 24 independent living units detached and 66 memory care/assisted living units or beds. He shared that the numbers are based on number of dwelling units not the number of employees and based on imperial studies done across the country that determine how these rates are applied to the project and that it is all built into the calculations provided. In response to northbound traffic and access at Hilltop, providing perspective based on their counts there were 646 vehicles on the northbound in the afternoon peak hour and this development would add 29 vehicles to that count, it is a very small percentage increase. Neither the morning nor the afternoon traffic counts for this development trigger acceleration or deceleration lanes. Discussion continued relating to future growth and relation to this site. Chair Yeater asked what his experience indicates that the median in 47th Avenue will achieve. Mr. Brown shared that the median will absolutely limit the traffic at the driveway to right in and right out, there will not be an opportunity

to turn left out of the development and it may potentially reduce speeds along 47th avenue slightly. Chair Yeater asked if the acceleration/deceleration lane was the deciding factor for this application to be approved, would the applicant proceed, and Mr. Brown replied that it appeared they would be willing. Commissioner Schulte asked for clarification on the counts used to determine the number of vehicles related to the facility employees and if they were granular enough to capture the number of employee vehicles because of the nature of the facility and if the numbers equaled out because of the residents who would have vehicles versus the employees that would. Mr. Brown confirmed this to be accurate because each different unit type has vehicles count attached to it based on the empirical studies previously mentioned.

With no further questions, Chair Yeater turned the item back to the commission for action. Commissioner Andersen moved 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. Commissioner Schulte seconded the motion.

Commissioner Briscoe stated that he struggles with the PUD portion of this application. He does not feel this is the appropriate application for this site. He can appreciate what the applicant is trying to achieve, he just does not feel that a site this small is relevant to the PUD application. Additionally, with the traffic issues and secondary entrance, he thinks that there are some issues with this, and he will probably not support this application for those reasons.

Commissioner Schulte commented that thinks that they have seen more PUD applications since the code was changed but in this case, he sees the advantage to utilizing it because if it were to be zoned as R-H, in the future would allow for much higher density than this PUD would allow for. He is willing to support it on that basis, he does have traffic concerns but those would be addressed in subsequent applications. Based on this application for PUD he would be in support of the motion.

Chair Yeater shared that he appreciates what the applicant is trying to do with this request. He supports it on its face value based on the PUD, limiting the height of the structures. He feels the applicant is doing everything they can to address the concerns of the property owners nearby and develop this piece of property. He sees the challenges with the PUD in that this is conceptual, and it does not give everyone an opportunity to see what will be built as well as the traffic concerns. He supports conceptually what this project is but would also like to see the city really look at the traffic issues. He would like to hear any suggestions on the best way to get this project approved but also address the concerns that have been raised.

Commissioner Andersen commented that she likes the idea of this project, and it is needed in the community. She is also highly concerned about rezoning with this intent in mind and if something were to happen and the project was not developed this parcel is going to be zoned with these specifications.

Commissioner Franzen agreed with Commissioner Andersen's comments. He thinks it is a great use for the property and it has been vacant for years but does feel that they need to take a deeper look at it.

Chair Yeater asked staff for any suggestions on how to amend this or the best path to proceed with. Brian McBroom replied that the commission is doing a good job identifying the key issues. He shared that the commission does have some ability, such as in the previous case to add conditions to their recommendations and in respect to concerns about the commission not having another opportunity to review the project as it progresses, on advantage to the PUD verses a R-H zoning is that there is a

certain amount of specificity that they would normally not have. Discussion continued to include what is required procedurally when an application is recommended for approval and when it is not recommended for approval as well as what components are covered under the City's Site Plan review.

Chair Yeater called for the motion currently proposed.

Motion Denied 1-5

Commissioner Andersen moved based on the application received and the preceding analysis, the Planning Commission 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 with the condition that the Site Plan and Traffic Plan are reviewed and approved by Planning Commission and City Council. Commissioner Schulte seconded the motion.

Second motion Andersen, Seconded: Shulte 6-0

9. Staff Report

Brian McBroom shared thanks to Commissioner's Briscoe and Modlin for the discussions they had this morning, and he looks forward to ones in the future.

He continued sharing the City is in the final stages of the budget process for 2024 and the City Manager's office is recommending additional funds in the budget for additional sub-area plans in 2024. West Greeley would be one of the areas included as well as parts of the North side of Greeley. Related to his discussions with Commissioners Modlin and Briscoe were joint work sessions with the City Council regarding sub area planning.

There have been several issues including traffic, PUD's and the 2024 work plan that would translate into great work session discussions. Chair Yeater and Commissioner Modlin agreed.

10. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 2:36 PM.

Justin Yeater, Chair

Don Threewitt, Interim Community Development Director



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 17, 2023

Key Staff Contact: Brian McBroom, Community Development Director

Title:

Continued 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:

This item was continued from the October 3, 2023 City Council meeting. 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. Public notice of the continued hearing date was published in the *Greeley Tribune* on October 6, 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:

None

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. PC Summary Attachment A - Vicinity Map
4. PC Summary Attachment B - Mountain Vista Applicant Narrative
5. PC Summary Attachment C - Mountain Vista Multifamily PUD
6. PC Summary Attachment E - Mountain Vista Neighborhood Meeting Summary
7. PC Summary Attachment F - Neighbor Comments
8. Mountain Vista PUD New Neighbor Comments
9. New Neighbor Comments
10. Mountain Vista PUD Public Comment
11. Mountain Vista Subdivision Neighborhood Letter
12. Staff Presentation Mtn Vista
13. Applicant Presentation Mtn Vista
14. Neighbor Presentation Mtn Vista

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

Exhibit A

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

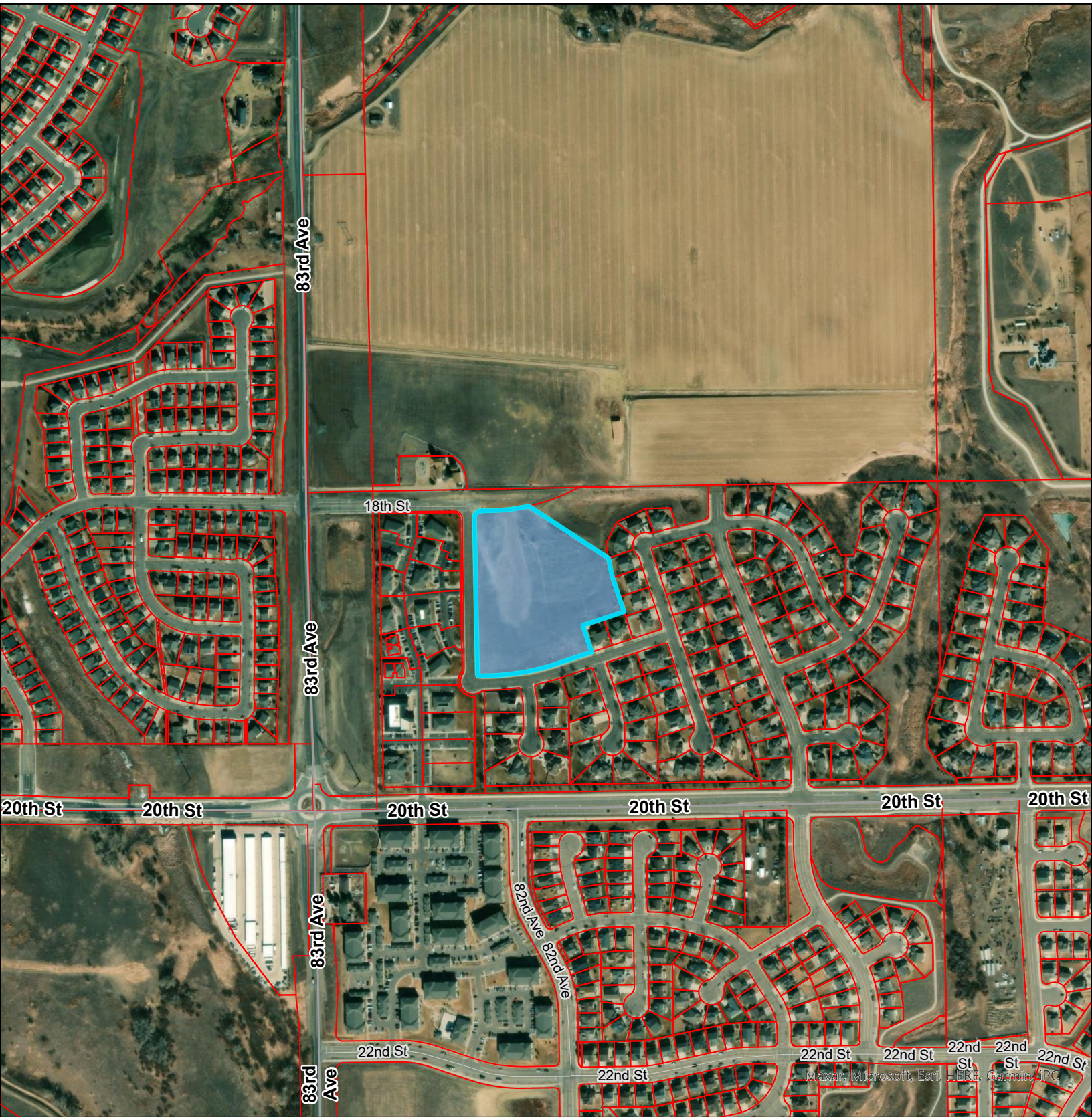
Attachment C – PUD Plan

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



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.

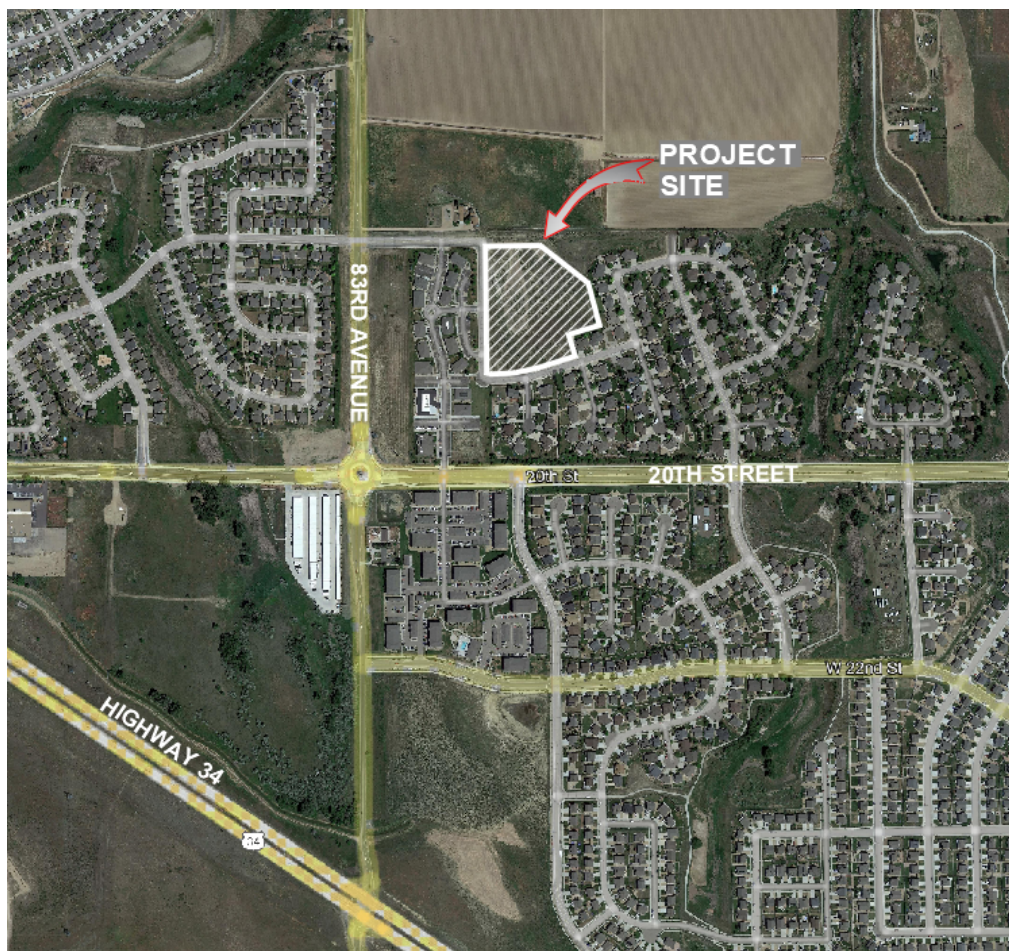


Figure 1: Outline of Mountain Vista Multifamily

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 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

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

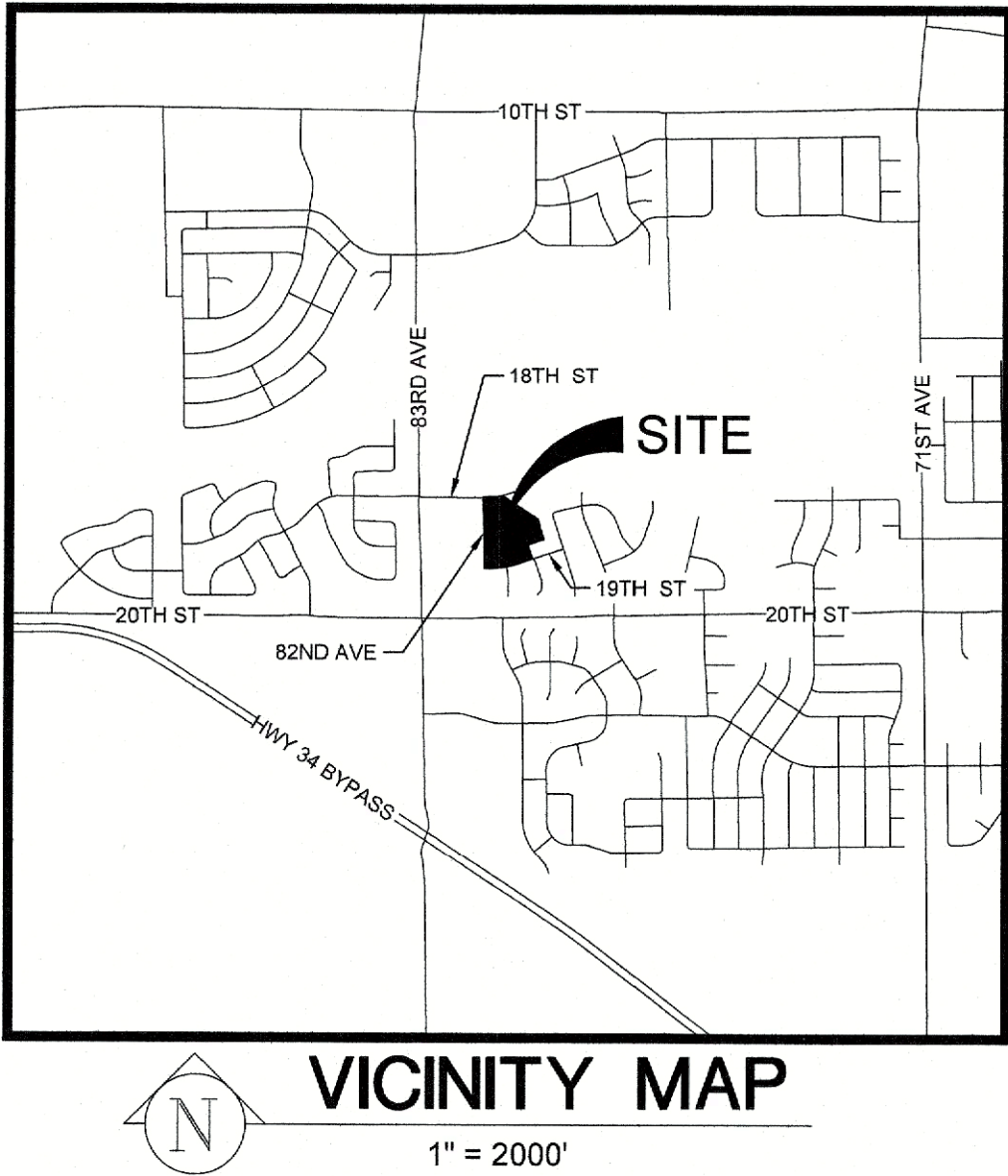
PLANNED UNIT DEVELOPMENT STANDARD NOTES:

- 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.

- 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.
- 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.
- 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

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SECTION:
8
TOWNSHIP:
5 N
RANGE:
66 W of the 6th PM

NORTHERN
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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

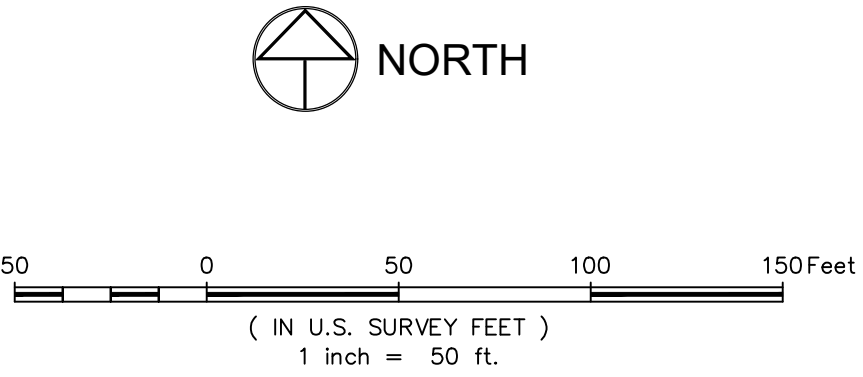
MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT

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

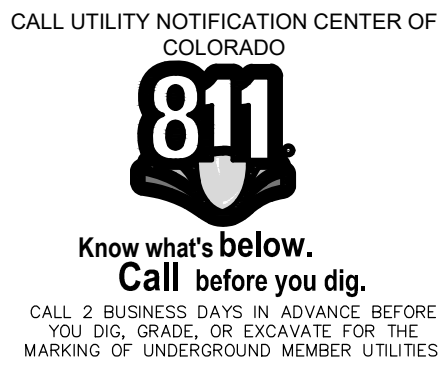
8.51 ACRES (±)

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

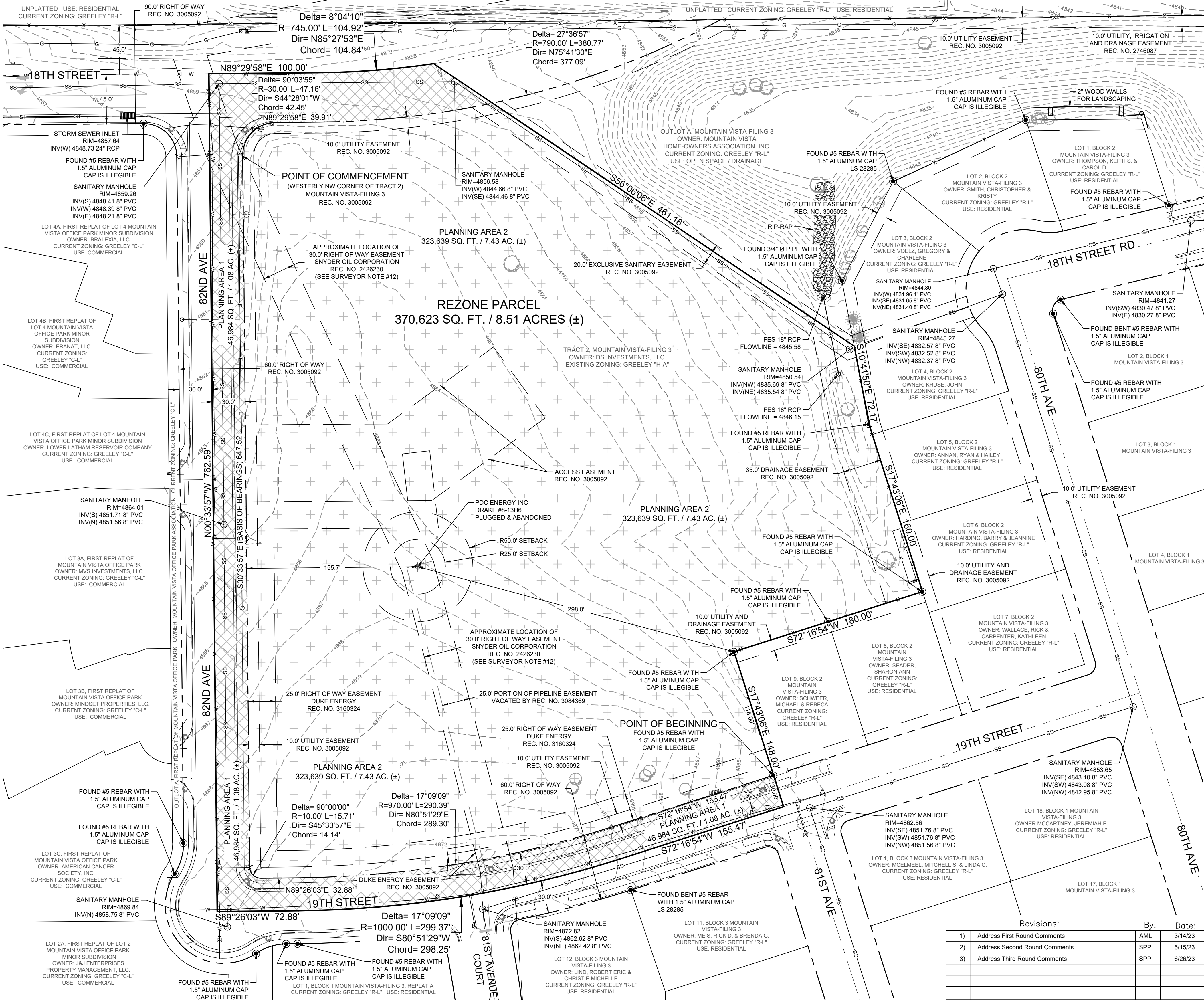
LINE LEGEND	
	BOUNDARY LINE
	RIGHT OF WAY LINE
	ROAD CENTERLINE
	PROPERTY LINE
	EASEMENT LINE
	VACATED EASEMENT LINE
	CURB AND GUTTER / PAN FLOWLINE
	FENCE
	BURIED ELECTRIC
	BURIED GAS
	WATER LINE
	SANITARY SEWER LINE
	STORM SEWER LINE
	EDGE OF ASPHALT
	ROAD STRIPING
	MAJOR CONTOUR
	MINOR CONTOUR



UTILITY NOTE:
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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
2)	Address Second Round Comments	SPP	5/15/23
3)	Address Third Round Comments	SPP	6/26/23

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SECTION: 8
TOWNSHIP: 5 N
RANGE: 66 W of the 6th PM

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FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

DATE: 07/20/2023
SCALE: 1" = 50'
REVIEWED BY: R. TESSELEY
PROJECT: 1159-010
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:

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 4745.00 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.

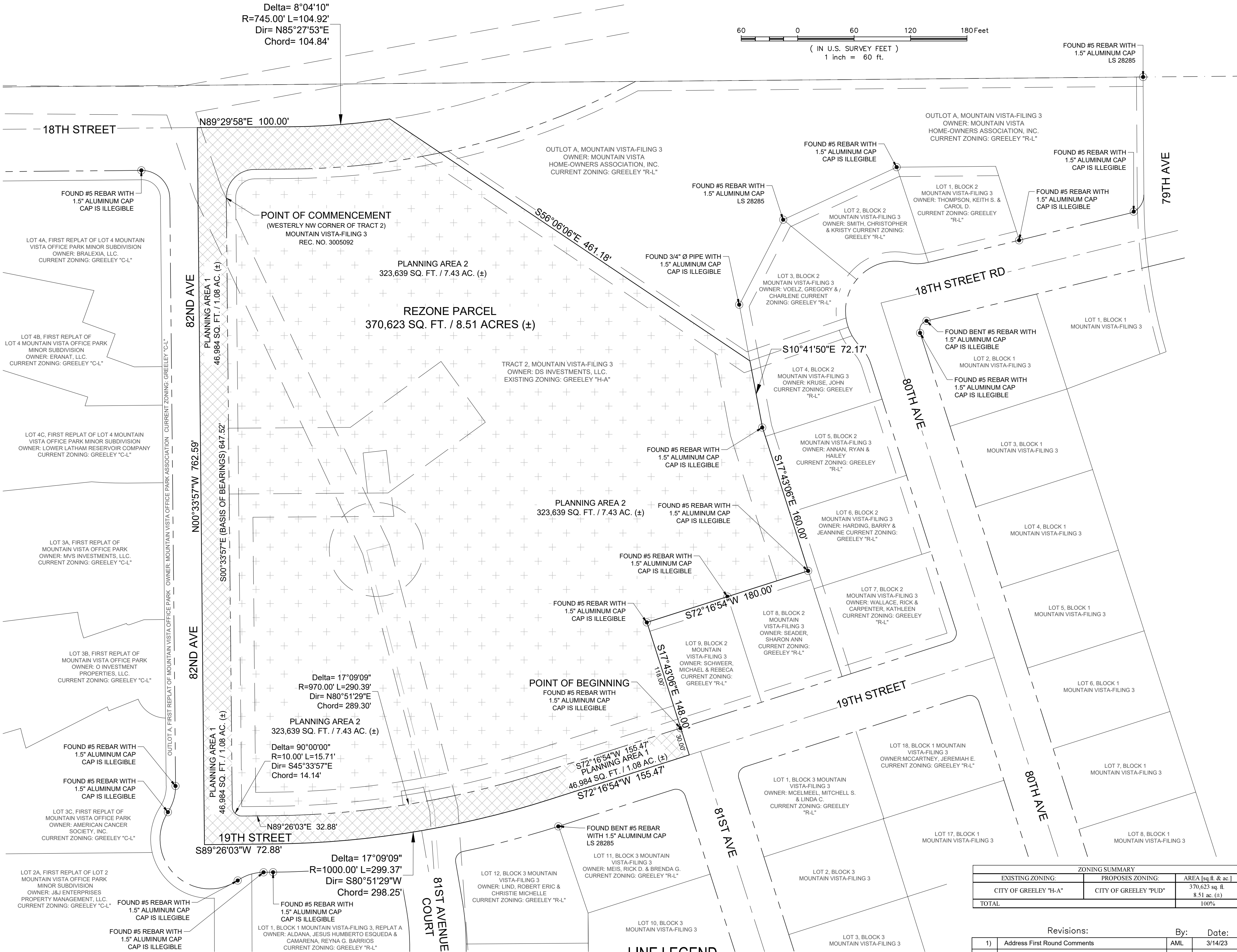
TOTAL REZONED AREA for the Mountain Vista Multifamily Planned Unit Development is 370,623 sq. ft. or 8.51 acres, more or less (±).

SURVEYING CERTIFICATE

I, Robert C. Tessely, 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. Tessely
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	PROPOSED 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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SECTION:
8
TOWNSHIP:
5 N
RANGE:
66 W of the 6th PM

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FORT COLLINS | GREELEY 970.221-4188 NORTHERNENGINEERING.COM

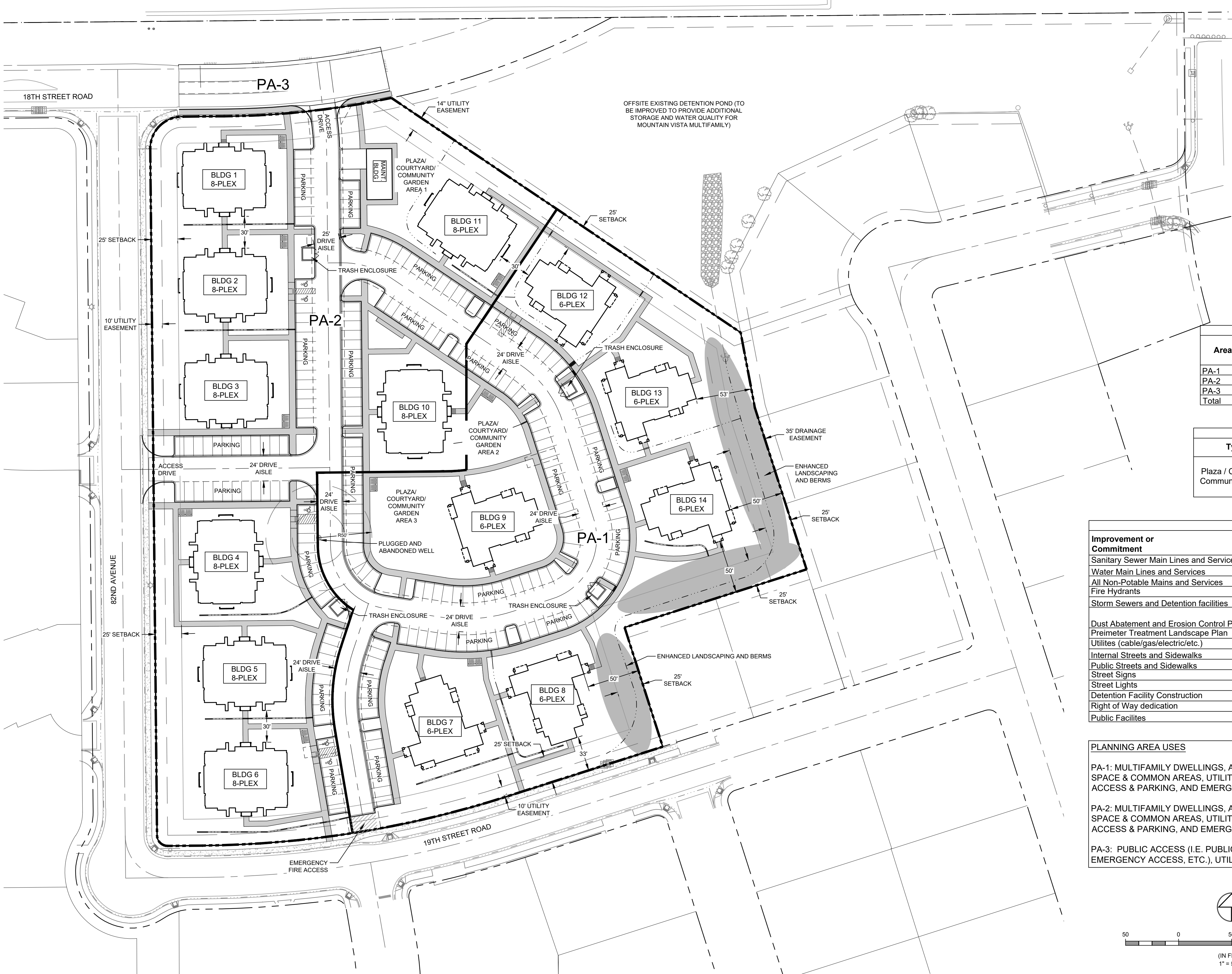
DATE:
07/20/2023
SCALE:
1" = 60'
REVIEWED BY:
R. TESSELY
PROJECT:
1159-010
CLIENT:
S. PAULIN
DRAWN BY:
S. PAULIN

MOUNTAIN VISTA MULTIFAMILY REZONE

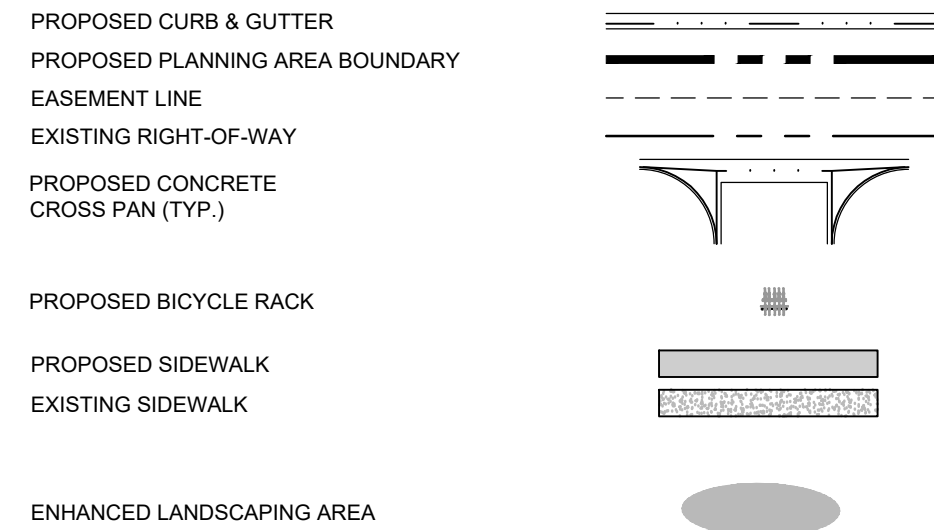
BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF
GREELEY, COUNTY OF WELD, STATE OF COLORADO

8.51 ACRES (±)

PROJECT NUMBER: PUD2022-0008



LEGEND:



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

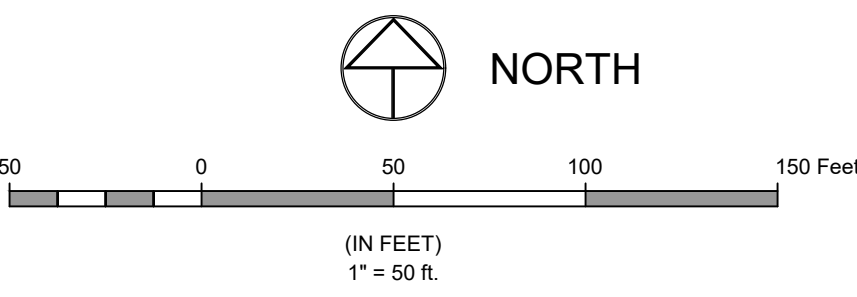
PARKING SUMMARY

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

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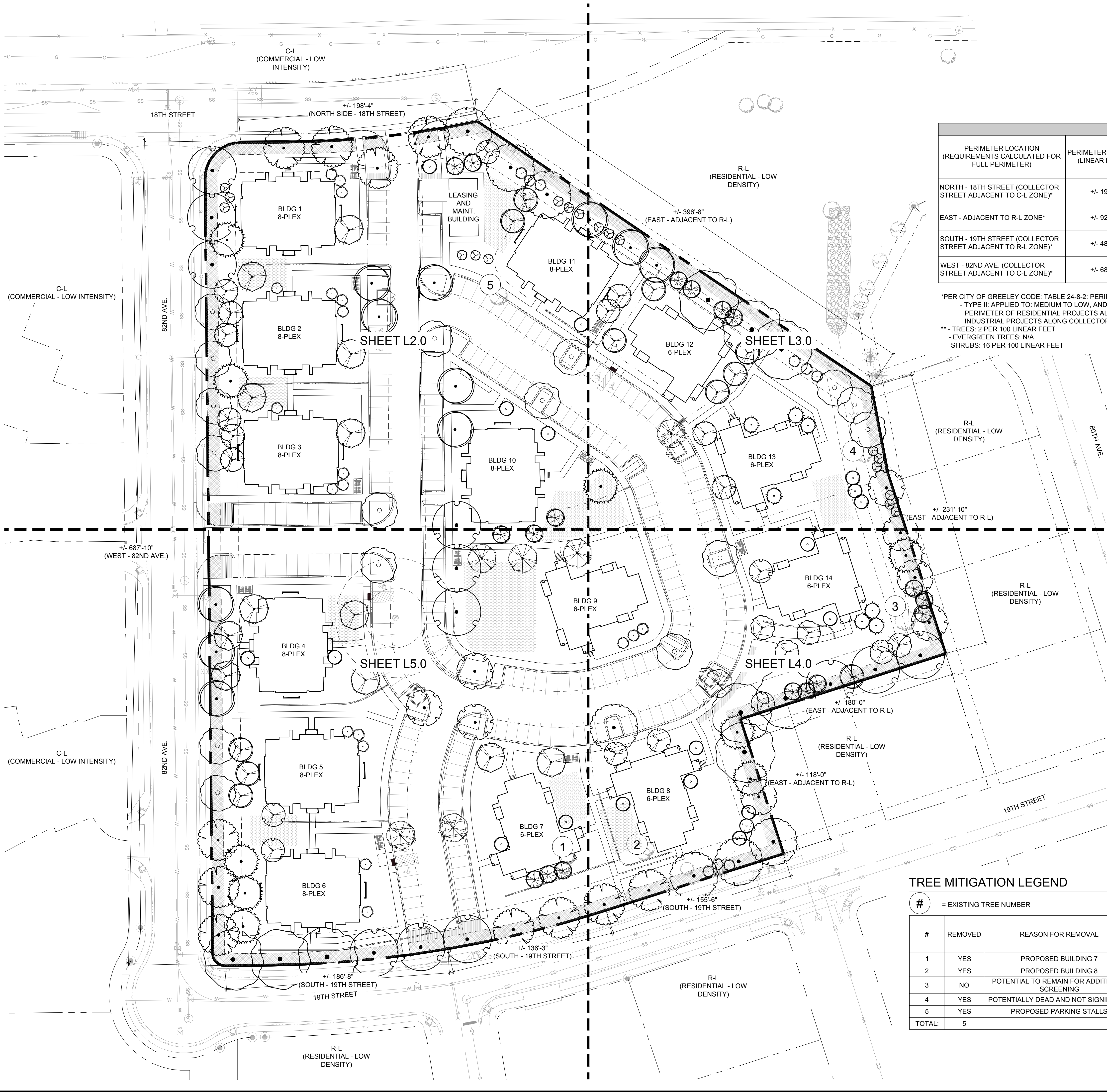
NORTHERN
ENGINEERING
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FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

DATE: 06/26/2023
SCALE: N/A
REVIEWED BY: R. TESSELY
DRAWN BY: A. POINCELOT

MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT
MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Sheet
4
Of 12 Sheets

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

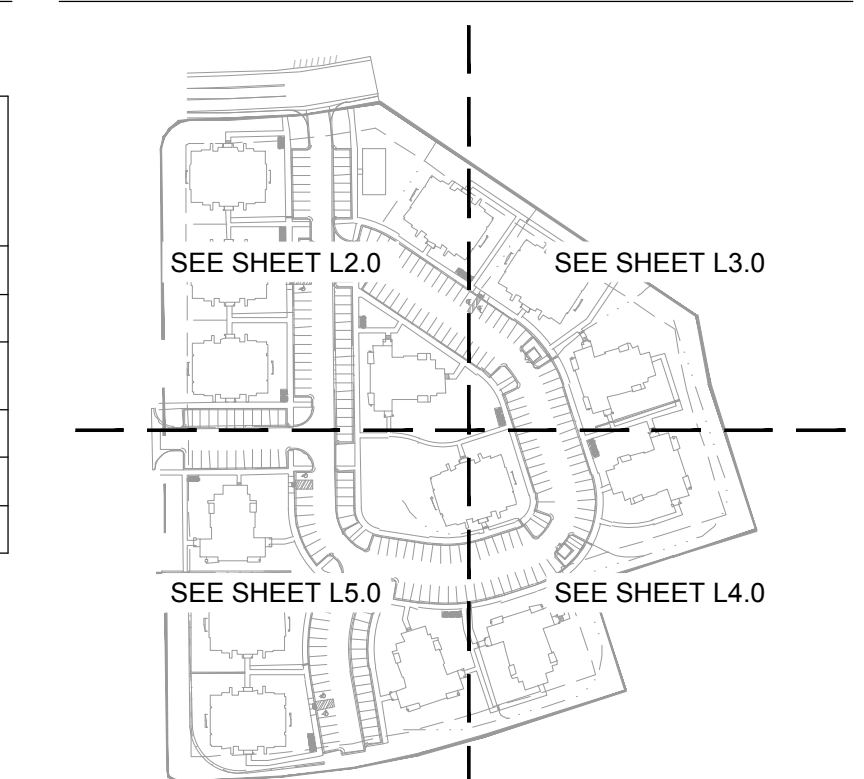
CONCEPTUAL TREE PLANTING LIST

	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

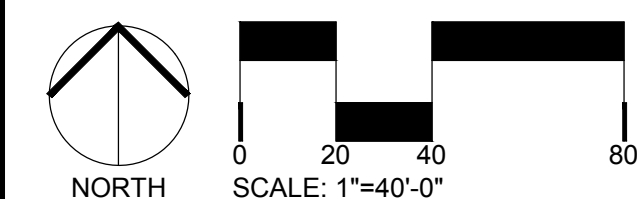
AVANT CIVIL GROUP
ROBBIE LAURER
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(970) 286-7995

SURVEYOR

NORTHERN ENGINEERING SERVICES, INC.
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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 OVERALL LANDSCAPE PLAN

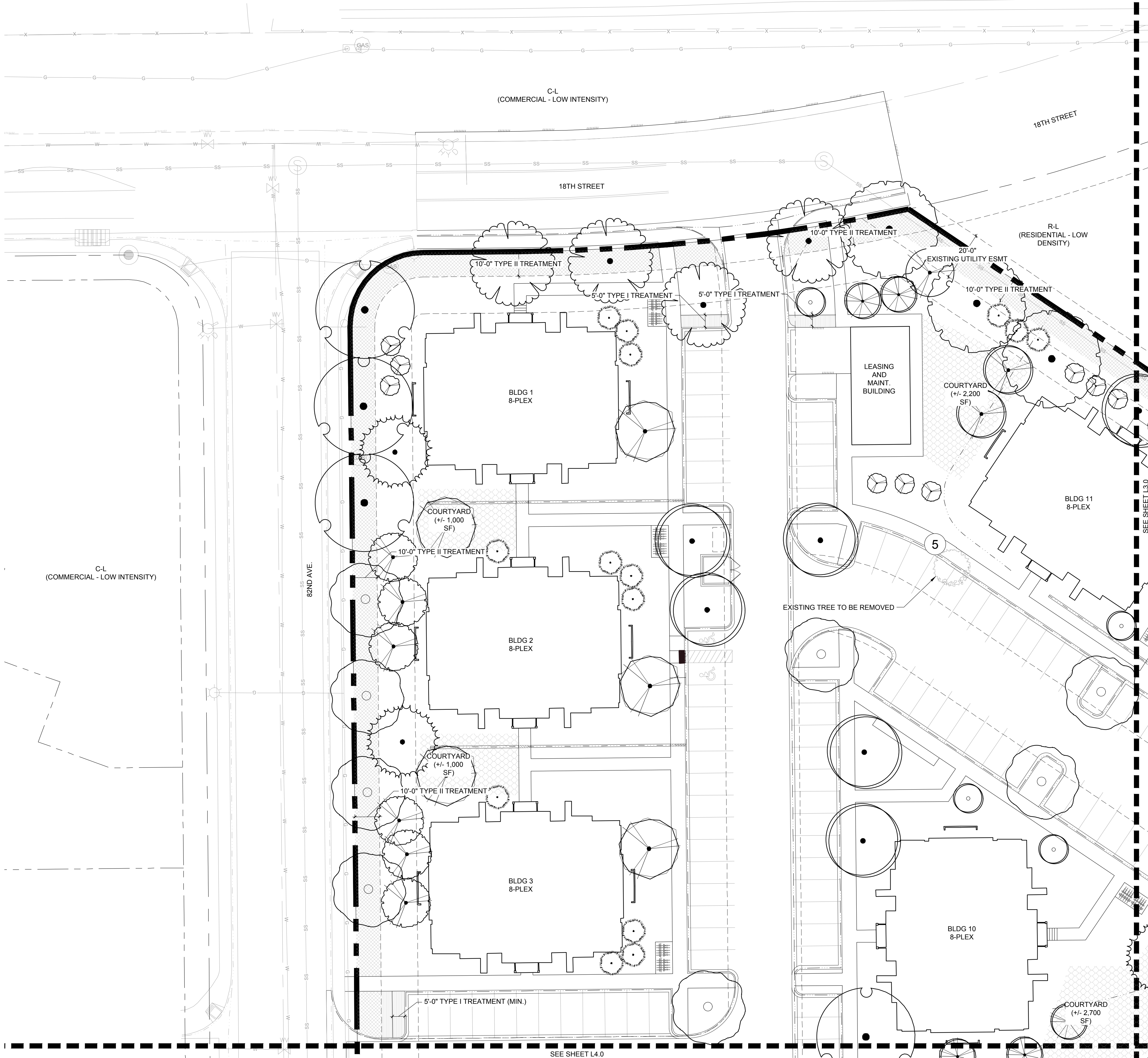
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DRAWINGS
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CONSTRUCTION

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

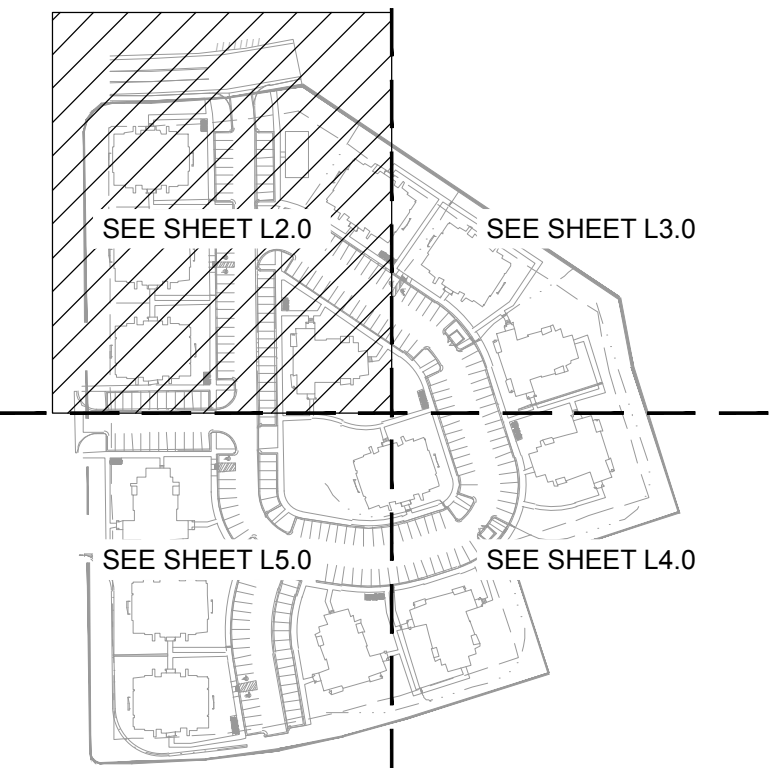
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= EXISTING TREE NUMBER

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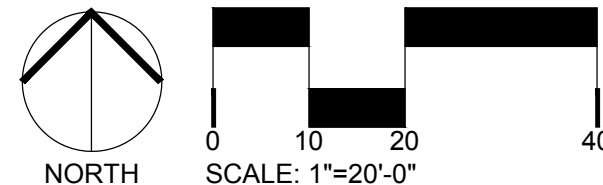
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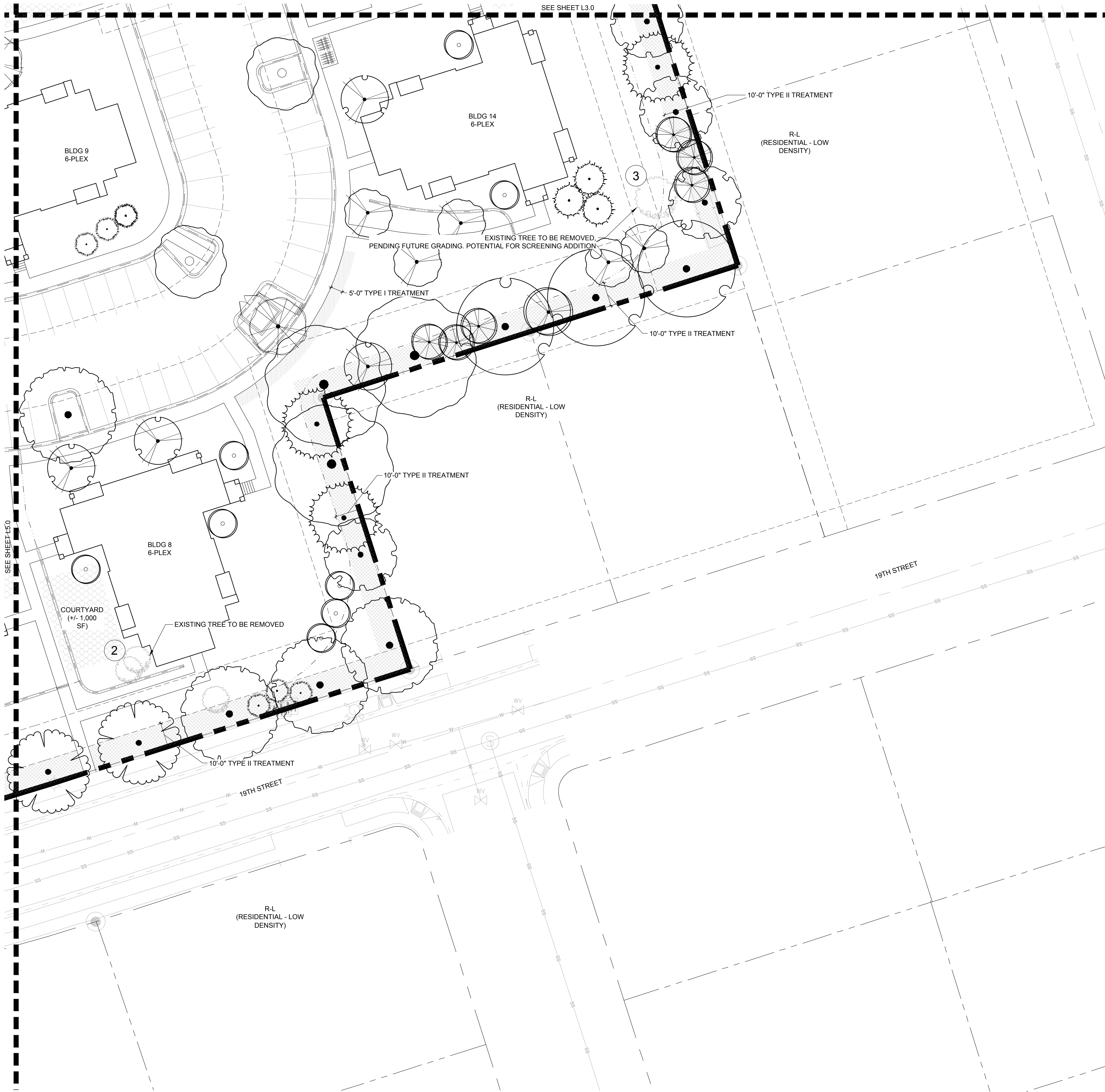
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L2.0

Plotted By: Alex Garver. Layout: L4.0 CONCEPTUAL LANDSCAPE ENLARGEMENT Printed On: 7/17/2023 11:43 AM File Name: L1.0 OVERALL LANDSCAPE PLAN.dwg



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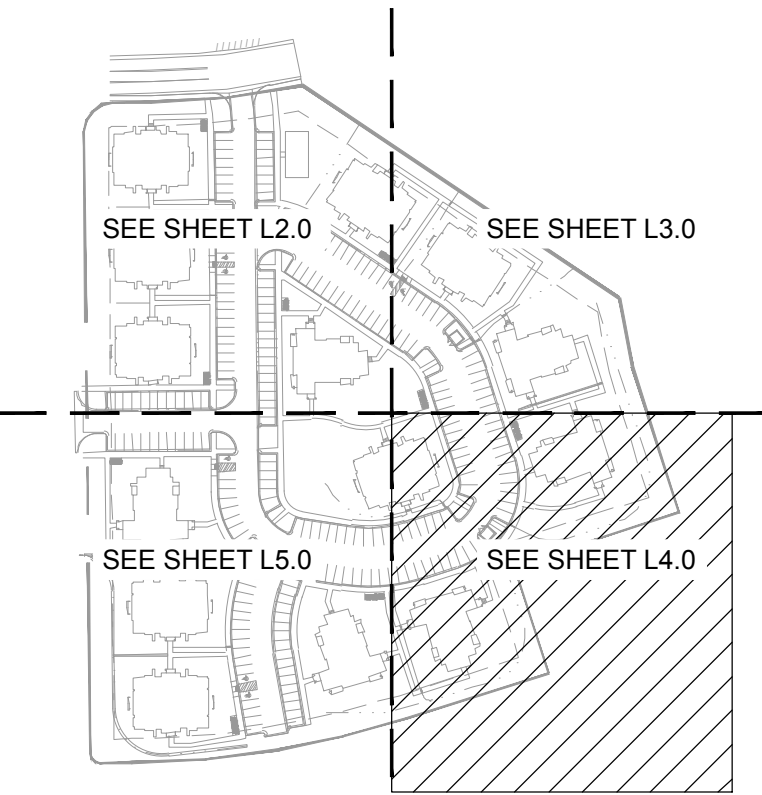
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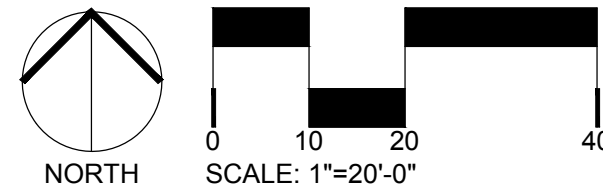
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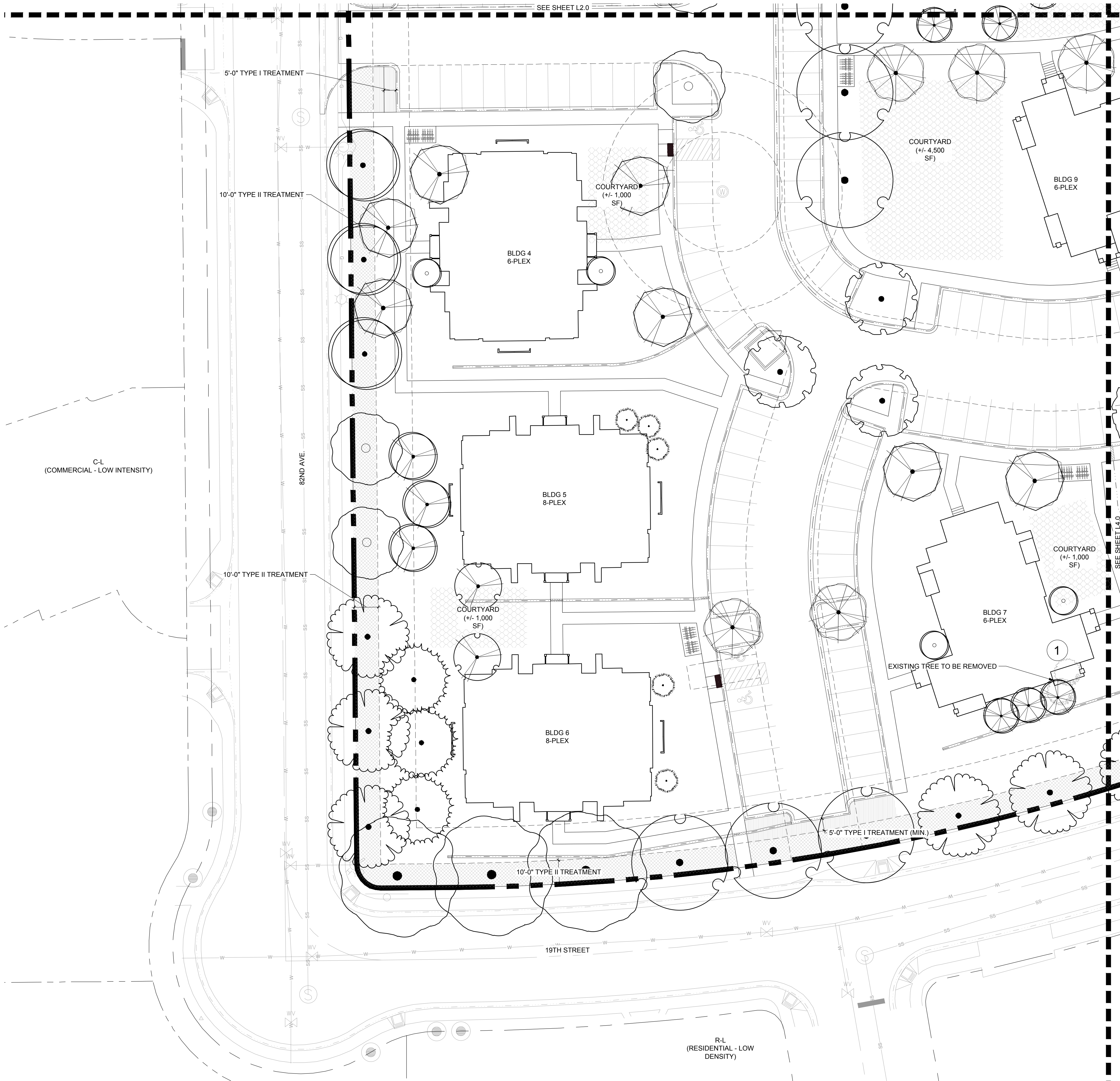


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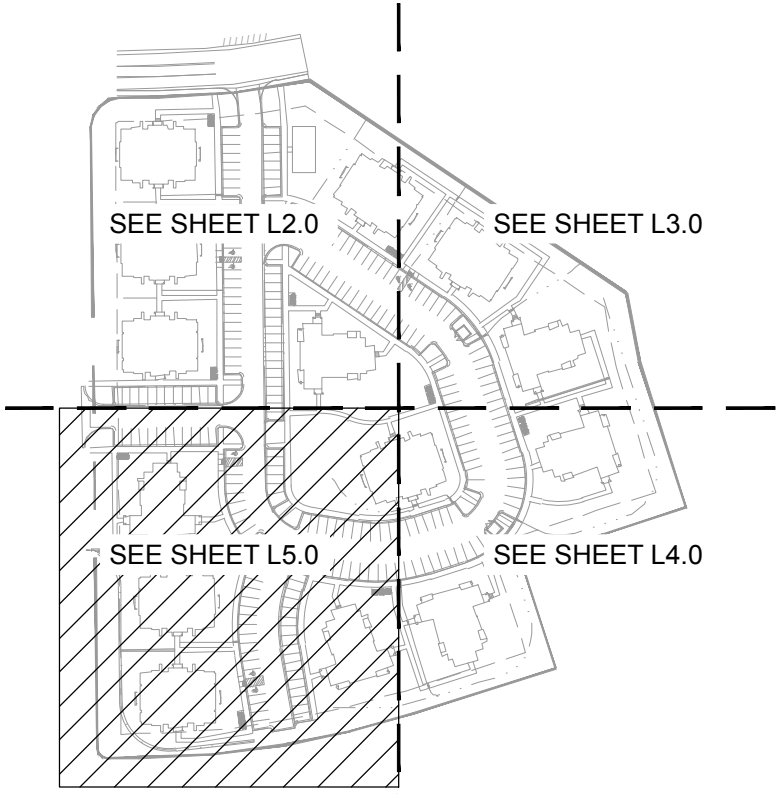
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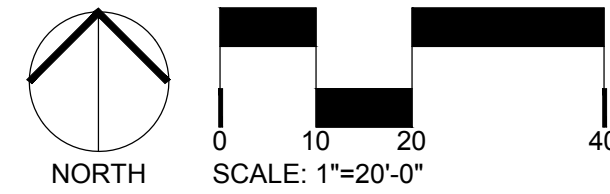
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CONCEPTUAL
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PROJECT No.:	R23-006
DRAWN BY:	AG
REVIEWED BY:	RL

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

VFLA

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:

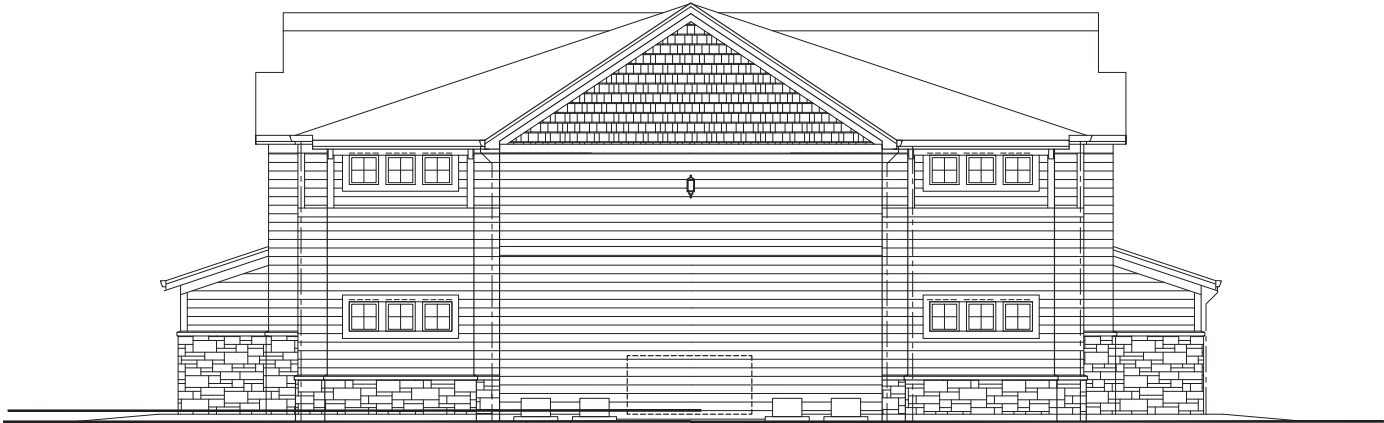
A3.1

10 of 12

CONCEPTUAL



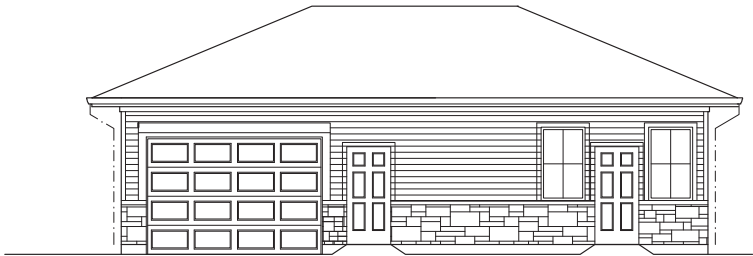
FRONT & REAR ELEVATION



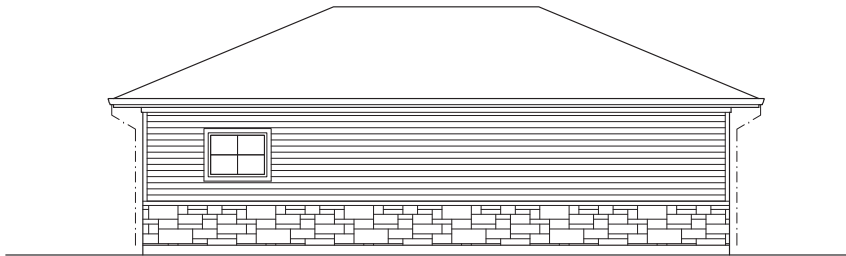
LEFT & RIGHT ELEVATION

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	
Title ELEVATIONS	
Sheet Number 12 of 12	

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

Parcel #095908321011, Section 8, Township 5 North, Range 66 West
Rezoning request = Mountain Vista West Apartments LLC.



FIGURE B.2

Nearest Hospital for Regular Treatment

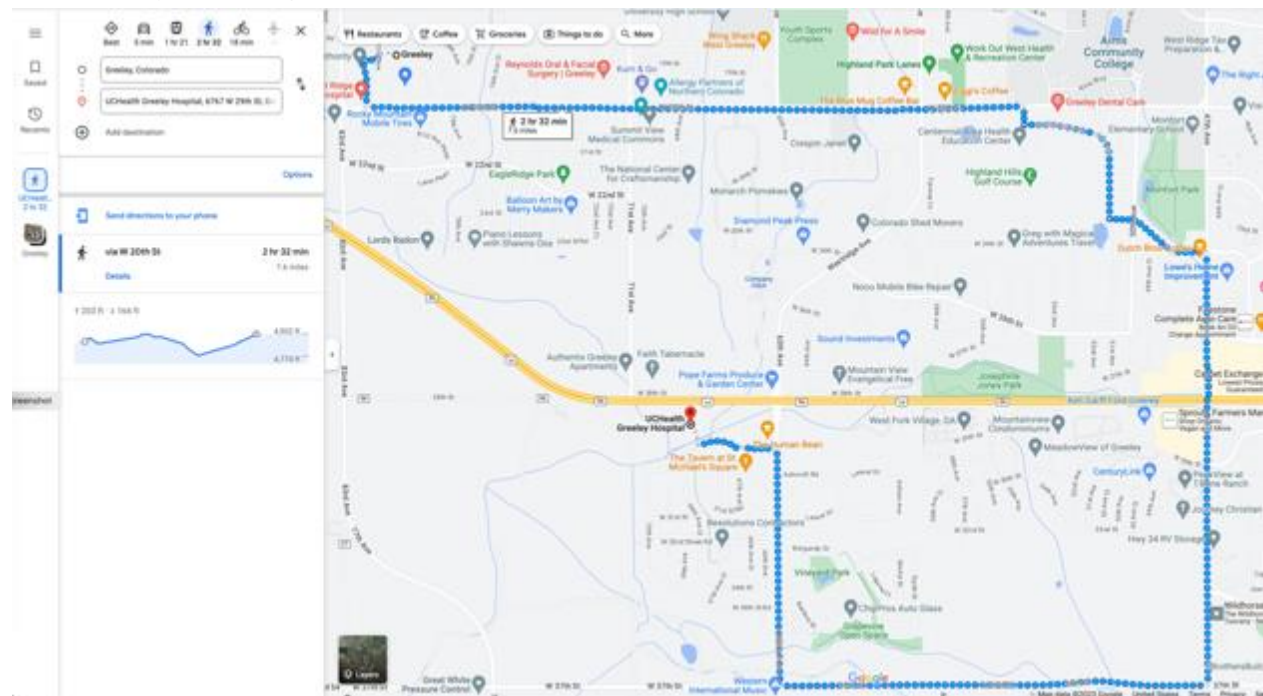


FIGURE B.3

Nearest Grocery Store

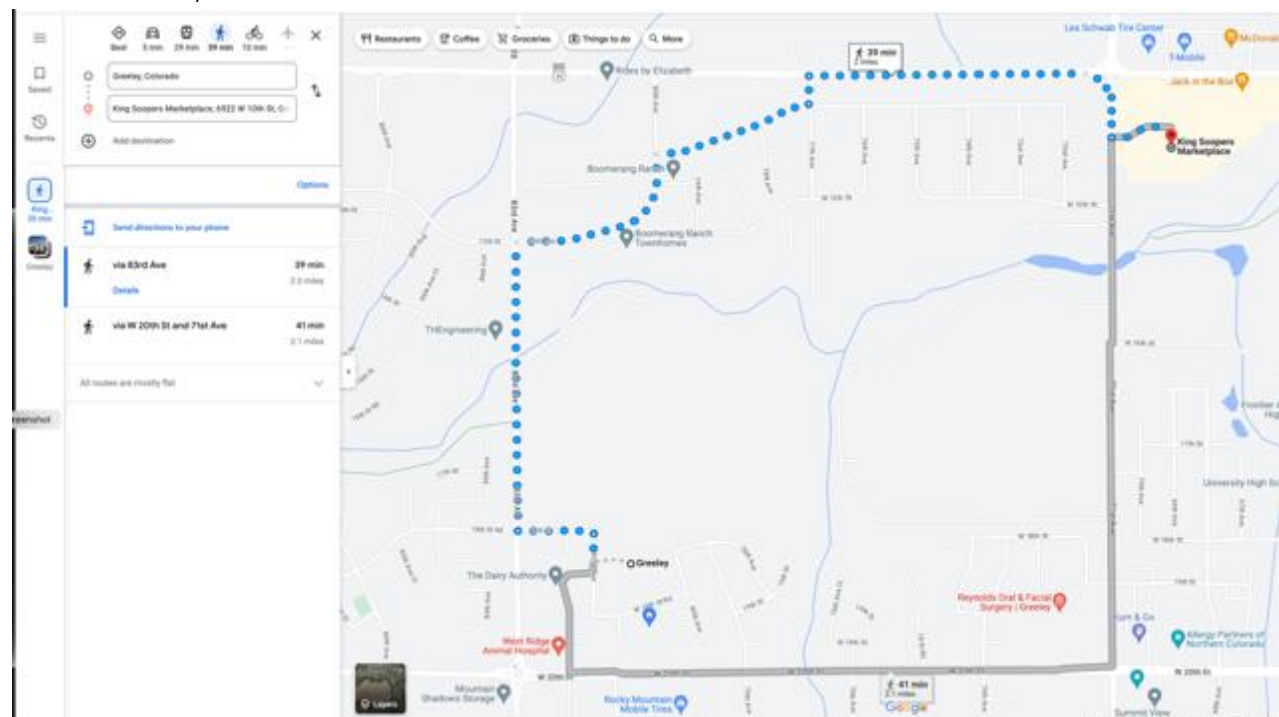


FIGURE B.4

Nearest Library

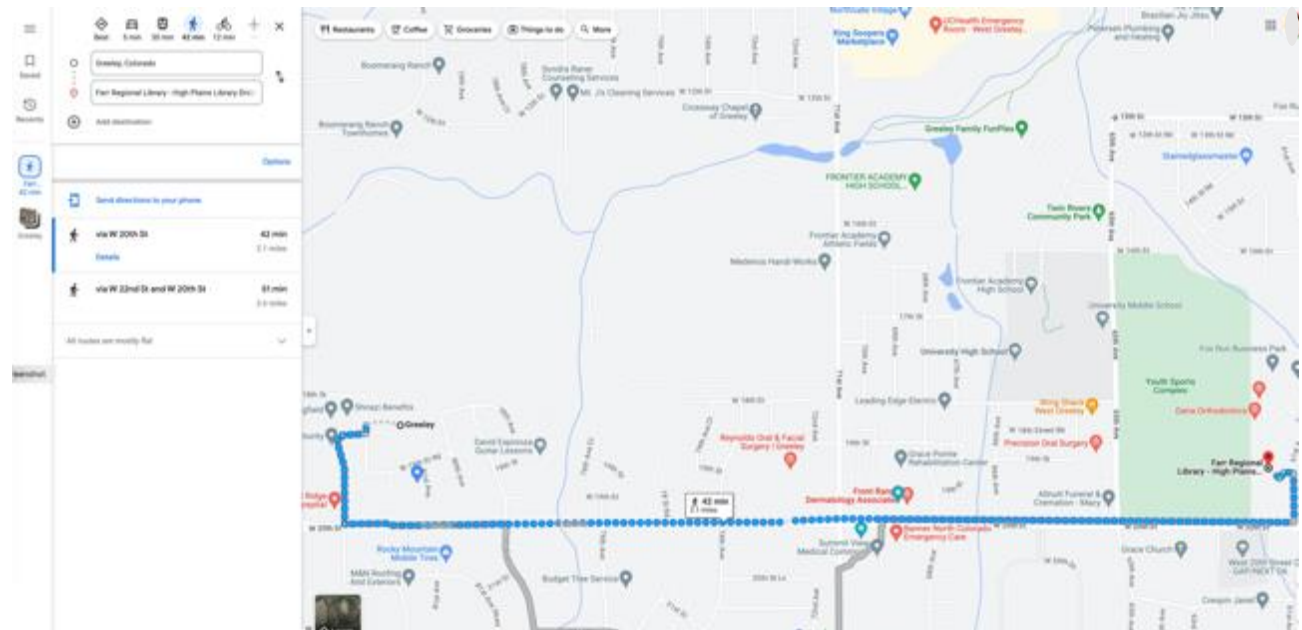


FIGURE B.5

Nearest Park that is NOT Funded by HOA/Renter Fees

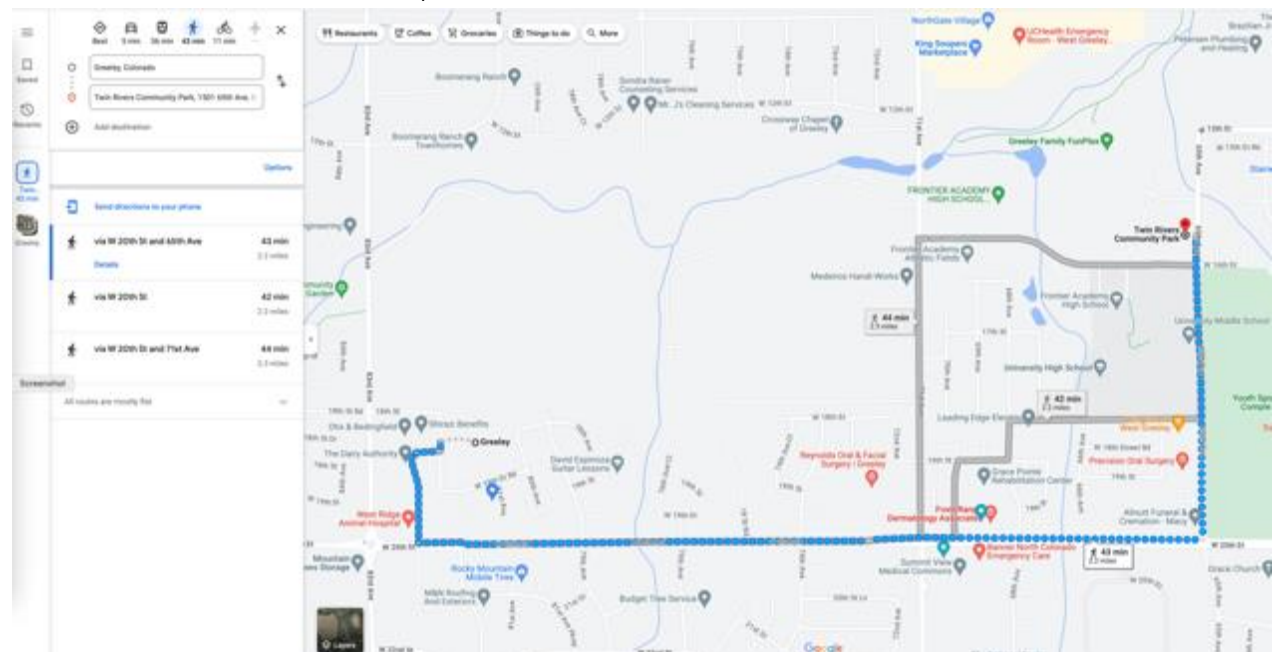
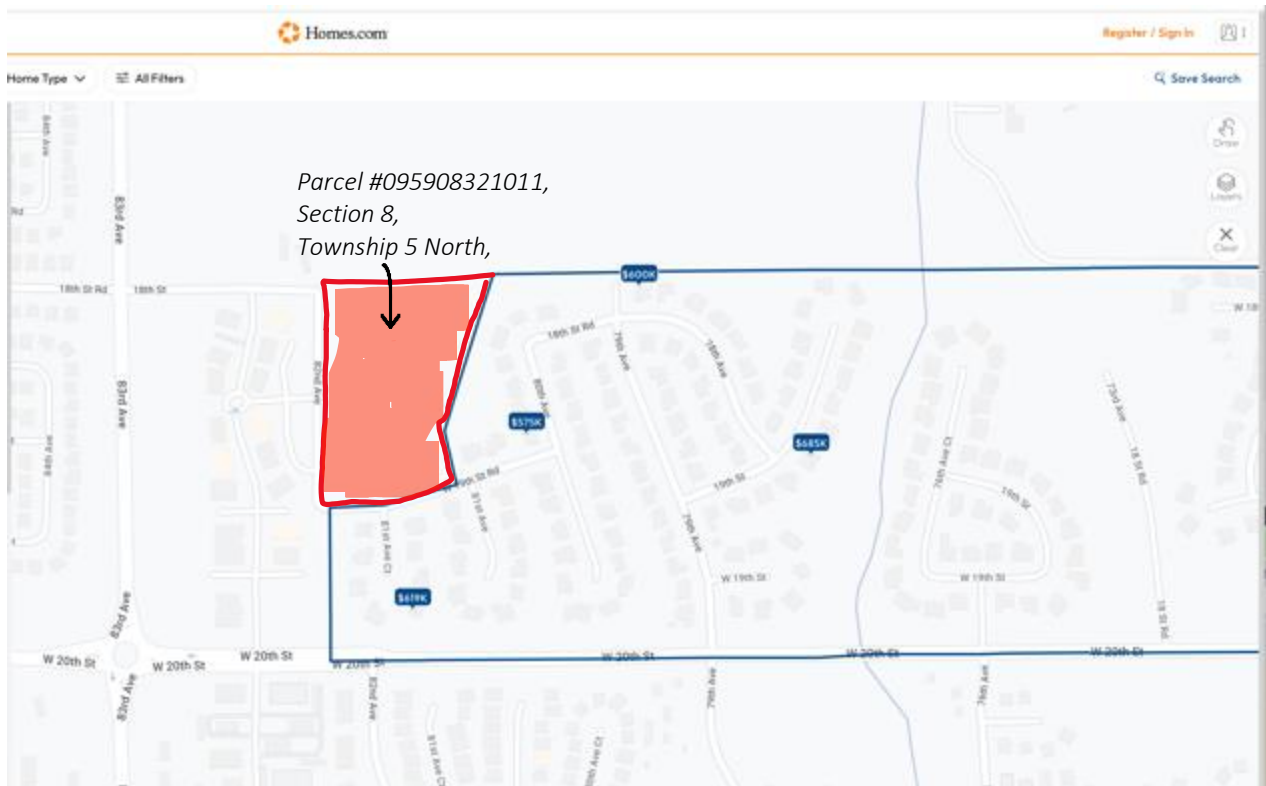


FIGURE C

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...”

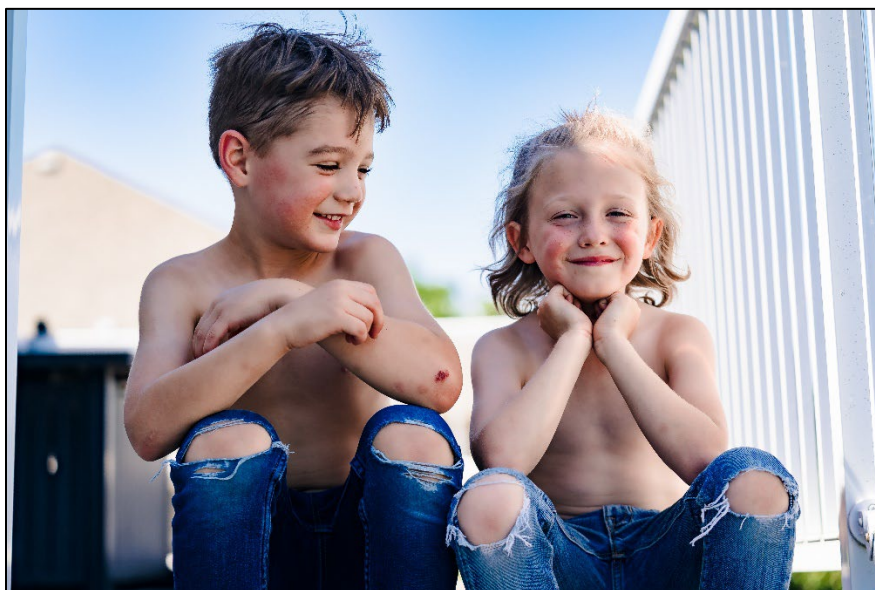
There are three Windsor School District bus stops on the exact streets for which traffic to the 100 units would be rerouted if the proposal is approved.

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

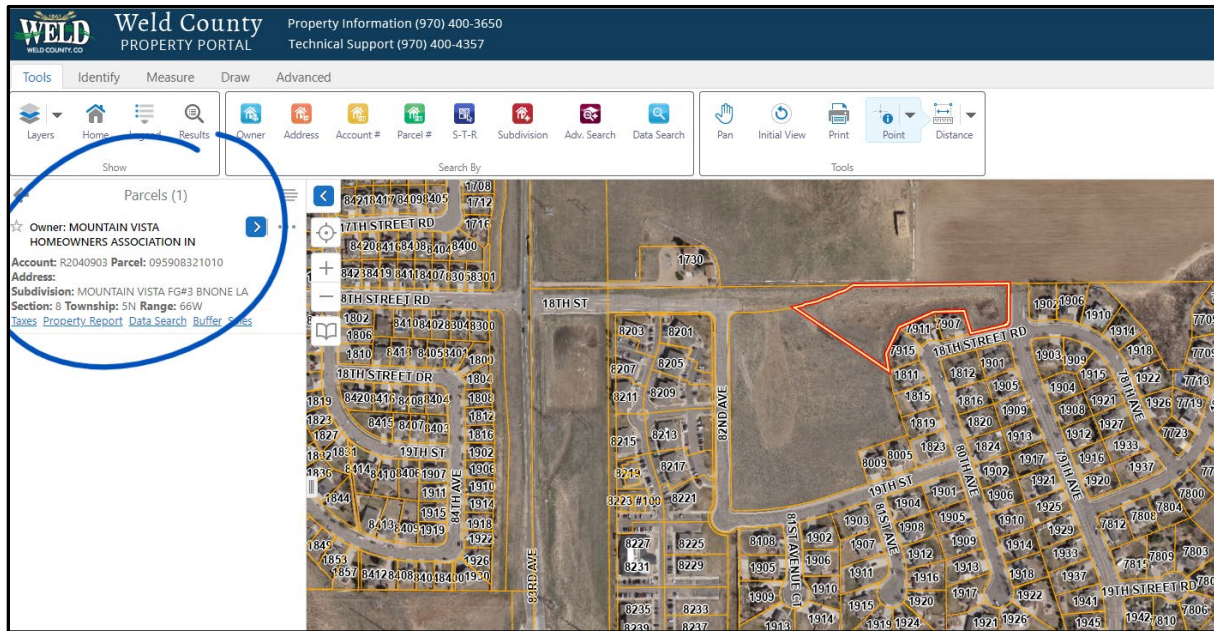
The Growth and City Form section of the IGCP begins by recognizing that Greeley's population growth has expanded (often westward) into a more dispersed population, away from many day-to-day services such as retail areas and parks. *IGCP* at p. 49. Since 2012, Greeley's growth has mostly included multi-family 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.



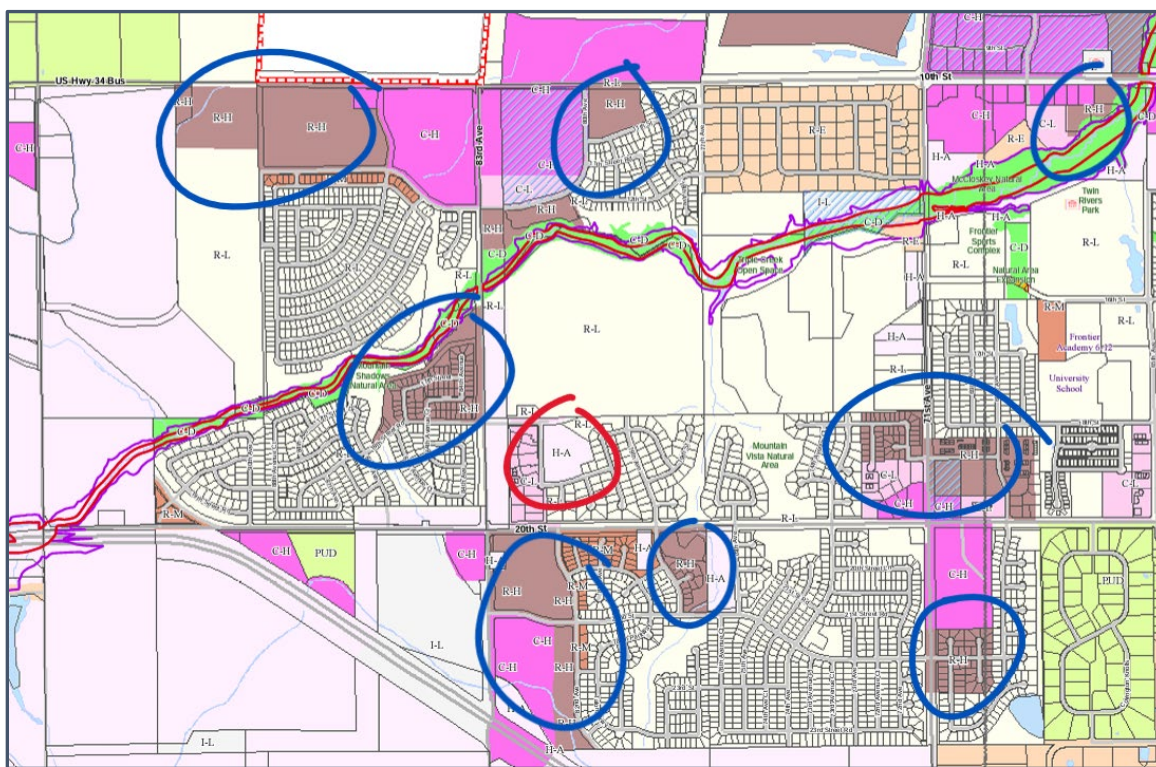
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Figure C

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.

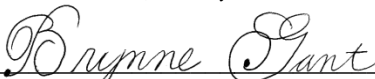
Several of the NE Objectives, such as NE-3.5, and the PR Objectives, such as PR-1.1, will be hampered by the proposal. We are already losing the character of the land we purchased. A rezoning to PUD/R-H will take what little we have left.

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 Islerman Blvd.	Mary E. Ryan 3/13/23
Rosamund Bergman	145 59 th Avenue	Rosamund Bergman 3-13-2023
Jeremy Oldham	1903 78 th Ave.	Jeremy Oldham 6/11/23
Jill Baldwin	1903 78th Ave	Jill Baldwin 6/11/23
Grant Cobb	1914 78th Ave.	Grant Cobb 6/11/23
Joyce Doreen	1922 78 th Ave	Joyce Doreen 6/11/23
Ken Sun	1922 78 th Ave	Ken Sun 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 Fien	7808 79 th	Rick Fien 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
Randa Englund	2005 81 st Ave Ct	Randa Englund 4/1/23
DAVID ENGLUND	2005 81 st Ave. ^{Greeley CO} 80634	David Englund
Patricia Vargas	2023 81st Ave Greeley	Patricia Vargas
Erin Joseph	2011 81st Ave Greeley	Erin Joseph
Jeanné Vincelaurito	2003 81st Ave Greeley CO	Jeanné Vincelaurito
Robert McIntire	2018 81 st Ave. Greeley	Robert McIntire
Reyna Barriso	8108 19th St Greeley	Reyna Barriso
Jesus Esquivel	8108 19th St Greeley	Jesus Esquivel
Mirna Camacho	8108 19th St Greeley	Mirna Camacho

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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
JENNINE HANWICK	" " "	Jennine 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 L. Kim	7803 19 th St Rd	Richard L. Kim
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 K Steele	1908 76 th Ave Ct	Nancy K Steele
Edwight Stolt	1908 76 th Ave Ct	Edwight Stolt
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

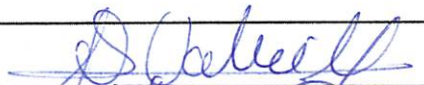
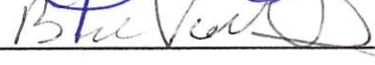
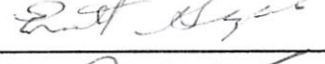
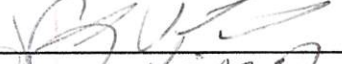
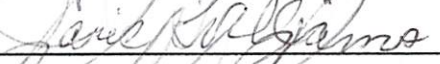
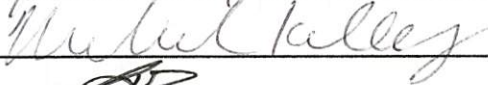
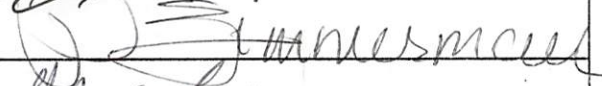
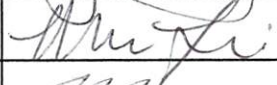
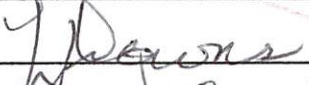
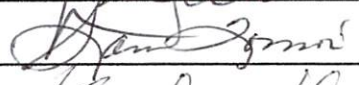
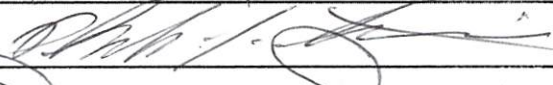
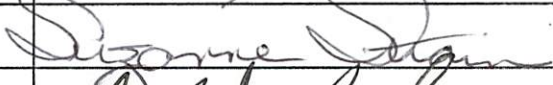
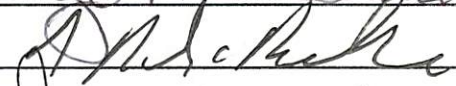
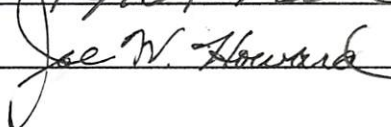
Open land east of 82nd Avenue between 18th and 19th Streets

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	
Viv 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 Acator	1913 81 st Ave CT	
Lisa Downs	1916 81 st Ave	
Sam Tomoi	1912 81 st Ave	
Kurt Keady	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 Temperand	7405 18 th St	Matt Temperand 6/10/23
Michelle Anderson	7405 18 th St	Michelle Anderson 6/10/23
Rick Berner	7401 18 th St	Rick Berner 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
Sherald Brink	1902 81st Ave	Sherald 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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Neighbor Comments

Statement of Opposition for October 3, 2023 Rezoning Request

Via Email Only

Mayor Gates

Greeley City Council

cityclerk@greeleygov.com

Name:

Jeannine Harding

Address:

1819 80th Ave
Greeley, CO 80634

Date:

9/29/23

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:

Traffic on 83rd is a logistic nightmare. We don't need traffic
in the subdivision because of pets + young children. The noise
the project will cause is intolerable. We asked for ownership
properties not rentable properties. There is a flood issue with
homes on south Ave. W side of street. There will be a natural disruption
of wildlife moving into yards + neighborhoods. Custom homes will
lose value. Crime + drugs will make its way here. Police Dept
is 40% unmanned. Property crimes. We elected the windy part.
"We the people, the majority" should be your consideration not
the money hungry super builders.

Thank you for your attention to this matter.

Sincerely,

Jeannine Harding



Statement of Opposition...



Statement of Opposition for October 3, 2023 Rezoning Request

Via Email Only

Mayor Gates
Greeley City Council
cityclerk@greeleygov.com

Name: Kandy Wolf
Address: 1929 79th Ave
Greeley, Colo 80634
Date: 9/28/2023
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:

Traffic study was done stating this would be closed to 83rd so people would go out on 83rd. Once traffic has backed up 3 to 4 deep these 200+ cars will come down 79th which will impact the neighborhood, our safety & the safety of our children & grandchildren

The 2 culverts have supposedly been plugged & registered with the state as such. What guarantee do we have. I can guarantee the well was plugged at Firestone as well & look what happened there. A person died & we don't want that to happen here.

The Planning Comm. denied this re-Zone application 4/6/23 on 9/12/2023 as they saw it wasn't a good fit & did not meet the requirements of the re-Zone!!

I respectfully ask that you all do the same as these are our families homes & are not a good fit.

Thank you for your attention to this matter.

Sincerely,

Kandy Wolf

Statement of Opposition for October 3, 2023 Rezoning Request

Via Email Only

Mayor Gates
Greeley City Council
cityclerk@greeleygov.com

Name: Earl P Miller _____

Address: 7429 W 18th St. _____

Greeley, CO 80634 _____

Date: 09/22/23 _____

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:

This is a textbook classic example of spot zoning. Developer Larry Buckendorff stated at the planning commissioners meeting that “This is not spot zoning.” “It’s transitional zoning from Low Density single family to high Ahh Medium density to commercial.” The entire Mountain Vista property including commercial from 71st Ave to 83rd Ave is all Low-density zoned properties. One of the commissioners asked, “Is there a reason the applicant didn’t choose High Density instead of PUD” The developers answer, “The reason for PUD is because it is 6 plexes and 8 plexes.” It’s so obvious that the developers are misusing the PUD to do a work around to push this project through.

It’s also obvious that the small patio homes 60’X100’ lots northeast of Mountain Vista are the proper way they should develop this property to help support the “missing middle.” Please vote against this PUD.

Thank you for your attention to this matter.

Sincerely, Earl P Miller

Greeley City Council Members,

This email is in response to the proposed rezoning for PUD2022-0008 By Crow Creek Construction, LLC.

There are several issues that I believe have been missed or not properly looked at.

1st --- A PUD is supposed to be used for a complex project or issue – not a simple one as this project is very simple and straightforward. How is a PUD appropriate other than to push it through easier as a one-time exception? I do not believe that is the correct use.

2nd --- Traffic handling Capacity - Because the city refuses to put any speed bumps on 79th Ave. We and several other home owners have had to call the City Traffic Department several times since 2020. We have cars – from OWNERS in the subdivision – that speed because of the long 2 block stretch to get out of the subdivision on 79th avenue. Living on 79th Ave – midway – I have seen close calls with pets and once with a child and a car crash into a parked car from speed right next to our house. There are children and pets on this main street and the whole subdivision. The city came out and studied the situation and said there was an issue so several times they put up portable radar signs that flash the oncoming vehicles speed.

This area – infrastructure is not designed to handle the proposed increase in traffic. In the current proposal of 74 units that would add about 150 vehicles to the current streets. 83rd Ave is not designed or currently sized to handle this extra amount of traffic.

In the morning rush hour traffic already backs up at 10th street and 83rd stop light because of all recent and current development. When you add another 150 vehicles going to work the back-ups will be even longer. This will force more traffic through the small subdivision streets so they can get to 20th street which can handle the traffic flow. There are already vehicles that cut through the subdivision to get to 20th street. This will put a huge increase of traffic in the subdivision which will be a safety issue.

If you just glance at the map of the subdivision you can see the small, short path with several 90 degree turns until they get to the straight shot on 79th which they will increase speed a lot to get to 20th street. That is not speculation! It is a fact! This subdivision dealt with it when the city put in the roundabout on 20th street and 83rd avenue and we still deal with it but to a

lesser degree. The city police have been called multiple times when the roundabout on 83rd and 20th street was being built.

***** A glaring issue referencing the current inadequate infrastructure on the East side of 83rd Ave --- 18th street from 82nd avenue is wider at 61 feet wide than 83rd avenue is at 26 feet wide – and 83rd is the main traffic route that has to carry all traffic! 18th Street into the subdivision on the West side of 83rd avenue is wider at 50 feet wide.

***** Both older subdivisions on either side of 83rd Ave and the new subdivisions – all the streets are wider from curb to curb than 83rd avenue.

***** Look at the street width requirements for subdivisions --- I personally measured all of these on 10/15/23.

Subdivisions:

- A. Main Routes are 50 feet wide. Like 79th Ave and 18th street West of 3rd Ave.
- B. Side streets – not main routes are 34 feet wide. – These handle very little traffic.

***** 83rd Avenue –

- A. White line to white line for traffic is 26 feet wide!!! -- narrower than any subdivision street is allowed to be!!!
- B. White line to white line - for a turning lane 34 feet – that allows the one lane of traffic to flow as long as there is not more than 2 vehicles trying to turn!

***** 83rd avenue as it is currently would not be allowed for the smallest least traveled road in a subdivision yet the rezoning request is to add even more traffic volume to an obviously inadequate infrastructure main road.

3rd --- Diminished Property Value – Home owners bought in this subdivision for a quite safe and peaceful place to live. Many homeowners have their life savings invested in their forever home. Changing the zoning to allow this density of large rental buildings will decrease the value of their home.

Any developer can build this design and density in many areas in a close proximity where it will not decrease other homeowners value. Where road development and infrastructure is suitable to handle the traffic flow and keep everyone including children and pets safe.

In summary: I do not believe this rezoning should be allowed for the following reasons at a minimum.

- The streets and roads as they currently stand are inadequate for infrastructure for this proposed project. As 83rd avenue currently stands – as the main artery for traffic flow - is not even adequate in size for the smallest size, least traveled road in a subdivision.
- The inadequate roads will force more vehicles through the heart of the subdivision and increase safety issues for children and pets from speed and volume of vehicles as well as it will increase the noise in an otherwise quiet subdivision.
- Reduced property values for many homeowners who have their life savings invested in their forever home. This is just one of many projects for this developer and they want this density and design to maximize and reach their profit goals for the company. While it is one of many projects for them – It is EVERYTHING – the ONLY thing for the individual homeowners. Don't penalize the home owners for convenience and profit for any developer!
- Don't just look at numbers – please go out on site and do due-diligence - see the traffic congestion issues already present on 83rd avenue from 18th street to 10th street in the morning traffic rush. Also please look at the inadequacy of the current infrastructure and design and then add another 150 vehicles to that.
- The enclosed attachments are photos and documentation.

Thank you for listening and consideration.
Bill Younk
1917 79th Ave
Greeley, CO





26' - No Shoulder →





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.

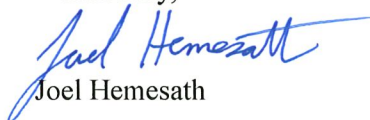
Summary

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 17, 2023

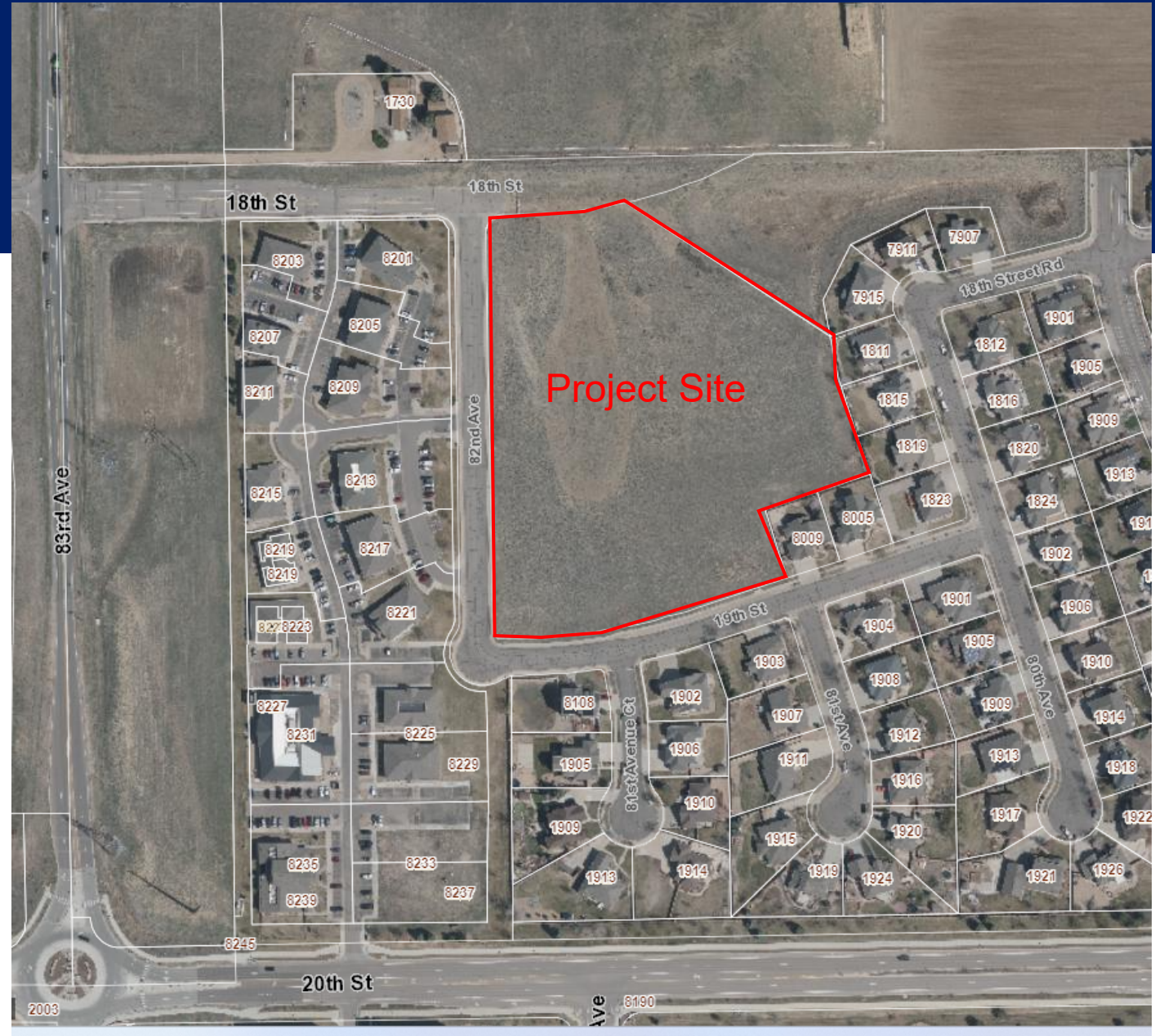
Request & Site Background



- 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)

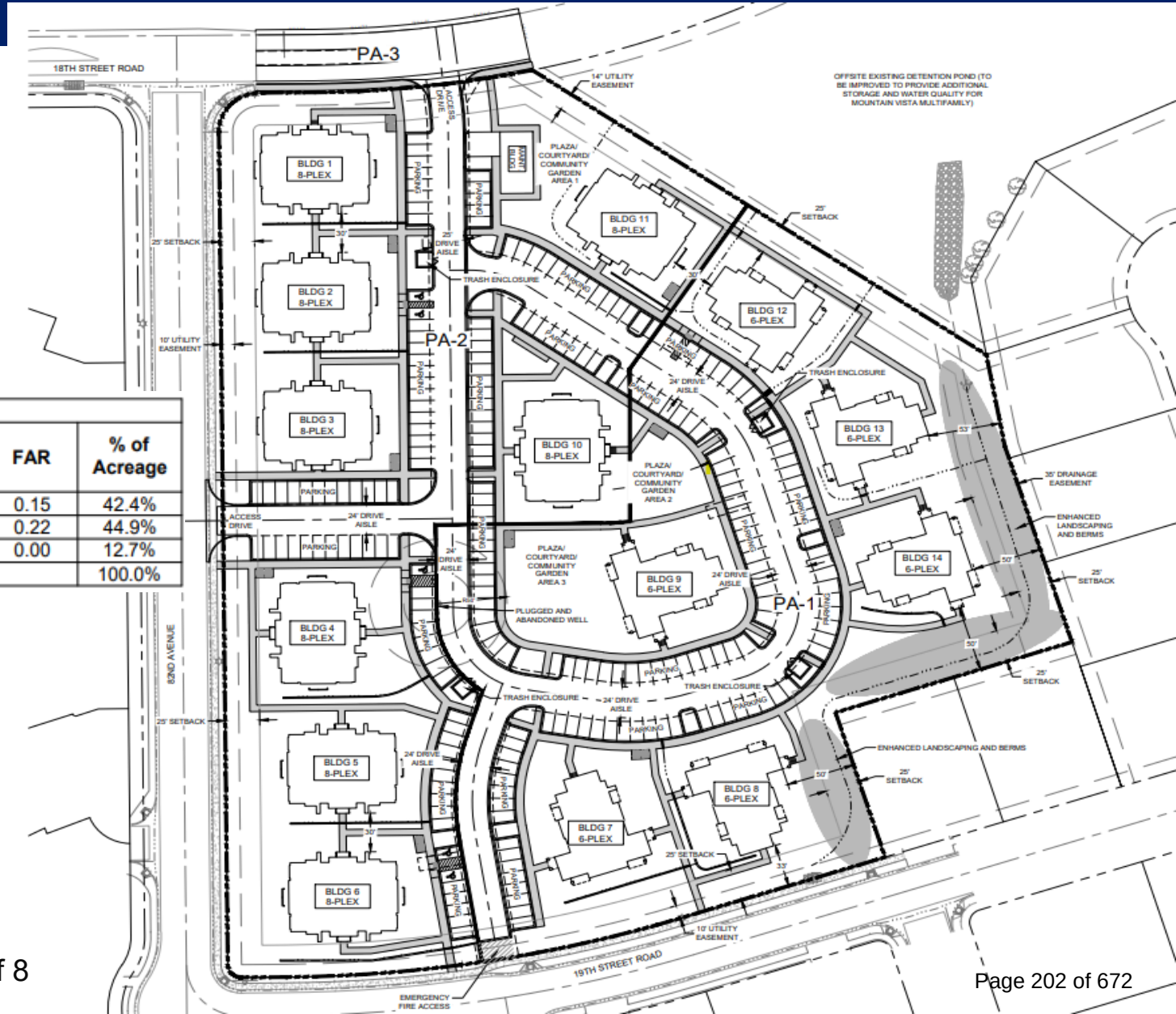
Location

- 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, Original Design

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%



Mountain Vista PUD, Amended Design



Mountain Vista PUD, Amended Design



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
- **Sign postings updated and 350 additional notice letters sent to notify of continued hearing**

Recommendation

- Planning Commission
Recommends Denial (5-0)
 - *Denial based on original submittal*
 - Neighborhood compatibility
 - Traffic impacts
 - Lack of “missing middle” housing options

Council Options



- Remand revised application to Planning Commission for review and recommendation
- Approve subject to staff review
- Deny the revised application



**Don
Threewitt,** AICP

[Don.Threewitt@greeley
gov.com](mailto:Don.Threewitt@greeley.gov)

970-350-9802

Thank you





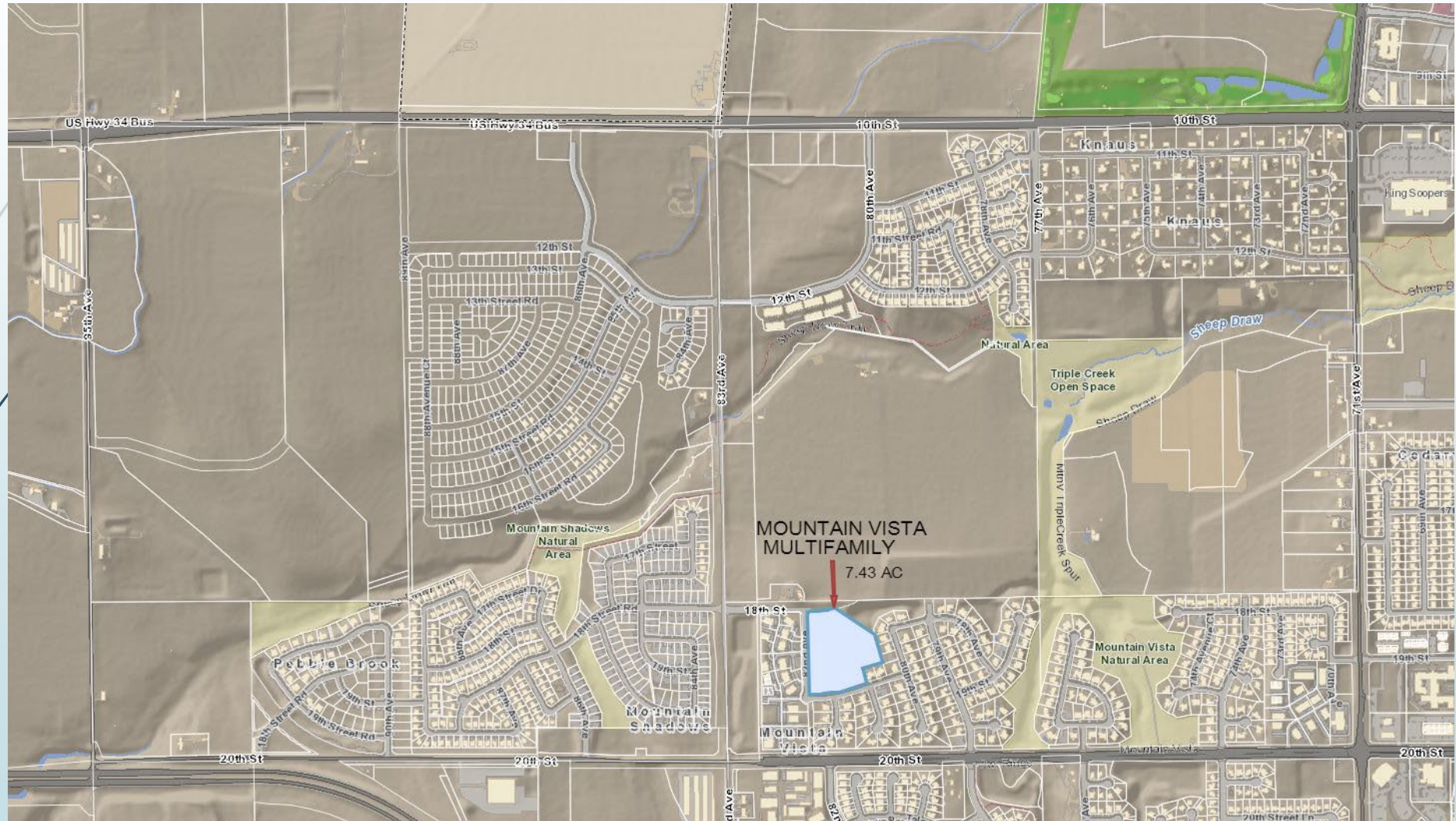
Mountain Vista Multifamily

Planned Unit Development

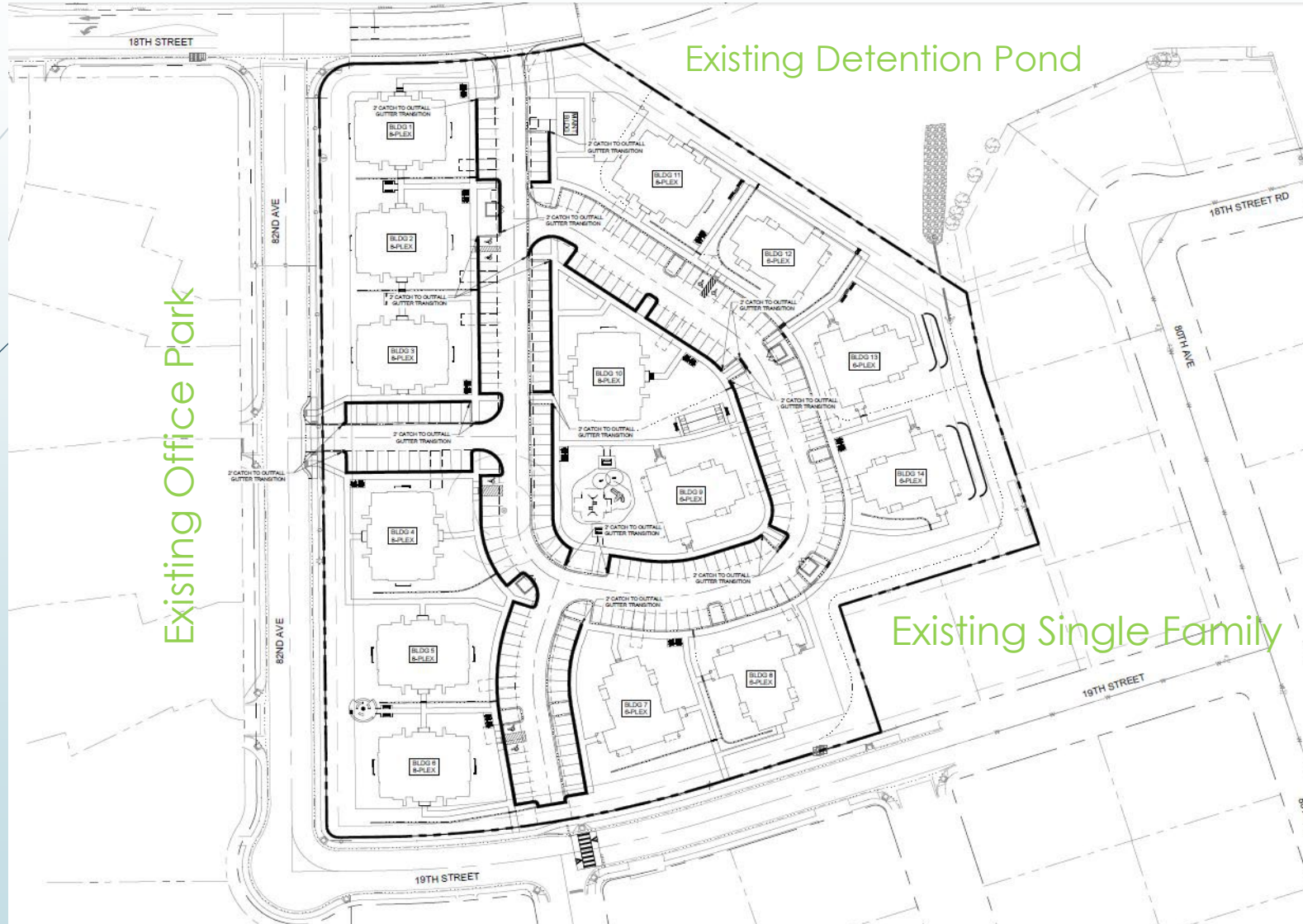
City Council - October 17, 2023

Slide 2 of 15

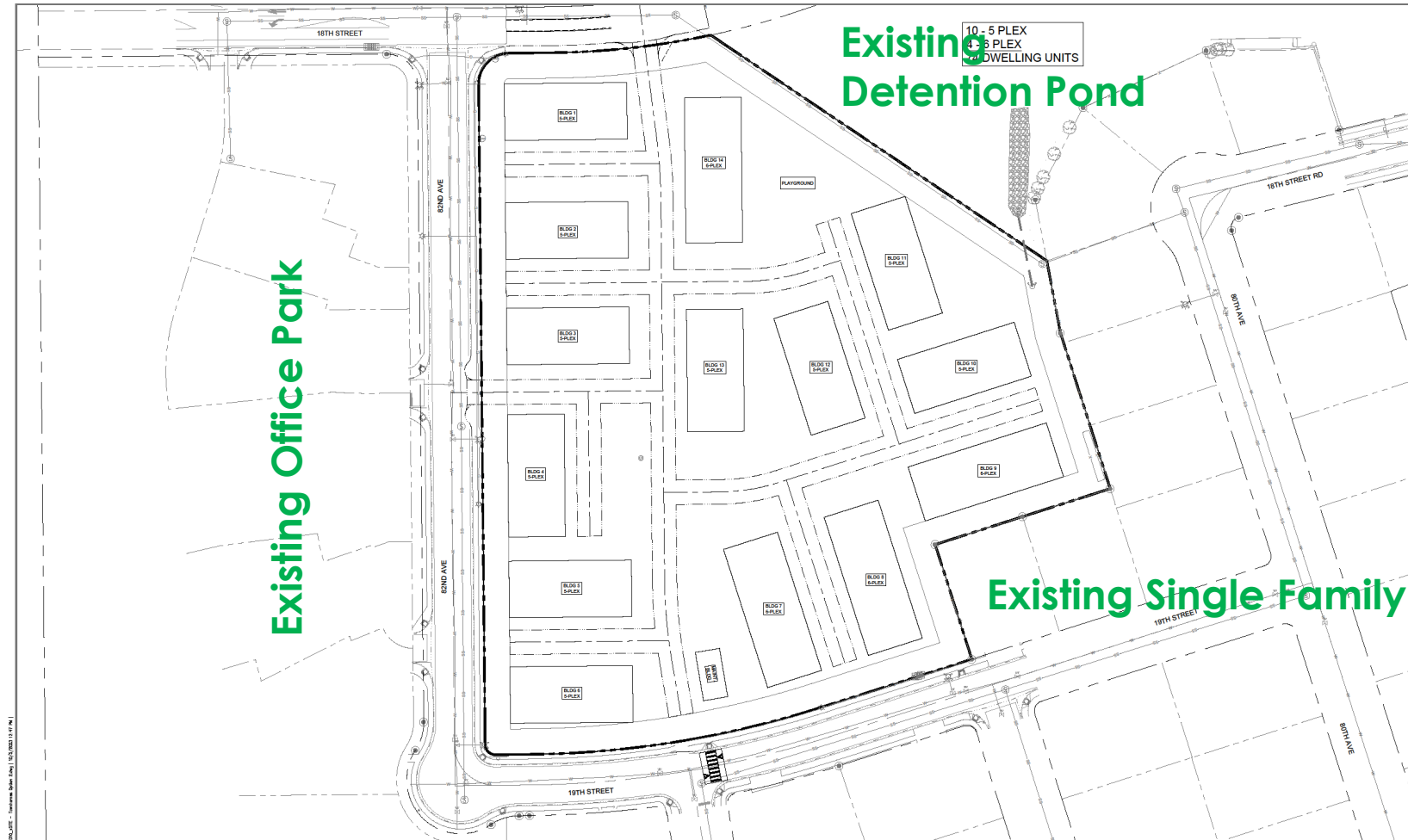
Project Vicinity



Former Site Plan



Revised Site Plan





Site Statistics

- 7.43 ac site
- 100 Units reduced to 74 units (26% reduction)
- 14 Buildings: Four 6-Plexes; Ten 5-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



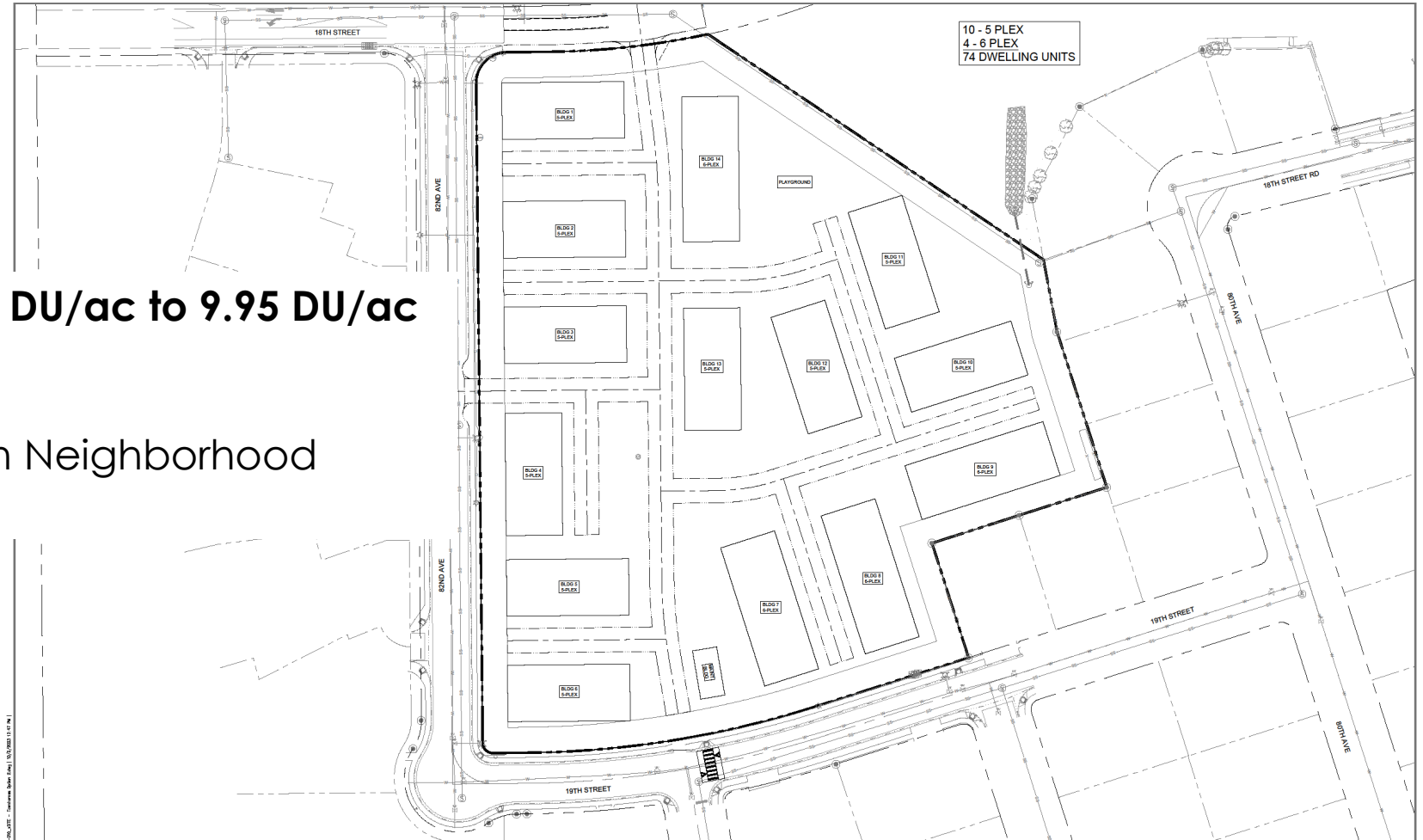
Utility & Streets Connections

- 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

Site Density

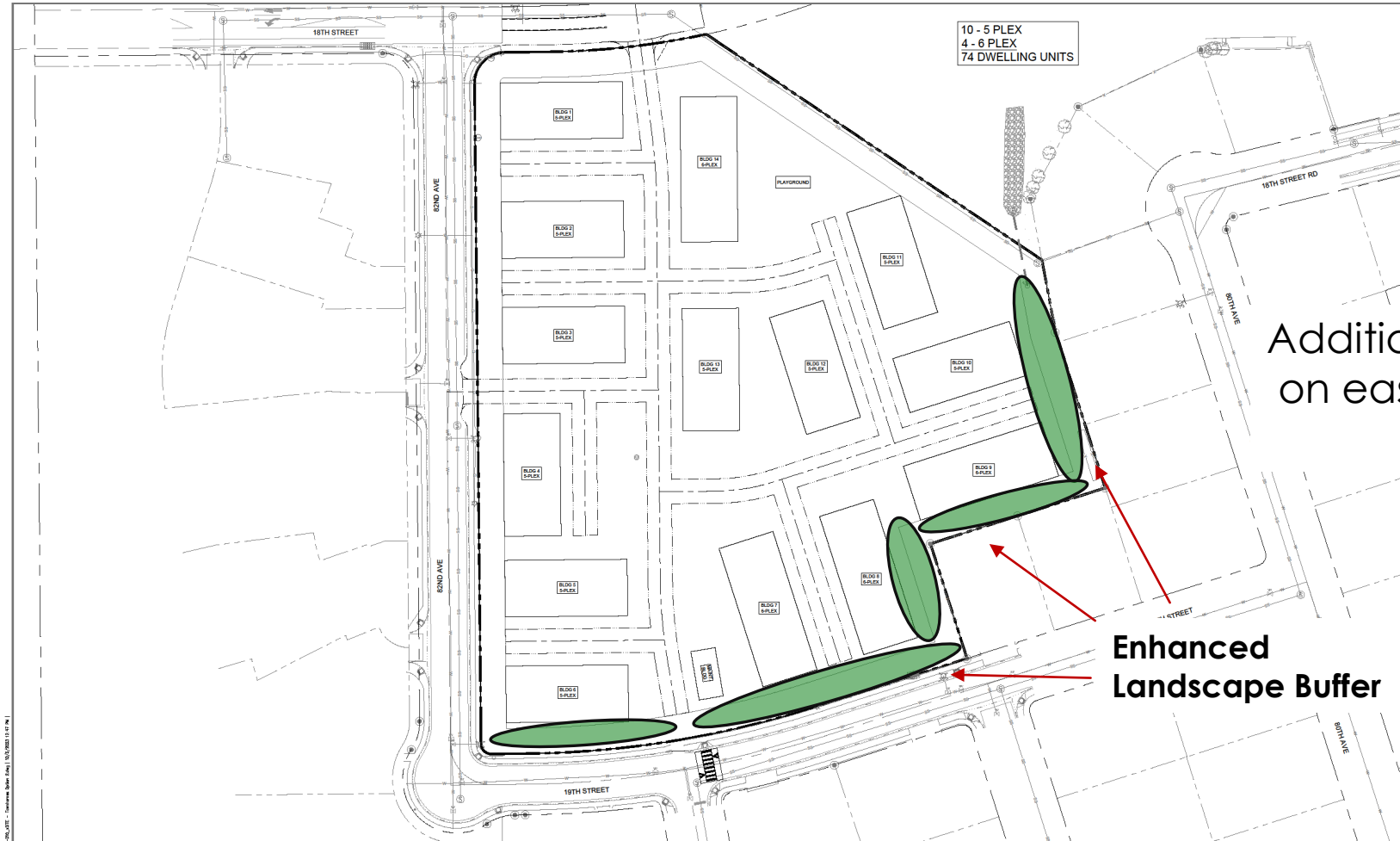
Total Site Density from 11.75 DU/ac to 9.95 DU/ac

Meets Comp Plan Suburban Neighborhood density of under 10 DU/ac



MOUNTAIN VISTA MULTIFAMILY
TOWNHOME CONCEPT OPTION
GREELEY, CO

Site Landscaping



Additional Trees & Evergreens
on east and south boundary

Enhanced
Landscape Buffer



MOUNTAIN VISTA MULTIFAMILY
TOWNHOME CONCEPT OPTION
GREELEY, CO

October 9, 2023

Slide 8 of 15

Townhomes (6 Plex)



Townhomes & Single Family Home Compatibility



Site Amenities

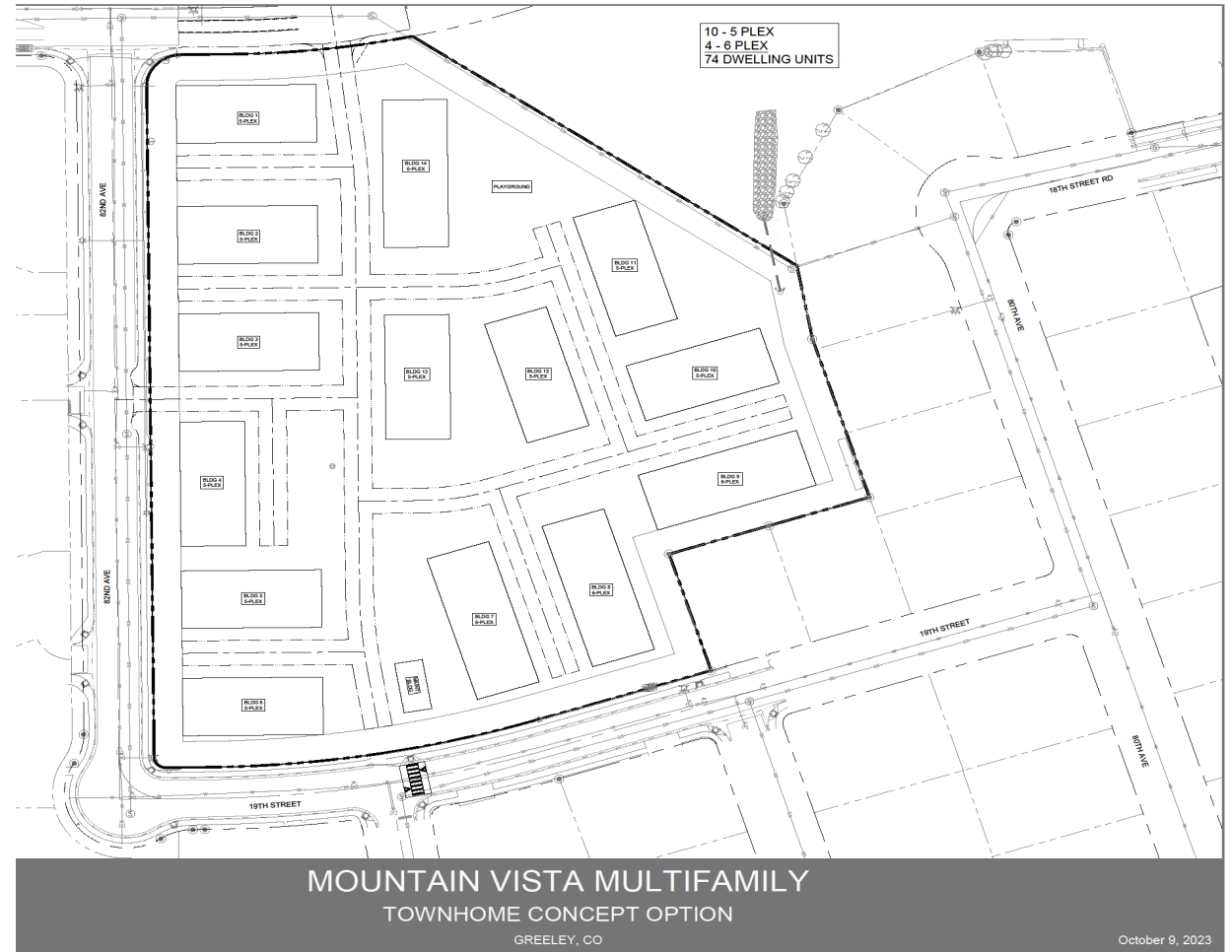
Amenities will include:

- Playground
- Dog Park
- Fire Pit
- Benches
- Picnic Tables
- Grills
- Corn hole



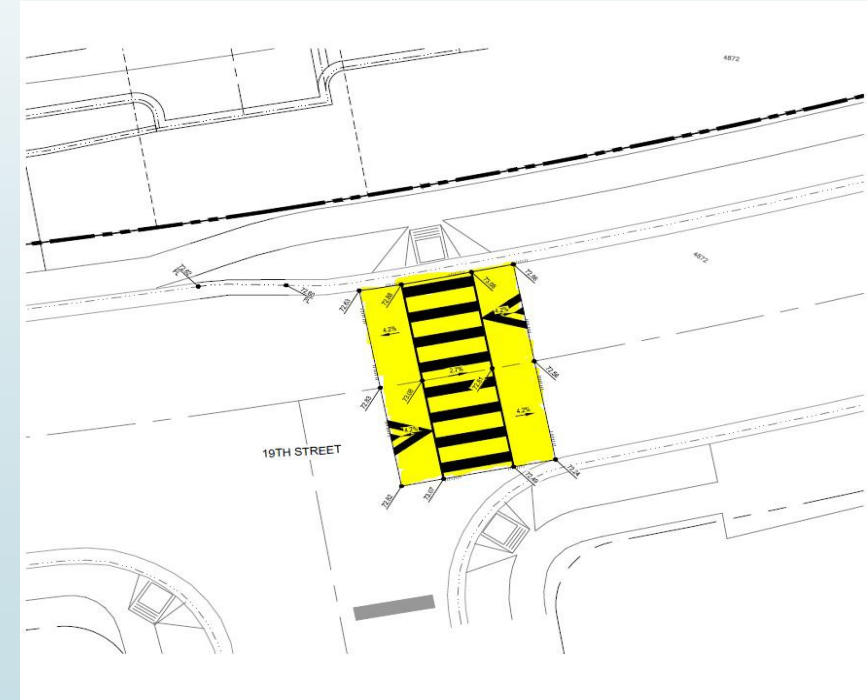
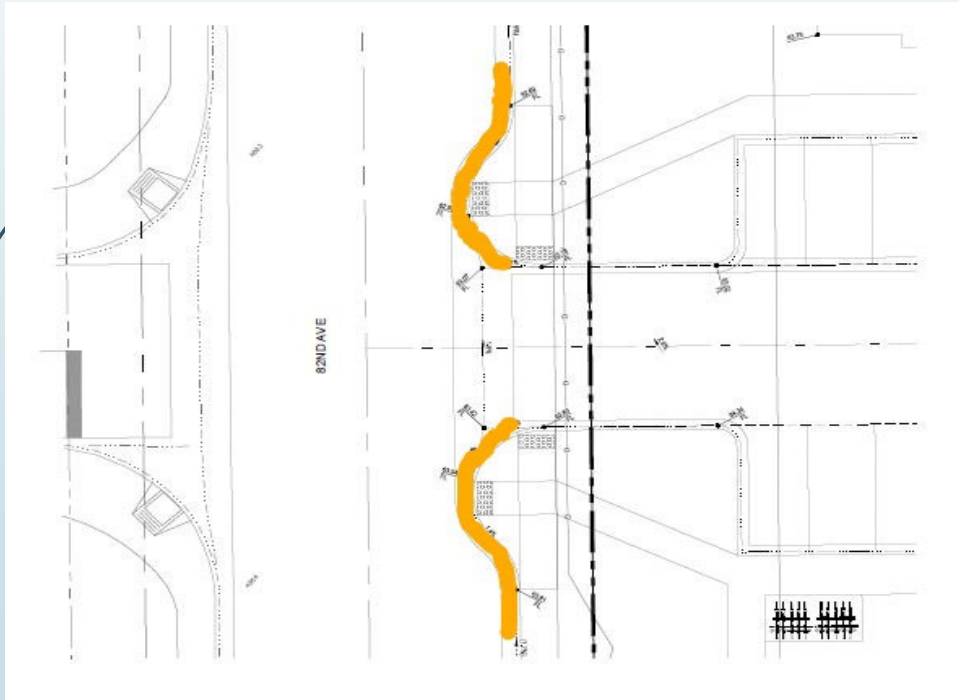
Parking

- 148 spaces required for tenants
- 15 guest parking required
- Total spaces required **163**
- Spaces provided **296** onsite
 - 133 Spaces above requirement
 - Previous plan had 228 spaces
- No parking allowed west side 82nd Ave
- Parking allowed on east side of 82nd Ave



Traffic Calming

- Adding bump out on 82nd Ave
- 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.



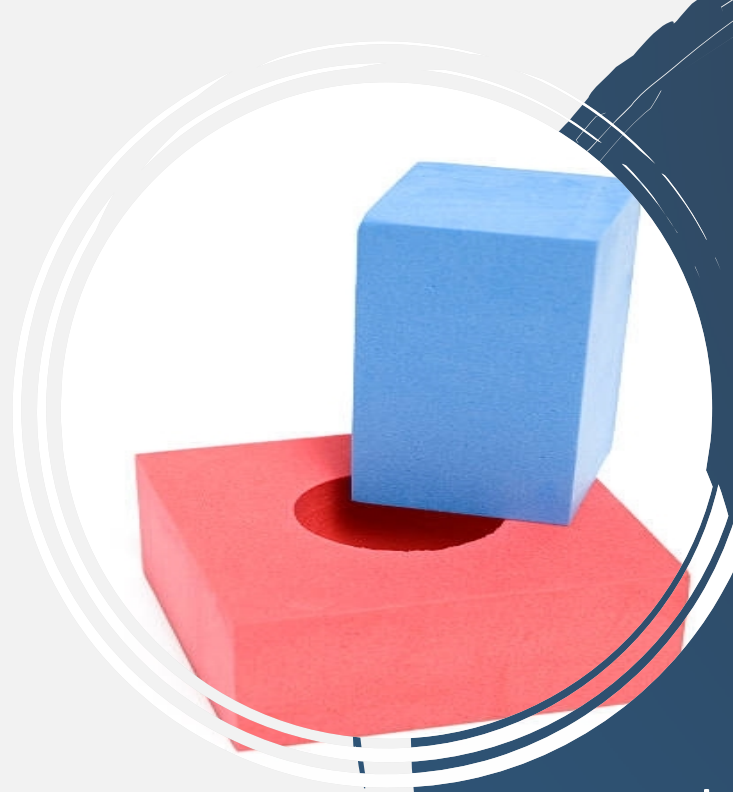
Thank You





MOUNTAIN VISTA REZONE

REQUEST FOR DENIAL OR
CONDITIONAL APPROVAL WITH
MODIFICATIONS



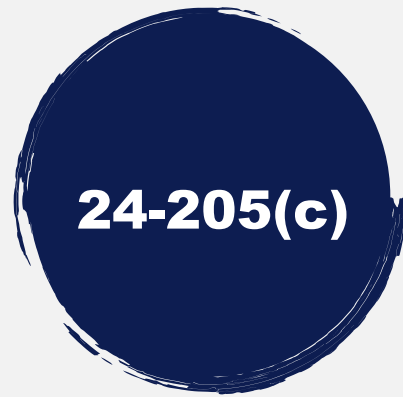
Square Peg, Round Hold

- 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.

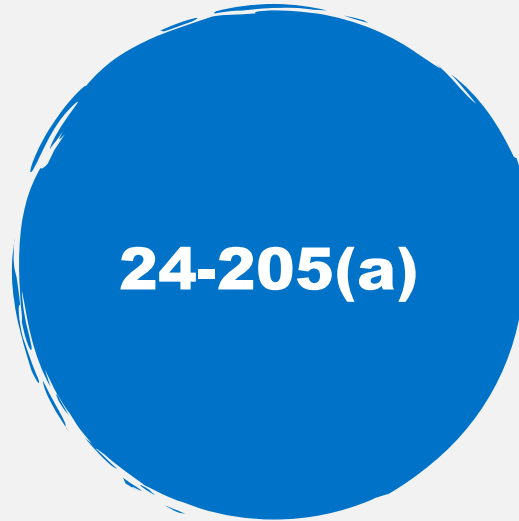
PUD Application Review Standards

Must meet **BOTH** PUD: §24-205 & REZONING: §24-204



PUD Applications

Must reflect **greater** consistency with IGCP than general zoning



PUD Applications

Are a type of rezoning and must follow rezoning process



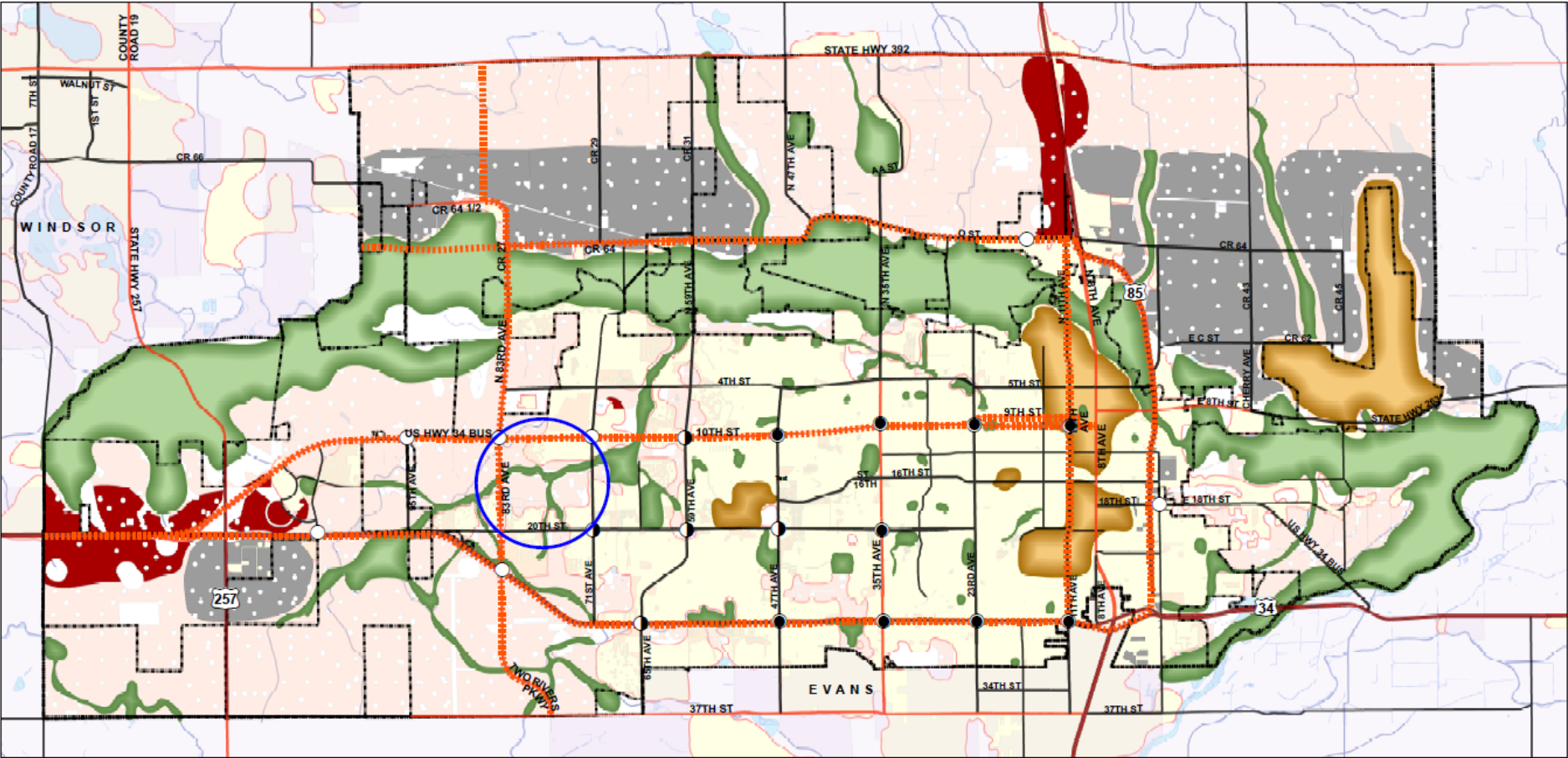
Rezoning

Several review criteria are not met by the current proposal

The Rezoning Review Criteria

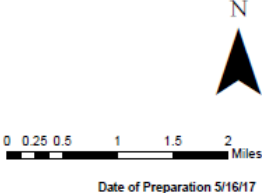
	§24-204(b)	
1	Fit goals and objectives of IGCP – has to start with its purpose here and enhance, not just comply	X
2	Fulfill intent of zoning district, considering relationship to surrounding areas	X
3	Changes in the area warrant development	✓
4	Existing zoning is inappropriate given lack of development 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

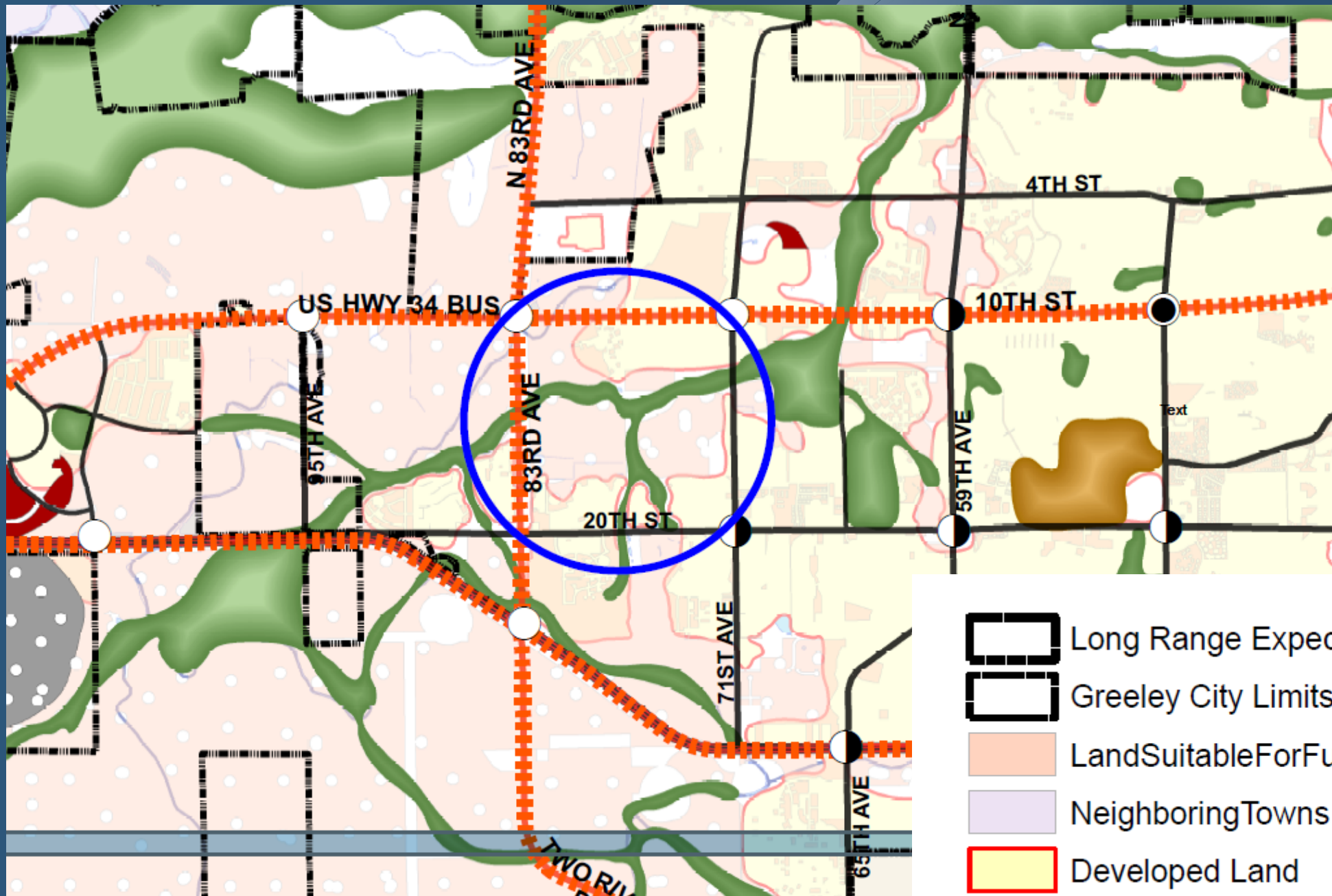
LAND USE AREAS FROM THE 2060 PLAN AVAILABLE FOR FUTURE GROWTH

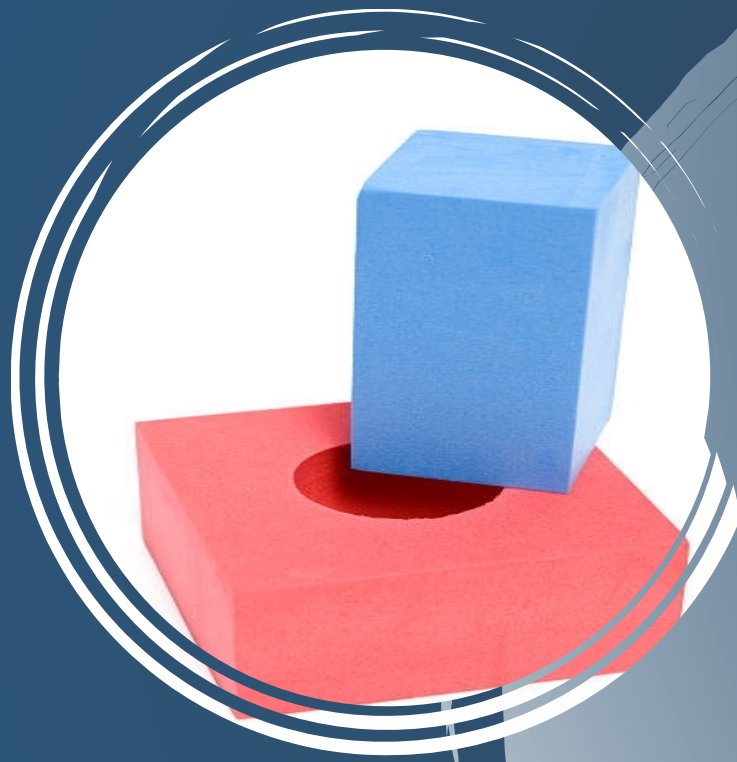


Legend

- 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





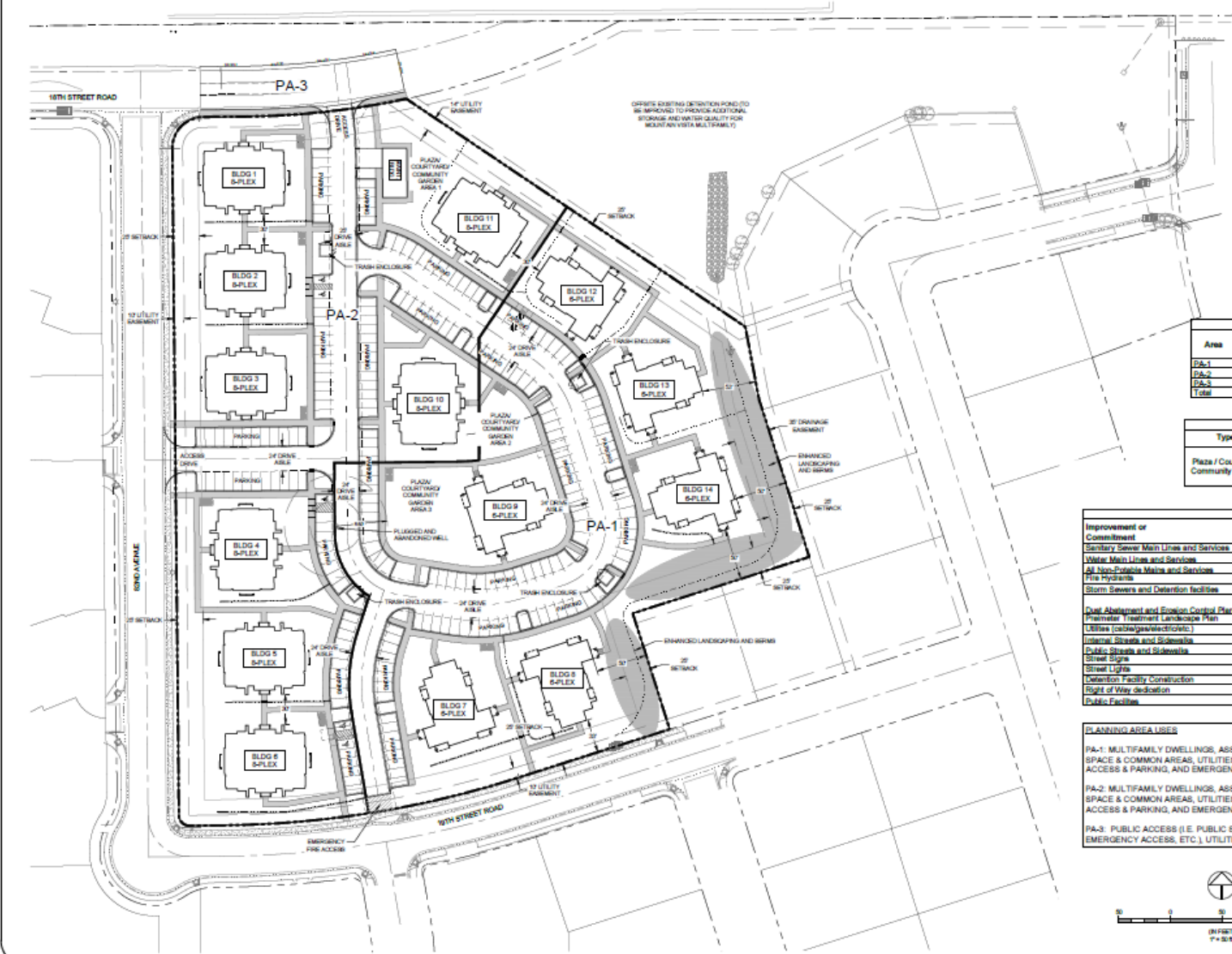


**WHAT IS BEING
PROPOSED?**

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
- EASEMENT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED CONCRETE CROSS PAV (TYP)
- PROPOSED BICYCLE RACK
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- ENHANCED LANDSCAPING AREA

- NOTES:**
- PROJECT WILL BE CONSTRUCTED AS ONE OVERALL PHASE.
 - LANDSCAPING WILL BE PER CITY OF GREELEY LANDSCAPE STANDARDS AND CITY OF GREELEY DEVELOPMENT CODE.
 - SITE PLAN IS CONCEPTUAL AND DOES NOT REFLECT AN APPROVED SITE PLAN.
 - 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
Piazza / Courtyard / Community Garden	1K - 5K & 1	At least 75% of the site to be used for this purpose

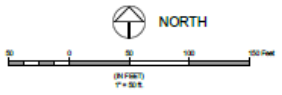
Improvement or	Plan Preparation /
Consolidation	Approval
Sewer Main Lines and Services	Prior to Building 1
Water Main Lines and Services	Prior to Building 1
All Non-Potable Mains and Services	Prior to Building 1
The Hydrants	Prior to Building 1
Storm Sewers and Detention Facilities	Prior to Building 1
Drainage and Erosion Control Plan	Prior to Building 1
Final Treatment Landscaping 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

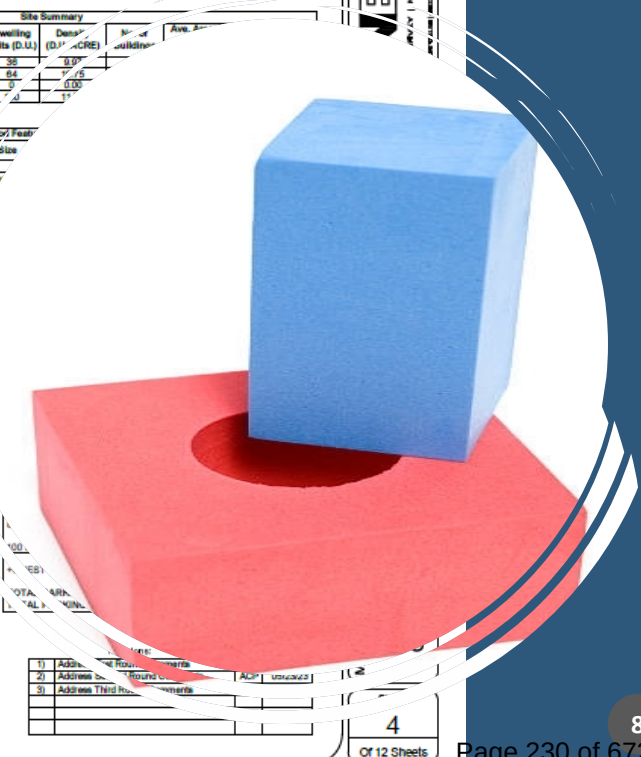


1) Address	Address	Address
2) Address	Address	Address
3) Address	Address	Address

NOTICE:
According to Colorado law, any person who constructs or causes to be constructed any public improvement... shall be deemed to have accepted the plan of the improvement... and shall be bound by the plan of the improvement... and shall be bound by the plan of the improvement...

SECTION:
1 of 12
DATE:
REV. 1 of 12

NORTHERN ENGINEERING
PUD 2022-0008 | LAND DEVELOPMENT
1601 14TH STREET, SUITE 100, GREELEY, CO 80639
970.441.1111



Planning Comments

General

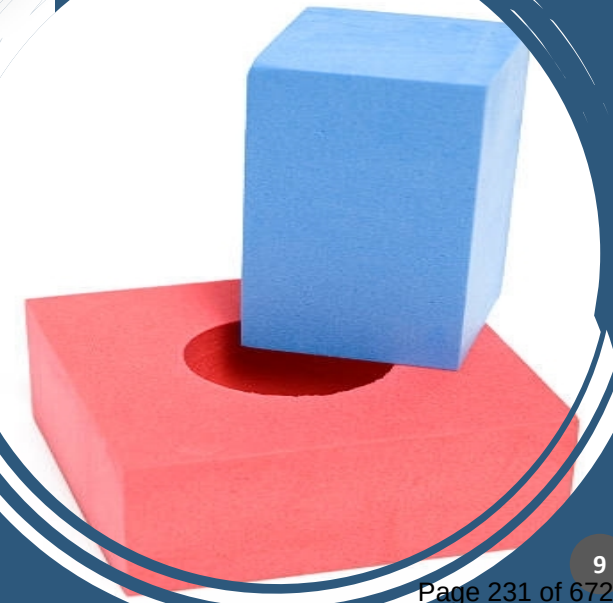
1. Based on feedback from the neighborhood meeting, the Planning Division encourages the applicant to explore the following:

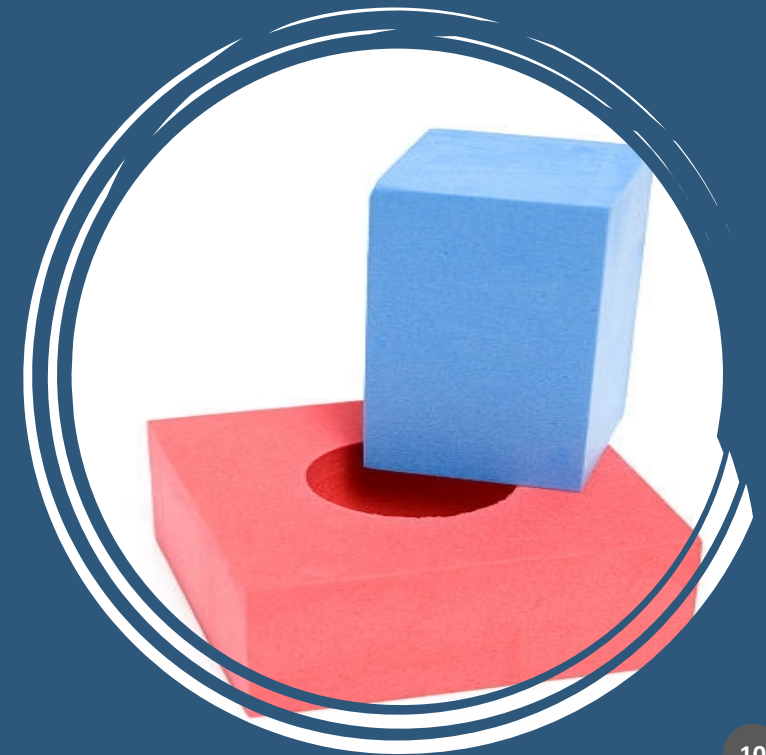
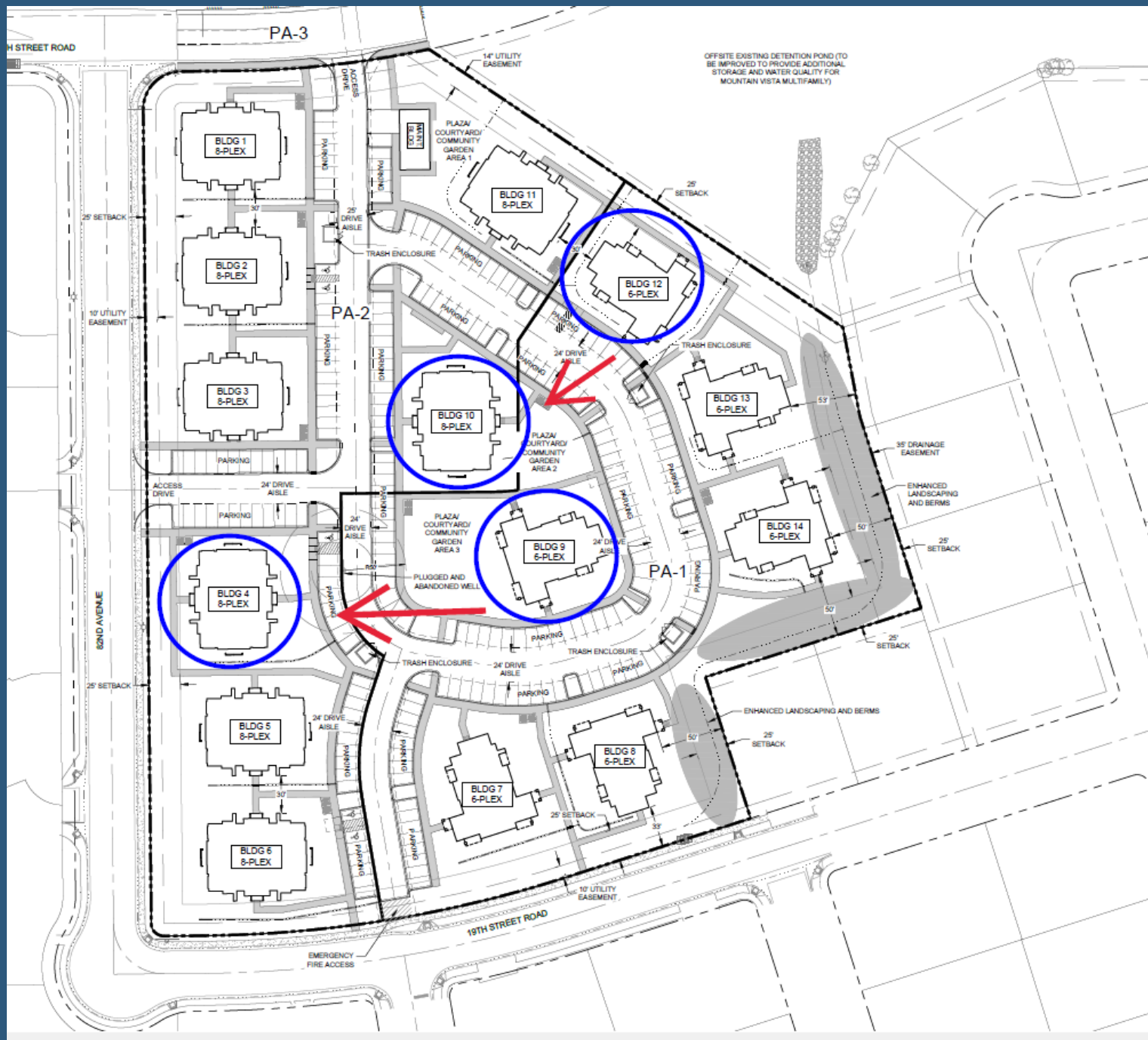
- a. The location of this project falls into the 'Suburban Neighborhoods' future land use category in the Imagine Greeley Comprehensive Plan, which allows a density of up to 10 dwelling units per acre. The overall density of this development is more than 11 dwelling units per acre. Remove one of the 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

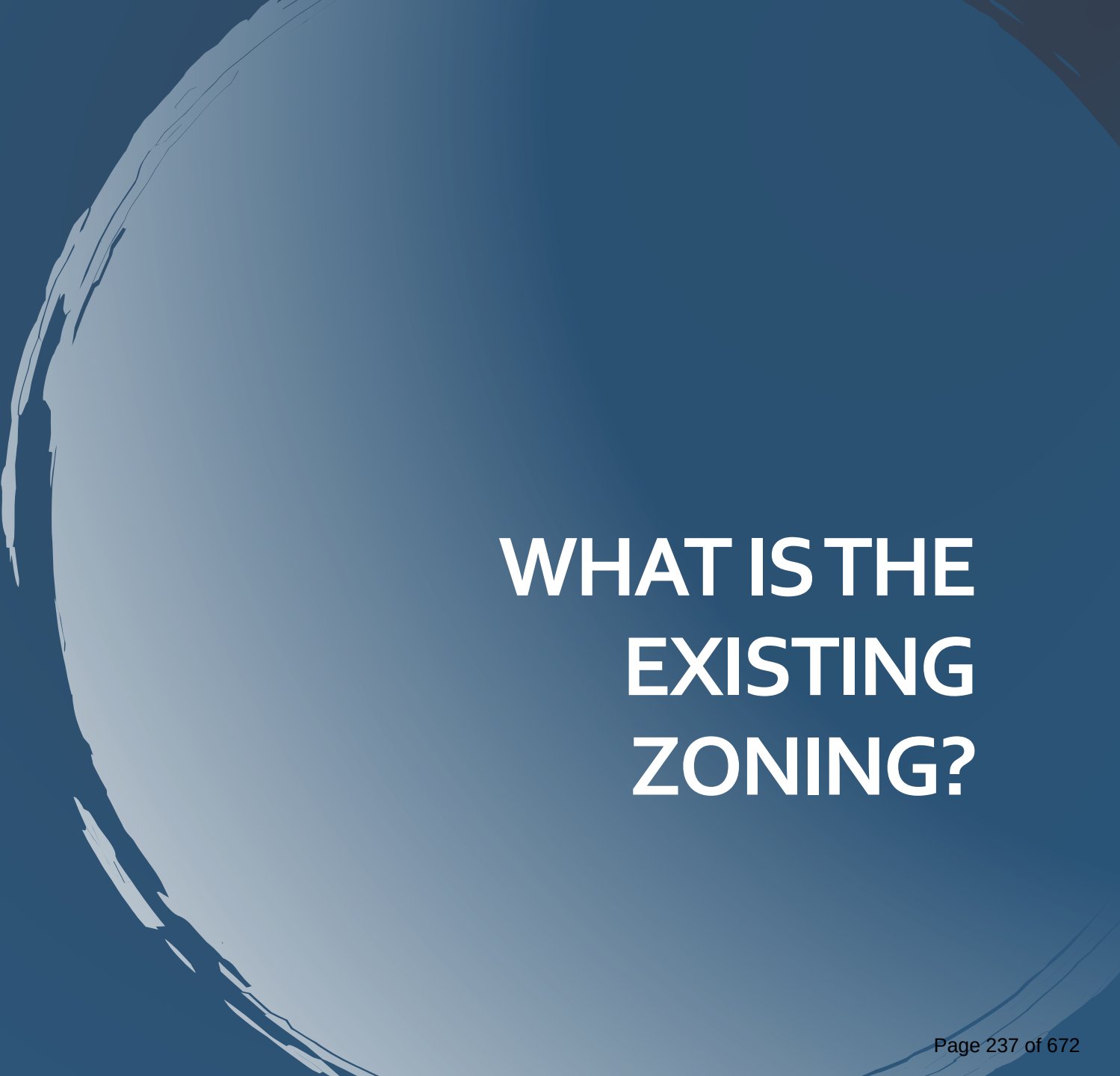
Rezoning request for a parcel from residential 3 to Business 1 overturned by Colorado Supreme Court despite abutment of Business 3 to the East, because it was clear the zoning change did not start from a place of furthering the comprehensive plan but, rather, started from a place of profit for the owners 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



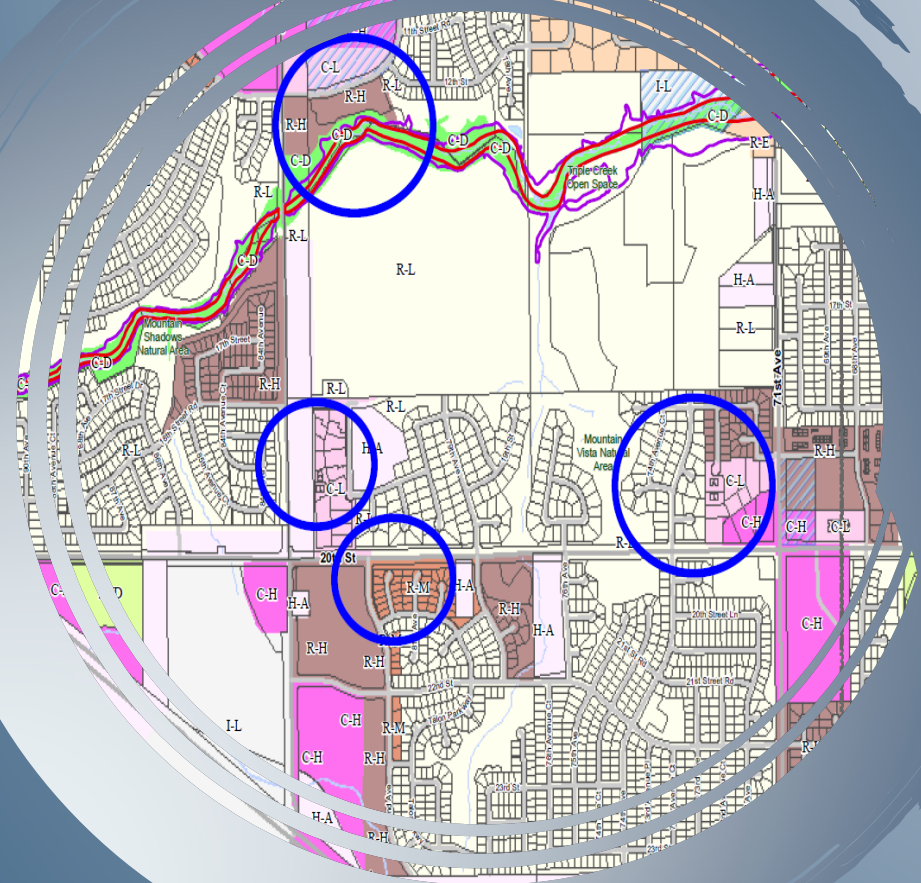
BUFFERS

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



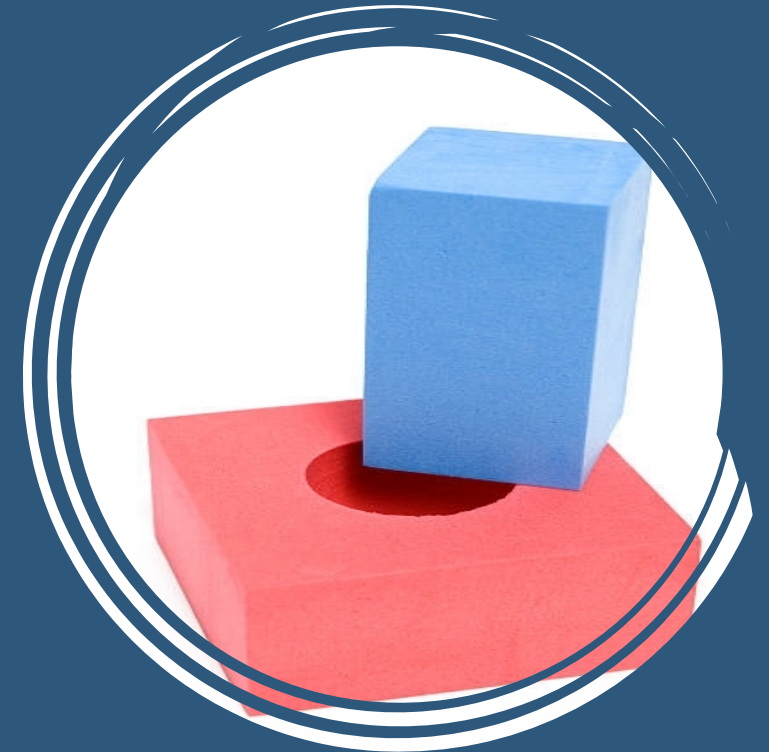
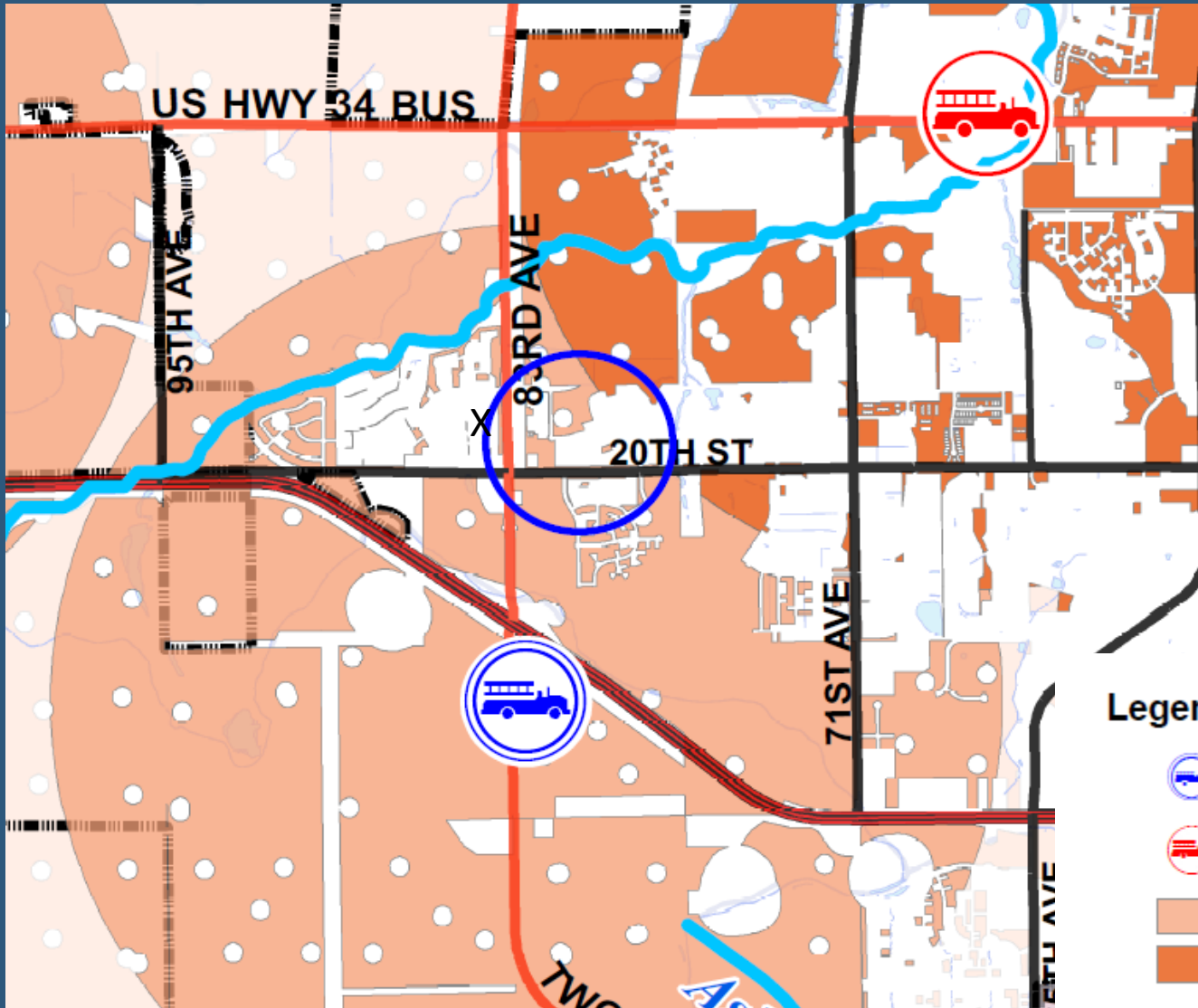
What does the IGCP say?

	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
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

FIRE APFs



Legend



Potential Locations for New Fire Stations



Greeley Fire Stations



Developable Land with Adequate Fire Coverage if Potential Future Stations Are Built



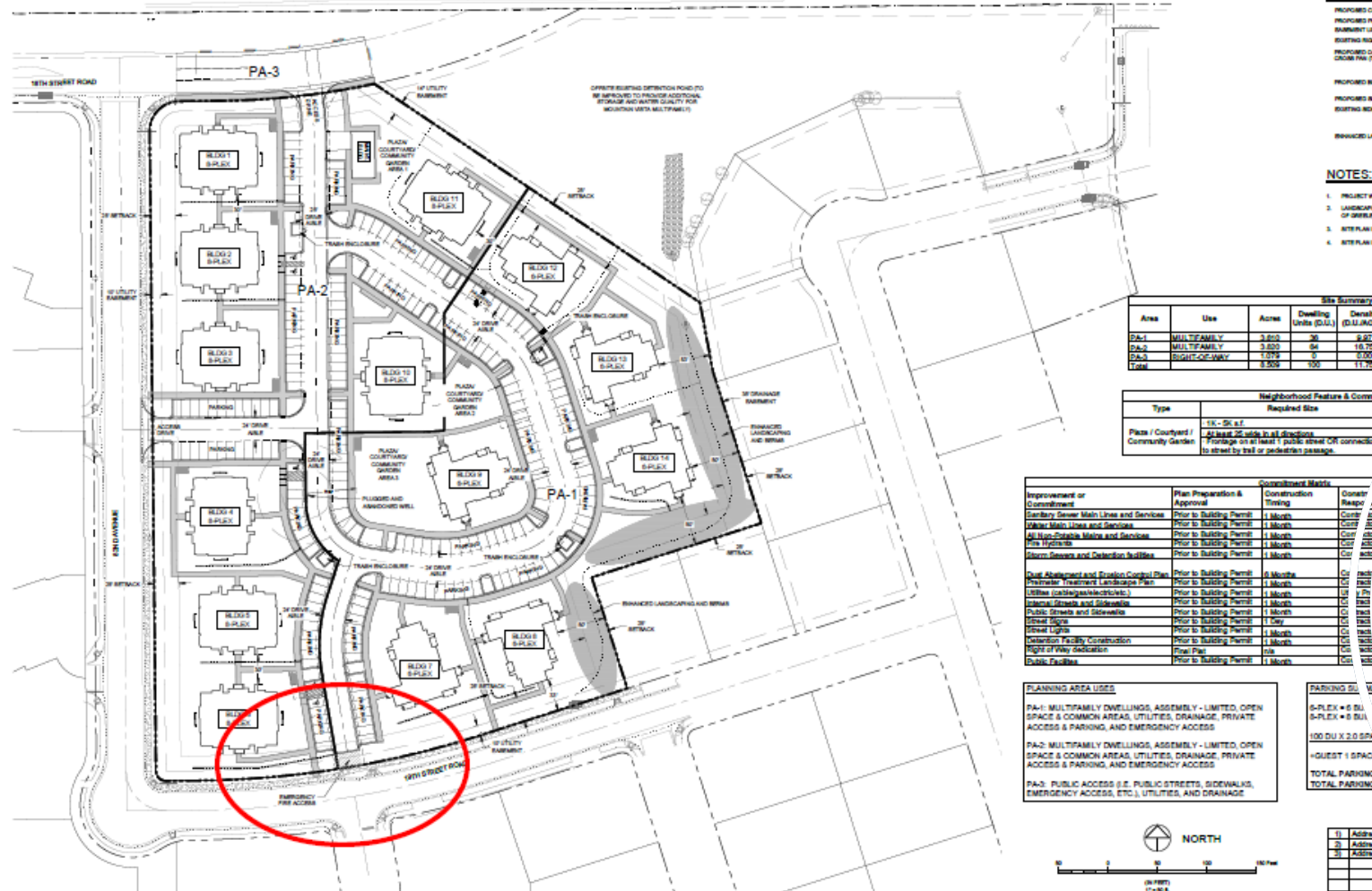
Developable Land with Adequate Existing Fire Coverage

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



LEGEND

PROPOSED C
PROPOSED R
SUBMITTAL C
EIGHTING RIG
PROPOSED C
CROSS FAN (7

PROPOSED B

PROPOSED B
EIGHTING RIG

REHANCED LA

NOTES:

1. PROJECT W
2. LANDSCAPE
OF GREENUP
3. SITE PLAN I
4. SITE PLAN I

Site Summary				
Area	Use	Acres	Dwelling Units (D.U.)	Density (D.U./AC)
PA-1	MULTIFAMILY	3.610	30	8.37
PA-2	MULTIFAMILY	3.620	64	16.75
PA-3	RIGHT-OF-WAY	1.078	0	0.00
Total		8.308	90	11.75

Neighborhood Feature & Component	
Type	Required Size
Piazza / Courtyard / Community Garden	10K - 50K s.f. At least 25' wide in all directions Frontage on at least 1 public street OR connects to street by trail or pedestrian passage.

Construction Items				
Improvement or Category	Plan Preparation & Approval	Construction Timing	Const Resp	
Center Street Sidewalk and Services	Prior to Building Permit	1 Month	City	
Center Street Lane and Services	Prior to Building Permit	1 Month	City	
1st Non-Propria Main and Services	Prior to Building Permit	1 Month	City	
1st Private	Prior to Building Permit	1 Month	City	
Storm Sewers and Collection Building	Prior to Building Permit	1 Month	City	
Drain, Sanitation and Toilet Conduit Pipe	Prior to Building Permit	4 Months	City	
Stormwater Landscaping Plan	Prior to Building Permit	1 Month	City	
Utility Cables and Services	Prior to Building Permit	1 Month	City	
Internal Streets and Sidewalks	Prior to Building Permit	1 Month	City	
Public Streets and Sidewalks	Prior to Building Permit	1 Month	City	
Street Curb	Prior to Building Permit	1 Month	City	
Street Lights	Prior to Building Permit	1 Month	City	
Detention Facility Construction	Prior to Building Permit	4 Months	City	
PCID of Area, Elevation	Prior to Building Permit	1 Month	City	
Public Facilities	Prior to Building Permit	1 Month	City	

PLANNING AREA USES

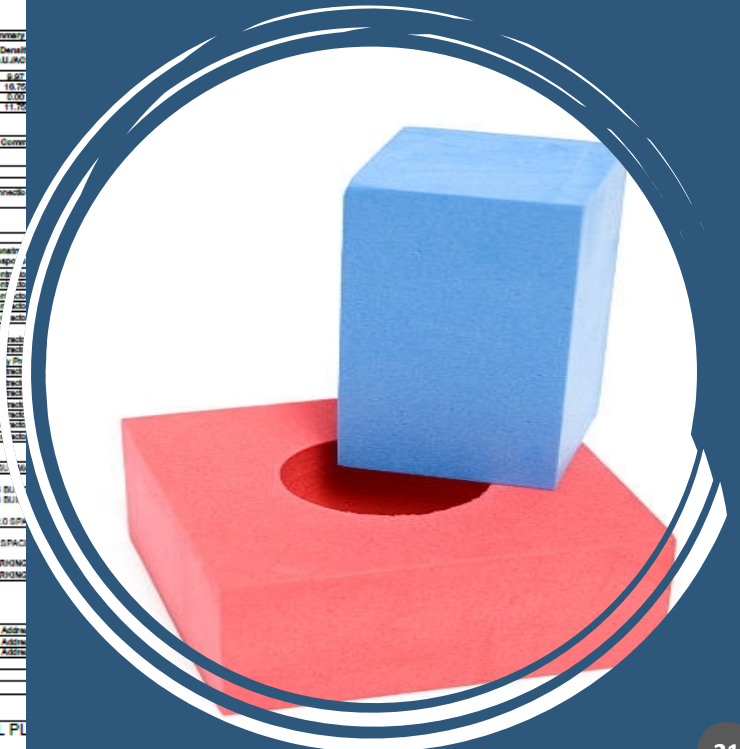
PA-1: MULTIFAMILY DWELLINGS, ASSEMBLY - LIMITED, OPEN SPACE & COMMON AREAS, UTILITIES, DRAINAGE, PRIVATE ACCESS & PARKING, AND EMERGENCY ACCESS

PA-2: MULTIFAMILY DWELLINGS, ASSEMBLY - LIMITED, OPEN SPACE & COMMON AREAS, UTILITIES, DRAINAGE, PRIVATE ACCESS & PARKING, AND EMERGENCY ACCESS

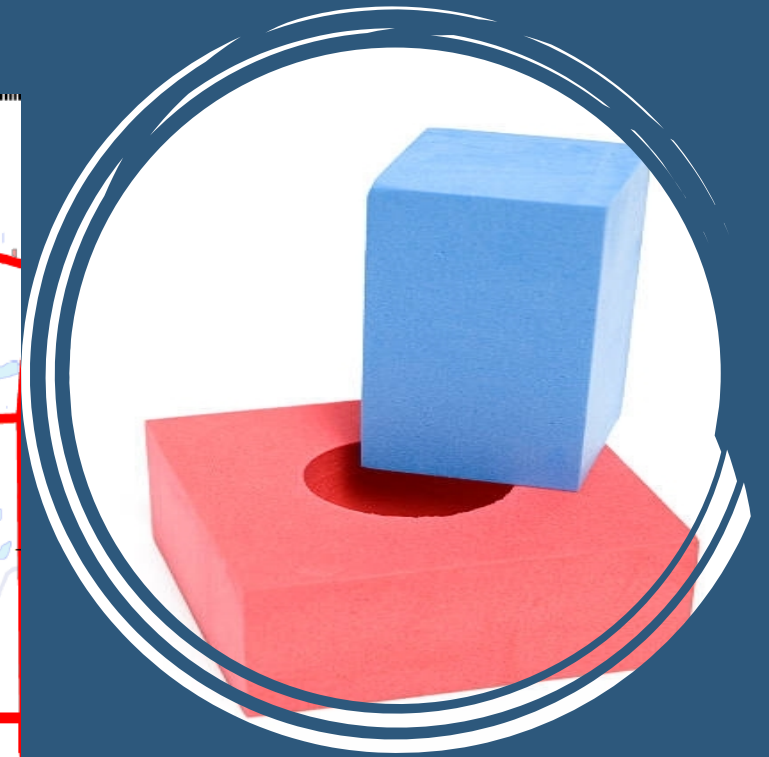
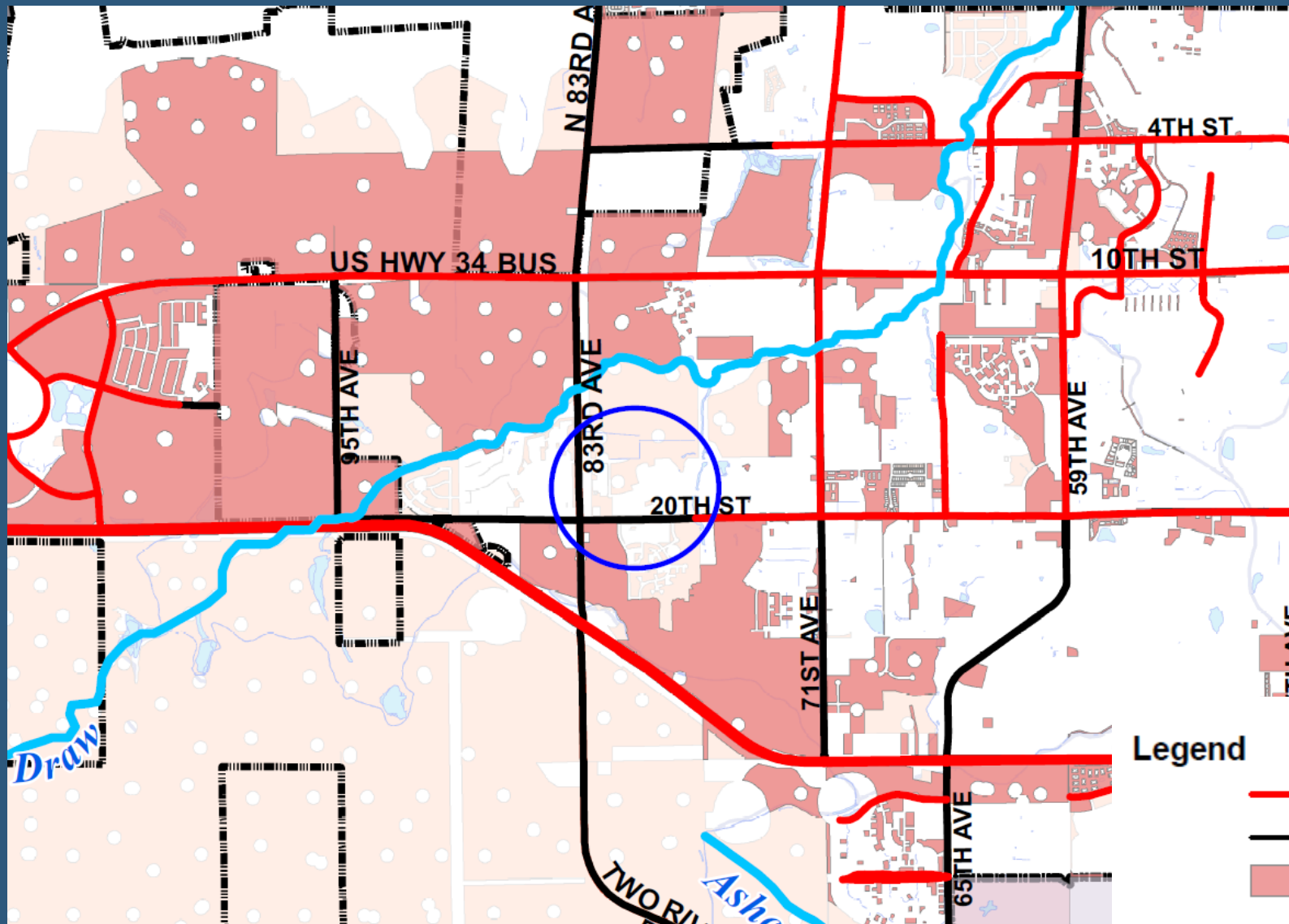
PA-3: PUBLIC ACCESS (E.G. PUBLIC STREETS, SIDEWALKS, EMERGENCY ACCESS, ETC.), UTILITIES, AND DRAINAGE



DETAIL PL



STREET APFs



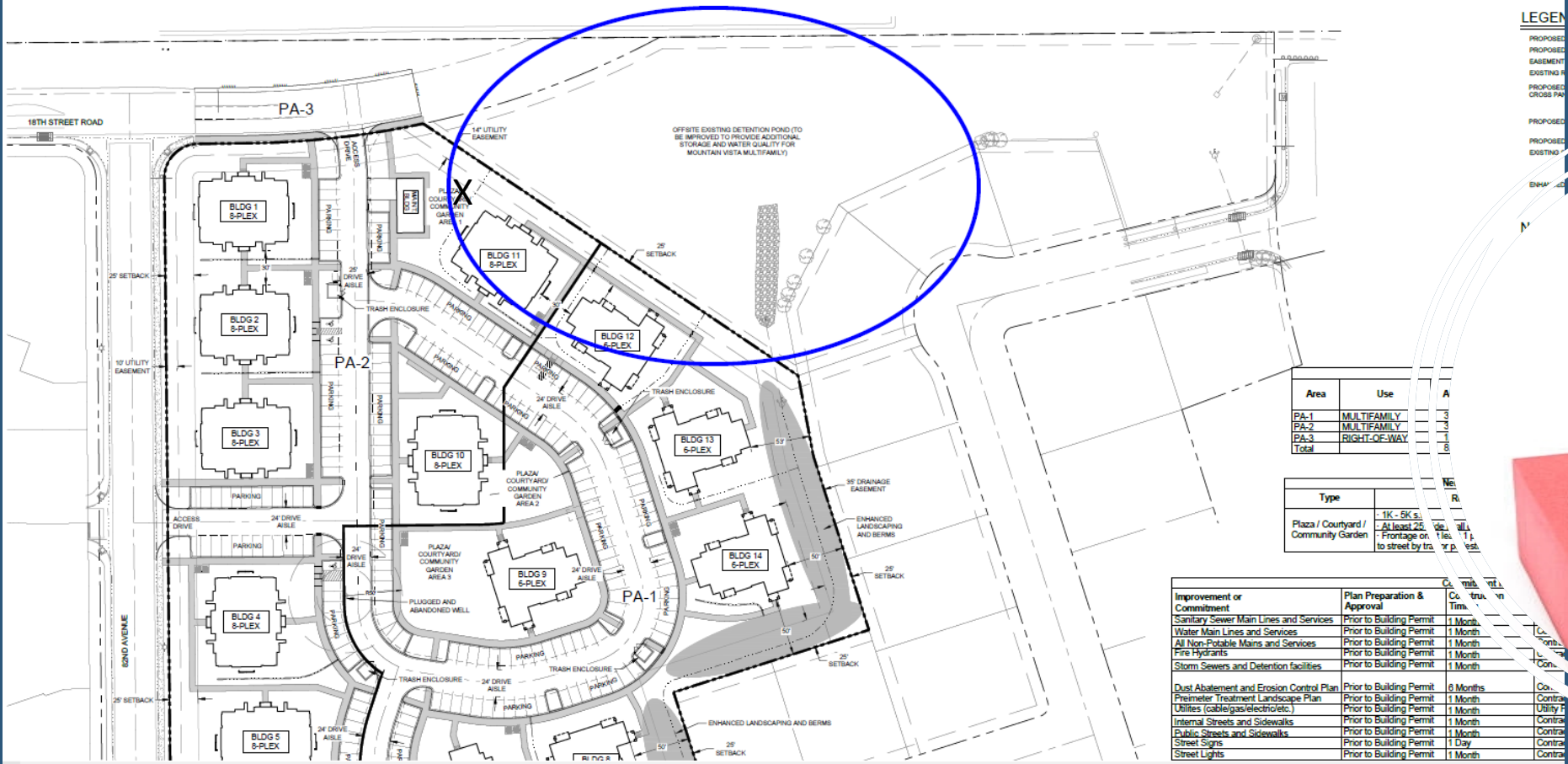
DRAINAGE

MOUNTAIN VISTA MULTIFAMILY REZONE

BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
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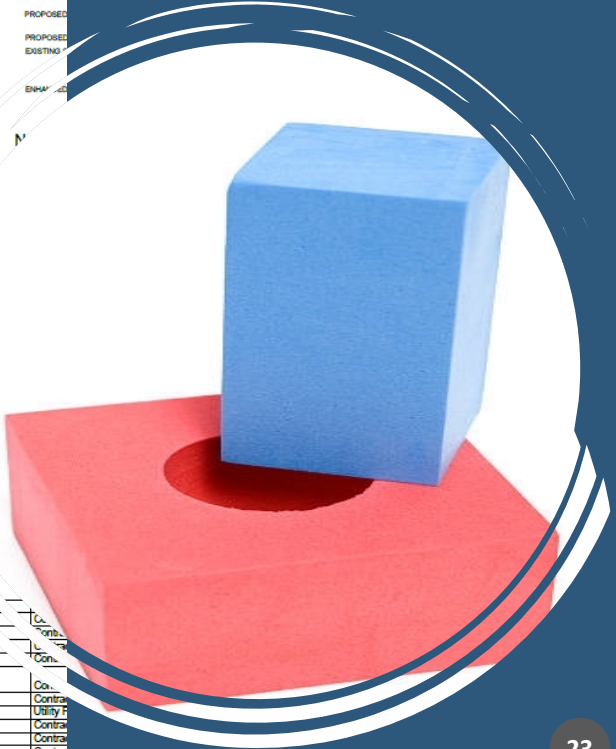
8.51 ACRES (±)

PROJECT NUMBER: PUD2022-0008



LEGEND

PROPOSED
PROPOSED
EASEMENT
EXISTING
PROPOSED
CROSS PAV
PROPOSED
PROPOSED
EXISTING
ENHANCED



DRAINAGE

Planning Comments

General

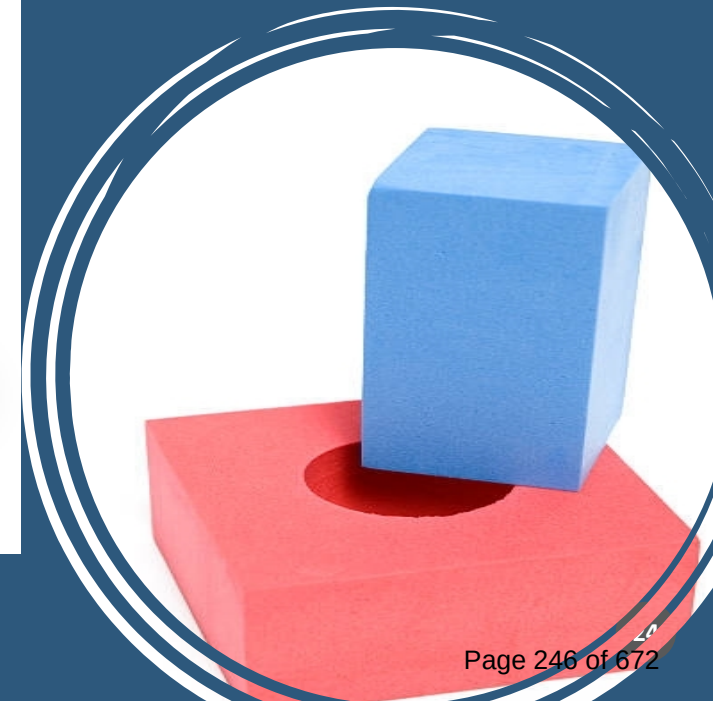
1. Based on feedback from the neighborhood meeting, the Planning Division encourages the applicant to explore the following:

- 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.



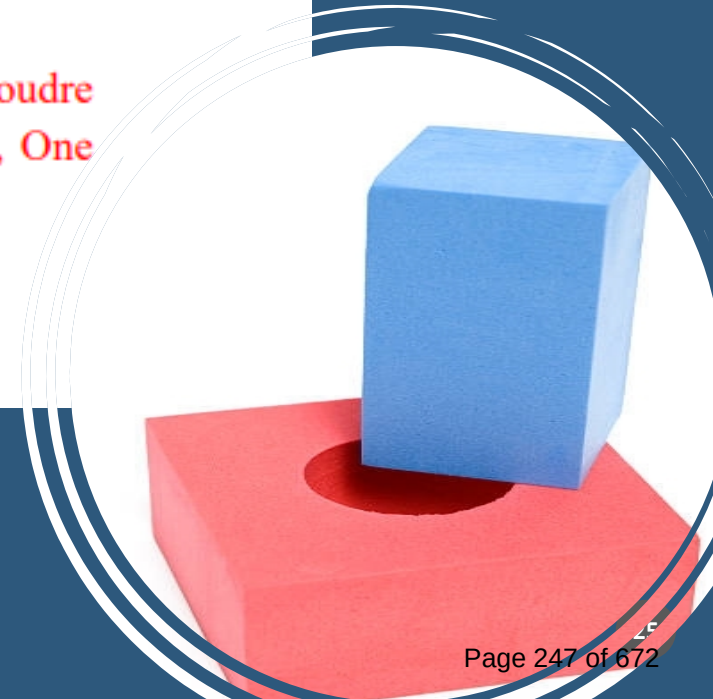
DRAINAGE

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:





**THE QUESTION IS:
WHAT SHOULD GO
HERE?**



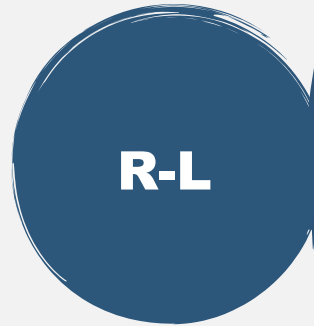
Add to the
abutting C-L
buffer

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 17, 2023

Key Staff Contact: Rodney Rhoades, Interim Chief Financial Officer

Title:

Public hearing and second 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. The City Council may adjust or remove any of the budget requests prior to adoption.

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
- 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) 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 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 17, 2023**





Agenda

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

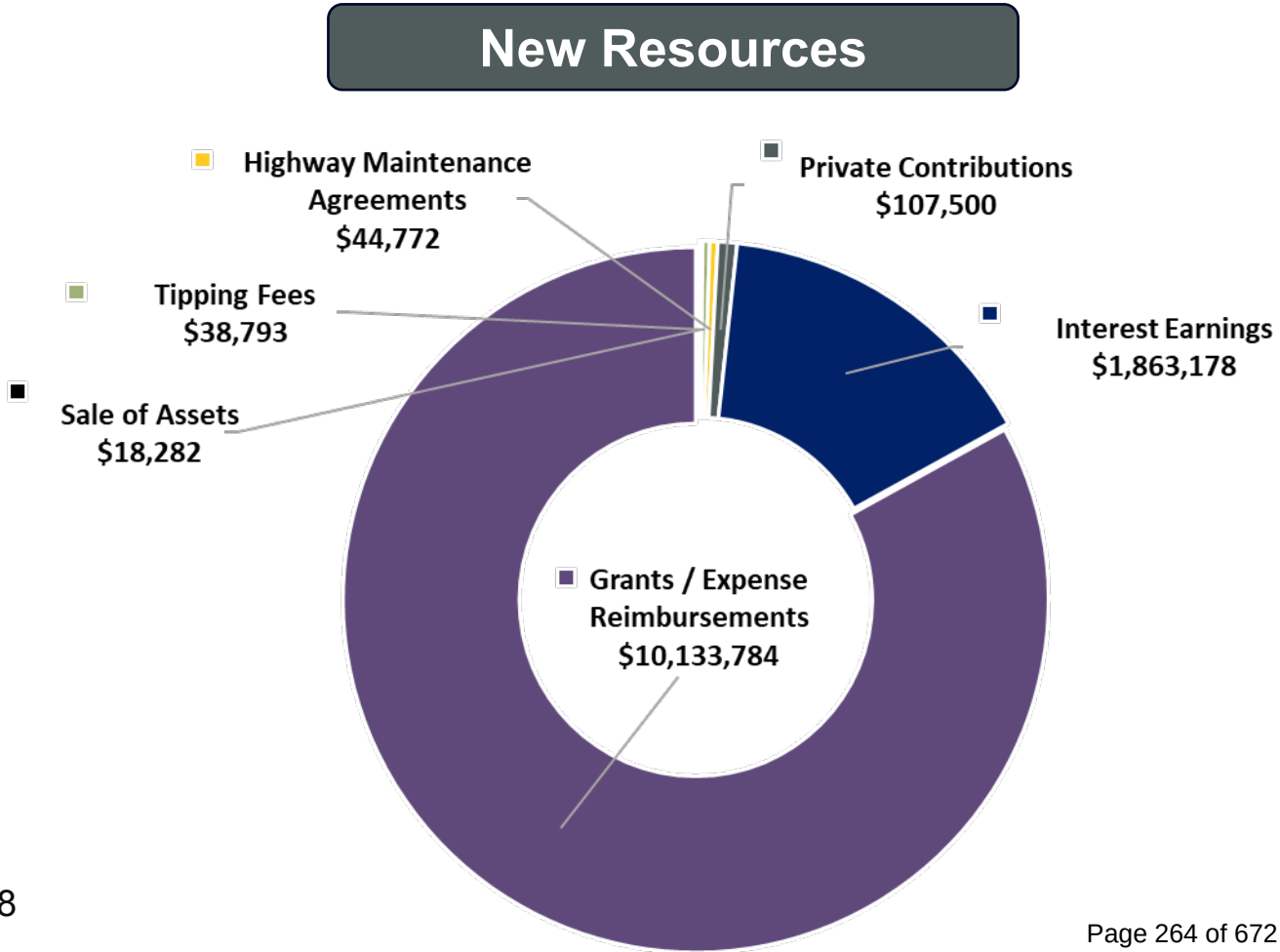
Slide 2 of 8

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

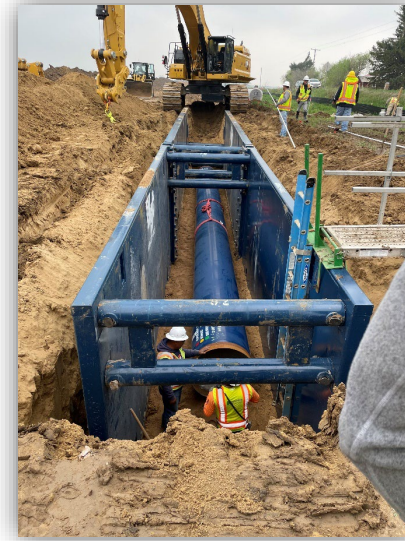
Operating Request Highlights

Additional Operating Requests New Items		Amount
 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 - PUBLICIMPROVEMENT]	16,139,375
	Terry Ranch Steel Pipe Purchase [422 - WATER CONSTRUCTION]	4,378,500
	American Rescue Plan Act (External) [301 - PUBLICIMPROVEMENT]	2,615,359
	Redevelopment Incentives [301 - PUBLICIMPROVEMENT]	2,486,000
	Conflict Manhole Corrections [423 - WATER CAPITAL REPLACEMENT]	2,400,000
	Grant Fund (Interest Earnings) [301 - PUBLICIMPROVEMENT]	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 17, 2023

Key Staff Contact: Rodney Rhoades, Interim Chief Financial Officer

Title:

Public hearing and second reading of an ordinance adopting the Fiscal Year 2024 Budget

Summary:

This ordinance authorizes the appropriations for the fiscal year 2024 (January 1, 2024 through December 31, 2024).

The City Manager's Recommended 2024 Budget was presented in two council work sessions on September 12 & 26 for discussion and review. The City also held a public hearing on October 3, 2023. This meeting is the second public hearing for the Proposed 2024 Budget in conjunction with the proposed pay plan for 2024 and establishing the 2023 Tax Levy. The City Council may adjust or remove any of the 2024 budget items prior to adoption.

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
Additional Comments:	

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:

None

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) 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 certain date.

Council's Recommended Action:

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

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

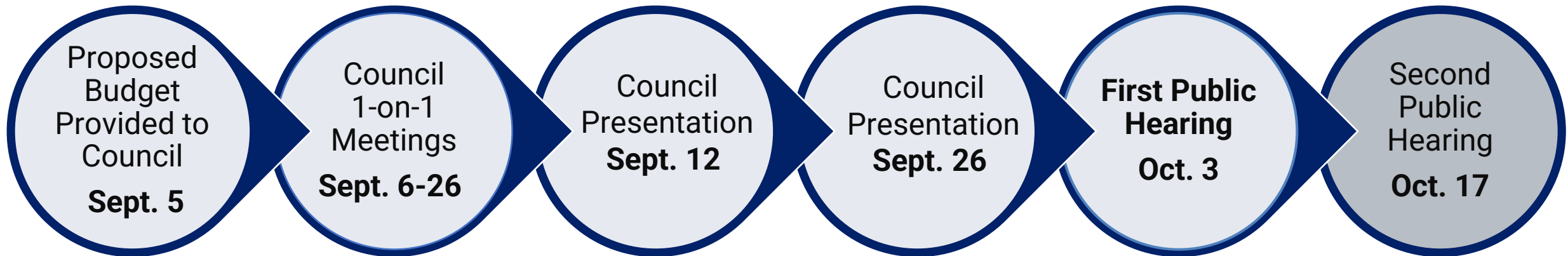
By: Mayor

2024 City Manager's Recommended Budget Summary

October 17, 2023

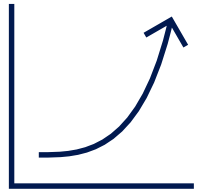


Review of Key Council Dates: 2024 Budget Process



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

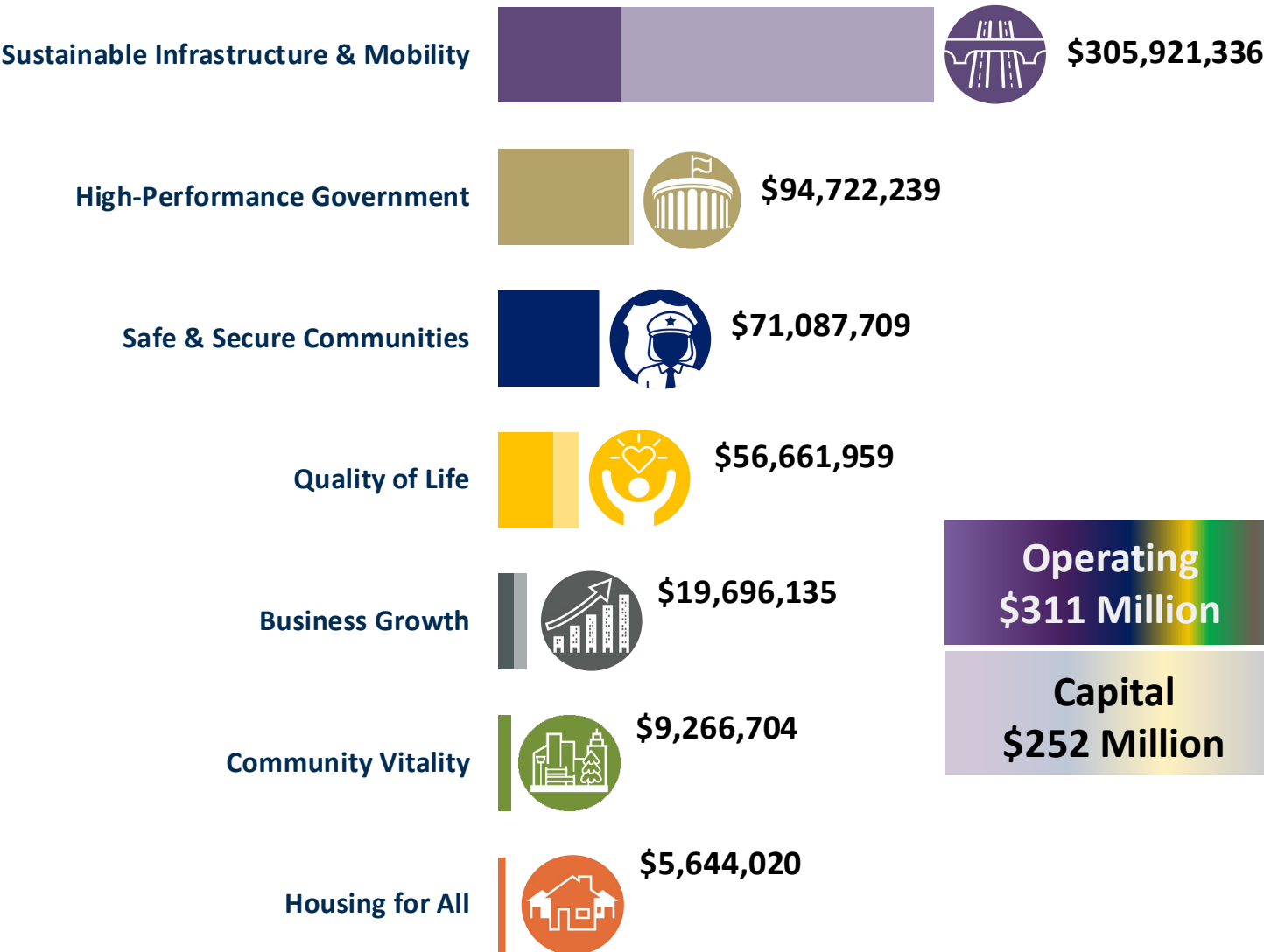
General Fund Resources: \$16.2 Million or 12% above 2023 Budget



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.

2024 Proposed Budget Increase Highlights

The Budget makes key investments in:



Employees & Culture



Utility, Water, Sewer
Improvements



Housing & Homelessness
Solutions



Economic Vitality



Technology Systems
& Infrastructure



Public Engagement



Transportation & Facility
Improvements



Public Safety



Quality of Life
& Beautification

Questions and Discussion





Council Agenda Summary

October 17, 2023

Key Staff Contact: Noel Mink, Human Resources Director

Title:

Public hearing and second reading 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) 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 52, 2023 with Appendix A
2. Presentation

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	ACCOUTING 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							
Min	Q2	Mid	Q4	Max	Title	Department	FLSA
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

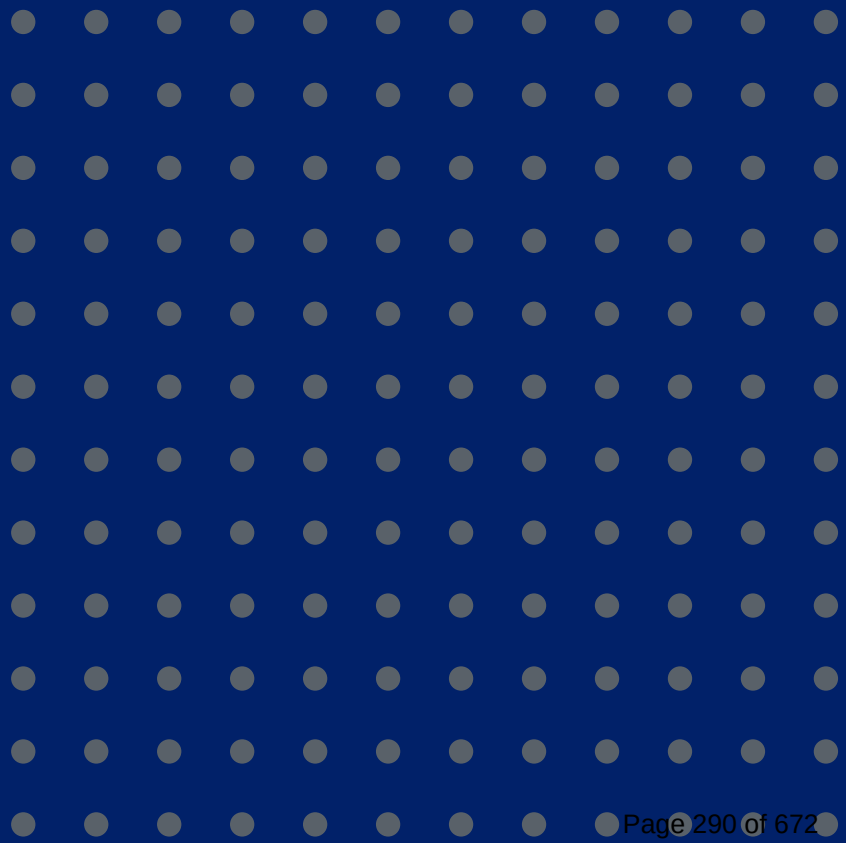
					FACILITIES PROJECT ARCHITECT	PW	Exempt
					HUMAN RESOURCE BUSINESS PARTNER	HR	Exempt
					PLANNER III	Community Dev	Exempt
					SAFETY & RISK BUSINESS PARTNER	HR	Exempt
					SENIOR NETWORK ADMINISTRATOR	IT	Exempt
					SENIOR SYSTEMS ADMINISTRATOR	IT	Exempt
PROF20							
98,800	108,700	118,600	128,500	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			

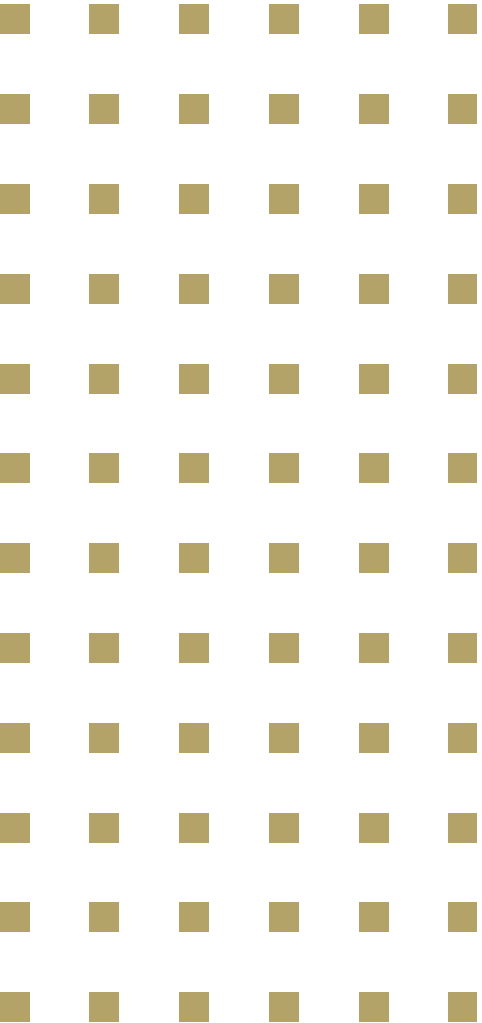
2024 Pay Plan

October 17, 2024
Noel Mink
Director of Human Resources



- **October 3rd – Consent Agenda Item
(First Reading)**
- **October 10th – Work session**
- **October 17th – 2nd Reading and Public
Hearing**

Re-cap



Changes from October 10th

Based on Council feedback in the work session there are no changes to the item.

Council Ask

1. Adopt the ordinance and publish with reference to title only.

Thank you





Council Agenda Summary

October 17, 2023

Key Staff Contact: Juliana Kitten, Assistant City Manager

Title:

Public Hearing and resolution of the Annual Action Plan for Program Year 2024 for Community Development Block Grant and HOME Investment Partnership Program Grant with Recommended Budgets

Summary:

The city is entitled to receive federal grants from the U. S. Department of Housing and Urban Development, the Community Development Block Grant (CDBG) and HOME Investment Partnership Program (HOME) grant.

The Council approved priorities for the 2020-2024 strategic plan in 2019 during the Consolidated Planning process. The 2020-2024 Consolidated Plan was developed based upon Council approved priorities and is available for review on the City's website:

<https://greeleygov.com/services/ehh/greeley-urban-renewal-authority>. The 2024 Action Plan is the 5th year of implementing the priorities and goals of the Consolidated Plan which is included in your council packet.

Annual funding requests are considered by the Greeley Urban Renewal Authority (GURA) Board and recommended to Council. These applications are specific to the CDBG program. The city council's role is to approve GURA's recommendations for CDBG projects. However, the GURA Board also reviews HOME project applications as they are submitted for consideration.

The GURA Board meeting on August 9, 2023 included a review of CDBG applications, formulation of the recommended budget, and a public hearing. Tonight's October 17, 2023 meeting also includes a public hearing. A 30-day public comment period on the 2024 Action Plan ran from August 10, 2023 through September 10, 2023 and no comments were received.

The GURA Board reviewed all applications received, and funding was recommended for each of the nine applications reviewed. Recommendations from the GURA Board were driven by consensus.

Throughout the year, the Board measures and manages HOME fund applications on behalf of the city, prioritizing projects that are consistent with the Council's priorities. HOME funds can only be used for housing programs; historically, these funds have supported new housing development with organizations such as Habitat for Humanity. Approval of the 2024 Action Plan does include approval of the HOME budget.

In addition to the information provided in the packet, supporting documents submitted with the applications are available upon request. The 2024 Action Plan draft is posted on the Greeley Urban

Renewal Authority website and included within the council packet.

Staff will provide a brief overview of the applications received and recommendations for the 2024 CDBG/HOME 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?	CDBG and HOME are annual entitlement grants available to the City. Estimated at \$840,000 CDBG and \$300,000 HOME
What is the annual impact?	
What fund of the City will provide Funding?	
What is the source of revenue within the fund?	U.S. Department of Housing and Urban Development
Is there grant funding for this item?	Yes
If yes, does this grant require a match?	No
Is this grant onetime or ongoing?	Ongoing

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:

None

Strategic Focus Area:



Community Vitality



Housing For All



Infrastructure and Mobility



Quality of Life

Decision Options:

- 1) Approve the 2023 Action Plan and associated budgets, as presented; or
- 2) Request changes to the 2023 Action Plan and/or associated budgets, and then adopt changes; or
- 3) Continue consideration of the items to the next regular Council meeting, understanding the HUD deadline by which the 2023 Action Plan must be ready for HUD submittal.

Council's Recommended Action:

A motion to approve the resolution approving the 2023 Annual Action plan and associated budgets, as presented.

Attachments:

1. Res 35, 2023
2. Council Action Plan -2024
3. Presentation

**CITY OF GREELEY, COLORADO
RESOLUTION NO. 35, 2023**

**A RESOLUTION APPROVING THE PROPOSED
COMMUNITY DEVELOPMENT BLOCK GRANT and
HOME INVESTMENT PARTNERSHIP PROGRAM BUDGETS
FOR 2024, AS AN ANNUAL COMPONENT OF THE CONSOLIDATED PLAN**

WHEREAS, the City of Greeley is eligible to participate in the Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) programs, initiatives of the Federal Department of Housing and Urban Development; and

WHEREAS, an application for assistance from the program requires the preparation and adoption of a 5-year Consolidated Plan for the use of funds and then annual “Action Plans” that identify the needs of low- and moderate-income families and the funds needed to address them; and

WHEREAS, the City of Greeley is entitled to apply for approximately \$840,000 in CDBG and \$300,000 in HOME for the 2024 Annual Year; and

WHEREAS, after receiving appropriate citizen input and public participation for the CDBG program and review of the HOME budget within the 2024 Action Plan, budgets have been devised that identifies specific activities to be undertaken in 2024, and the funds recommended for each;

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

That the attached CDBG and HOME 2024 program budgets are adopted in order to address the community development needs identified in the City’s Consolidated Plan.

This Resolution shall take effect immediately upon its passage.

**PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS 17th DAY OF
OCTOBER, 2023.**

ATTEST

THE CITY OF GREELEY, COLORADO

By: City Clerk

By: Mayor

Executive Summary

AP-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

Greeley is a city in Northern Colorado with a population of approximately 111,000 (2022 City of Greeley Annual Growth and Development Projections Report). It has been an annual recipient of the Community Development Block Grant (CDBG) and HOME Partnership Investment Program (HOME) grant from the U. S. Department of Housing and Urban Development (HUD) for many years. These grants provide federal resources to assist the City in matters of community development and affordable housing, primarily to the benefit of low- moderate-income (LMI) residents and neighborhoods of the City.

The Annual Action Plan serves as the City’s application to HUD for those grants. The 2024 Action Plan is the fifth and final year of implementing activities to help the City reach the goals identified in the 2020-2024 Strategic Plan. The Strategic Plan, a step in HUD’s Consolidated Plan process, estimated annual awards of \$840,000 (CDBG) and \$300,000 (HOME). Those figures will be utilized in budget planning until notification of actual grant awards, probably spring 2024.

2. Summarize the objectives and outcomes identified in the Plan

This could be a restatement of items, or a table listed elsewhere in the plan or a reference to another location. It may also contain any essential items from the housing and homeless needs assessment, the housing market analysis or the strategic plan.

Objective 1 – Support affordable housing (High priority of 2020-2024 Strategic Plan)

Outcomes

- Housing rehab grants for emergency repairs to low-moderate-income household.
- Housing-related public service activities through Catholic Charities (Guadalupe Community Center), Greeley Transitional House (aka Greeley Family House), and A Woman’s Place that will assist people who are homeless with housing needs.
- Entertain application from Habitat for Humanity to provide direct subsidies to the buyers of the Habitat homes in Hope Springs in support of low-moderate-income homeownership.
- Prior years’ funds available to developers of affordable housing for new construction or multi-family rehab in support of additional or improved affordable housing.

Objective 2 – Support the revitalization of low- moderate-income neighborhoods.

Outcomes

- Infrastructure improvements (sidewalks, curb/gutter, crosspans, etc.) installed.
- Speed signs in school zones.

- Trees planted in parkways of Redevelopment District.
- Neighborhood clean-up public service.

Objective 4 – Support non-housing related public services

Outcome

- Cold Weather Shelter for people experiencing homelessness.
- Transportation services for people age 60+.

More detail on outcomes is available in Section AP20.

3. Evaluation of past performance

This is an evaluation of past performance that helped lead the grantee to choose its goals or projects.

The City's fourth year Action Plan (2023) was reviewed and accepted by HUD-Denver in August 2023; the 2022 Consolidated Annual Performance and Evaluation Review (CAPER) was also reviewed and accepted in 2023. The City did not meet its 2022 timeliness requirement (no more than 1.5x the annual grant on October 31st) and provided HUD with a workout plan. Steps within the workout plan were completed within the time noted.

The City has not received notice of any concerns from the Fair Housing and Equal Opportunities Office. The most recent report (2021) showed a Low-Risk rating with regard to issues of fair housing.

Input from City staff, local non-profit agencies serving the City's low- moderate-income residents and neighborhoods, and citizens interested in community development continued to drive goals and priorities more so than past performance. After input from the non-profit agencies eligible for public service dollars and considerable conversation among Board members, the GURA Board decided to return to considering public service funding up to the allowable 15%. (In prior years, Board members had leaned toward limiting public service activities to a lower percentage than allowable under CDBG regulations.) Public facility activities are considered, but those with most of the funding from other than CDBG would receive priority.

4. Summary of Citizen Participation Process and consultation process

Summary from citizen participation section of plan.

Two in-person neighborhood meetings were offered during the annual funding process. Additionally, information on the process was provided on the city website, through emails, by flyer at the four local libraries, and through articles in newsletters and on social media platforms. A "What is CDBG" flyer was provided to those entities in the City's institutional structure, including GURA Board members, with the encouragement to share the flyer at will. Ads notifying the public of the meetings were published in the

Greeley Tribune (English and Spanish) and invited the public to call or email GURA staff with questions, more detailed information, or comments.

There were three public hearings held: In February 2023, prior to the start of the annual planning process, the Greeley Urban Renewal Authority Board of Commissioners (administrators of the City's grants) held a public hearing to gain input on how Greeley residents preferred CDBG funds be utilized in 2024t. There were several non-profit agency representations present who provided input to the Board on the importance of continuing to utilize CDBG for public service activities. Then, during the planning process, the GURA Board met, to hear applications (August 9, 2023), conduct a public hearing, discuss budget, and formulate their recommendations to be presented to City Council. The Greeley City Council held the third public hearing on October 3, 2023, to approve the 2024 CDBG and HOME budgets. A public comment period was held between August 10, 2023, and September 10, 2023. Notice of the availability of the Action Plan was posted in the four area libraries, as well.

5. Summary of public comments

Representatives of four applicants (60+ Ride dba Senior Resource Services, Greeley Family House dba Greeley Transitional House, Catholic Charities-Guadalupe Community Center, United Way of Weld County) spoke during the GURA Board public hearing in support of their applications. Statements were about the importance of the work they do, the difficulty finding grant funds, and the opinion that the City should support their organizations with CDBG funds.

There were no written comments received for GURA Board review. Comments received during the 30-day comment period and at the City Council public hearing will be added here.

6. Summary of comments or views not accepted and the reasons for not accepting them

There were no comments or views not accepted. (Will change if there are comments or views not accepted later in the process.)

7. Summary

The City's competitive application process for CDBG funds started in February 2023 with the public hearing to gain input prior to beginning the annual planning process. Applications were available June 1, 2023. Departments and Divisions of the City and non-profit agencies serving the low- moderate-income population were encouraged to apply. Each activity chosen for 2024 implementation met a priority of the Consolidated Plan and will help meet the goals identified in the Consolidated Plan. The Action Plan will be ready to submit to HUD by the regulatory deadline of November 15, 2023; however, it expected that HUD will require it to be held for submittal until grant awards are posted in (generally) spring 2024.

PR-05 Lead & Responsible Agencies – 91.200(b)

1. Agency/entity responsible for preparing/administering the Consolidated Plan

Describe the agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
Lead Agency, CDBG and HOME Administrator	GREELEY	City Manager's Office/Housing & Homeless Solutions Department

Table 1 – Responsible Agencies

Narrative (optional)

Organizational changes within the City affected the structure of the grant administration. Board oversight of the grants continued to be through the Greeley Urban Renewal Authority Board of Commissioners (a seven-member, Council-appointed board). The Board sets policy, makes budget recommendations to City Council through the annual competitive process (CDBG), and reviews and approves applications for HOME funds.

Staff with grant administration responsibilities moved under the direction of Juliana Kitten, Assistant City Manager, whose focus is Homeless and Housing Services. The position of Assistant City Manager started in September 2022. At this time, it is expected that new staff with the Homeless and Housing Services office will hold the responsibility of general administrative oversight of the grants (including project and activity implementation) and compliance with crosscutting requirements. The City's Finance Division provides assistance to ensure proper expenditure of and draws on the CDBG and HOME funds, and the Purchasing Division provides assistance with bidding, contracts, and procurement.

Consolidated Plan Public Contact Information

- Ashley Weesner, Affordable Housing Manager
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AP-10 Consultation – 91.100, 91.200(b), 91.215(I)

1. Introduction

The City holds an open, competitive process for CDBG funds annually. Consultations occur on an as-needed basis throughout the year with agencies and City departments on the consultation list and others identified as having an interest in being a part of the consultation process.

Provide a concise summary of the jurisdiction’s activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I))

City staff that oversees the CDBG and HOME grants stays connected to the neighborhoods and populations the grants serve. The Homeless and Housing Services Assistant City Manager is on the governing board of the Northern Colorado Continuum of Care and the Greeley Housing Authority. Staff is the first point of contact for affordable housing developers that it has worked with or may be interested in CDBG and/or HOME funding and notifies them when there are funds available, as well as including them on notices of the annual CDBG application process.

In 2023, the new Homeless and Housing Services Department began adding staff to more directly impact the areas of homelessness and housing. As the staff expands, there will be increased coordination among housing and health agencies.

The Greeley/Weld Housing Authority is the Public Housing Agency in Greeley and manages the Housing Choice Voucher Program, in addition to owning and managing a number of public housing units. The Greeley Housing Authority is operated separate from the City; four of its nine members are recommended for appointment by the Greeley mayor. The same staff administers the Weld County Housing Authority, which serves all Weld County other than the City of Greeley.

City Boards include the Greeley Housing Authority, the Commission on Disabilities, the Human Relations Commission, and the Youth Commission, which convene to discuss the areas of focus for each Commission.

The City is represented at meetings and in groups involving housing and services, including the Emergency Food and Shelter Program committee, Northern Colorado Continuum of Care (which serves Weld and Larimer Counties), and Connections (a local group of service providers that meets regularly to share resources and information).

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness.

The Northern Colorado Continuum of Care (which serves Weld and Larimer Counties) is in its third year as a Continuum separate from the Balance of State Continuum of Care. The City is an active Continuum partner, with a seat on the governing board and attendance at general membership meetings. The

Assistant City Manager over the Homeless and Housing Services meets with staff of the Continuum on a regular basis to discuss issues and possible solutions in Greeley.

A case management team was created in Greeley in late 2022 to enroll people experiencing homelessness in the Homeless Management Information System (HMIS), resulting in many people experiencing homelessness working with a case manager and becoming enrolled. The goal is to get people off the streets and into secure housing or to help avoid homelessness. The City is a proponent of the Housing First approach. The Northern Colorado Continuum of care has members from non-profit agencies, housing providers, citizens, the school districts, and government who work with different segments of the population.

Greeley also participates in the annual January Point-in-Time Count and many of its agencies work with the Coordinated Assessment and Housing Placement System (CAHPS) program to put people on a by-name list for housing, particularly those most vulnerable.

The City's CDBG-CV funding supported the Housing Navigation Center, which provides persons experiencing homelessness with services and connections to services, including help in locating housing. The HMIS is utilized at the Center. The Center also serves as a day-use facility and cold weather shelter for persons experiencing homelessness.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards for and evaluate outcomes of projects and activities assisted by ESG funds, and develop funding, policies and procedures for the operation and administration of HMIS

The City of Greeley does not receive ESG funds.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdiction's consultations with housing, social service agencies and other entities

Agency/Group/ Organization	Type	Funded 2020-2024
A Woman's Place	Domestic violence shelter	
Boys & Girls Club	Services for children and youth	
City of Greeley – Forestry Program	Self-explanatory	Yes
City of Greeley – Streets	Self-explanatory	Yes
City of Greeley – Public Works	Self-explanatory	Yes
Connections for Independent Living	Services and advocacy – disabilities	Yes
Greeley Center for Independence (Adeo)	Housing and services - disabilities	Yes
Greeley Housing Authority	Housing Authority	
Greeley Transitional House (dba Greeley Family House)	Shelter, transitional housing, services-families	Yes
Guadalupe Community Center (Catholic Charities)	Shelter and services-homeless	Yes
Habitat for Humanity	Affordable for-sale housing developer	Yes
Life Stories	Services-children; Child Welfare Agency	
North Colorado Health Alliance – Community Action Collaborative	Services-health; Health Agency	Yes
Northern CO Veterans Resource Center	Veterans' services	Yes
North Range Behavioral Health	Housing and services - mental disabilities	
Senior Resource Services dba 60+ Ride	Services-elderly	Yes
The Salvation Army	Services for homeless and other in need	
United Way – Cold Weather Shelter, Welds Way Home, & Northern Colorado Continuum of Care	Shelter & services for homeless	Yes
Weld County Department of Health & Environment	County-wide health/ environment	

Table 2a – Agencies, groups, organizations who participated

Identify any Agency Types not consulted and provide rationale for not consulting

The agencies in the table below were provided with an opportunity for one-on-one consultation during the formation of the 2020-2024 Consolidated Plan and did not respond to meeting requests. The agencies are considered good community partners and resources for the City and, if/when needed, will be consulted.

Agency	Focus
Catholic Charities	Farm labor and migrant housing
Sunrise Health	Low-income health care
Weld County Human Services	Social services
Weld County School District Six	Education

Table 2b – Agencies, groups, organizations not participating

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Northern Colorado Continuum of Care	The goal for the housing of all people is the overlapping goal of the Continuum and is a goal of the City's Strategic Plan.
Strategic Housing Plan	City of Greeley-Community Development Department; Economic Health and Housing Department	The Strategic Housing Plan was adopted to address housing concerns for all people in Greeley. Council also adopted the need to expand the number of affordable units and maintain those units already affordable in the City.
Analysis of Impediments to Fair Housing	City of Greeley-GURA	The impediments identified in the Analysis were reviewed to see if any application(s) would help meet the work program of the Analysis.
Homeless and Housing Services in Greeley, CO Assessment and Recommendations Report	City of Greeley	Housing and housing services are priorities of the current Strategic Plan. The City's work to identify solutions to homelessness directly relate to the Strategic Plan.

Table 3 – Other local / regional / federal planning efforts

Narrative (optional)

The above agencies were consulted in detail during the formation of the 2020-2024 Consolidated Plan. In years following that, consultation was by outreach during the Action Plan planning process to determine interest in applying for the Plan's funding, for input on the proposed Plan, and for information, as applicable, to assist with the completion of the Action Plan.

City of Greeley Broadband Status – In 2017-2020 the City of Greeley conducted an extensive Broadband study of the community. From that effort the City Council determined that at the municipal level the agency would not undertake their own utility service for broadband. The conclusion was to support and aid other 3rd party agencies to enter the Greeley market to create a more competitive environment to better serve the citizens. Part of this decision was to develop an incentive package for any provider to apply for as part of their expansion or development of their own network services within the community. This has been utilized by 3rd party agencies and has created increased options and opportunities for the citizens of Greeley. A new provider has been developing a fiber to the home network for the past year and a half and will complete build out of the community in 2025. The City has also been able to partner with the new provider to increase internal network coverage for within the City government organization in the effort to bring other services and opportunities as part of the City's internal offerings. This includes expansion of Wi-Fi coverage, smart city services, and better-connected facilities like Fire stations and water assets. Overall, the City of Greeley is well covered by broadband services for citizens and the 3rd party agencies provide a number of low-cost solutions to aid in connecting all members of the community.

Management of flood prone areas, public land or water resources, and emergency management - The City of Greeley is a member of the National Flood Insurance Program (NFIP). Among other benefits, Greeley's membership allows property owners to purchase flood insurance from the NFIP and makes the community eligible for federal disaster assistance and federal grants for flood hazard mitigation. Development within regulatory floodplains is subject to FEMA regulation. Greeley has a Floodplain Administrator on staff and an Office of Emergency Management, which works to improve Greeley's capabilities in mitigating against, preparing for, responding to, and recovering from natural and human-caused disasters. Greeley has a long and storied history of providing water and in 2022 started investing in several important public health and safety projects. While resulting in slightly larger utility bills, the projects will (in part) fund a new surface water storage reservoir, state-mandated upgrades to the city's sewer system, and improvements to eliminate area flooding from large rain events. The City is very supportive of public lands and has an extensive trail system within the city boundaries.

AP-12 Participation – 91.105, 91.200(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal setting

The City offered in-person meetings and public hearings during the formation of the 2024 Action Plan, with a Zoom option also available for public hearings. Social media notifications on the planning process, including neighborhood meetings, was increased and the four area libraries were used as notification and distribution points. The Greeley Tribune, the local newspaper, published the legal notices for public hearings in English and Spanish. GURA's website included information on the CDBG grant and the annual process. The City continued to use its CDBG Partners group (agencies that have received CDBG or work with a low-moderate-income population) to distribute information and to encourage the clientele worked with to participate in hearings or comment periods. Word was also spread through the City's newsletter. Meeting rooms are accessible to people with disabilities; ads for public hearings included information on requesting reasonable accommodations.

Citizen Participation Outreach

Mode of Outreach	Outreach Target	Summary of response/ attendance	Summary of comments received	Summary of comments not accepted and reasons
Internet outreach/ website availability	Non-targeted/ broad community	None	No comments received.	Not applicable.
Social media- YouTube, Twitter, Facebook, etc.	Non-targeted/ broad community	None	No comments received.	Not applicable.
Outreach through institutional structure, including partner agencies and Board and Committee members	Particularly residents of Redevelopment District neighborhoods and underserved populations	No response received.	No comments.	Not applicable.
Notice of public hearings and comment period in City Scoop newsletter	Non-targeted/ broad community	None	No comments received.	Not applicable.
Library posting of notices & Plan	Non-targeted/ broad community	None	No comments received.	Not applicable.

1 st public hearing, pre-Plan formation	Non-targeted/ broad community	GURA Board members, several non-profit agency representatives, and one city department representative. There were no other members of the public.	See Executive Summary for citizen comments.	See Executive Summary.
2 nd public hearing- GURA Board	Non-targeted/ broad community	Five representatives of CDBG applicants were present; no other public in attendance.	Four applicant representatives spoke to the need for CDBG in their organizations and to how difficult it is to find funding sources.	Not applicable.
30-day comment period	Non-targeted/ broad community	Will add if comments are received.	Will add any comments received.	Will add at the end of the comment period.
3 rd public hearing – City Council	Non-targeted/ broad community	Will add if comments are received.	Will add any comments received.	Will add at the end of the comment period.

Table 4 – Citizen Participation Outreach

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

The City used \$840,000 and \$300,000 (as identified in the 2020-2024 Strategic Plan) when planning for 2024. The initial budget will be created in October 2023 and then updated in 2024 after receiving notification of actual grant amounts and final audited City figures for program income and prior years' grant funds.

The City leverages its CDBG and HOME funds with outside (non-federal) funding to the extent possible. Outside funding sources may include the City's general fund, Low-Income Housing Tax Credits, Private Activity Bonds, non-profits' funding sources, other state and/or local grant funds, etc.

Anticipated Resources

Program Source of Funds	Uses of Funds	Expected Amount Available Year 2				Expected Amount Available Remainder of Plan \$	Narrative Description
		Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG - Federal	Administration Affordable housing Public improvements Public facilities Public services	\$840,000	\$60,000	1,127,220	\$2,027,220	\$0	This is the final Action Plan of the 2020-2024 Strategic Plan.
HOME - Federal	Administration Affordable housing	\$300,000	\$5,000	\$1,082,223	\$1,521,400	\$0	This is the final Action Plan of the 2020-2024 Strategic Plan.

Table 5 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

CDBG non-profit applicants are expected to provide funding for the activities for which assistance is requested, and to the extent possible, provide the majority of funds for the proposed activities. City funds (non-federal) will support infrastructure activities if general/departamental funds are available. Affordable housing projects will be supported (it is anticipated) with funding from the Division of Housing and/or Low-Income Housing Tax Credits and Private Activity Bonds from the City (and in some cases, Weld County). HOME projects will provide match in the percentage required or utilize the City's

accumulated match funds. Matching funds most often come from the Greeley-Weld Habitat for Humanity home-ownership program.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

It is not expected at this time that any publicly owned land or property in Greeley will be used to address a 2024 Action Plan need.

Discussion

The 2024 Action Plan was initially developed in coordination with the City's annual budget process. The review of applications culminated with the GURA Board's public hearing on August 9, 2023 and recommendation to City Council; City Council approved the recommendations at a public hearing on October 3, 2023. This original budget utilized revenue estimates, and City Council accepted how changes to the approved budget would be incorporated (once actual the actual grants and other revenue were available). The Board recommended and Council accepted that changes to the budget will occur within the proposed infrastructure activity (for sidewalks, curb/gutter, etc.).

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Goal Name	Funding	Goal Outcome Indicator	Goal Description
Priority (Category): Affordable housing			
Administration of Grants	CDBG: \$168,000 HOME: \$30,000	NA	Administration of the CDBG and HOME programs.
Property Acquisition or infrastructure support for new SF Housing	CDBG: \$120,000 HOME: \$330,000	10 units of Habitat for Humanity or other SF units	Provide funding to developers needing acquisition or infrastructure support for the development of affordable SF ownership units. Infrastructure support includes payment of fees and water/sewer tap fees, which will be a subsidy to the homeowner and require affordability periods.
Property Acquisition or infrastructure support for new MF Housing	CDBG: \$857,220 HOME: \$1,027,223	15 CDBG; 30 HOME new units or acquisition of existing units of MF housing	Provide funding to developers needing acquisition or infrastructure support for developing new multi-family housing.
MF Housing Rehab Loans/Grants	CDBG: \$150,000	5 units of multi-family housing rehabbed	Loans will be available to for-profit owners of affordable multi-family units in need of rehab; grants available to non-profit owners or on a case-by-case basis.
Assistance to agencies/ organizations providing a public service related to housing	CDBG: \$44,370	3 agencies supported; 1945 people	Provide assistance to three agencies agency that provide a public service that is specifically a housing service to clients. One is a presumed benefit activity for victims of domestic violence, two are presumed benefits activities for people experiencing homelessness.

Priority (Category): Neighborhood improvements			
Public improvements- infrastructure (curb, gutter, sidewalks, drainage, etc.)	CDBG: \$557,630	1 infrastructure activity; 1000 households	Support the City's continued efforts to install missing infrastructure or replace existing that is substandard or unsafe in Redevelopment District neighborhoods. This might include sidewalks, curbs and gutters, accessibility ramps, and drainage.
Public Improvements-Speed signs in school zones	CDBG: \$45,000	1 infrastructure activities; 300 households	Support the City's continued improvements in LMI neighborhoods by installing speed zone signs at low- moderate-income neighborhood schools.
Property Conditions-Clean-up Weekend	CDBG: \$15,000	1 public service activities; 1,250 households	Support the annual clean-up weekend to improve conditions in the City, predominantly in the LMI neighborhoods.
Priority (Category): Public Services Assistance			
Assistance to agencies/ organizations providing a public service not related to housing	CDBG: \$55,000	2 public service; 775 people	Provide assistance to two agencies agency that provide a public service that is not specifically a housing service to clients. Once is a presumed benefit activity for people who are homeless, the other is a presumed benefit activity for seniors.

Table 6 – Goals Summary

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 92.215(b)

There are no specific affordable housing activities in the 2024 Action Plan. Estimates below are contingent on housing fund and HOME applications being received during the year and projects identified. Affordable housing goals are estimated at 60 households receiving assistance, with potential income distributions as follows:

Income level	# of Units	CDBG	CDBG Location	HOME	HOME Location
Extremely Low	20	10	TBD MF	10	TBD MF
Special Needs	5			5	TBD MF
Homeless	5			5	TBD MF
Low Income	25	10	5 TBD MF new; 5 rehab grants	15	10 TBD MF; Habitat (5)
Mod Income	5			5	TBD Habitat (5)
Totals	60	20		40	

Table 7 – Housing Goals by Income

Projects

AP-35 Projects – 91.220(d)

Introduction

Projects for 2024 are identified below. Housing projects are not yet known and will be identified by separate process in 2024. The GURA Board recommended the projects in Table 8 for approval along with the 2024 budget based on applications received, resources available, and that they met a priority of the Consolidated Plan. The budget will be set by City Council vote on October 17, 2023.

#	Project Name
1	CDBG Administration-2024
2	Acquisition or infrastructure support for single-family housing
3	Acquisition or infrastructure support for multi-family housing
4	Multi-family rehab grants
5	Non-profit public service-Catholic Charities, Guadalupe Community Center
6	Non-profit public service-Greeley Transitional (Family) House-case management services
7	Non-profit public service-A Woman's Place
8	Public Improvements-Infrastructure Improvements-Redevelopment District-NE Greeley
9	Public Improvements-Infrastructure Improvements-Speed signs in school zones
10	Public Improvements-Parkway Tree Planting
11	Public Service Property Conditions-Clean-up Weekend
12	Non-profit public service-United Way of Weld County-homeless services
13	Non-profit Public Service 60+ Ride dba Service-Senior Resource Services-Transportation Assist.
14	HOME Grant Administration-2024
15	HOME Program Homeownership-TBD Project
16	HOME Program Rental-TBD Project

Table 8 - Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

Budget allocations for 2024 were determined by the applications received, whether they met a priority of the 2020-2024 Strategic Plan, and current conditions within the community. Affordable housing (acquisition, infrastructure, rehab) did not receive 2024 funds as a significant amount of funds remain available from 2020-2023 awards.

AP-38 Project Summary

Project Summary Information

CDBG Project	Expected Resources
CDBG Administration-2024	168,000
Acquisition or infrastructure-single-family housing	120,000*
Acquisition or infrastructure-multi-family housing	857,220*
Multi-family rehab loans/grants	150,000*
Non-profit public service-Catholic Charities, Guadalupe Community Center	20,000
Non-profit public service-Greeley Transitional (Family) House-case management	14,063
Non-profit public service-A Woman's Place-housing program support	10,307
Redevelopment District infrastructure improvements	557,630
Infrastructure Improvements-Speed signs in school zones	45,000
Public Improvements-Parkway Tree Planting	15,000
Public service property conditions-Clean-up Weekend	15,000
Non-profit public service-United Way of Weld County-Cold Weather Shelter	40,000
Non-profit public service-Senior Resource Services dba 60+ Ride-transportation	15,000
CDBG Total (2024 Resources)	\$900,000
Additional funds available: (Noted by * in above table): These represent available prior year grant funds that are not attached to an activity. Placeholder amounts are identified for each type of potential housing project; however, these amounts may change as actual projects and funding needs are identified.	\$1,127,220
HOME Project	Expected Resources 2024
HOME Administration 2024	30,000
Habitat for Humanity Homeownership	330,000
TBD Rental project	1,027,223
HOME Total	\$1,387,223

Table 9 – Projects by \$\$ Amount

1.	Project Name	CDBG Administration
	Target Area	NA
	Goals Supported	All
	Needs Addressed	NA
	Funding	CDBG: \$168,000
	Description	General administrative costs associated with CDBG program.
	Target Date	NA
	Number of Families to benefit from activity	NA
	Location Description	1100 10 th Street, Suite 402, Greeley, CO
	Planned Activities	NA
2.	Project Name	Acquisition and/or Infrastructure for single-family housing
	Target Area	TBD
	Goals Supported	Affordable housing
	Needs Addressed	Affordable housing
	Funding	CDBG: \$120,000
	Description	These are funds from 2020-2023 that were set aside for a housing activity. The use is still TBD.
	Target Date	12/31/24
	Number of families to benefit from activity	TBD
	Location Description	TBD
	Planned Activities	Provide CDBG-eligible support to new single-family housing units to help increase the supply of affordable units.
3.	Project Name	Acquisition and/or Infrastructure for multi-family housing
	Target Area	TBD
	Goals Supported	Affordable multi-family housing
	Needs Addressed	Affordable housing
	Funding	CDBG: \$150,000
	Description	These are funds from 2020-2023 set aside for a TBD housing activity.
	Target Date	12/31/24
	Number of families to benefit from activity	TBD
	Location Description	TBD City of Greeley
	Planned Activities	See description.
	Location Description	TBD City of Greeley
	Planned Activities	Provide CDBG-eligible support to new multi-family housing units to help increase the supply of affordable units.

4.	Project Name	TBD Multi-family housing rehab
	Target Area	TBD
	Goals Supported	Rehab of existing multi-family, affordable housing units
	Needs Addressed	Affordable housing
	Funding	CDBG: \$150,000
	Description	These are funds from 2020-2023 that were set aside for a housing activity. The use is still TBD.
	Target Date	12/31/24
	Number of families to benefit from activity	Five low-income
	Location Description	TBD City of Greeley
	Planned Activities	See description.
5.	Project Name	Non-profit Public Service-Guadalupe Community Center
	Target Area	Redevelopment District-Comprehensive, but available City-wide
	Goals Supported	Assist agencies providing housing related public service
	Needs Addressed	Assist homeless
	Funding	CDBG: \$20,000
	Description	Funds will support the case management services (intake specialist and case manager) provided at Guadalupe.
	Target Date	8/1/2025
	Number of families to benefit from activity	1500 homeless individuals
	Location Description	1442 N. 11 th Avenue, Greeley
	Planned Activities	Provide shelter residents in extended-stay with intake services and case management.
6.	Project Name	Non-profit Public Service-Greeley Transitional (Family) House-Housing Case Manager
	Target Area	Redevelopment District-Comprehensive, but available City-wide
	Goals Supported	Support public services that are specific to housing
	Needs Addressed	Affordable housing
	Funding	CDBG: \$14,063
	Description	Funds will support the cost of a continuing a housing-related staff position.
	Target Date	8/1/2025
	Number of families to benefit from activity	60 homeless (extremely-low-income) families
	Location Description	1206 10 th Street, Greeley
	Planned Activities	A housing caseworker that implements the Landlord Recruitment Program will continue to be supported with CDBG. The case manager works with families to help repair housing/credit histories and make them more

		marketable to landlords. The case manager also explores potential grant funding for landlord risk mitigation funding (second security deposit, clean-up fund, etc.).
7.	Project Name	Non-profit Public Service-A Woman's Place-Housing Programs Staff
	Target Area	Redevelopment District-Comprehensive, but available City
	Goals Supported	Support public services that are specific to housing
	Needs Addressed	Affordable housing
	Funding	CDBG: \$10,307
	Description	Funds will support the cost of housing programs at safehouse.
	Target Date	8/1/2025
	Number of families to benefit from activity	385
	Location Description	Undisclosed
	Planned Activities	Assist with staff costs for housing program at domestic violence safehouse.
8.	Project Name	Public Improvements-Infrastructure Improvements-Redevelopment District (RD) Northeast Greeley
	Target Area	Redevelopment District-Comprehensive
	Goals Supported	Public improvements-infrastructure
	Needs Addressed	Neighborhood revitalization
	Funding	CDBG: \$557,630
	Description	Funding will help complete missing or replace deficient infrastructure in the Redevelopment District neighborhoods, particularly sidewalks ramps for accessibility, curbs, and gutters, for improved public safety, and other costs that may be incurred as part of this activity.
	Target Date	12/31/24
	Number of families to benefit from activity	LMA Benefit to 1,000 households estimated
	Location Description	Northeast Greeley; north of 10 th Street, south of C Street; east of 35 th Avenue, west of 11 th Avenue
	Planned Activities	Install missing/replace deficient infrastructure per description above.

9.	Project Name	Public Improvements-Infrastructure Improvements-Radar Speed Feedback Signs in School Zones
	Target Area	Redevelopment District-Comprehensive
	Goals Supported	Public improvements-infrastructure
	Needs Addressed	Neighborhood revitalization
	Funding	CDBG: \$45,000
	Description	Install speed feedback signs in school zones around schools in Redevelopment District.
	Target Date	12/31/24
	Number of families to benefit from activity	LMA Benefit to 50 households estimated
	Location Description	TBD alleys in the Redevelopment District-Sunrise Neighborhood
	Planned Activities	Install as many speed feedback signs as possible, beginning with those around elementary schools in Redevelopment District.
10.	Project Name	Public Improvements-Parkway Tree Planting
	Target Area	Redevelopment District-Comprehensive
	Goals Supported	Public improvements-infrastructure
	Needs Addressed	Neighborhood revitalization
	Funding	CDBG: \$15,000
	Description	Funds provided to this program will continue infrastructure improvements by planting trees in the parkway area of neighborhoods in the Redevelopment District. These neighborhoods are some of the oldest in the City and most also have a high minority population. All have more than 51% low-moderate-income residents. Homeowners contract with the City Forestry Program and care for the trees post-planting.
	Target Date	8/31/24
	Number of families to benefit from activity	This is an LMA benefit with an estimated 300 households benefiting. All addresses receiving a tree(s) are within the boundaries of the Redevelopment District (map attached) in a Census Tract with an LMI percentage of more than 51%. Actual Census Tracts to be included in the LMA calculations in IDIS will be determined once the homeowners are identified. [For informational purposes only, it is expected that approximately 15 households will receive a tree(s).]
	Location Description	TBD as households willing to work within the program parameters are identified; all will be within the boundaries of the Redevelopment District.
	Planned Activities	Identify parkway areas where trees are needed. Contact owner and contract with those who agree to commit to appropriate care of the tree(s) planted. Purchase and plant trees.

11.	Project Name	Public Service Property Conditions-Clean-up Weekend
	Target Area	Redevelopment District-Comprehensive
	Goals Supported	Property conditions
	Needs Addressed	Neighborhood revitalization
	Funding	CDBG: \$15,000
	Description	This annual event provides residents of Greeley with a place to bring trash for a cost that is less than using the landfill. (This project is available to the entire community; the percentage of LMI residents compared to the percent of CDBG funds in the activity is calculated.)
	Target Date	5/31/24
	Number of families to benefit from activity	Area benefit-1,250 households (by number of 80631 cars through gate).
	Location Description	Citywide, with efforts in north and east Greeley (low- moderate-income areas) in order to reduce code violations and cleanup in this area. The event drop-off spot is in Census Tract 1, which has an LMI percentage of 79% and is surrounded by LMI tracts. However, because the activity is available city-wide, when calculating the LMI percentage for IDIS, the following census tracts are included: 1, 2, 3, 4.01, 4.02, 5.01, 5.02, 6, 7.01, 7.03, 8, 9, 10.03, 11, 12.01, 12.02, 13 (block groups 2, 3, and 4) 14.08, 14.09, 14.10, 14.11, 14.13, 14.14, 14.15, and 14.17. The only Census Tracts in the city that are not included are those on the far west side of Greeley. The housing and landscaping are newer there and it is a greater distance to access the event. These census tracts are not appropriate due to that reasoning.
	Planned Activities	Hold the annual clean-up weekend. The event is staged in northeast Greeley, an area most convenient to the LMI neighborhoods in the City. Flyers will be distributed in low-income neighborhoods and help provided to the residents, if needed and requested. (City trucks will be available to haul debris to the site if needed).

12.	Project Name	Non-profit Public Service-United Way of Weld County-Cold Weather Shelter
	Target Area	Redevelopment District-Comprehensive, but available City
	Goals Supported	Support public services that are non-housing specific
	Needs Addressed	Assist underserved persons-homeless
	Funding	\$40,000
	Description	Funds will support staff providing services at the Cold Weather Shelter.
	Target Date	5/1/2025
	Number of families to benefit from activity	500
	Location Description	870 28 th Street, Greeley
	Planned Activities	Assist with staff costs at shelter for homeless.
13.	Project Name	Non-profit Public Service-Senior Resource Services-Transportation Assistance
	Target Area	Redevelopment District-Comprehensive, but available City-wide
	Goals Supported	Assist agencies providing non-housing specific public service
	Needs Addressed	Assist underserved persons-seniors
	Funding	CDBG: \$15,000
	Description	Funds will support the provision of transportation services for persons over the age 60+. Senior Resource Services (SRS, dba 60+ Ride) transports seniors to medical appointments, grocery stores, financial and government institutions, social events, houses of worship, and personal grooming appointments. The services directly increase seniors' ability to maintain their health and independence through consistent availability of medical care, and reduce re-hospitalization, offer a way to increase nutrition quality through fresh food, and decrease social isolation and the resulting depression.
	Target Date	8/1/2025
	Number of families to benefit from activity	225 Seniors aged 60 or older
	Location Description	800 8 th Avenue, Greeley
	Planned Activities	This funding will provide transportation services to seniors (60 and older).
14.	Project Name	HOME Grant Administration
	Target Area	NA
	Goals Supported	All
	Needs Addressed	NA
	Funding	HOME: \$30,000
	Description	General administrative costs associated with HOME program.
	Target Date	NA

	Number of families to benefit from activity	NA
	Location Description	1100 10 th Street, Suite 402, Greeley, CO
	Planned Activities	NA
15.	Project Name	HOME Program Homeownership
	Target Area	Redevelopment District-Comprehensive; other TBD
	Goals Supported	Acquisition or infrastructure support for new SF housing
	Needs Addressed	Affordable housing.
	Funding	HOME: \$330,000. The City will utilize its 15% CHDO requirement for this activity, approximately \$45,000 and prior years' CHDO funds (included in the \$330,000).
	Description	As available, HOME funds may be allocated to ten (or more) units of affordable housing. Assistance will reduce the sales price of the house and establish the period of affordability. (See AP90-Program Specific Requirements-HOME for description of the assistance provided under this project.) CHDO funds will be utilized if appropriate on one house and provide partial funding for a second with total up to 15% of HOME grant reserved for CHDOs.
	Target Date	12/31/2024
	Number of families to benefit from activity	Ten (Five low-income; five moderate income)
	Location Description	TBD
	Planned Activities	See description.
16.	Project Name	HOME Program Rental-TBD Project
	Target Area	City; Redevelopment District
	Goals Supported	Create and maintain desirable and affordable housing.
	Needs Addressed	Affordable housing.
	Funding	HOME: \$1,027,223
	Description	A project has not yet been identified. New construction of a multi-family development will be prioritized, but two-four units for rental will also be considered.
	Target Date	12/31/2024
	Number of families to benefit from activity	30 – 20 extremely-low-income, including five homeless and five special needs 10 low-income, estimated.
	Location Description	TBD
	Planned Activities	See description

Table 10 – Projects, Detailed

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

Historically, the city has directed assistance to areas within its Redevelopment District. This is a city-identified/named area that includes the areas of highest minority concentration and the low-moderate-income census tracts. The Redevelopment District encompasses some of the oldest parts of town east of 35th Avenue. CDBG assistance in the past has been for infrastructure improvements (curb, gutters, sidewalks, drainage improvements, parkway tree plantings, and alley reconstructions). The Redevelopment District map is attached for reference.

While it is the hope to distribute new affordable housing developments throughout the City, the reality is they go where land is available. During 2023, construction started on a development of senior housing on an in-fill lot in the north downtown neighborhood of the Redevelopment District. The Greeley-Weld Habitat for Humanity broke ground on a development that will include multi-family rental units (by another developer) and single-family for-sale units (by Habitat) to be located west of 23rd Avenue, South of 29th Street (an area where the City has not previously assisted with affordable housing). The neighborhood is in a low-moderate-income Census Tract, but not in the Redevelopment District.

While many of the public service activities supported in the past have been within the Redevelopment District boundaries, serving low- moderate-income clientele is the reason for supporting the agencies providing the service.

Geographic Distribution

Target Area	Percentage of Funds
Redevelopment District-Comprehensive	50%

Table 11 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

The physical condition of the Redevelopment District neighborhoods is such as to need the support of CDBG. Infrastructure is missing or inconsistent in places (gaps in sidewalks continuity, for example) making it substandard. Poor quality (or lack of) infrastructure poses safety concerns for residents and can be detrimental to the overall health and aesthetics of the neighborhoods. Providing federal funds (with support from the City's general funds, when available) provide a means to move infrastructure from substandard to being more comparable to new neighborhoods. Doing so enhances the quality of life for residents and provides a better quality of life for residents and supports the overall housing and economic health of the Redevelopment District neighborhoods.

Discussion

Because public service activities are clientele-based rather than geographically based, the activities were not included in the percentage of funds made available within the Redevelopment District, which may make the percentage look low.

While the neighborhoods of the Redevelopment District (census tracts) all qualify as low- moderate-income areas, these neighborhoods are also home to the University of Northern Colorado, Banner Health, numerous elementary/middle/high schools, Downtown and other commercial districts, public facilities and non-profits that serve low-moderate-income residents, and the City offices. Most of Greeley's new development is on its west side, creating a divide in condition between the east and west. With limited City resources for infrastructure installation, CDBG helps the older neighborhoods retain their viability and attract residents interested in homeownership and business development in the area.

Affordable Housing

AP-55 Affordable Housing – 91.220(g)

Introduction

Support for affordable housing, whether new development support or multi-family rehab, is a high priority of the 2020-2024 Consolidated Plan. One project (Immaculata Plaza II) utilizing HOME funds was completed late summer 2023 and is in the process of leasing. Two other projects have been identified as eligible for CDBG and/or HOME affordable housing funds but have been slower getting underway than hoped. The City anticipates applications for North Weld Village (58 units of permanently supportive housing for chronically homeless individuals/couples with a disability) and Hope Springs (homeownership) during the first quarter of 2024. A new City department, Housing and Homeless Solutions, (referenced in other areas of the Action Plan) will take on the task of increasing/maintaining affordable housing.

One Year Goals for the Number of Households to be Supported	
Homeless	5
Non-Homeless	50
Special-Needs	5
Total	60

Table 12 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	0
The Production of New Units	35
Rehab of Existing Units	5
Acquisition of Existing Units	20
Total	60

Table 13 - One Year Goals for Affordable Housing by Support Type

Discussion

The City's 2020-2024 goals for affordable housing have proved challenging to meet. Although two potential developments are on the horizon and are included in the affordable housing goals above, the City may also review the option of reallocating housing funds (CDBG) to another eligible activity to utilize the funds timelier. In the meantime, the Housing and Homeless Solutions Department will continue to look for affordable housing projects that could be supported with CDBG and especially HOME. No additional housing funds were set aside from CDBG for 2024 due to the accumulation of funds from 2020-2023. Because specific activities to add units of affordable housing or to provide multi-family loans/grants are not identified, goals are again based on reasonable expectation.

AP-60 Public Housing – 91.220(h) -

Introduction

The Greeley Housing Authority owns and manages 86 units of Federal Public Housing, including 80 apartments (at three locations) and six single-family, stand-alone houses. The Housing Authority also manages the Section 8 Housing Voucher Program, with authorization for 724 vouchers.

Actions planned during the next year to address the needs to public housing

Due to the current higher than average summer heat and the fact that window air conditioning is a problem the Authority will seek to air condition the apartment units in the spring of 2024.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The public housing resident who was a member of the board was term limited. As vacancies on the Board occur, they intend to encourage residents to apply. Staff of the Housing Authority has continued to work with higher income public housing residents on the possibility of home ownership; however, high home prices in the region coupled with current interest rates are a barrier to ownership.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

The Greeley Housing Authority is not troubled.

Discussion

The Greeley Housing Authority and the Weld Housing Authority operate with one staff. As opportunities arise, the City will consider support of partnerships for acquiring or rehabbing additional public housing units. The City is fortunate to have a well-managed housing authority.

AP-65 Homeless and Other Special Needs Activities – 91.220(i)

Introduction

The new Homeless and Housing Solutions Department has taken the lead on issues surrounding homelessness for the City. Included in the Department staff are case managers who do street outreach to connect with the homeless. The Department will also spearhead the City's housing initiatives. As staff continues to be put in place, it is expected to bring big changes in the areas of housing and homelessness.

Larimer and Weld Counties have been their own HUD-designated Continuum of Care (CO-505) since January of 2020. Forming the new Continuum has made it easier for the Counties to work together to meet the needs of those experiencing homelessness through regional collaboration.

The City stays engaged with its community partners and service providers and assists when possible in meeting increasing needs of the homeless in the community. In 2022, an award of \$360,000 in CDBG-CV funding was granted to United Way of Weld County to support the Housing Navigation Center/Cold Weather Shelter/day use facility (all under one roof) that provide services to people experiencing homelessness. The award was increased to \$827,067 in 2023. CDBG also supported the Guadalupe Community Center and the Greeley Family (Transitional) House for many years.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

United Way of Weld County leads the Weld's Way Home Street Outreach workgroup. The workgroup is coordinating outreach services to people experiencing homelessness. The partnership includes North Range Behavioral Health, Almost Home, City of Greeley, Weld County DHS, and Street Lights of Grace. The group coordinates outreach schedules and provides resources including hygiene products, clothing, and housing resources. The City hired staff specifically for street outreach as part of the Housing Initiatives Department

Annually, outreach is done annually in January during the Point-in-Time (PIT) Count to determine the number of homeless that are unsheltered (and in some years, sheltered, also).

Agencies will continue to use the Coordinated Assessment and Housing Placement System (CAHPS, also known as Coordinated Entry) to connect homeless persons to appropriate housing and services. Through the CAHPS process, the most vulnerable of the homeless population can be identified and prioritized with a coordinated effort to support housing for these individuals.

In 2024, CDBG will provide grant support to the Housing Navigation Center-Cold Weather Shelter.

Addressing the emergency shelter and transitional housing needs of homeless persons

Emergency shelter is currently unavailable in Greeley except during cold weather months (November 1-April 15). In addition to safe overnight shelter, dinner and breakfast are provided to shelter guests. The Cold Weather Shelter is operated by United Way of Weld County. Bridge housing in motel rooms can also be provided to the more vulnerable guests as they wait for permanent housing vouchers.

Three agencies operate shelters here (Catholic Charities-Guadalupe Community Center, Greeley Transitional House dba Greeley Family House, and A Woman's Place). Counted as emergency shelter in the past, they do not really meet the definition of emergency shelter but are more transitional housing as all have extended stay options and significant case management, and people cannot just show up and receive shelter (as is the case with the Cold Weather Shelter). The Cold Weather Shelter operates from the Housing Navigation Center, where people experiencing shelter can shower, get connected to services, and work to get into permanent housing. Additionally, the City owns Camfield Corner and provides it to the Greeley Family House, which manages the property and makes it available for up to two years for families exiting that shelter.

The City's HOME-ARP Allocation Plan was approved in July 2023. The funds' use identified in the Allocation Plan was for a non-congregate shelter. Planning is in initial stages for this shelter.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The goal of the Northern Colorado Continuum of Care is to make homelessness rare, short-lived, and non-recurring in Weld and Larimer counties. The Continuum's member agencies strive to use the housing first model when working with persons experiencing homelessness.

UWWC operates the Housing Navigation Center (HNC) which provides resources to people who are experiencing homelessness or housing instability. The HNC uses housing first practices and coordinated entry to quickly identify people experiencing homelessness, assess their needs, and assign them housing resources. The HNC provides housing case management and hosts onsite office hours with 25 community partners who provide resources to get people housed quickly. Once households receive a housing resource, the housing case managers will continue to work with them to stabilize and provide emergency financial assistance to prevent households from returning to homelessness.

The Greeley Transitional (Family) House assists families with children move from homelessness to permanent housing through emergency shelter housing and subsequent housing programs. Intensive case management includes advocating with landlords for housing, education on good tenant practices,

employment referral, and budget training. The program is one-year in length with an optional second, as needed.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

Members of a broad networking group started in 2014 and now comprised of more than 200 individuals (“Connections”), work together to assist individuals and families noted in the question. The Connections network includes staff from local non-profit agencies (including the shelters), Habitat for Humanity, United Way, mental health providers, the Department of Corrections and Public Defender’s offices, the educational system, local libraries, the City, etc. This network is quick to request assistance and quick with responses when there is someone within their system that is in need.

The HNC works with local partners to identify households who are on the brink of homelessness and who are accessing emergency financial assistance. Households can access homelessness prevention assistance funds, emergency food and shelter funds, and state homeless prevention funds at the HNC. Additionally, the HNC helps to divert people from homelessness through financial assistance designed to help households reconnect with their support networks. This includes the purchase of bus tickets and gas vouchers to reunite households.

A grant from the Weld Trust, a local foundation, makes it possible for Catholic Charities at Guadalupe Community Center to continue operating the Hospital to Housing Program. The two hospital systems in Greeley refer homeless patients upon discharge to the Hospital-to-Housing Program where they are connected to home health care providers, therapists and other specialists at the Guadalupe Shelter who support the transition into either independent housing or a supportive living facility. The grant provides staff support and housing dollars. The patients served by this program are part of the Greeley homeless population who struggled with significant physical and mental health challenges. In stable housing they can stabilize their health and well-being and break the cycle of continued in and out trips to the hospital.

Ninety-five percent of the Greeley Transitional (Family) House clients are below poverty level. It’s challenging to find affordable housing, as low-income housing is exceptionally low in Greeley. Clientele often have limited education, making good employment also a challenge. GT(F)H’s partner landlords number 10 currently, with intent to partner with three additional.

Jobs of Hope, a Greeley non-profit, works with gang-affiliated individuals and those involved in the justice system and who want to better their lives. They opened a 14-bed, low-barrier sober living home in 2021 as part of its program.

The City supports, to the extent possible, agencies offering shelter for persons being discharged and is part of conversations regarding discharge policies through the Northern Colorado Continuum of Care.

Discussion

The City took a deep look into housing and homelessness with the help of an outside consulting firm to better identify the issues and gaps that might exist in current responses in 2022. Extensive research, through neighborhood meetings and surveys, consultations, and outreach resulted in the *Homeless and Housing Services Assessment and Recommendations* report. A grant from the State provided funds for a city-wide needs assessment and sub-area plan, which was completed in 2023. The needs assessment was one of the six recommendations from the *Homeless and Housing Services Assessment and Recommendations* report.

The City has dedicated significant financial support to aid efforts to end homelessness for many years. It is expected that work will not only continue in 2024 but increase with through efforts of the City's Housing and Homeless Solutions Department.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

The City of Greeley grew 17% between 2010 and 2020, increasing in population during those years from 93,155 to 109,084. With the most affordable single-family home sales prices in Northern Colorado, “affordability” is undoubtedly a draw. However, the average sales price for a home in Greeley increased from \$448,729 in 2021 to \$457,811 in 2022, far outside the range for a buyer needing an affordable unit.

The number of construction permits Greeley issued year-over-year (May 2022 to May 2023) was down significantly, with 246 issued in 2022 by the end of May and 41 issued in 2023. The same was true for multi-family dwelling unit permits, with 67 permits for 1,032 issued by the end of May 2022 and 28 permits for 354 units issued in 2023.

There are several affordable multi-family housing developments underway that are close to leasing, which will provide additional affordable opportunities, including Copper Platte and Immaculata Plaza II. High Plains Housing Development Corporation expects to begin construction on a Permanent Supportive Housing development in 2024 that will target homeless persons for residency. Hope Springs, a development being undertaken by the Greeley-Weld Habitat for Humanity will break ground during the summer of 2023 with homes expected to be ready for sale early in 2024.

Finding land available for affordable housing is a challenge, as is funding the cost of construction and water. Most, if not all, recent affordable housing developments have had complicated financing packages with multiple layers of funding sources, including Low-Income Housing Tax Credits, Private Activity Bonds, HOME funds, and more.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning

ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

The City has no growth limitations. The only policies currently in place affecting return on residential investment are the regulations of the HOME Investment Partnership Program. There are no taxing policies affecting the land other than property tax, which the City doesn't have control over. City Council continues to review fees and charges associated with new developments and has the possibility of allowing Accessory Dwelling Units (ADUs) on large lots. The Strategic Housing Plan remains a useful document with a number of strategies in it that could impact affordable housing, including the following:

- Amendment of the development code to promote housing choice.
- Development of financial strategies that minimize development costs.
- Engaging alternative housing providers (land trusts, affordable housing developers, land banks, etc.)
- Addressing the impact of raw water on affordability
- Facilitate development of manufactured communities

Discussion:

The City will make its Home funds available to developers of affordable housing. While HOME funds awarded are not enough to construct a development, they are useful as partial funding. Additionally, the City expects to continue allocating a portion of its CDBG funds to assist with affordable housing development. Implementation of the Housing Plan strategies and action steps will take time. The City's Strategic Housing Plan is available for review.

The City funds a program of down payment assistance, the G-HOPE program, for employees of participating businesses that are in Greeley. It specifically targets homeownership in the Redevelopment District, including the neighborhoods around the University of Northern Colorado. The boundaries of neighborhoods eligible for the program were expanded slightly in 2023. The G-HOPE program does not restrict housing price or household income.

AP-85 Other Actions – 91.220(k)

Introduction:

Other actions the City will take during 2024 to address the community's needs follow.

Actions planned to address obstacles to meeting underserved needs

The Annual Goals section of this Plan (AP-20) lists the City's 2024 planned activities, most of which address the needs of the underserved. Descriptions of the activities can be found in previous sections of the Action Plan, but briefly:

- Provide CDBG support for infrastructure activities will provide low-moderate-income neighborhoods with quality improvements to sidewalks, curbs, and gutters and bring them to an infrastructure level that is more comparable to newer neighborhoods.
- Make CDBG and HOME funds available to owners and/or developers of affordable housing to assist with multi-family rehab or eligible activities associated with new construction.
- Provide CDBG support to Senior Resource Services for transportation for the elderly, United Way for a cold weather shelter for persons experiencing homelessness, A Woman's Place for victims of domestic violence, and both the Guadalupe Community Center and Greeley Transitional (Family) House to assist homeless individuals and families.
- Make HOME funds available to Greeley-Weld Habitat for Humanity for the new construction of single-family homes for sale to persons typically earning less than 70% of AMI and coming from substandard housing.
- Expand the City Manager's Office-Housing and Homeless Solutions staff to increase work with persons who are homeless and with all types of housing needs.

The City expects to continue to provide hybrid meeting options, so that those not able to attend in-person meetings have the options of attending virtually. City buildings are accessible, and information is provided in public notices on how to request special accommodations. Additionally, the City will continue to work with its partners to identify obstacles and provide support to agencies working with underserved populations. Support may not always be in the form of financial assistance but may take the form of connecting agencies and/or residents to one of the City's institutional partners.

Actions planned to foster and maintain affordable housing

The City added a new affordable housing development for seniors earning 30% or less of AMI in partnership with Archdiocesan Housing, Inc. The development began lease-up in the summer, and HOME units were occupied. The development was a Low-Income Housing Tax Credit project with project-based vouchers from the Greeley Housing Authority.

Copper Platte received Private Activity Bonds from the City. Started in 2022, at completion, the development will have 224 units with tenant incomes restricted to 60% and less of AMI. Units will have one-four-bedrooms. Anticipated opening date is October 1, 2023.

Greeley-Weld's Habitat for Humanity will begin construction on its Hope Springs development in the fall of 2023. First for-sale homes (to low-income buyers) are expected to be available in mid-2024. The City was awarded funds from Colorado's Coronavirus State and Local Fiscal Recovery Funds from the U. S. Treasury (Title VI of the Social Security Act, Section 602) to install the infrastructure at Hope Springs. The City is also open to an application for HOME funds to assist buyers in the Hope Springs development. Construction costs are so high that buyers are not able to purchase these homes without assistance.

Other ways the City will continue with the following to foster and maintain affordable housing:

- Continue to provide the single-family owner-occupied housing rehab emergency grant program.
- Monitor the eight existing HOME projects for affordability and property standards.
- Partner with developers in the construction of affordable housing for rent or ownership.

Actions planned to reduce lead-based paint hazards

There are no specific actions designed to reduce lead-based paint hazards; however, lead-paint regulations will be adhered to during reconstructions and/or single- or multi-family housing rehab activities.

With the closure of the housing rehab loan program, the City does not have a specific program through which lead-based paint hazards can be addressed.

During the 2020-2024 Consolidated Plan, housing rehab activities may expand to include multi-family rehabilitations, which would be subject to the federal standards for lead-based paint mitigation.

Actions planned to reduce the number of poverty-level families

CDBG and HOME funds will be used to provide assistance to the City's most vulnerable in the following ways:

- Support public service activities that provide assistance to seniors, persons experiencing homelessness, and victims of domestic violence to help them stay housed or find housing quickly.
- Support for affordable housing homeownership opportunities with HOME funds, particularly through continued partnership with Habitat for Humanity to assist persons who are in sub-standard living conditions or with incomes that need outside support to afford a home purchase; HOME has provided gap financing to these families in the past and could continue through the Hope Springs development in some manner.
- The City will continue its ongoing efforts to strengthen economic development with the intent of bringing more employment opportunities and higher wages into the City.

Equally important are educational opportunities, and while the City does not support education through funding, it does provide free bus passes to School District 6 students (elementary through high school).

There are many social service assistance opportunities that can be accessed through Weld County Human Services and a good support system of non-profit agencies that provide help in the form of food, shelter, mental and physical health services, transportation, etc.

Actions planned to develop institutional structure

The City continually works to maintain and build its institutional infrastructure. Some of the ways in which this is done include:

- Identifying entities that work with low-moderate-income residents and/or neighborhoods and including them on the City's "Partner List" for distribution of information and materials with regard to CDBG and/or HOME.
- Continuing to support Northern Colorado Continuum of Care efforts to end homelessness.
- Provide City representation on local and regional committees, including as a member of the Northern Colorado Continuum of Care governing board.
- Provide technical assistance meetings at the start of the annual process.
- Offer support and information on CDBG to City departments that work with low-income neighborhoods and residents.
- Network with existing partnerships to identify and fill any gap in institutional structure.

Actions planned to enhance coordination between public and private housing and social service agencies

- The Assistant City Manager with oversight of the Homeless and Housing Services Department is a member of the Greeley Housing Authority board and maintains good connections through that membership.
- The City added a Housing Manager to its staff and will also add a Director of Housing. They will be able to increase the coordination between public and private housing.
- The City also added a staff to work with issues of people who are experiencing homelessness. Coordination with social service agencies will be considered when working toward solutions for homelessness.

Other ways coordination between public and private housing and social service agencies occurs has been discussed throughout this Action Plan.

There is good coordination among the local agencies, frequently by email through the Connections group (as noted in other areas of this Action Plan). City staff receives the emails that go out looking for support for clients in the Connections system and is able to share and respond when possible.

Discussion:

The City recognizes the need for partnerships and collaboration, and to the extent possible with develop new partnerships and maintain good relationships with community partners and interested parties.

Program Specific Requirements

AP-90 Program Specific Requirements – 91.220(I)(1,2,4)

Introduction:

The City has no Section 108 loan guarantees, surplus funds from urban renewal settlements, or float funded activities. Program income and revolving loan funds will be utilized to further the goals identified.

The 2024 grant year will be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income.

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. Program income expected to be received has been allocated to an activity and is noted in AP-15 Expected Resources.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(I)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	\$60,000.00
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan	\$0.00
3. The amount of surplus funds from urban renewal settlements	\$0.00
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan.	\$0.00
5. The amount of income from float-funded activities	\$0.00
Total Program Income	\$60,000.00

Table 14 – Program Income

Other CDBG Requirements

1. The amount of urgent need activities	\$0.00
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Table 15 – CDBG Other

HOME Investment Partnership Program (HOME)

Reference 24 CFR 91.220(I)(2)

1. A description of other forms of investment being used beyond those identified in Section 92.205 is

as follows:

Section 92.205(b)(1) defines forms of investment in the following manner:

“A participating jurisdiction may invest HOME funds as equity investments, interest-bearing loans or advances, non-interest-bearing loans or advances, interest subsidies consistent with the purposes of this part, deferred payment loans, grants, or other forms of assistance that HUD determines to be consistent with the purposes of this part and specifically approves in writing. Each participating jurisdiction has the right to establish the terms of assistance, subject to the requirements of this part.”
The City does not utilize a form of investment that is not identified under the noted section.

2. A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:

See Appendix B for the City’s Policies and Procedures for affordability and recapture of HOME funds for homebuyer activities.

3. A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds. See 24 CFR 92.254(a)(4) are as follows:

The 24 CFR 92.254(a)(4) section discusses qualification as affordable housing for homeownership. The City does not intend to acquire units of housing for homeownership with HOME funds but instead provides HOME support to buyers of Greeley-Weld Habitat for Humanity homes so that they can acquire (purchase) a Habitat home. The City’s recapture guidelines are attached.

4. Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:

There are no plans to use HOME funds to refinance existing debt secured by multi-family housing that is rehabilitated with HOME funds.

5. If applicable to a planned HOME TBRA activity, a description of the preference for persons with special needs or disabilities. (See 24 CFR 92.209(c)(2)(i) and CFR 91.220(l)(2)(vii)).

Not applicable.

6. If applicable to a planned HOME TBRA activity, a description of how the preference for a specific category of individuals with disabilities (e.g., persons with HIV/AIDS or chronic mental illness) will narrow the gap in benefits and the preference is needed to narrow the gap in benefits and services received by such persons. (See 24 CFR 92.209(c)(2)(ii) and 91.220(l)(2)(vii)).

Not applicable.

If applicable, a description of any preference or limitation for rental housing projects. (See 24 CFR 92.253(d)(3) and CFR 91.220(l)(2)(vii)). Note: Preferences cannot be administered in a manner that limits the opportunities of persons on any basis prohibited by the laws listed under 24 CFR 5.105(a).

At this time, the City gives no preference nor limits beneficiaries other than that they qualify as LMI households. The department that oversees HOME funds and affordable housing at the City is being restructured; this may change in the future.

Discussion

The City will utilize the HOME affordable homeownership limits for the Greeley MSA that are provided annually by HUD.

The City maintains a list of affordable housing developers that might be interested in building in Greeley (past partners; developers who have expressed interest). Periodically, the City requests letters of interest from interested developers for HOME funds that are available and works with those responding towards a development. The City does not currently have an annual competitive process for HOME funds. The HOME application is available from the City's HOME administrator's office.



Proposed Community Development Block Grant Budget-FY 2024 Proposed HOME Budget-FY 2024

October 17, 2023



Agenda



- Annual Action Plan Overview
- 2024 Proposed CDBG/HOME Budget
- Next Steps

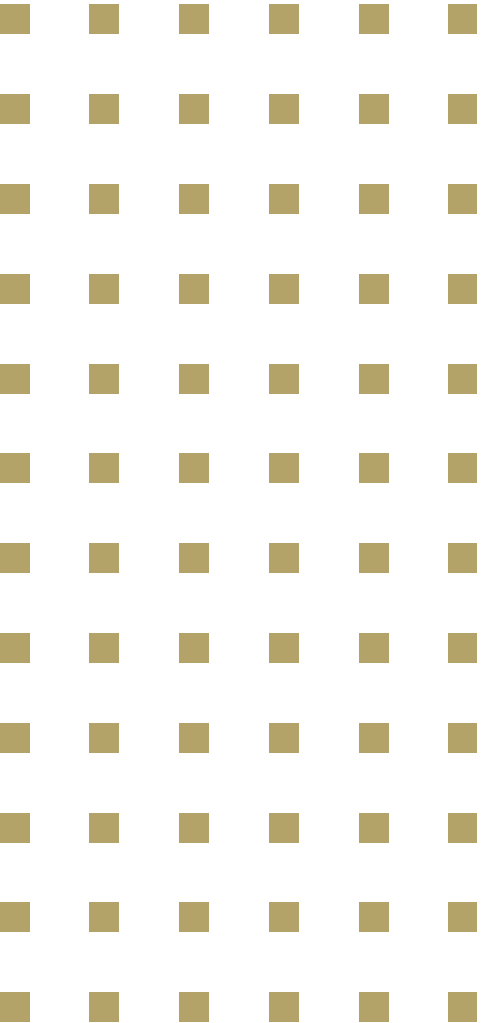
CDBG Overview

Meet a National Objective

- Assistance to low-moderate-income residents (<80% area median income- AMI)
- Elimination of slum & blighted conditions
- Urgent need

Address Identified Priority Within the Consolidated Plan

- Preserve and maintain affordable housing
- Revitalize neighborhoods within designated redevelopment areas
- Support for public facilities and public services that meet the above listed criteria



CDBG 2024

5th Year of 2020-2024 Consolidated Plan-Application Review

Proposed CDBG Budget-FY 2024

Applicant/Request	Request	Recommend	Total Funding
City-GURA-Grant Administration	\$168,000	\$168,000	\$168,000
PRIORITY – AFFORDABLE HOUSING & PUBLIC SERVICES			
Agency-Public Service-Guadalupe Community Center	\$24,450	\$20,000	\$20,000
Agency-Public Service-Greeley Transitional House (Greeley Family House)	\$14,063	\$15,000	\$14,063
Agency-Public Service-A Woman's Place	\$10,307	\$15,000	\$10,307
Agency-United Way-Cold Weather Shelter	\$40,000	\$40,000	\$40,000
Agency-Senior Resource Services (60+ Ride)	\$15,000	\$15,000	\$15,000
PRIORITY – INFRASTRUCTURE/NEIGHBORHOOD REVITALIZATION			
City-Public Works-Public Improvements (sidewalks, etc.)	\$1,450,876	\$557,630	\$557,630
City-Public Works/Traffic-School zone speed signs	\$90,000	\$45,000	\$45,000
City-CPRD/Forestry-Parkway Tree Planting	\$20,000	\$15,000	\$15,000
City-Public Works-Clean-up Weekend (Public Service)	\$20,000	\$15,000	\$15,000
TOTAL	\$2,852,696	\$884,000	\$900,000
ANTICIPATED GRANT			\$840,000
PROGRAM INCOME			\$60,000
ANTICIPATED RESOURCES			\$900,000
PRIOR YEARS' HOUSING SET-ASIDE FUNDS			\$1,127,220

Proposed HOME Budget-FY 2024

Home Investment Partnership (HOME) funds are primarily used for housing programs such as support for new affordable housing development within Greeley.

Funds can also be used in partnership with local non-profit groups to fund a variety of activities (i.e. building/buying/rehabilitation of affordable housing units, tenant based rental assistance) for those who are low-moderate income (<80% area median income- AMI).

Program Source of Funds	Use of Funds	Annual Allocation	Program Income	Prior Year Resources	Total
HOME Investment Partnership Funds	Administration; Affordable Housing	\$300,000	\$5,000	\$1,082,223	\$1,521,400

Next Steps

1. Public Hearing & Resolution for approval of Annual Action Plan
2. Action Plan will be finalized and submitted to HUD
3. Grant award will come from HUD – historically in July/August
4. Action Plan will be available on the GURA website

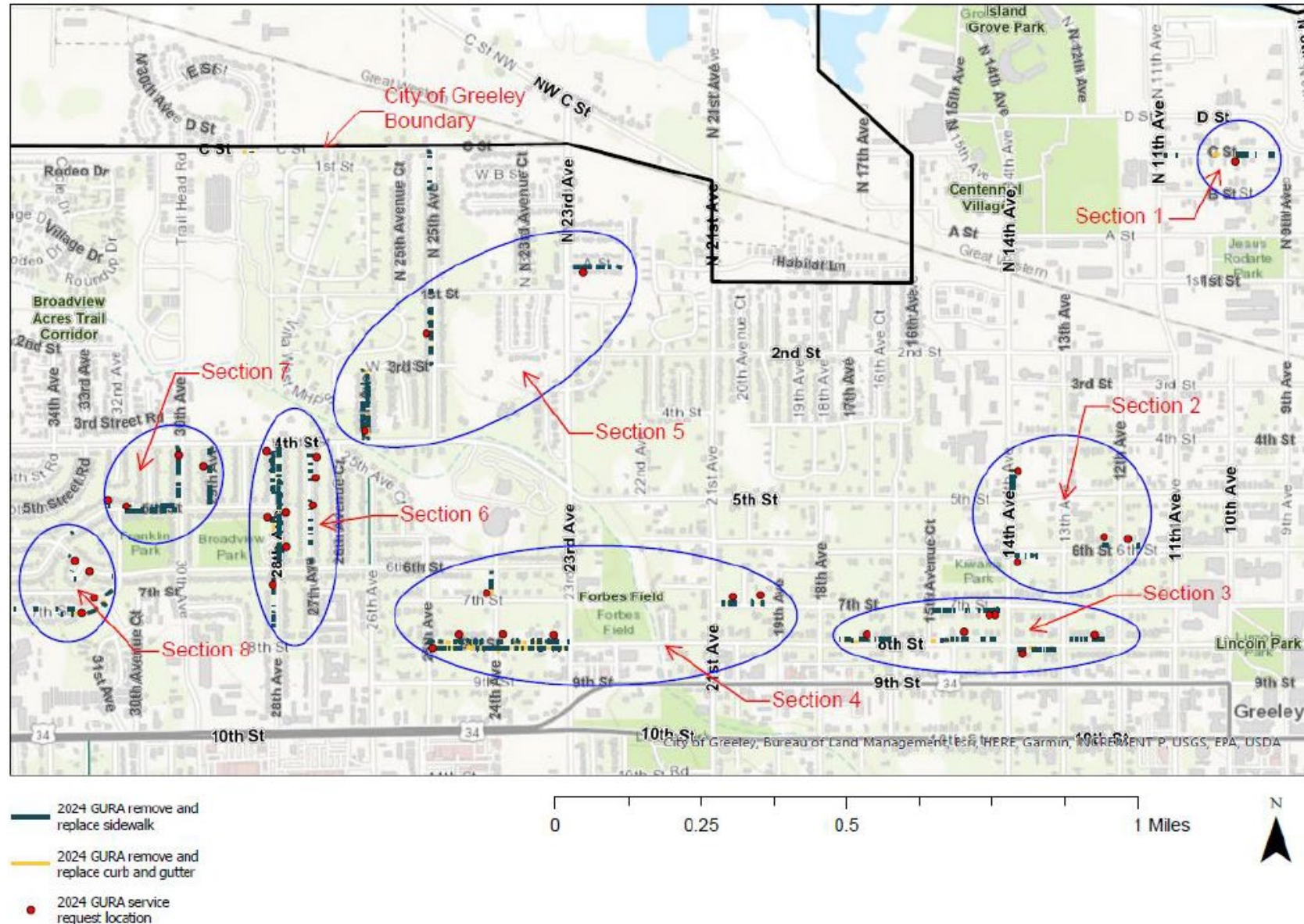
Thank you



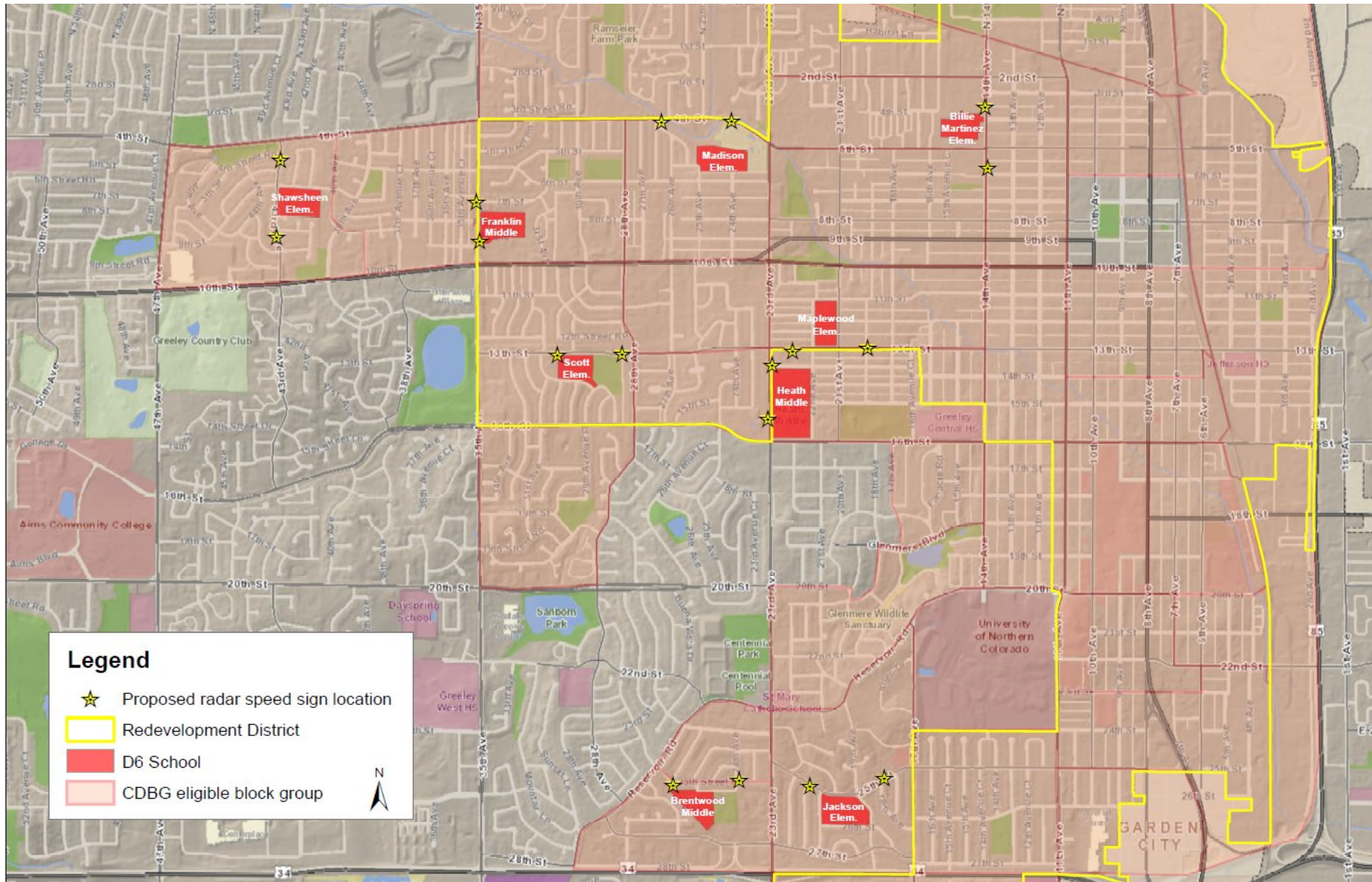
Appendix- Timeline of Events

Timeline and Citizen Participation Process	
June 1, 2023	CDBG Applications available for Fiscal Year 2024 funding.
June 5, 2023	Technical assistance for applicants. 12:00-1:00. City Center North, 1100 10 th Street, Room 1107. Entrances on west side of building.
June 6, 2023	1st Neighborhood Meeting – grant information for interested residents and opportunity to offer input on grant use. 3:30-4:30 – Greeley Rec Center, 651 10 th Avenue Room 101A.
June 7, 2023	Technical assistance for applicants. 12:00-1:00. City Center North, 1100 10 th St. #1107
June 8, 2023	2nd Neighborhood Meeting – grant information for interested residents and opportunity to offer input on grant use. 12:00-1:00 – City Center North, 1100 10 th St. Room 1107.
July 14, 2023	Last day to submit applications to GURA.
August 9, 2023 – 4:30 p.m.	Public Hearing – Greeley Urban Renewal Authority. Applicants are strongly encouraged to attend the public hearing and explain their funding requests to the GURA Board. GURA reviews all applications and forwards their funding recommendations to City Council.*
Aug 10-September 10, 2023	Thirty (30) day public comment period. Comments received will be included in Annual Action Plan & responded to in writing.
October 10, 2023	City Council work session for preliminary review of 2024 CDBG budget requests.
October 17, 2023	Public Hearing - City Council for approval of the CDBG budget. Funding requests will be finalized by Council at the meeting.
November 15, 2023	2024 Annual Action Plan ready for submittal to HUD.
March 2024	Any adjustments to HUD budgets (additional appropriations) by end of March.
June 2024	CDBG funds become available for approved 2024 projects.

Appendix- Sidewalk Location Map



Appendix- Radar Speed Sign Location Map





Council Agenda Summary

October 17, 2023

Key Staff Contact: Caleb Jackson, Interim Chief Planner

Title:

Public hearing and second 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 (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?	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:

None

Strategic Focus Area:



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. Ordinance 49, 2023 with Appendix 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
9. Staff Presentation

**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 Appendix 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

City Clerk

Mayor

APPENDIX A
**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.**

LEGAL DESCRIPTION FOR REZONING AREA

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 (±).

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:

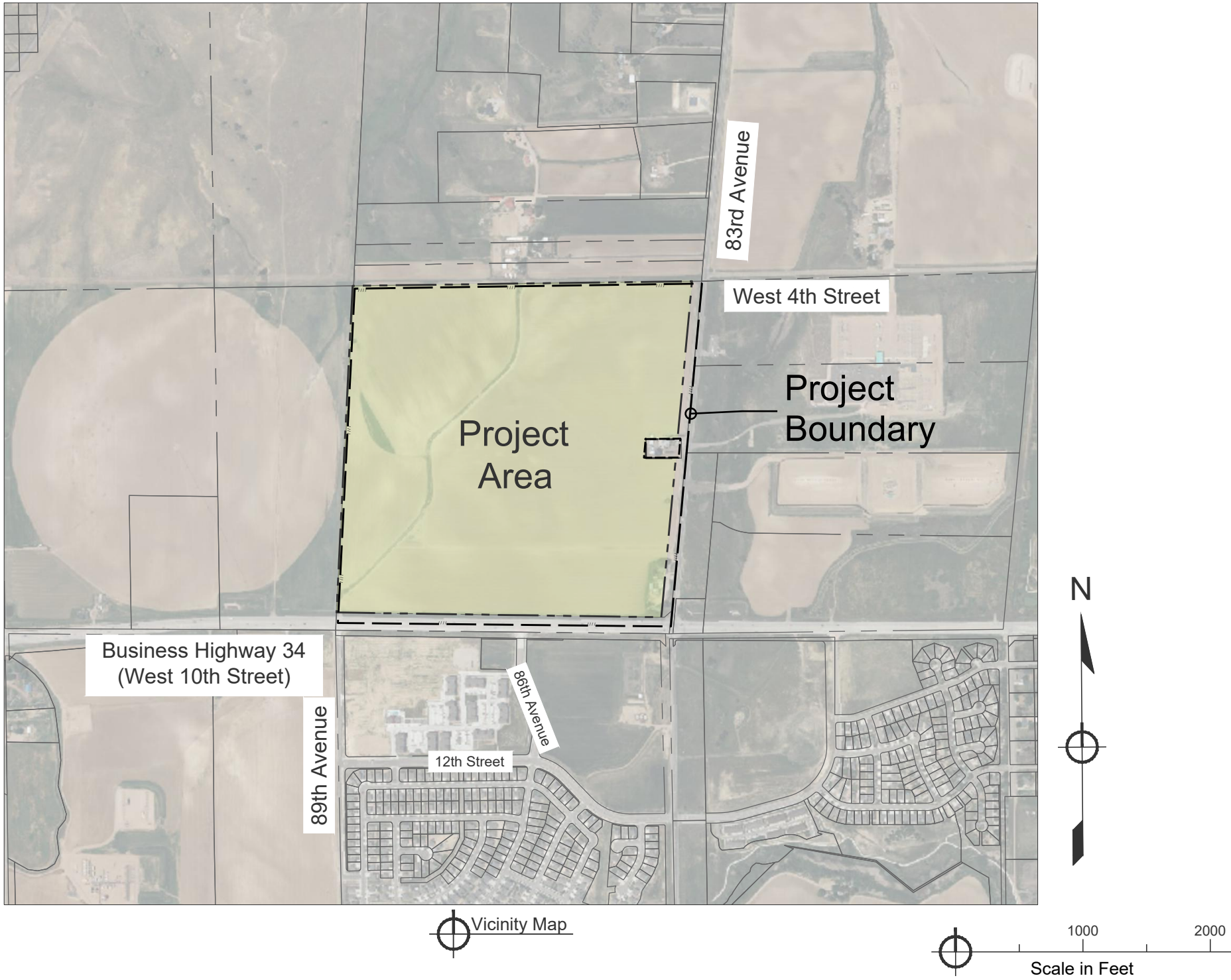
BEGINNING at the East Quarter Corner of said Section 6, monumented by a 2" steel pipe with a 2.5" aluminum cap stamped LS 11989, and assuming the East line of said SE1/4 as bearing North 05°10'08" East, being a Grid Bearing of the Colorado State Plane North Zone, North American Datum 1983/2011, a distance 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 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 (±).



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.

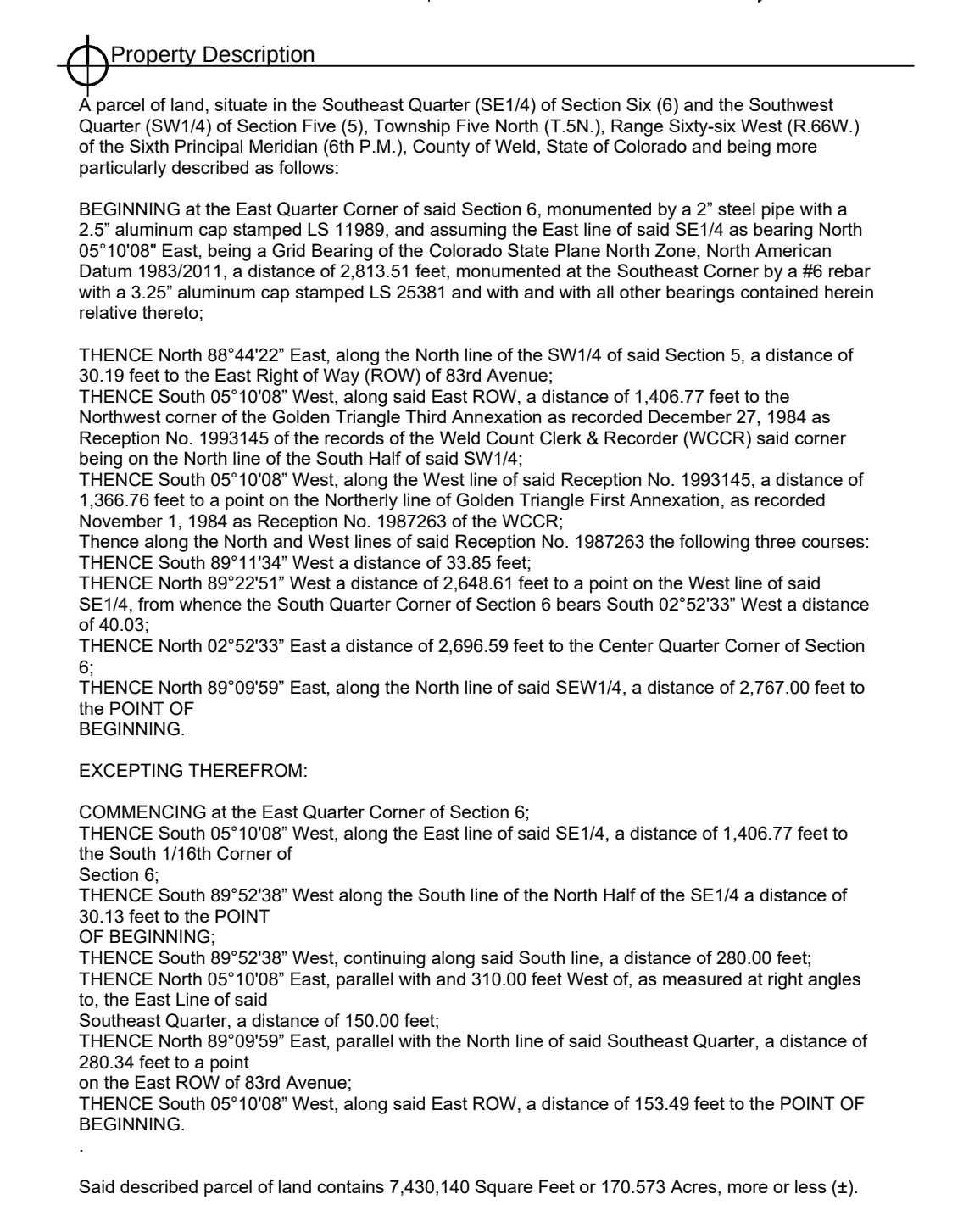
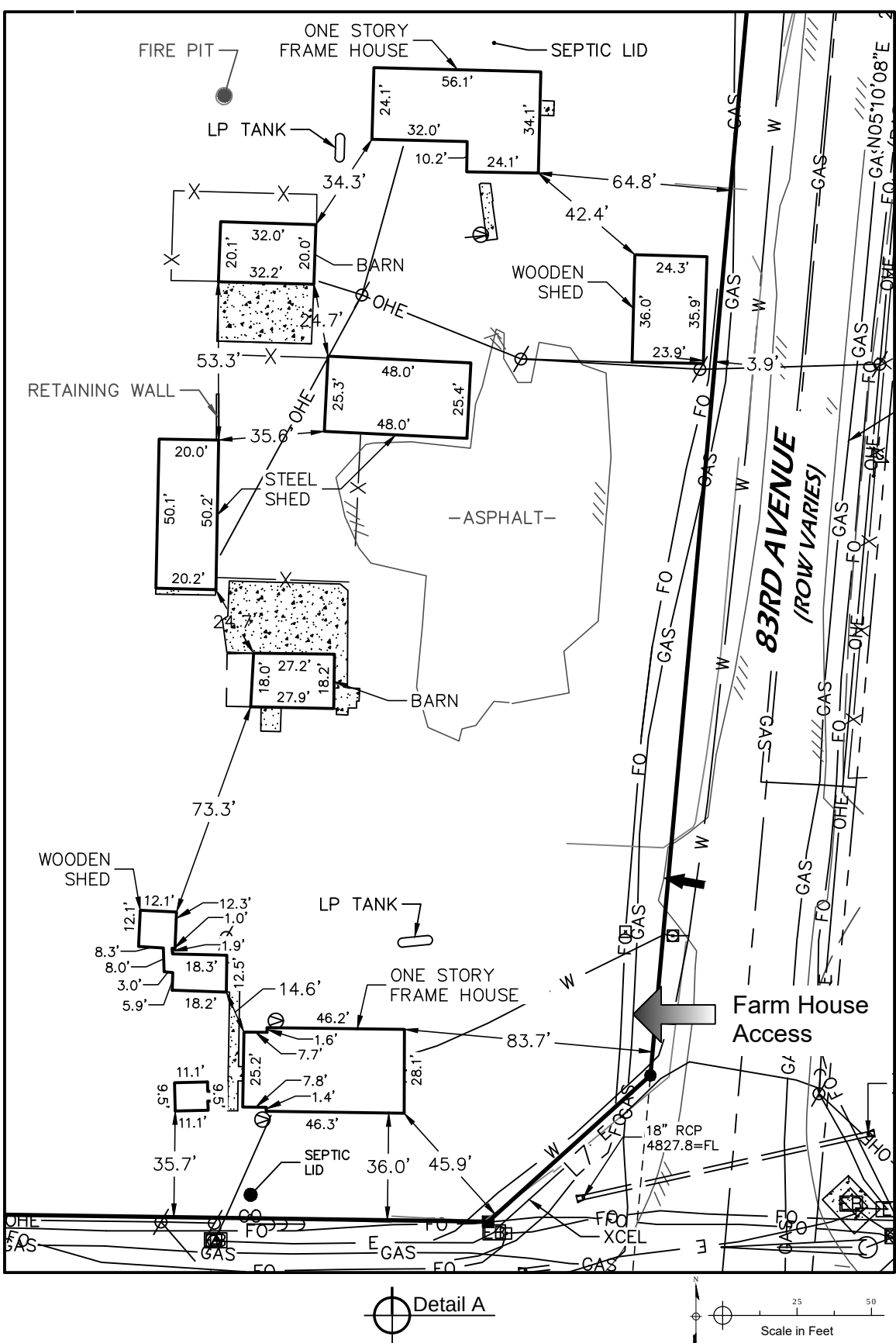
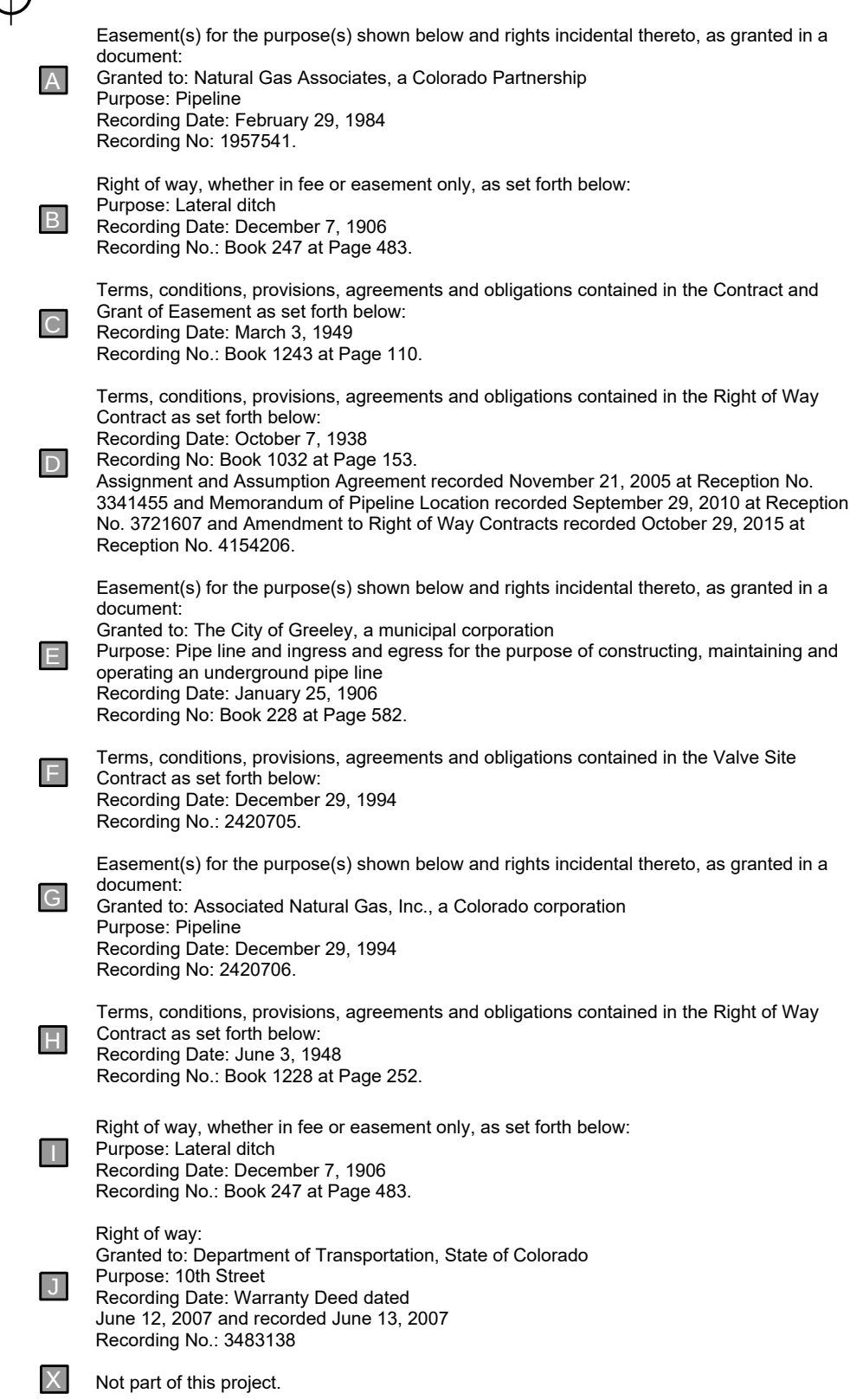
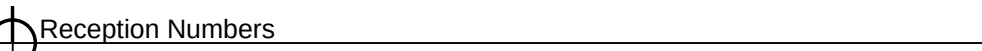
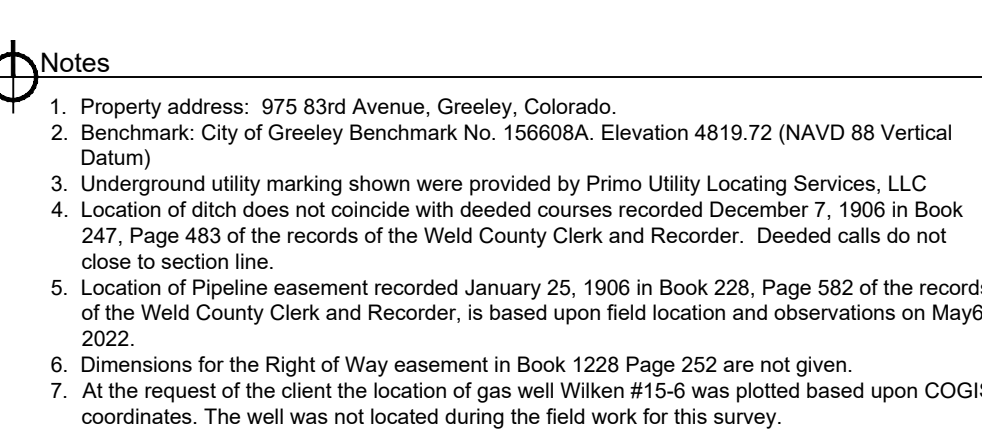
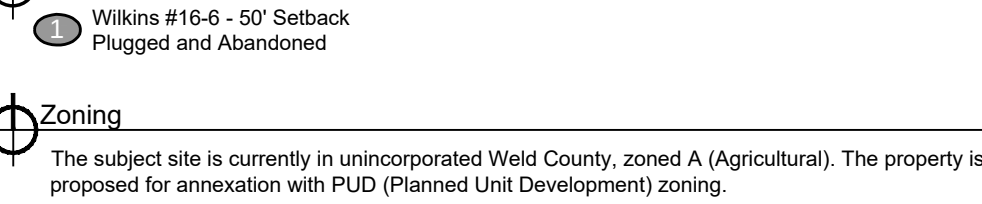
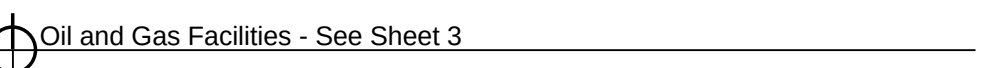
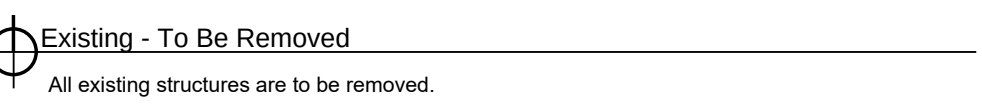
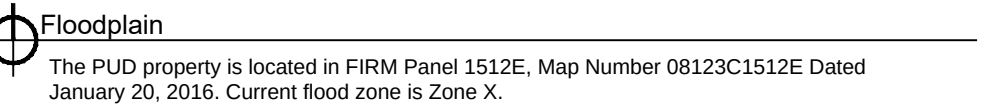
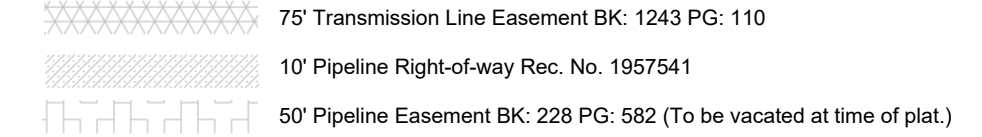
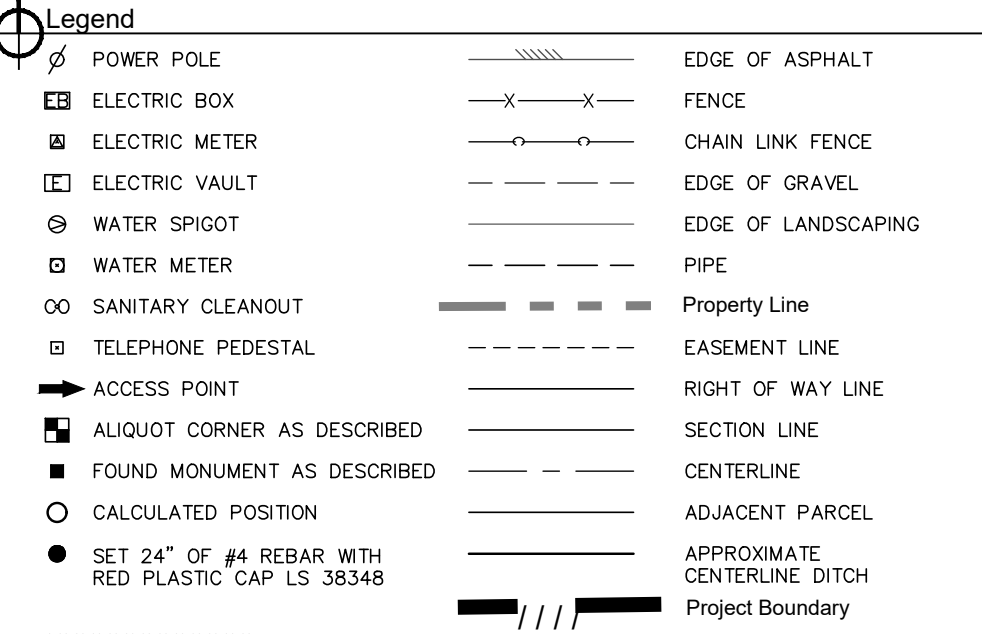
City of Greeley, County of Weld, State of Colorado

161.136 Acres Project Number: PUD2022-0006

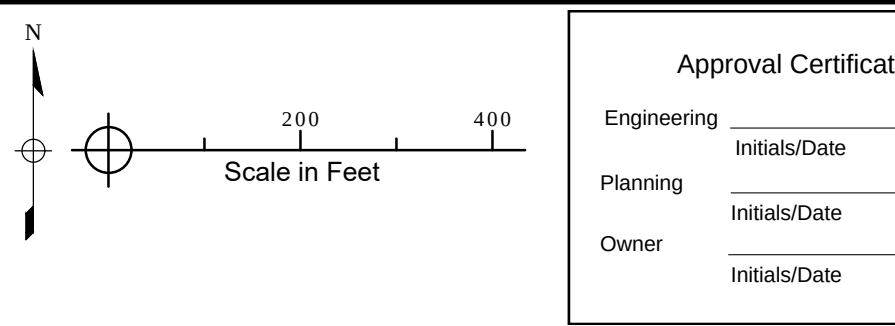
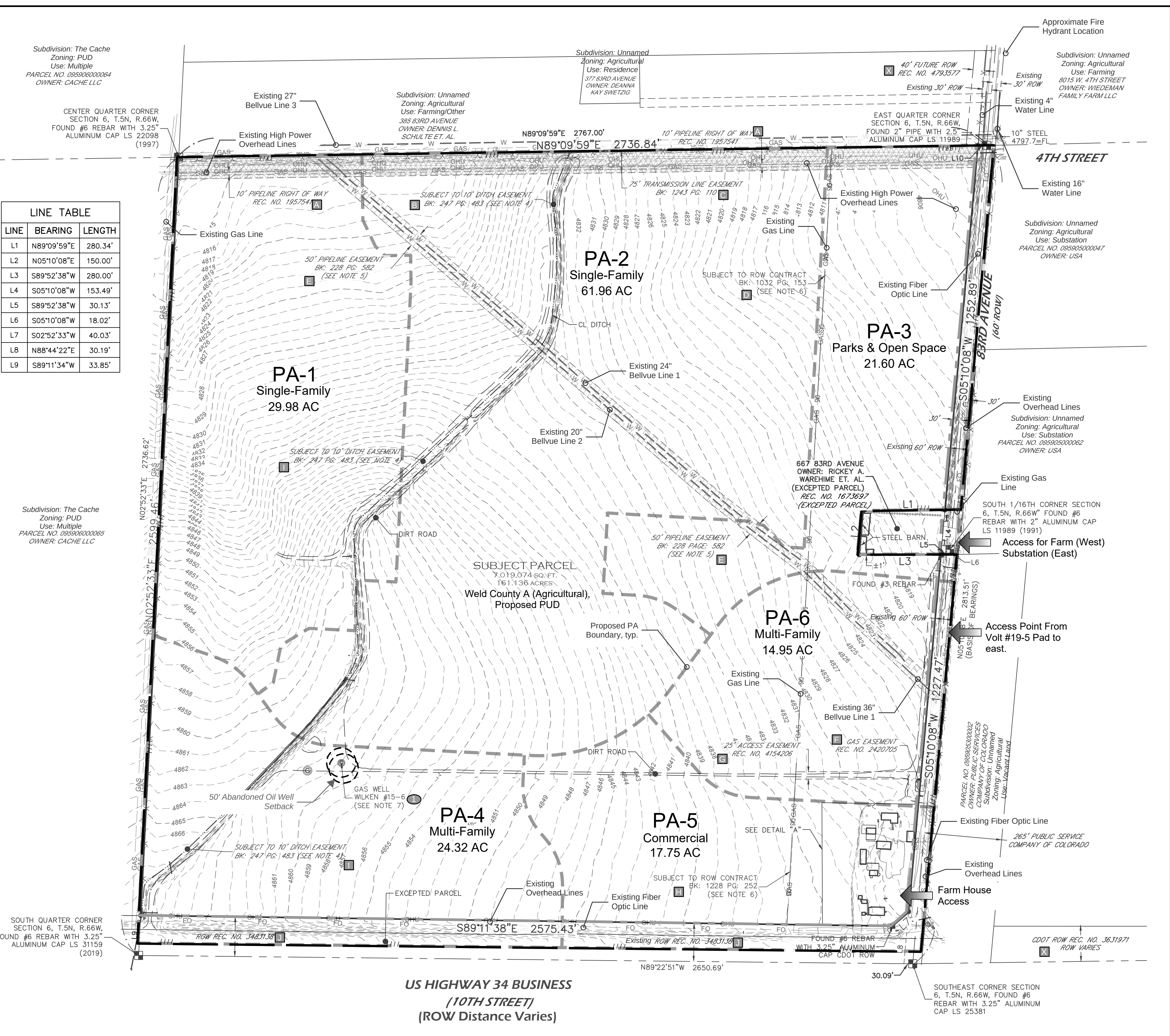
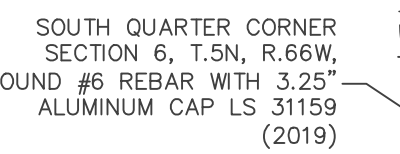
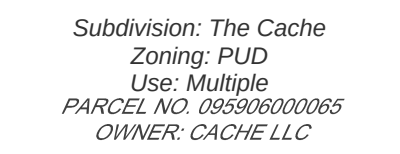
Cover Sheet

August 11, 2023

Sheet 1 of 13



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'



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

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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:

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;

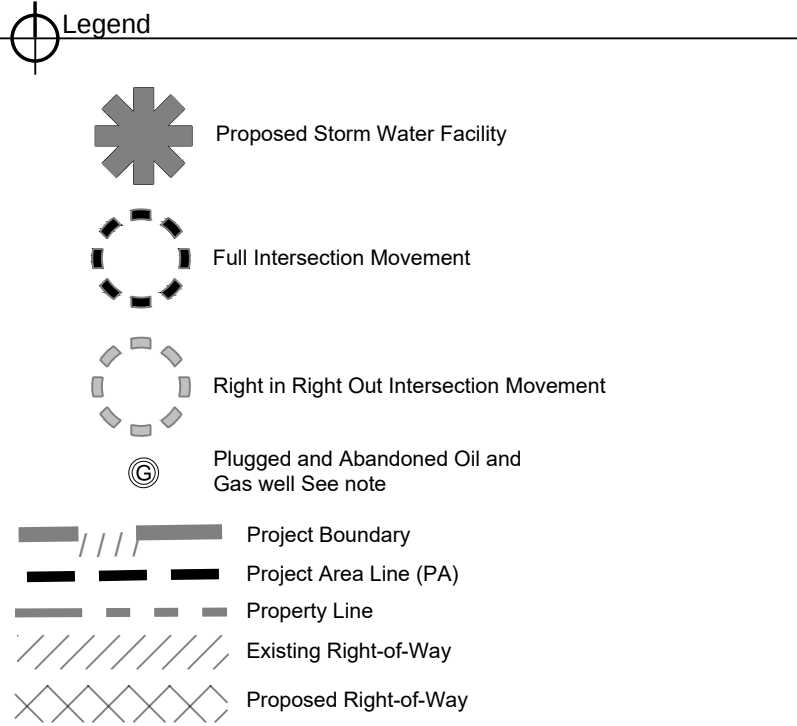
THENCE North 89°09'59" East, parallel with the North line of said Southeast Quarter, a distance of 280.34 feet to a point on the East ROW of 83rd Avenue;

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

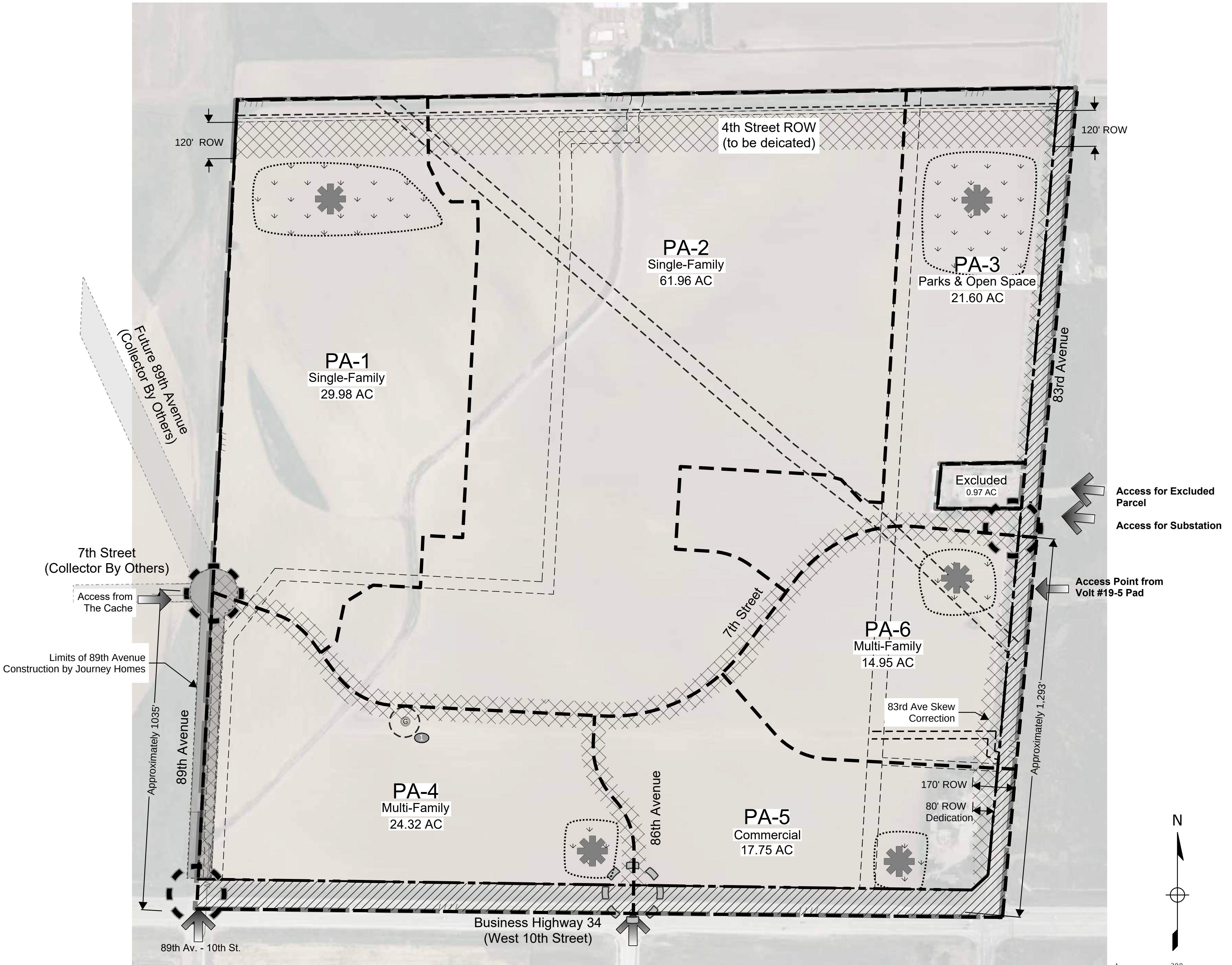
Said described parcel of land contains 7,430,140 Square Feet or 170.573 Acres, more or less (±).

Oil and Gas Facilities - See Sheet 3

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



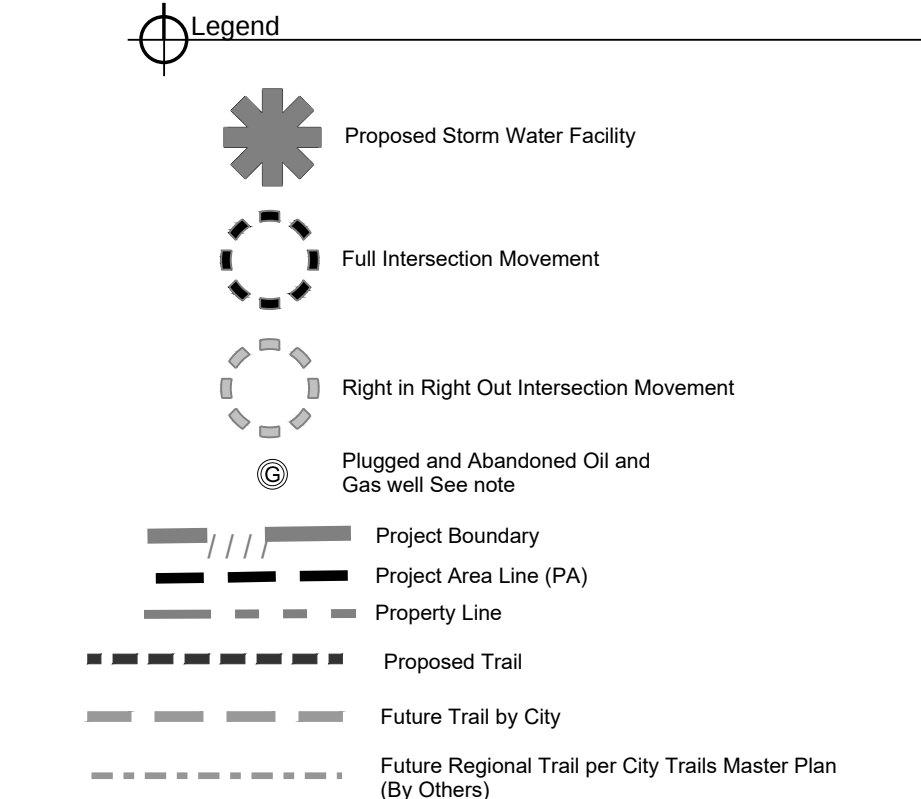
- Notes**
- This PUD proposes a mix of single-family and multi-family dwellings and is not subject to housing diversity requirements in the Greeley Development Code.
 - The City of Greeley's Areas of Ecological Significance Map identifies a potential area of ecological significance at the north end of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

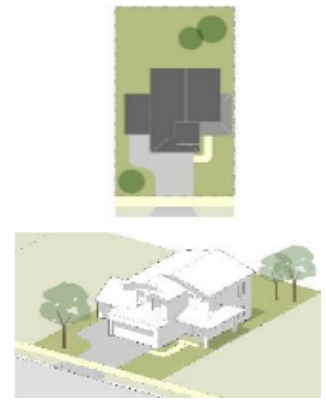
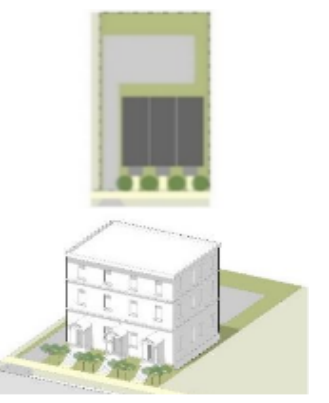
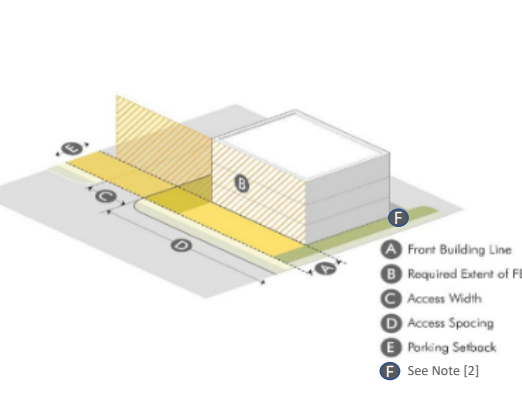


Approval Certificate

Engineering	_____
Planning	_____
Owner	_____

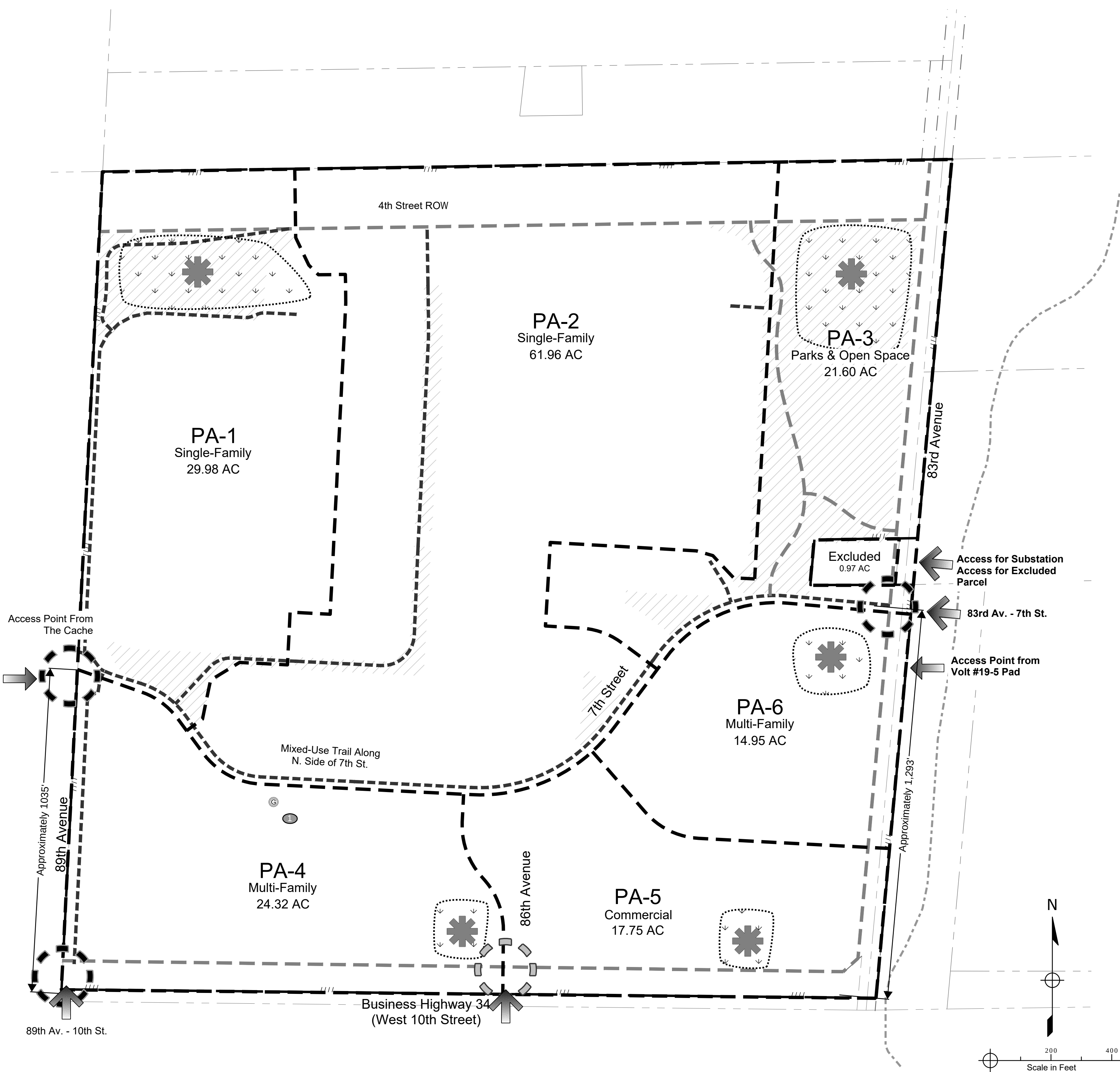
Initials/Date

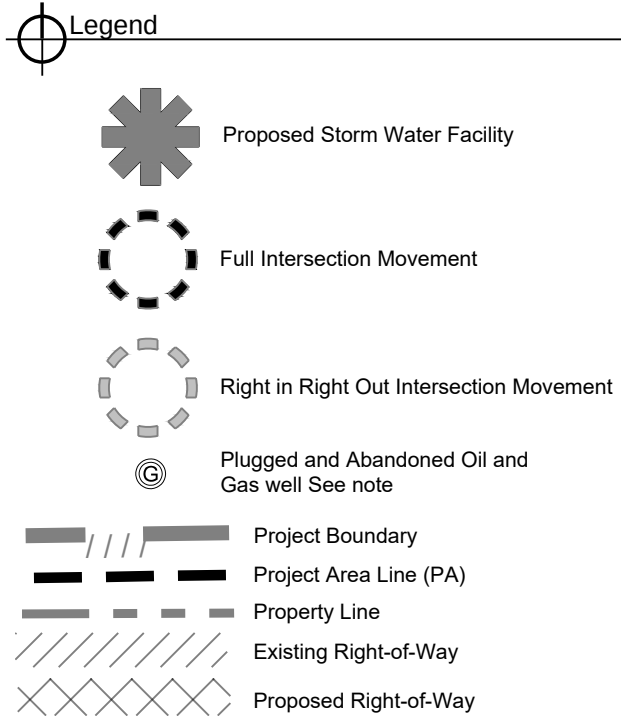
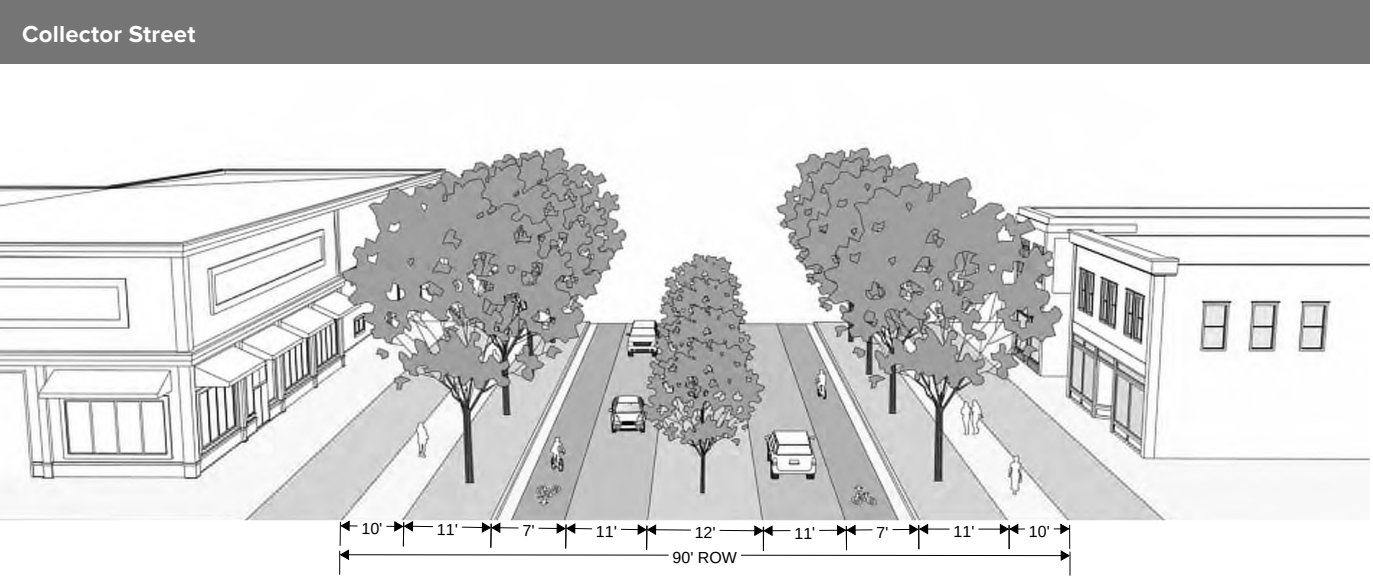
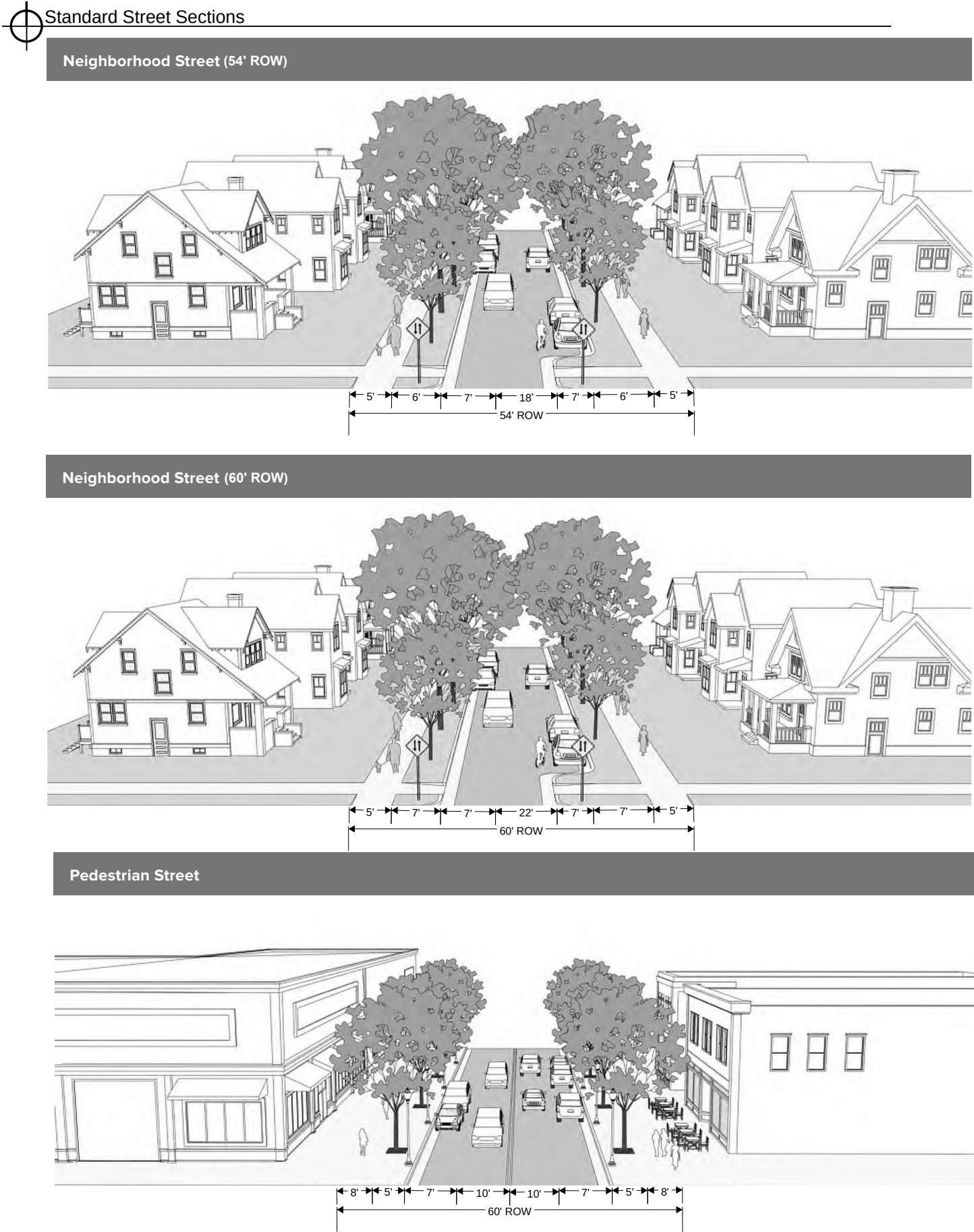


Frontage Types & Design Standards			
Frontage Element	Single-Family Residential Frontage	Multi-family Residential Frontage	Commercial Frontage
			
Application	PA-1 & PA-2 PA-5 PA-4 & PA-6		
Front Building Line	25' ±	10' - 20'	(A) FBL: Per COG Development Code Frontage C (B) Req'd Extent of FBL: Per COG Development Code Frontage C
Front Entry Feature	Required. See City of Greeley Development Code Section 24-503.3.5	Required. See City of Greeley Development Code Section 24-503.3.5	(C) Access Width: Per COG Development Code Frontage C
Driveway Width	Targeted Section - 50% of lot width, up to 30' maximum Cut-de-Sac and Eyebrow Sections - Up to 25% of lot width	15% of lot width, up to 27' maximum	(D) Access Spacing: Per COG Development Code Frontage C
Storage 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 (TBD 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

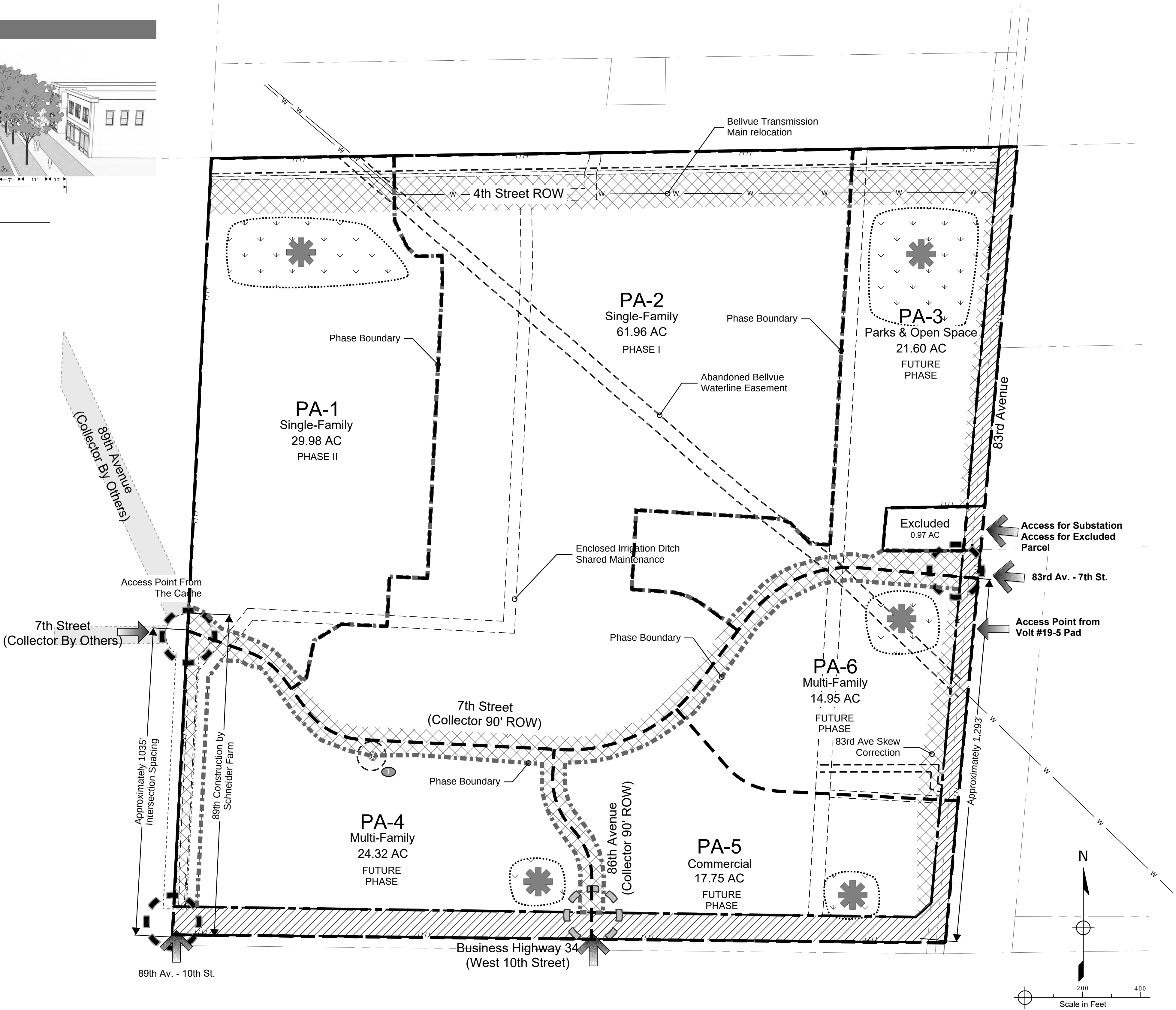




Commitments Matrix					
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility	Ownership
ROW Dedication	Final Plat	Phase 1	Developer	Not Applicable	City of Greeley
Collector Street Construction	Construction Documents	Phase 1	Metropolitan 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.



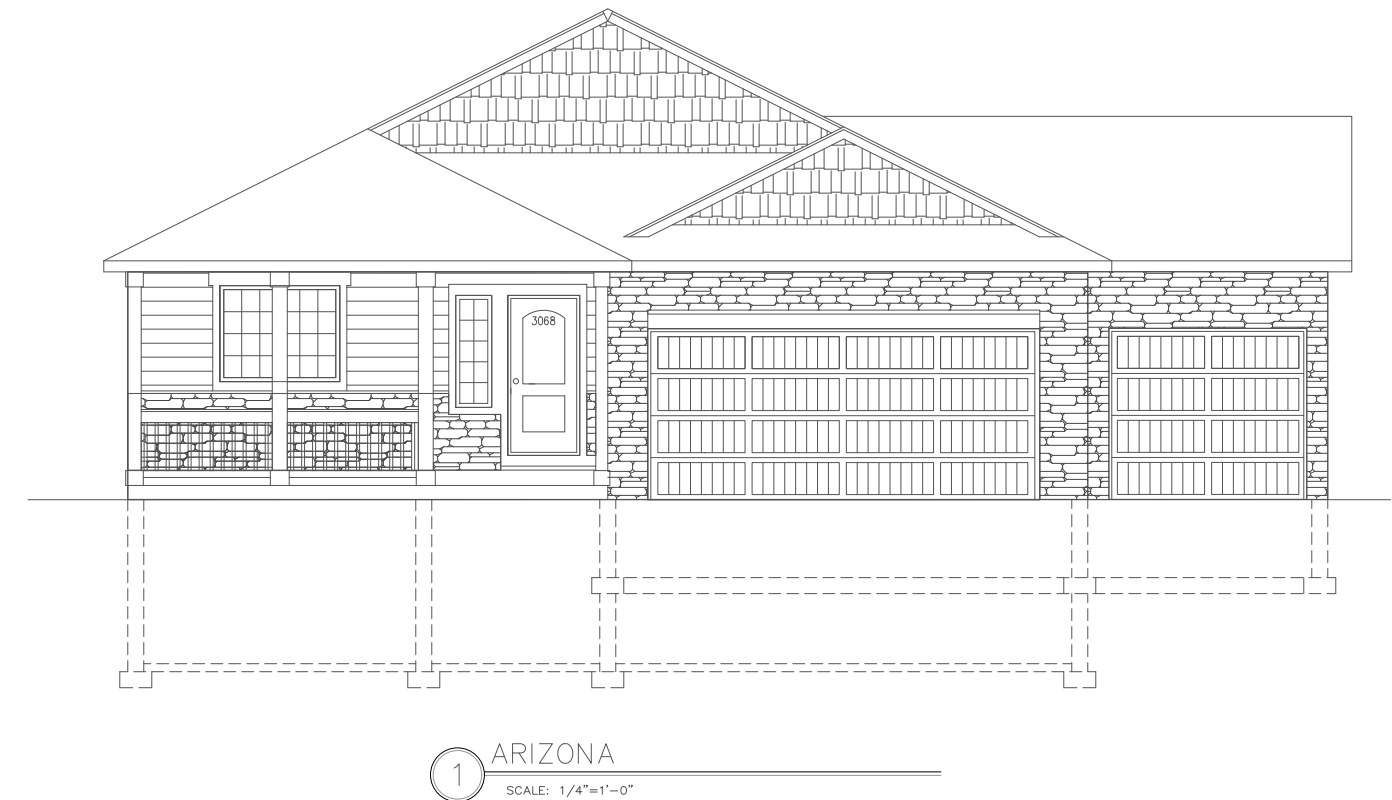
Accepted By: _____ Representative _____ Date _____

Approval Certificate

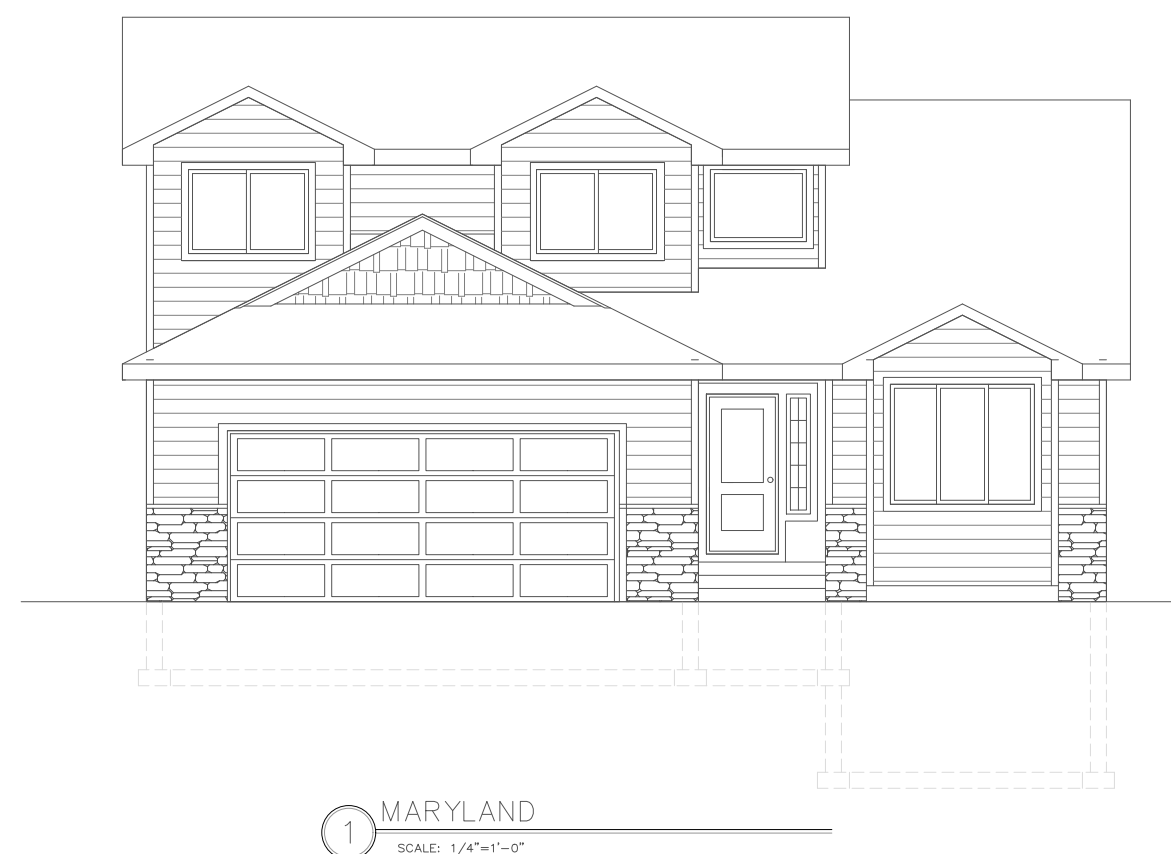
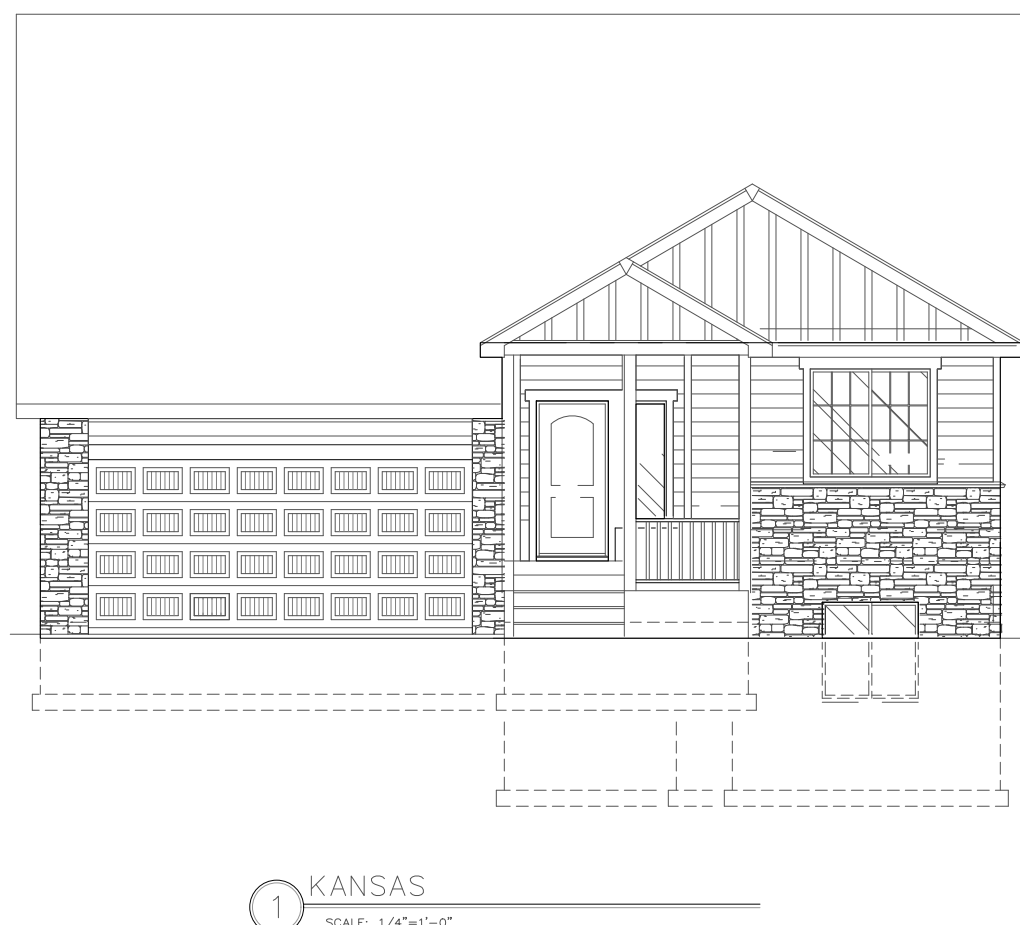
Engineering _____ Initials/Date _____

Planning _____ Initials/Date _____

Owner _____ Initials/Date _____



 Representative SFD Elevations - Wider Driveways
Scale: 1/8" = 1'



 Representative SFD Elevations - Standard Driveways
Scale: 1/8" = 1'

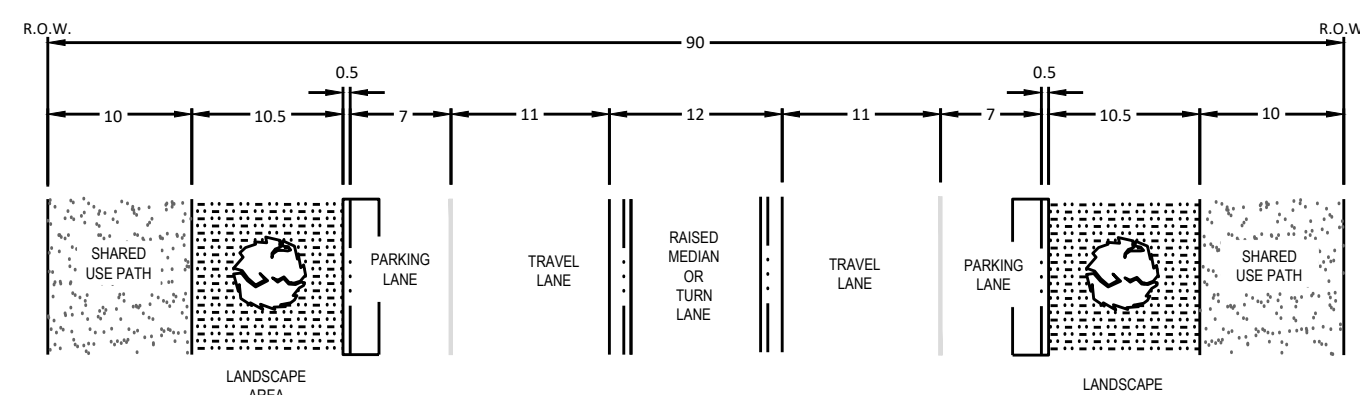
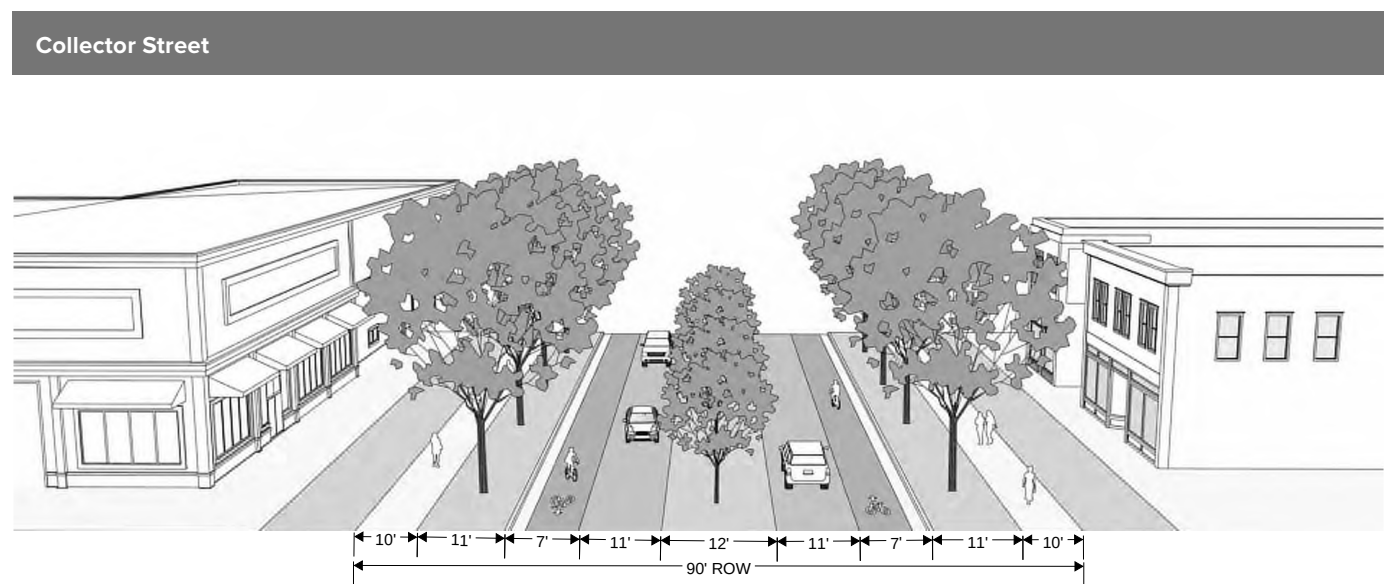
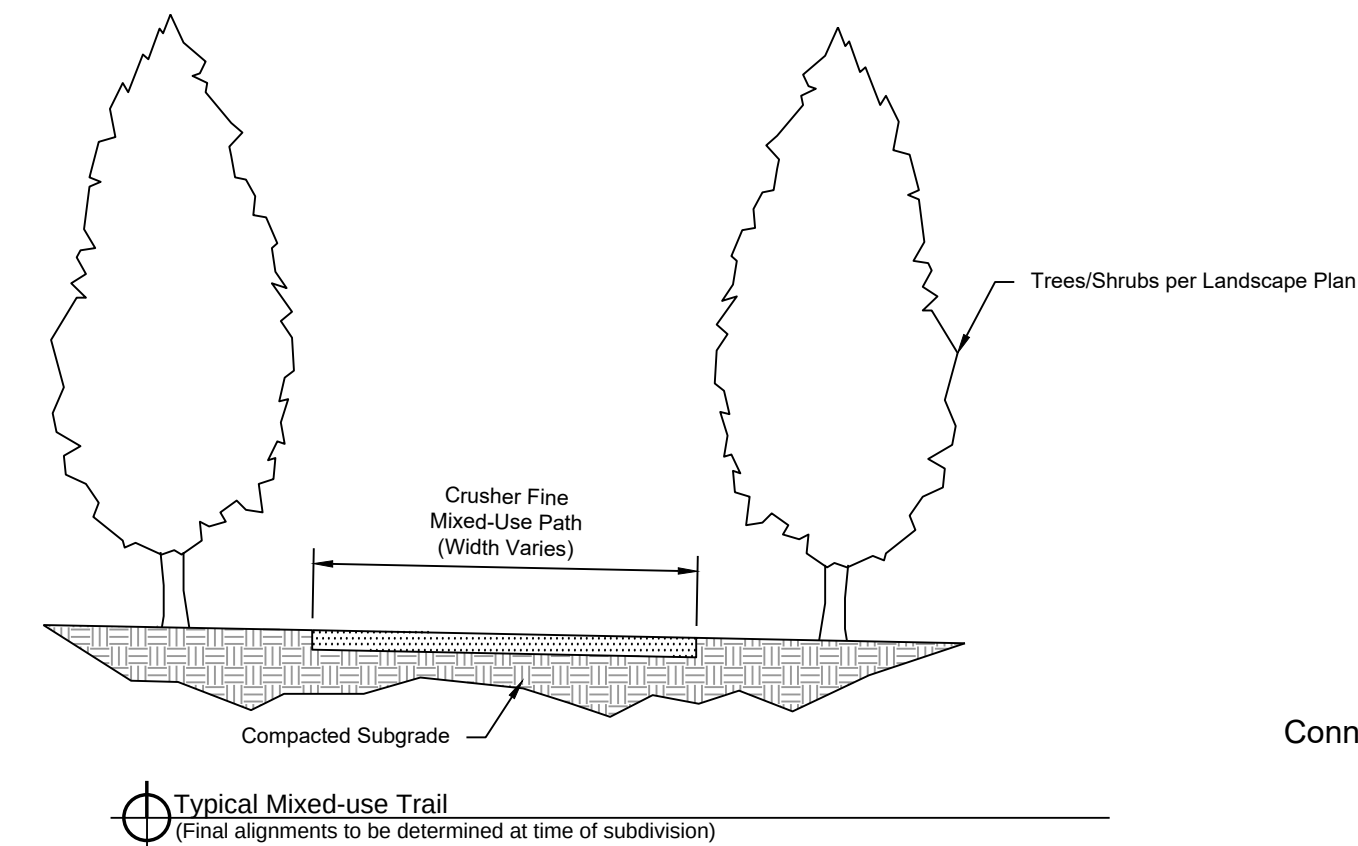
Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date

Legend

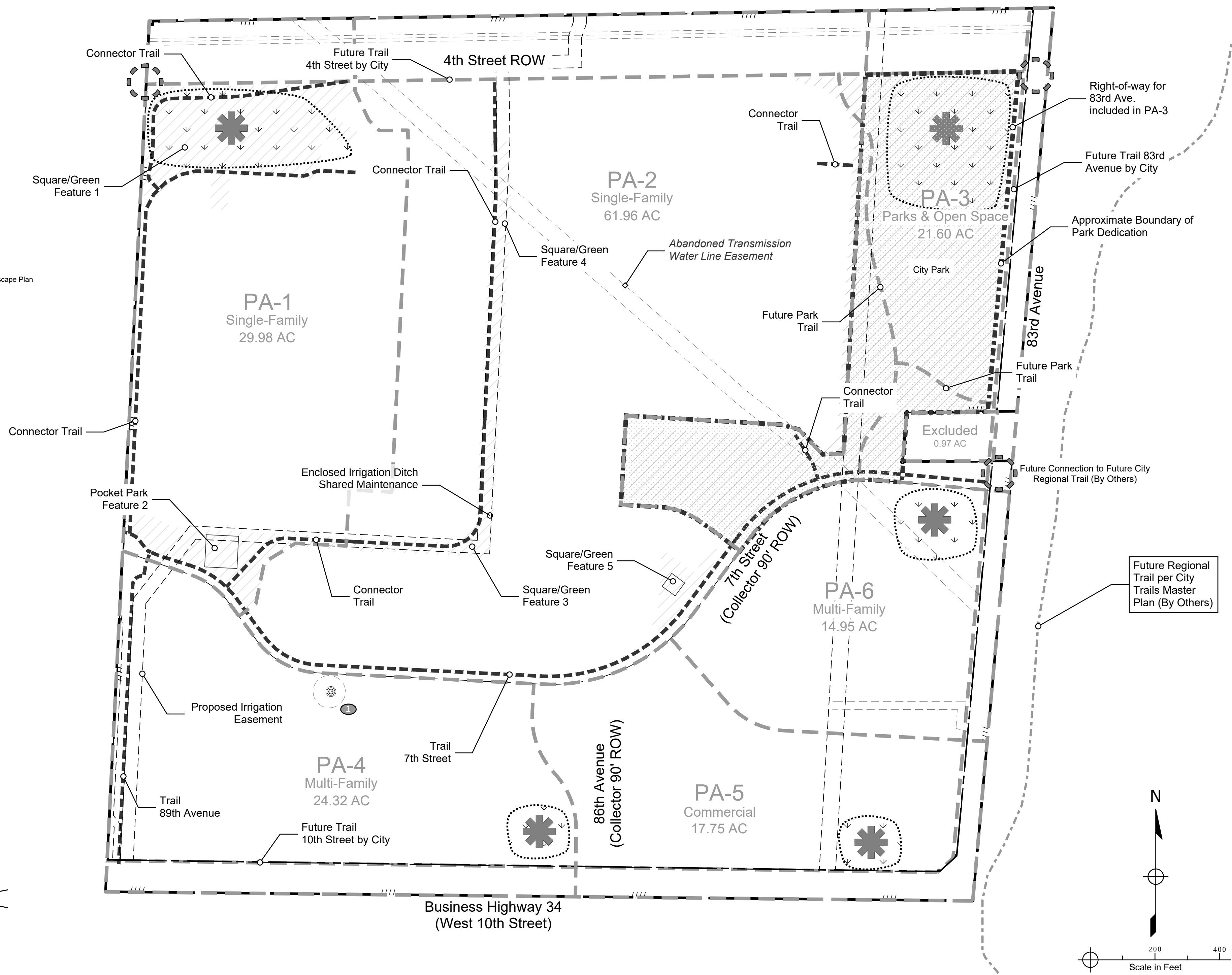
- Proposed Storm Water Facility
- Future Trail Connection Point
- Proposed Trail
- Future Trail
- Future Regional Trail per City Trails Master Plan (By Others)

Landscape Note

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



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



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

Scale: 1" = 400'

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

Legend

— 4800 —

Major Contour

— 4801 —

Minor Contour

— — —

Boundary

— W — W —

Proposed

— W — W —

Existing

Notes

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

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

Building Area (1000 ft²)	Average Day Demand (gpm)	Peak Hour Demand (gpm)
119	16.67	71.43

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

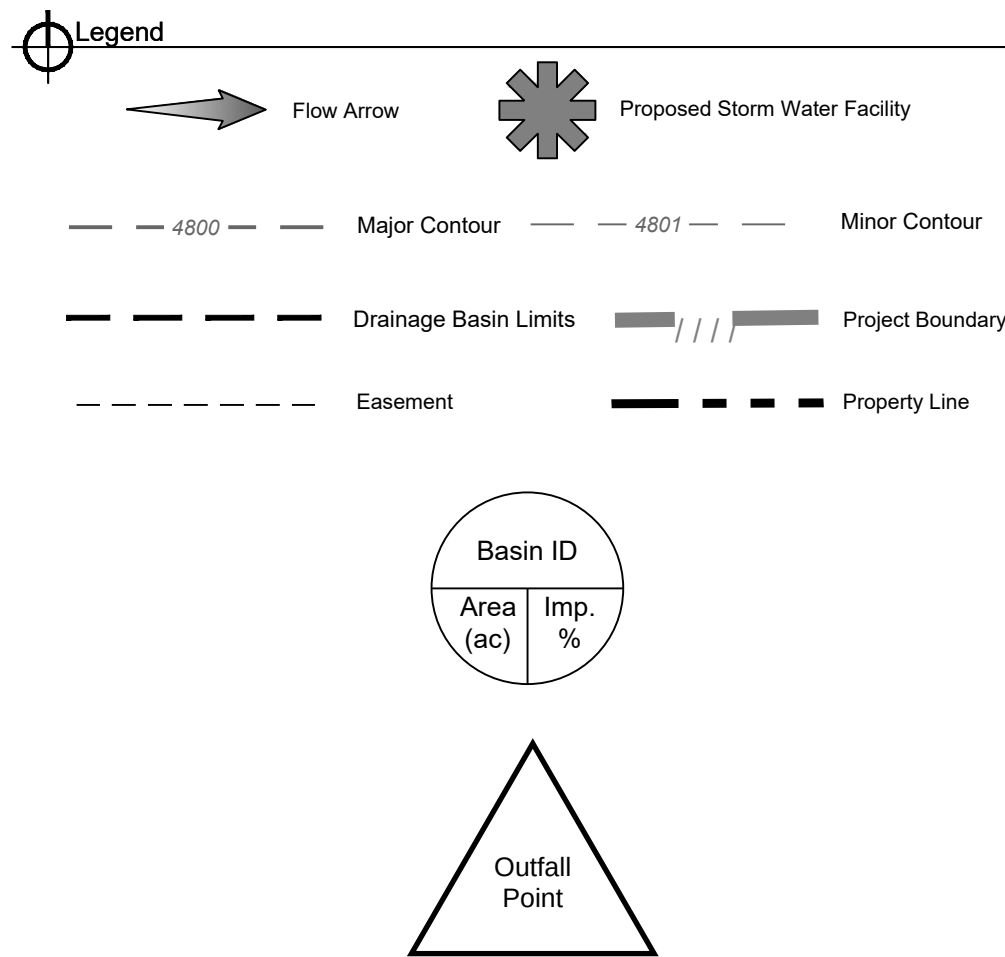
Schneider Farm Planned Unit Development

Conceptual Potable Water Plan

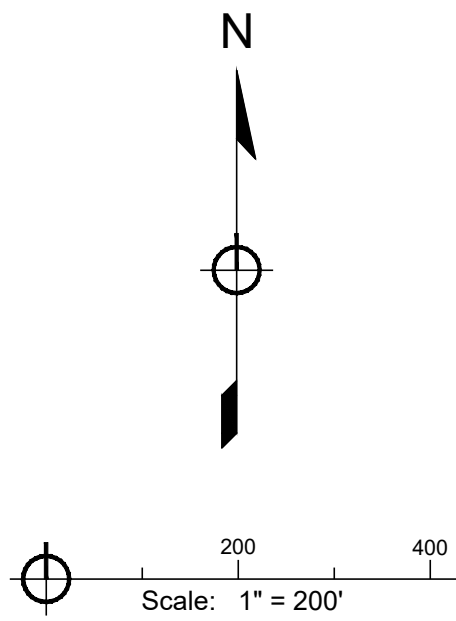
August 11, 2023

Sheet 10 of 13

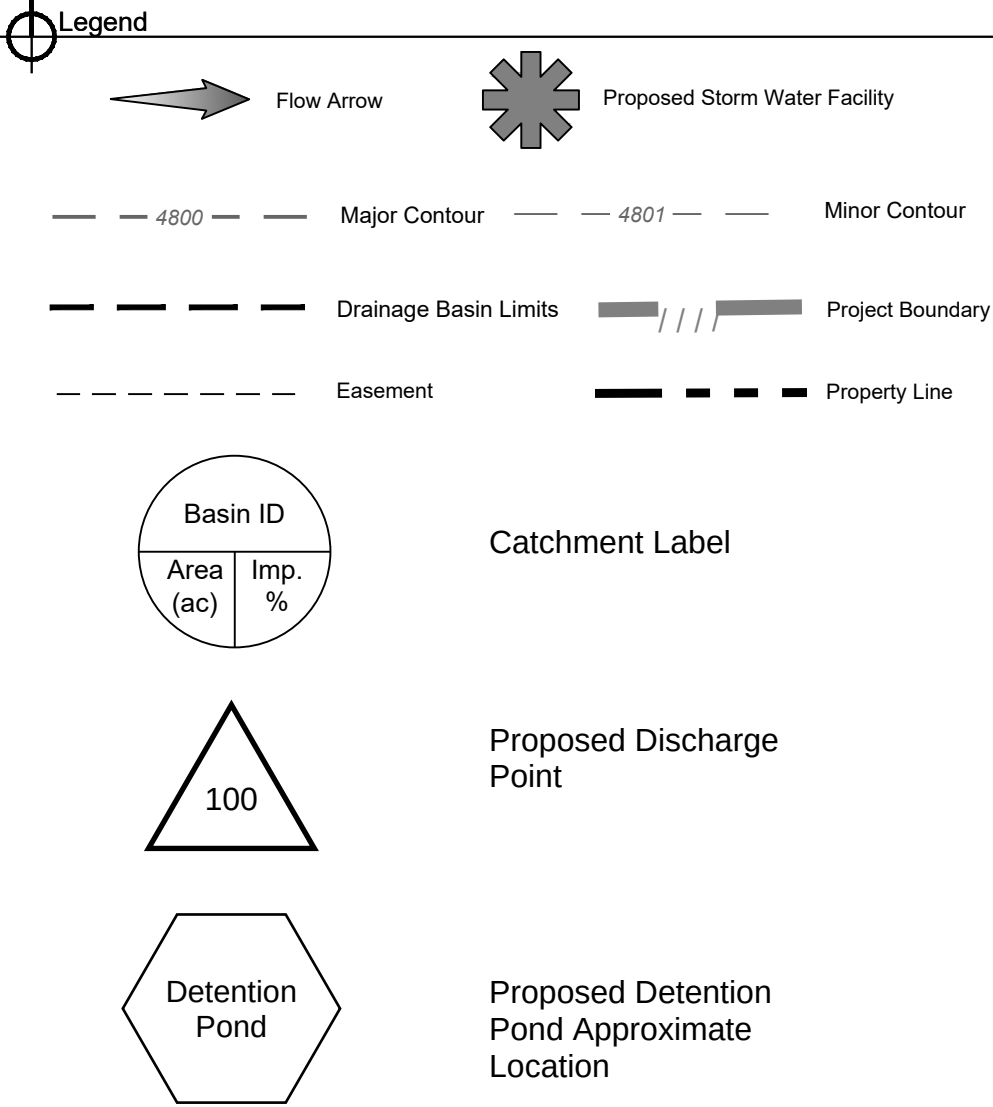
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Existing Conditions Discharges				
Catchment	5-yr (CFS)	5-yr Unit (CFS/ac)	100-yr (CFS)	100-yr Unit (CFS/ac)
Ex1	4.91	0.104	75.06	1.586
Ex2	17.00	0.136	206.44	1.655

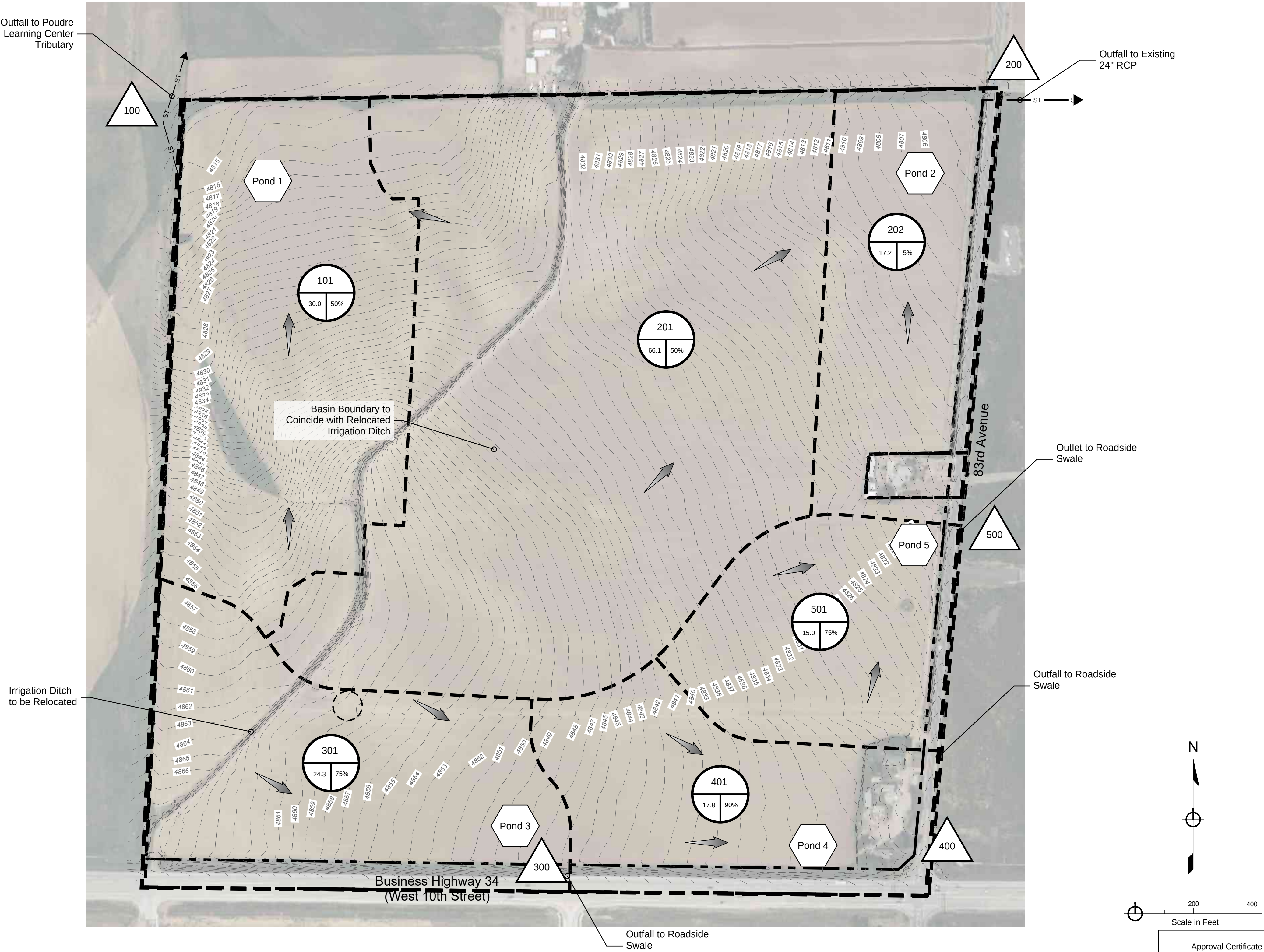


Approval Certificate	
Engineering	Initials/Date
Planning	Initials/Date
Owner	Initials/Date



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



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

400

800

Scale: 1" = 400'

Approval Certificate

Engineering

Initials/Date

Planning

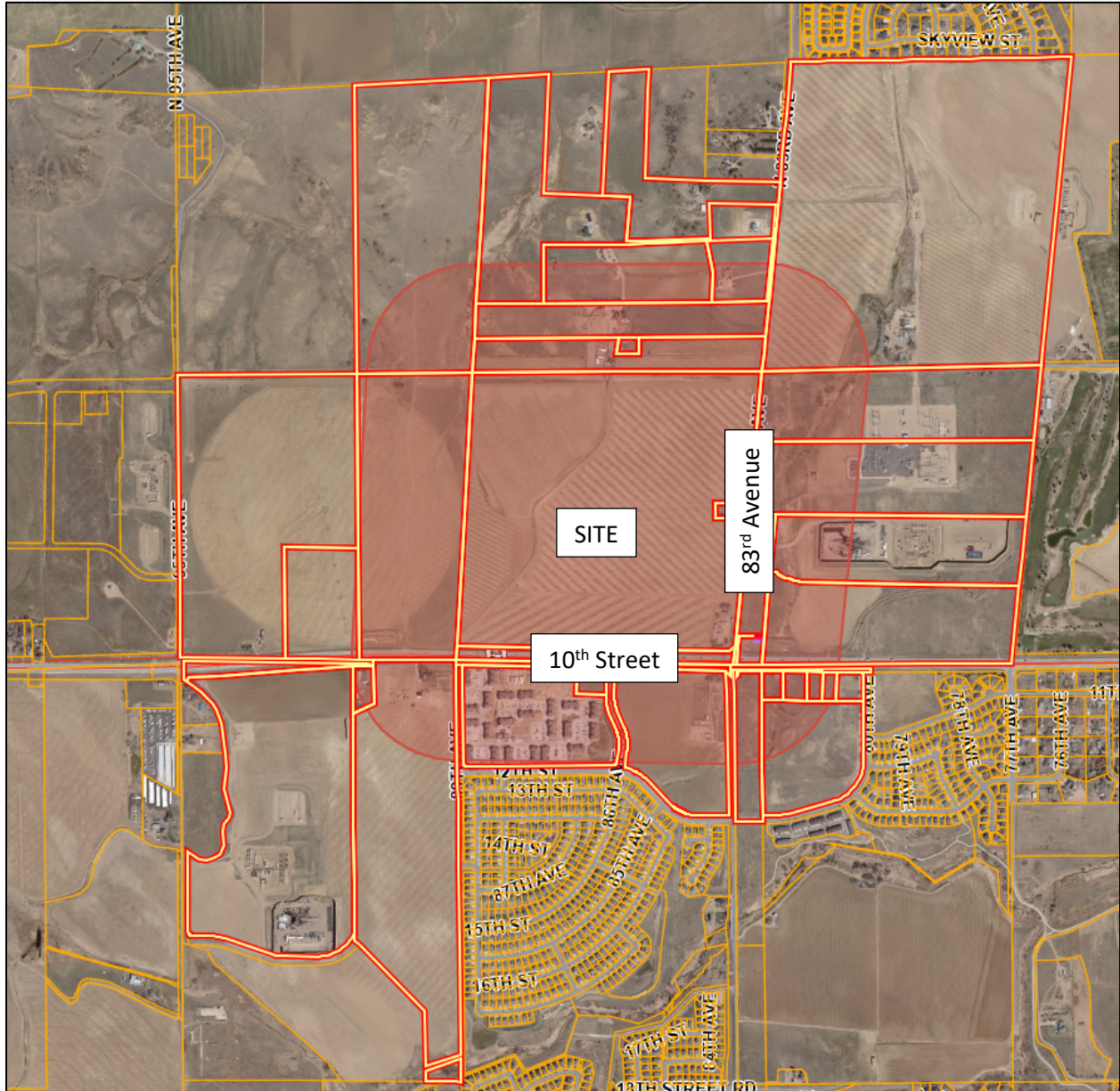
Initials/Date

Owner

Initials/Date

NEIGHBORHOOD NOTIFICATION BOUNDARY MAP

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



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.

An aerial photograph of a suburban and rural landscape. A red pushpin is placed on the map, with the text 'Schneider Residential' next to it. The map shows a grid of streets including 95th Ave, 83rd Ave, 63rd Ave, 59th Ave, 20th St, 13th St, and 71st Ave. Major roads are labeled with route numbers: 257, 62, 34, 25, 56, and 34. The terrain is a mix of brownish agricultural fields and green residential areas with houses and trees. A winding river or stream is visible on the left side of the 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

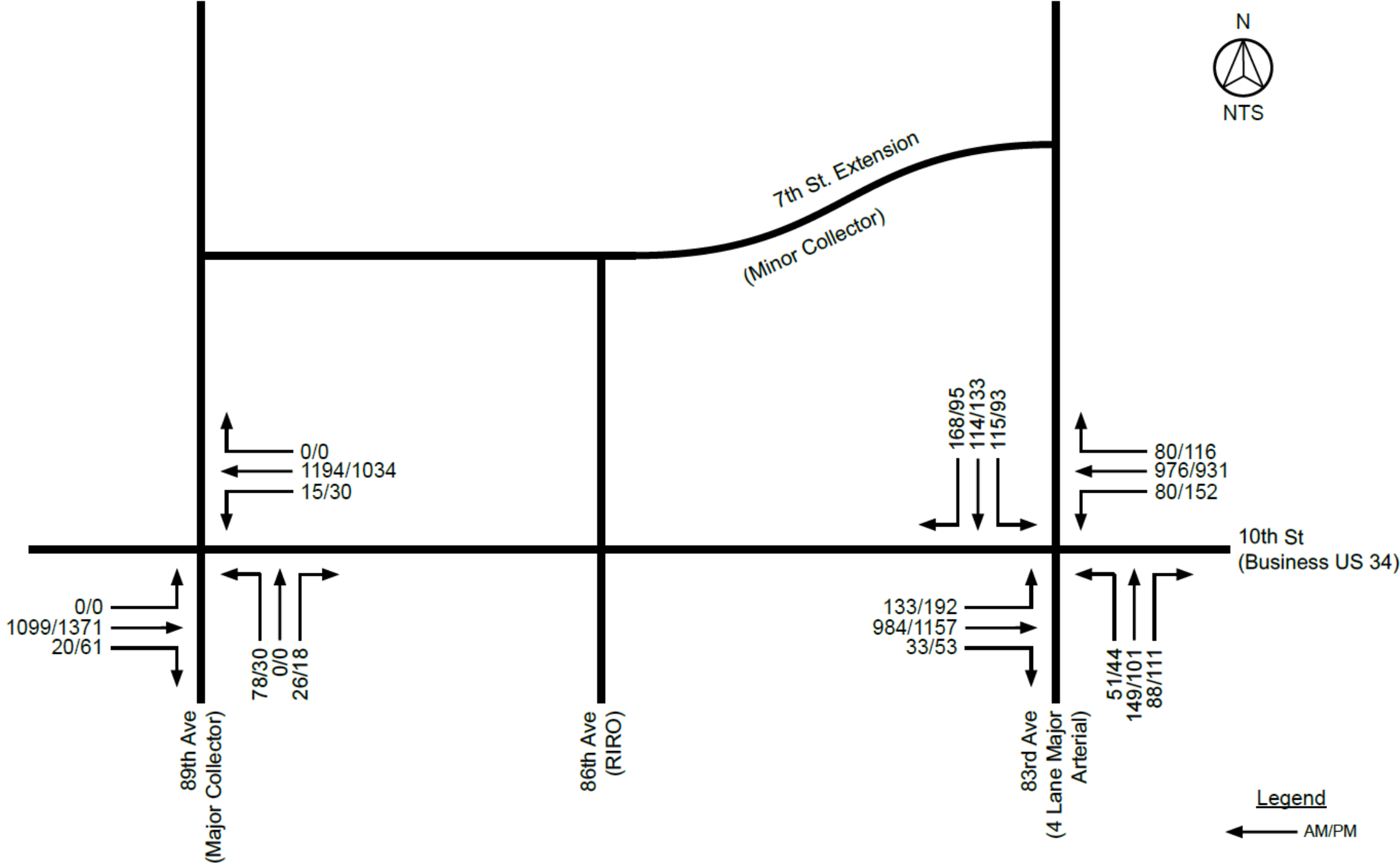


Figure 4: 2025 Background Traffic

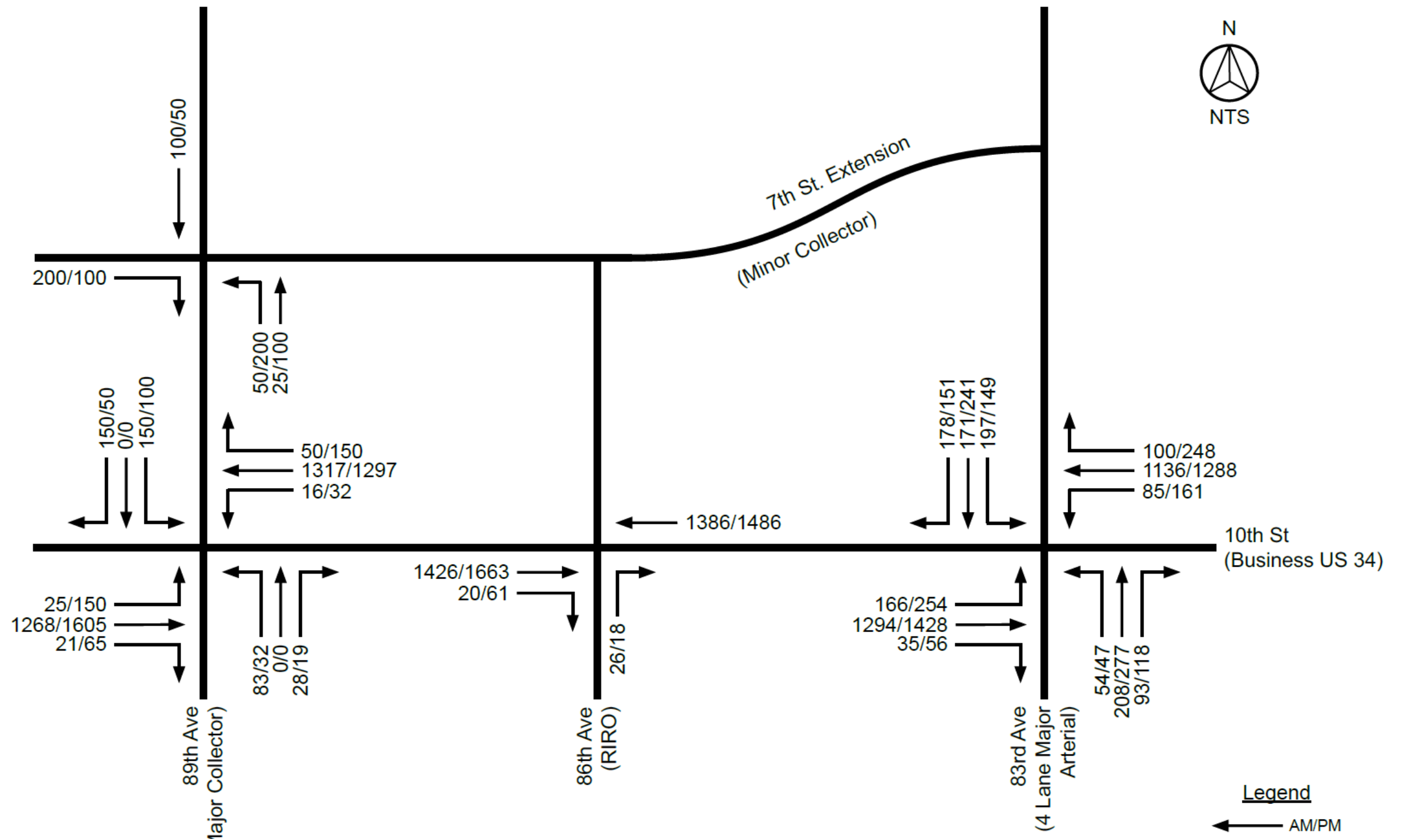


Figure 5: 2040 Background Traffic

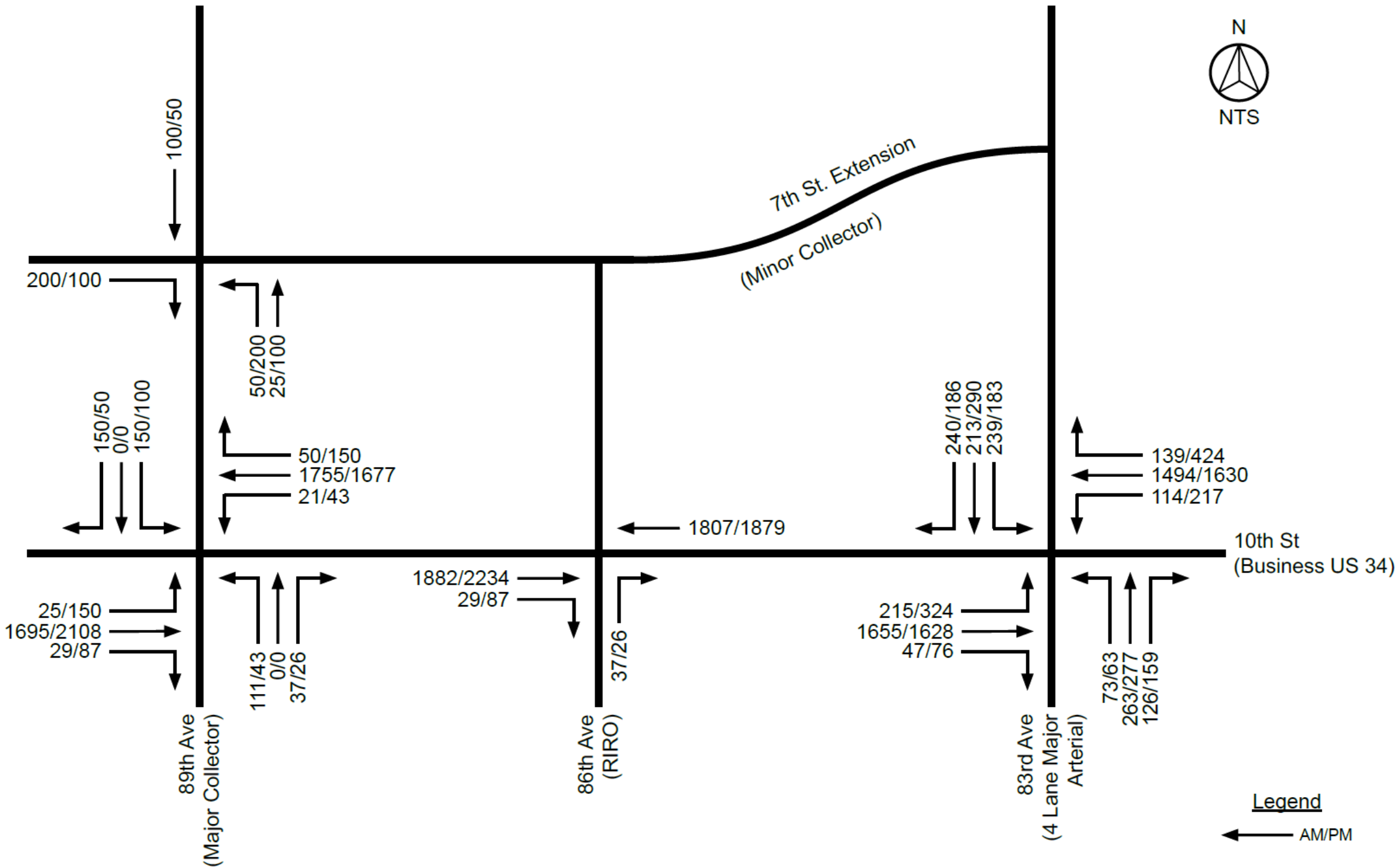


Figure 6: Trip Distribution

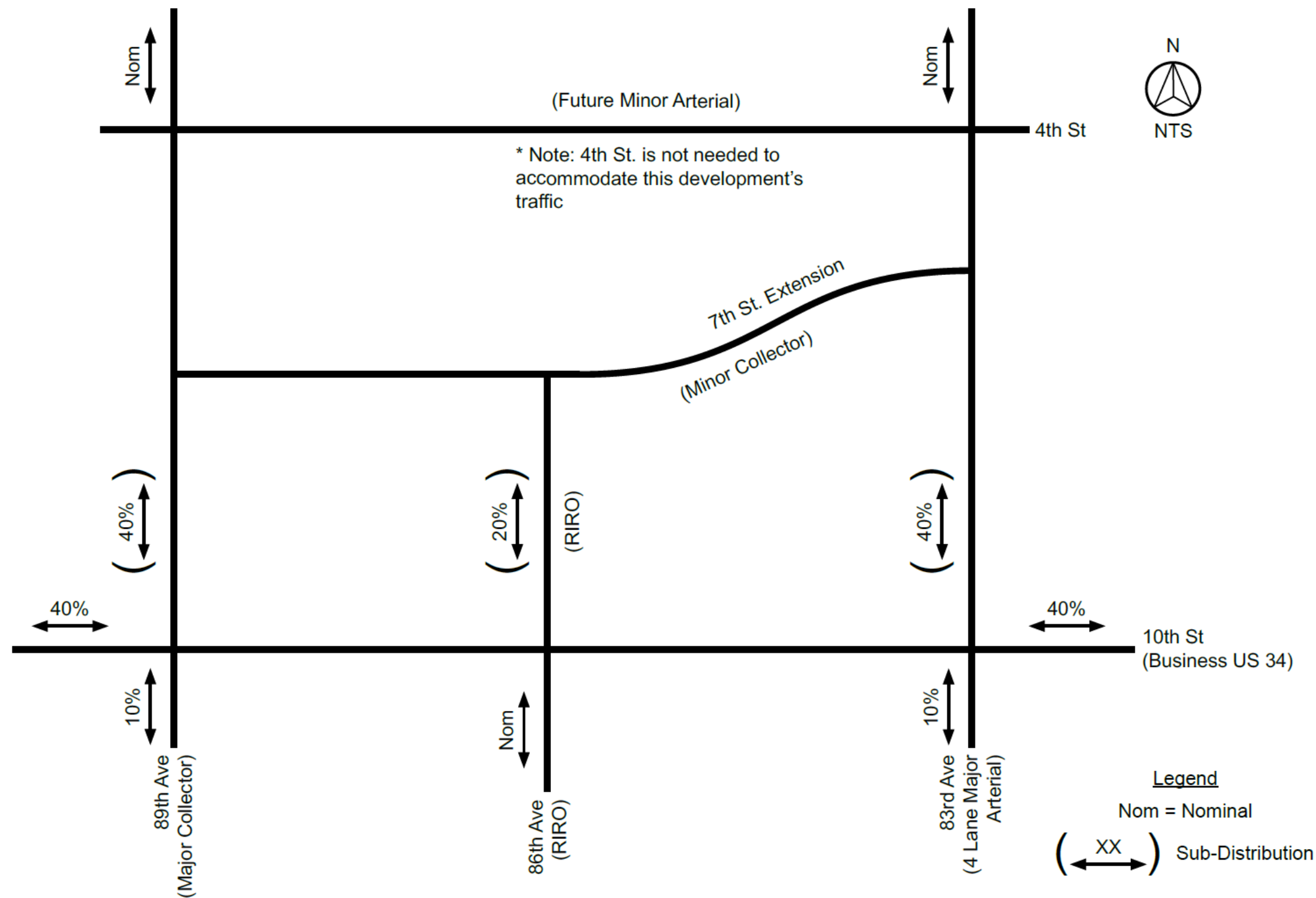


Figure 7: Site Generated Peak Hour Traffic

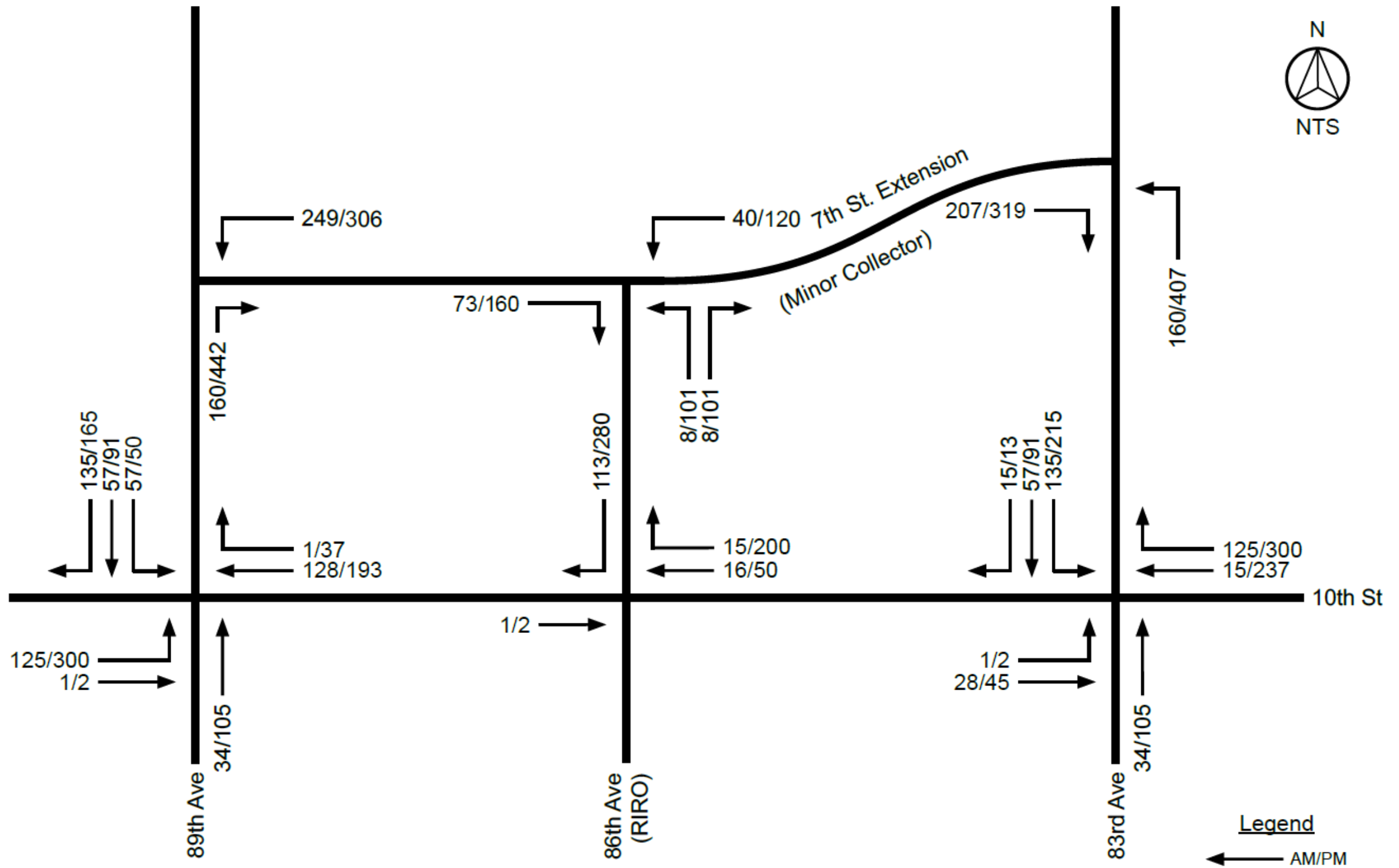


Figure 8: 2025 Short Range Total Traffic

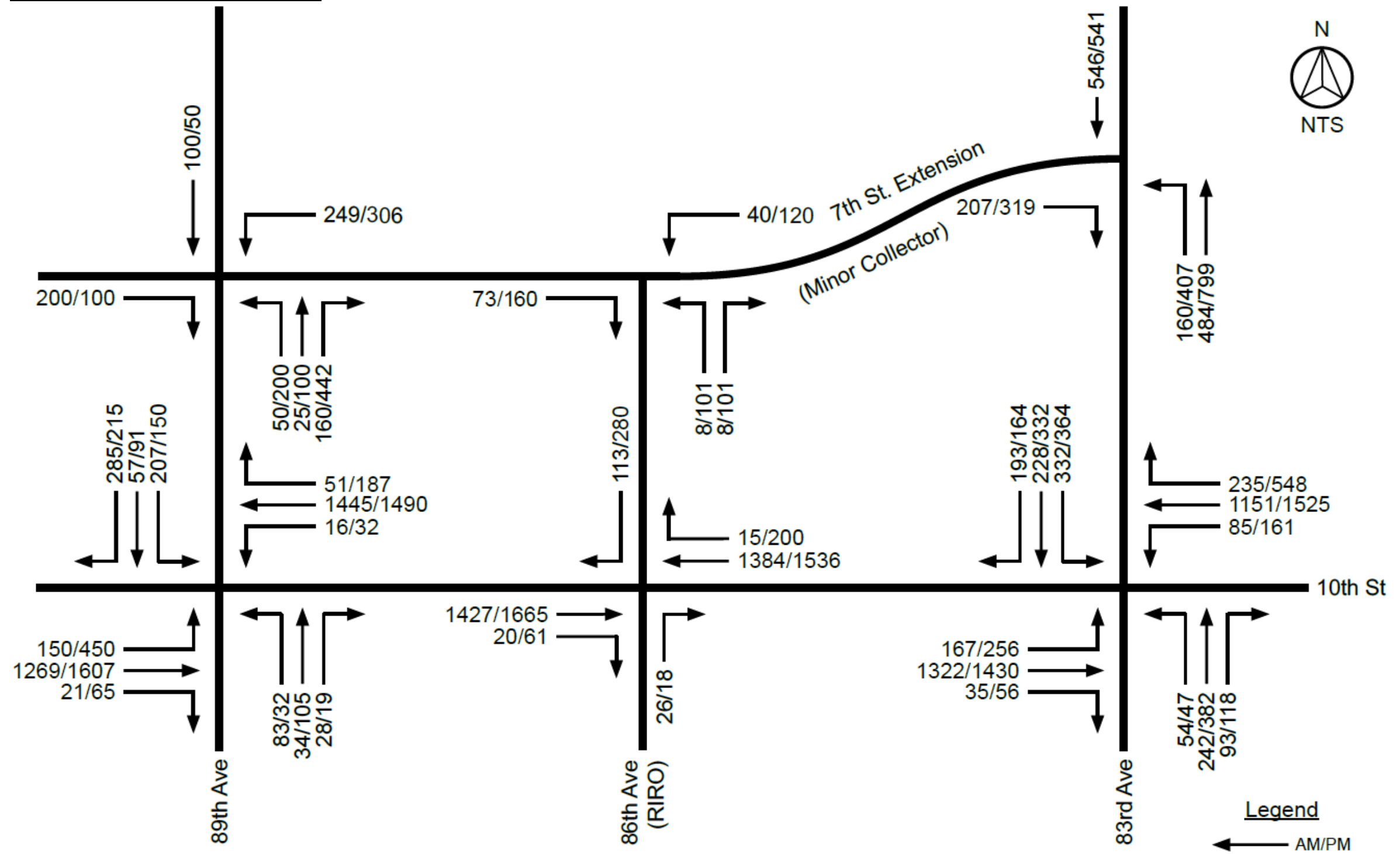


Figure 8: 2025 Short Range Total Traffic (continued...)

2025 Short Total AM Peak Hour

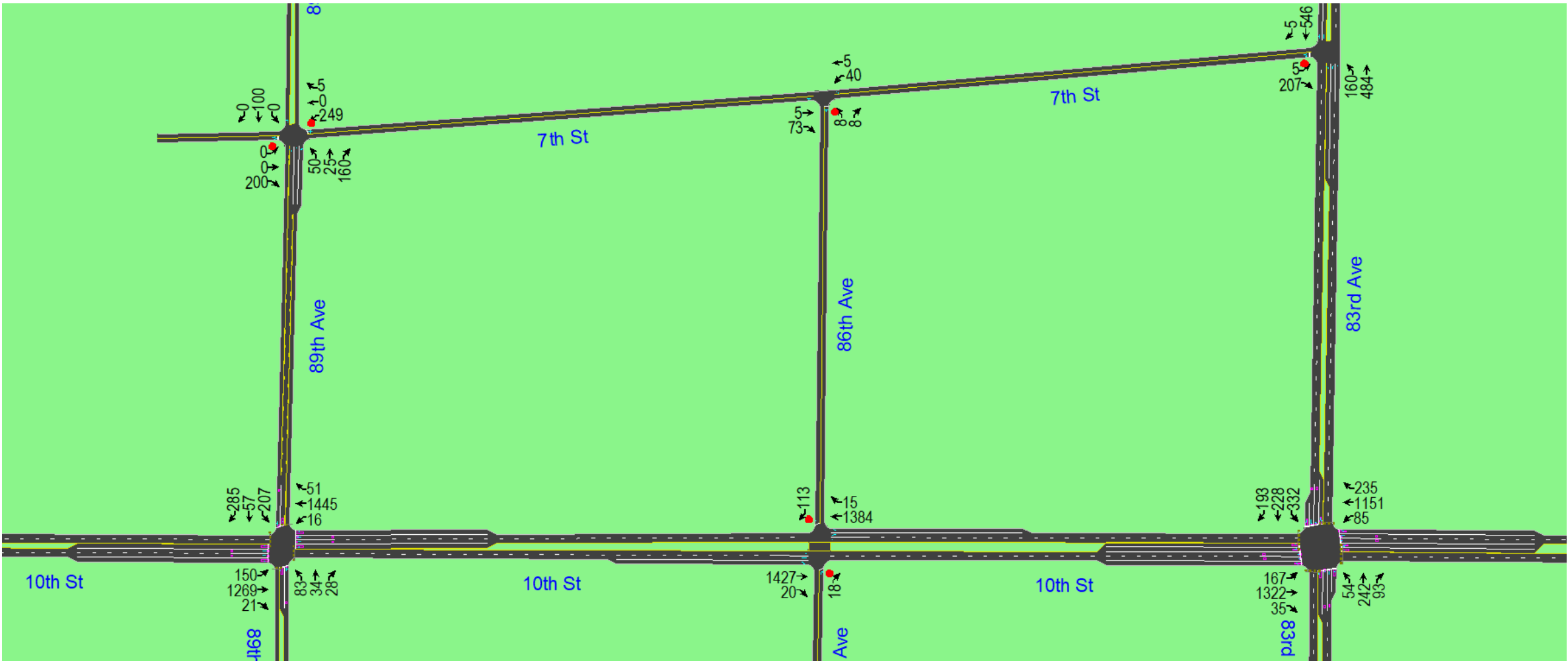


Figure 8: 2025 Short Range Total Traffic (continued...)

2025 Short Total PM Peak Hour

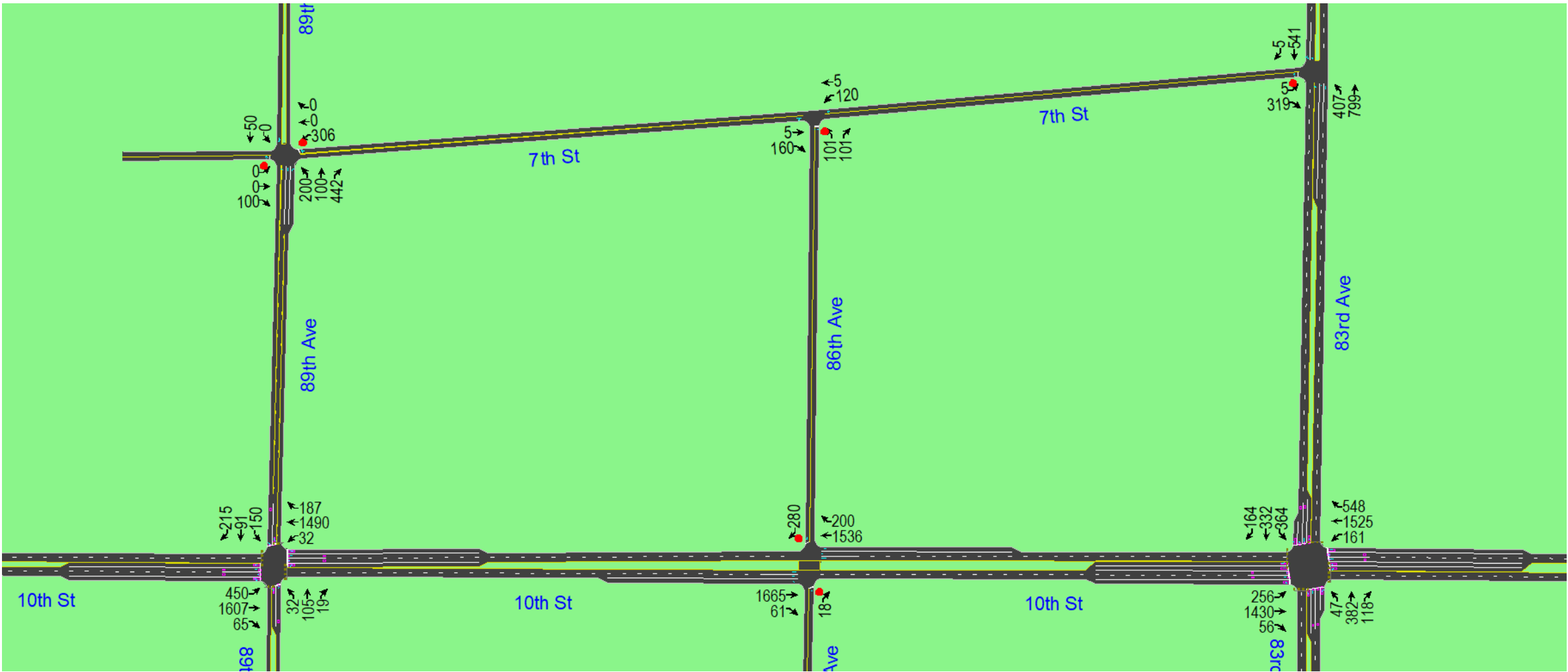


Figure 9: 2040 Long Range Total Traffic

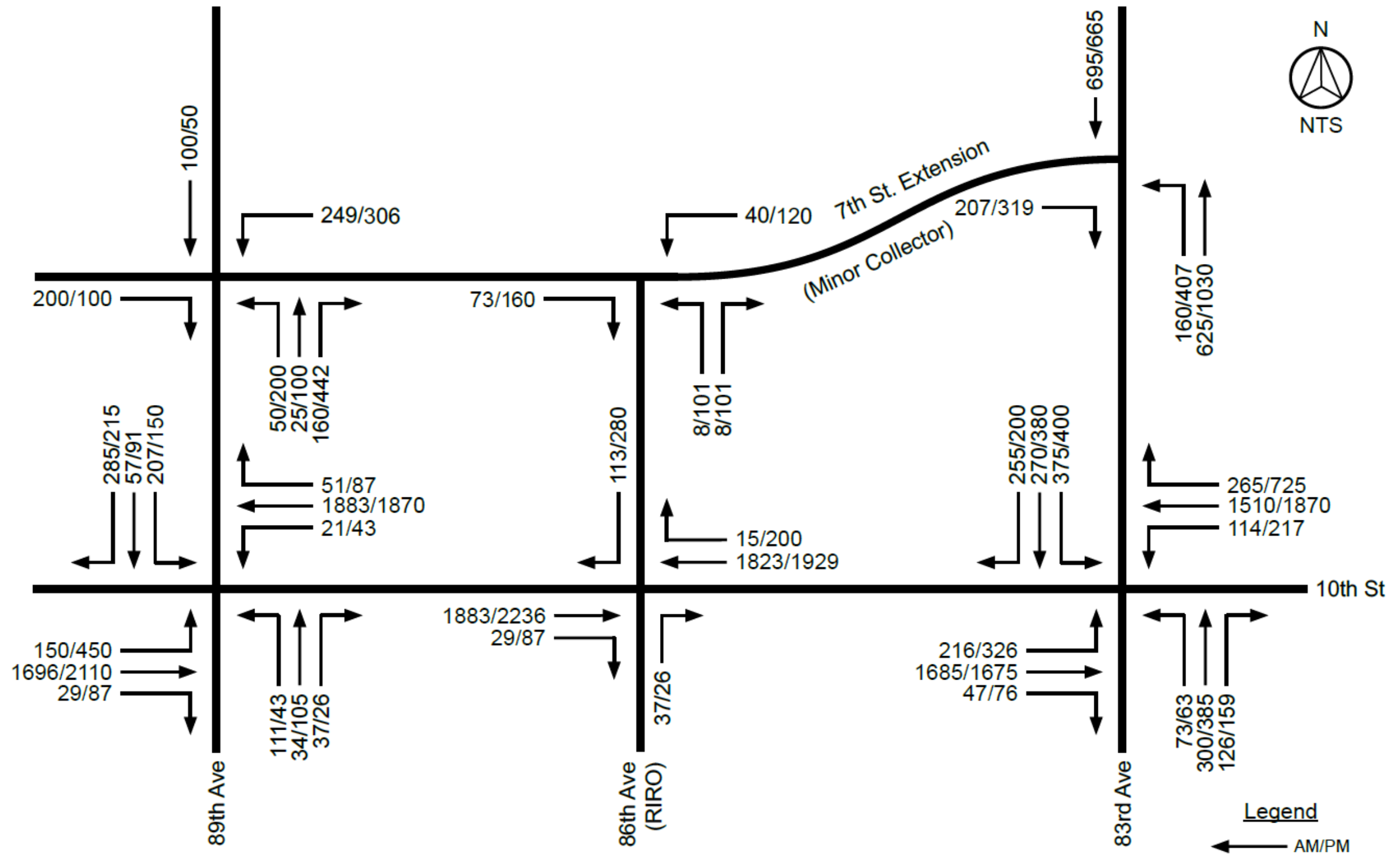


Figure 9: 2040 Long Range Total Traffic (continued...)

2040 Long Total AM Peak Hour

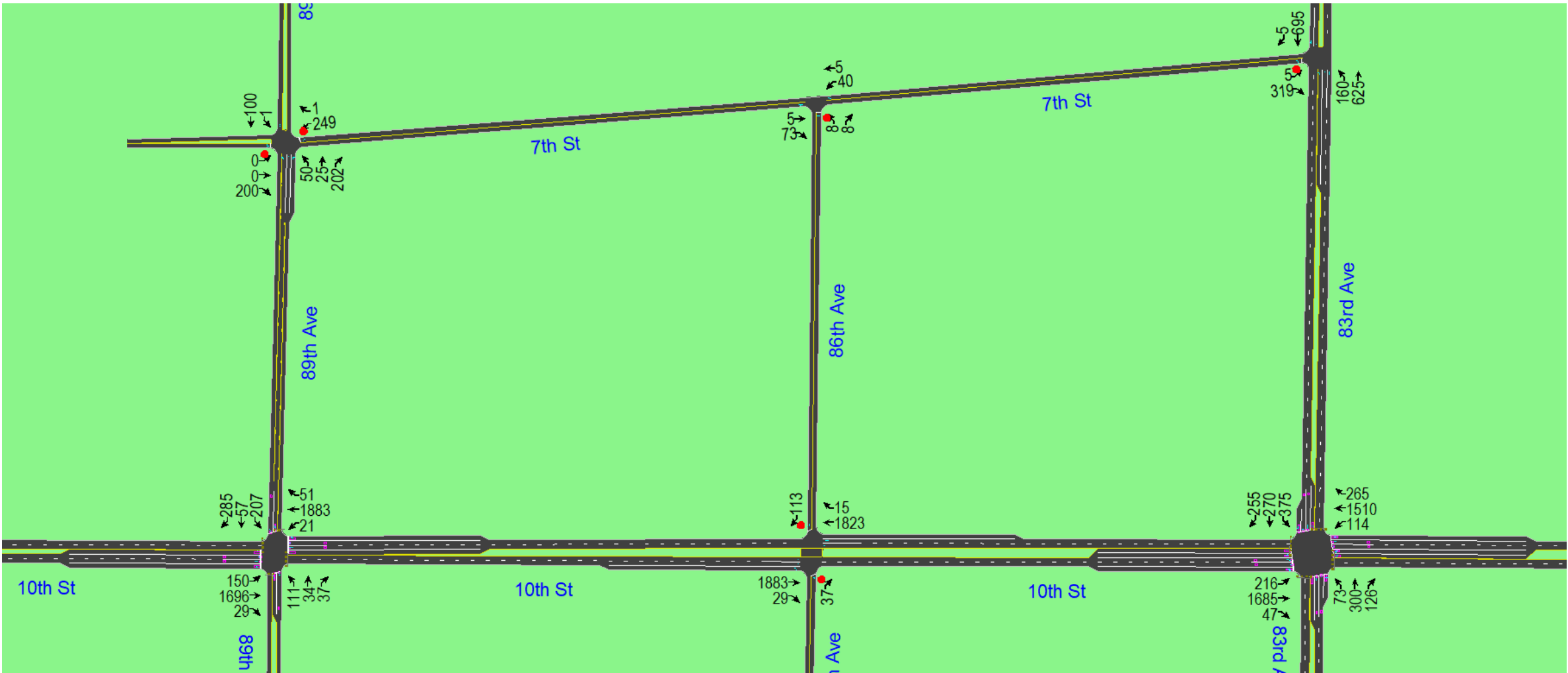
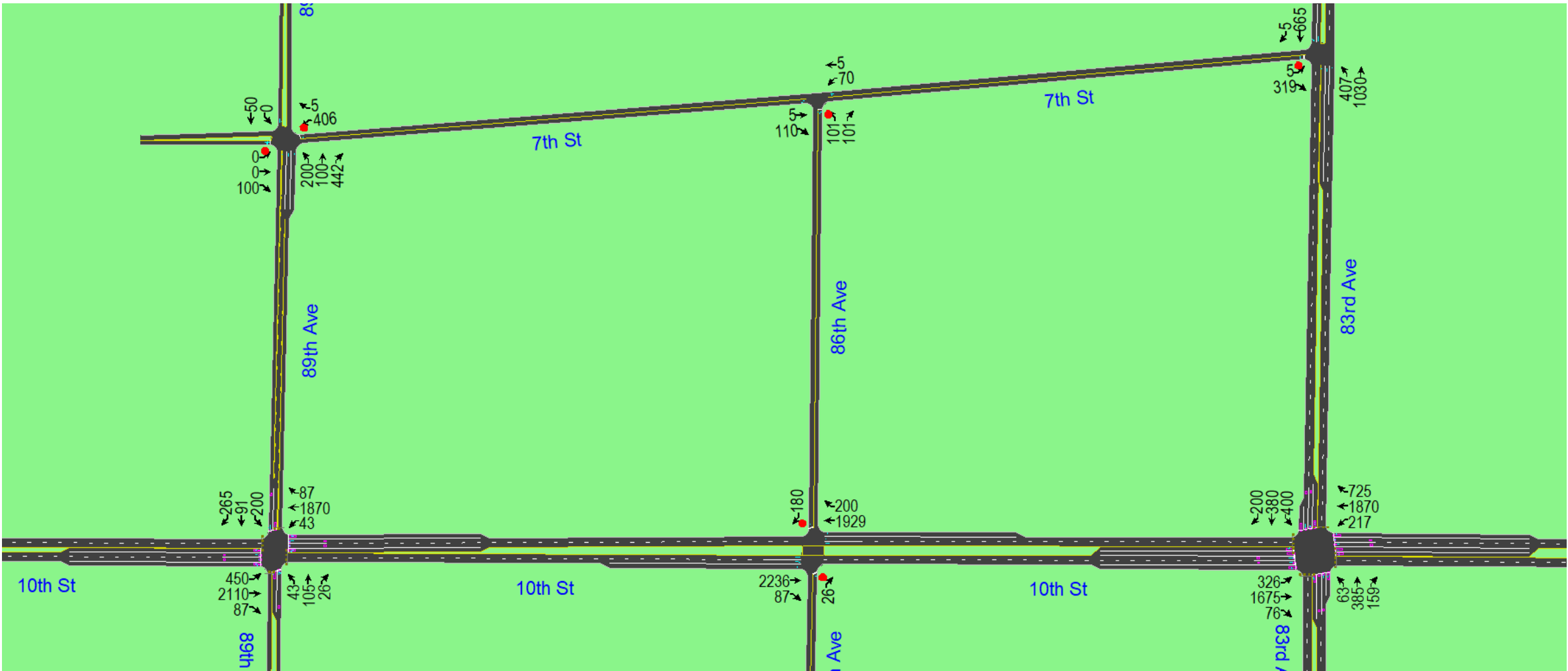


Figure 9: 2040 Long Range Total Traffic (continued...)

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.

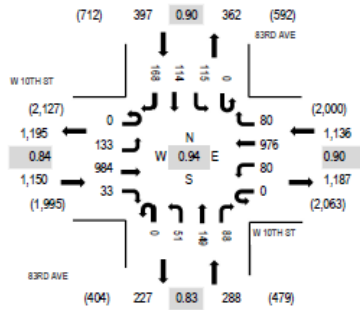
APPENDICES:

Appendix A: Traffic Counts



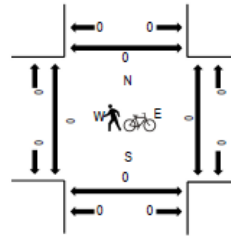
Location: 1 83RD AVE & W 10TH ST AM
 Date: Wednesday, August 31, 2022
 Peak Hour: 07:15 AM - 08:15 AM
 Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

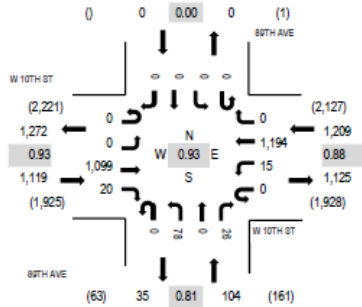
Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

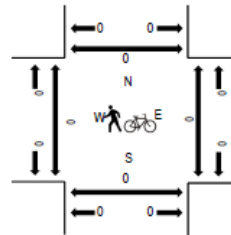
Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				83RD AVE Northbound				83RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	235	6	0	13	217	11	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.

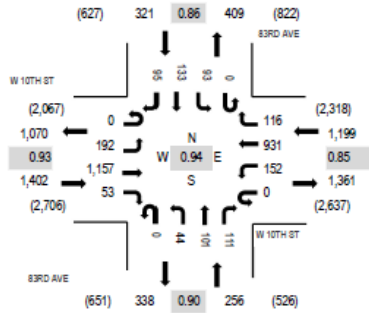
Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

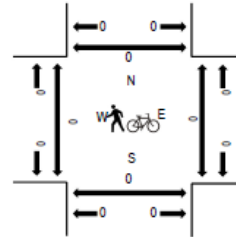
Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				89TH AVE Northbound				89TH AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	240	5	0	3	273	0	0	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.

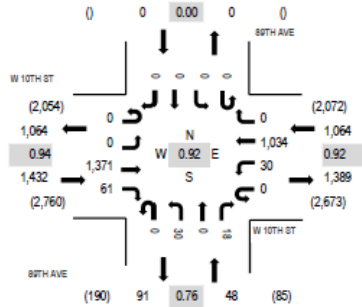
Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

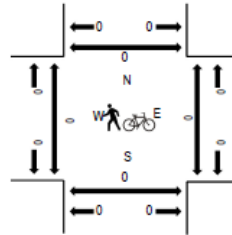
Interval Start Time	W 10TH ST Eastbound				W 10TH ST Westbound				83RD AVE Northbound				83RD AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	41	282	7	0	45	228	27	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

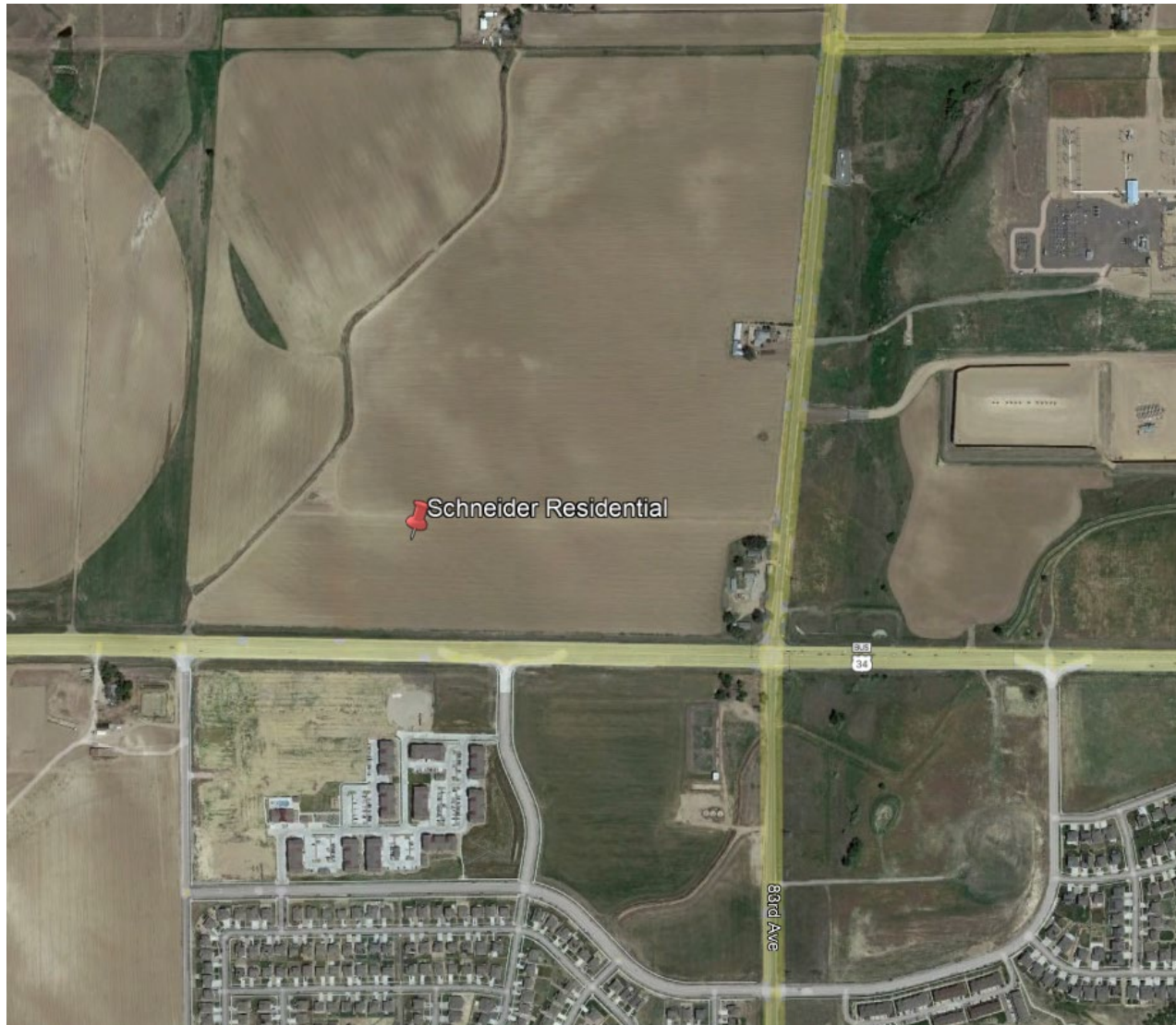
Level of Service	Signalized Intersection	Unsignalized Intersection
(LOS)	Average Total Delay	Average Total Delay
	(sec/veh)	(sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

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



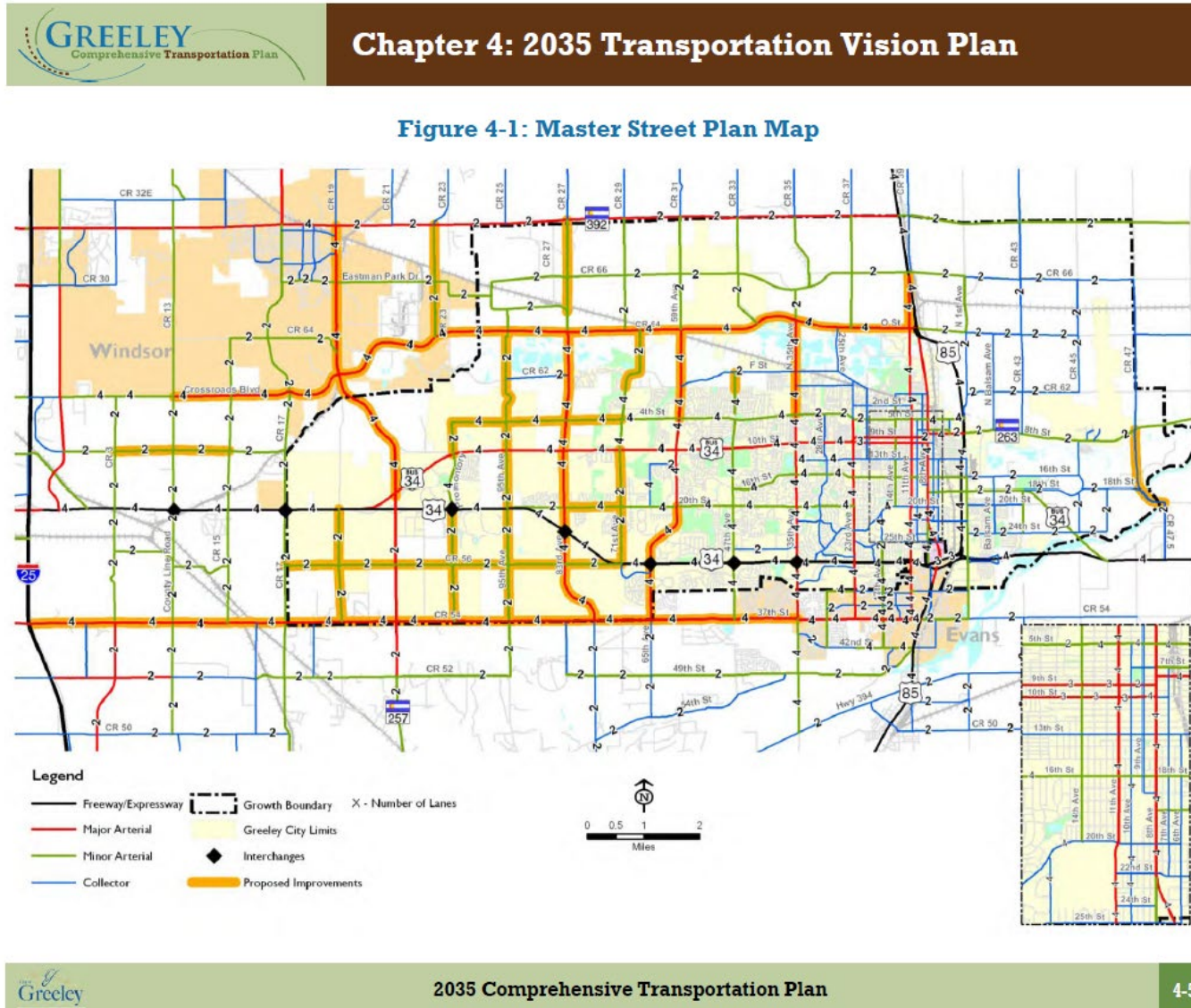
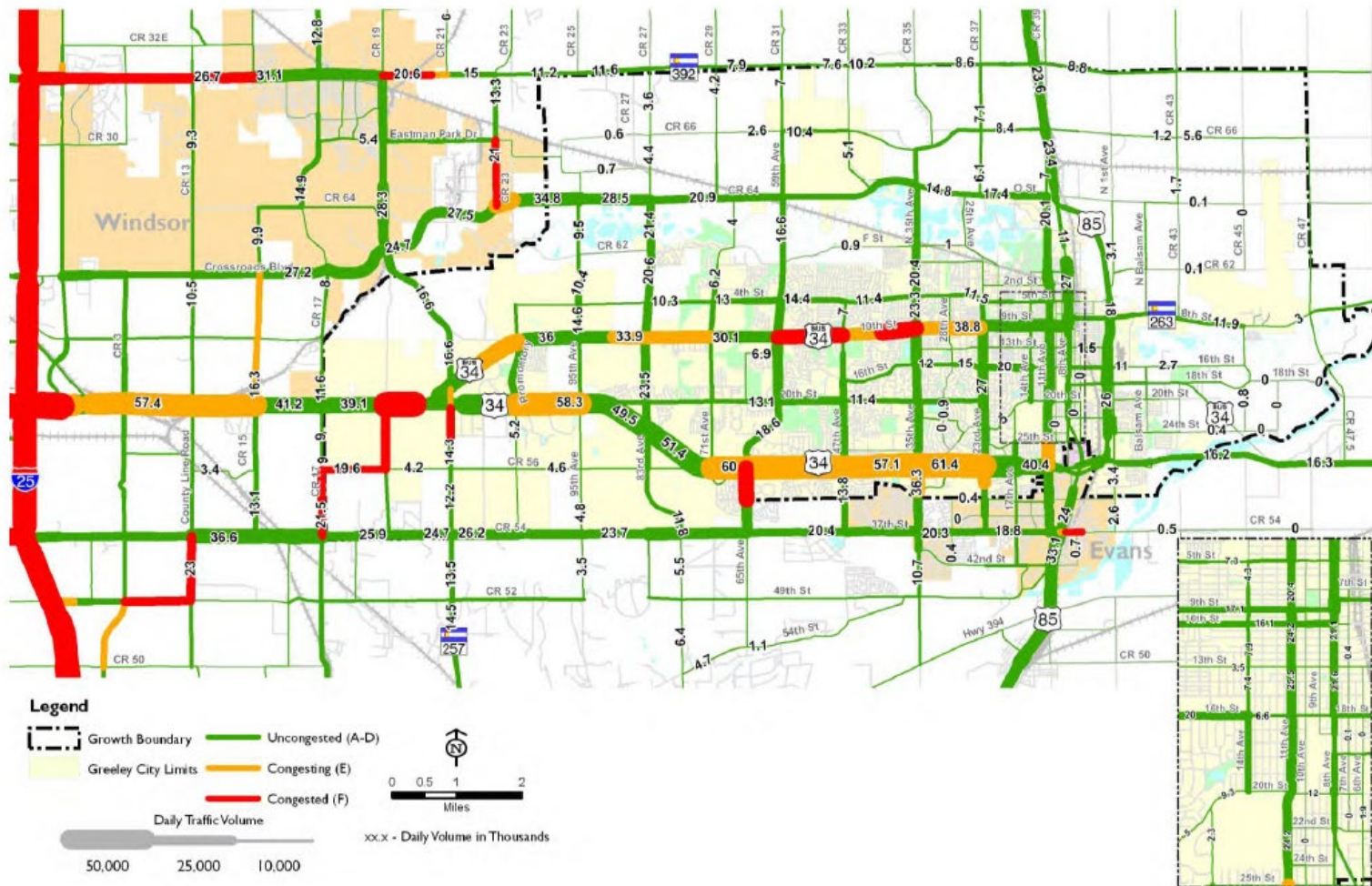


Figure 4-3: 2035 Forecast Daily Traffic Volumes



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 of the population 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

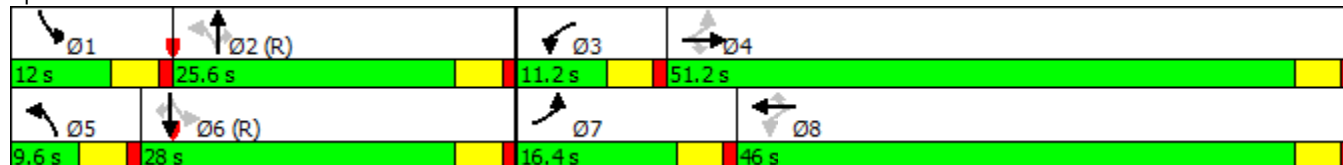
Intersection LOS: C

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

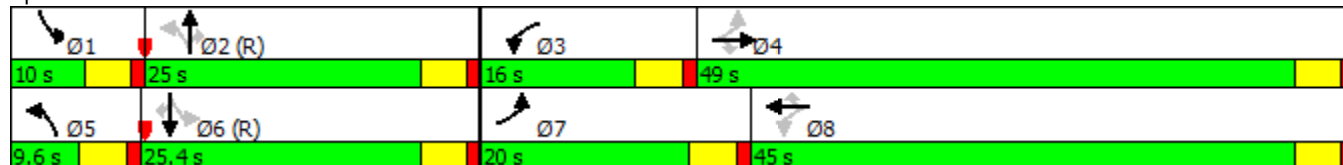
Intersection LOS: C

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

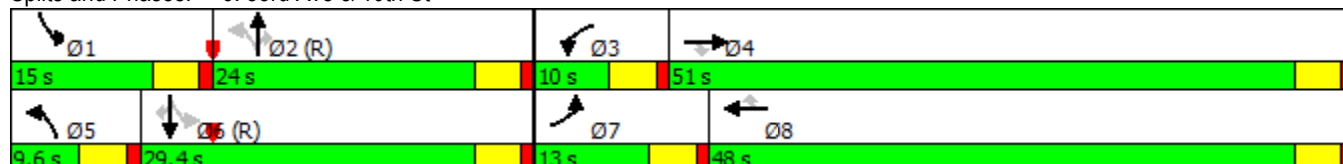
Intersection LOS: C

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		

												
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

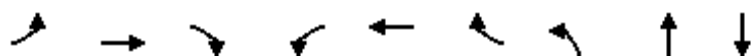
Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

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

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

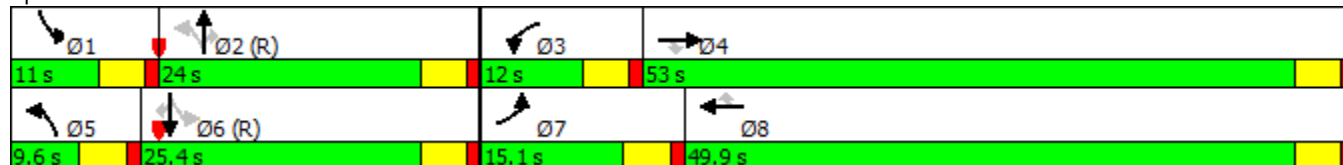
Intersection LOS: C

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

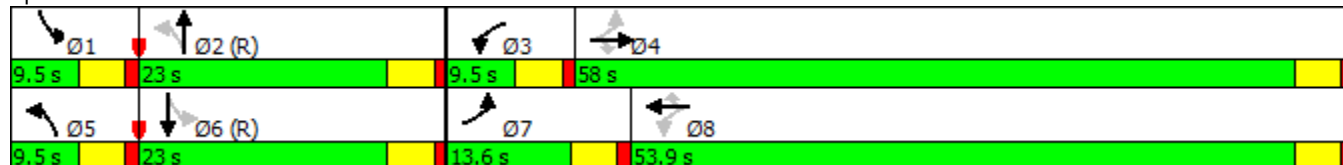
Intersection LOS: C

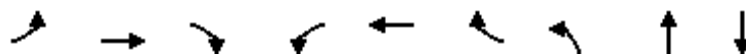
Intersection Capacity Utilization 75.0%

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

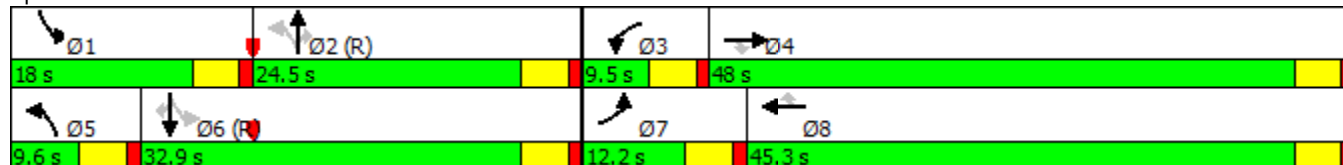
Intersection LOS: C

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

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
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

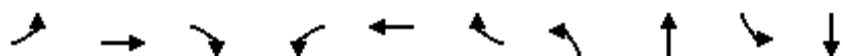
Intersection Capacity Utilization 88.4%

ICU Level of Service E

Analysis Period (min) 15

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

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

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
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

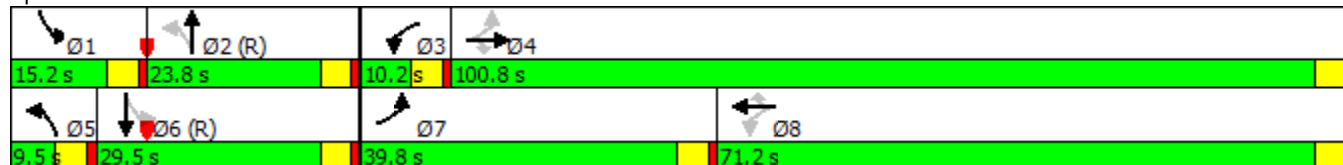
Intersection LOS: D

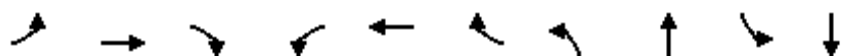
Intersection Capacity Utilization 103.3%

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

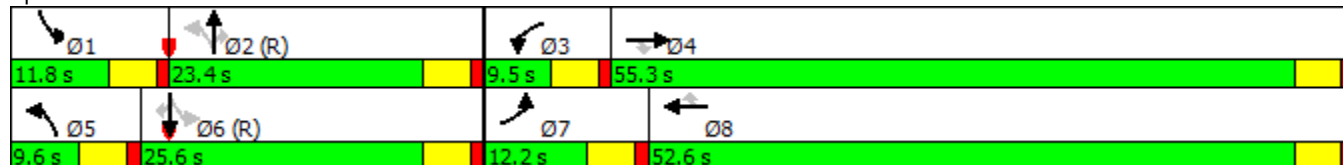
Intersection LOS: D

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

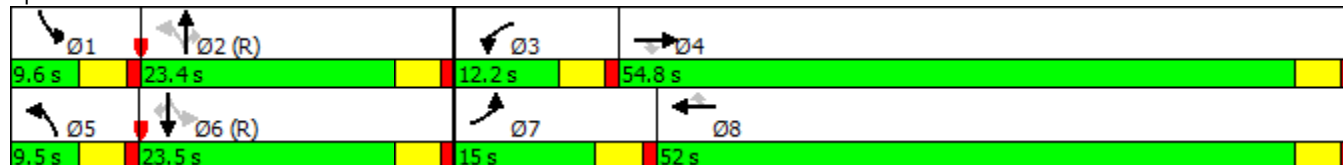
Intersection LOS: D

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

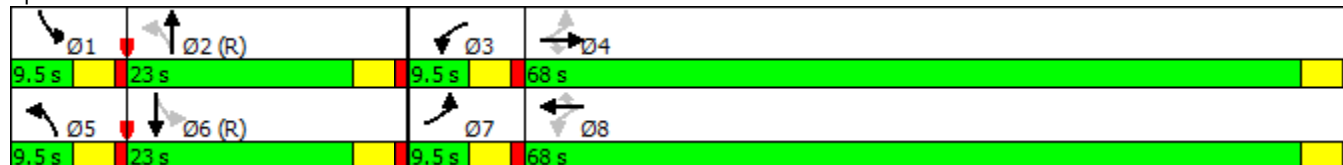
Intersection LOS: D

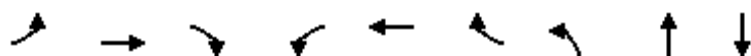
Intersection Capacity Utilization 89.0%

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

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
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

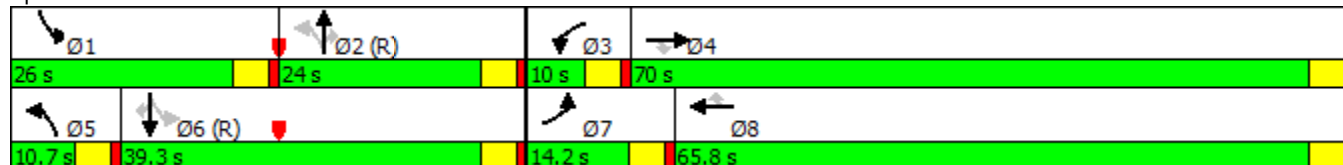
Intersection LOS: D

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

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
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

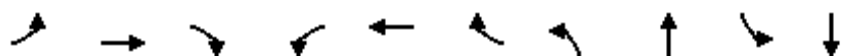
Intersection Capacity Utilization 102.1%

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)	Ø7
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.

2040 Long Range Total AM 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	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

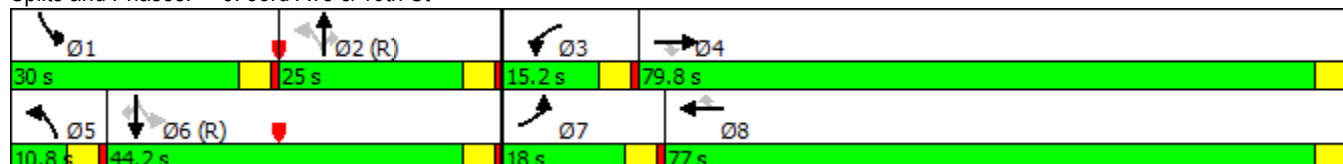
Intersection LOS: E

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

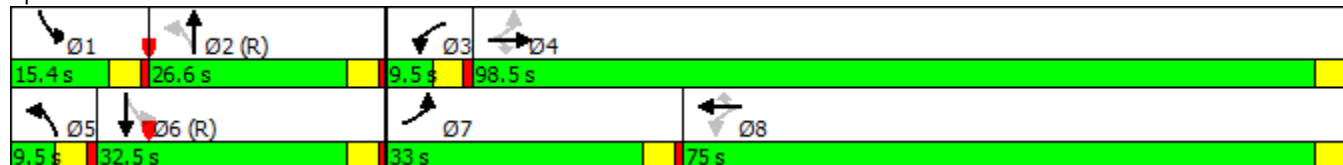
Intersection LOS: F

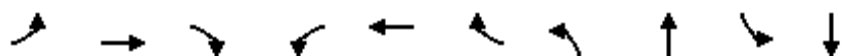
Intersection Capacity Utilization 116.9%

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			

															
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

Video Recording of the Meeting can be found at:

<https://www.youtube.com/watch?v=gEFXELDfCxM>

1. Call to Order

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

2. Roll Call

The hearing clerk called the roll.

PRESENT

Chair Justin Yeater
Commissioner Louisa Andersen
Commissioner Briscoe
Commissioner Brian Franzen
Commissioner Larry Modlin

ABSENT

Commissioner Jeff Carlson
Commissioner Christian Schulte

3. Approval of Agenda

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

4. Approval of August 22, 2023, Minutes

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

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

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

Commissioner Briscoe asked how far 4th street would be extended and Mr. Kirby replied that it would be extended to the western line of the development.

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

Motion Carried 5-0.

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

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

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

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

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

Motion Carried 5-0

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

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

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

Single-Family Residential

- West: R-L and the land use is a Country Club/Golf Course

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

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

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

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

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

Chair Yeater asked if engineering was able to answer the question regarding the roadway. Thomas Gilbert, Engineering Development Review came to the podium. Regarding the question on a

deceleration lane along 47th Avenue, an analysis was done, and it showed that a deceleration lane was not warranted for the number of trips proposed. He shared it is an arterial roadway, signage preventing illegal turns as well as the site access having right in and right out will be required.

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

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

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

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

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

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

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

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

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

H. Michael Croissant, 4718 West 13th Street, Greeley. He lives right in the center of the whole operation. He shared that he and all his neighbors right their own all their homes, these are million-dollar homes and one hundred percent quiet residents. They are parachuting for a business right in the middle of that. His next comment is he disagrees with the City Engineer on traffic counts. He feels a third-party traffic engineer needs to come in and do a traffic count. Even with a feeder lane, there is a high-density feeder street right there going to 10th Street, which is a State Highway, so there is already a lot of traffic. He wants a traffic count of what is going on there now and of what his proposed business is as well and to make the applicant pay for the third-party count. That is what he

wants to propose. They have not put any cables out there; he lives there, and they have not. He thinks this is a safety issue, 10th Street already gets backed up to that property. He owns agricultural equipment, and he would not want his crews to drive in that, construction traffic is just going to be sitting there. He wants a third-party count and for residents to not have to pay for it, the applicant needs to pay for it. He wants to have a third-party showing how many cars will be going into this business.

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

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

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

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

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

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

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

Motion carried 5-0

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

Doug May, Planner III began his presentation by providing background information on the site. The request is to Rezone 7.43 acres from H-A (Holding Agriculture) to PUD (Planned Unit Development).

The site was originally annexed and zoned in 1982. It was part of the Mountain Vista filing in 2002. It is located east of 82nd Avenue, north of 20th Street. The surrounding zoning and land uses include:

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

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

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

Community Development does recommend approval for this item. Mr. May indicated that was the end of his presentation and he was open to questions. Chair Yeater invited the commission to ask questions to staff. Commissioner Andersen asked how this meets middle housing because it does not include single-family housing (tiny homes, duplexes, etc.). Mr. May shared because it is lower density for apartments this does fill in the gaps for middle housing in this area. Commissioner Briscoe asked why the applicant did not choose R-H instead of PUD zoning for this property and Mr. May responded that he would allow

the applicant to address those concerns. With no further questions for staff, Chair Yeater invited the applicant to present if they wished.

The applicant, Larry Buckendorf 1751 West 17th Street, Greeley came to the podium. He began his remarks by introducing Joel Hemesath, the project manager on the project. He began his presentation sharing the location of the project near 18th Street and 83rd Avenue. He shared that there was an oil and gas site on the site over the last 20 years and it has always been the intent to develop the parcel once that well was capped. His firm has owned the parcel since Mountain Vista was initially developed. He shared the overall site plan including the existing detention pond was built with the capacity for this parcel to be developed in the future. He shared the following site statistics:

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

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

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

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

To conclude, Mr. Buckendorf shared the proposed rezone is consistent with the Greeley Comprehensive Plan and the rezone follows the applicable city codes, regulations, and requirements. If approved, the rezone will meet the needs of the community by providing diverse multifamily housing and is consistent with practical and prudent transitional land use planning practices. The developer will work with city staff to receive approvals on all engineering and technical documents prior to proceeding to site plan approval. Mr. Buckendorf shared he feels they have addressed the concerns they heard in the neighborhood meeting. Additionally, he noted that there were 299 signatures in the petition of opposition submitted to the commission, of those 299 signatures there were 166 properties represented. Of those 166

properties, only 95 were in the notification buffer area and only 79 were in the residential area. He understands the concern but wants the commission to understand the data that belongs to the signatures obtained. He thinks this product and development would be a benefit to west Greeley. With that he offered to answer any questions of the commission.

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

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

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

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

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

Mona Maffei was called and did not want to speak.

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

Jim and Sylvia Peterson were called and declined speaking.

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

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

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

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

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

matter. She is the one who drafted the petition with 299 signatures. She started her presentation with:

- Should have started with fit; instead started with profit.
- Started as big as it could be, without regard for surrounding character.
- Started as request for R-H then “scaled back” to PUD (but is still effectively R-H)
- Final submission purported to scale back units, but number of units is unchanged.

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

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

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

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

Ms. Gant continued with sharing the proposal is lacking public services. It would not be suitable for development without new fire stations being built. She shared the developer knows this is not truly suitable for fire safety, which is why they were forced to include the “Emergency fire access,” you see in Plan 5. The proposal is for this fire entrance to be accessible but chained off. Regarding streets, the existing streets are not prepared for this development, the traffic impact studies provided have a narrow

scope. She shared that drainage is an additional issue, stating that the developer's notes that the offsite existing drainage pond will need to be improved to provide additional storage and water quality.

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

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

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

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

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

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

Barry Harding, 1819 80th Avenue. He has lived there for 18 years. He bought the property he is at because

he was told it was going to stay zoned as agricultural. He wants the commission to be accountable and consider how they would feel if it were them. He wants someone to challenge the applicant and stated there is a lot of inaccuracies in the submission. He served in the Navy and is bread on integrity and accountability and they are not doing that. It comes down to accountability, keeping your word and begs the council to consider what they would do if it were them.

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

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

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

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

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

- This is not Spot Zoning. The legal argument and case that this was compared to is dramatically different regarding facts and circumstances. It does not have any bearing on what is going on here in any way.
- This does support good land use and planning. It is transitional zoning from low density single family to medium/higher density than to commercial. The argument is that commercial density could go on this parcel. They did develop commercial lots just to the west and after 20 years there are still 2 vacant lots there. It is not viable to add more commercial lots in this area. There is a suggestion to make this parcel single family lots, he can assure them that a parcel of this size does

not make suitable single-family lots. There is not enough space to get any kind of density there to make it practical, regardless of profit or not. He would surmise that if they brought anything other than custom housing to the parcel they would vilify as well for bringing in lower income or entry level housing to a custom neighborhood. What they have proposed is a well thought out plan to address a housing need that is a good transition and works in the overall setting of this site. It creates a housing option that is not available in this area.

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

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

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

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

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

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

Continuing, Chair Yeater commented that the development showed an extra 45 parking spaces above

the minimum parking standard and Mr. Buckendorf replied that 186 parking space required by the code and the proposal includes 228 parking spaces which is over 25% over the minimum. The ratio is 2.28 parking spaces per unit.

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

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

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

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

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

Without further questions for staff Chair Yeater turned the item back to the commission for action.

Commissioner Andersen moved that based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development follows Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval. Commissioner Franzen seconded the motion. Chair Yeater opened the item up for discussion by the commission.

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

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

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

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

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

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

Chair Yeater called for the vote.

1-4 Motion is Denied.

A second motion was made by Commissioner Andersen, based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial. Commissioner Franzen seconded the motion.

Motion Carries 5-0

9. Staff Report

No Staff Report

10. Adjournment

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

Justin Yeater, Chair

Don Threewitt, Interim Community Development Director



Schneider Farm PUD

PUD2022-0006

City Council
October 17, 2023
Caleb Jackson, AICP | Interim Chief Planner

Request & Site Background

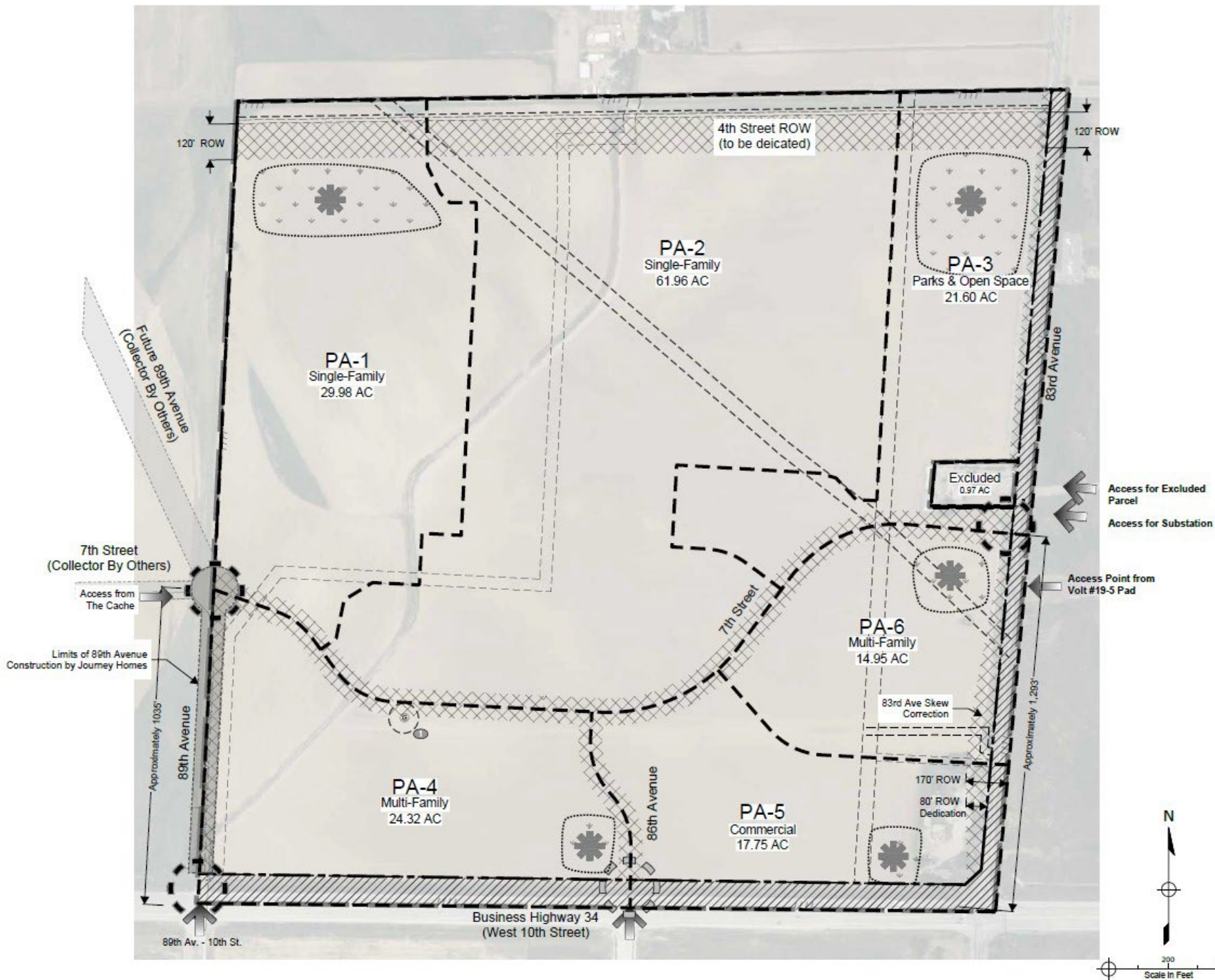
- Request:
 - Establish Schneider Farm PUD on 170.573 acres located at the northwest corner of 10th Street at 83rd Avenue
- Background:
 - Site annexed September 5, 2023
 - Zoning must be established within 90 days

Location

- NWC 10th St at 83rd Ave
- Surrounding Zoning and Land Uses:
 - North: A | Agriculture, single-family dwelling
 - East: A, R-L | Single-family dwelling, oil and gas extraction, electrical substation, electric transmission lines
 - South: C-H, R-H Undeveloped, multi-family dwellings
 - West: PUD | Farming



Schneider Farm PUD



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

- 39 notice letters (1000' buffer, owners and current residents)
- Two signs posted on the property
- Web notice
- Mineral notice
- No objection/support

Recommendation

- Planning Commission recommended approval (5-0) on 9.12.2023

Thank you



Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

- *Land Use Guidance Map – Mixed Use Neighborhood, Neighborhood Center, Multi-Modal Corridors*
- *Objective EH-2.4 Land Use, support walkability to parks, goods, and services.*
- *Objective EH-2.5 Walkability & Bikability, support walkability.*
- *Objective EH-2.6 Built Environment, support mixed use development.*
- *Objective GC-2.4 Mixed-Use and Transit-Supportive Development, support horizontal mixed use.*
- *Objective GC-2.5 Neighborhood Centers, provide commercial goods and services within walking distance of residences.*

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

- *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.*

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 3) | Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area. |
| | <ul style="list-style-type: none"><i>The area continues to see 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.</i> |
| 4) | Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity. |
| | <ul style="list-style-type: none"><i>N/A The site was recently annexed, eliminating the existing Weld County zoning designation on the site.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|---|
| 5) | <p>The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.</p> |
| | <ul style="list-style-type: none"><i>The proposal 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.</i> |
| 6) | <p>The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.</p> |
| | <ul style="list-style-type: none"><i>Existing services are present in the vicinity to support development of the site as proposed. The applicant will be responsible for extending services to their site upon development.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|---|
| 7) | <p>The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.</p> <ul style="list-style-type: none"><i>N/A The site was recently annexed, eliminating the existing Weld County zoning designation on the site.</i> |
| 8) | <p>Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.</p> <ul style="list-style-type: none"><i>Traffic impacts would be addressed with future improvements as outlined in the applicant's traffic impact study. No further negative impacts are anticipated.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

- *Planning staff and the Administrative Review Team recommend approval.*

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

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

- *The 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.*

Review Criteria



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

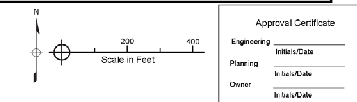
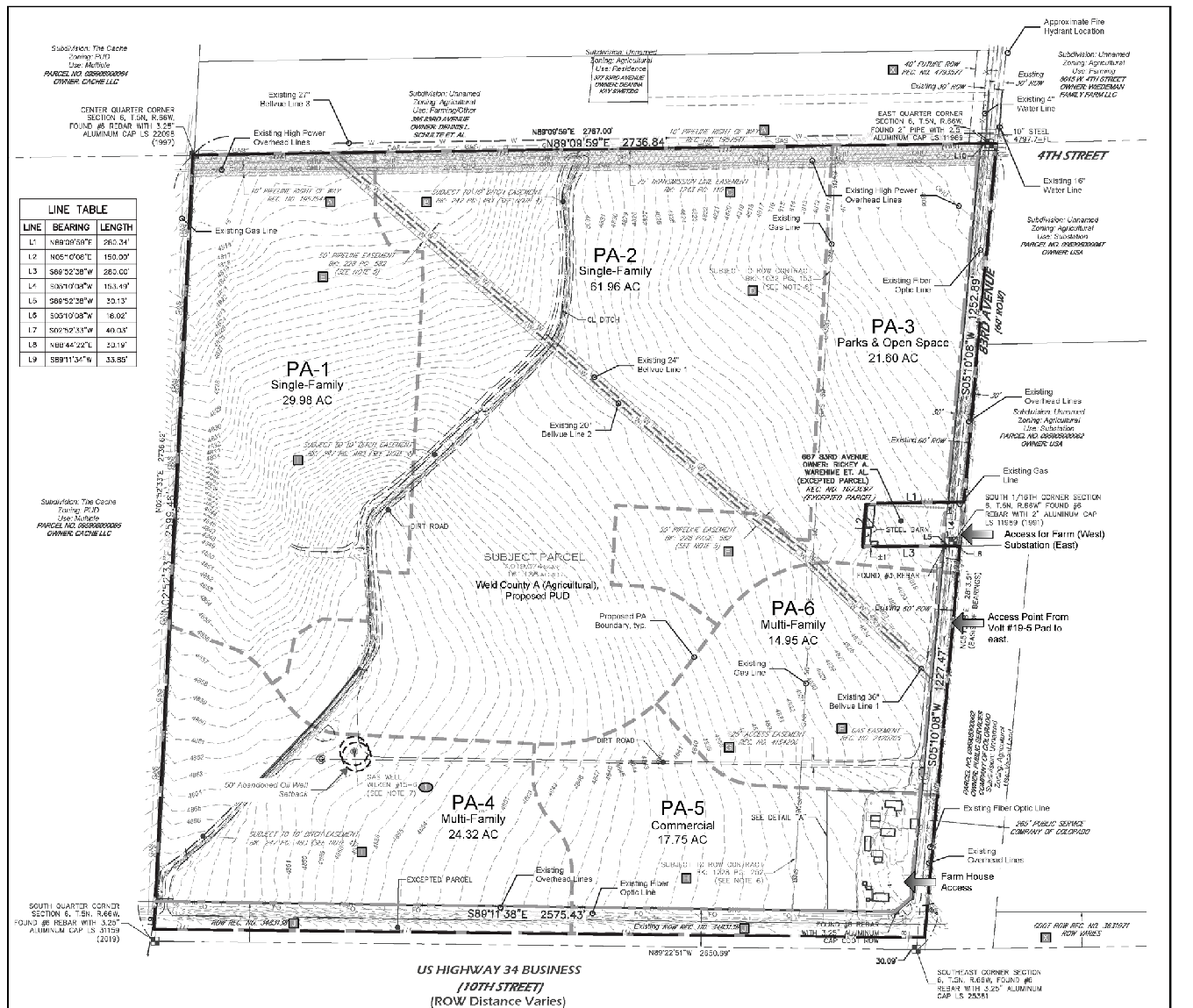
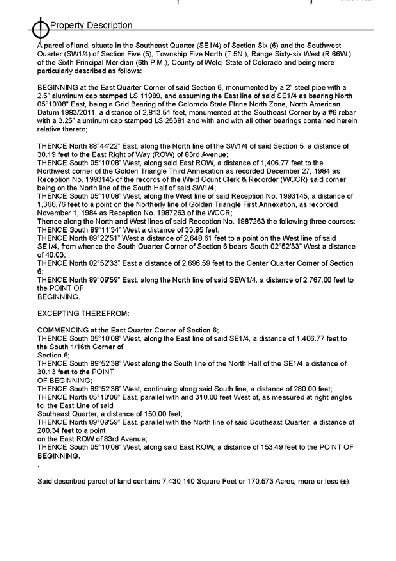
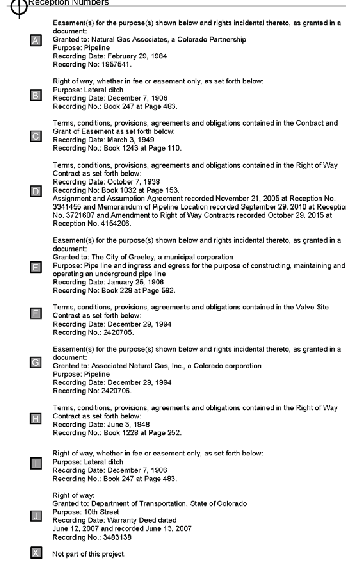
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|----|--|
| 2) | <p>The benefits from any flexibility in the proposed plan:</p> <ul style="list-style-type: none">(1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;(2) involves innovative concepts that were not anticipated by the development code; or(3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards. |
| | <ul style="list-style-type: none"><i>The proposed 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.</i> |

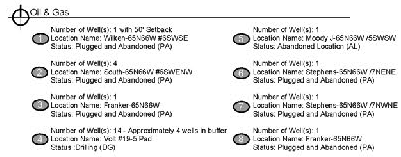
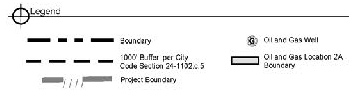
Review Criteria



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

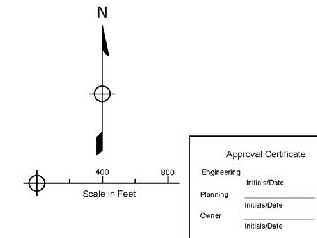
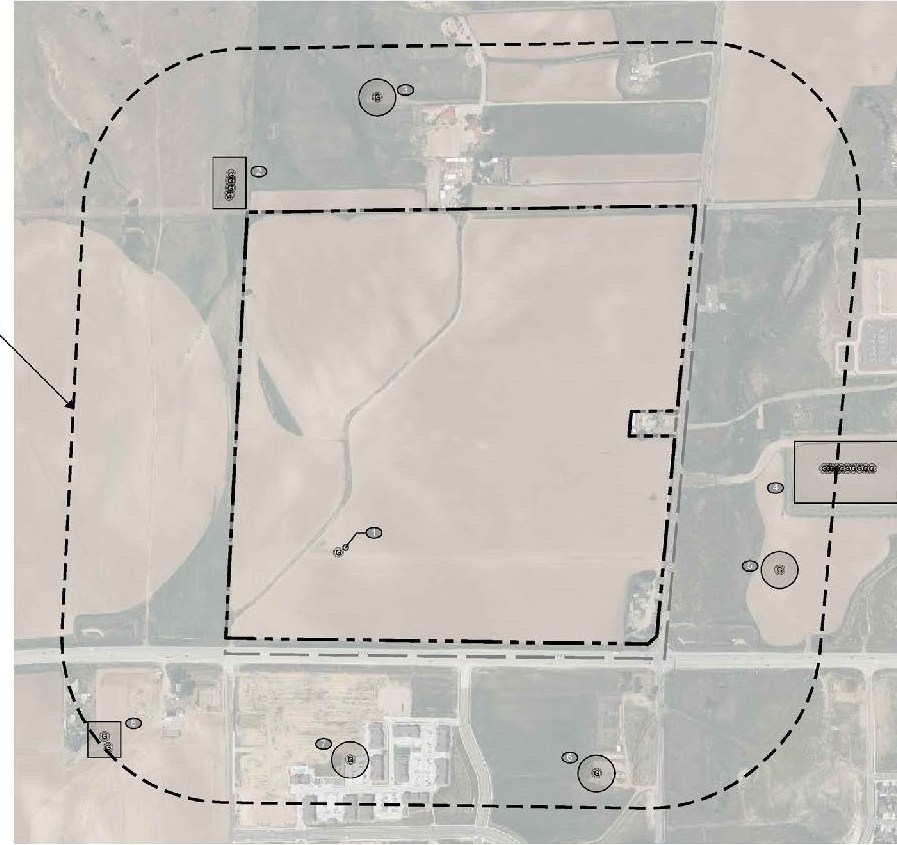
- | | |
|----|---|
| 3) | The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area. |
| | <i>• The request is consistent with planning and design principles and the Comprehensive Plan.</i>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





This table is based on data generated from the OGC Interactive Map. Data of this table is only accurate to the date of the PUD documents.
Distances are approximate and generated from the OGC data provided by the OGC Interactive Map.

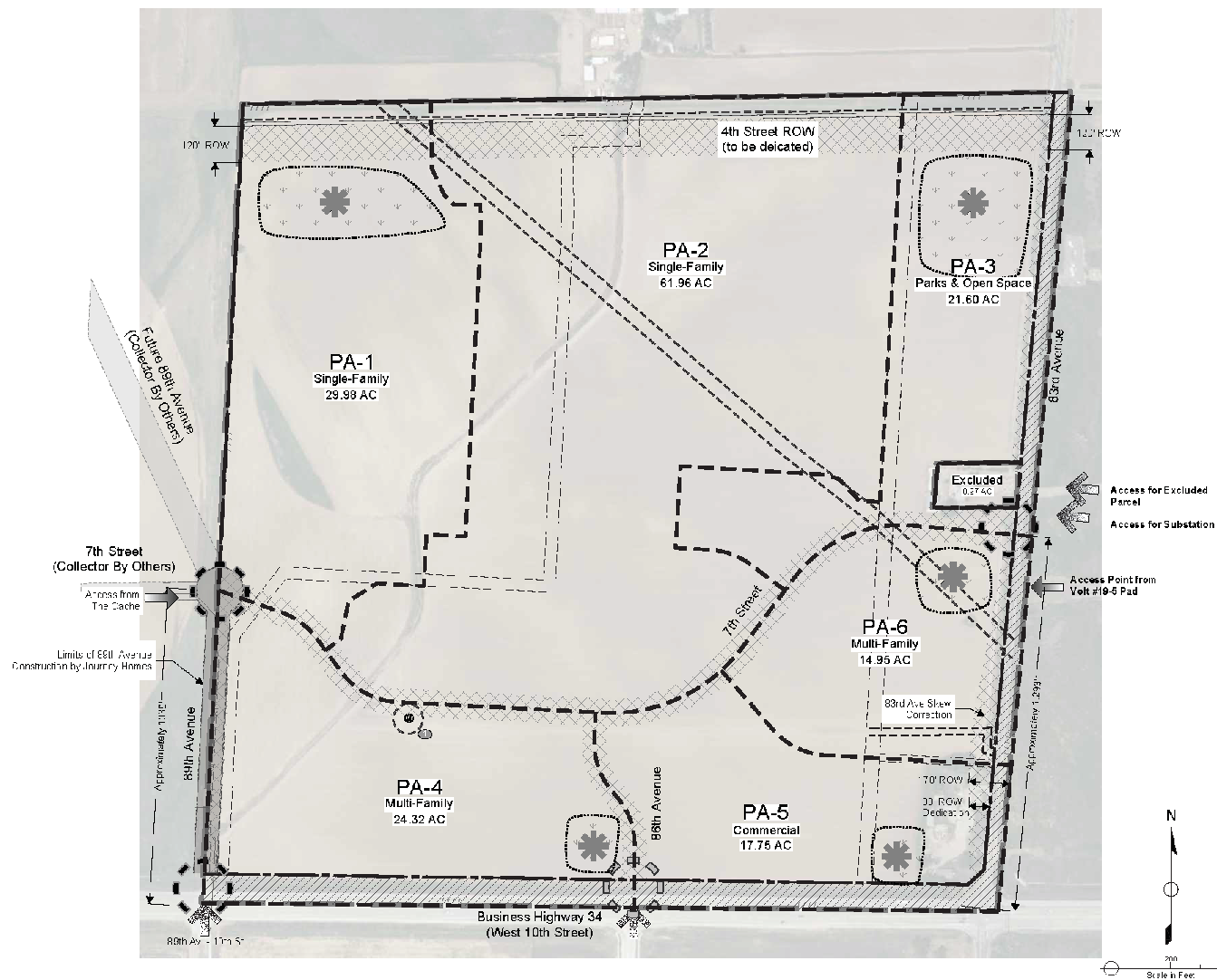
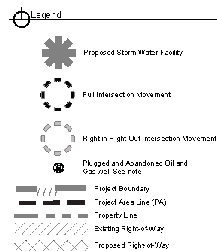
1000' Buffer per City of Greeley Code Section 24-1102.5

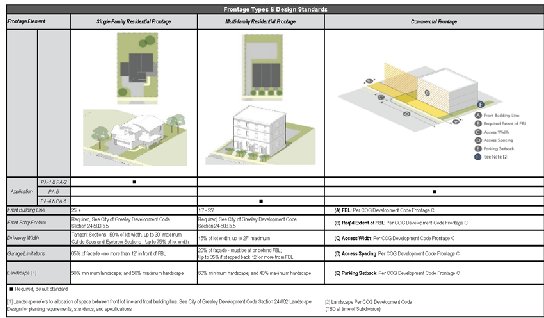


Property Description

For sale are the shares in the Old Beaufort County (2nd Civil District) of South Carolina, and the Township of Jasper (2nd Civil District), Townships of Rock Hill, (3rd) and Union (4th) Civil Districts, (5th Civil District) of the State of South Carolina (P.O. Box 14), County of York, State of South Carolina and being the entire and undivided interest therein.

A 100% interest in the North Carolina (1st Civil District) of North Carolina, and being the 1/2 interest in the 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211th, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311th, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411th, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511th, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611th, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th,





4th Street ROW

PA-1
Single-Family
29.98 AC

PA-2
Single-Family
61.96 AC

PA-3
Parks & Open Space
21.60 AC

Excluded
0.97 AC

PA-6
Multi-Family
14.85 AC

PA-4
Multi-Family
24.32 AC

PA-5
Commercial
17.75 AC

Access Point From The Cache

Access for Substation
Access for Excluded
Parcel

83rd Avenue

83rd Av. - 7th St.

Access Point from
Volt #18-6 Pad

Mixed Use Trail Along
N. Side of 7th St.

7th Street

86th Avenue

Business Highway 34
(West 10th Street)

89th Avenue

89th Avenue - 10th St.

Approximately 1025'

Approximately 1293'

N

Scale in Feet
0 200 400

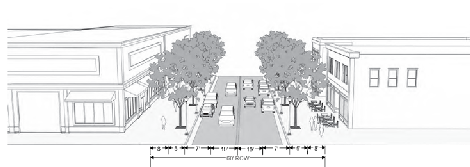
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Engineering: [Signature]
Planning: [Signature]
Owner: [Signature]



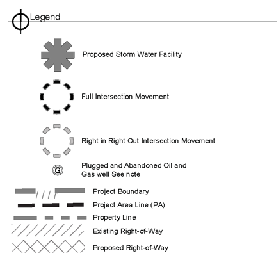
Neighborhood Street (60' ROW)



Pedestrian Street

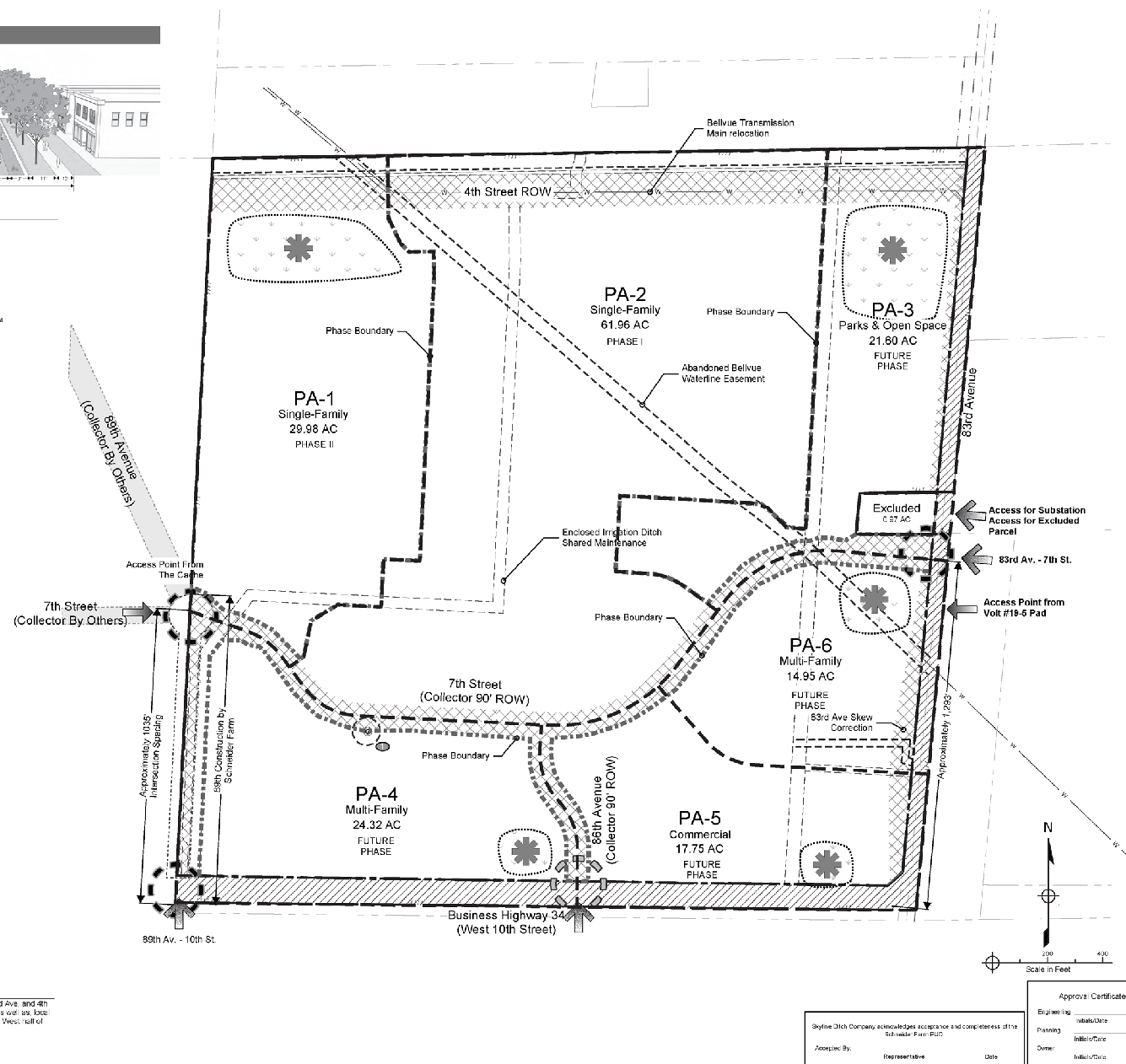


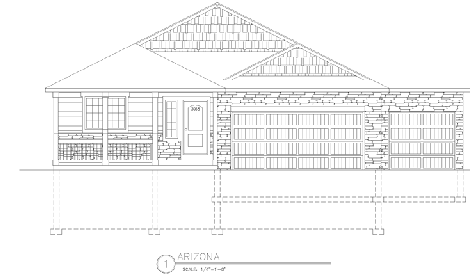
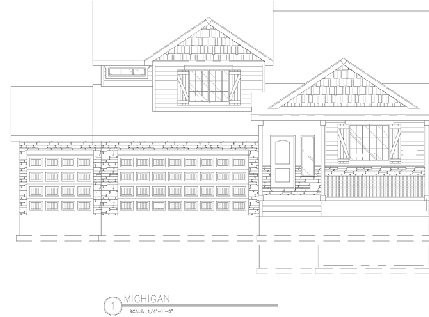
Collector Street



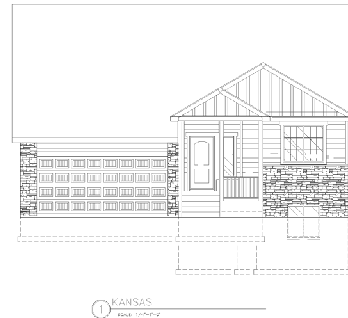
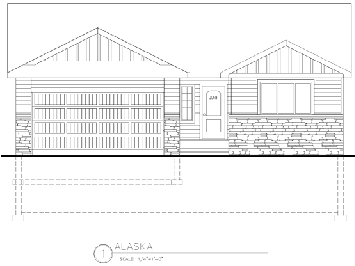
Commitments Matrix						
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility	Ownership	
Local Dedication for the West	Final Plat	Phase 1	Developer	Not Applicable	City of Greeley	
Construction Documents		Phase 1	Metropolitan 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 Collection 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	
Offsite Non-Potable Water Distribution Piping, Fittings, and Valves	Construction Documents	Phase 1	Metropolitan District or Developer	City of Greeley	City of Greeley	
Infiltrator/Ditch Enclosure	Construction Documents	Phase 1	Metropolitan District or Developer	Ditch Company	Ditch Company	
Storm Drainage Piping, Fittings, 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	
Active Water Distribution Piping, Fittings, Valves, and Hydrants	Construction Documents	With each Phase	Metropolitan District or Developer	City of Greeley	City of Greeley	
Offsite 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 Parks	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.



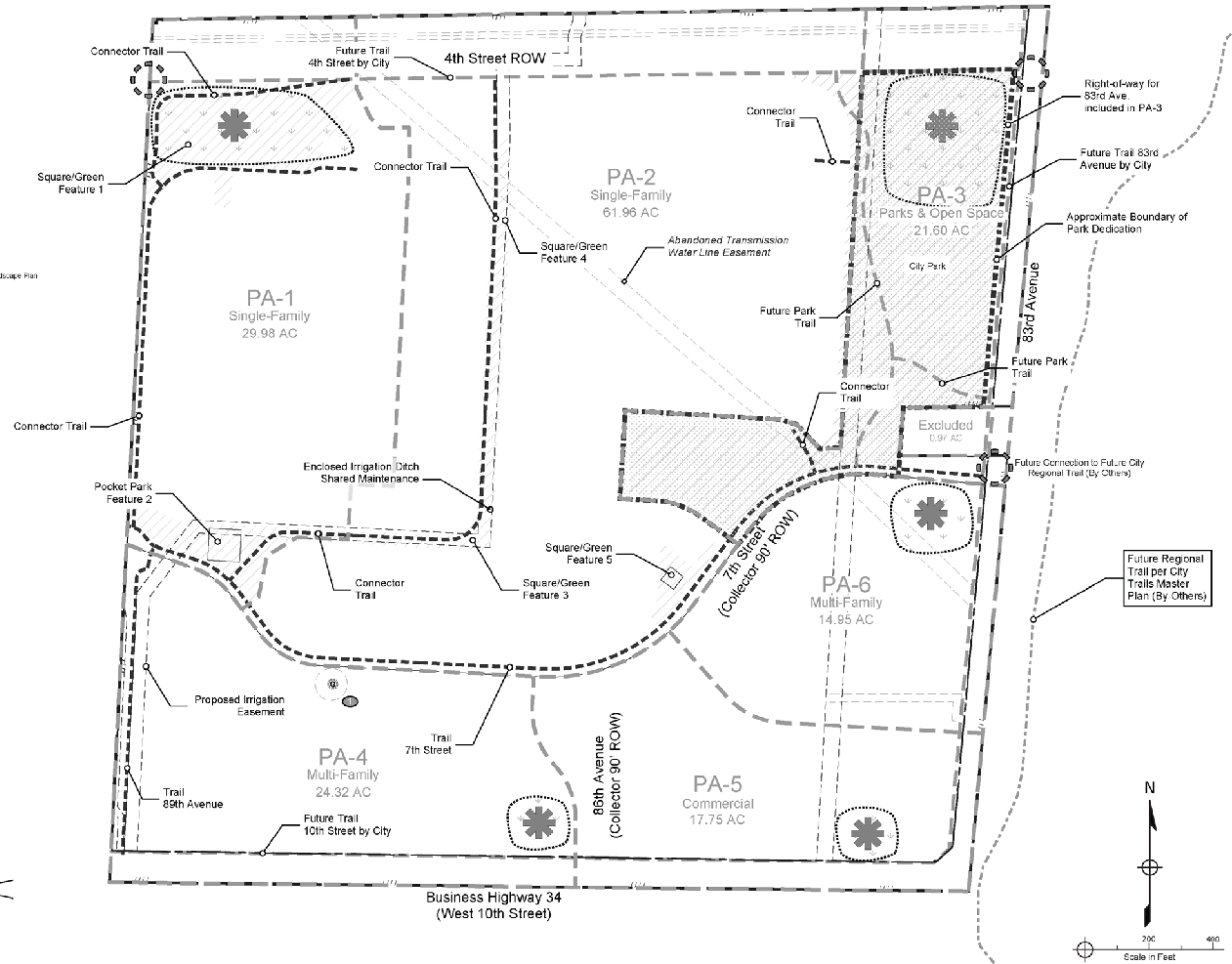
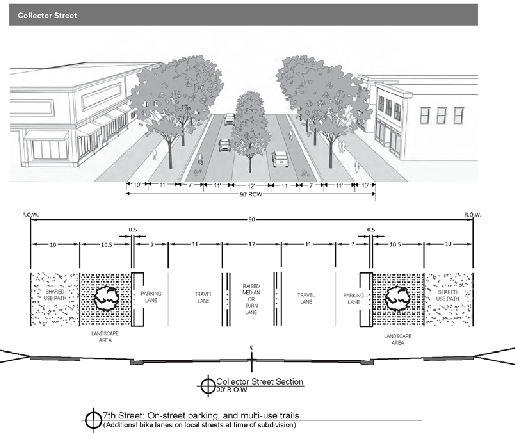
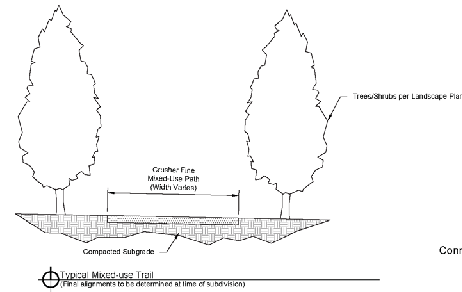
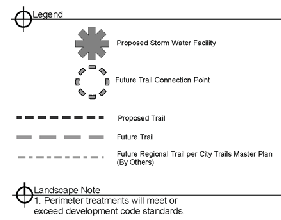


 Representative SFD Elevations - Wider Driveways
Scale: 1/8" = 1'



 Representative SFD Elevations - Standard Driveways
Scale: 1/8" = 1'

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



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

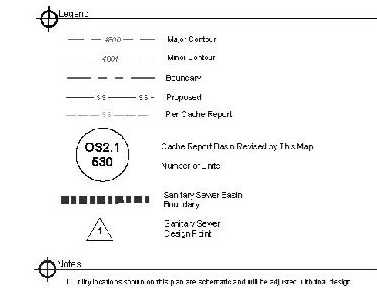
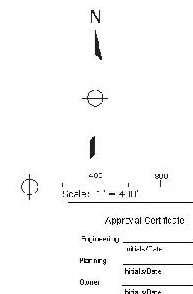
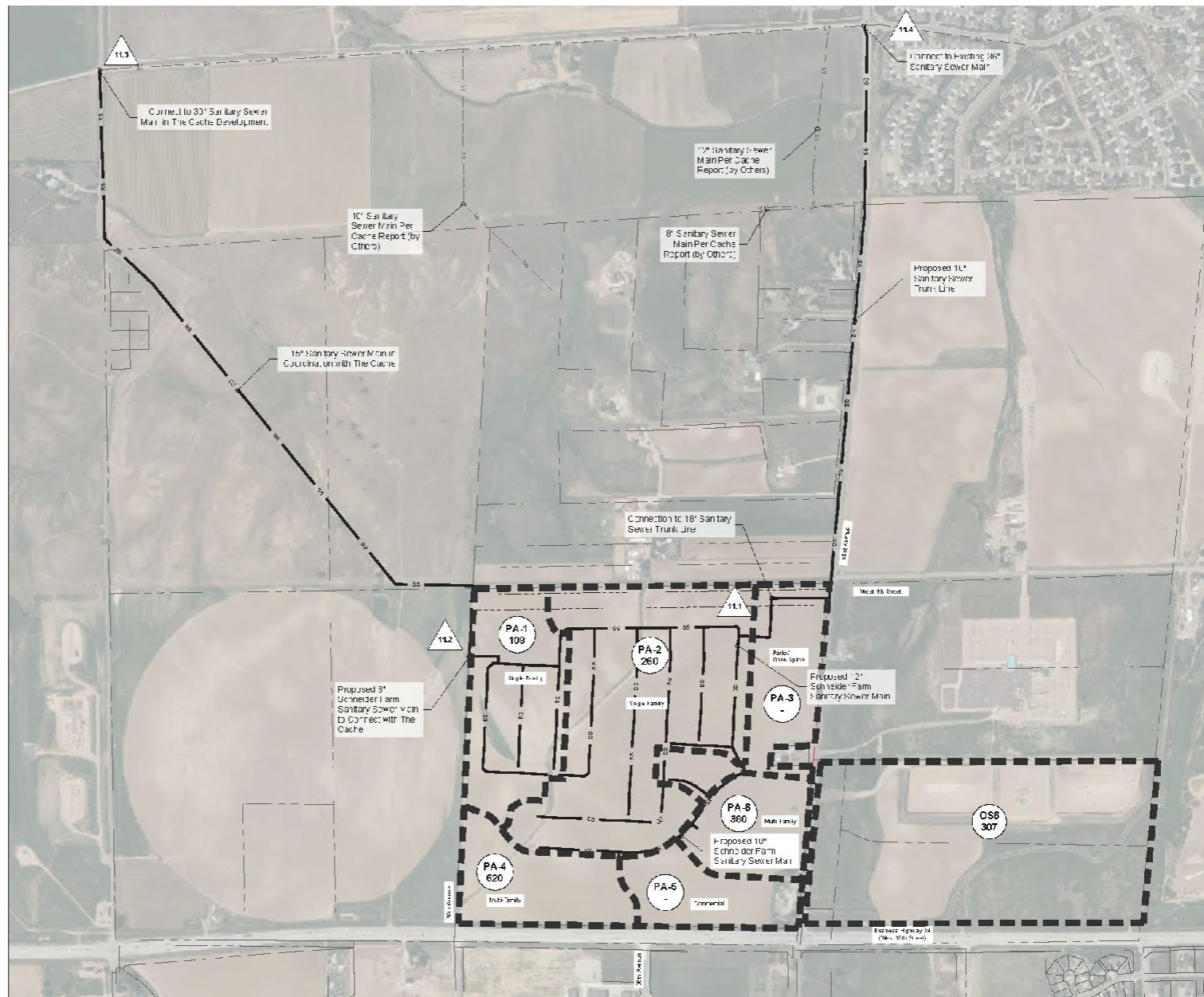


Table 7: Total Flow at Design Points

Design Point	Flow	Peak Flow (mgd)	Pipe Size (inches)	Peak Flow as Calculated by the Cache Report (mgd)
11.1	PA-2, PA-4, PA-5, OS5	0.907	12	N/A
11.2	PA-1	0.84	8	N/A
11.3	PA-1, E1, E2, D1, C1, OS1	12.73	30	12.1



Legend

- 1000' --- Map Contour
- 200' --- Map Contour
- --- Boundary
- --- Proposed
- --- Existing

Notes

- 1. Other data (elevation, etc.) shown on this map are not shown and will be added with final design.

Table 1: Single-Family Potable Water Demand

Pressure Zone	Density	Number of Units	Peak Hour Demand (gpm)
Zone 1	10 units/acre	100	125
Zone 2	5 units/acre	50	62.5
Zone 3	10 units/acre	475	593.75

Table 2: Multi-Family Potable Water Demand

PA Area	Density	Area (Acres)	Number of Units	Peak Hour Demand (gpm)
PA-1	10 units/acre	16.33	163.3	204.125
PA-2	10 units/acre	14.63	146.3	182.875
Total	-	30.96	309.6	387.0

Table 3: Commercial Area Potable Water Demand

Building Area (sq ft)	Average Day Demand (gpm)	Peak Hour Demand (gpm)
100,000	10.0	15.0



North Arrow

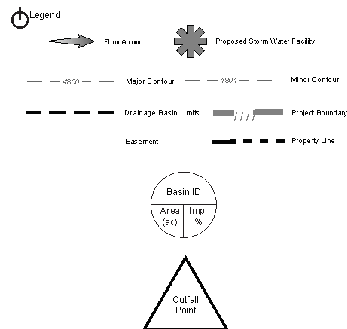
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Approval Stamp

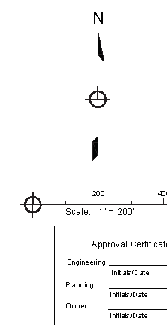
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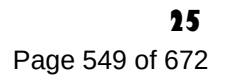
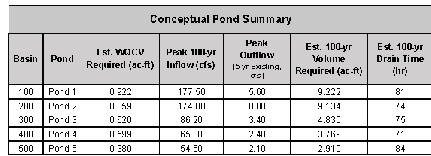
Planning: [Signature]

Owner: [Signature]



Existing Conditions Discharges				
Catchment	5 yr (CFS)	5 yr Unit (CFS/ac)	100 yr (CFS)	100 yr Unit (CFS/ac)
Ex1	1.91	0.101	75.02	2.555
Ex2	12.71	0.137	200.44	7.676





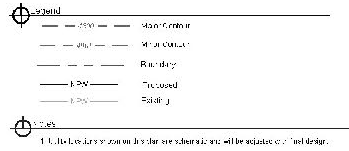
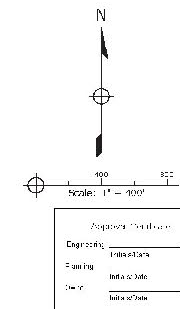
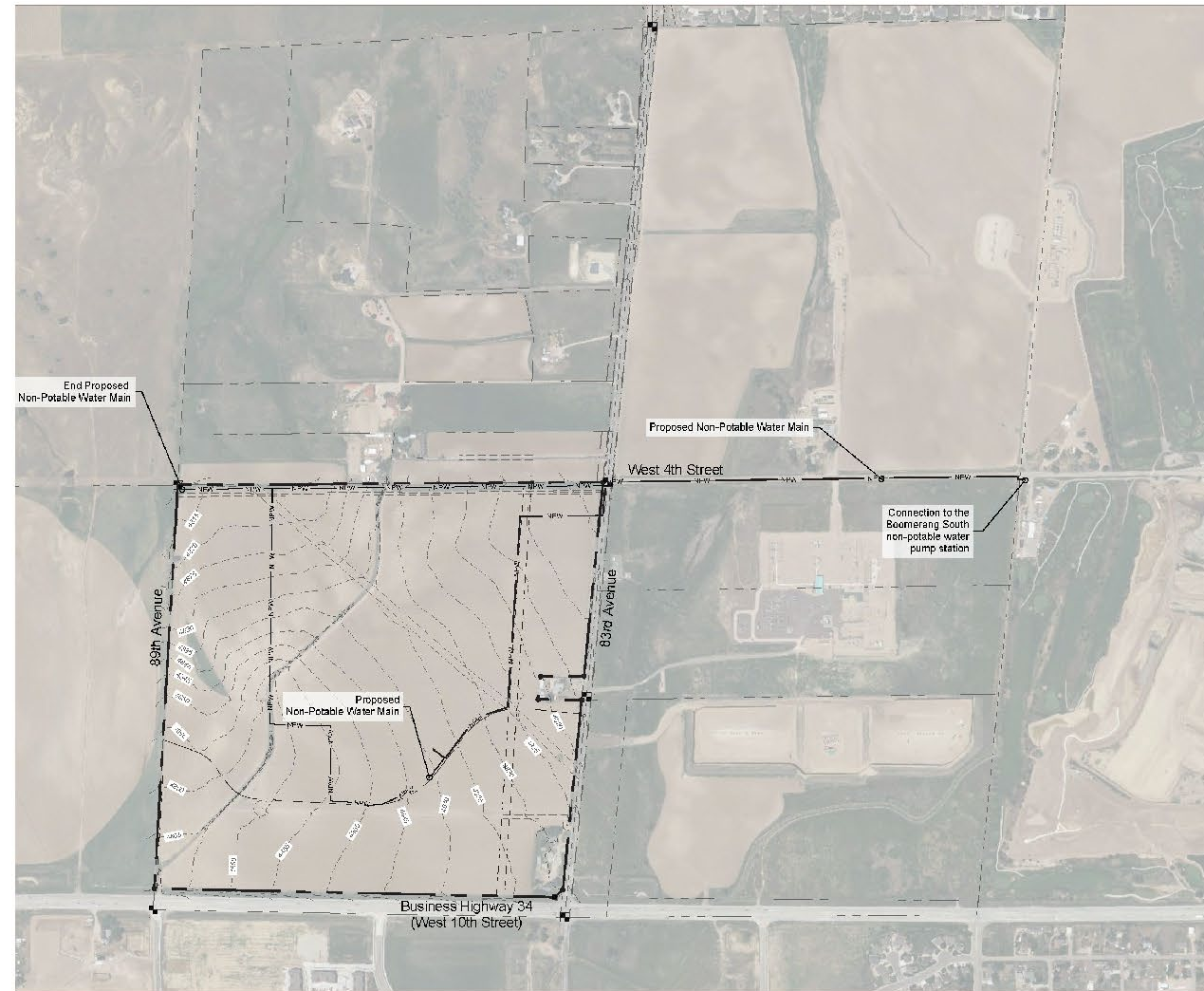


Table: Non-Potable Water Demand

Land Use	Assumed Irrigated Open Space (%)	Total Area (acres)	Open Space Area (acres)	Daily Irrigation Application Rate (gpm)
Residential Open Space	20	10	2.0	120
Commercial Open Space	20	20	4.0	240
Commercial Open Space	20	18	3.6	216
Parks and Open Space	50	10	5.0	300
Total	20	58	19.6	1176





Council Agenda Summary

October 17, 2023

Key Staff Contact: Donald Threewitt, Chief Planner, Meghan Oren, Planner III

Title:

Public hearing and second 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) and changing the underlying land use designations for approximately 4.23 acres located directly north of 7025 8th Street (Boomerang PUD)

Summary:

The applicant proposes rezoning approximately 4.23 acres located on the parcel directly north of 7025 8th Street from R-H (Residential High Density) to PUD (Planned Unit Development). The PUD would allow all uses listed as permitted and uses listed as Use by Special Review in C-H (Commercial High Intensity), in addition to outdoor RV/boat/vehicle storage. Development is proposed to follow Development Code standards for the C-H (Commercial High Intensity) zoning district to ensure that the site maintains adequate screening, buffering, landscaping, open space, and setbacks. Existing oil and gas wells have been plugged and abandoned. The site was originally a part of the Hewlett-Packard (H-P) Subdivision (S6-11; Recordation No. 38002237) and was established with the H-P Greeley Minor Subdivision – Seventh Replat (SUB2022-0021; Recordation No. 4875646) in January 2023. The applicant seeks to expand the existing business from the south of the site to allow for outdoor and indoor storage, which requires rezoning the site.

The applicant satisfied the mineral owner notification requirements. No feedback from mineral owners has been received. Public notices were completed as follows:

- A notice was placed on the City of Greeley's website on August 1, 2023;
- A sign was posted on the property on August 4, 2023;
- A notice was mailed to 108 property owners or current residents within 1,000 feet of the site on August 2, 2023. No comments have been received.

The proposed PUD was presented to the Planning Commission on September 12, 2023, for consideration and public hearing. The Planning Commission voted unanimously, 5-0, to recommend approval.

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:

None

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. Ordinance 46, 2023 with Exhibit A
2. Planning Commission Summary
3. Vicinity/Zoning Map
4. Project Narrative
5. PUD Plan Set
6. Neighborhood Notification Boundary Map
7. Planning Commission Minutes
8. Staff Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 46, 2023
CASE NO. PUD2023-0001

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 OF PROPERTY LOCATED ON THE PARCEL DIRECTLY NORTH OF 7025 8TH STREET.

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 R-H (RESIDENTIAL HIGH DENSITY DISTRICT) 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

APPENDIX A

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 OF PROPERTY LOCATED ON THE PARCEL DIRECTLY NORTH OF 7025 8TH STREET.

CITY CENTER WEST COZ BOUNDARY LEGAL DESCRIPTION

LOT 1A H-P GREELEY MINOR SUBDIVISION - SEVENTH REPLAT, BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 1A, AND CONSIDERING THE SOUTH LINE OF LOT 1A TO BEAR NORTH 83°32'57" WEST WITH ALL BEARINGS HEREIN RELATIVE THERETO;

THENCE NORTH 05°13'45" EAST ALONG THE WEST LINE OF SAID LOT 1A, A DISTANCE OF 340.97 FEET TO THE NORTHWEST CORNER OF SAID LOT 1A;

THENCE SOUTH 84°45'59" EAST ALONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 165.30 FEET;

THENCE NORTH 87°05'39" EAST ALONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 216.12 FEET;

THENCE NORTH 56°35'00" EAST ALONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 62.23 FEET;

THENCE SOUTH 83°31'37" EAST LONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 78.15 FEET TO THE NORTHEAST CORNER OF SAID LOT 1A;

THENCE SOUTH 06°28'23" WEST ALONG THE EASTERLY LINE OF SAID LOT 1A, A DISTANCE OF 419.40 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1A;

THENCE NORTH 83°32'57" WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 496.98 TO THE POINT OF BEGINNING.

THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 4.23 ACRES, MORE OR LESS.

PLANNING COMMISSION SUMMARY

ITEM: Rezone from R-H (Residential High Density) to PUD (Planned Unit Development)

FILE NUMBER: PUD2023-0001

PROJECT: Boomerang Storage PUD

LOCATION: 7025 8th Street

APPLICANT: Rob Stanley

CASE PLANNER: Meg Oren, Planner III

PLANNING COMMISSION HEARING DATE: August 22, 2023

PLANNING COMMISSION FUNCTION:

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

EXECUTIVE SUMMARY

The City of Greeley is considering a request to rezone approximately 4.23 acres located on the parcel directly north of 7025 8th Street from R-H (Residential High Density) to PUD (Planned Unit Development).

A. REQUEST

The applicant proposes rezoning approximately 4.23 acres located on the parcel directly north of 7025 8th Street from R-H (Residential High Density) to PUD (Planned Unit Development).

The PUD would allow all uses listed as permitted and uses listed as Use by Special Review in C-H (Commercial High Intensity), in addition to outdoor RV/boat/vehicle storage. Development is proposed to follow Development Code standards for the C-H (Commercial High Intensity) zoning district to ensure that the site maintains adequate screening, buffering, landscaping, open space, and setbacks. Existing oil and gas wells have been plugged and abandoned. See Attachments A, B, and C for more information.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: R-H (Residential High Density)
South: C-H (Commercial High Intensity)
East: I-L (Industrial Low Intensity)
West: R-L (Residential Low Density)

Abutting Land Uses

North: Detention Pond
South: RV/Boat/Vehicle Storage and Indoor Storage
East: School (West Ridge Academy Charter School)
West: School (Tointon Academy)

Site Characteristics:

The site is currently vacant. There are existing oil and gas wells located on the northern half of the site, however they have been plugged and abandoned. There are no major topographical changes, and the site does not contain any major environmental areas of interest.

D. BACKGROUND

The site was originally a part of the Hewlett-Packard (H-P) Subdivision (S6-11; Recordation No. 38002237) and was established with the H-P Greeley Minor Subdivision – Seventh Replat (SUB2022-0021; Recordation No. 4875646) in January, 2023.

The applicant seeks to expand the existing business from the south of the site to allow for outdoor and indoor storage, which requires rezoning the site.

E. APPROVAL CRITERIA

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

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

Staff Comment: The subject area is identified as a Suburban Neighborhood on the Land Use Guidance Map in the Imagine Greeley Comprehensive Plan. The inclusion of indoor and outdoor storage supports the vision to include non-residential uses in appropriate locations within Suburban Neighborhoods. Additionally, the following comprehensive plan goals support the subject application:

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

Staff Comment: The area continues to see infill sites developed with a mix of residential and nonresidential uses. Recent development includes educational institutions and a residential neighborhood, Northridge Trails.

The request complies with this criterion.

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

Staff Comment: The existing zoning was established in 2015 with the H-P Greeley Subdivision Third Replat (S2-15; Recordation No. 4092418), and significant areas of the site remain undeveloped.

The request complies with this criterion.

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

Staff Comment: The proposal is an extension of an established business directly south of the site. The indoor and outdoor storage company is wanting to expand

their operations. Design criteria within the PUD has been proposed to continue within the established parameters of City of Greeley development code.

The 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 indoor and outdoor storage. The proposed allowed use is not allowed under the existing zoning to this extent. The proposed zoning is more appropriate than the existing zoning to allow development of the site and to serve community needs.

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The subject site is Lot 1A of H-P Greeley Minor Subdivision 7th Replat, recorded in 2023 (SUB2022-0021; Recordation No. 4875646). No additional land division is proposed at this time.

2. HAZARDS

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

3. WILDLIFE

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

4. FLOODPLAIN

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

5. DRAINAGE AND EROSION

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

6. TRANSPORTATION

The site has adequate connectivity with an existing access from 71st Avenue. Additional traffic generation is expected to be minimal as there were 50 average daily trips and only four AM and PM trips.

G. SERVICES

1. WATER

Existing water infrastructure is present and adequate to serve the site.

2. SANITATION

3. Existing sewer infrastructure is present and adequate to serve the site.

4. EMERGENCY SERVICES

Existing emergency services are adequate to serve the site, including Fire Station #7, located approximately one-half mile away.

5. PARKS AND OPEN SPACES

Parkland dedication, or cash-in-lieu, may be required with any future residential subdivision.

6. SCHOOLS

The subject property is located within Greeley-Evans School District 6. Cash-in-lieu for school land dedication may be required with any future residential subdivision.

7. METROPOLITAN DISTRICT

The site is within the City Center West Metro District (MD1-14; Ordinance No. 58), adopted in 2016, and has a Development Concept Master Plan (DCMP). If approved, the PUD development standards will override the DCMP standards.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

Maintaining a generous buffer from existing residential uses is anticipated to adequately address visual impacts.

2. NOISE

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

I. PUBLIC NOTICE AND COMMENT

Public notices were completed as follows:

- Notice was placed on the City of Greeley's website on August 1, 2023.
- A sign was posted on the property on August 4, 2023.
- Notice was mailed to 108 property owners or current residents within 1,000 feet of the site on August 2, 2023.

No comments have been received.

J. MINERAL ESTATE OWNER NOTIFICATION

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

K. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommended (Approval)

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

Alternative (Denial)

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

ATTACHMENTS

Attachment A – Vicinity Map

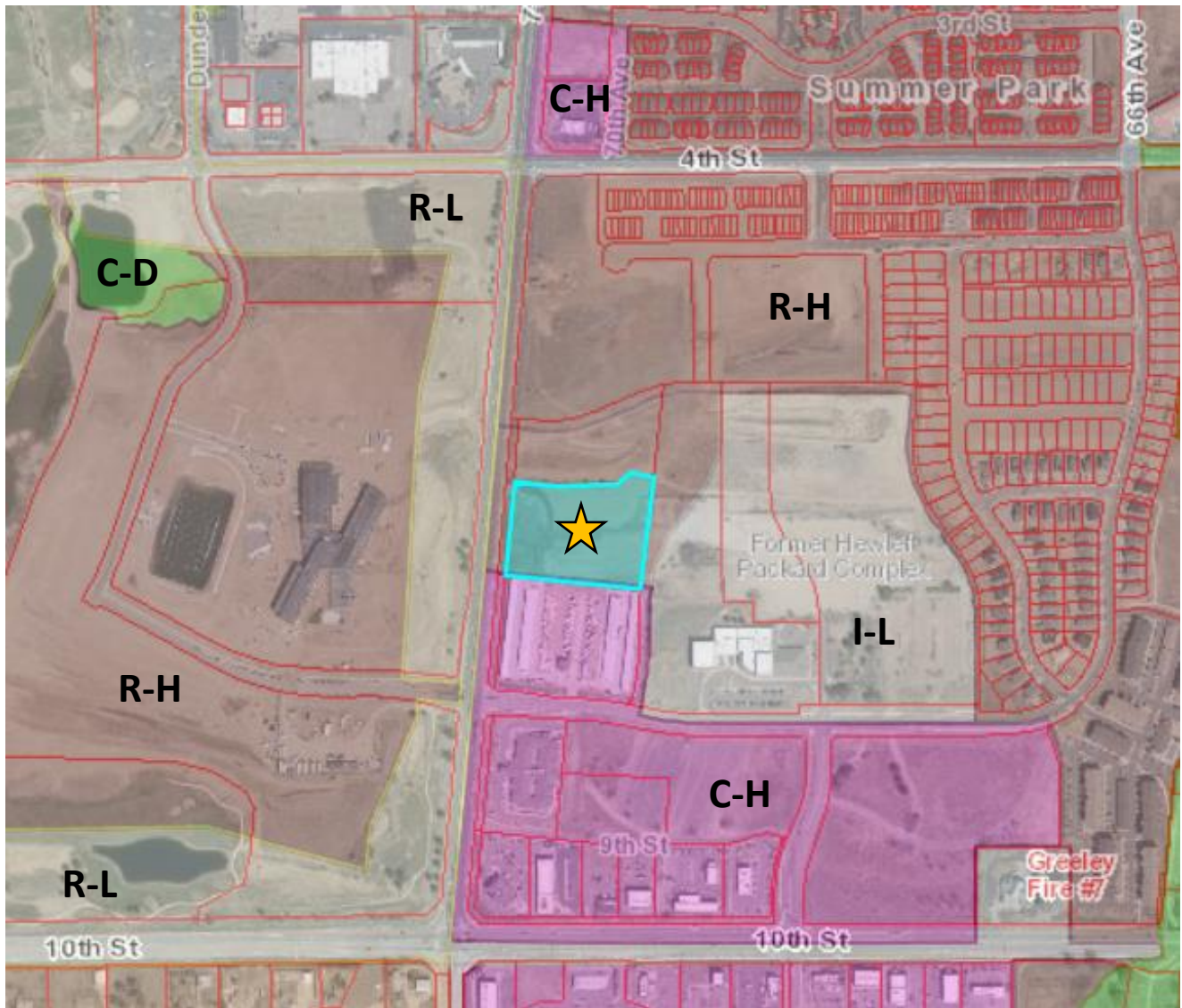
Attachment B – Project Narrative

Attachment C – PUD Plan Set

Attachment D – Neighborhood Notification Boundary Map

Attachment E – Staff Slides

Attachment A – Vicinity Map



Attachment B – Project Narrative

February 18, 2023

Planning & Zoning Department

1100 10th Street - 2nd Floor

Greeley, CO 80631

Re: Boomerang Storage PUD2023-0001 - Project Narrative

1. Project Background

The existing Boomerang Self-Storage business located at 7025 8th Street, is proposing to expand their facility to the northern vacant site legally described as Lot 1A, H-P Greeley Subdivision 5th Replat. The subject property is currently within the R-H (Residential High Density) zone district. The site is roughly 4.23 acres, comprised of a single lot. Oil and gas wells on the site have been plugged and abandoned.

The property owner is requesting to change the zoning for Lot 1A from RH to PUD based on direction received from the City. Lot 1A would provide additional outside storage for Boomerang Self Storage customers to store their boats, trailers, and RV/vehicles.

2. Review Criteria - 24-201

- **Applicant's vision and understanding of the market for the proposed project.** There is a significant market demand for this proposed project. The surrounding area has or is in development or construction of multi-family apartments/townhomes and single-family homes that do not allow RV parking (due to HOA or City of Greeley parking constraints, etc.), or the domicile has insufficient storage for the renter or owners' belongings.
- **Proposed uses.** The proposed use includes Boat/RV storage and self storage buildings. There is no general site layout, conceptual or anticipated design of buildings at this time.
- **How the project will fit in and contribute to the area and further the intent of the existing or proposed zoning district.** The project will be similar to the Boomerang Self Storage parcel to the south (which is zoned CH with a City of Greeley approved USR for outside boats/trailers/RV's storage), see the second bullet point. To the east the parcel is zoned IL.
- **Planning and infrastructure impacts, including timing, phasing, or the need for any technical studies or outside agency coordination and review.** We do not foresee any infrastructure impacts or any technical studies or outside agency coordination and review. We will need the

assistance of the City of Greeley Planning Department with the rezoning and granting of future permits, etc.

- **Any special public information and outreach or specific agency or department reviews are necessary.** We do not foresee the need for any special public information and outreach, or specific agency review is needed.
- **Opportunities to improve designs or coordinate the preliminary concepts with other private or public investments in the area.** None needed.

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

The City's Comprehensive plan designates the general area as Mixed Use, there are residential land uses existing and under progress surrounding the property. A neighborhood center generally located at the western intersection is also outlined within the Comprehensive plan which are intended to provide commercial amenities that are compatible with residential land uses. The proposed PUD would allow for greater consistency and better implementation of the Comprehensive Plan by allowing the property owner to expand the Boomerang Storage site which is considered to be a less impactful commercial development in terms of noise and traffic, given its adjacency to future residential.

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

4. Compatibility with Surrounding Area.

Surrounding properties are within the C-H zoning as well as the I-L and R-H zoning. Land uses around the subject property appear to be commercial and public uses such as a school, while property immediately north is vacant. The proposed expansion of the Boomerang storage site is compatible with the surrounding land uses as it lends itself to a lower intensity commercial use on the corner of the 71st Avenue intersection.

- **North:** Property to the north is zoned R-H, future land uses appear to be a residential subdivision. An outlot roughly 3.1 acres is immediately adjacent to the subject PUD site to the north and is zoned R-H. The outlot will provide a buffer between the storage and future residential as it will contain drainage features and landscaping.
- **South:** Property to the south is zoned C-H and contains the existing Boomerang Storage facility, which will remain as-is.
- **East:** Properties to the east are zoned I-L which contain a school and the formerly HP industrial building.
- **West:** Bordering the site on the west is 71st Avenue, further west properties are zoned R-L and R-H. A golf course exists on the west side of 71st Avenue.

5. Review Criteria - 24-205.c

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

PUD zoning is a more appropriate zone district as the C-H zoning could not accommodate for the storage needs of the site.

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

The direction to pursue a PUD zone was recommended by City staff as a means to allow the storage needs. The PUD plan also provides substantial buffering between surrounding future residential land uses which add to the safety and welfare of the community.

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

The PUD is in-line with the Comprehensive plan goals and objectives as it encourages a commercial node at this intersection to potentially serve future residential subdivisions in the immediate area.

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

These have been outlined below.

6. Review Criteria - 24-204.b

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

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

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

The PUD zoning can provide for higher standards that can accommodate a level of compatibility with the surround land uses in terms of buffering and landscaping.

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

The area appears to be developing in a manner that is consistent with the Comprehensive Plan, however, recent code amendments led to a change in direction and a suggestion to pursue PUD zoning as a more appropriate option.

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

The R-H zone appears to have been established in 2015, however the site has historically been used for Oil and Gas facilities and commercial uses. The area seems to be developing in a manner where the residential land uses are being developed further north and east while this corner is being preserved for commercial uses.

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

The proposed PUD will allow for the expansion of the storage facility and will promote a thoughtful transition between the future residential subdivision.

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

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

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

The PUD zoning has been determined to be the most appropriate zoning based on the needs of storage uses, the PUD will also allow for a larger buffer between adjacent sites.

- **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 proposed land use and PUD zoning is appropriate as it is a less intense commercial use and will not cause negative impacts on surrounding land uses given the extensive buffering.

Please feel free to reach out with any questions,

Emily Tarantini

tarantini.emily@gmail.com

303-585-1055

BOOMERANG SELF STORAGE PLANNED UNIT DEVELOPMENT
PUD2023-0001

Lot 1A, H-P Greeley Minor Subdivision-Seventh Replat
Being a replat of Lot 1, HP Greeley Subdivision, Fifth Replat, and being a
Part of Southwest 1/4 of Section 4, Township 5 North, Range 66 W of the 6th P.M.
City of Greeley, County of Weld, State of Colorado
Totaling 4.23 Acres

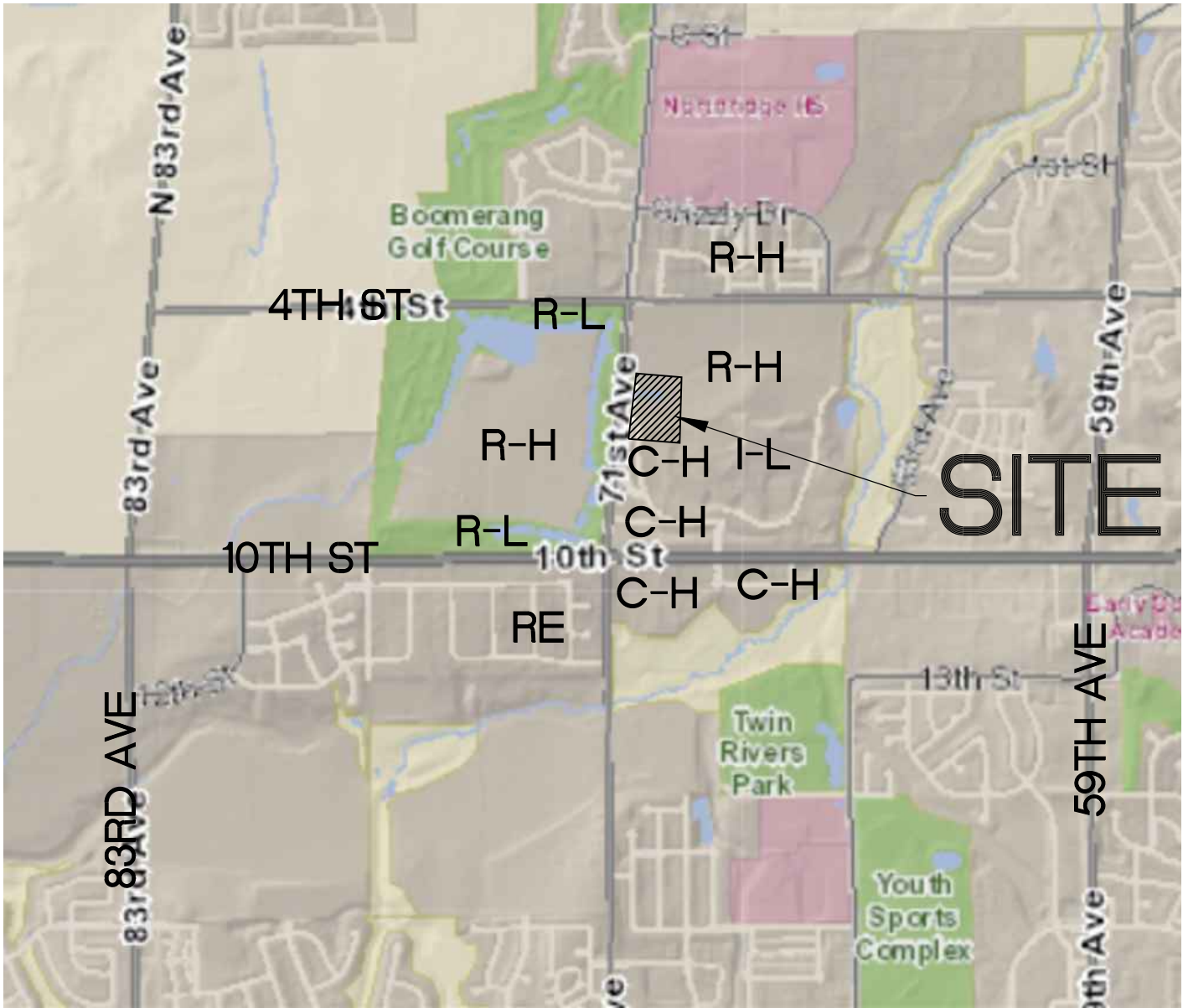
The purpose of the PUD zoning is to allow for the expansion
the Outdoor Storage area. The existing zoning on the property
is Residential HIGH Density RH

Zoning:

- 1. Development Standards to follow City of Greeley Standards for Commercial High zone
district.
2. All uses listed as Permitted and Use by Special Review in the C-H (Commercial High
Intensity) zoning district, in addition to outdoor RV/boat/vehicle storage, are allowed with a
Site Plan Review.

General notes:

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



Vicinity Map
N.T.S.

Table with 4 columns: AREA, USE, ACRES, % OF SITE. Row 1: Lot 1A, All Permitted and Uses by Special Review in C-H and outdoor RV/boat/vehicle storage, 4.23, 100%. Row 2: TOTALS, 4.23, 100%.

CERTIFICATE OF OWNERSHIP

BOOMERANG SELF STORAGE LLC (ROB STANLEY Member) being the Owners of the Property described hereon
have planned this Property under the name of HP Lot 1 H-P Greeley Subdivision 5th Replat

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

In witness whereof, we have hereunto set our hand and seals this this day of , 20__.

ROB STANLEY
COMMUNITY DEVELOPMENT DIRECTOR:

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

Director of Community Development Date
PLANNING COMMISSION APPROVAL:

Approved by the City of Greeley Planning Commission on day of , 20__

PLANNING COMMISSION
CITY COUNCIL APPROVAL:

Approved by the Greeley City Council on day of ,20__

CITY COUNCIL

OWNER

BOOMERANG STORAGE LLC
7025 8th Street
Greeley, CO 80634
970-576-6189

LANDSCAPE ARCHITECT

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

INDEX

- C COVER SHEET
1 EXISTING CONDITIONS MAP
2 MASTER DEVELOPMENT PLAN & GENERAL LAYOUT
3 SUITABILITY MAP
4 BOUNDARY MAP

DRAWN FOR
BOOMERANG
STORAGE
P.O. BOX 83775
GREELEY CO 80638
PHONE 970-576-6189

CITY CENTER
WEST LP
400 E 168th Ave STE 500
GLENDALE, CO 80246

WERNERMAN ENGINEERING
AND LAND DEVELOPMENT LLC
P.O. BOX 105
LASALLE CO 80645
PHONE 970-599-2656

DRAWN
EJW
CHECKED

DATE
3/31/2023

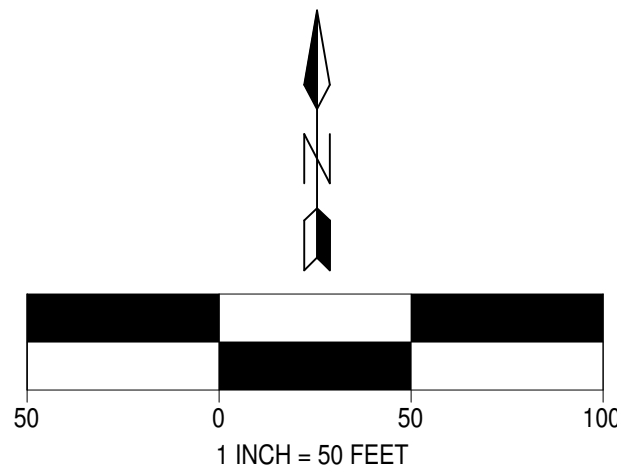
SCALE
n/a

PROJECT #

SHEET



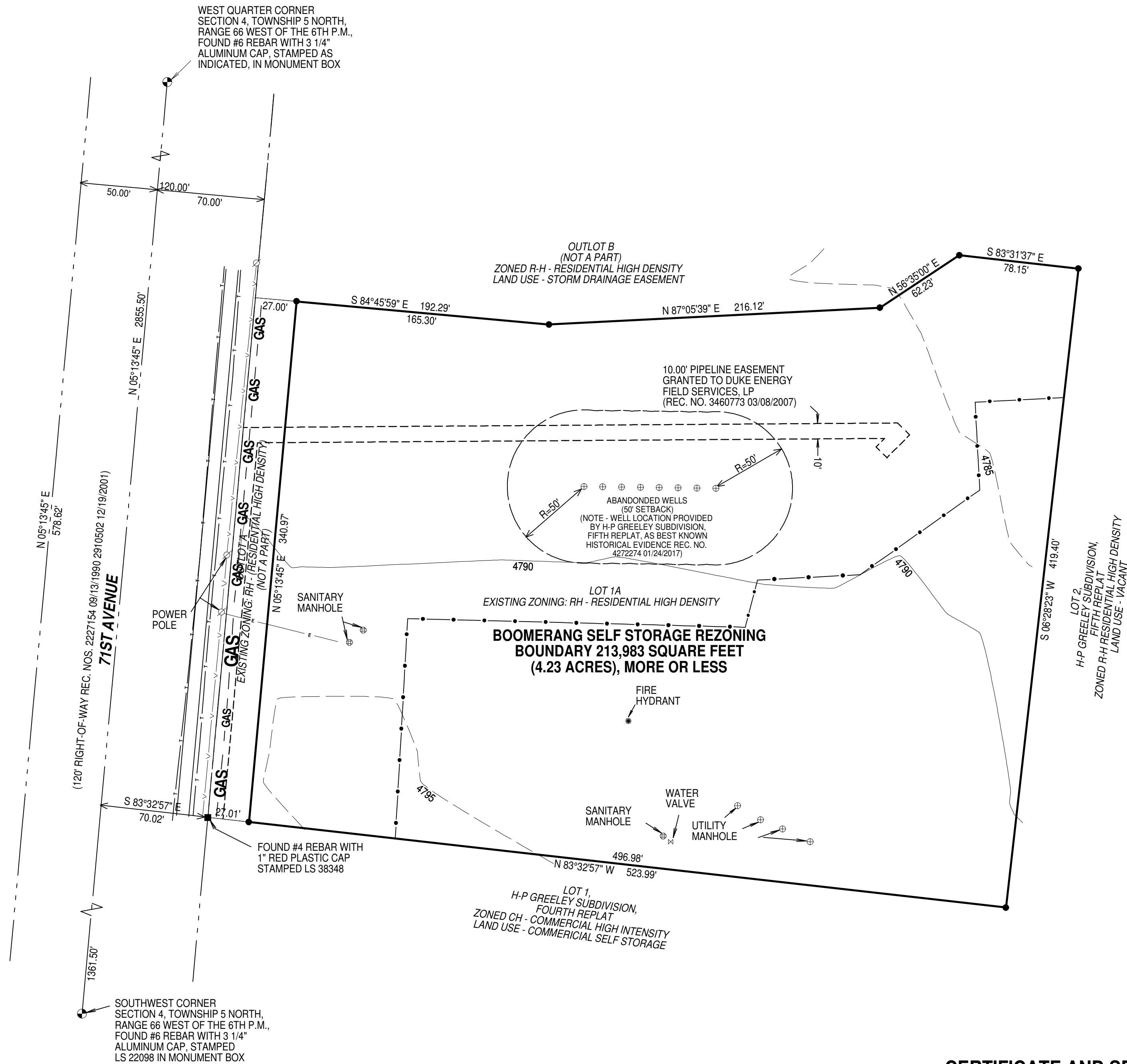
**BOOMERANG SELF STORAGE PLANNED UNIT DEVELOPMENT
EXISTING CONDITIONS AND SITE ANALYSIS MAP
LOT 1A, H-P GREELEY SUBDIVISION - SEVENTH REPLAT
BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 4,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
4.23 ACRES
PROJECT FILE NO. PUD2023-0001**



LEGEND

	ALIQUOT CORNER (AS DESCRIBED)
	FOUND MONUMENT (AS DESCRIBED)
	FOUND 24" #4 REBAR WITH 1" YELLOW PLASTIC CAP STAMPED THOMAS PLS 38353
	SUBJECT BOUNDARY
	RIGHT-OF-WAY
	EASEMENT
	GAS GAS LINE
	BURIED ELECTRIC
	TELEPHONE/FIBER
	POWER LINE

NOTE: THIS SITE ANALYSIS MAP IS NOT A LAND SURVEY PLAT SHOULD NOT BE
CONSTRUED AS SUCH. THE SOLE PURPOSE OF THIS MAP IS TO DELINEATE THE
PUD REZONE BOUNDARY OF LOT 1A AND OUTLOT A, H-P MINOR SUBDIVISION
SEVENTH REPLAT



**CERTIFICATE AND SEAL OF THE
REGISTERED LAND SURVEYOR**

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

ROBERT D. THOMAS
COLORADO PROFESSIONAL LAND SURVEYOR #38353

DATE

BOOMERANG SELF STORAGE PLANNED UNIT DEVELOPMENT

PUD2023-0001

Lot 1A, H-P Greeley Minor Subdivision-Seventh Replat
Being a replat of Lot 1, HP Greeley Subdivision, Fifth Replat, and being a
Part of Southwest 1/4 of Section 4, Township 5 North, Range 66 W of the 6th P.M.
City of Greeley, County of Weld, State of Colorado
Totaling 4.23 Acres

SITE SUMMARY			
AREA	USE	ACRES	% OF SITE
Lot 1A	All Permitted and Uses by Special Review in C-H and outdoor RV/boat/vehicle storage	4.23	100%
TOTALS		4.23	100%

Development Standards	
DESCRIPTION	PROPOSED
PLANNING AREA	Lot 1A
Permitted Uses	All Permitted and Uses by Special Review in C-H and outdoor RV/boat/vehicle storage
Uses Not allowed	All uses and allowances not listed as permitted above, per the City of Greeley's Development Code and as amended
Min Lot Area	Per the City of Greeley's C-H Development Standards and as amended
Density	Per the City of Greeley's C-H Development Standards and as amended
Building Coverage	Per the City of Greeley's C-H Development Standards and as amended
Drive, Parking, and Walks	Per the City of Greeley's C-H Development Standards and as amended
Open Space/Landscaping	15% Max
Max Lot Coverage	Per the City of Greeley's C-H Development Standards and as amended
Parking	Per the City of Greeley's C-H Development Standards and as amended
Minimum Setbacks	Per the City of Greeley's C-H Development Standards and as amended
Accessory Structure Setbacks	Per the City of Greeley's C-H Development Standards and as amended
Encroachments	Per the City of Greeley's C-H Development Standards and as amended
Building Height	Per the City of Greeley's C-H Development Standards and as amended
Sign Standards	Per the City of Greeley's C-H Development Standards and as amended
Lighting	Lighting poles not to exceed 27'-6" in height, average foot candles not to exceed 3.1 & overspill limited to 0.5 fc at property line
Other	Gravel surface within the outdoor storage area permitted. Alternative landscape bufferyard to be a part of the Site Plan Review.

Commitments Matrix					
Improvement or Commitment	Plan Preparation & Approval	Construction Timing	Construction Responsibility	Maintenance Responsibility	Ownership
Outlot A	Dedicated with the H-P Greeley Minor Subdivision - 7th Replat	After issuance of Building Permit	CITY CENTER WEST, LP	CITY CENTER WEST, LP SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID PROPERTY, UPON CONVEYANCE OF OUTLOT A TO THE CITY CENTER WEST COMMERCIAL METROPOLITAN DISTRICT, THE METROPOLITAN DISTRICT SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID OUTLOT.	CITY CENTER WEST, LP

LEGAL DESCRIPTION

LOT 1A H-P GREELEY MINOR SUBDIVISION - SEVENTH REPLAT, BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 1A, AND CONSIDERING THE SOUTH LINE OF LOT 1A TO BEAR NORTH 83°32'57" WEST WITH ALL BEARINGS HEREIN RELATIVE THERETO;

THENCE NORTH 05°13'45" EAST ALONG THE WEST LINE OF SAID LOT 1A, A DISTANCE OF 340.97 FEET TO THE NORTHWEST CORNER OF SAID LOT 1A;

THENCE SOUTH 84°45'59" EAST ALONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 165.30 FEET;

THENCE NORTH 87°05'39" EAST ALONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 216.12 FEET;

THENCE NORTH 56°35'00" EAST ALONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 62.23 FEET;

THENCE SOUTH 83°31'37" EAST LONG THE NORTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 78.15 FEET TO THE NORTHEAST CORNER OF SAID LOT 1A;

THENCE SOUTH 06°28'23" WEST ALONG THE EASTERLY LINE OF SAID LOT 1A, A DISTANCE OF 419.40 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1A;

THENCE NORTH 83°32'57" WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1A, A DISTANCE OF 496.98 TO THE POINT OF BEGINNING.

THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 4.23 ACRES, MORE OR LESS.

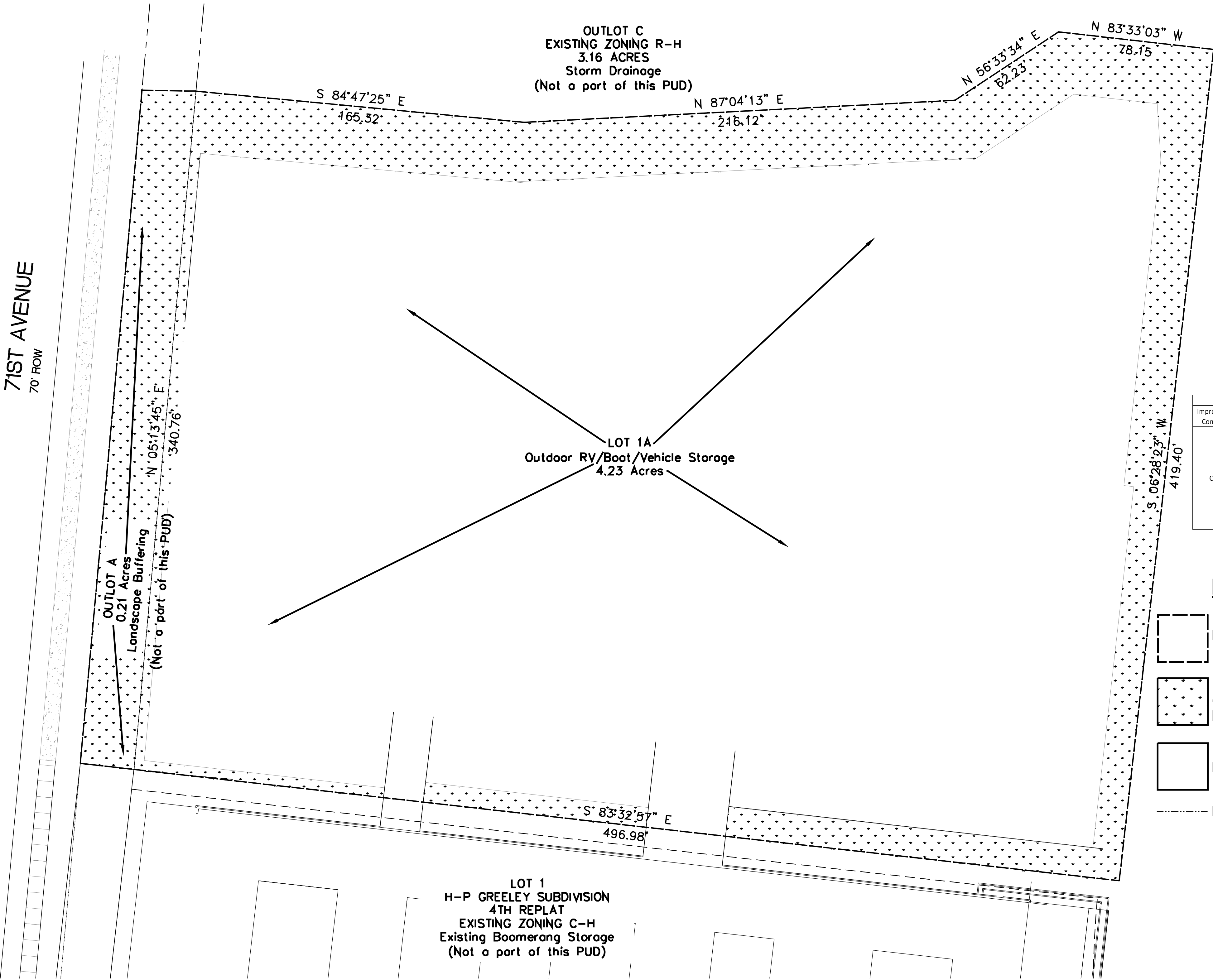
LEGEND

PUD BOUNDARY

OUTLOT A--LANDSCAPE BUFFER

LOT 1A: OUTDOOR STORAGE

PROPERTY LINE



71ST AVENUE
70' ROW

MASTER DEVELOPMENT PLAN & GENERAL LAYOUT

DRAWN FOR
BOOMERANG
STORAGE LLC
P.O. BOX 83775
GREELEY CO 80633
PHONE 970-576-6189

BOOMERANG
STORAGE LLC
7025 6TH ST
GREELEY CO 80634
PHONE 970-576-6189

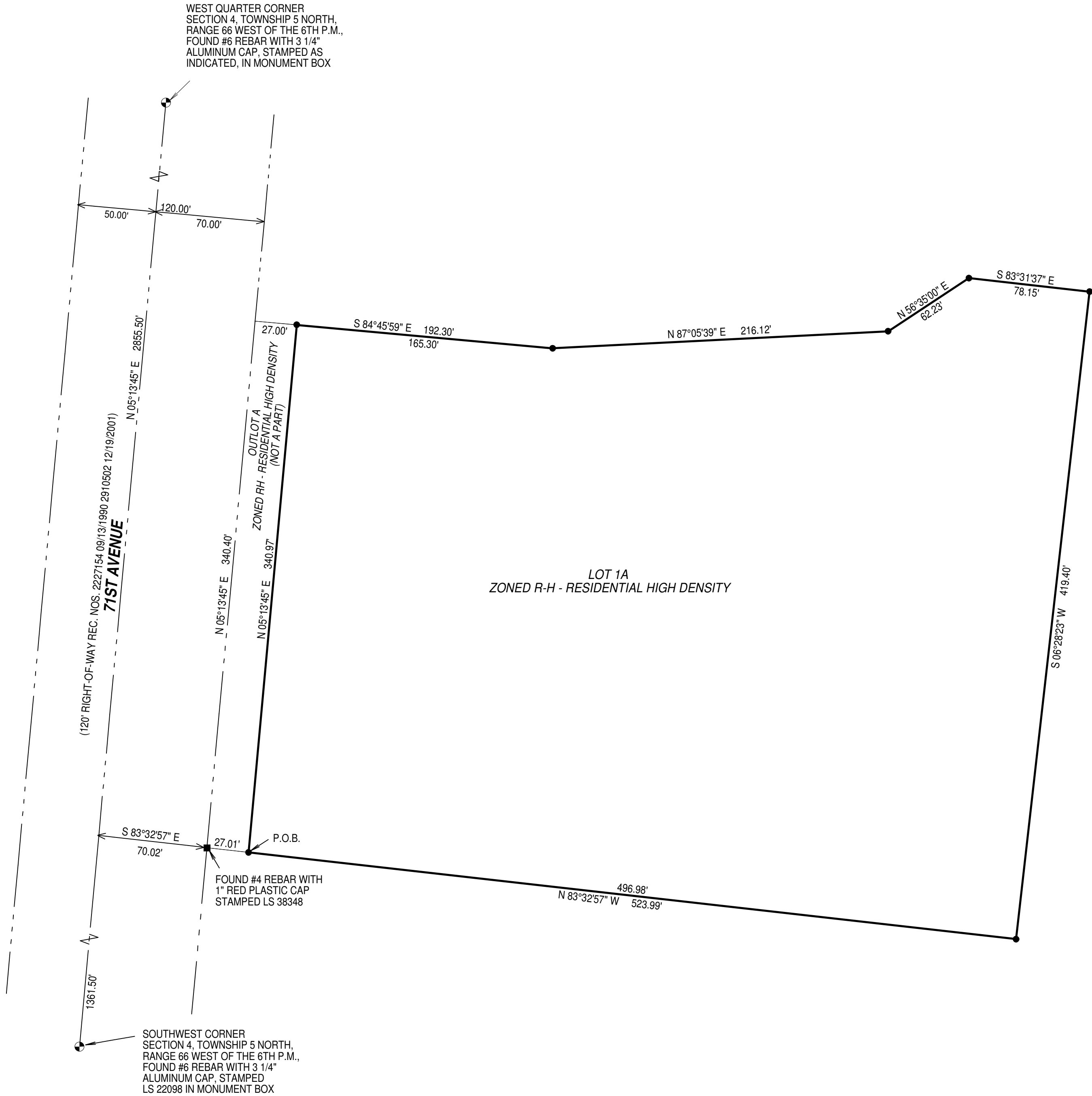
WERNISMAN ENGINEERING
AND LAND DEVELOPMENT LLC
P.O. BOX 105
LASALLE CO 80645
PHONE 970-539-2656

DRAWN
EJW
CHECKED
DATE
3/31/2023
SCALE
1" = 40'
PROJECT #
SHEET
2

BOOMERANG SELF STORAGE REZONING
ZONING SUITABILITY MAP
LOT 1A, H-P GREELEY SUBDIVISION - SEVENTH REPLAT
BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 4,
TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
4.23 ACRES
PROJECT FILE NO. PUD2023-0001

LEGEND

- ALIQUOT CORNER (AS DESCRIBED)
- FOUND MONUMENT (AS DESCRIBED)
- FOUND 24" #4 REBAR WITH 1" YELLOW PLASTIC CAP STAMPED THOMAS PLS 38353
- SUBJECT BOUNDARY
- RIGHT-OF-WAY
- EASEMENT



LEGAL DESRIPTION REZONING BOUNDARY

LOT 1A H-P GREELEY MINOR SUBDIVISION - SEVENTH REPLAT, BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THE PARCEL OF LAND DESCRIBED ABOVE CONTAINS 4.23 ACRES, MORE OR LESS.

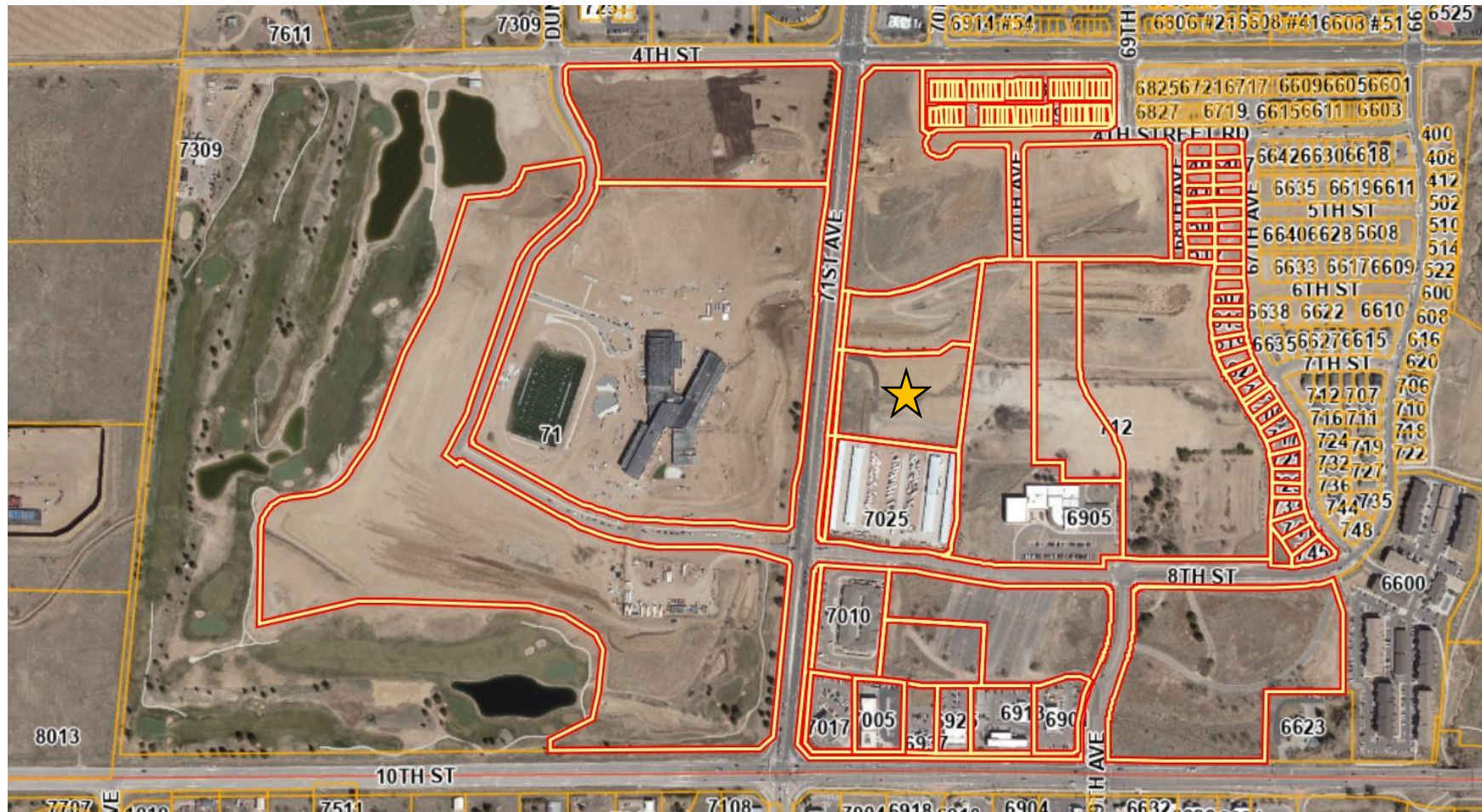
ZONING SUMMARY			
EXISTING ZONING: RH	PROPOSED ZONING: PUD	AREA: 213,983 SQ. FT. (4.91 ACRES)	
TOTAL		100%	

PROJECT FILE NO. PUD2023-0001



(M) DENOTES FIELD MEASURED BEARINGS AND DISTANCES
(R) DENOTES RECORDED BEARINGS AND DISTANCES PER THE PLAT
OF H-P GREELEY SUBDIVISION, FIFTH REPLAT, AS RECORDED
JANUARY 24, 2017 AT RECEPTION NO. 4272274, WELD COUNTY
RECORDS.

Attachment D – Neighborhood Notification Boundary Map



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

Video Recording of the Meeting can be found at:
<https://www.youtube.com/watch?v=gEFXELDfCxM>

1. Call to Order

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

2. Roll Call

The hearing clerk called the roll.

PRESENT

Chair Justin Yeater
Commissioner Louisa Andersen
Commissioner Briscoe
Commissioner Brian Franzen
Commissioner Larry Modlin

ABSENT

Commissioner Jeff Carlson
Commissioner Christian Schulte

3. Approval of Agenda

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

4. Approval of August 22, 2023, Minutes

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

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

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

Commissioner Briscoe asked how far 4th street would be extended and Mr. Kirby replied that it would be extended to the western line of the development.

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

Motion Carried 5-0.

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

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

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

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

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

Motion Carried 5-0

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

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

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

Single-Family Residential

- West: R-L and the land use is a Country Club/Golf Course

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

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

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

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

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

Chair Yeater asked if engineering was able to answer the question regarding the roadway. Thomas Gilbert, Engineering Development Review came to the podium. Regarding the question on a

deceleration lane along 47th Avenue, an analysis was done, and it showed that a deceleration lane was not warranted for the number of trips proposed. He shared it is an arterial roadway, signage preventing illegal turns as well as the site access having right in and right out will be required.

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

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

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

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

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

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

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

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

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

H. Michael Croissant, 4718 West 13th Street, Greeley. He lives right in the center of the whole operation. He shared that he and all his neighbors right their own all their homes, these are million-dollar homes and one hundred percent quiet residents. They are parachuting for a business right in the middle of that. His next comment is he disagrees with the City Engineer on traffic counts. He feels a third-party traffic engineer needs to come in and do a traffic count. Even with a feeder lane, there is a high-density feeder street right there going to 10th Street, which is a State Highway, so there is already a lot of traffic. He wants a traffic count of what is going on there now and of what his proposed business is as well and to make the applicant pay for the third-party count. That is what he

wants to propose. They have not put any cables out there; he lives there, and they have not. He thinks this is a safety issue, 10th Street already gets backed up to that property. He owns agricultural equipment, and he would not want his crews to drive in that, construction traffic is just going to be sitting there. He wants a third-party count and for residents to not have to pay for it, the applicant needs to pay for it. He wants to have a third-party showing how many cars will be going into this business.

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

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

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

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

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

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

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

Motion carried 5-0

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

Doug May, Planner III began his presentation by providing background information on the site. The request is to Rezone 7.43 acres from H-A (Holding Agriculture) to PUD (Planned Unit Development).

The site was originally annexed and zoned in 1982. It was part of the Mountain Vista filing in 2002. It is located east of 82nd Avenue, north of 20th Street. The surrounding zoning and land uses include:

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

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

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

Community Development does recommend approval for this item. Mr. May indicated that was the end of his presentation and he was open to questions. Chair Yeater invited the commission to ask questions to staff. Commissioner Andersen asked how this meets middle housing because it does not include single-family housing (tiny homes, duplexes, etc.). Mr. May shared because it is lower density for apartments this does fill in the gaps for middle housing in this area. Commissioner Briscoe asked why the applicant did not choose R-H instead of PUD zoning for this property and Mr. May responded that he would allow

the applicant to address those concerns. With no further questions for staff, Chair Yeater invited the applicant to present if they wished.

The applicant, Larry Buckendorf 1751 West 17th Street, Greeley came to the podium. He began his remarks by introducing Joel Hemesath, the project manager on the project. He began his presentation sharing the location of the project near 18th Street and 83rd Avenue. He shared that there was an oil and gas site on the site over the last 20 years and it has always been the intent to develop the parcel once that well was capped. His firm has owned the parcel since Mountain Vista was initially developed. He shared the overall site plan including the existing detention pond was built with the capacity for this parcel to be developed in the future. He shared the following site statistics:

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

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

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

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

To conclude, Mr. Buckendorf shared the proposed rezone is consistent with the Greeley Comprehensive Plan and the rezone follows the applicable city codes, regulations, and requirements. If approved, the rezone will meet the needs of the community by providing diverse multifamily housing and is consistent with practical and prudent transitional land use planning practices. The developer will work with city staff to receive approvals on all engineering and technical documents prior to proceeding to site plan approval. Mr. Buckendorf shared he feels they have addressed the concerns they heard in the neighborhood meeting. Additionally, he noted that there were 299 signatures in the petition of opposition submitted to the commission, of those 299 signatures there were 166 properties represented. Of those 166

properties, only 95 were in the notification buffer area and only 79 were in the residential area. He understands the concern but wants the commission to understand the data that belongs to the signatures obtained. He thinks this product and development would be a benefit to west Greeley. With that he offered to answer any questions of the commission.

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

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

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

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

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

Mona Maffei was called and did not want to speak.

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

Jim and Sylvia Peterson were called and declined speaking.

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

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

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

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

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

matter. She is the one who drafted the petition with 299 signatures. She started her presentation with:

- Should have started with fit; instead started with profit.
- Started as big as it could be, without regard for surrounding character.
- Started as request for R-H then “scaled back” to PUD (but is still effectively R-H)
- Final submission purported to scale back units, but number of units is unchanged.

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

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

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

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

Ms. Gant continued with sharing the proposal is lacking public services. It would not be suitable for development without new fire stations being built. She shared the developer knows this is not truly suitable for fire safety, which is why they were forced to include the “Emergency fire access,” you see in Plan 5. The proposal is for this fire entrance to be accessible but chained off. Regarding streets, the existing streets are not prepared for this development, the traffic impact studies provided have a narrow

scope. She shared that drainage is an additional issue, stating that the developer's notes that the offsite existing drainage pond will need to be improved to provide additional storage and water quality.

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

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

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

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

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

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

Barry Harding, 1819 80th Avenue. He has lived there for 18 years. He bought the property he is at because

he was told it was going to stay zoned as agricultural. He wants the commission to be accountable and consider how they would feel if it were them. He wants someone to challenge the applicant and stated there is a lot of inaccuracies in the submission. He served in the Navy and is bread on integrity and accountability and they are not doing that. It comes down to accountability, keeping your word and begs the council to consider what they would do if it were them.

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

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

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

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

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

- This is not Spot Zoning. The legal argument and case that this was compared to is dramatically different regarding facts and circumstances. It does not have any bearing on what is going on here in any way.
- This does support good land use and planning. It is transitional zoning from low density single family to medium/higher density than to commercial. The argument is that commercial density could go on this parcel. They did develop commercial lots just to the west and after 20 years there are still 2 vacant lots there. It is not viable to add more commercial lots in this area. There is a suggestion to make this parcel single family lots, he can assure them that a parcel of this size does

not make suitable single-family lots. There is not enough space to get any kind of density there to make it practical, regardless of profit or not. He would surmise that if they brought anything other than custom housing to the parcel they would vilify as well for bringing in lower income or entry level housing to a custom neighborhood. What they have proposed is a well thought out plan to address a housing need that is a good transition and works in the overall setting of this site. It creates a housing option that is not available in this area.

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

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

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

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

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

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

Continuing, Chair Yeater commented that the development showed an extra 45 parking spaces above

the minimum parking standard and Mr. Buckendorf replied that 186 parking space required by the code and the proposal includes 228 parking spaces which is over 25% over the minimum. The ratio is 2.28 parking spaces per unit.

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

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

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

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

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

Without further questions for staff Chair Yeater turned the item back to the commission for action.

Commissioner Andersen moved that based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development follows Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval. Commissioner Franzen seconded the motion. Chair Yeater opened the item up for discussion by the commission.

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

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

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

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

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

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

Chair Yeater called for the vote.

1-4 Motion is Denied.

A second motion was made by Commissioner Andersen, based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial. Commissioner Franzen seconded the motion.

Motion Carries 5-0

9. Staff Report

No Staff Report

10. Adjournment

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

Justin Yeater, Chair

Don Threewitt, Interim Community Development Director



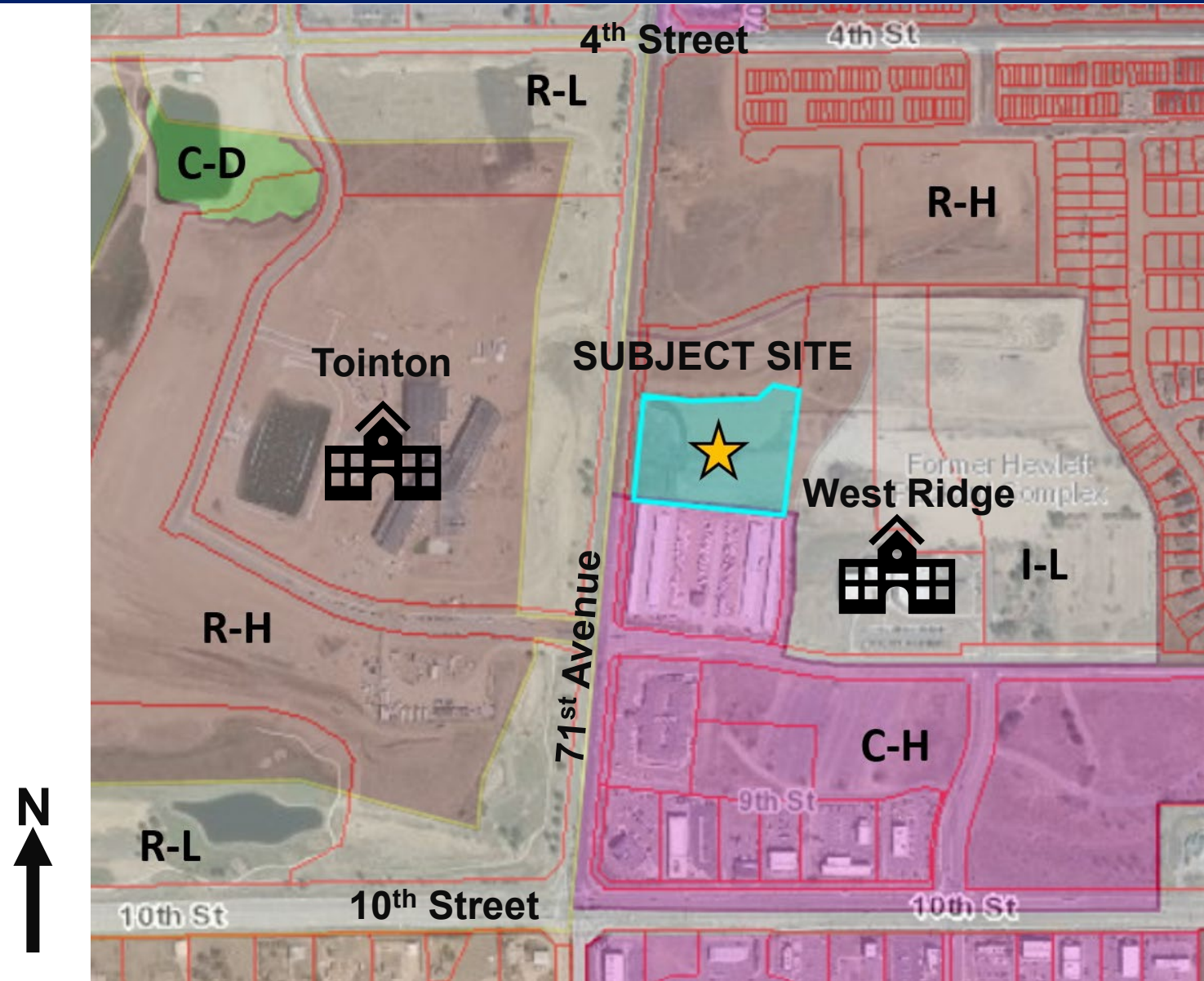
Boomerang Storage PUD PUD2023-0001

City Council
October 17, 2023

Request & Site Background

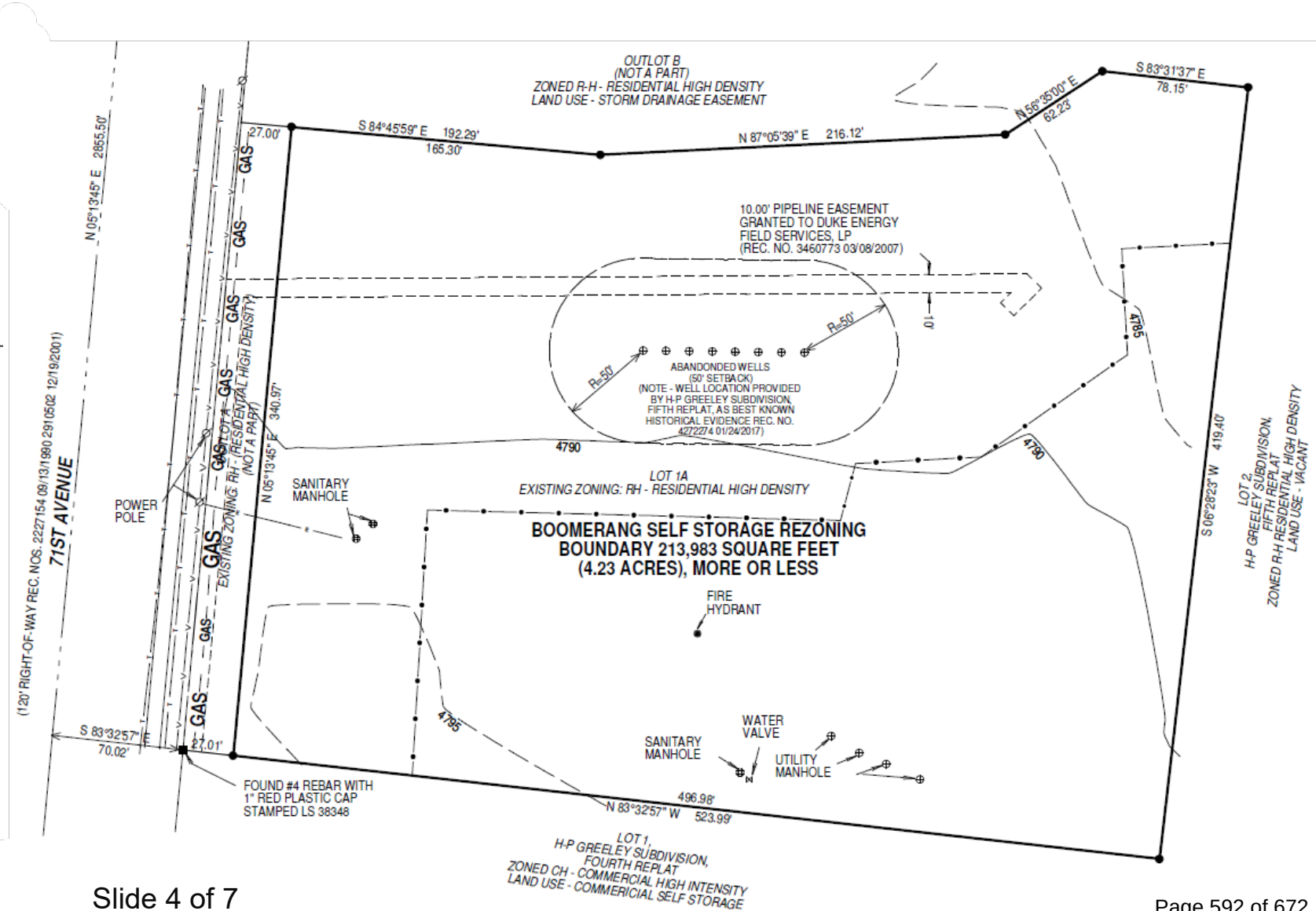
- Request:
 - Rezone 4.23 acres from R-H (Residential High Density) to PUD (Planned Unit Development)
- Background:
 - Hewlett-Packard Greeley Subdivision (2011)
 - Established today under H-P Greeley Minor Subdivision – 7th Replat (2023)

Location



Boomerang Storage PUD

SITE SUMMARY			
AREA	USE	ACRES	% OF SITE
Lot 1A	All Permitted and Uses by Special Review in C-H and outdoor RV/boat/vehicle storage	4.23	100%
TOTALS		4.23	100%



Land Uses Comparison

Residential High Density

- Single-family Dwelling
- Multi-family Dwelling
- Mixed-use Dwelling
- Residential Care
- Child Care – Home Occupation
- Lodging/Short-term Rental
- Lodging/Bed & Breakfast

Planned Unit Development - Proposed

- Indoor & Outdoor Storage
 - RV/Boat/Vehicles
- Single-family Dwelling
- Multi-family Dwelling
- Automobile/Gas Station
- Food & Beverage
- Medical
- Recreation – Indoor/Outdoor
- Retail

Considerations

Approval Criteria

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

Notification

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

Recommendation

- Planning Commission recommended approval on 9/12/23, (5-0).
- Staff recommends approval of the Planned Unit Development and Rezone.

Thank you



Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 3) | Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area. |
| | <ul style="list-style-type: none"><i>The area continues to see infill sites developed with a mix of residential and nonresidential uses. Recent development includes educational institutions and a residential neighborhood, Northridge Trails.</i> |
| 4) | Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity. |
| | <ul style="list-style-type: none"><i>The existing zoning was established in 2015 with the H-P Greeley Subdivision Third Replat (S2-15; Recordation No. 4092418), and significant areas of the site remain undeveloped.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 5) | <p>The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.</p> |
| | <ul style="list-style-type: none"><i>The proposal is an extension of an established business directly south of the site. The indoor and outdoor storage company is wanting to expand their operations. Design criteria within the PUD has been proposed to continue within the established parameters of City of Greeley development code.</i> |
| 6) | <p>The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.</p> |
| | <ul style="list-style-type: none"><i>Existing services are present in the vicinity to support development of the site as proposed.</i> |

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

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

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

Review Criteria



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

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

Review Criteria



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

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

Boomerang Storage PUD

Development Standards	
DESCRIPTION	PROPOSED
PLANNING AREA	Lot 1A
Permitted Uses	All Permitted and Uses by Special Review in C-H and outdoor RV/boat/vehicle storage
Uses Not allowed	All uses and allowances not listed as permitted above, per the City of Greeley's Development Code and as amended
Min Lot Area	Per the City of Greeley's C-H Development Standards and as amended
Density	Per the City of Greeley's C-H Development Standards and as amended
Building Coverage	Per the City of Greeley's C-H Development Standards and as amended
Drive, Parking, and Walks	Per the City of Greeley's C-H Development Standards and as amended
Open Space/Landscaping	15% Max
Max Lot Coverage	Per the City of Greeley's C-H Development Standards and as amended
Parking	Per the City of Greeley's C-H Development Standards and as amended
Minimum Setbacks	Per the City of Greeley's C-H Development Standards and as amended
Accessory Structure Setbacks	Per the City of Greeley's C-H Development Standards and as amended
Encroachments	Per the City of Greeley's C-H Development Standards and as amended
Building Height	Per the City of Greeley's C-H Development Standards and as amended
Sign Standards	Per the City of Greeley's C-H Development Standards and as amended
Lighting	Lighting poles not to exceed 27'-6" in height, average foot candles not to exceed 3.1 & overspill limited to 0.5 fc at property line
Other	Gravel surface within the outdoor storage area permitted. Alternative landscape bufferyard to be a part of the Site Plan Review.



Council Agenda Summary

October 17, 2023

Key Staff Contact: Donald Threewitt, Chief Planner, Meghan Oren, Planner III

Title:

Public hearing and second 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), and PUD (Planned Unit Development) to PUD (Planned Unit Development) and changing the underlying land use designations for approximately 42.64 acres of property located at 10494, 10800, and 10892 Hwy 257 Spur

Summary:

The applicant proposes rezoning approximately 42.64 acres located at 10494, 10800, and 10892 Hwy 257 Spur from R-L (Residential Low Density), C-H (Commercial High Intensity), PUD (Planned Unit Development) to PUD (Planned Unit Development). The PUD proposes three planning areas. The first planning area proposes all uses listed as permitted in the I-L (Industrial Light Intensity) zoning district. The second and third planning areas propose uses listed as permitted in the C-H zoning district, as well as RV/Boat/Vehicle storage (Outdoor/Indoor) and Warehouse/Storage (Outdoor General (1.0+ acre)). The proposed development does list prohibited uses in planning area one quite extensively, such as all Residential uses, all Public and Civic uses, Automobile, Lodging, Medical, Recreation, Mortuary and Funeral Homes, and Child Care (accessory and center/pre-school). Planning areas two and three prohibit Automobile (Gas Station Large, Repair/Service Large, and Sales/Rental Large) land uses.

Development is proposed to follow Development Code standards for the I-L (Industrial Light Intensity) zoning district in planning area one, and planning areas two and three to follow C-H (Commercial High Intensity) zoning district to ensure that the site maintains adequate screening, buffering, landscaping, open space, and setbacks. Planning areas one and three are currently vacant sites. Planning area two has an existing RV and boat storage business. Existing oil and gas wells have been plugged and abandoned.

The project did meet the public notice requirements. Surface Development Notice letters were sent by the Applicant on August 18, 2023. Notice was placed on the City of Greeley's website on September 11, 2023. Signs were posted on the property on September 11, 2023. Notice was mailed to 24 property owners or current residents within 1,000 feet of the site on September 6, 2023. No objections/support comments have been received.

The proposed PUD was presented to the Planning Commission on September 26, 2023 for consideration and public hearing. The Planning Commission voted unanimously (6-0) to recommend approval of the proposal with the condition that a Site Plan Review would be remanded to both the Planning Commission and City Council for approval.

City staff recommends approval of the proposal as submitted as the Planned Unit Development addresses the setback and development concerns of the Planning Commission.

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:

None

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. Ordinance 47, 2023 with Appendix A
2. Planning Commission Summary
3. Vicinity/Zoning Map
4. Project Narrative
5. PUD Plan Set
6. Neighborhood Notification Boundary Map
7. Planning Commission Minutes
8. Staff Presentation
9. Applicant Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 47, 2023
CASE NO. PUD2023-0001

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, GREELEY, CO, 80634.

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 R-L (RESIDENTIAL LOW DENSITY), C-H (COMMERCIAL HIGH INTENSITY), PUD (PLANNED UNIT DEVELOPMENT) 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

City Clerk

Mayor

APPENDIX A

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, GREELEY, CO, 80634.

Township 5 North, Range 67 West of the 6th P.M.

Section 11: Lot 2, Stanley Subdivision, 2nd Replat, according to that certain map or plat recorded thereof recorded March 2, 2022 under Reception No. 4806909, being a part of the NE $\frac{1}{4}$

Township 5 North, Range 67 West of the 6th P.M.

Section 11: NE $\frac{1}{4}$, being more particularly described as follows:

BEGINNING at the Northeast corner of Said Section 11 and assuming the North line of said NE $\frac{1}{4}$ as bearing North 89°30'06" West, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/92, a distance of 2631.79 feet with all other bearings contained herein relative thereto; from said point the Southeast Corner of said Section 11 bears South 00°24'18" East a distance of 5263.76 feet:

THENCE South 00°24'18" East along said East line a distance of 40.01 feet to the Southeast Corner of that parcel of land as described in that Quit Claim Deed recorded June 24, 1936 in Book 995 at Page 159, said document hereafter referred to as Doc#1, said point being 40 feet Southerly of as measured at right angles to the North line of said NE $\frac{1}{4}$, said point being the TRUE POINT OF BEGINNING;

THENCE continuing South 00°24'18" East along said East line a distance of 8.7 feet to the intersection with the existing center line of State Highway #16 and being the beginning point of a curve; the aforesaid line being non-tangent to said curve;

THENCE along said center line by the following two (2) courses and distances:

1. THENCE along the arc of a curve which is concave to the Southeast a distance of 674.36 feet, whose radius is 1910.00 feet, whose delta is 20°13'46" and whose long chord bears South 64°41'58" West a distance of 670.87 feet to the end point of said curve;
2. THENCE South 53°17'16" West along a line non-tangent to the aforesaid curve a distance of 575.00 feet;

THENCE North 00°34'09" West a distance of 648.51 feet to the South line of the aforesaid Doc#1, said point being 40 feet Southerly of as measured at right angles to the North line of said NE $\frac{1}{4}$, from said point the Northeast Corner of said Section 11 bears North 00°34'09" West a distance of 40.01 feet to the North line of said Section 11, thence South 89°30'06" East along said North line a distance of 1074.00 feet;

THENCE South 89°30'06" East along a line 40 feet Southerly of as measured at right angles to and parallel with the North line of said NE¼ a distance of 1073.89 feet to the TRUE POINT OF BEGINNING;

EXCEPT that portion conveyed to the Department of Transportation, State of Colorado in Warranty Deed recorded August 3, 2007 under Reception No. 3494778

Township 5 North, Range 67 West of the 6th P.M.

Section 11: A parcel of land being part of the NE¼, being more particularly described as follows:

BEGINNING at the Northeast Corner of said Section 11 and assuming the North line of said NE¼ as bearing North 89°30'06" West, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/92, a distance of 2631.79 feet with all other bearings contained herein relative thereto:

THENCE North 89°30'06" West along said North line a distance of 1074.00 feet to the Northeast Corner of that parcel of land as described in Deed recorded February 4, 1948 in Book 1220 on Page 298 under Reception Number 1024391, said document hereinafter referred to as Doc#1;

THENCE South 00°34'09" East along the East line of the aforesaid parcel of land a distance of 40.01 feet to a point 40 feet Southerly of as measured at right angles to the North line of said NE¼ and being a point on the South line of that parcel of land as described within Quit Claim Deed recorded June 24, 1936 in Book 995 on Page 159, said document hereinafter referred to as Doc#2. Said point being on the Southerly right-of-way line of Weld County Road No. 60 {WCR#60}, also known as Colorado State Highway #263 Spur, said point being the TRUE POINT OF BEGINNING:

THENCE continuing South 00°34'09" East along the East line of said Doc#1 a distance of 598.98 feet to the Northeast Corner of that parcel of land as described within Deed recorded September 27, 1962 in Book 1626 on Page 234 under Reception Number 1390669; THENCE along the Northerly line of the aforesaid parcel of land by the following 3 courses and distances:

1. THENCE South 53°17'16" West a distance of 338.27 feet {Rec. 301.6'} to the beginning point of a curve; The aforesaid line being non-tangent to said curve;

2. THENCE along the Arc of a curve which is concave to the Southeast a distance of 340.65 feet, whose radius is 5780.00 feet, whose delta is 03°22'36", and whose long chord bears South 54°58'13" West a distance of 340.60 feet to the Point of Tangency {PT};

3. THENCE South 53°17'16" West a distance of 442.33 feet to the Southeast Corner of that parcel of land as described within Warranty Deed recorded July 1, 1966 in Book 570 under Reception Number 1492337;

THENCE North 00°24'48" West along the East line of the aforesaid parcel of land and the East line of that parcel of land as described within Warranty Deed recorded May 8, 1968 in Book 594 under Reception Number 1516203 a distance of 1269.02 feet to the Southerly right-of-way line of said WCR#60, also known as Colorado State Highway #263 Spur and being the Southerly line

of the aforesaid Doc#2 and being a point 40 feet Southerly of as measured at right angles to the North line of said NE¼;

THENCE South 89°30'06" East along said Southerly line and being a line 40 feet Southerly of as measured at right angles to the North line of said NE¼ a distance of 907.90 feet to the TRUE POINT OF BEGINNING; as described in Land Survey Plat recorded February 2, 2005 under Reception No. 3258299;

EXCEPTING THEREFROM Parcel No. 5 as contained in the Rule and Order recorded September 16, 2008 under Reception No. 3578545

PLANNING COMMISSION SUMMARY

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

FILE NUMBER: PUD2023-0005

PROJECT: 257 Spur Planned Unit Development

LOCATION: 10494, 10800, and 10892 Hwy 257 Spur

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

CASE PLANNER: Meg Oren, Planner III

PLANNING COMMISSION HEARING DATE: September 26, 2023

PLANNING COMMISSION FUNCTION:

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

EXECUTIVE SUMMARY

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

A. REQUEST

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

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

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

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

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: PUD (Planned Unit Development)

Northwest: C-H (Commercial High Intensity)

South: PUD (Planned Unit Development)

Southwest: I-M (Industrial Medium Intensity)

East: PUD (Planned Unit Development)

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

Abutting Land Uses

North: Trucking company and Agriculture

South: Residential

East: Residential

West: CDOT Facility

Site Characteristics:

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

D. BACKGROUND

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

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

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

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

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

E. APPROVAL CRITERIA

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

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

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

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

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

The request complies with this criterion.

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

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

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

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

The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

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

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

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

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

No additional land division is proposed at this time.

2. HAZARDS

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

3. WILDLIFE

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

4. FLOODPLAIN

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

5. DRAINAGE AND EROSION

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

6. TRANSPORTATION

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

G. SERVICES

1. WATER

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

2. SANITATION

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

3. EMERGENCY SERVICES

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

4. PARKS AND OPEN SPACES

No known issues.

5. SCHOOLS

No known issues.

6. METROPOLITAN DISTRICT

No known issues.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

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

2. NOISE

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

I. PUBLIC NOTICE AND COMMENT

Public notices were completed as follows:

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

No comments have been received.

J. MINERAL ESTATE OWNER NOTIFICATION

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

K. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommended (Approval)

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

Alternative (Denial)

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

ATTACHMENTS

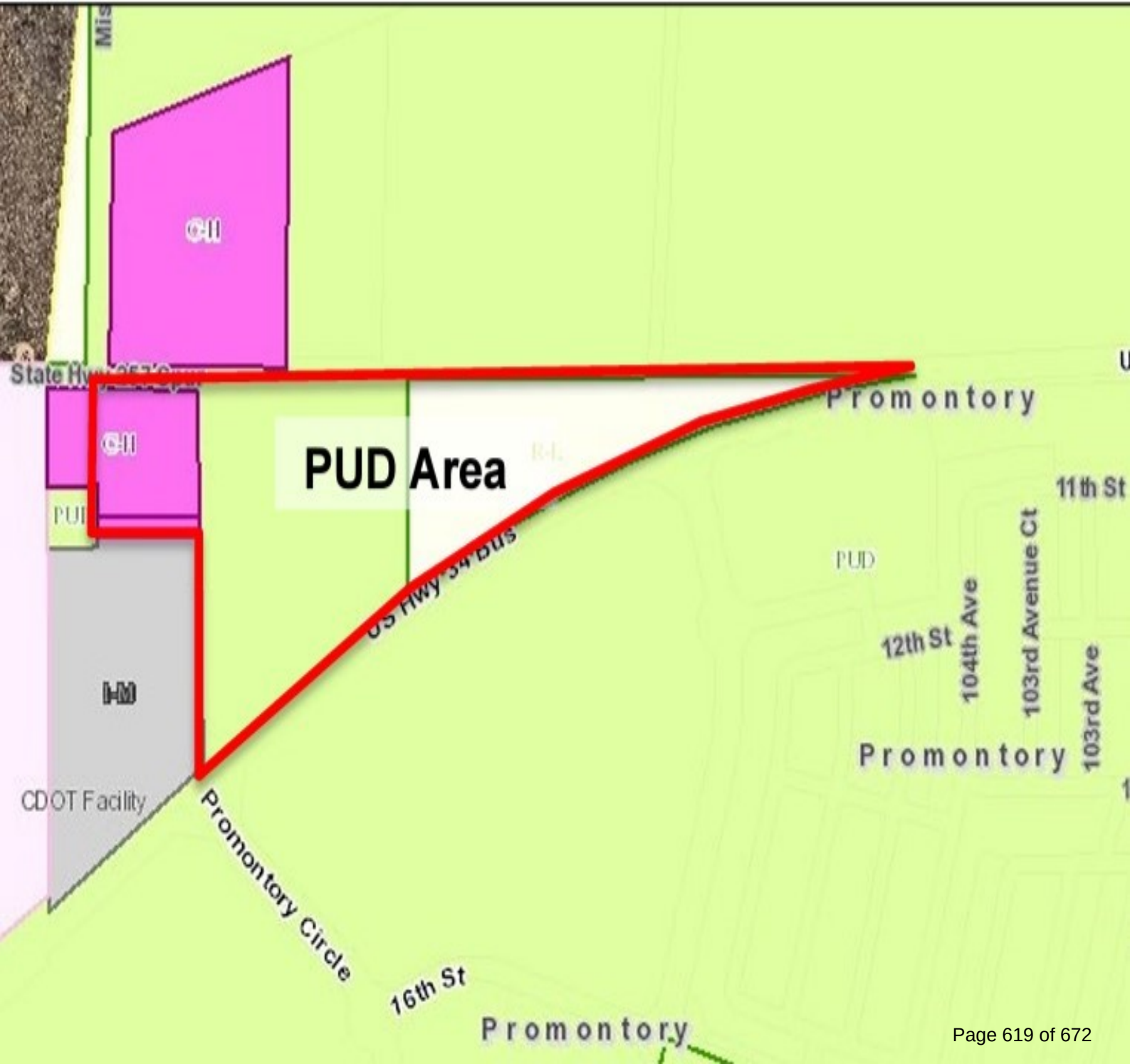
Attachment A – Vicinity Map

Attachment B – Project Narrative

Attachment C – PUD Plan Set

Attachment D – Neighborhood Notification Boundary Map

Attachment E – Staff Slides



September 6, 2023

Planning & Zoning Department

1100 10th Street - 2nd Floor

Greeley, CO 80631

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

1. Project Background

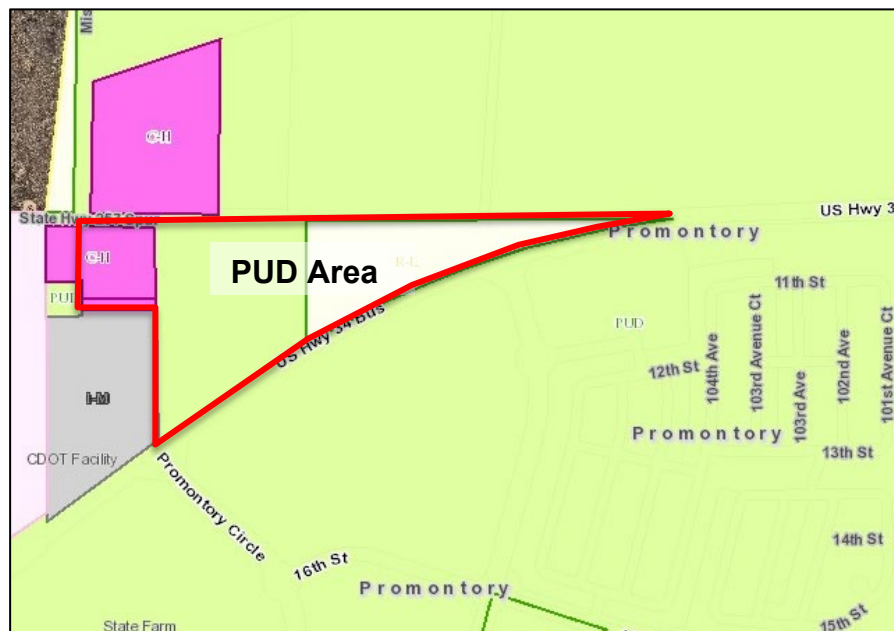
Please note that this site was formerly under review for a standard rezone under project number ZON2022-0018. The application was withdrawn and is now being submitted as a PUD application following directions from City staff.

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

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

The rezoning request to PUD includes the following properties:

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



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

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

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

2. Review Criteria - 24-201

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

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

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

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

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

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

4. Compatibility with Surrounding Area.

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

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



5. Review Criteria - 24-205.c

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

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

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

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

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

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

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

These have been outlined below.

6. Review Criteria - 24-204.b

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Please feel free to reach out with any questions,

Emily Tarantini

tarantini.emily@gmail.com

303-585-1055

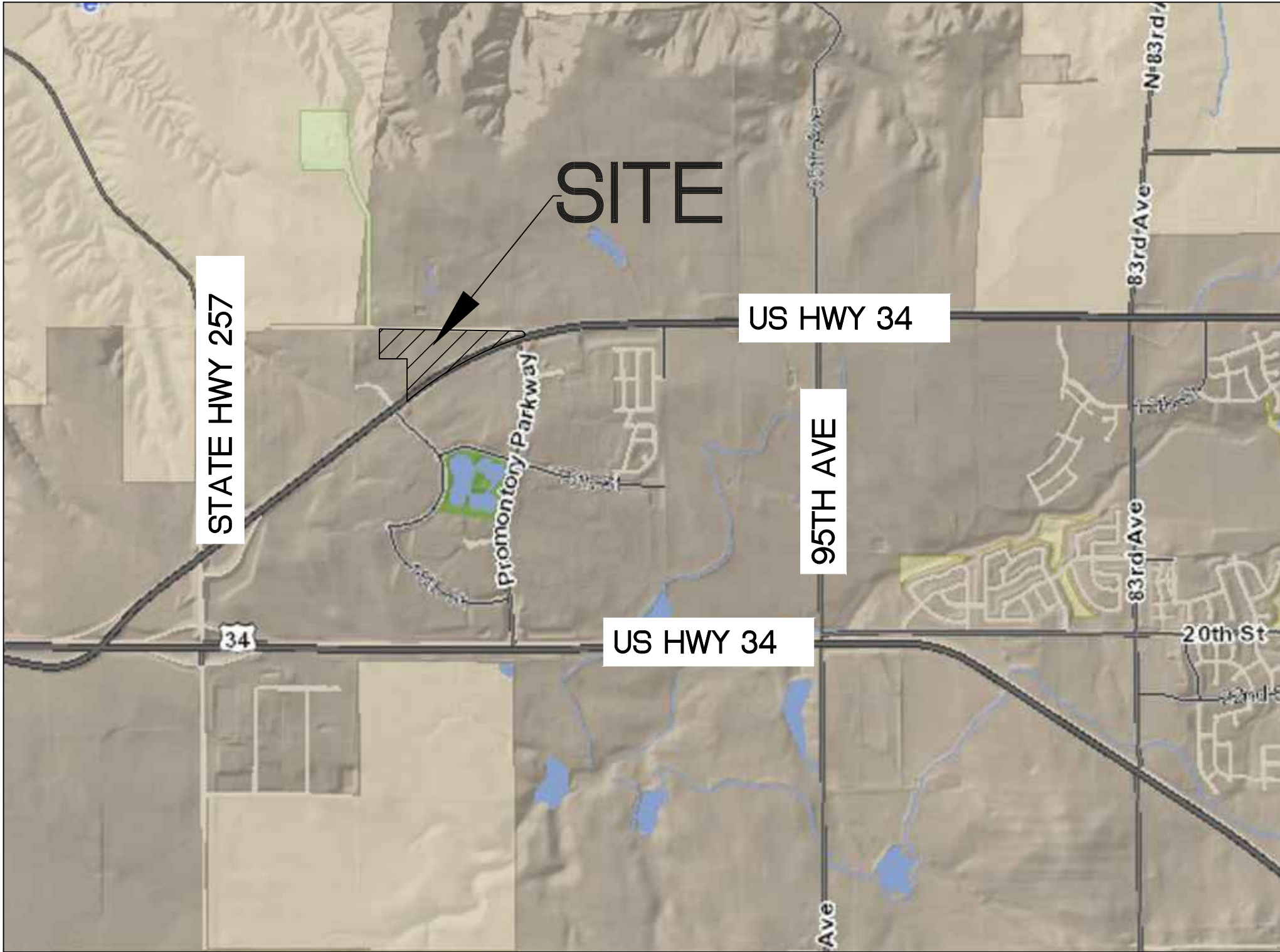
HWY 257 SPUR PLANNED UNIT DEVELOPMENT
BEING A PART OF THE NW ¼ OF SECTION 11, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
42.64 ACRES
PUD2023-0005

Zoning:

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

General notes:

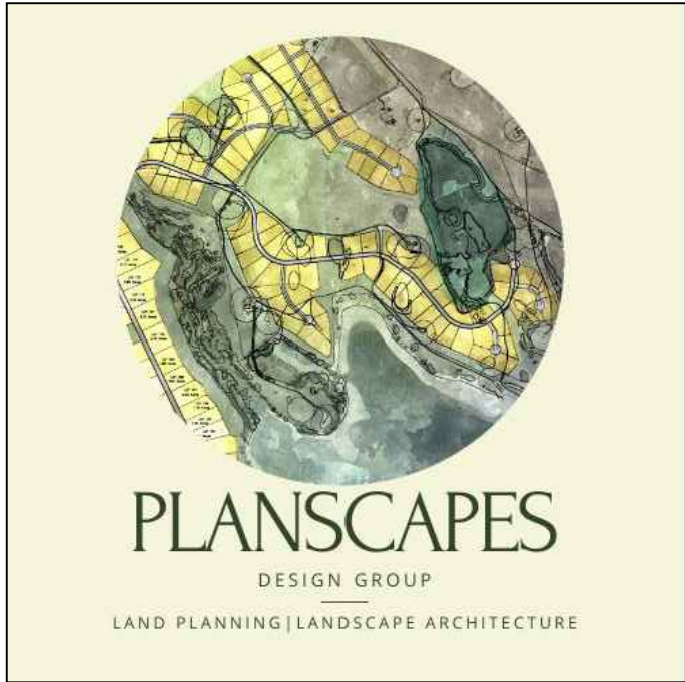
1. Approval of site construction plans by the City of Greeley shall be required (as applicable) prior to issuance of building permits.
2. All existing and proposed utilities shall be installed underground.
3. No building permit shall be issued for the construction of a new building or structure unless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



Vicinity Map
N.T.S.

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

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



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

PROJECT NAME:
Hwy 257 Spur PUD

DRAWING TITLE:
COVER SHEET

DRAWN BY:
ET

CHECKED BY:
RM

APPROVED BY:
-

DATE:
5.9.2023

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

COVER PAGE

REV	DESCRIPTION	DATE
	Submittal 1	5.9.23
	Submittal 2	9.6.23

SHEET NO:
1 OF 6

CERTIFICATE OF OWNERSHIP

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

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

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

STAR Enterprises, LLC
BY: Thomas Smerud

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

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

Director of Community Development Date

PLANNING COMMISSION RECOMMENDATION:

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

CITY COUNCIL APPROVAL:

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

CITY COUNCIL

OWNER

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

LANDSCAPE ARCHITECT

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

CIVIL ENGINEER

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

SURVEYOR

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

SITE SUMMARY

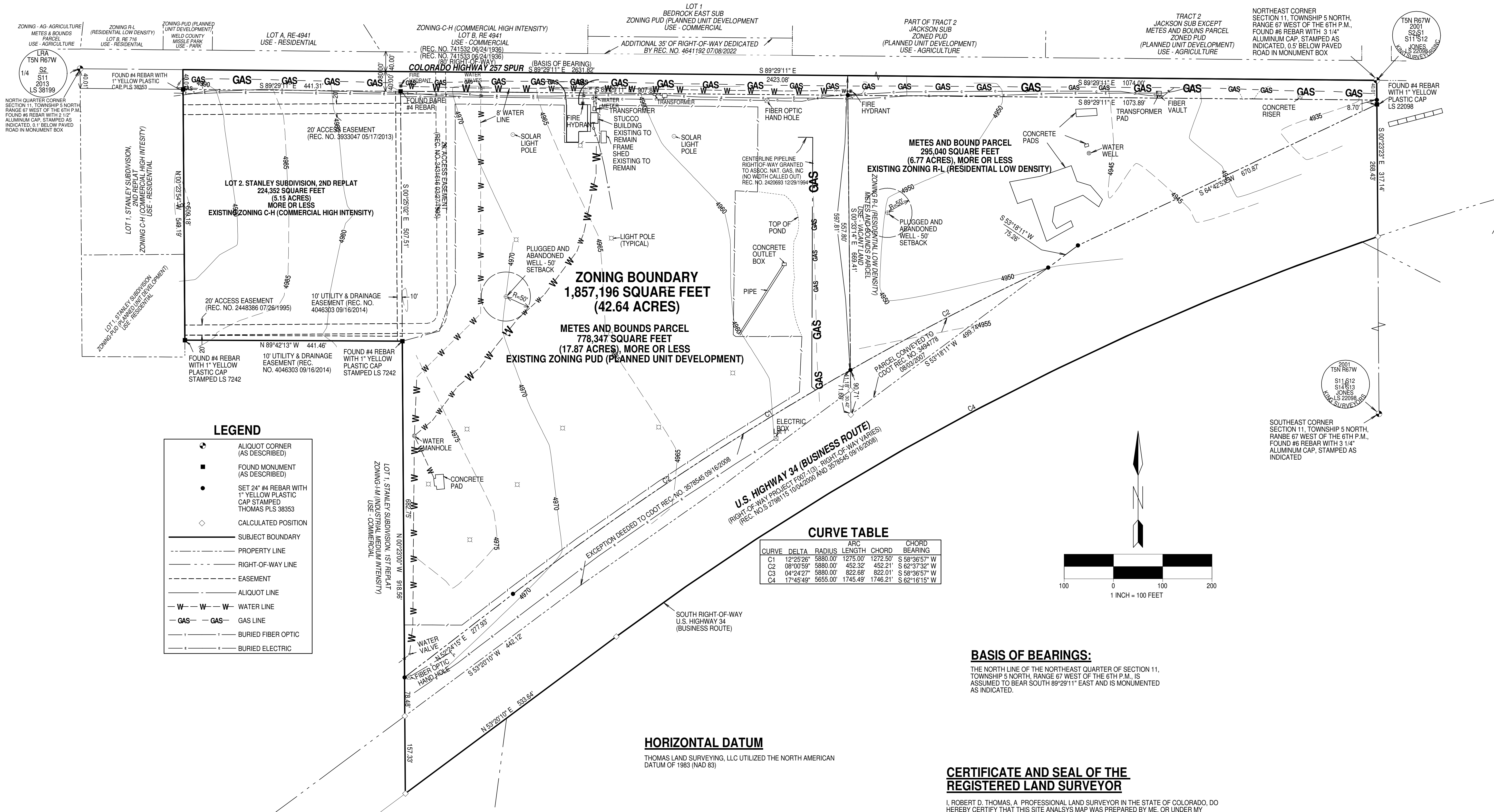
AREA	USE	ACRES	% OF SITE
PA-1	Commercial/Light Industrial	5.15	12%
PA-2	Existing outdoor RV/Boat/Vehicle Storage	17.87	42%
PA-3	Commercial /Industrial	6.77	16%
Right-of-Way		12.85	30%
TOTALS		42.64	100%

INDEX

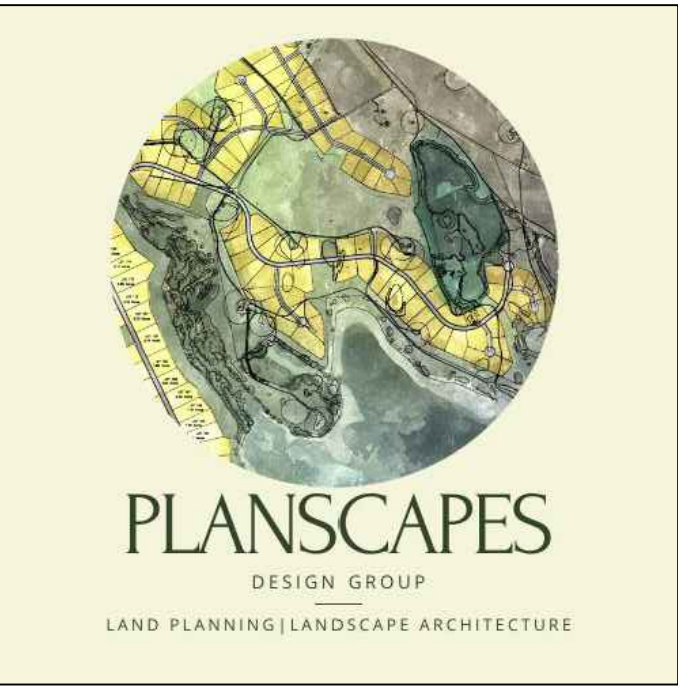
- COVER SHEET
- EXISTING CONDITIONS MAP
- MASTER DEVELOPMENT PLAN & GENERAL LAYOUT
- DEVELOPMENT STANDARDS
- BOUNDARY MAP
- LEGAL DESCRIPTIONS

HWY 257 SPUR PLANNED UNIT DEVELOPMENT EXISTING CONDITIONS MAP

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



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



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

PROJECT NAME:
Hwy 257 Spur PUD

DRAWING TITLE:
MASTER DEVELOPMENT
PLAN/GENERAL LAYOUT

DRAWN BY:
ET

CHECKED BY:
RM

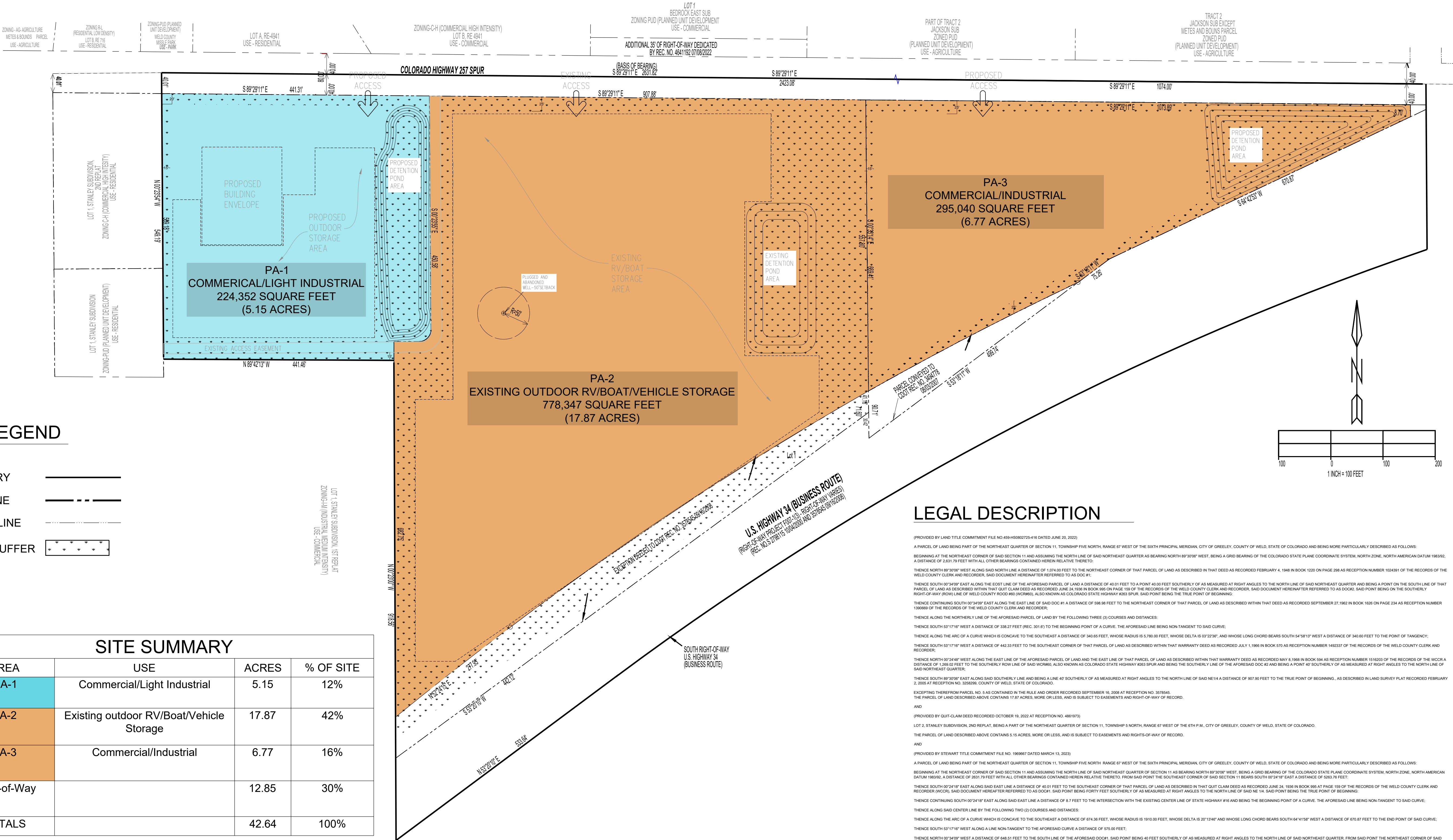
APPROVED BY:
-

DATE:
5.9.2023

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

REV	DESCRIPTION	
	Submittal 1	5.9.23
	Submittal 2	9.6.23

SHEET NO:
3 OF 6



PUD MASTER DEVELOPMENT PLAN & GENERAL LAYOUT

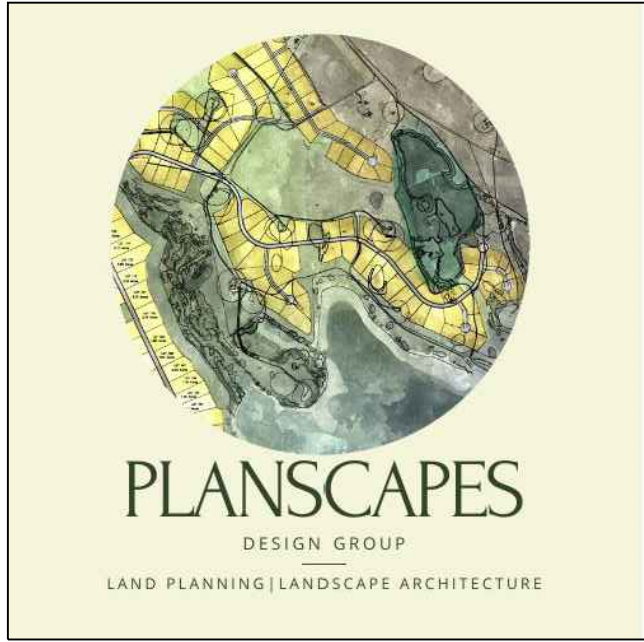
HWY 257 SPUR PLANNED UNIT DEVELOPMENT

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

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

42.64 ACRES

PUD2023-0005



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

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

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

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

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

PUD DEVELOPMENT STANDARDS

PROJECT NAME:

Hwy 257 Spur PUD

DRAWING TITLE:

DEVELOPMENT STANDARDS

DRAWN BY:

ET

CHECKED BY:

RM

APPROVED BY:

-

DATE:

5.9.2023

CLIENT

STAR Enterprises, LLC

Thomas Smerud
3812 Carson Ave.
Evans, CO 80620

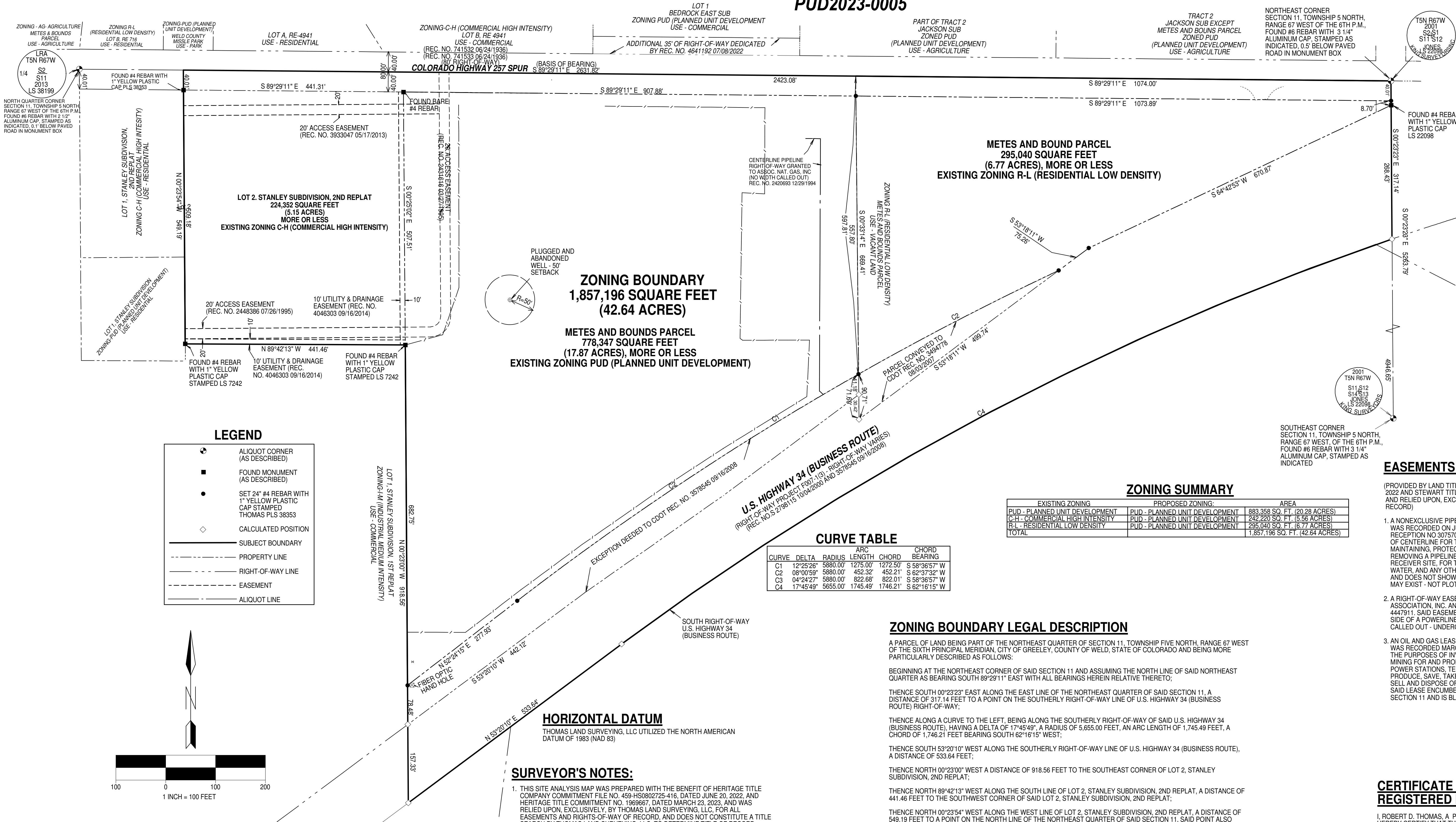
REV	DESCRIPTION	DATE
	Submittal 1	5.9.23
	Submittal 2	9.6.23

SHEET NO:

4 OF 6

HWY 257 SPUR PLANNED UNIT DEVELOPMENT PROPERTY BOUNDARY MAP

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



BASIS OF BEARINGS:

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

SURVEYOR'S NOTES:

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

ZONING SUMMARY

EXISTING ZONING	PROPOSED ZONING:	AREA
PUD - PLANNED UNIT DEVELOPMENT	PUD - PLANNED UNIT DEVELOPMENT	883,358 SQ. FT. (20.28 ACRES)
C-H - COMMERCIAL HIGH INTENSITY	PUD - PLANNED UNIT DEVELOPMENT	242,220 SQ. FT. (5.56 ACRES)
R-L - RESIDENTIAL LOW DENSITY	PUD - PLANNED UNIT DEVELOPMENT	235,040 SQ. FT. (5.37 ACRES)
TOTAL		1,360,618 SQ. FT. (31.21 ACRES)

ZONING BOUNDARY LEGAL DESCRIPTION

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

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

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

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

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

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

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

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

THENCE SOUTH 89°29'11" EAST ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 11, SAID LINE ALSO BEING THE CENTERLINE OF SAID COLORADO HIGHWAY 257 SPUR, A DISTANCE OF 2,423.08, TO THE POINT OF BEGINNING.

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

EASEMENTS AND RIGHTS-OF-WAY NOTES:

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

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

CERTIFICATE AND SEAL OF THE REGISTERED LAND SURVEYOR

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

ROBERT D. THOMAS
COLORADO PROFESSIONAL LAND SURVEYOR #38353

DATE

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

LEGAL DESCRIPTIONS - PROVIDED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AND

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

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

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

AND

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

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

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

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

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

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

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

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

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

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

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

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

PLANNED UNIT DEVELOPMENT LEGAL DESCRIPTION AS SURVEYED

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

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

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

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

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

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

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

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

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

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

SURVEYOR NOTES:

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

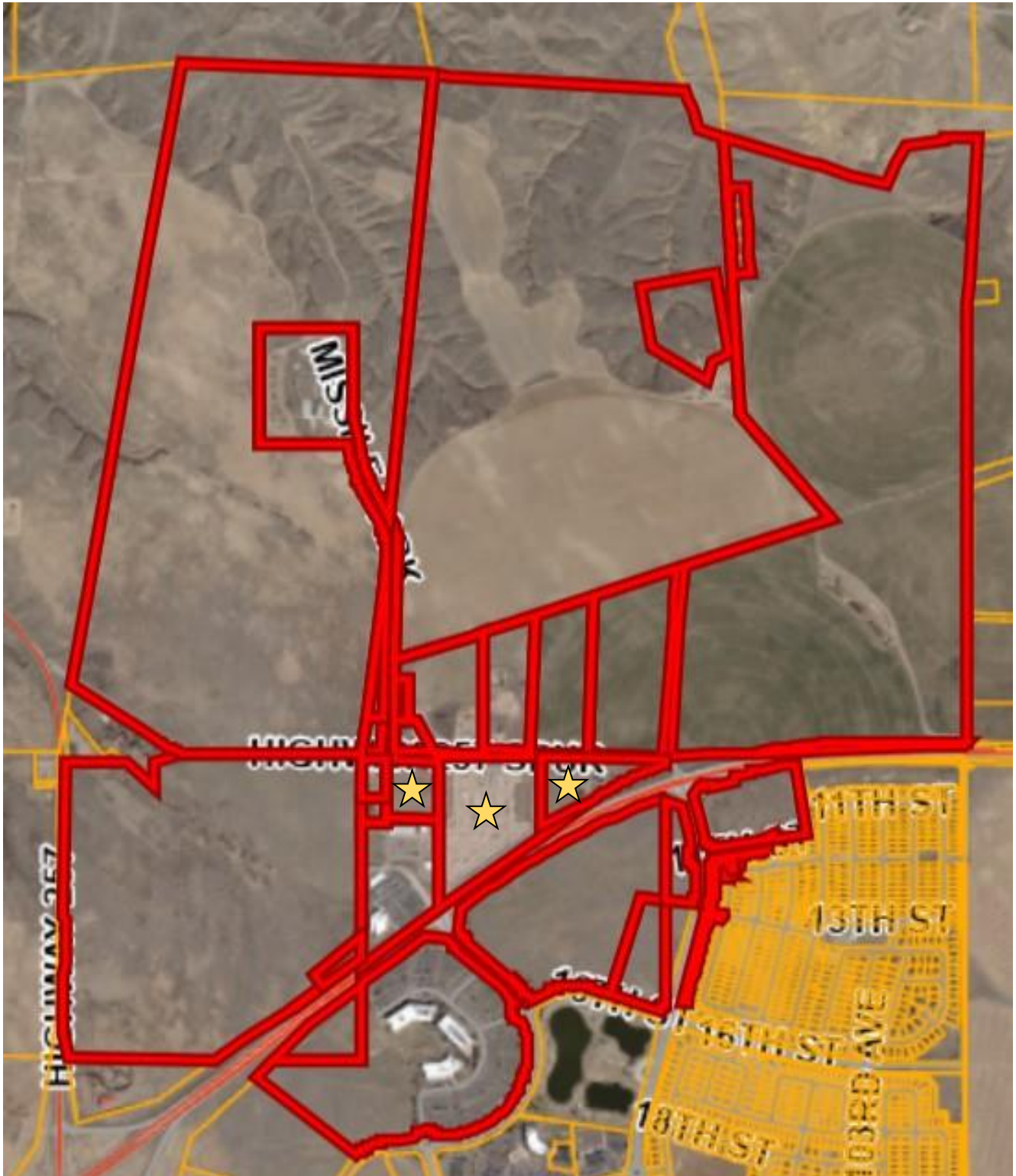
EASEMENTS AND RIGHTS-OF-WAY NOTES:

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

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Project Location: 

Notice Boundary:



City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
September 26, 2023

Video Recording of the Meeting can be found at:

<https://www.youtube.com/live/DjW4lGGcDRU?si=ipGHW4qjAD5SdfYD>

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
Commissioner Christian Schulte

ABSENT

Commissioner Jeff Carlson

3. Approval of Agenda

No additions or changes

4. Approval of September 12, 2023, Minutes

Commissioner Andersen moved to approve the minutes dated September 12, 2023. Commissioner Franzen seconded the motion. Motion carried 6-0.

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

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 1:19 p.m.

Elmar Oestman, lives across from the location of this request. The applicant has eight percent of his irrigation well located in the parcel under consideration for this rezoning. He wants to know what the applicant plans to do on the parcel. Chair Yeater commented that the commission is present regarding the rezoning and that the information is in the packet and if the applicant wishes to speak, they can. He let Mr. Oestman know that he is welcome to share any opinion or feelings he has about the case. Mr. Oestman responded, sharing that he would be against approval of this right now.

Seeing no further requests for public comment, Chair Yeater stated if the applicant wished to speak in rebuttal they could at this time.

Owen Shanks with Uinta Surveying, 3313 35th Avenue Suite B, Evans, Colorado. Shared that the applicant was unable to attend the hearing due to being out of town, but he was present on his behalf. To address the concern, the applicant wanted to build a new house on the back portion of the property, he wanted to subdivide it into three separate lots and now is proposing two separate lots due to ongoing issues regarding water service with the city. He shared that is the purpose of the rezone and to build accordingly if approved. New versions of the plats reflecting this are being created now. The applicant does not have any plans to develop any additional units, that is not their intent.

With no further public comment or further questions for the applicant, Chair Yeater closed the Public Hearing at 1:21 p.m.

Chair Yeater turned the item to the commission for action. Commissioner Andersen motioned, based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone from H-A (Holding Agriculture) zoning district to R-E (Residential Estate) zoning district meets the Development Code criteria, Sections 24-204 and therefore, recommends approval of the rezone to City Council. Commissioner Briscoe seconded the motion.

Chair Yeater asked the commission if there was any needed discussion on the matter. Commissioner Andersen asked what the minimum acreage for the R-E zone district was. Michael Franke, Planner II responded that the minimum lot size for the proposed zone district is 13,000 square feet.

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

Motion Carried 6-0.

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

Chair Yeater introduced the item, asking if the commission or anyone in attendance wished to see a presentation.

Commissioner Schulte stated he did not need to see the presentation but did have a question for staff. He wanted to know if one of the properties included in the proposed rezone had been the subject in a previous case that was presented to the commission before and commented he recalled that it was approved with a condition that the exterior wall be taller than originally submitted and he would like to know if that was still a factor.

Meg Oren, Planner III responded parcel Commissioner Schulte indicated, is what is essentially the "middle parcel" in this rezone, and it is remaining the same, it is not changing. The buffering standard or the wall itself is not changing at all. She included that the eastern parcel is going to match the buffering standard and landscape standards as well.

Chair Yeater commented that he recalled that the previous case mentioned, required an additional motion to make sure the wall met the expectation of the Planning Commission, he asked Ms. Oren what review procedure would be in place to make sure that it happens. Ms. Oren responded that any development that occurs in the PUD, the code standards, set back and landscape standards have already been determined by the proposed PUD and any development that comes in will have to meet

those standards. Chair Yeater shared that he recalled that entirety of the wall had to be constructed with stone material and he asked if the additional parcels would be required to have the same stone wall construction around the entirety of the property. Ms. Oren responded that they would not all necessarily be required to have the wall because the PUD itself does not require the wall, but it does require a larger setback than what would usually be required in similar zone districts.

With no further questions for staff, Chair Yeater asked if anyone in attendance would like to see a presentation or if the applicant was present and wished to speak. Seeing none, he opened the Public Hearing at 1:26. No requests to speak were made and Chair Yeater closed the Public Hearing at 1:26 p.m. and turned the request back to the commission for action.

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. Commissioner Franzen seconded the motion.

Chair Yeater asked if the commission had any comments. Commissioner Schulte shared, he had the same concern that was expressed previously with the parcel including the wall and that the visual appeal of the area because it's kind of the gateway into Greeley from the highway and that the standards needed to be maintained.

Chair Yeater agreed with Commissioner Schulte and added that he appreciates the land use and need of the PUD however, he struggles with the lack of opportunity for the commission to review the Site Plan given the significance of the location being an entry point corridor. He will not support it in the current motion and does not want to take away from the applicants need to develop the parcel but he feels it needs to have a higher level of scrutiny as well as give the city the opportunity to vet the idea from a minimum to understand that the public is going to need to be able to take a look at it and have the chance to comment on it. He hopes the commission will consider amending the current motion to include some sort of review process for the site plan.

Commissioner Andersen asked if it was possible for the commission to ask for additional review after they have already made an approval and Brian McBroom, Community Development Director clarified the question to be, is it allowed for the commission to amend the motion to include that Planning Commission would get have to review and approve the site plan? Chair Yeater responded that was correct and it could be the Planning Commission or both Planning Commission and City Council. Mr. McBroom stated that this was perhaps more of a legal question, but he would suggest that if it is important to the commission that they should include it in their motion.

Chair Yeater spoke to the commissioners and stated he did not see it being very different than when they required the wall to be in place and that they are simply asking for an opportunity to review what is submitted for the Site Plan to ensure the intent for the original approval is upheld carries through the development of the remaining parcels in this PUD. Commissioner Andersen agreed that she felt it was a reasonable amendment to the motion.

Chair Yeater continued, reminding the commission that there was a motion that had already been proposed and it would be his wish that it is not approved but for a revised motion to be proposed that includes the discussed components.

Mr. McBroom stated that the commission could also have a subsequent motion to amend the motion.

Chair Yeater stated that he was content with having a motion to amend the current motion and

Commissioner Andersen agreed.

Commissioner Franzen moved that they move to amend the original motion to include adding Site Plan review and approval by Planning Commission and City Council. Commissioner Modlin seconded the amended motion. No further comment the commission voted. Motion carried 6-0.

Commissioner Andersen moved 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 with the amendment that Site Plan review would be remanded to both Planning Commission and City Council for approval prior to its passing and would therefore recommends City Council approval. Commissioner Schulte seconded the motion.

Motion Carried 6-0

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

Chair Yeater introduced the item and asked if the commission or anyone in attendance wished to see a presentation, or if the applicant wished to speak. seeing none the Public Hearing opened 1:32 p.m.

No one requested to speak and Chair Yeater closed the Public Hearing at 1:33 p.m. and turned the item back to the commission for action.

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

Motion carried 6-0

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

Chair Yeater introduced the item. Re-opening the Public Hearing at 1:34 p.m. and asking the applicant if they wished to speak.

Ian Percey, 2130 62nd Avenue Court, Greeley. He began by sharing in the previous meeting they had asked for continuance. He would like to discuss the plans for this project and include that he does have a presentation for the project he hopes to share. The intent is to build a high-quality senior living facility with continual care, assisted living, memory care and 12 cottages that would be adjacent to Cambridge Glen.

Mr. Percey stated that his team has conducted a neighborhood meeting and heard concerns regarding both traffic and the density of the project. Since the neighborhood meeting after hearing the concerns, his team has updated the plans to limit the number of units that can be included as well as making the units adjacent to Cambridge Glen only single-story units and no more than two

story units on the remaining portions of the site. They have done a lot of work determining what the facility will look like and what it will bring to the community, including the traffic impacts. They have worked with the city on creating traffic calming and have determined that they will install a median to be constructed in the center line of 47th Avenue to calm traffic. This is a great use for this site, they will build with high quality. The proposed use is a good use for this infill location, and it will bring great benefits to the city and community. The proposed use meets the criteria for a PUD and the city staff has recommended its approval.

Mr. Percey addressed questions that had been raised from public comment on the project. One of the questions was related to the service and loading area for the facility. Using the Site Massing Study included in his presentation, he indicated that the loading and service area would be on the lower drive, in the area with the cottages and that between the 4th and 5th cottages there is an access road into the facility. Around this same area, there would be an enclosed section for trash.

Continuing, Mr. Percey addressed the concern related to the parking area near the end of the row of cottages. He stated that there are about 5 parking spaces closest to Cambridge Glen and that there are 6 on the other side. He shared they will be well landscaped and have a good buffering. All lighting will be cut off lighting on the site.

Another concern they heard was regarding the emergency access route that goes around the back of the building. It will be a different surface and not the regular asphalt surface. It will also include breakaway barriers and access will be limited to emergency services.

Mr. Percey added that there were questions and concerns regarding mitigation of dust during construction and shared that the contractor would be required to follow all city standards for dust mitigation. They will complete the dirt work as quickly as possible and get the asphalt installed as soon as they can to help alleviate this concern as well.

Mr. Percey thanked the commission for their time and let them know he is available for any questions. Chair Yeater commented that many of the concerns the commission heard revolved around traffic. He stated that the applicant mentioned meeting with the city and installing the median on 47th Avenue to calm traffic and asked if they had any other methods that were considered for calming traffic, more specifically, an acceleration/deceleration lane and inquired if this is something that was investigated. Mr. Percey replied that it was initially considered but after meeting with the city, the preferred approach is the median and that is what they have agreed to. He included it is about 300 feet of median.

Commissioner Schulte asked if the connection from the parcel to 47th Avenue is going to be in about the same place that the current driveway is now. Mr. Percey responded by indicating that it is very close, not the same place but still very close.

With no further questions for the applicant Chair Yeater continued, moving forward to public comment.

Randy Bussey, 4510 West 14th Street, Greeley. Stated that he discussed this with some civil engineers and regarding a flow analysis on an 8" stub, that comes from Cambridge Glen into the area for this development. They have not seen a flow analysis and do not know if it was for 150, 200, or 250 units and they do not know if a lift is going to be required to go towards the south into his area (only considering the sewer). He asked if someone present could speak to the flow analysis for the sewer.

Craig McWhirter, 4517 West 14th Street, Greeley. Shared that the questions that Mr. Percey was

commenting on were the ones he had and included that he was satisfied with his response.

Amy Croissant, 4718 West 13th Street, Greeley. She shared that she and her husband moved to Greeley two years ago, they had sought out a home in a low-density area and thought that where they moved was the perfect spot. They are not the only ones in their neighborhood that are concerned about the various residential and institutional uses related to how much traffic it will bring to the neighborhood. As well as how it will devalue their property. She shared that she feels the traffic is already horrendous during certain times of the day on 47th Avenue and there needs to be an independent study on this and how many vehicles are using this roadway already. She is not for high rise or a business in the neighborhood. It is not characteristic for their neighborhood or the Country Club or the type of people who have bought houses in here for the quietness of it. She is not in support of this, and it does not fit their neighborhood and she would like it to be kept residential, low-density and she would like an independent study done on the traffic at this present time.

Claudia Susman, 1100 48th Avenue, Greeley. She lives in Hilltop, just around the corner from the previous speaker. Several years ago, two lots were sold in Hilltop that should not have been made into lots. It closed off their access to 10th Street and now they have to make a right turn only, which means to access 10th Street they now have to go down to 13th Street and try to make a left hand turn on a blind hill and if this development is allowed it will increase the traffic coming north bound and make it even harder for those in Hilltop to access 10th Street. Her other question regarding if the city was going to gain revenue by changing the zoning, is there money in their pockets by changing the zoning?

Sue Mantell, 4503 West 14th Street, Greeley. She believed she heard that they were going to place a median on 47th Avenue. She would like to know how it will be placed because 47th Avenue is currently 4 lanes, and she does not understand where there would be room to place the median. She would like clarification on that.

With no further public comment, Chair Yeater closed the Public Hearing at 1:48 p.m. and asked a representative from the city, regarding traffic come to the podium.

Thomas Gilbert, Engineering Development Review came to the podium. Chair Yeater commented that there have been a lot of questions raised regarding traffic and asked Mr. Gilbert to provide clarification on what the city and the applicant have done to address the traffic concerns.

Mr. Gilbert responded, sharing that he looked at this project with CDOT (Colorado Department of Transportation) and Water & Sewer. When they were reviewing this project for the rezone it included conceptual ideas about traffic, water, and sewer. There will be subdivision and a site plan review that will have to meet city criteria before this project is completed. To address traffic concerns, the first thing to address is the deceleration lane, he indicated it was reviewed and it was not warranted so it was not added. He continued, there has been a lot of talk about the traffic in the area and that he was able to speak with the traffic engineer for the city. He shared with Mr. Gilbert that in 2018 traffic volumes on 47th Avenue in this area averaged 19,202 trips daily. These counts are like other major streets in this area such as 35th Avenue. It was within what is considered reasonable traffic. If you factor in a 2% growth rate for traffic, it means that currently the estimated traffic count is about 21,200 vehicles per day. In October of this year there is another traffic count scheduled for this corridor. The other questions that have come up regarding traffic are around the median that this development will install on 47th Avenue. He shared that this is not proposed to be a very wide landscaped median but a median that is the height of a curb and is about 4 feet wide. It will be in the middle of the roadway, and it will not impact the current width of 47th Avenue. Chair Yeater asked for clarification on the acceleration/deceleration lane and if it would require a higher level of traffic

for those kinds of structures to be in place. Mr. Gilbert commented that for a deceleration lane it has to do with how many right turns are being made and, in this case, it is just not warranted. Chair Yeater asked what in the city code would require a development to be required to install a deceleration lane. Mr. Gilbert was not familiar with what the number of right-hand turns would make it required but shared that there is a chart in the code that shows how many turns are triggers for different levels of traffic calming. He shared this will all be looked at closer during the subsequent applications for this development but for the required cursory look for this process it is not required. Discussion continued related to the upcoming traffic study that will take place in October and how the city determines intersections and roadways that need to improve to accommodate for growth. Commissioner Modlin asked if it made sense for the applicant to allocate room for those lanes for future accommodations. Mr. Gilbert responded, sharing that this case is for zoning, and they do not know the exact data for what will happen with the site and when the Subdivision application is submitted the city will make those determinations at that time. Discussion continued regarding the process of zoning, conceptual plans and how traffic counts are determined.

Chair Yeater asked for city Planning staff to come to the podium. Jeff Woeber, Planner III came to the podium. Commissioner Briscoe asked why the city suggested that this project be submitted as a PUD and not a specific rezoning. Mr. Woeber replied that in this case, the applicant was considering R-H (residential high-density) which would allow for higher density and higher maximum building heights. Staff did not feel that those factors would be appropriate for this site but by submitting this as a PUD, the number of units can be limited as well as the maximum building height. With no further questions for staff, Chair Yeater asked the applicant to step forward to speak.

Troy Sprigger, Civil Engineer, 4715 Innovation Drive, Ft. Collins, Colorado. He wanted to address the question regarding sanitary sewer. He included that they did go through intensive modeling, and it is limited to the maximum allowable density for this PUD. They have looked at the maximum capacity for the 8" line and it is at about 40% of the maximum capacity when you factor in the proposed units, and it will still be under the maximum threshold for this facility. All their studies and calculations have been submitted to the city and they are available for the public to see if they wish. With no further questions for Mr. Sprigger, Chair Yeater asked for the applicants' traffic representative to step forward.

Matt Brown, 5690 DTC Boulevard, Greenwood Village, Colorado. He is the traffic engineer for the project. He wanted to provide additional responses to the traffic questions that have been posed. Regarding the comments and concerns about the applicant obtaining an independent traffic analysis, he shared that he did prepare an independent traffic analysis for the project that was submitted and subsequently approved by the city. In response to the deceleration lane, the threshold for this type of project and roadway in the city of Greeley is 50 vehicles per hour. The study shows that there would be 32 vehicles per hour for this project. Chair Yeater asked what model is used to determine that there would be 32 vehicles per hour. Mr. Brown reported that it is based on 200 dwelling units with 120 living units attached, 24 independent living units detached and 66 memory care/assisted living units or beds. He shared that the numbers are based on number of dwelling units not the number of employees and based on imperial studies done across the country that determine how these rates are applied to the project and that it is all built into the calculations provided. In response to northbound traffic and access at Hilltop, providing perspective based on their counts there were 646 vehicles on the northbound in the afternoon peak hour and this development would add 29 vehicles to that count, it is a very small percentage increase. Neither the morning nor the afternoon traffic counts for this development trigger acceleration or deceleration lanes. Discussion continued relating to future growth and relation to this site. Chair Yeater asked what his experience indicates that the median in 47th Avenue will achieve. Mr. Brown shared that the median will absolutely limit the traffic at the driveway to right in and right out, there will not be an opportunity

to turn left out of the development and it may potentially reduce speeds along 47th avenue slightly. Chair Yeater asked if the acceleration/deceleration lane was the deciding factor for this application to be approved, would the applicant proceed, and Mr. Brown replied that it appeared they would be willing. Commissioner Schulte asked for clarification on the counts used to determine the number of vehicles related to the facility employees and if they were granular enough to capture the number of employee vehicles because of the nature of the facility and if the numbers equaled out because of the residents who would have vehicles versus the employees that would. Mr. Brown confirmed this to be accurate because each different unit type has vehicles count attached to it based on the empirical studies previously mentioned.

With no further questions, Chair Yeater turned the item back to the commission for action. Commissioner Andersen moved 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. Commissioner Schulte seconded the motion.

Commissioner Briscoe stated that he struggles with the PUD portion of this application. He does not feel this is the appropriate application for this site. He can appreciate what the applicant is trying to achieve, he just does not feel that a site this small is relevant to the PUD application. Additionally, with the traffic issues and secondary entrance, he thinks that there are some issues with this, and he will probably not support this application for those reasons.

Commissioner Schulte commented that thinks that they have seen more PUD applications since the code was changed but in this case, he sees the advantage to utilizing it because if it were to be zoned as R-H, in the future would allow for much higher density than this PUD would allow for. He is willing to support it on that basis, he does have traffic concerns but those would be addressed in subsequent applications. Based on this application for PUD he would be in support of the motion.

Chair Yeater shared that he appreciates what the applicant is trying to do with this request. He supports it on its face value based on the PUD, limiting the height of the structures. He feels the applicant is doing everything they can to address the concerns of the property owners nearby and develop this piece of property. He sees the challenges with the PUD in that this is conceptual, and it does not give everyone an opportunity to see what will be built as well as the traffic concerns. He supports conceptually what this project is but would also like to see the city really look at the traffic issues. He would like to hear any suggestions on the best way to get this project approved but also address the concerns that have been raised.

Commissioner Andersen commented that she likes the idea of this project, and it is needed in the community. She is also highly concerned about rezoning with this intent in mind and if something were to happen and the project was not developed this parcel is going to be zoned with these specifications.

Commissioner Franzen agreed with Commissioner Andersen's comments. He thinks it is a great use for the property and it has been vacant for years but does feel that they need to take a deeper look at it.

Chair Yeater asked staff for any suggestions on how to amend this or the best path to proceed with. Brian McBroom replied that the commission is doing a good job identifying the key issues. He shared that the commission does have some ability, such as in the previous case to add conditions to their recommendations and in respect to concerns about the commission not having another opportunity to review the project as it progresses, on advantage to the PUD verses a R-H zoning is that there is a

certain amount of specificity that they would normally not have. Discussion continued to include what is required procedurally when an application is recommended for approval and when it is not recommended for approval as well as what components are covered under the City's Site Plan review.

Chair Yeater called for the motion currently proposed.

Motion Denied 1-5

Commissioner Andersen moved based on the application received and the preceding analysis, the Planning Commission 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 with the condition that the Site Plan and Traffic Plan are reviewed and approved by Planning Commission and City Council. Commissioner Schulte seconded the motion.

Second motion Andersen, Seconded: Shulte 6-0

9. Staff Report

Brian McBroom shared thanks to Commissioner's Briscoe and Modlin for the discussions they had this morning, and he looks forward to ones in the future.

He continued sharing the City is in the final stages of the budget process for 2024 and the City Manager's office is recommending additional funds in the budget for additional sub-area plans in 2024. West Greeley would be one of the areas included as well as parts of the North side of Greeley. Related to his discussions with Commissioners Modlin and Briscoe were joint work sessions with the City Council regarding sub area planning.

There have been several issues including traffic, PUD's and the 2024 work plan that would translate into great work session discussions. Chair Yeater and Commissioner Modlin agreed.

10. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 2:36 PM.

Justin Yeater, Chair

Don Threewitt, Interim Community Development Director



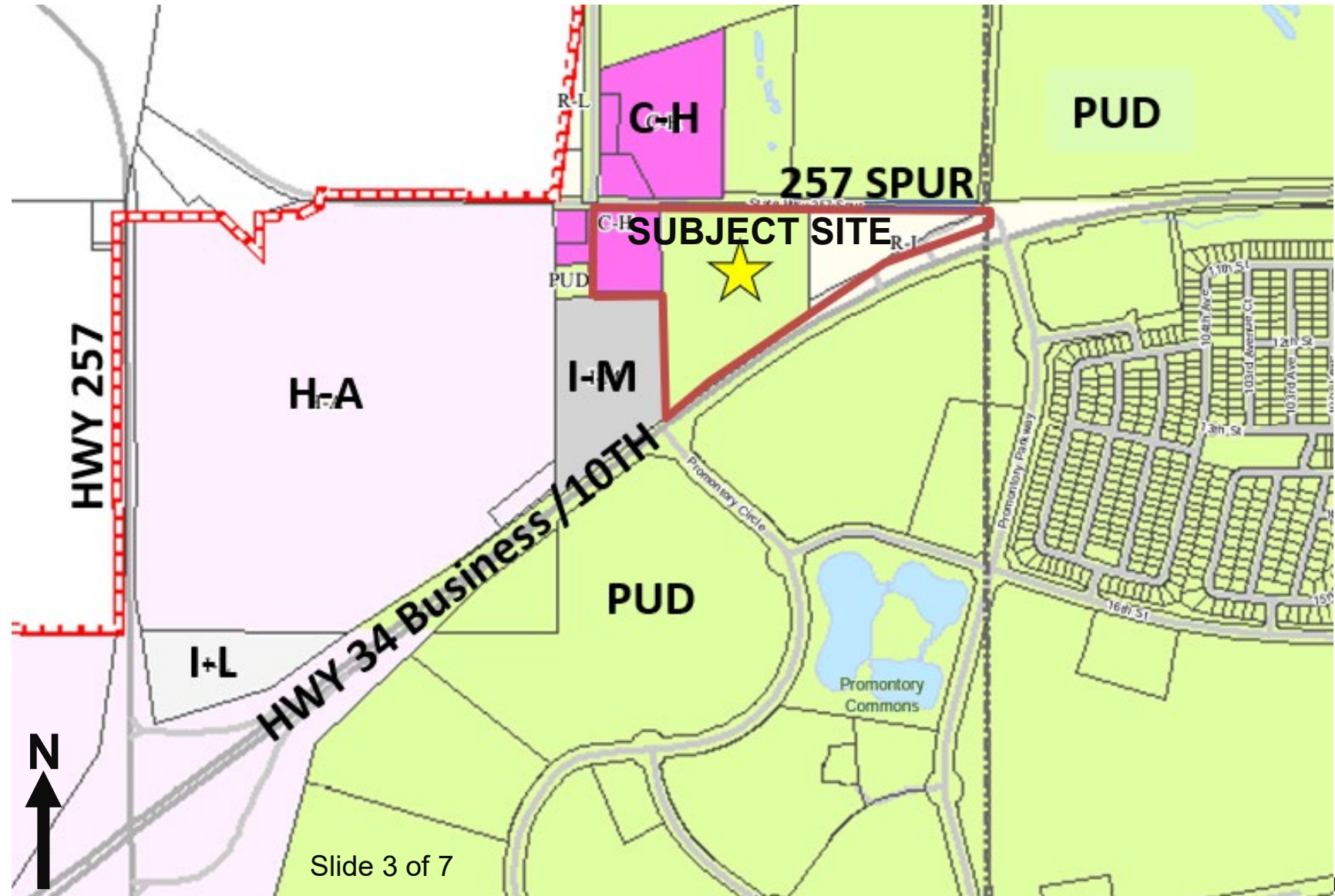
257 Spur PUD PUD2023-0005

City Council
October 17, 2023

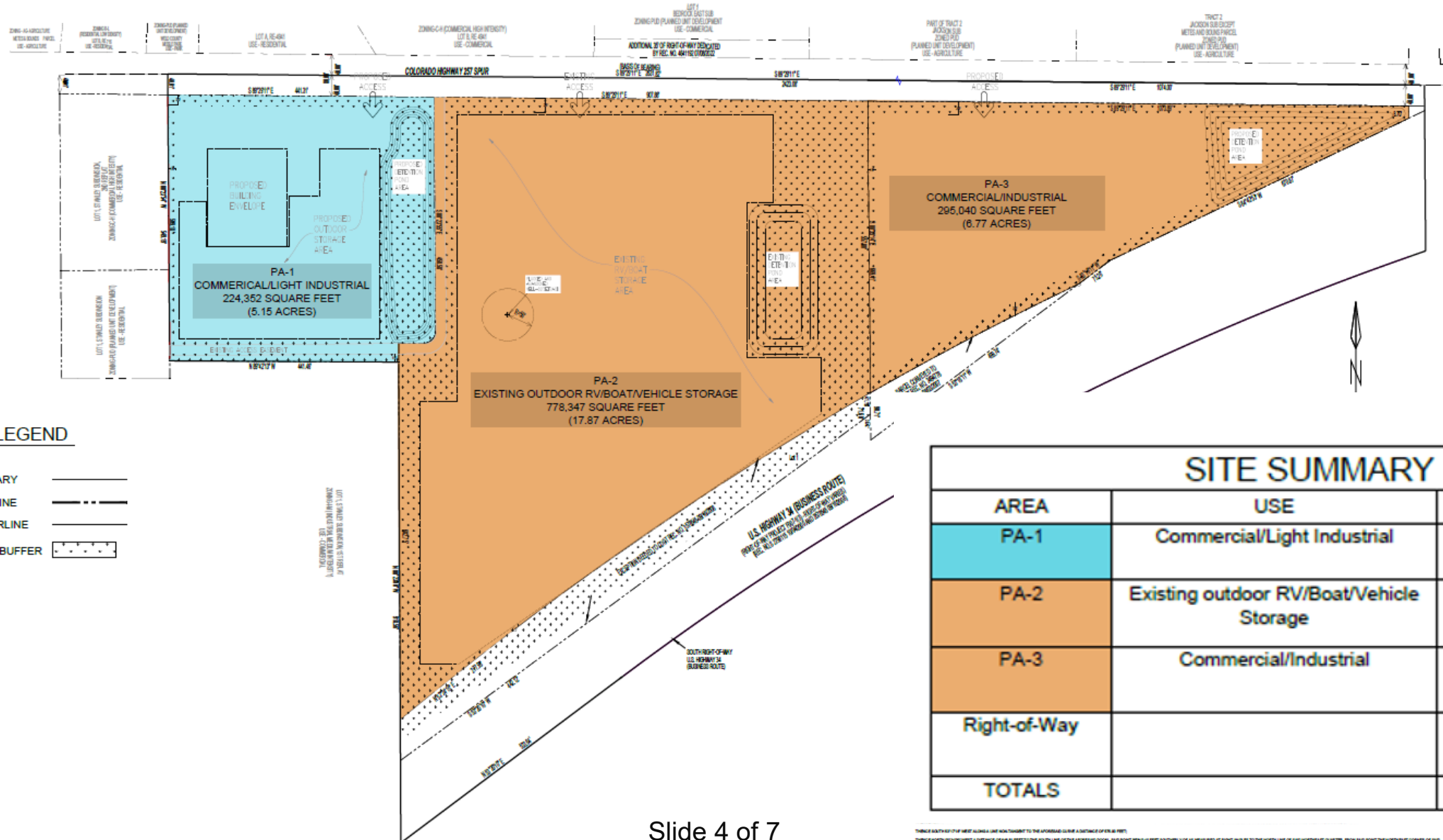
Request & Site Background

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

Location



257 Spur PUD



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

Land Uses Comparison

Residential Low Density

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

Planned Unit Development - Proposed

- **Planning Area 1:**

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

- **Planning Areas 2 & 3:**

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

Considerations

Approval Criteria

- ✓ Rezoning Criteria, 24-204(b)
- ✓ PUD Criteria, 24-205(c)
- ✓ Imagine Greeley Comprehensive Plan: Mixed Use Neighborhood

Notification

- 24 notice letters
- 1,000 ft Notice boundary
- Signs posted on the property
- Web notice
- Mineral notice completed
- No objection/support

Recommendation

- Planning Commission recommended approval (6-0) on 9/26/2023 with a condition.
- Staff recommends approval of the Planned Unit Development and Rezone.

Thank you



Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

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

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

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

Review Criteria



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

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

Review Criteria



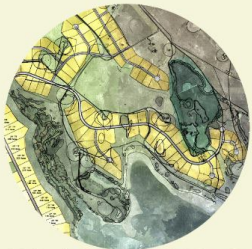
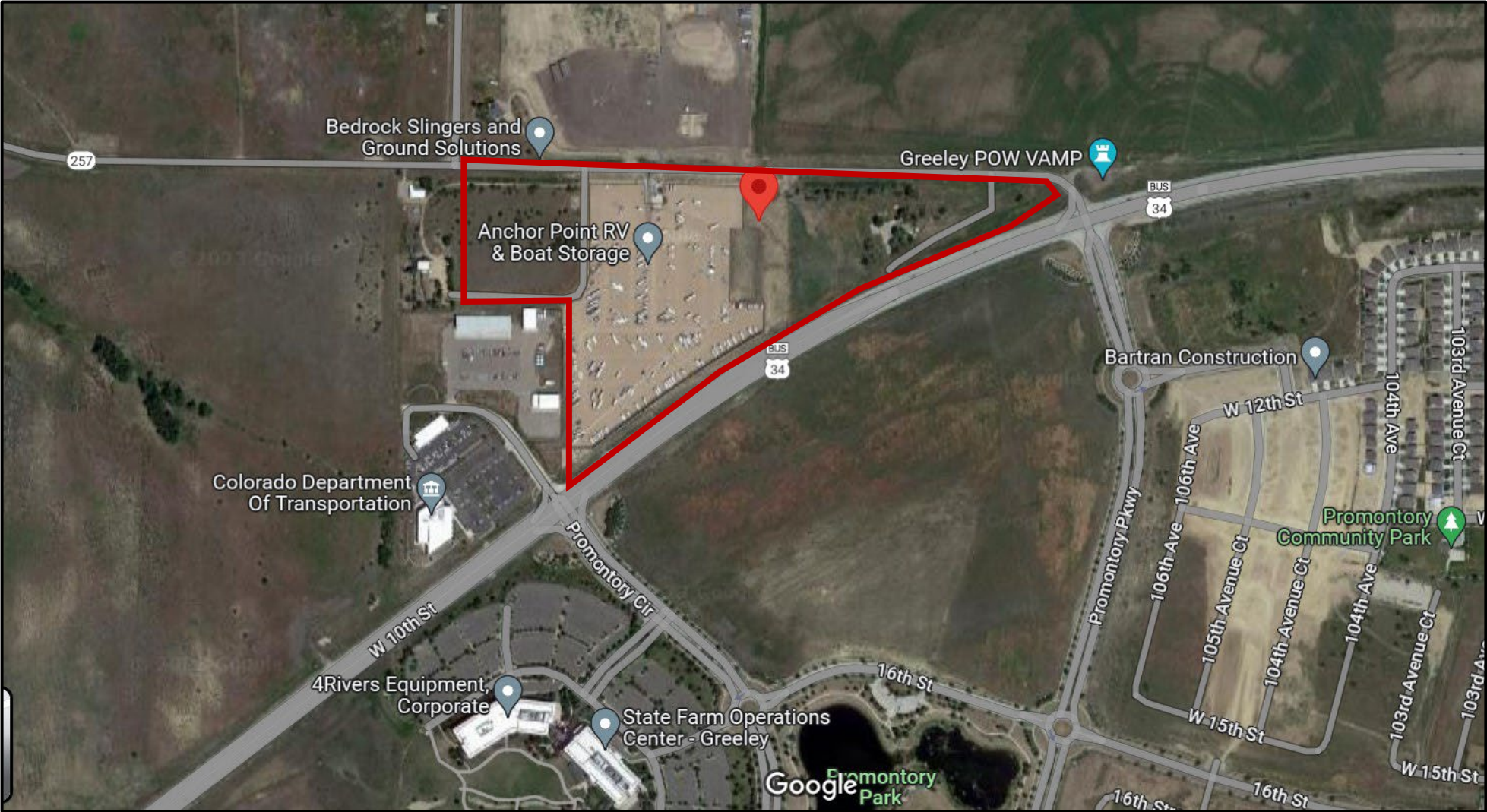
Planned Unit Development Review Criteria, Section 24-205(c)

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

257 Spur PUD

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

PROJECT LOCATION

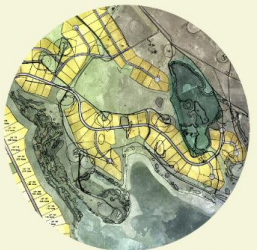
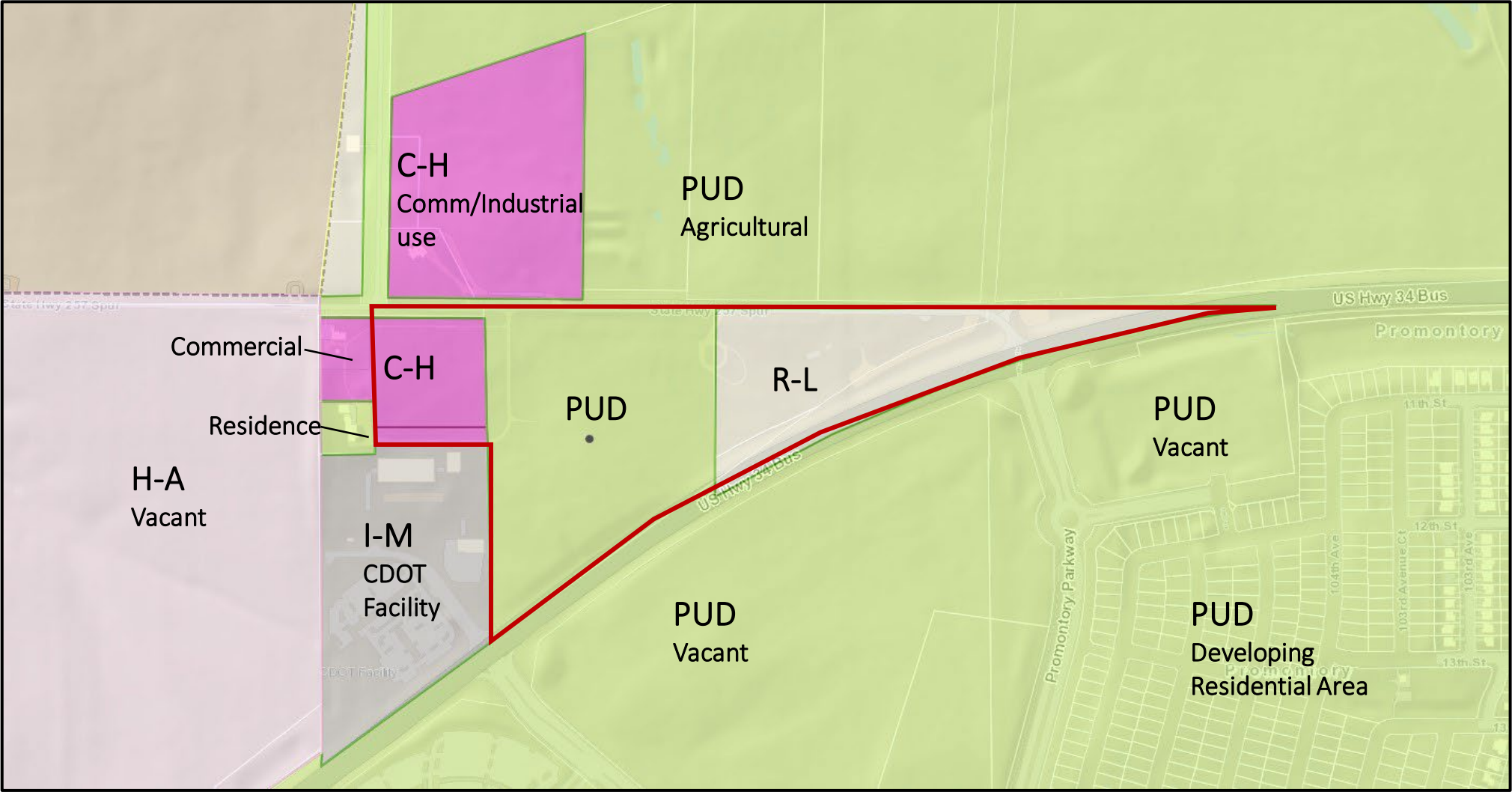


PLANSCAPES
DESIGN GROUP
LAND PLANNING | LANDSCAPE ARCHITECTURE

HWY 257 SPUR
PUD REZONE

- 10494 Hwy 257 Spur
- 10800 Hwy 257 Spur
- 10892 Hwy 257 Spur

CURRENT ZONING



PLANSAPES
DESIGN GROUP
LAND PLANNING | LANDSCAPE ARCHITECTURE

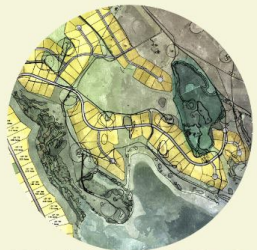
HWY 257 SPUR
PUD REZONE

10494 Hwy 257 Spur

10800 Hwy 257 Spur

10892 Hwy 257 Spur

PROPOSED PUD



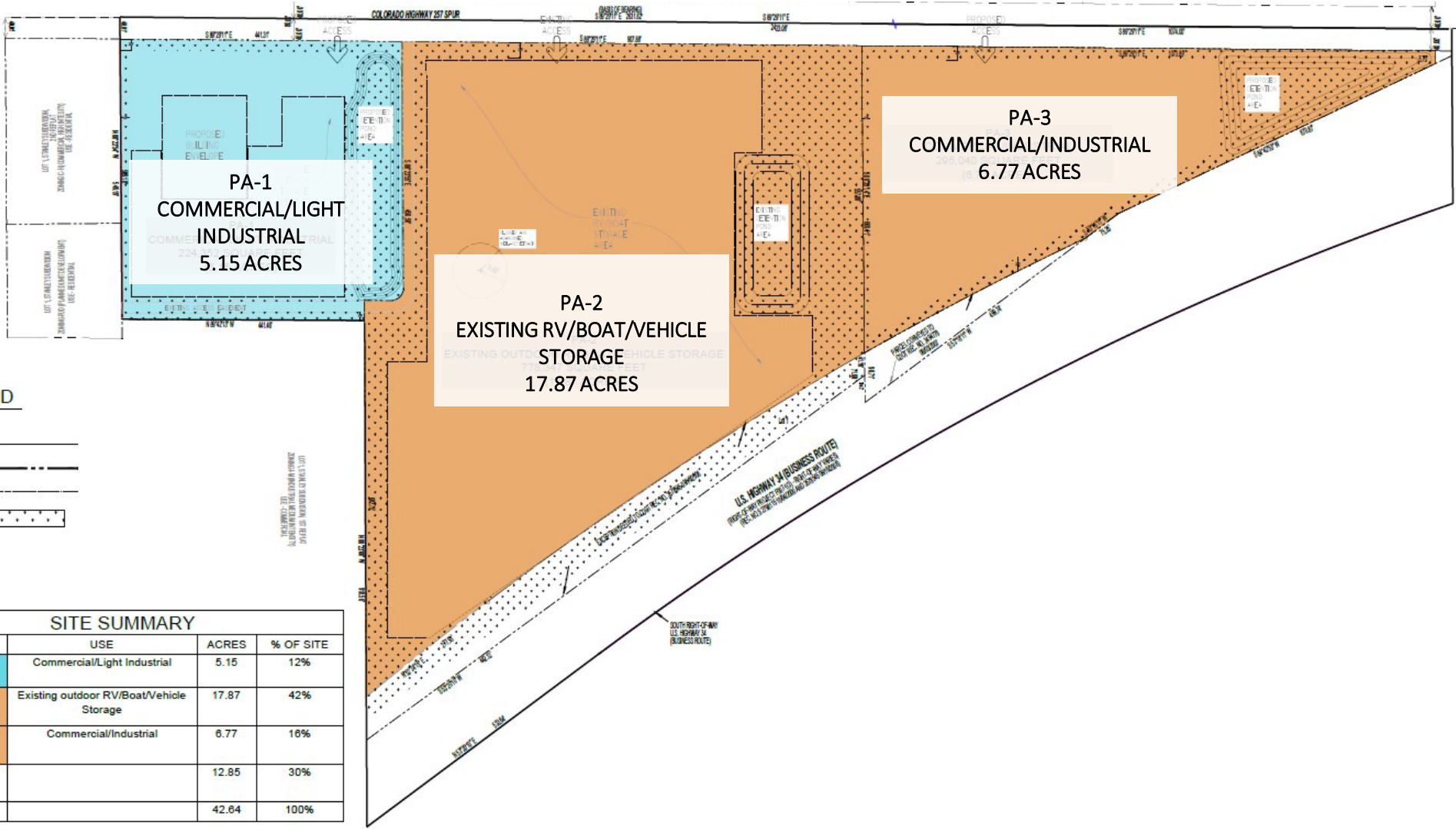
PLANSCAPES
DESIGN GROUP
LAND PLANNING | LANDSCAPE ARCHITECTURE

HWY 257 SPUR
PUD REZONE

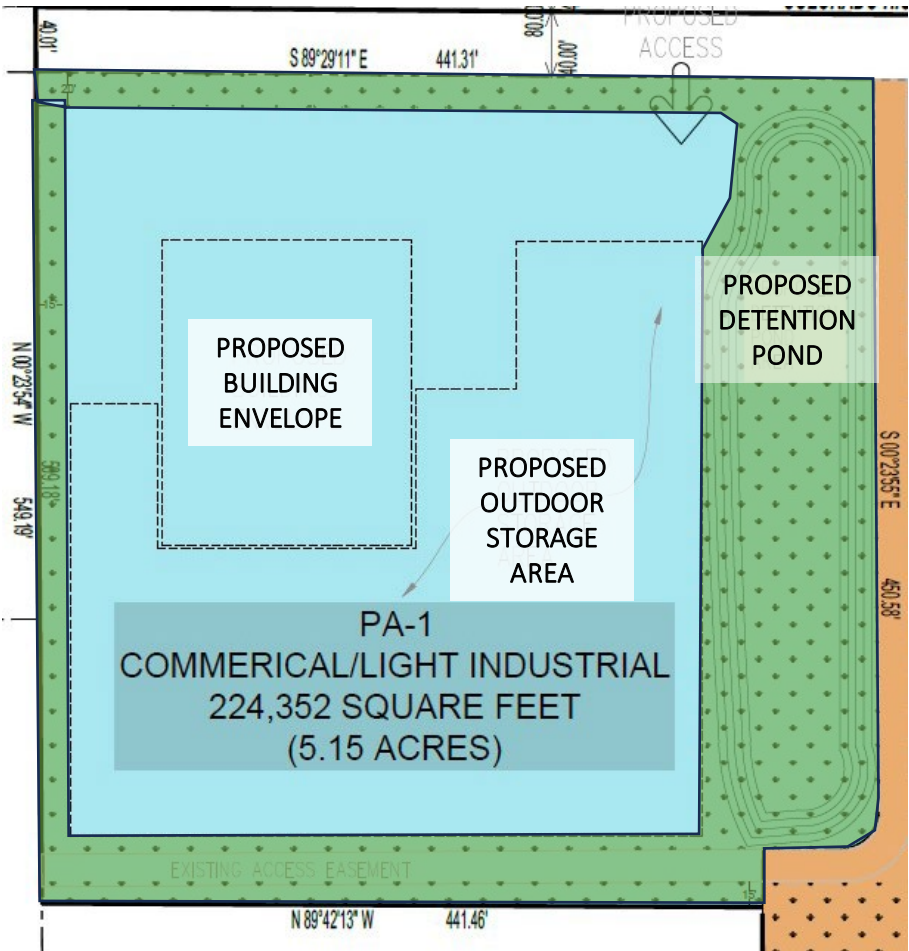
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10892 Hwy 257 Spur



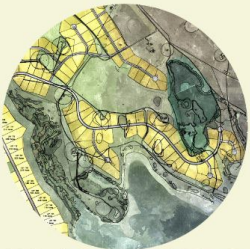
PROPOSED PUD STANDARDS



 REPRESENTS LANDSCAPING AREAS

PLANNING AREA 1
SUMMARY

- To be developed as Landmark Builders INC corporate headquarters
- To follow I-L code standards
- 20% Open space/Landscaping
- 25' minimum setbacks along streets

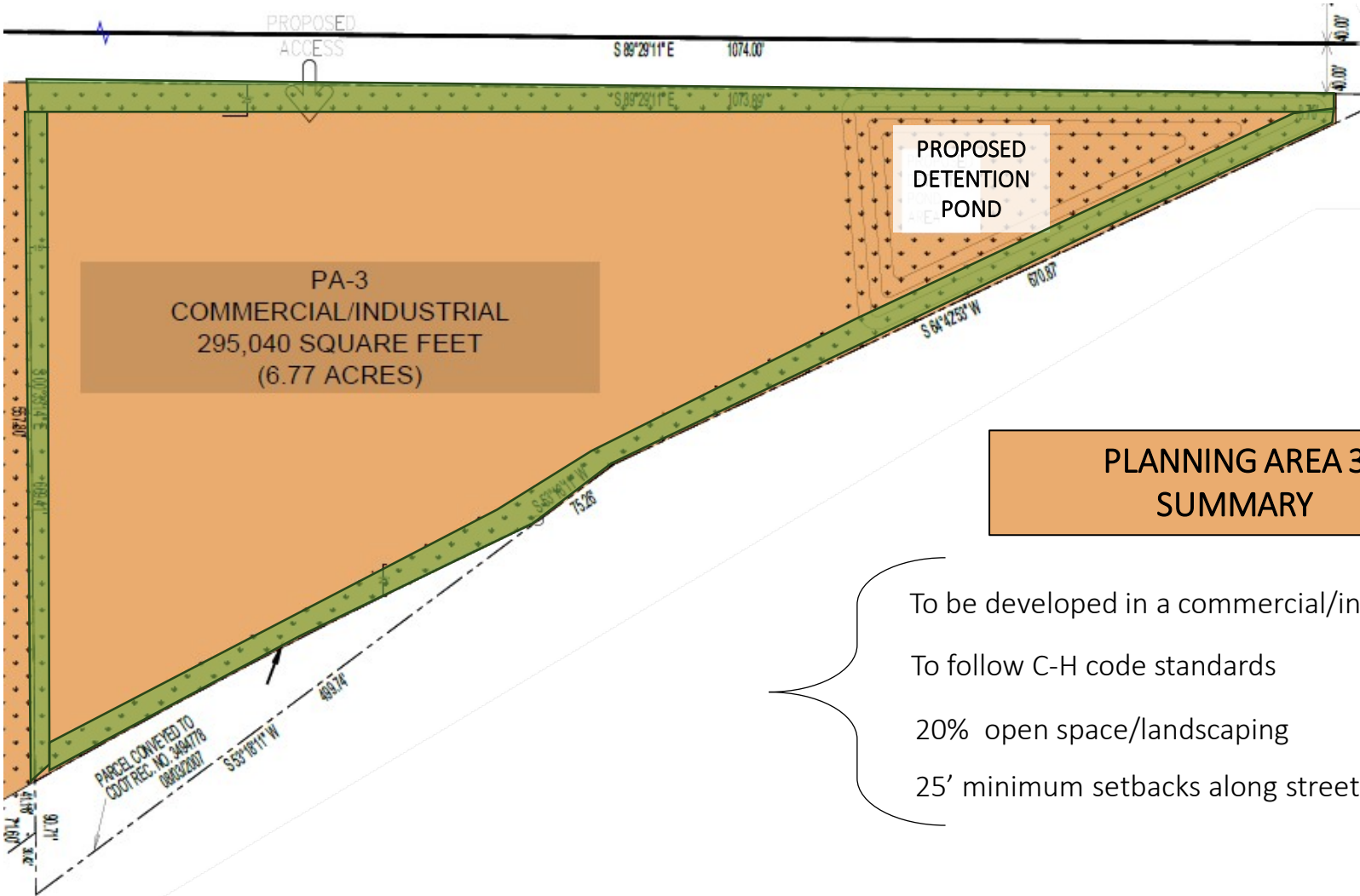


PLANSCAPES
DESIGN GROUP
LAND PLANNING | LANDSCAPE ARCHITECTURE

HWY 257 SPUR
PUD REZONE

10494 Hwy 257 Spur
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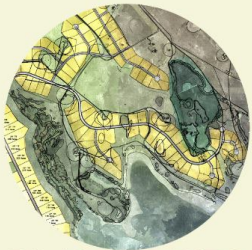
PROPOSED PUD STANDARDS



 REPRESENTS LANDSCAPING AREAS

PLANNING AREA 3
SUMMARY

- To be developed in a commercial/industrial manner
- To follow C-H code standards
- 20% open space/landscaping
- 25' minimum setbacks along streets



PLANSCAPES
DESIGN GROUP
LAND PLANNING | LANDSCAPE ARCHITECTURE

HWY 257 SPUR
PUD REZONE

- 10494 Hwy 257 Spur
- 10800 Hwy 257 Spur
- 10892 Hwy 257 Spur



Council Agenda Summary

October 17, 2023

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Appointments to Boards & Commissions

Summary:

Council appointment is needed to the above-mentioned Boards and Commissions due to vacancies and term expirations. City staff continues to actively recruit to fill all other vacant positions.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley?	No
What is the source of revenue within the fund?	N/A
Is there grant funding for this item?	No

Legal Issues:

The City Attorney's Office reviewed the applications and advised of potential conflicts of interest.

It should be noted that there is a possibility that the applicants currently serve as a volunteer on a board or commission besides the one they are applying to. It is also important to point out to the applicants that there are always potential conflicts that exist with business and investments, current jobs or relatives and family members coming before the Board or Commission.

Should such conflicts arise, the Board or Commission member simply recuses themselves from that particular item. Such a potential conflict does not preclude anyone from serving on a Board or Commission in general, just that particular agenda item.

Other issues and Considerations:

None.

Strategic Focus Area:



Community Vitality

Decision Options:

- 1) Appoint or reappoint the individuals to serve on an applicable board or commission
- 2) Direct staff to re-advertise applicable vacancy

Council's Recommended Action:

No motion is necessary. The City Council's Policies and Protocol authorize appointment of Board and Commission members by written ballot, which can be used in lieu of a motion or voice vote for individual or multiple appointments. This policy was adopted by Council as a time-savings measure. Accordingly, a ballot is attached for Council's use in making appointments. Candidates receiving a majority vote (at least 4 votes) are appointed with no further action needed by Council.

Attachments:

1. October Boards & Commissions Transmittal Summary
2. Sample Ballot - October

Boards & Commissions Transmittal

October 10, 2023

Key Staff Contact: Allie Powell, Senior Assistant City Clerk, 350-9746

Interview Date

October 12, 2023

Council Interview Team

Councilmembers Hall & Olson

Council Appointment Date

October 17, 2023

Boards and Commissions Being Interviewed

- **Greeley Art Commission**

Council's Recruitment and Qualifications Policy

General recruitment efforts shall be made with special measures being taken to balance ward representation and attract minority and special population applicants. Generally, volunteers will be limited to serving on one board or commission at a time. (14.2. (c)(2) City Council, Policies and Protocol)

Demographic information of existing board members and any specialty requirements are contained within the attached Membership Rosters.

Legal Issues

The City Attorney's Office reviewed the applications and the attached memorandum addresses any potential conflicts of interest.

It should be noted that there is a possibility that the applicants currently serve as a volunteer on a board or commission besides the one they are applying to. It is also important to point out to the applicants that there are always potential conflicts that exist with business and investments, current jobs or relatives and family members coming before the Board or Commission.

Should such conflicts arise, the Board or Commission member simply excuses themselves from that particular item but such a potential conflict does not preclude anyone from serving on a Board or Commission in general, just that particular agenda item.

Applicable Council Goal or Objective

Infrastructure & Growth – Establish the capital & human infrastructure to support & maintain a safe, competitive, appealing, and dynamic community.

Decision Options

1. Recommend candidates for appointment; or
2. Direct staff to re-advertise applicable vacancy.

Attachments

1. Interview Schedule
2. Conflict Memorandum from City Attorney's Office
3. Sample Ballot
4. Membership Rosters from above mentioned Boards and Commissions
5. Applications of those being considered for interview and/or considered for appointment

Transmittal reviewed by:  Raymond Lee, City Manager  Heidi Leatherwood, City Clerk



Applicants for the boards and/or commissions listed below are in alphabetical order
and recommendations from the interview team are shown in bold.

***** BALLOT *****

Greeley Art Commission	
<i>3 Positions: 3 Year Term</i>	
☐	Benson Verbel
☐	(Recruit for Additional Applicants)

(I) = Incumbent



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

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

 **3:00pm - 3:30pm CML 100th Year Anniversary and Photo of Greeley Council and Chambers** (R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar

 **6:00pm - 7:00pm BOCC & Weld Municipalities Quarterly Conference Call** (Microsoft Teams Meeting) - Council Master Calendar

 **6:30pm - 8:00pm Highway 85 Coalition/Mayors Bullseye Meeting** (Changes with each meeting) - Council Master Calendar 

Friday, October 13

Saturday, October 14

 **10:00am - 10:30am Fire Station #5 Open House - 10 am - 2 pm**

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) ↻

10:00am - 11:30am Greeley Refugee Quarterly Community Consultation (Microsoft Teams Meeting; 501 8th Avenue, Greeley, CO 80631 - Linc Library Upstairs Classroom,) - Council Master Calendar

10:00am - 10:45am Dedication Ceremony for the Completion of the Immaculata Plaza Apartments- RSVP by Oct. 6 (530 10th Ave Greeley CO 80631) - Council Master Calendar

3:30pm - 4:30pm Airport Authority (Clark/Payton) ↻

4:00pm - 7:00pm CML's 100th year and 25th Anniversary (1144 Sherman Street, Denver - Ken Bueche Colorado Municipal League Buidling) - Council Master Calendar

Friday, October 20

Saturday, October 21

9:00am - 2:00pm Clearview Library District Trustee Interviews - Council Master Calendar

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
- 6:00pm - 8:00pm Annual Town/County Dinner- RSVP by Oct 20 (Weld County Administration Building; 1150 O Street, Greeley) - Council Master Calendar

Friday, October 27

Saturday, October 28

Sunday, October 29

October 30, 2023 - November 5, 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 30

Tuesday, October 31

6:00pm - 6:30pm (No Council Meeting - 5th Tuesday)

Wednesday, November 1

Thursday, November 2

- 7:30am - Poudre River Trail (Hall)
- 3:30pm - IG Adv. Board (Butler)
- 6:00pm - 8:30pm North Front Range MPO Meeting (Olson/Payton)

Friday, November 3

Saturday, November 4

Sunday, November 5

City Council Meeting Scheduling 2023			
	10/11/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
October 17, 2023 Council Meeting	GIS Day (City of Greely Staff- Victoria McKennan, Doug May , Sophie Glaubius , Patrick Turn) (UNC Jessica Salo)	Mayor	Intro
	Minutes Approval (Sep 26 Work session)	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
	Resolution - 2023 Tax Levy Certification	Finance - TBD	Consent
	Resolution Accepting Planning Grant for the Narrows section of the Poudre Trail and for the Maintenance of the trail for the 2024 Growing Season	Justin Scharton/Diana Frick	Consent
	Resolution Accepting Proposition 123 (Affordable Housing)	Ashley Weesner	Consent
	Intro & 1st Rdg Ord - 2118 N. 47th Ave	Don Threewitt/Michael Franke	Consent
	PH & 2nd Rdg - Mountain Vista PUD	Don Threewitt	Regular
	PH & 2nd Rdg - Ord - 2023 Additional Appropriation	Rodney Rhoades/Robert Miller	Regular
	PH & 2nd Rdg Ord - Fiscal Year 2024 Budget Adoption	Rodney Rhoades/Robert Miller	Regular
	PH & 2nd Rdg Ord - 2024 Pay Plan	Robert Miller/Noel Mink	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 Weesner/Juliana Kitten	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
October 24, 2023 Council Work Session	Boards & Commissions Appointments	Heidi Leatherwood	Regular
	High Plains Development Corp - Star Rise Apartment Project - Jodi Hartman	Ashley Weesner/Juliana Kitten	WS
	Initiative 10-2023 Camping Ban, Resources, and Enforcement	Julianan Kitten/Doug Marek/Adam Turk	WS
	Initiative 11- 2023 - Artificial turf and landscape standards	Brian McBroom	WS
	Image Campaign Update	Winna MacLaren	WS
November 07, 2023 November 14, 2023 Council Work Session	Community Engagement Priorities 2024	Winna MacLaren	WS
	CANCELLED due to Election 2023		
	Initiative 08-2023 Public Nuisance Order	Brian McBroom/Doug Marek	WS
	Code Updates - Affordable Housing Parking Reduction	Brian McBroom	
November 21, 2023	Chief Human Capital Officer Overview	Kimberly Southern-Weber	
	Exe Session for Mid-Year Review of Council Appointees	HR- Noel Mink	WS
	CANCELLED due to Thanksgiving/Holiday Week		
November 28, 2023 Special Meeting	Swear in New Councilmember(s)	Judge Gonzales/Heidi	
	Minutes- Oct 3 CC Mtg, Oct 17 CC Mtg, Oct 10 WS, Oct 24 WS, Nov 14 WS		
	Resolution Approve the Transformational Homelessness Response Grant Award (Tentative)	Ashley Weesner/Juliana Kitten	Consent
November 28, 2023 Council Work Session	Boards & Commissions Triennial Review Report	Heidi Leatherwood	WS
	Initiative 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 (Nov 28 SM, Nov 28 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 - 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

City Council Meeting Scheduling 2023			
	10/11/2023		
	This schedule is subject to change		
Date/Type	Description	Sponsor	Placement/Time
	Consideration of a Resolution Approving the 2024 DDA Budget	Finance - TBD	Regular
	PH & 2nd Rdg - 2118 N. 47th Ave	Brian McBroom/Michael Franke	Regular
December 12, 2023 Council Work Session	Sign Regulation and Enforcement	Brian McBroom	WS
December 19, 2023	Minutes- Dec 5 CC, Dec 12 WS	Heidi Leatherwood	Regular
	PH & 2nd Rdg - 1318 47th Ave PUD	Caleb Jackson/Jeff Woeber	
	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	CANCELLED due to Holiday/Christmas Week		



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.